GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY SCHEME

PUBLIC CONSULTATION REPORT

MGT0525Rp0008
GALWAY TO ATHLONE
CASTLE NATIONAL
CYCLEWAY SCHEME
F01
07 October 2021

rpsgroup.com

Document status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
F01	Final	MC	CMG	GC	20/01/2021

Approval for issue

CMG		20 January 2021

© Copyright RPS Group Limited. All rights reserved.

The report has been prepared for the exclusive use of our client and unless otherwise agreed in writing by RPS Group Limited no other party may use, make use of or rely on the contents of this report.

The report has been compiled using the resources agreed with the client and in accordance with the scope of work agreed with the client. No liability is accepted by RPS Group Limited for any use of this report, other than the purpose for which it was prepared.

RPS Group Limited accepts no responsibility for any documents or information supplied to RPS Group Limited by others and no legal liability arising from the use by others of opinions or data contained in this report. It is expressly stated that no independent verification of any documents or information supplied by others has been made.

RPS Group Limited has used reasonable skill, care and diligence in compiling this report and no warranty is provided as to the report's accuracy.

No part of this report may be copied or reproduced, by any means, without the written permission of RPS Group Limited.

Prepared by:

RPS

Galway to Athlone Cycleway,
Project Office, Society Street, Ballinasloe, Galway, H53 T320,

T +353 91 509 267
E info@galwaytoathlonecycleway.com

Prepared for:

Westmeath County Council

Michael Kelly
Project Co-ordinator

Áras an Chontae, Mullingar
County Westmeath, N91 FH4N

T 044 93 34250
E mkelly@wccprojectoffice.ie

Contents

1 INTRODUCTION 3
2 FIRST PUBLIC CONSULTATION 4
2.1 Consultation Events 4
2.2 Project Website 7
2.3 Event Advertising 7
2.4 Public Response 8
3 SUMMARY OF FIRST PUBLIC CONSULTATION 20

Appendices

Appendix A Consultation Materials

Appendix B Advertisements

Figures

Figure 2.1 Athlone Public Consultation (10th August 2020) 5

Figure 2.2 Ballinasloe Public Consultation (11th August 2020) 6

Figure 2.3 Loughrea Public Consultation (13th August 2020) 6

Figure 2.4 Screenshot from www.galwaytoathlonecycleway.com – Virtual Online Portal 7

Figure 2.5 Location of Respondents 9

Figure 2.6 Number of comments in relation to need for project 10

Figure 2.7 Number of comments in relation to attractions, locations, facilities and constraints 11

Figure 2.8 Number of comments in relation to concerns 12

Tables

Table 2.1 First Public Consultation – August 2020 4

Table 2.2 Public Display Venues – August 2020 5

Table 2.3 Event Advertisements 7

Table 2.4 Public Response Methods 8

Table 2.5 Route Suggestions 11

Table 2.6 List of Group Submissions 13

Table 2.7 Business Submissions 15

Table 2.8 Petition 17

Table 2.9 Stakeholder Consultation 17

1 INTRODUCTION

This report describes the Public Consultations held for the Galway to Athlone Castle National Cycleway and summarises the responses received.

The responses will be considered during the route option development stage of the project. The consultation process is being conducted in accordance with the Government's 'Strategy for the Development of National and Regional Greenways, 2018.'

The strategy outlines four stages of public consultations to inform and discuss a project with the public before submission to An Bord Pleanála. The stages are as follows:

1. The Study Area Public Consultation;
2. Route Corridor Options Public Consultation;
3. Preferred Route Corridor Public Consultation; and
4. Preferred Route Consultations with Individual Landowners.

The Public consultations provide opportunities for the public and landowners to highlight issues of concern or special interest which can be considered. The first public consultation (The Study Area Public Consultation) was held in August 2020 and are described in this report.

Chapter 2 contains the details of the consultations, feedback received, issues and concerns raised together with a summary of the comments received.

Chapter 3 contains the overall summary of the report and the consultations.

2 FIRST PUBLIC CONSULTATION

2.1 Consultation Events

Consultations were held between the 10th and 14th of August 2020 at the venues and times shown in Table 2.1. Maps of the study area were on display and boards contained information on the project. The displays could also be viewed at the locations outlined in Table 2.2 the week after the events. Information about the project was also available from commencement of the consultations through the virtual public consultation platform and on the project website (www.galwaytoathlonecycleway.com).

The purpose of the first consultation was to present the study area to the public and invite them to give their opinions on the following:

- The need for the project;
- Possible routes that they believe should be considered by the project team;
- Locations, attractions or facilities in their area that could be attractive to cycleway users or would benefit from a cycleway;
- Constraints or barriers to a cycleway in their area; and
- Any other concerns or issues they wish to raise.

Feedback Forms were available at all events. Consultation materials used are included in Appendix A. Submissions could be made on the day, to the project office, by email or via the virtual consultation site.

In total 524 people attended the consultation over 5 days. Table 2.1 below, shows the attendance at each location. While no route options were shown at the consultations, many members of the public were familiar with the routes considered in 2015 and gave their opinions based on these routes.

Table 2.1 First Public Consultation – August 2020

Location	Date	Time	Approximate Number of Attendees
Shamrock Lodge Hotel,Clonown Road,Athlone	Monday 10th August 2020	11am – 8pm	53
Shearwater Hotel Townparks, Ballinasloe	Tuesday 11th August 2020	11am – 8pm	105
Raheen Woods Hotel Raheen, Athenry	Wednesday 12th August 2020	11am – 8pm	160
Loughrea Hotel Athenry Road, Loughrea	Thursday 13th August 2020	11am – 8pm	82
Maldron Hotel Carrowmoneash, Oranmore	Friday 14th August 2020	11am – 8pm	124

Table 2.2 Public Display Venues – August 2020

Location	Date	Time
Áras an Chontae Prospect Hill, Galway	17th – 21st August 2020	10am – 4pm
Ballinasloe Area Office Civic Offices, Ballinasloe	17th – 21st August 2020	10am – 4pm
Áras an Chontae Roscommon	17th – 21st August 2020	10am – 4pm

The following Figure 2.1, Figure 2.2 and Figure 2.3 were pictures taken at some of the public consultations. The material on display at each event were identical.

Figure 2.1 Athlone Public Consultation (10th August 2020)

Figure 2.2 Ballinasloe Public Consultation (11th August 2020)

Figure 2.3 Loughrea Public Consultation (13th August 2020)

2.2 Project Website

The Project website is www.galwaytoathlonecycleway.com. The website contains information in relation to the project. A virtual public consultation was available on the website for those unable to attend in person or those who preferred online access. Displays shown at events can be viewed here and feedback can be given through email, or via an online form.

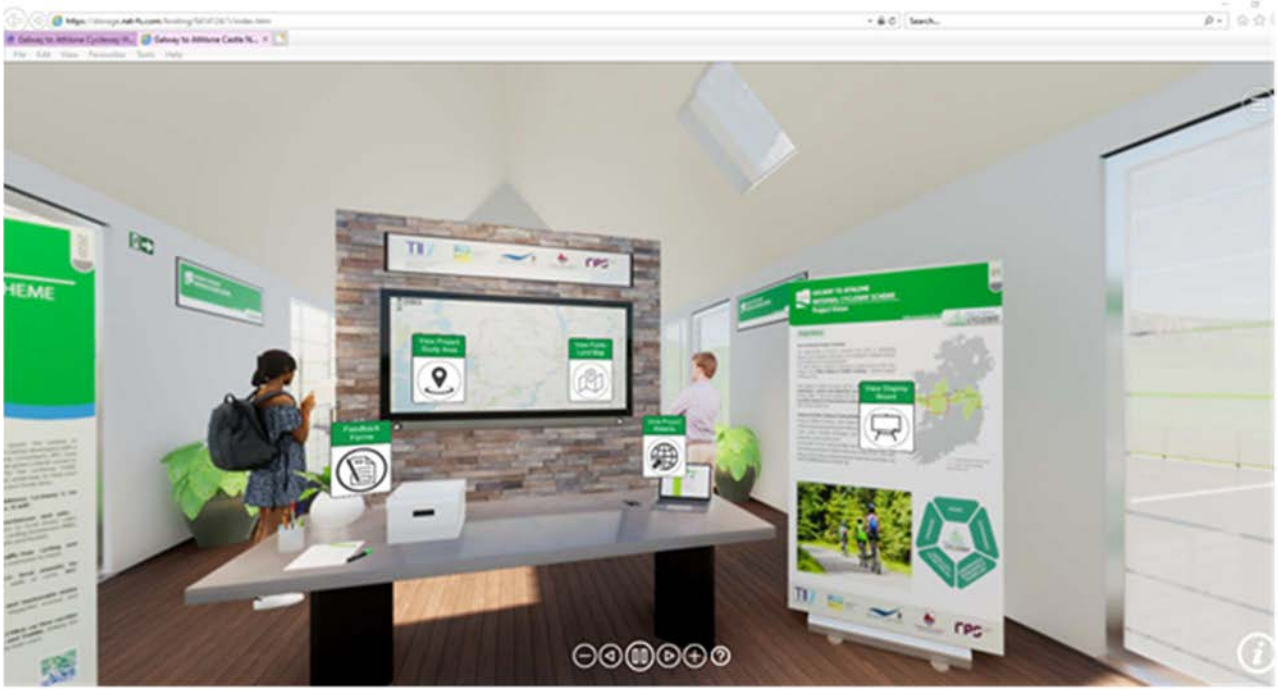


Figure 2.4 Screenshot from www.galwaytoathlonecycleway.com – Virtual Online Portal

2.3 Event Advertising

The public consultations were advertised in local papers a week prior to the events being held, as shown in Table 2.3. Flyers were also sent to all postal addresses in the study area by An Post Commercial. The flyer and advertisements are shown in Appendix B.

Table 2.3 Event Advertisements

Newspaper	Date
Tuam Herald	Wednesday 05th August 2020
Galway Advertiser	Thursday 06th August 2020
Connacht Tribune	Friday 07th August 2020
Roscommon People	Friday 07th August 2020
Westmeath Independent	Saturday 08th August 2020

2.4 Public Response

As indicated in 2.1 the purpose of the first consultation was to present the study area and invite opinions on need for the project, possible routes, local attractions, constraints and any other concerns. Providing a name and address was optional on the feedback form, and the project team has accepted all material submitted in good faith. One large petition was received. A number of form letters and a number of submissions were signed by multiple persons. Also, a significant number of duplicate submissions were received i.e. sent by email and hand delivered.

Following the consultation, well over 3,000 responses were received, considering individual submissions and signatures on group submissions. Many were individual submissions, with submissions also received from community groups and businesses.

Of these 909 were similar submissions received from the Greenway Action Group, stating a suggested methodology for route selection and proposed that the route need not be fully segregated or off road, and that compulsory purchase of land should never be used. It also proposed that the cycleway run parallel to the Galway to Athlone railway.

A petition with 2,179 names was received in support of the project. This was submitted by the Athlone to Ballinasloe Greenway Campaign. This presents a number of suggested routes and emphasises that the cycleway should pass through Ballinasloe.

Most respondents were in support of a cycleway through the study area. Many were opposed to a route through private lands and would only support a route through public lands or on-road facilities. Submissions were received from all across the study area. There was significant support a route paralleling the Galway to Athlone railway.

Submissions were received through number of methods, as shown in Table 2.4.

Table 2.4 Public Response Methods

Method of Response	Number of Responses
Feedback Form	415
Letters	370
Identical Letters	600
Email	230
Phone	2
Petitions	1 (2,179 signatures)

The majority of responses were received from those living within the study area. The biggest response came from the Ballinasloe area. A breakdown of responses by geographical areas can be seen in Figure 2.5.

One large petition was received from the Ballinasloe area.

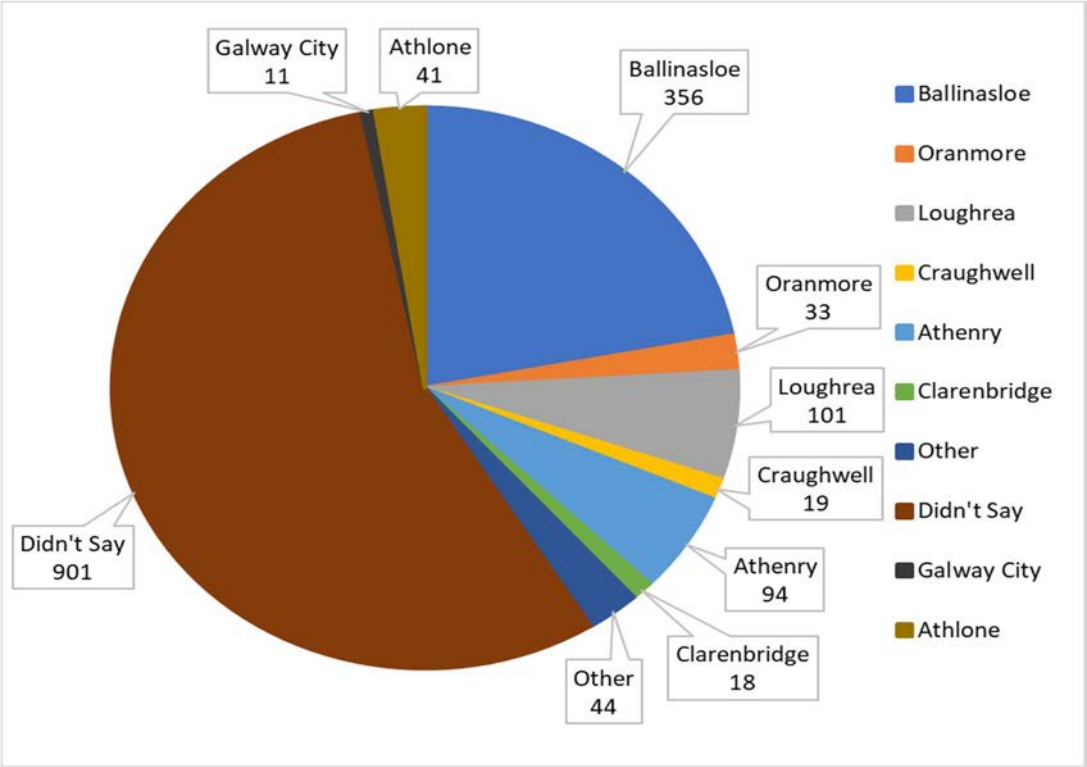


Figure 2.5 Location of Respondents

2.4.1 Individual Submissions

A total of 1,569 respondents provided submissions through feedback forms, letters, emails and phone calls.

106 identical form letters, with 196 names, were submitted from respondents stating that they were opposed to the use of privately owned land for the cycleway. 65 'Denial of Access to My Property' letters with 96 names were received. Some of these submissions suggested a route adjacent to the existing Galway to Athlone railway line. Many of these submissions were also received by email. Where an identical submission was received twice, for example by email and hardcopy, it has been counted as a single submission. This letter was also received signed by 600 people.

The identical form letters requested a fair and transparent process in the delivery of the cycleway route. They stated that compulsory purchase and severance of private land holdings should not occur. Security, privacy and safety issues for adjacent landowners was also highlighted as concerns.

50 photocopies of the Feedback Form were received with no names stating, 'no compulsory purchase', 'no land severance' and 'use rail corridor' were not added to the totals.

The Feedback Form asked for comments under the following headings:

- Need for the project;
- Possible Routes;
- Attractions, Locations Facilities and Constraints
- And Concerns or Issues.

A total of 87 respondents provided little or no comment.

2.4.1.1 Need for the Project

Comments received in relation to the need for the project were split into general themes as shown in Figure 2.6.

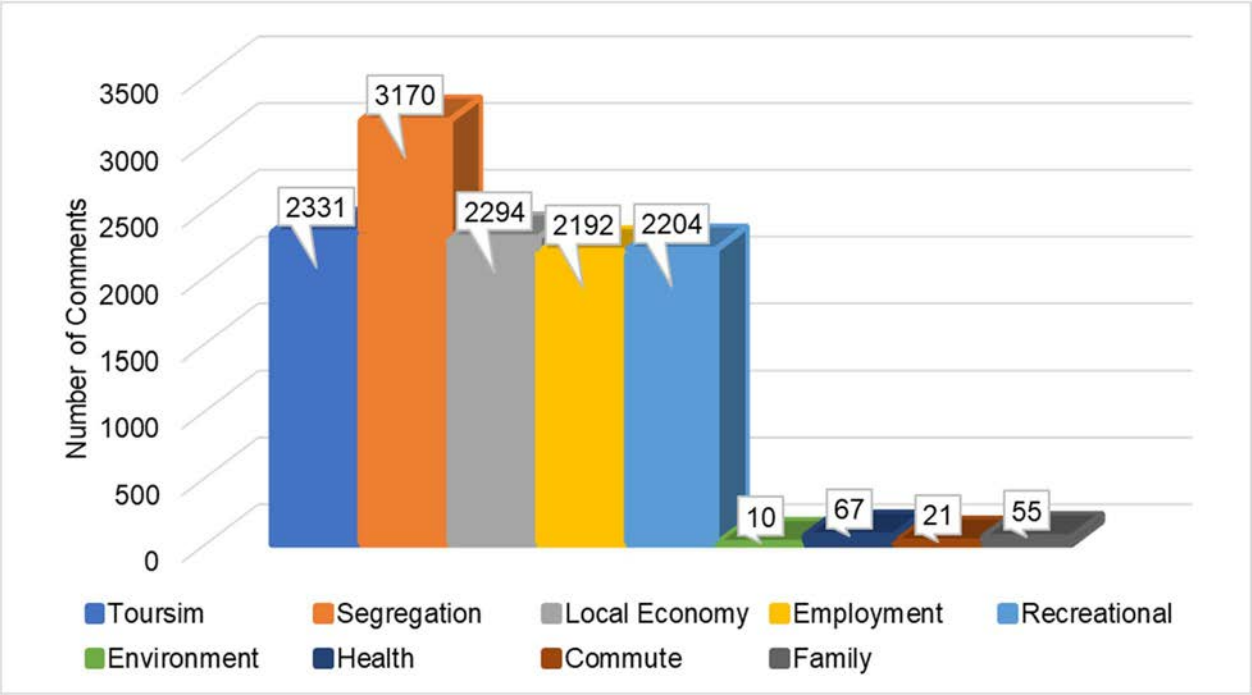


Figure 2.6 Number of comments in relation to need for project

The majority of comments suggest that respondents consider that the cycleway can be a significant tourist attraction which will bring positive impacts to the local economy and increase employment in their area.

Some respondents considered that a safe fully segregated off road cycleway would be preferred, but there was also a large number of submissions stating that quiet country roads should also be considered, and that segregation may not be desirable in towns.

Emphasis was put on cycling for recreational use which can improve the users physical and mental health.

Some suggested the cycleway could be used for commuting in urban areas, to reduce the number of cars on the road and help the environment by lowering carbon emissions.

2.4.1.2 Possible Routes

Most respondents commented on a possible route or a destination they felt should be on the cycleway. Many suggested a route along the existing railway line and/or through Ballinasloe. Some suggested a route should be connected to existing and future trails or other greenways in the area. Towns with good public transport facilities were highlighted in particular as a useful stopping point. Comments also suggested that, where possible, state owned land should be used.

Some of the suggested routes and stopping points are listed in Table 2.5.

Table 2.5 Route Suggestions

Route / Location	Number	Route / Location	Number
Clonmacnoise	44	Attymon	8
Shannonbridge	41	Athenry	87
Ballinasloe	211 (and petition of 2,179)	Clarinbridge	24
Aughrim	15	Oranmore	25
Woodlawn	9	Galway to Athlone Railway Line	930
Loughrea	17	R446 (old N6) Route	20
Portumna	5	Ballinasloe Grand Canal and BnM Rail Route	18 (and petition of 2,179)
Woodford	4	Ballinasloe to Galway Railway line	Petition of 2,179

2.4.1.3 Locations, Attractions, Facilities and Constraints

Feedback for this section was split into the themes shown in Figure 2.7.

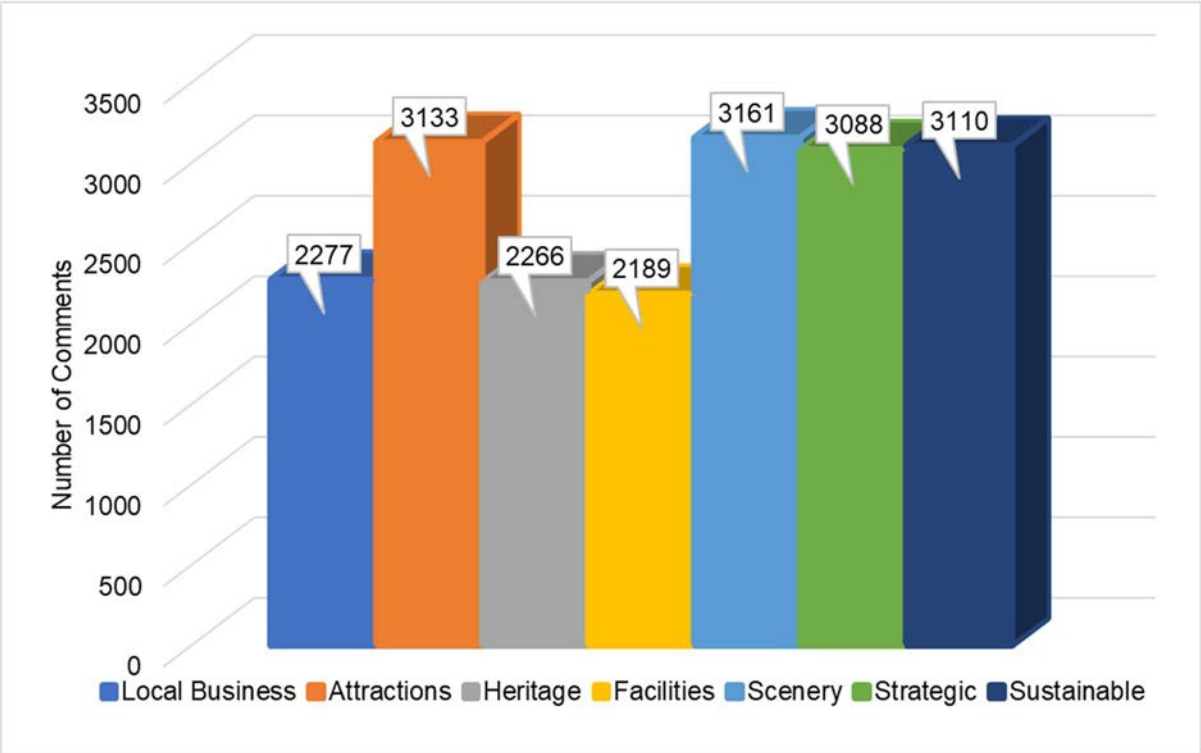


Figure 2.7 Number of comments in relation to attractions, locations, facilities and constraints

Respondents highlighted local businesses such as hotels, bars, cafes, restaurants and shops which would facilitate cycleway users. Local attractions, heritage sites, places of interest and things to do that would benefit a cycleway and its users were put forward. These attractions include Clonmacnoise, the site of the Battle of Aughrim, Athenry Castle, Esker Monastery and Lough Rea. Scenery was also highlighted as an important feature to the cycleway. It was recommended by many that the cycleway should be located in scenic areas.

Some highlighted Special Areas of Conservation as a constraint. Comments also suggested the cycleway should have general facilities such as toilets, adequate lighting, camping spots, parking along with access for emergency vehicles and those with mobility issues.

2.4.1.4 Concerns or Issues

The general themes of concerns and issues raised are shown in Figure 2.8.

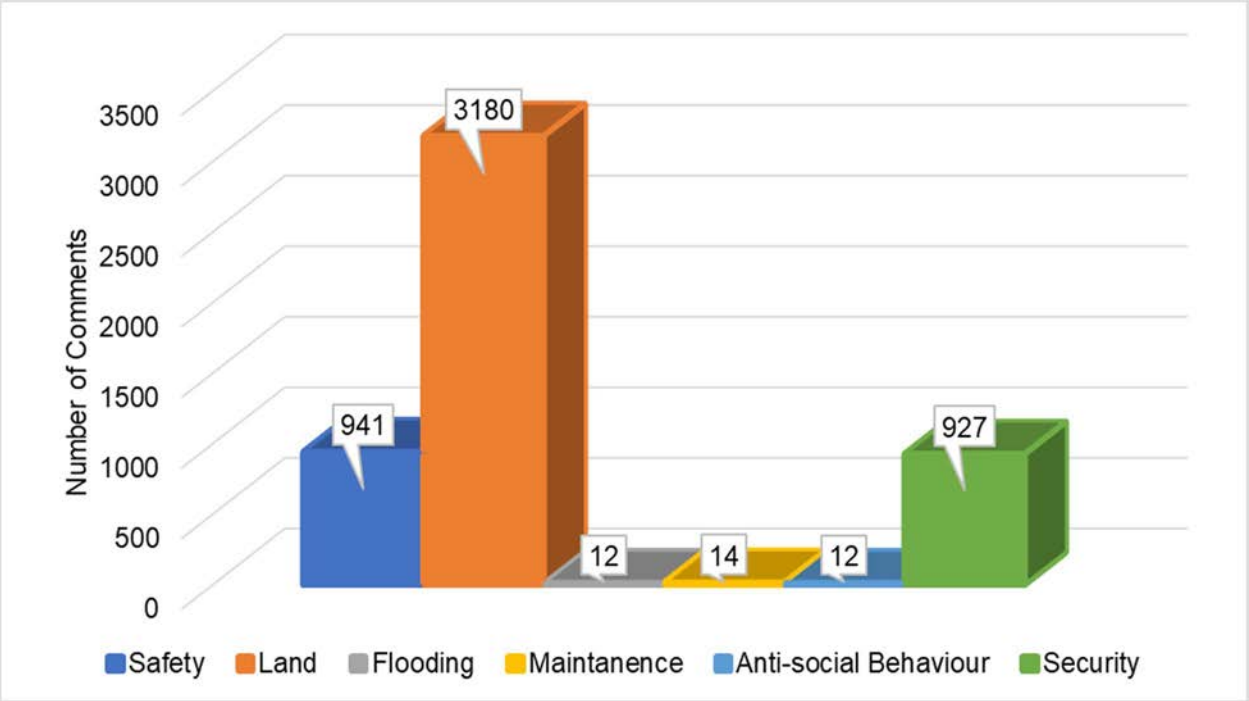


Figure 2.8 Number of comments in relation to concerns

The following are some of the concerns and issues raised from the feedback provided:

It was clear that the use of private land is the greatest cause for concern on the project and in particular:

- Perceived lack of a fair and transparent process towards landowners in the area;
- Severance of private land holdings without landowner consent;
- The use of compulsory purchase of land to deliver the project;
- Disturbance of existing businesses and farming activities;
- Health, safety, biosecurity and security issues for adjacent farms and livestock;
- Cycleway user safety adjacent to farms and existing roads;
- Flooding of the cycleway near the River Shannon and Galway Bay;
- Lack of suitable facilities and attractions or sites of interest;
- Lack of adequate maintenance and upkeep on the cycleway;
- Anti-social behaviour that could disturb nearby residents; and
- Privacy and liability issues due to potential trespassing on private land adjacent to the cycleway.

2.4.2 Group Submissions

There were 21 submissions from groups, which are listed in Table 2.6.

Table 2.6 List of Group Submissions

Group	Theme/Comments
Future Looking Athenry Group (FLAG)	Athenry town centrally located with excellent infrastructure. Places of interest were listed. Athenry has a heritage centre which hosts many events.
Ballinasloe Tennis Club	Newly developed sports club with facilities, open until 10pm. Suggests route linked to tennis club.
19th Galway, Athenry Scouts	Scouts suggest Greenway though Athenry would be invaluable. The Greenway offers a safe place to cycle. Promotes good physical and mental health. Would support the Greenway in the Athenry area.
Smarties Montessori School	Would be a great benefit to Athenry. A list of attractions was included. Good infrastructure in the town to support cycleway.
Drum Heritage Group	Drum Heritage centre has three sites St. Brigid's Holy Well, Abbey Ruins and old Cemetery. A list of attractions for tourists was given.
Wheels of Athenry	A group looking for bike friendly routes in Athenry. Cycleway route through Teagasc road to Derrydonnell and on to Oranmore. If not through Athenry then bring route through Craughwell.
Athenry Tidy Towns	Athenry Tidy Towns are very excited about a route going through Athenry. Amenities and facilities were listed. A proposed route was attached and use of public land around Athenry was suggested.
Creagh National School	Creagh National School submitted 83 letters written by the students at the school. The theme of the letters was positive to having a cycleway through the town of Ballinasloe.
Shannonbridge Action Group	Shannonbridge Action Group supports a route along either side of the Shannon through the village of Shannonbridge and on to Ballinasloe. Not bringing the cycleway through Shannonbridge would be a missed opportunity to link other routes and to develop Irelands Hidden Heartlands.
Coastal Action Group	Group of Landowners along the coast close to Galway City. They support the cycleway from Dublin to Galway. Strongly emphasised the need for local community support. Combination of segregated cycleway, cycle lane and shared use should be considered. Public lands and rural roads should be used.
Ballinasloe Area Community Development (BACD)	Full support to the project and a route which goes through Ballinasloe. Ballinasloe has excellent infrastructure to support the project. Facilities in the town include sports facilities, local businesses, accommodation and a hospital. Ballinasloe is a hub for Irelands Hidden Heartlands with many amenities. Ballinasloe needs the cycleway to revitalise the town.

Group	Theme/Comments
The Compliance Team	Full support to the project and a route which goes through Ballinasloe. Ballinasloe has excellent infrastructure to support the project. Facilities in the town include sports facilities, local businesses, accommodation and a hospital. Ballinasloe is a hub for Irelands Hidden Heartlands with many amenities. Ballinasloe needs the cycleway to revitalise the town.
Kilcolgan Community Development	Kilcolgan would be an ideal destination on route between Clarinbridge and Kinvara. The village has local businesses, accommodation and many historical sites in the area. Some key attractions were listed.
Ballinasloe Town Team	Active group to promote and develop the town of Ballinasloe. The town must be on the route to keep the town as a meeting place for walkers, cyclists and path users. Ballinasloe is a key destination which can link the cycleway to trails and attractions in the area. Ballinasloe has a lot to offer with many businesses, accommodation, sports and a theatre. A list of attractions in the area was provided.
Rosway Walkers	Full support of project going through Ballinasloe. Safe place for people to walk and cycle. Improve people's mental health and wellbeing and encourages sociable behaviour. Ballinasloe has rich archaeological and architectural heritage which will attract tourism.
Woodford Parish Development	Proposed a route which utilises mostly public land in a community that supports the greenway. The route provides much to see and do with historical attractions, biodiversity, arts and culture and local restaurants.
Green Party	In favour of the project and delighted to see its progression. Greenway positive for tourism in the west. The route should pass key locations so it can be used to commute especially in East Galway City which will help congestion. Funding should be provided for these areas to be connected to the cycleway. Families and e-scooters should be catered for.
Oranmore Community Development Association	Oranmore Community Development is in full support of the project. Oranmore is a key location on the route from Athenry by the railway and from the south from Gort, Kinvara and Clarinbridge. Oranmore has local businesses, accommodation, historical sites and scenery that will attract visitors.
The LARC Committee	Loughrea Arts, Recreation and Culture promotes arts and culture in Loughrea. The cycleway is a positive move towards improved tourism in the area. Loughrea has unique attractions which would attract visitors. Loughrea is a key town along the route and must be included in the cycleway.
Oranmore Athenry Ballinasloe Greenway Group	Supports the cycleway as an opportunity to make East and Mid-Galway a centre for Greenways and cycling in Ireland. The group suggested a route between the existing railway and motorway. The submission was endorsed by several community groups.

Group	Theme/Comments
Ballinasloe Fair and Festival	Fully in support of the cycleway coming through Ballinasloe. The town needs new attractions to secure more tourists to the area. The October Fair is one of the oldest events in Ireland which attracts visitors from all over the world in off season time of year. The project would benefit local businesses and create new opportunities in the area.
Conservation Volunteers Galway	Route selection bring close views of EU Annex 1 Habitats with access to public owned EU Annex 1 Habitats. Route should minimise destruction of EU Annex 1 Habitats. Construction should use minimum carbon energy and maximum recycled material.
Killimordaly Kiltullagh Community Centre Development Committee	Requested consideration of connecting 5 points of interest with the cycleway for the benefit of both tourists and local population

2.4.3 Business Submissions

There were 15 Business submissions. Table 2.7 contains a list of the business submissions with main themes and comments.

Table 2.7 Business Submissions

Business	Theme/Comments
Raheen Woods Hotel Athenry	Would love the cycleway to go through Athenry. Athenry is a medieval town with great infrastructure, people, scenery, amenities, environment and local support. Key to success would be the approach to landowners.
The Square Inn Athenry	Athenry is an ideal location for the cycleway route. Athenry has infrastructure, accommodation, attractions which are listed and local businesses. Athenry has everything the cycleway user needs.
Mike Walsh Butcher Athenry	Athenry needs this to make our town prominent in business. Too many businesses closed, the town needs more people.
Oranmore Business Network Oranmore	Economic return as Ireland has significant tourist appeal. Will attract eco-friendly user. Encourages healthy lifestyle. Different criteria needed to create community buy in. Consultations used to evaluate alternatives. Use state owned land and permissive access where possible. CPO should not be used. Oranmore represents a natural crossing point for the cycleway. PDF was attached to submission.
Healy's Pharmacy Ballinasloe	Would be a great economic boost for the town of Ballinasloe. Maximise tourism. The town has great scenery and historic sites.

Business	Theme/Comments
Gadget Tec Ballinasloe	Great for the town and the Ballinasloe community.
Dillon's Tyres	Fully support the cycleway.
Garbally Oil Ballinasloe	Fully support the cycleway.
Easyfix Ballinasloe	Fully support the cycleway.
Murphy's Pharmacy Ballinasloe	Badly needed.
Bridgewell Engineering Shannonbridge	Support the cycleway coming through Shannonbridge. The village would be a delightful stop for a cycle break. The cycleway would boost the economy. Scenic and historic locations and plenty of choice eating and socialising.
KPW Ballinasloe	The cycleway must go through Ballinasloe to enhance the cycleway for the end user. Ballinasloe has easy access to infrastructure. Local facilities and amenities listed. Ballinasloe needs the cycleway to boost economy.
Gallagher's Ballyfa	Gallagher's fully support the cycleway go through Woodlawn, New Inn and Ballyfa. Currently we welcome cyclists every day.
Barry's Cycle's Ballinasloe	A cycleway would be a safe place for the kids to older pensioners with no traffic and great scenery. Route suggestion Clonmacnoise, Shannonbridge and Ballinasloe. As a local bike shop, we support all cyclists from young to old. During lockdown cycling increased due to less traffic and this would offer a great alternative. Looking at setting up bike rentals between Athlone and Loughrea and could have drop-offs along the route. Lots of local attractions.
Dervan's Fashion Loughrea	Project definitely needed. Route chosen should be attractive to users and beneficial as much of the locations between Athlone and Galway as possible. Ballinasloe, Loughrea, Craughwell and Oranmore best route. Could be linked to Athenry via a north/south cycleway. These towns have excellent existing tourist facilities.

2.4.4 Petitions

One petition was received, as listed in Table 2.8.

Table 2.8 Petition

Petition From	Number of Signatories	Theme/Comments
Athlone-Ballinasloe Greenway Campaign	2,179	Essential to bring cycleway through Ballinasloe. The group consulted with 36 stakeholders and groups to make an informed submission. The town has much to offer the cycleway in terms of scenery and heritage. The cycleway is needed to boost the economy of Ballinasloe by increasing tourism. The proposed route from Athlone to Ballinasloe runs along the BNM lands and the Grand Canal and then follows the railway to Galway. CPO and land severance should not be used. Infrastructure, accommodation and hospital in the town can support tourism brought by the cycleway.

2.4.5 Other Stakeholders

A number of key stakeholders to the project were identified and contacted in writing to inform them of the proposed Galway to Athlone Cycleway. These stakeholders were invited to submit any observations or comments. Table 2.9, lists the stakeholders where a response was received.

Table 2.9 Stakeholder Consultation

Stakeholder	Date Contacted	Response Date	Theme/Comments
Coillte TEO	14/07/2020	14/07/2020	Welcomes the Development of the Cycleway and would support the use of Coillte Forest estates for the cycleway where appropriate.
Cycling Ireland	10/08/2020	21/08/2020	Very supportive of the Cycle and looking forward to updates.
Department of Rural and Community Development	10/08/2020	12/08/2020	Welcomes development of the cycleway. Potential to increase cycling infrastructure in the area with positive local impact. Possible inclusion of existing Trails in East Galway and Roscommon.
European Cyclist Federation	10/08/2020	14/09/2020	Pleased with the development as level of cycling is increasing across Europe.

Stakeholder	Date Contacted	Response Date	Theme/Comments
			Guidance on route itinerates and rules for certified EuroVelo Routes were provided. Highlighted that at least one point of access to public transport should be provided along route.
Failte Ireland	10/08/2020	10/08/2020	Very supportive of the project and are liaising with the project team to identify key attractions and sites of interest for Cycleway users within the Study Area.
Iarnrod Eireann	10/08/2020	02/09/2020	Supportive of cycling schemes in Ireland. IE stated that no surplus land was available within the railway corridor. Raised safety concerns in relation to crossings and fencing.
Irish Farmers Association	10/08/2020	11/08/2020	Submission supporting rights of farmers potentially impacted by the project. Recognises the importance of cycleway projects but opposes the use of CPO. Use of state-owned land to be maximised and routes suggested by farmers should be considered. No farms should be divided by the cycleway. Meaningful consultation with farmers should be prioritised in groups rather than individually unless requested.
Sport Ireland Outdoors	10/08/2020	10/09/2020	Have a keen interest in cycleway projects and have been involved in the Dublin to Galway Cycleway. Encourages outdoor activities promoting physical and mental wellbeing which can be supported by a well-designed cycleway and will also benefit tourism and economy. Important to focus on a traffic free cycleway as this will attract maximum domestic and oversea users as seen from other projects. The consultation process is vital part to gain support from the local communities.
Office of Public Works	10/08/2020	04/09/2020	Welcomes the cycleway and a more detailed proposal so a definitive comment can be made.

Stakeholder	Date Contacted	Response Date	Theme/Comments
Waterways Ireland	10/08/2020	10/08/2020	Thanked for the opportunity to comment and will revert in due course.

3 SUMMARY OF FIRST PUBLIC CONSULTATION

The first Public Consultation for the Galway to Athlone Castle cycleway project was held in August 2020.

The purpose of the consultation was to present the study area to the public and invite them to give their opinions on the cycleway.

The consultation was very well attended with a total 524 people attending the events. Members of the project team were present to discuss the project with the public. There was a strong interest in the project expressed at the events, with very good engagement and many useful discussions held during the events.

The project team emphasised that the project was starting again from a 'clean slate', with no routes proposed at this point. It was also emphasized that there would be strong consultation with landowners throughout the project development and that a key project aim would be to progress the project in collaboration with affected landowners.

Following the consultations, a large number of submissions were received. Most were individual submissions, with submissions also received from community groups and businesses.

Most respondents were in support of a cycleway through the study area. Many were opposed to a route through private lands and would only support a route through public lands or on-road facilities. Submissions were received from all over the study area.

There were a number of key issues that were raised in many submissions. These included:

- The benefits that a cycleway would bring to rural communities and towns;
- A desire from many people to have the cycleway in their locality, especially the towns and villages;
- Concern about the use of privately owned land for the project, especially working farms;
- Impacts of a cycleway on farming activities, though severance, loss of land and reduced security;
- The potential use of Compulsory Purchase Orders.

The majority of respondents recognised the need for the cycleway. They felt it would increase tourism in the area, benefit the local economy, and provide recreational and health benefits. Many respondents gave comments in relation to a route or part of a possible route.

Comments on attractions, locations, facilities and constraints were mainly in relation to local businesses that could facilitate cycleway users and key locations of heritage and attractions that would benefit the user. Scenery was also highlighted as an important feature to the cycleway. The constraints highlighted were generally in relation to agriculture and protected and conservation areas.

Appendix A

Consultation Materials

2020

Greenway

GALWAY TO ATHLONE
NATIONAL CYCLEWAY SCHEME

Galway to Athlone
CYCLEWAY

A fresh new start for the Galway to Athlone Cycleway

After a five-year pause, the Galway to Athlone Cycleway is being developed with a fresh new start. New consultants, RPS, have been appointed and given a blank canvas to develop a route for the cycleway. Public consultation is now underway to hear your views on the proposed Study Area.

The Galway to Athlone Cycleway is for local communities. It will:

Support local businesses and jobs – cyclists need access to local shops, cafes, pubs, post offices, cycling businesses, B&Bs, camping sites, hotels and hostels.

Provide **safe, traffic-free cycling and walking routes** for everyone to enjoy.

Provide a valuable **local amenity for communities** to walk or cycle, **365-days-a-year.**

Deliver a **quality and memorable visitor experience** with impactful scenery and points of interest.

Complete a circa **270km car-free corridor between Galway and Dublin**, linking the Atlantic coast to the East coast.

TII Bonneagar Iompair Éireann Transport Infrastructure Ireland

Ros Common Comhairle Contae Ros Comáin Roscommon County Council

Westmeath County Council Comhairle Chontae na hIarmhí

Comhairle Chontae na Gaillimhe Galway County Council

rps MAKING COMPLEX EASY

Coronavirus COVID-19

Coronavirus
COVID-19
Public Health
Advice

COVID - 19 has affected the early stages of the Project in a number of ways.

The initial Public Consultations have been delayed due to the prohibition on public gatherings.

The opening of the Project Office has been delayed until August 24th.

We are:

- **Encouraging online consultation through the website www.galwaytoathlonecycleway.com**

- **Providing displays and response sheets at these locations**

Áras an Chontae,
Prospect Hill,
Galway,
H91 H6KK.

Ballinasloe Area Office
Civic Offices, Ballinasloe,
Co. Galway,
H53 A7K7.

Áras an Chontae
Roscommon,
Co. Roscommon,
F42 VR98.

- **Facilitating individual consultations at the Project Office from 24th August by calling (091) 509267 or emailing info@galwaytoathlonecycleway.com**

We will continue to seek to engage effectively while maintaining social distancing and strict hygiene for as long as is necessary

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Comhairle Contae Ros Comáin
Roscommon County Council

WESTMEATH COUNTY COUNCIL
Comhairle Chontae na hIarmhí

Comhairle Chontae na Gaillimhe
Galway County Council

rps MAKING COMPLEX EASY

GALWAY TO ATHLONE NATIONAL CYCLEWAY SCHEME
Project Vision

Galway to Athlone CYCLEWAY

Project Vision

Part of Ireland's longest Cycleway

The Department of Tourism, Transport and Sport is developing National and Regional Greenways across Ireland to enhance tourism and contribute to rural development.
The new Galway to Athlone Cycleway is a large section of the even bigger circa **270km Galway to Dublin Cycleway** – Ireland's longest Cycleway so far.

The Galway to Dublin Cycleway will be a **world class amenity for pedestrians, cyclists and wheelchair users to enjoy** – locals and tourists alike. It will even facilitate the first leg of the **international EuroVelo network of long-distance cycling trails in Europe** and will link Galway to Moscow!

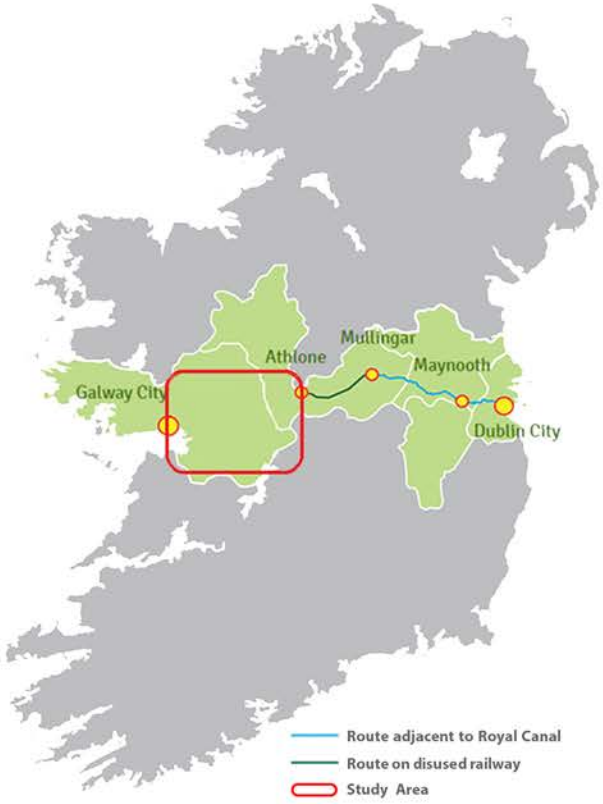
Galway to Dublin Cycleway is being developed in phases:

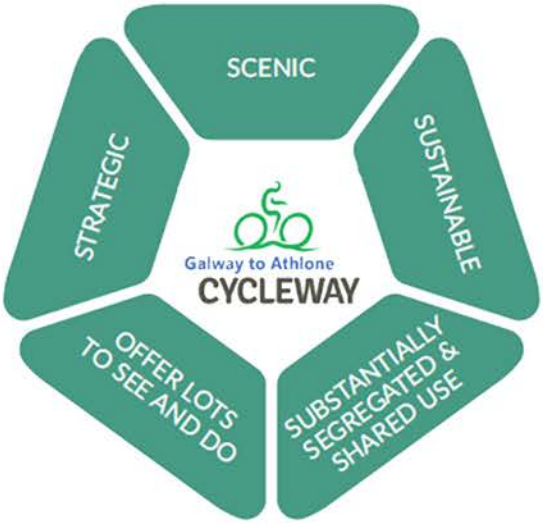
Galway to Athlone Cycleway – early stages of new project underway.

104km already developed between Athlone and Maynooth.

1.5km section between Whitegates and the Marina in Athlone expected to open in spring 2021.

Construction of new cycleway bridge over the Shannon, connecting the existing greenway to Athlone Castle, due to start in 2021.Two major urban sections being developed between Maynooth and Dublin city; and from Ballyloughane to Galway city.





Who will use the Cycleway?

Despite our underdeveloped profile as a cycle destination, 242,000 overseas visitors to Ireland included a cycle trip in their holidays in 2014 and the estimated income from these visitors was over €231 million. (See Table 01)

A strong business case can be made for the development of cycling tourism with some significant markets to target if the right infrastructure can be delivered on the ground.

Market research into the potential for cycling in Ireland identified a core market potential of over 20 million visitors in a number of our key overseas markets.

Visitors	Numbers	Total Spend
Britain	44,000	€24.2 million
North America	22,000	€26.2 million
Northern Europe	154,000	€145.3 million
Other Areas	22,000	€36.2 million
Total	**242,000**	**€231.9 million**

Table 1.

Visitors

Market research has identified two segments for the Galway to Dublin Cycleway as a priority focus for Ireland in the main overseas markets. It looks at why people take holidays and what they want to feel during and after their visit. Importantly both segments are responsible tourists and leave a holiday destination as they found it. These segments are:

1. Culturally Curious

They choose their holiday destinations carefully and are independent active sightseers looking to visit new places, and expand their experience by exploring landscapes, history and culture. They are unlikely to return for some time once they have visited a new place, and often travel in a couple or as individuals and rarely in a family group. The Culturally Curious visitor is interested in all that a place has to offer, and are attracted to authentic travel. They love to delve deeper into the history of a location, and crave unusual experiences and enjoy connecting with nature and wandering off the beaten track.

2. Great Escapers

They are often couples, approximately 30 years old, some with babies or quite young children. They are speciffically interested in rural holidays and travel very much as a couple or family. Great Escapers are on holiday for a break and to get physical with nature.They are more likely to take part in slightly more strenuous, but not extreme, exploration. They are interested in getting connected to nature especially the more remote and exciting places.

Benefits for Community and Region - Health and Well being

The health of our population is also a major focus. Inactivity and sedentary behaviours are associated with numerous chronic diseases. With people no active.

Greenways provide an excellent opportunity for irish people to participate in healthy outdoor activity.

Types of Cyleway Users

1. Commuters

Local people living, studying and working adjacent to route

2. Leisure Cyclists & Walkers

Individuals, families and groups cycling and walking for recreation, fun and fitness interest.

3. Touring Cyclists

Visitors journeying from place to place from stages of up to 100km per day

National Physical Activity Plan for Ireland - Get Ireland Active

"Physical inactivity is a demonstrated clear risk to health and wellbeing in Ireland. Physical inactivity and sedentary behaviours are associated with numerous chronic diseases. With people no longer as physically activeas they should be, there are many threats to our health and wellbeing from being inactive"

Who Can Get Involved?

The Galway to Athlone Cycleway depends on the whole community to make it a reality and a memorable experience for those who will use it.

People who own land along the route, the farming community, local B&B's,hotels and hostels and camping sites all have an important role in its success.

Local shops,pubs and supply stores and Post Offices all stand to benefit from the opportunities that come with increased visitor numbers.

Community groups and interests are vital to the creation of new ideas and helping tourism information centres and services.

- **Farmers**
- **Landowners**
- **Local Shops**
- **Local Hotels and B&B's**
- **Heritage Centres**
- **Sports & Recreation Facilities**
- **Arts & Cultural Groups**
- **Transport Services Providers**

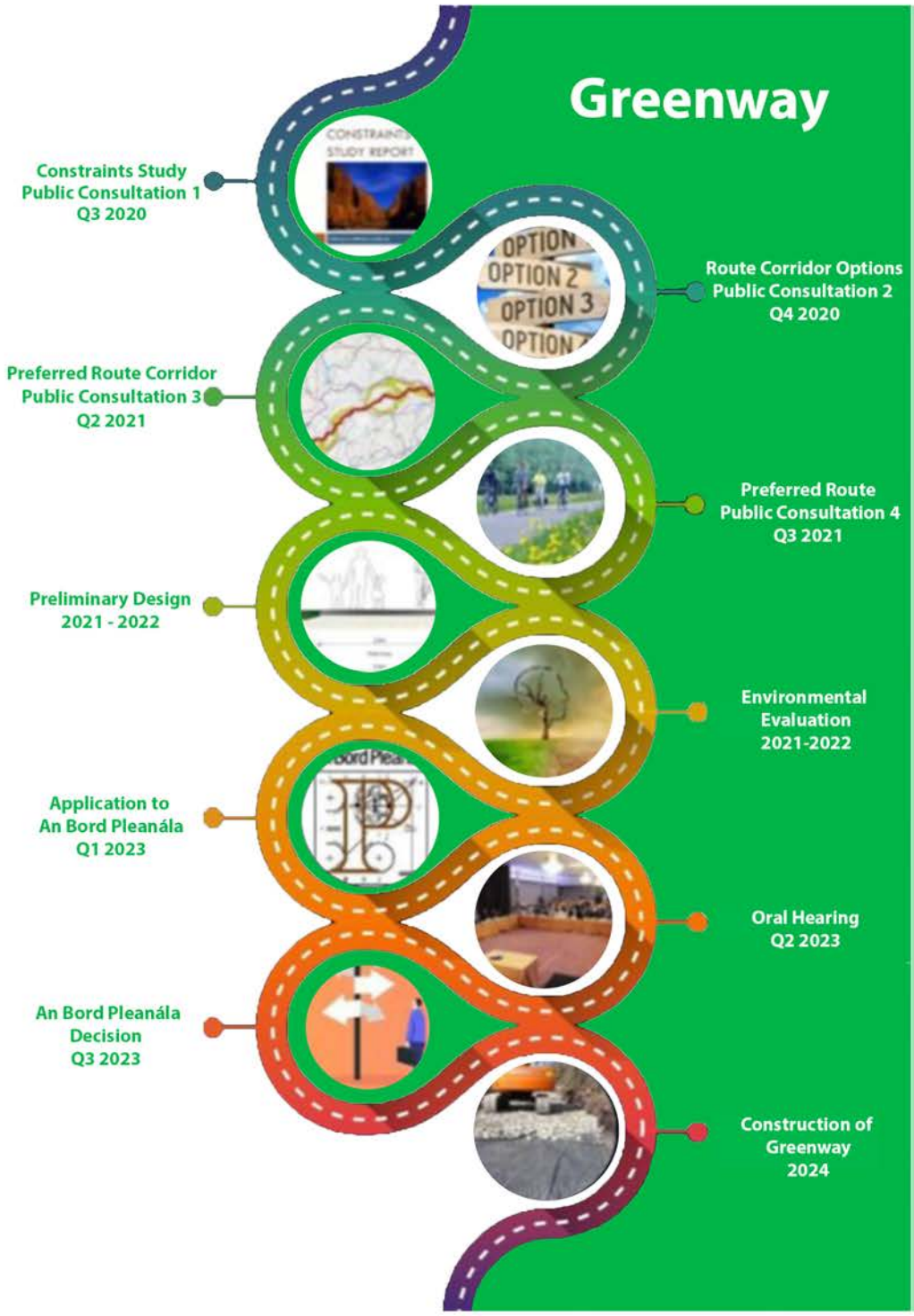
Ideas with Opportunities....

GALWAY TO ATHLONE NATIONAL CYCLEWAY SCHEME

Timeline to Greenway Process

Public Consultation No.01

Galway to Athlone CYCLEWAY



New Government Guidelines mean that Public Consultation will be a vital element of this new project.

The **Government's Strategy for the Development of National and Regional Greenways** (2018) sets out the process that all projects must follow, before a route is selected and planning consent is sought from An Bord Pleanála.

Four stages of public consultation will be held on the new Galway to Athlone Cycleway to inform the public and discuss the project before it is submitted to An Bord Pleanála.

Stages of public consultation:

Study Area Public Consultation	–	now, August 2020
Route Corridor Options Public Consultation	–	Late 2020
Preferred Route Corridor Public Consultation	–	Mid 2021
Preferred Route Consultations with individual landowners	–	from Mid 2021

GALWAY TO ATHLONE NATIONAL CYCLEWAY SCHEME

Get Involved

Public Consultation No.01

Galway to Athlone CYCLEWAY

Have Your Say

We Would like to hear your views on the project at this stage.

The purpose of this first public consultation is to present the Study Area and hear your feedback on it. We want to hear your views on the following:

- The need for the project,
- Possible routes that you believe should be considered by the project team,
- Locations, attractions or facilities in your locality that could be attractive to cycleway users, or would benefit from a cycleway,
- Constraints or barriers to a cycleway in your area.

The project team will be available to meet with the public at the project office, by appointment.

Please contact us to arrange a meeting

You can make submissions or observations by:

Email:
info@galwaytoathlonecycleway.com

Website:
www.galwaytoathlonecycleway.com

Phone No: (091) 509267

Information on the project will be on display at:

Public Consultation Venues	Dates	Times
Shamrock Lodge Hotel, Clonown Road, Athlone N37 CK73	Mon 10th August	11am – 8pm
Shearwater Hotel, Townparks, Ballinasloe H53 F5P9	Tue 11th August	11am – 8pm
Raheen Woods Hotel, Raheen, Athenry H65 E443	Wed 12th August	11am – 8pm
Loughrea Hotel, Athenry Road, Loughrea H62 Y189	Thurs 13th August	11am – 8pm
Maldron Hotel, Carrowmoneash, Oranmore H91 K7FA	Fri 14th August	11am – 8pm

Galway to Athlone Cycleway Project Office, Society Street, Ballinasloe, Co. Galway Ireland

Project Information will be on display at Local authority

Public Display Venues	Dates	Times
Áras an Chontae, Prospect Hill, Galway, H91 H6KX	17th - 21st August	10am – 4pm
Ballinasloe Area Office, Civic Offices, Ballinasloe, Co. Galway, H53 A7K7	17th - 21st August	10am – 1pm 2pm – 4pm
Áras an Chontae, Roscommon, Co. Roscommon, F42 VR98	17th - 21st August	10am – 1pm

Submissions or observations may also be made at these public displays

Project News and updates will be available on
www.galwaytoathlonecycleway.com

Working With You

Landowner Engagement

A **Code of Best Practice and Guide to Process for National and Regional Greenway Projects** is also being finalised to guide the process for procuring land for the Cycleway.

We aim to route the cycleway through publicly owned lands, and avoid working farms, wherever practicable.

However, we do envisage that it will be necessary to build some of it on land that is now privately owned.

Where this is needed, we will work with the farmer to pick the least disruptive route possible, likely to be along the farm boundary.

A Code of Practice is being prepared, in consultation with several farming groups, to set out and guide this process.

There will be a number of dedicated Project Liaison Officers (PLOs) from the Local Authorities and Consultants.

These PLO's will be the main point of contact for the landowner, and will ensure that the farmers interests and concerns are considered in all decisions.

The local authority will also pay for an independent agronomist to advise and assist the farmer during the process.

Where private land is needed for the cycleway, we will strive to purchase it through a voluntary agreement, if at all possible.

The Project Liason Officers will be available to meet meet Landowners, either on their farm or in the Project Office, throughout the project.

The goodwill and cooperation of the farming community is important to make the cycleway a success.

Real and open engagement with the community will be central to everything we do.

GALWAY TO ATHLONE NATIONAL CYCLEWAY SCHEME
Project Objectives

Galway to Athlone CYCLEWAY

Economy | Safety | Physical Activity | Environment | Accessibility/ Inclusion | Integration

Objectives for developing the Galway to Dublin Cycleway

- Establish a traffic-free connection from Galway to Dublin that is safe, attractive and comfortable;
- Create an engine to drive growth, supporting the national and local economies;
- Provide opportunities for new and existing businesses and communities;
- Maximise the value of existing infrastructure and natural amenity;
- Protect areas of environmental sensitivity through the design process and in future maintenance and management;
- Develop a tourism experience that caters for a broad range of visitors;
- Be designed to international best practice and in accordance with adopted standards;
- Maximise the existing and proposed investment by Fáilte Ireland;
- Facilitate regular access to visitor attractions and services along the corridor;
- Facilitate connections with public transport hubs;
- In line with the Government's five 'S' criteria - Scenic, Sustainable, Strategic, Segregated and lots to See and do, in conjunction with environmental, engineering and financial considerations.

GALWAY TO ATHLONE NATIONAL CYCLEWAY SCHEME

Feedback Form

Public Consultation No. 1

1. **Name:** _____
(Optional)

Address: _____
(Optional)

_____

Phone: _____
(Optional)

Email: _____
(Optional)

2. **Do you live in the Study Area?** ☐ **Yes** ☐ **No**

3. **If you live / have property in the Study Area, is it:**

Farm / Agricultural Land ☐ **Residential** ☐ **Commercial** ☐

Other / Additional Details: _____

_____

4. **We would like to hear your views on the project at this stage:**

This can include your opinion on the:

- Need for the project;
- Possible routes that should be considered;
- Locations, attractions or facilities in your locality that could be attractive to cycleway users, or would benefit from a cycleway, constraints or barriers to a cycleway in your area;
- Any concerns or issues you may have at this stage.

_____

_____

_____

_____

_____

_____

Please complete the feedback form and return by email or post by **Monday 07th September 2020**:

Email: info@galwaytoathlonecycleway.com

Post: Galway to Athlone Cycleway Project Office, Society Street, Ballinasloe, County Galway, Ireland, H53 T320.

Please tick the box if you wish to be emailed updates and news on the project ☐

By providing my details in this feedback form, I consent to the use of my personal data in accordance with Westmeath County Councils Privacy Notice which is available at www.westmeathcoco.ie/en/ourservices/yourcouncil/privacy/privacynotice

The details will only be used for the purposes of contacting you in relation to the scheme.

THANK YOU FOR YOUR FEEDBACK

Foirm Aiseolais **Comhairliúchán Poiblí Uimh. 1**

1. Ainm:
(Roghnach)_____

Seoladh:
(Roghnach) _____

_____

Fón: _____
(Roghnach)

Ríomhphost: _____
(Roghnach)

2. An bhfuil cónaí ort sa Limistéar Staidéir? ☐ **Tá** ☐ **Níl**

3. Má tá cónaí ort nó má tá maoin agat sa Limistéar Staidéir, an:

Talamh Feirme / Talmhaíochta é ☐ **Maoin Chónaithe í** ☐ **Maoin Tráchtála í** ☐

Sonraí Eile / Breise: _____

_____

4. Ba mhaith linn dá roinnfeá do thuairimí linn maidir leis an tionscadal ag an tráth seo:

Is féidir do thuairim maidir leis:

- An ngá atá ann don tionscadal;
- Na bealaí féideartha a cheart a bhreithniú;
- Na háiteanna, díol suntais nó na saoráidí atá i do cheantar a d'fhéadfadh a bheith tarraingteach d'úsáideoirí an rotharbhealaigh nó go mbeadh an rotharbhealach ina bhuntáiste don cheantar;
- Aon imní nó aon saincheist a d'fhéadfadh a bheith agat ag an tráth seo a chur san áireamh.

_____

_____

_____

_____

_____

_____

Líon amach an fhoirm aiseolais agus seol ar ais ar ríomhphost nó ar an bpost í faoi **Dé Luain an 07 Meán Fómhair 2020**:

Ríomhphost: info@galwaytoathlonecycleway.com

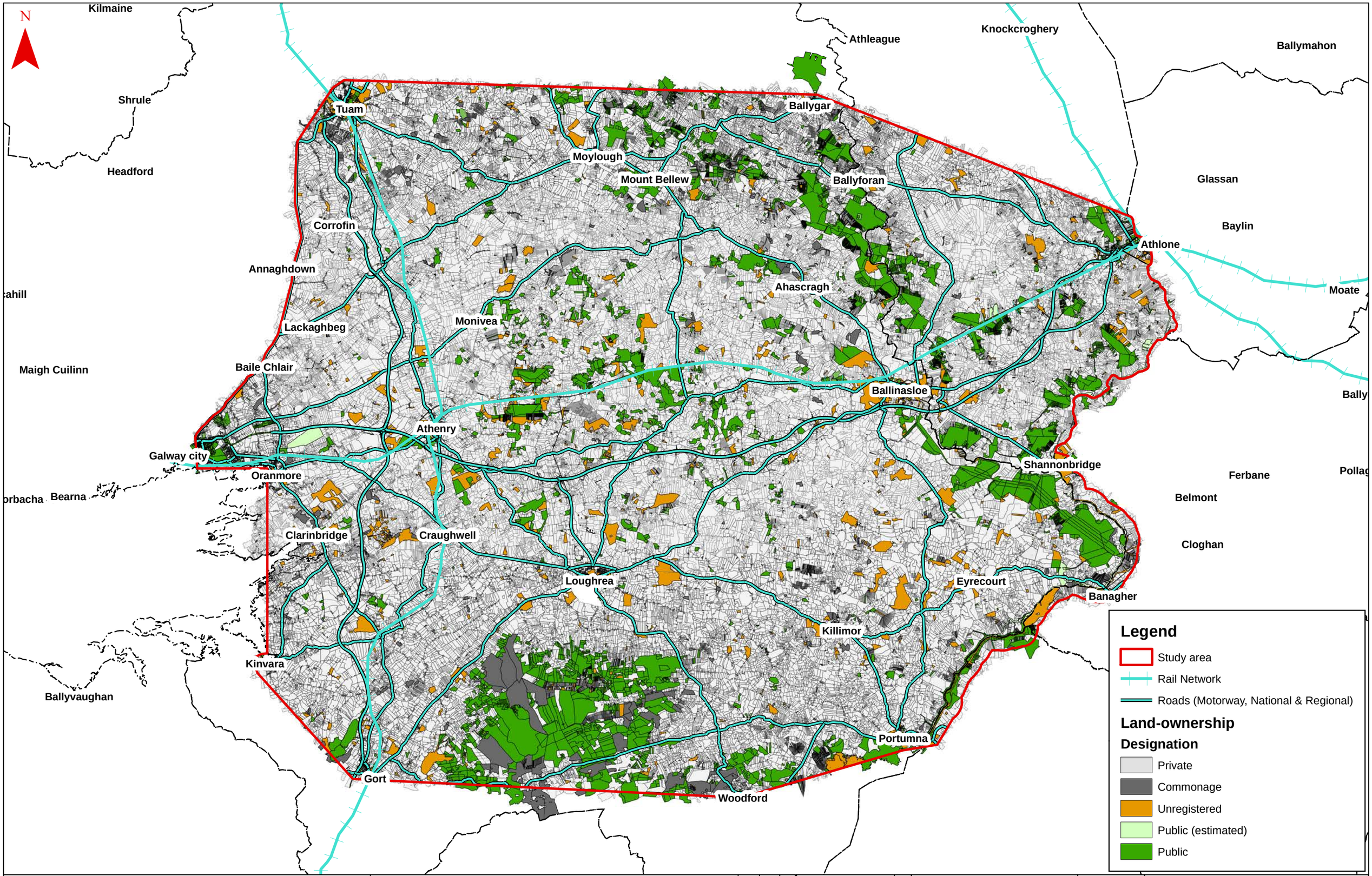
Sa Phost: Oifig Thionscadal an Rotharbhealaigh ó Ghaillimh go Baile Átha Luain, Sráid an Chumainn, Béal Átha na Sluaighe, Contae na Gaillimhe, Éirinn, H53 T320.

Cuir tic leis an mbosca dá mba mhaith leat ríomhphoist a fháil ina bhfuil an t-eolas is déanaí agus nuacht maidir leis an tionscadal ☐

Trí mo chuid sonraí a thabhairt san fhoirm aiseolais seo, toilím go n-úsáidfí mo chuid sonraí pearsanta i gcomhréir le Fógra Príobháideachta Chomhairle Chontae na hIarmhí atá ar fáil ar:
www.westmeathcoco.ie/en/ourservices/yourcouncil/privacy/privacynotice

Is chun teagmháil a dhéanamh leat maidir leis an scéim agus sin amháin a bhainfear leas as na sonraí.

GO RAIBH MAITH AGAT AS D'AISEOLAS



Client

Comhairle Contae Ros Comáin Roscommon County Council

Comhairle Chontae na Gaillimhe Galway County Council

WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí

Bonneagar Iompair Éireann Transport Infrastructure Ireland

General Notes

i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

ii) All levels refer to Ordnance Survey Datum, Malin Head.

iii) DO NOT SCALE, use figured dimensions only, if in doubt, ask.

vi) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc.) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipient's own risk. RPS will not accept responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software and any errors arising when these files are used to aid the recipient's drawing production, or setting out on site.

No.	Date	Drn. / Chk.	Amendment/Issue	App
I02	09/20	JG / SM	For Information	CM

rps

Drawn	JG
Checked	SM
Approved	CM
Date	01/09/2020
Scale	NTS
Job No.	MGT0525

Project: Galway to Athlone Castle National Cycleway

Title: Publicly-Owned Land

File Ref. MGT0525Arc0001 | Map No. 0001 | Rev I02

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

Appendix B

Advertisements

GALWAY TO ATHLONE NATIONAL CYCLEWAY SCHEME

Public Consultation No.1

Galway to Athlone CYCLEWAY

Project Vision

The vision for the project is to develop a world class trail, from Galway to Athlone, that will complete the Galway to Dublin route, which is of a scale and singularity that will allow Ireland to tap into the growing tourism market for cycling. It will be scenic, sustainable, be a strategic link, with lots to see and do, be substantially segregated from motor traffic and welcome a wide variety of users. It will be developed in co-operation with local communities and offer real benefits to them.

Progress to Date

The Project was paused in 2015 following identification of a preferred route corridor. It is now restarting and the project is to be progressed from a clean slate, with no route corridor favoured at this stage.

A dedicated Project Office has been established in Ballinasloe, where the Consultants and Project Liaison Officers from Galway, Roscommon and Westmeath County Councils will be available to meet landowners and the public.

Meetings at the Project Office are strictly by appointment due to the COVID -19 Restrictions.

Have your say

We would like to hear your views on the project at this stage

This can include your opinion on the

- need for the project,
- possible routes that should be considered,
- locations, attractions or facilities in your locality that could be attractive to cycleway users, or would benefit from a cycleway,
- constraints or barriers to a cycleway in your area,
- any concerns or issues you may have at this stage.

A series of public consultations will be held between the 10th and 14th August, where you may meet members of the team and discuss the project or make a submission or observation. Maps of the study area will be on display. No route corridors are proposed at this stage.

Public Consultation Venues	Dates	Times
Shamrock Lodge Hotel, Clonown Road, Athlone N37 CK73	Mon 10th August	11am – 8pm
Shearwater Hotel, Townparks, Ballinasloe H53 F5P9	Tue 11th August	11am – 8pm
Raheen Woods Hotel, Raheen, Athenry H65 E443	Wed 12th August	11am – 8pm
Loughrea Hotel, Athenry Road, Loughrea H62 Y189	Thurs 13th August	11am – 8pm
Maldron Hotel, Carrowmoneash, Oranmore H91 K7FA	Fri 14th August	11am – 8pm

Information on the project will also be made available at public displays at the following local authority offices between the 17th and 21st August, where submissions or observations may be made.

Public Display Venues	Dates	Times
Áras an Chontae, Prospect Hill, Galway, H91 H6KX	17th - 21st August	10am – 4pm
Ballinasloe Area Office, Civic Offices, Ballinasloe, Co. Galway, H53 A7K7	17th - 21st August	10am – 1pm 2pm – 4pm
Áras an Chontae, Roscommon, Co. Roscommon, F42 VR98	17th - 21st August	10am – 1pm

Information on the project is available on www.galwaytoathlonecycleway.com and the Project Team are available to meet at the Project Office **by appointment from August 24th**. Please contact us to arrange a meeting.

All materials on display at the Public Consultations shall also be available through the **'Virtual Consultation Room'** on the website. We encourage people to **engage online** where possible to limit numbers at the physical venue.

Route adjacent to Royal Canal
Route on disused railway
Study Area

You can make submissions or observations by:

Email:
info@galwaytoathlonecycleway.com

Website:
www.galwaytoathlonecycleway.com

Phone No: (091) 509267

Galway to Athlone Cycleway Project Office,
Society Street, Ballinasloe,
Co. Galway, H53 T320.

Project News and updates will be available on
www.galwaytoathlonecycleway.com

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Ros Comáin Roscommon County Council

WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí

Comhairle Chontae na Gaillimhe Galway County Council

rps MAKING COMPLEX EASY

Scéim Náisiúnta Rotharbhealaigh ó Ghaillimh go Baile Átha Luain

Comhairliúchán Poiblí Uimh. 1

Greenway

Galway to Athlone CYCLEWAY

Fís an Tionscadail

Is é fís an tionscadail ná forbairt a dhéanamh ar chonair den chéad scoth ó Ghaillimh go Béal Átha Luain, a chuirfidh críoch leis an mbealach ó Ghaillimh go Baile Átha Cliath a bheidh ar an scála agus saoithiúlacht a chuirfidh ar ár gcumas anseo in Éirinn leas a bhaint as an margadh turasóireachta atá ann don rothaíocht, margadh atá ag fás. Nasc álainn, inbhuanaithe agus straitéiseach a bheidh ann, ina mbeidh go leor le feiceáil agus le déanamh agus a bheidh scartha amach go suntasach ó thrácht mhótair agus a mbeidh fáilte roimh réimse éagsúil úsáideoirí úsáid a bhaint as. Déanfar é a fhorbairt i gcomhar le pobail áitiúla agus beidh tairbhí cearta le baint acu as.

Dul Chun Cinn go Dtí Seo

Cuireadh stad leis an Tionscadal in 2015 i ndiaidh conair bhealaigh níos fearr a aithint. Tá sé ar tí tosú arís anois agus táthar ag cur tús úr nua leis an tionscadal, cé nach bhfuil aon chonair bealaigh fabhraithe ann ag an bpointe seo.

Bunaíodh Oifig Tionscadail ar leith i mBéal Átha na Sluaighe, áit a mbeidh Comhairleoirí agus Oifigigh Idirchaidrimh Tionscadail ó Chomhairlí Chontae na Gaillimhe, Ros Comáin agus na hlarmhí ábalta teacht le chéile le húinéirí talún agus leis an bpobal.

Is trí choinne amháin atá na cruinnithe san Oifig Tionscadail, agus sin go docht, mar gheall ar Shrianta COVID-19.

Roinn do thuairimí linn

Ba mhaith linn dá roinnfeá do thuairimí linn maidir leis an tionscadal ag an tráth seo

Is féidir do thuairim maidir leis

- an ngá atá ann don tionscadal,
- na bealaí féideartha a cheart a bhreithniú,
- na háiteanna, díol suntais nó na saoráidí atá i do cheantar a d'fhéadfadh a bheith tarraingteach d'úsáideoirí an rotharbhealaigh nó go mbeadh an rotharbhealach ina bhuntáiste don cheantar,
- na srianta nó bacainn i gcoinne rotharbhealaigh i do cheantarsa,
- aon imní nó aon shaincheist a d'fhéadfadh a bheith agat ag an tráth seo a chur san áireamh.

Reáchtálfar sraith de chomhairliúcháin phoiblí idir an 10 agus an 14 Lúnasa trína mbeidh tú ábalta ábalta bualadh le baill den fhoireann agus an tionscadal a phlé nó aighneachtaí nó breithniúcháin a dhéanamh. Beidh léarscáileanna den limistéar staidéir in airde. Níl aon chonairí bealaigh beartaithe ag an bpointe seo.

Ionaid Comhairliúcháin Phoiblí	Dátaí	Am
Óstán an Shamrock Lodge, Bóthar Chluain Eamhain, Baile Átha Luain N37 CK73	Dé Luain an 10 Lúnasa	11am – 8pm
Óstán Shearwater, Páirceanna an Bhaile, Béal Átha na Sluaighe	Dé Máirt an 11 Lúnasa	11am – 8pm
Óstán an Raheen Woods, Raheen, Baile Átha an Rí H65 E443	Dé Céadaoin an 12 Lúnasa	11am – 8pm
Óstán Bhaile Locha Riach, Bóthar Átha an Rí, Baile Locha an Rí H62 YI89	Déardaoin an 13 Lúnasa	11am – 8pm
Óstán Maldron, Ceathrú na Manaoise, Orán Mór H91 K7FA	Dé hAoine an 14 Lúnasa	11am – 8pm

Cuirfear eolas maidir leis an tionscadal ar fáil ag taispeántí poiblí a bheidh ar siúl ag oifigí na n-údarás áitiúil a leanas idir an 17 agus an 21 Lúnasa agus beifear ábalta aighneachtaí nó breathnuithe a dhéanamh acu.

Ionaid na dTaispeántí Poiblí	Dátaí	Am
Áras an Chontae, Cnoc na Radharc, Gaillimh, H91 H6KX.	17 - 21 Lúnasa	10am – 4pm
Oifig Cheantair Bhéal Átha na Sluaighe, Oifigí Cathartha, Béal Átha na Sluaighe, Co. na Gaillimhe H53 A7K7	17 - 21 Lúnasa	10am – 1pm 2pm – 4pm
Áras an Chontae, Ros Comáin, Co. Ros Comáin, F42 VR98	17 - 21 Lúnasa	10am – 1pm

Bualadh leis an bhFoireann Tionscadail ag Oifig an Tionscadail trí **choinne a dhéanamh ón 24 Lúnasa ar aghaidh**. Déan teagmháil linn chun cruinniú a shocrú.

Beidh an t-ábhar ar fad a bheidh ar taispeáint ag na Comhairliúcháin Phoiblí ar fáil tríd an **'Seomra Comhairliúcháin Fíorúil'** atá ar an láithreán gréasáin. Molaimid do dhaoine a bheith rannpháirteach ar líne nuair is féidir chun teorainn a chur le líon na ndaoine a thiocfaidh chomh fada leis an ionad fisiciúil.

Bealach le taobh na Canálach Ríoga
Bealach ar iarnród atá pléite
Limistéar Staidéir

Is féidir aighneachtaí nó breithniúcháin a dhéanamh ar:

Ríomhphost:

info@galwaytoathlonecycleway.com

Láithreán Gréasáin:

www.galwaytoathlonecycleway.com

Teil:

(091) 509267

Oifig Thionscadal an Rotharbhealaigh ó Ghaillimh go Baile Átha Luain, Sráid an Chumainn, Béal Átha na Sluaighe, Co. na Gaillimhe, H53 T320.

Beidh nuacht agus nuashonraithe maidir leis an tionscadal ar fáil ar

www.galwaytoathlonecycleway.com

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Ros Comáin Roscommon County Council

WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí

Comhairle Chontae na Gaillimhe Galway County Council

rps MAKING COMPLEX EASY

Greenway

Galway to Athlone National Cycleway Scheme

Public Consultation No.1

Project Vision

The vision for the project is to develop a world class trail, from Galway to Athlone, that will complete the Galway to Dublin route, which is of a scale and singularity that will allow Ireland to tap into the growing tourism market for cycling. It will be scenic, sustainable, be a strategic link, with lots to see and do, be substantially segregated from motor traffic and welcome a wide variety of users. It will be developed in co-operation with local communities and offer real benefits to them.

Progress to Date

The Project was paused in 2015 following identification of a preferred route corridor. It is now restarting and the project is to be progressed from a clean slate, with no route corridor favoured at this stage.

A dedicated Project Office has been established in Ballinasloe, where the Consultants and Project Liaison Officers from Galway, Roscommon and Westmeath County Councils will be available to meet landowners and the public.

Meetings at the Project Office are strictly by appointment due to the COVID-19 Restrictions.

Have your say

We would like to hear your views on the project at this stage. This can include your opinion on the:

- need for the project,
- possible routes that should be considered,
- locations, attractions or facilities in your locality that could be attractive to cycleway users, or would benefit from a cycleway, constraints or barriers to a cycleway in your area, any concerns or issues you may have at this stage.

A series of public consultations will be held between the 10th and 14th August, where you may meet members of the team and discuss the project or make a submission or observation. Maps of the study area will be on display. No route corridors are proposed at this stage.

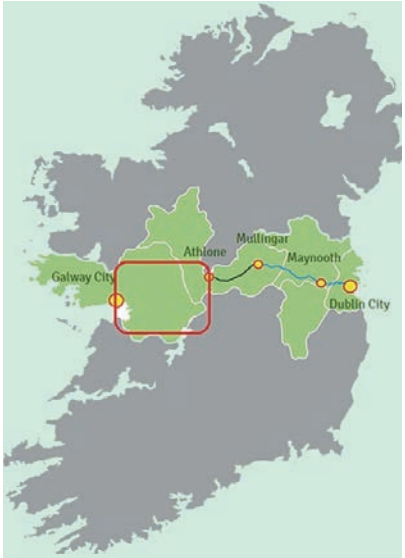
Public Consultation Venues	Dates	Time
Shamrock Lodge Hotel, Clonown Road, Athlone N37 CK73	Mon 10th August	11am - 8pm
Shearwater Hotel, Townparks, Ballinasloe, H53 F5P9	Tue 11th August	11am - 8pm
Raheen Woods Hotel, Raheen, Athenry H65 E443	Wed 12th August	11am - 8pm
Loughrea Hotel, Athenry Road, Loughrea H62 YI89	Thurs 13th August	11am - 8pm
Maldron Hotel, Carrowmoneash, Oranmore H91 K7FA	Fri 14th August	11am - 8pm

Information on the project will also be made available at public displays at the following local authority offices between the 17th and 21st August, where submissions or observations may be made.

Public Display Venues	Dates	Time
Áras an Chontae, Prospect Hill, Galway, H91 H6KX	17th - 21st August	10am - 4pm
Ballinasloe Area Office, Civic Offices, Ballinasloe, Co. Galway, H53 A7K7	17th - 21st August	10am - 1pm 2pm - 4pm
Áras an Chontae, Roscommon, Co. Roscommon, F42 VR98	17th - 21st August	10am - 1pm

Information on the project is available on www.galwaytoathlonecycleway.com and the Project Team are available to meet at the Project Office by appointment from August 24th. Please contact us to arrange a meeting.

All materials on display at the Public Consultations shall also be available through the '**Virtual Consultation Room**' on the website. We encourage people to engage online where possible to limit numbers at the physical venue.



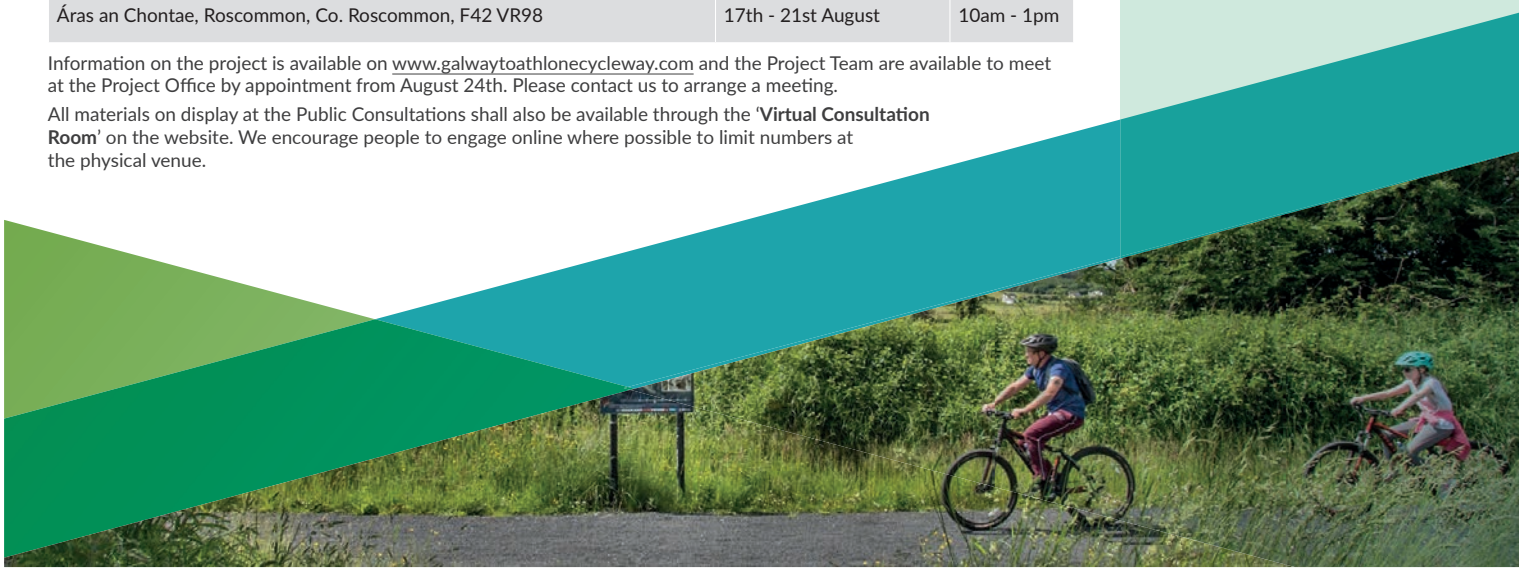
You can make submissions or observations by:

Email:
info@galwaytoathlonecycleway.com

Website:
www.galwaytoathlonecycleway.com

Phone No: (091) 509267

Project News and Updates will be available on:
www.galwaytoathlonecycleway.com



TII Bonneagar Iompair Éireann · Roscommon County Council · Westmeath County Council · Comhairle Chontae na Gaillimhe Galway County Council · rps

Greenway

Scéim Náisiúnta Rotharbhealaigh ó Ghaillimh go Baile Átha Luain

Comhairliúchán Poiblí Uimh. 1

Fís an Tionscadail

Is é fís an tionscadail ná forbairt a dhéanamh ar chonair den chéad scoth ó Ghaillimh go Béal Átha Luain, a chuirfidh críoch leis an mbealach ó Ghaillimh go Baile Átha Cliath a bheidh ar an scála agus saoithiúlacht a chuirfidh ar ár gcumas anseo in Éirinn leas a bhaint as an margadh turasóireachta atá ann don rothaíocht, margadh atá ag fás. Nasc álainn, inbhuanaithe agus straitéiseach a bheidh ann, ina mbeidh go leor le feiceáil agus le déanamh agus a bheidh scartha amach go suntasach ó thrácht mhótair agus a mbeidh fáilte roimh réimse éagsúil úsáideoirí úsáid a bhaint as. Déanfar é a fhorbairt i gcomhar le pobail áitiúla agus beidh tairbhí cearta le baint acu as.

Dul Chun Cinn go Dtí Seo

Cuireadh stad leis an Tionscadal in 2015 i ndiaidh conair bhealaigh níos fearr a aithint. Tá sé ar tí tosú arís anois agus táthar ag cur tús úr nua leis an tionscadal, cé nach bhfuil aon chonair bealaigh fabhraithe ann ag an bpointe seo.

Bunaíodh Oifig Tionscadail ar leith i mBéal Átha na Sluaighe, áit a mbeidh Comhairleoirí agus Oifigigh Idirchaidrimh Tionscadail ó Chomhairlí Chontae na Gaillimhe, Ros Comáin agus na hlarmhí ábalta teacht le chéile le húinéirí talún agus leis an bpobal.

Is trí choinne amháin atá na cruinnithe san Oifig Tionscadail, agus sin go docht, mar gheall ar Shrianta COVID-19.

Roinn do thuairimí linn

Ba mhaith linn dá roinnfeá do thuairimí linn maidir leis an tionscadal ag an tráth seo. Is féidir do thuairim maidir leis na nithe seo a leanas a chur san áireamh:

- an ngá atá ann don tionscadal,
- na bealaí féideartha a cheart a bhreithniú,
- na háiteanna, díol suntais nó na saoráidí atá i do cheantar a d'fhéadfadh a bheith tarraingteach d'úsáideoirí an rotharbhealaigh nó go mbeadh an rotharbhealach ina bhuntáiste don cheantar, na srianta nó bacainn i gcoinne rotharbhealaigh i do cheantarsa, aon imní nó aon shaincheist a d'fhéadfadh a bheith agat ag an tráth seo.

Reáchtálfar sraith de chomhairliúcháin phoiblí idir an 10 agus an 14 Lúnasa trína mbeidh tú ábalta bualadh le baill den fhoireann agus an tionscadal a phlé nó aighneachtaí nó breithniúcháin a dhéanamh. Beidh léarscáileanna den limistéar staidéir in airde. Níl aon chonairí bealaigh beartaithe ag an bpointe seo.

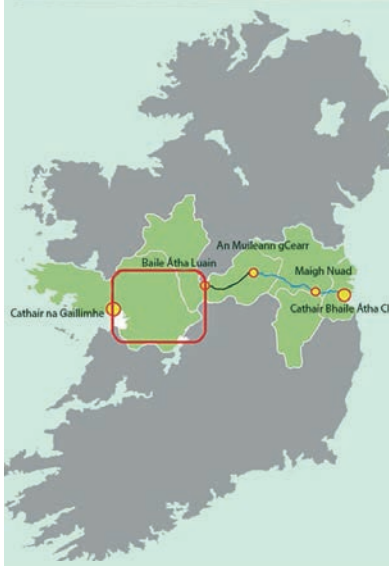
Ionaid Comhairliúcháin Phoiblí	Dátaí	Am
Óstán an Shamrock Lodge, Bóthar Chluain Eamhain, Baile Átha Luain N37 CK73	Dé Luain an 10 Lúnasa	11am - 8pm
Óstán Shearwater, Páirceanna an Bhaile, Béal Átha na Sluaighe H53 F5P9	Dé Máirt an 11 Lúnasa	11am - 8pm
Óstán an Raheen Woods, An Ráithín, Baile Átha an Rí H65 E443	Dé Céadaoin an 12 Lúnasa	11am - 8pm
Óstán Bhaile Locha Riach, Bóthar Átha an Rí, Baile Locha Riach H62 YI89	Déardaoin an 13 Lúnasa	11am - 8pm
Óstán Maldron, Ceathrú na Manaoise, Órán Mór H91 K7FA	Dé hAoine an 14 Lúnasa	11am - 8pm

Cuirfear eolas maidir leis an tionscadal ar fáil ag taispeáintí poiblí a bheidh ar siúl ag oifigí na n-údarás áitiúil a leanas idir an 17 agus an 21 Lúnasa agus beifear ábalta aighneachtaí nó breathnuithe a dhéanamh acu.

Ionaid na dTaispeáintí Poiblí	Dátaí	Am
Áras an Chontae, Cnoc na Radharc, Gaillimh H91 H6KX	17 - 21 Lúnasa	10am - 4pm
Oifig Cheantair Bhéal Átha na Sluaighe, Oifigí Cathartha, Béal Átha na Sluaighe, Co. na Gaillimhe H53 A7K7	17 - 21 Lúnasa	10am - 1pm 2pm - 4pm
Áras an Chontae, Ros Comáin, Co. Ros Comáin, F42 VR98	17 - 21 Lúnasa	10am - 1pm

Tá eolas faoin tionscadal le fáil ar www.galwaytoathlonecycleway.com. Is féidir bualadh leis an bhFoireann Tionscadail ag Oifig an Tionscadail trí **choinne a dhéanamh ón 24 Lúnasa ar aghaidh**. Déan teagmháil linn chun cruinniú a shocrú.

Beidh an t-ábhar ar fad a bheidh ar taispeáint ag na Comhairliúcháin Phoiblí ar fáil tríd an '**Seomra Comhairliúcháin Fíorúil**' atá ar an láithreán gréasáin. Molaimid do dhaoine a bheith rannpháirteach ar líne nuair is féidir chun teorainn a chur le líon na ndaoine a thiocfaidh chomh fada leis an ionad fisiciúil.



Is féidir aighneachtaí nó breithniúcháin a dhéanamh trí:

Ríomhphost:
info@galwaytoathlonecycleway.com

Láithreán Gréasáin:
www.galwaytoathlonecycleway.com

Teil: (091) 509 267

Beidh nuacht agus nuashonraithe maidir leis an tionscadal ar fáil ar:
www.galwaytoathlonecycleway.com

TII Bonneagar Iompair Éireann · ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council · WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí · Comhairle Chontae na Gaillimhe Galway County Council · rps MAKING COMPLEX EASY

Greenway

Galway to Athlone National Cycleway Scheme

Public Consultation No.1

Project Vision

The vision for the project is to develop a world class trail, from Galway to Athlone, that will complete the Galway to Dublin route, which is of a scale and singularity that will allow Ireland to tap into the growing tourism market for cycling. It will be scenic, sustainable, be a strategic link, with lots to see and do, be substantially segregated from motor traffic and welcome a wide variety of users. It will be developed in co-operation with local communities and offer real benefits to them.

Progress to Date

The Project was paused in 2015 following identification of a preferred route corridor. It is now restarting and the project is to be progressed from a clean slate, with no route corridor favoured at this stage.

A dedicated Project Office has been established in Ballinasloe, where the Consultants and Project Liaison Officers from Galway, Roscommon and Westmeath County Councils will be available to meet landowners and the public.

Meetings at the Project Office are strictly by appointment due to the COVID-19 Restrictions.

Have your say

We would like to hear your views on the project at this stage. This can include your opinion on the:

- need for the project,
- possible routes that should be considered,
- locations, attractions or facilities in your locality that could be attractive to cycleway users, or would benefit from a cycleway, constraints or barriers to a cycleway in your area, any concerns or issues you may have at this stage.

A series of public consultations will be held between the 10th and 14th August, where you may meet members of the team and discuss the project or make a submission or observation. Maps of the study area will be on display. No route corridors are proposed at this stage.

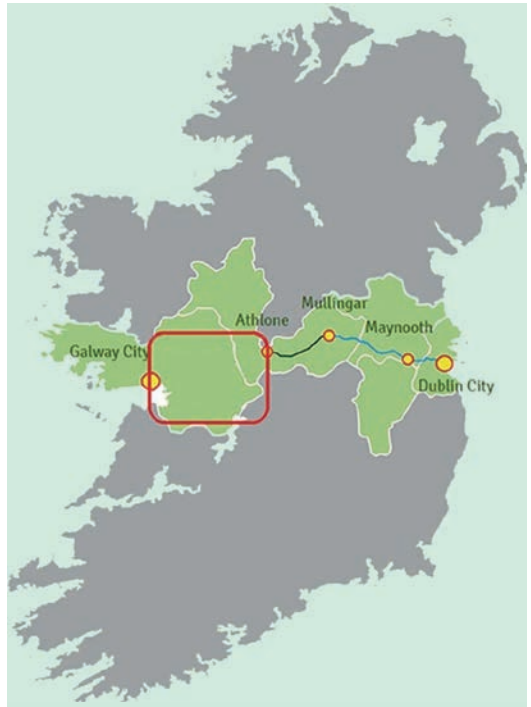
Public Consultation Venues	Dates	Time
Shamrock Lodge Hotel, Clonown Road, Athlone N37 CK73	Mon 10th August	11am - 8pm
Shearwater Hotel, Townparks, Ballinasloe, H53 F5P9	Tue 11th August	11am - 8pm
Raheen Woods Hotel, Raheen, Athenry H65 E443	Wed 12th August	11am - 8pm
Loughrea Hotel, Athenry Road, Loughrea H62 YI89	Thurs 13th August	11am - 8pm
Maldron Hotel, Carrowmoneash, Oranmore H91 K7FA	Fri 14th August	11am - 8pm

Information on the project will also be made available at public displays at the following local authority offices between the 17th and 21st August, where submissions or observations may be made.

Public Display Venues	Dates	Time
Áras an Chontae, Prospect Hill, Galway, H91 H6KX	17th - 21st August	10am - 4pm
Ballinasloe Area Office, Civic Offices, Ballinasloe, Co. Galway, H53 A7K7	17th - 21st August	10am - 1pm 2pm - 4pm
Áras an Chontae, Roscommon, Co. Roscommon, F42 VR98	17th - 21st August	10am - 1pm

Information on the project is available on www.galwaytoathlonecycleway.com and the Project Team are available to meet at the Project Office by appointment from August 24th. Please contact us to arrange a meeting.

All materials on display at the Public Consultations shall also be available through the '**Virtual Consultation Room**' on the website. We encourage people to engage online where possible to limit numbers at the physical venue.



You can make submissions or observations by:

Email:
info@galwaytoathlonecycleway.com

Website:
www.galwaytoathlonecycleway.com

Phone No: (091) 509267

Project News and Updates will be available on:
www.galwaytoathlonecycleway.com

TII Bonneagar Iompair Éireann · Ros Comain Comhairle Contae Ros Comáin Roscommon County Council · Westmeath County Council Comhairle Chontae na hIarmhí · Comhairle Chontae na Gaillimhe Galway County Council · rps Making Complex Easy

Greenway

Scéim Náisiúnta Rotharbhealaigh ó Ghaillimh go Baile Átha Luain

Comhairliúchán Poiblí Uimh. 1

Fís an Tionscadail

Is é fís an tionscadail ná forbairt a dhéanamh ar chonair den chéad scoth ó Ghaillimh go Béal Átha Luain, a chuirfidh críoch leis an mbealach ó Ghaillimh go Baile Átha Cliath a bheidh ar an scála agus saoithiúlacht a chuirfidh ar ár gcumas anseo in Éirinn leas a bhaint as an margadh turasóireachta atá ann don rothaíocht, margadh atá ag fás. Nasc álainn, inbhuanaithe agus straitéiseach a bheidh ann, ina mbeidh go leor le feiceáil agus le déanamh agus a bheidh scartha amach go suntasach ó thrácht mhótair agus a mbeidh fáilte roimh réimse éagsúil úsáideoirí úsáid a bhaint as. Déanfar é a fhorbairt i gcomhar le pobail áitiúla agus beidh tairbhí cearta le baint acu as.

Dul Chun Cinn go Dtí Seo

Cuireadh stad leis an Tionscadal in 2015 i ndiaidh conair bhealaigh níos fearr a aithint. Tá sé ar tí tosú arís anois agus táthar ag cur tús úr nua leis an tionscadal, cé nach bhfuil aon chonair bealaigh fabhraithe ann ag an bpointe seo.

Bunaíodh Oifig Tionscadail ar leith i mBéal Átha na Sluaighe, áit a mbeidh Comhairleoirí agus Oifigigh Idirchaidrimh Tionscadail ó Chomhairlí Chontae na Gaillimhe, Ros Comáin agus na hlarmhí ábalta teacht le chéile le húinéirí talún agus leis an bpobal.

Is trí choinne amháin atá na cruinnithe san Oifig Tionscadail, agus sin go docht, mar gheall ar Shrianta COVID-19.

Roinn do thuairimí linn

Ba mhaith linn dá roinnfeá do thuairimí linn maidir leis an tionscadal ag an tráth seo. Is féidir do thuairim maidir leis na nithe seo a leanas a chur san áireamh:

- an ngá atá ann don tionscadal,
- na bealaí féideartha a cheart a bhreithniú,
- na háiteanna, díol suntais nó na saoráidí atá i do cheantar a d'fhéadfadh a bheith tarraingteach d'úsáideoirí an rotharbhealaigh nó go mbeadh an rotharbhealach ina bhuntáiste don cheantar, na srianta nó bacainn i gcoinne rotharbhealaigh i do cheantarsa, aon imní nó aon shaincheist a d'fhéadfadh a bheith agat ag an tráth seo.

Reáchtálfar sraith de chomhairliúcháin phoiblí idir an 10 agus an 14 Lúnasa trína mbeidh tú ábalta bualadh le baill den fhoireann agus an tionscadal a phlé nó aighneachtaí nó breithniúcháin a dhéanamh. Beidh léarscáileanna den limistéar staidéir in airde. Níl aon chonairí bealaigh beartaithe ag an bpointe seo.

Ionaid Comhairliúcháin Phoiblí	Dátaí	Am
Óstán an Shamrock Lodge, Bóthar Chluain Eamhain, Baile Átha Luain N37 CK73	Dé Luain an 10 Lúnasa	11am - 8pm
Óstán Shearwater, Páirceanna an Bhaile, Béal Átha na Sluaighe H53 F5P9	Dé Máirt an 11 Lúnasa	11am - 8pm
Óstán an Raheen Woods, An Ráithín, Baile Átha an Rí H65 E443	Dé Céadaoin an 12 Lúnasa	11am - 8pm
Óstán Bhaile Locha Riach, Bóthar Átha an Rí, Baile Locha Riach H62 YI89	Déardaoin an 13 Lúnasa	11am - 8pm
Óstán Maldron, Ceathrú na Manaoise, Órán Mór H91 K7FA	Dé hAoine an 14 Lúnasa	11am - 8pm

Cuirfear eolas maidir leis an tionscadal ar fáil ag taispeántí poiblí a bheidh ar siúl ag oifigí na n-údarás áitiúil a leanas idir an 17 agus an 21 Lúnasa agus beifear ábalta aighneachtaí nó breathnuithe a dhéanamh acu.

Ionaid na dTaispeántí Poiblí	Dátaí	Am
Áras an Chontae, Cnoc na Radharc, Gaillimh H91 H6KX	17 - 21 Lúnasa	10am - 4pm
Oifig Cheantair Bhéal Átha na Sluaighe, Oifigí Cathartha, Béal Átha na Sluaighe, Co. na Gaillimhe H53 A7K7	17 - 21 Lúnasa	10am - 1pm 2pm - 4pm
Áras an Chontae, Ros Comáin, Co. Ros Comáin, F42 VR98	17 - 21 Lúnasa	10am - 1pm

Tá eolas faoin tionscadal le fáil ar www.galwaytoathlonecycleway.com. Is féidir bualadh leis an bhFoireann Tionscadail ag Oifig an Tionscadail trí **choinne a dhéanamh ón 24 Lúnasa ar aghaidh**. Déan teagmháil linn chun cruinniú a shocrú.

Beidh an t-ábhar ar fad a bheidh ar taispeáint ag na Comhairliúcháin Phoiblí ar fáil tríd an '**Seomra Comhairliúcháin Fíorúil'** atá ar an láithreán gréasáin. Molaimid do dhaoine a bheith rannpháirteach ar líne nuair is féidir chun teorainn a chur le líon na ndaoine a thiocfaidh chomh fada leis an ionad fisiciúil.

Is féidir aighneachtaí nó breithniúcháin a dhéanamh trí:

Ríomhphost:
info@galwaytoathlonecycleway.com

Láithreán Gréasáin:
www.galwaytoathlonecycleway.com

Teil: (091) 509 267

Beidh nuacht agus nuashonraithe maidir leis an tionscadal ar fáil ar:
www.galwaytoathlonecycleway.com

TII Bonneagar Iompair Éireann · Ros Common Comhairle Contae Ros Comáin Roscommon County Council · Westmeath County Council Comhairle Chontae na hIarmhí · Comhairle Chontae na Gaillimhe Galway County Council · rps Making Complex Easy

GALWAY TO ATHLONE CYCLEWAY: SECOND PUBLIC CONSULTATION REPORT

Consultation on Route Corridor Options 2021

Greenway

MGT0525Rp0011
Second Public Consultation Report
F02
07 July 2021

Galway to Athlone CYCLEWAY

rpsgroup.com

Document status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
F01	Final	CF, MF, NK	SM	CMG	29/06/2021
F02	Final	CF, MF, NK	SM	CMG	07/07/2021

Approval for issue

CMG		7 July 2021

© Copyright RPS Group Limited. All rights reserved.

The report has been prepared for the exclusive use of our client and unless otherwise agreed in writing by RPS Group Limited no other party may use, make use of or rely on the contents of this report.

The report has been compiled using the resources agreed with the client and in accordance with the scope of work agreed with the client. No liability is accepted by RPS Group Limited for any use of this report, other than the purpose for which it was prepared.

RPS Group Limited accepts no responsibility for any documents or information supplied to RPS Group Limited by others and no legal liability arising from the use by others of opinions or data contained in this report. It is expressly stated that no independent verification of any documents or information supplied by others has been made.

RPS Group Limited has used reasonable skill, care and diligence in compiling this report and no warranty is provided as to the report's accuracy.

No part of this report may be copied or reproduced, by any means, without the written permission of RPS Group Limited.

Prepared by:

RPS

Galway to Athlone Cycleway,
Project Office, Society Street, Ballinasloe, Galway, H53 T320,

T +353 91 509 267
E info@galwaytoathlonecycleway.com

Prepared for:

Westmeath County Council

Michael Kelly
Project Co-ordinator

Áras an Chontae, Mullingar
County Westmeath, N91 FH4N

T 044 93 34250
E mkelly@wccprojectoffice.ie

Dublin | Cork | Galway | Sligo
rpsgroup.com

RPS Group Limited, registered in Ireland No. 91911
RPS Consulting Engineers Limited, registered in Ireland No. 161581
RPS Planning & Environment Limited, registered in Ireland No. 160191
RPS Engineering Services Limited, registered in Ireland No. 99795
The Registered office of each of the above companies is West Pier Business Campus, Dun Laoghaire, Co. Dublin, A96 N6T7

Contents

1

1 EXECUTIVE SUMMARY 2
1.1 Next Steps 3
1.2 The Project 3
1.3 First Public Consultation 4

2 CONSULTATION OPPORTUNITIES PROVIDED BY THE PROJECT TEAM 5
2.1 Virtual Consultation Room 5
2.2 Feedback Forms 5
2.3 Virtual and Telephone Engagement 5
2.4 Project Website 5
2.5 Meetings 7

3 PROMOTION 8
3.1 Advertising 8
3.2 Social Media and Online Promotion 8
3.3 Direct Mail 8
3.4 Press Releases 8
3.4.1 Media Engagement Following Close of Public Consultation 9
3.5 Stakeholder Engagement 9
3.5.1 Community Promotion of the Second Public Consultation 9
3.6 Project Information Service 10

4 PARTICIPATION 11
4.1 Over 11,600 Submissions Received 11
4.1.1 Petitions and Group Submissions 11
4.2 Virtual Meetings 12
4.2.1 Engagement with Individuals 12
4.2.2 Elected Public Representatives 12
4.3 Community Organisations and Local Interest Groups 13

5 FEEDBACK RECEIVED 16
5.1 Emerging Themes 16
5.2 Sentiment Expressed in Submissions 17
5.2.1 Support for the Project 17
5.2.2 Responses to Feedback Form 17
5.3 Communications and Consultation 18
5.4 Community, Economy and Tourism 18
5.4.1 Community and Rural Development 19
5.4.2 Local Jobs and Employment Opportunities 20
5.4.3 Local Business Opportunities 20
5.5 Connectivity and Accessibility 21
5.5.1 Corridor Option 1 21
5.5.2 Corridor Option 2 23
5.5.3 Corridor Option 3 24
5.5.4 Corridor Option 4 25
5.5.5 Corridor Option 5 25
5.6 Environment 27
5.6.1 Bogs 27
5.6.2 Climate Action 28
5.6.3 Sensitive Species and Wildlife 29
5.6.4 Woodlands and Forestry 31
5.7 Health and Wellbeing 32

5.8 Historical and Heritage Sites 33
5.9 Feedback on Land and Landowner Considerations 36
5.9.1 Need for Landowner Consultation 37
5.9.2 Feedback on Land Considerations for each Option 38
5.10 Landscape and Scenery 40
5.10.1 Scenery 41
5.11 Operation and Maintenance 42
5.12 Technical and other Route Considerations 43
5.12.1 Corridor Option 1 43
5.12.2 Corridor Option 2 44
5.12.3 Corridor Option 3 44
5.12.4 Corridor Option 4 44
5.12.5 Corridor Option 5 45
5.12.6 Alternatives 45
5.12.7 Engineering 47
5.12.8 Safety 48
5.13 Tourism 49
5.13.1 Other Things to See and Do 50
5.14 Walkways 51

6 LANDOWNER ENGAGEMENT 52
6.1 Landowner Letters 52
6.2 Project Liaison Officers Meeting Landowners 52
6.3 Independent Agronomist Appointed 52
6.4 Code of Best Practice 52

7 CONCLUSION 53

Tables

Table 3-1 Event Advertisements 8
Table 3-2 Galway to Athlone Cycleway Articles 9
Table 3: Submissions from Local Groups 13
Table 5-1 Total Response from Public Consultation No. 2 17

Figures

Figure 1-1 Route Corridor Options 3
Figure 2-1 Screenshot from www.galwaytoathlonecycleway.com – Virtual Online Portal 6
Figure 2-2 Screenshot from www.galwaytoathlonecycleway.com – Interactive Map 6
Figure 2-3 Screenshot from www.galwaytoathlonecycleway.com – Booking Facility 7
Figure 2-4 Screenshot from www.galwaytoathlonecycleway.com – Information Displays 7
Figure 4-1 Public Consultation Response Methods 11
Figure 4-2 Comments received on route corridor options for PC2 12
Figure 5-1: Responses to 'Do you live or own property within or adjacent to one of the proposed route corridor options?' 18
Figure 5-2: Responses to 'Would you use the Cycleway?' 18
Figure 5-3: Responses to 'Do you want to be contacted regarding project news and updates?' 18

Appendices

Appendix A Advertisements
Appendix B Feedback Forms
Appendix C FAQ's
Appendix D Consultation Documents
Appendix E Route Corridor Options
Appendix F Press Release
Appendix G Landowner Letter and Leaflet

1 EXECUTIVE SUMMARY

The second period of focused public consultation was held over five weeks from 25th January 2021 until 1st March 2021. This report sets out the manner in which the consultation was promoted and undertaken; and summarises the feedback received.

In-real-life (IRL) public consultation events were not possible due to COVID-19 health restrictions. Instead the project team provided online virtual consultation platforms, along with virtual meetings and telephone engagement.

The purpose of the second consultation was to present the five corridor options that were identified and to gather feedback on these to inform the project team in proceeding to the next stage of the project, i.e. selecting a preferred route corridor.

Route corridor options for the Cycleway were developed to utilise state-owned lands where possible; and to connect these by exploring possible routes with private landowners / farmers.

There was a strong response to the public consultation with over 11,000 submissions received; 95% of which were very supportive of the Cycleway. The project team thanks all who participated in this consultation. Your feedback provides valuable local knowledge to inform our project team and your efforts are greatly appreciated.

Community groups, local organisations, businesses and individuals alike have welcomed the project and stated their support for the Cycleway to be routed alongside their towns and villages. This included many local communities / organisations establishing social media pages and campaign groups to support the project and promote particular route corridor options.

There is no doubt from the sentiments expressed in submissions received and meetings with the project team that this Cycleway will be a welcome local amenity that will regenerate the consultation area, regardless of which route corridor option is progressed.

It is important to note that the decision will not be based on popularity of a particular option. The purpose of public consultation is to gather feedback from local people about particular issues that may warrant further study and should be considered by the project team when progressing environmental and design work.

The project team will consider public consultation feedback along with landowner consultation feedback; the Five S' criteria, i.e. to be Scenic, Sustainable, Strategic, Segregated with lots to See and do; as well as environmental, engineering and financial factors.

The following themes emerged in submissions:

- Communications and Consultation
- Community & Rural Development
- Connectivity and Accessibility
- Operation and Maintenance
- Environment including Bogs, Flora and Fauna, Flooding, Wildlife and Woodlands
- Health and Wellbeing
- History and Heritage
- Landowner Considerations including land acquisition, severance, insurance, future buildings and landowner consultation
- Landscape and Scenery
- Local Business, Economy and Jobs
- Privacy
- Safety and Security
- Tourism
- Walkways.

1.1 Next Steps

Notwithstanding the overwhelming positive feedback at public consultation, the project team recognises that the co-operation of landowners and farmers is essential to delivering this Cycleway.

Following the conclusion of the second focused period of public consultation, the project team commenced landowner consultation as soon as public health guidelines allowed, in May 2021.

Feedback from this public consultation and landowner engagement, along with engineering and environmental assessments, will all feed into the design process to identify a preferred route corridor.

1.2 The Project

The Galway to Athlone Cycleway project will complete a 270km – 300km car-free corridor connecting Galway and Dublin. It will form an attractive amenity to be enjoyed by local communities and visitors all year round.

The new Cycleway will deliver a memorable experience for cyclists and pedestrians with impactful scenery and points of interest along the way. In addition to public health benefits, it will support local businesses and stimulate new enterprises and jobs by creating the opportunity for cycling holidays.

The project is being delivered by the Galway, Roscommon, and Westmeath local authorities in partnership with Transport Infrastructure Ireland and the Department of Transport.

Route Corridor Options have been developed to connect likely tourism and leisure attractions, and use publicly owned land where possible. The options use state owned lands such as flood defense embankments, forestry tracks, bog roads and Bord na Móna railways. In order to connect the state owned lands 'Consultation Areas' have been identified, where we would like to talk to the landowners and explore possible routes. These routes would follow existing features and farm boundaries, minimising severance.

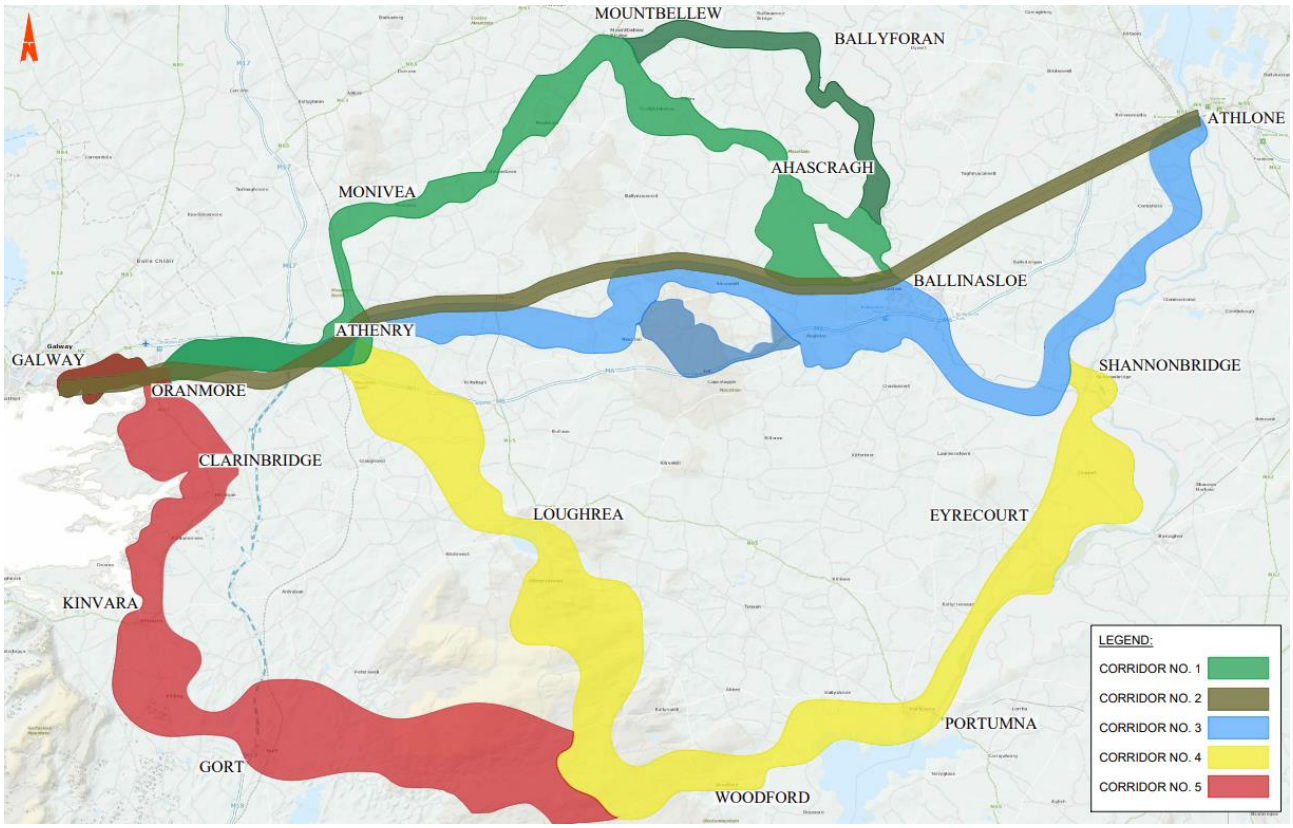


Figure 1-1 Route Corridor Options

1.3 First Public Consultation

The first Public Consultation for the Galway to Athlone Castle cycleway project was held in August 2020.

The purpose of the consultation was to present the study area to the public and invite them to give their opinions on the cycleway.

The consultation was very well attended with a total 524 people attending the events. Members of the project team were present to discuss the project with the public. There was a strong interest in the project expressed at the events, with very good engagement and many useful discussions held during the events.

The project team emphasised that the project was starting again from a ‘clean slate’, with no routes proposed at this point. It was also emphasized that there would be strong consultation with landowners throughout the project development and that a key project aim would be to progress the project in collaboration with affected landowners.

Following the consultations, a large number of submissions were received. Most were individual submissions, with submissions also received from community groups and businesses.

Most respondents were in support of a cycleway through the study area. Many were opposed to a route through private lands and would only support a route through public lands or on-road facilities. Many also suggested a route along the existing railway line and/or through Ballinasloe.

Submissions were received from all over the study area. There was significant support for a route paralleling the existing Galway to Athlone railway which is now represented by Route Corridor Option No. 2 for consideration.

2 CONSULTATION OPPORTUNITIES PROVIDED BY THE PROJECT TEAM

The second period of focused public consultation was held over five weeks from 25th January 2021 until 1st March 2021. In-real-life (IRL) public consultation events were not possible due to COVID-19 health restrictions. Instead the project team provided online virtual consultation platforms, along with virtual meetings and telephone engagement.

The purpose of the second consultation was to present the five corridor options that were identified and to gather feedback on these to inform the project team in proceeding to the next stage of the project, i.e. preferred route corridor. The five route corridor options presented at the second public consultation were developed to utilise state-owned lands where possible; and to connect these by exploring possible routes with private landowners / farmers.

2.1 Virtual Consultation Room

The consultation was held online and could be accessed through the virtual consultation room on a computer, tablet or smart phone, at any time throughout the focused period of public consultation.

The virtual consultation room could be accessed through the project website, www.galwaytoathlonecycleway.com.

2.2 Feedback Forms

Online feedback forms were available through the virtual consultation room or on the project website.

Feedback forms were also posted to everyone in the study area, along with the brochure. Feedback forms could be returned by freepost to the project office or uploaded online. See Appendix B.

2.3 Virtual and Telephone Engagement

Project Liaison Officers (PLOs) were available to discuss the project through virtual meetings (on MS Teams) or by telephone. Appointments could be booked either through the online booking facility available on the website / virtual consultation room or by calling the dedicated project information line 091 509267.

2.4 Project Website

The Project website, www.galwaytoathlonecycleway.com, was updated in advance of the second public consultation with new information in relation to the project, including the proposed route corridor options, project progress, latest news, consultations, publications and FAQ section which has been developed based on the some of the main topics that have arisen during the consultation. The FAQs can be seen in Appendix C.

The virtual public consultation room was available on the website and contained the following information.

- A welcome video from project manager Cian McGuiness for RPS consulting engineers on the scheme and a tutorial on how to navigate the virtual room.
- Layout and detailed maps of the five corridor options available to view or download.
- An interactive map of the five route corridor options which allows people to view locations throughout the study area and enter their postcodes.
- Public Consultation Number 2 Brochure.
- Online Feedback Form.
- Booking facility for people to book a virtual meeting or call back with a Project Liaison Officer.
- Display boards which has detailed information regarding the project.

Consultation documents can be viewed in Appendix D.

Maps of the route corridor options are displayed in Appendix E.

The following Figures (2-1 – 2-4) show the Virtual Consultation Room.

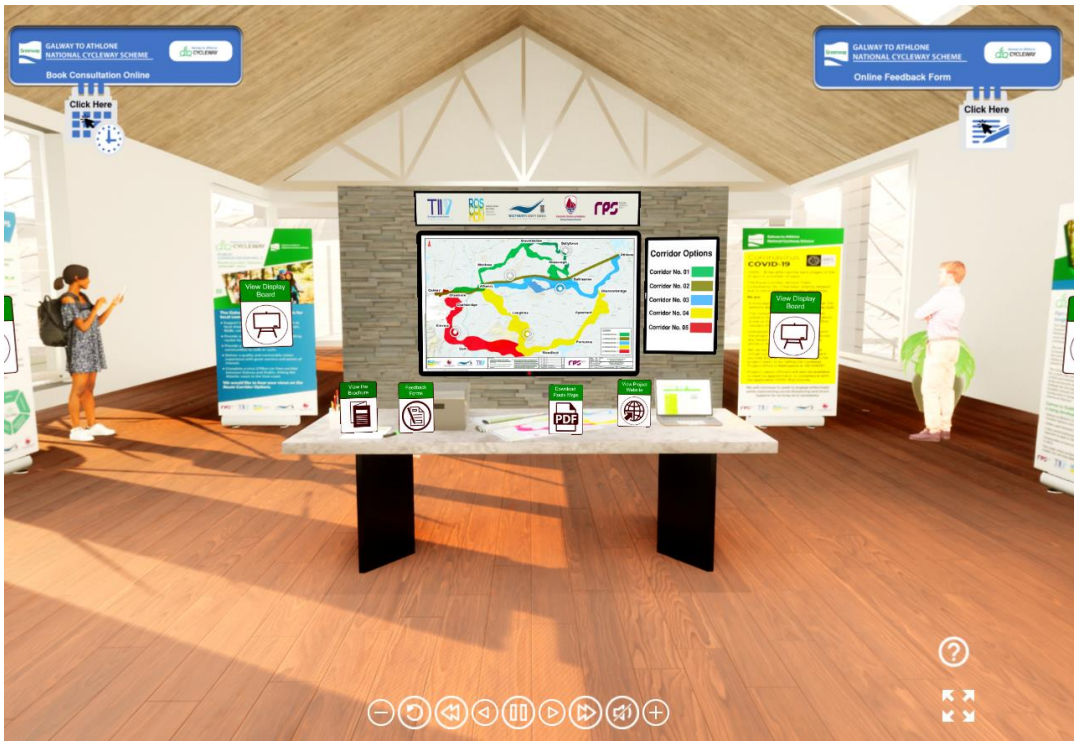


Figure 2-1 Screenshot from www.galwaytoathlonecycleway.com – Virtual Online Portal

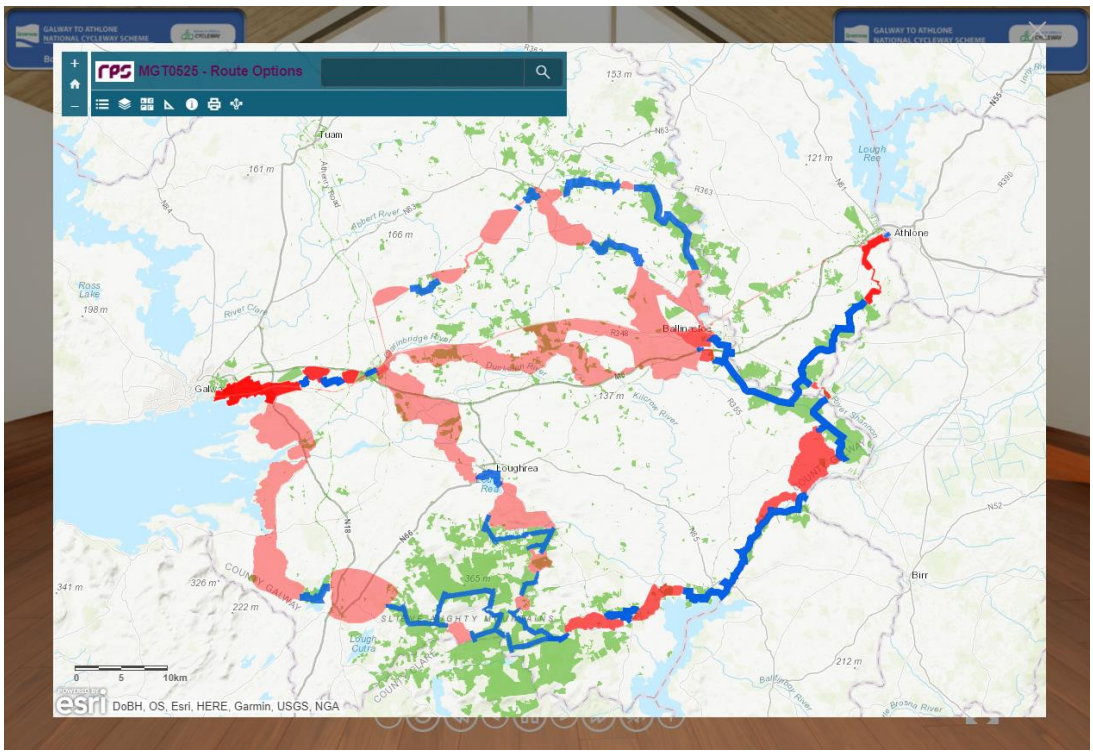


Figure 2-2 Screenshot from www.galwaytoathlonecycleway.com – Interactive Map

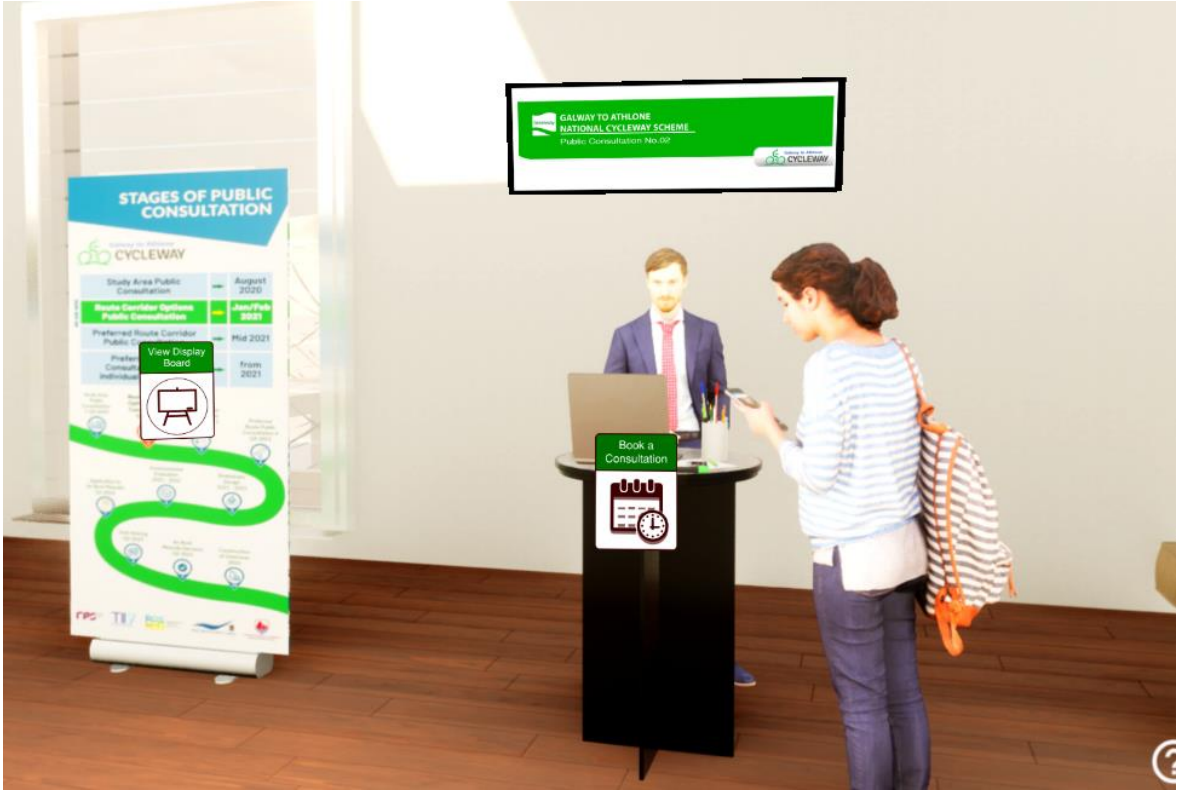


Figure 2-3 Screenshot from www.galwaytoathlonecycleway.com – Booking Facility

Figure 2-4 Screenshot from www.galwaytoathlonecycleway.com – Information Displays

2.5 Meetings

The project team undertook dozens of virtual meetings with individuals, elected public representatives and community groups to outline the proposed route corridor options, encourage submissions and respond to questions.

3 PROMOTION

The second consultation was promoted extensively, both across the study area and nationally, by the project team.

Promotional activities included direct mail to all addresses within the study area; paid media advertisements; issuing press releases to generate and local national newspaper reports and local radio interviews; website updates; social media promotion; and proactive stakeholder engagement to community groups and elected public representatives.

3.1 Advertising

The second public consultation was advertised by the project team in local newspapers one week prior to the virtual consultation events commencing; and again, as a reminder on the final week of the consultation, as shown in Table 2-1 below. See examples of advertising in Appendix A.

Table 3-1 Event Advertisements

Newspaper	Advertisement Date	Reminder Date
Tuam Herald	20/01/21	24/02/21
Galway Advertiser	21/01/21	25/02/21
Connacht Tribune	21/01/21	25/02/21
Roscommon Herald	19/01/21	23/02/21
Westmeath Independent	23/01/21	27/02/21

3.2 Social Media and Online Promotion

The advertisements were also circulated to local radio stations; sent to the Public Participation Network (PPN) and Heritage Groups; published on the project and Council websites; and promoted via the Council social media accounts.

3.3 Direct Mail

Consultation brochures to promote the second public consultation and present the route corridor options, were sent by the project team, via An Post, to all postal addresses in Galway County and to all addresses within the study areas in Counties Roscommon and Westmeath.

3.4 Press Releases

The project team issued a number of releases to promote the public consultation.

The first press release was sent to all local media on Friday 22nd January 2021 follows:

- Connacht Tribune,
- Tuam Herald,
- Galway Advertiser,
- Roscommon People,
- Westmeath Independent,
- Farmers Journal
- Galway Bay FM
- Shannonside Radio.

A further press release was issued to Local media as well as to Agricultural Media (Irish Farmers Journal, Farming Independent, RTE, Agriland) on 12th February 2021 to remind people that the consultation was still underway; and encourage them to view the options and make submissions before the deadline.

Extensive media coverage was generated across national, agricultural and local media to promote the public consultation – see Table 3-2 below. Appendix F contains the press releases issued to promote the second consultation and the media coverage generated including print and online newspaper articles, as well as radio interviews with the Project Manager.

Local elected public representatives also discussed the project on local radio to promote the public consultation.

Table 3-2 Galway to Athlone Cycleway Articles

Source	Date	Date	Date	Date	Date
Agriland	20/01/21	09/02/21			
Athlone Topic	28/01/21				
Connacht Tribune (Local News)	25/02/21 (Loughrea)	25/02/21 (Oranmore)	25/02/21 (North East Galway)	25/02/21	25/03/21
Farmers Journal	22/01/21	30/01/21	17/04/21		
Galway Advertiser	21/01/21	21/01/21			
Galway Bay FM	23/04/21				
Irish Times	25/01/21	26/01/21	05/03/21		
Midland Tribune	04/03/21				
Tuam Herald	20/01/21	02/02/21			
Westmeath Independent	21/01/21	10/02/21	23/02/21		

3.4.1 Media Engagement Following Close of Public Consultation

A further press release was issued to all media following the close of the focused period of public consultation. The purpose of this press release was to thank people for their participation and reiterate the project team's intention to undertaken landowner engagement and consultation over the following weeks and months. Articles were published in Agriland and the Irish Farmers Journal, as well as in local media across the study area.

3.5 Stakeholder Engagement

Notices were sent by the project team to the Public Participation Network (PPN) and Heritage Groups, as well as to elected public representatives and community groups to promote the second public consultation.

3.5.1 Community Promotion of the Second Public Consultation

Community groups advocating for routes established websites and Facebook pages to develop awareness in each community and encourage people to provide feedback on different route corridor options. Some of these pages had links to the virtual consultation room and / or the online feedback form.

3.6 Project Information Service

The project contact information was widely promoted across media, on advertisements, in all correspondence, online and on brochures posted to all addresses within the study area, as follows:

Project Telephone	091-509 267
Project Email	info@galwaytoathlonecycleway.com
Project Website	www.galwaytoathlonecycleway.com
Virtual Consultation Room	www.galwaytoathlonecycleway.com
Project Postal Address	Galway to Athlone Cycleway Project Office, Society Street, Ballinasloe, Co Galway. H53 T320

4 PARTICIPATION

There is a high level of interest in the project, as reflected in participation in the second focused period of public consultation.

4.1 Over 11,600 Submissions Received

Over 11,600 submissions were received by the project team. Submissions were made through the online feedback form, email, post, telephone and virtual consultation meetings. Figure 4-1 below shows the method by which responses were submitted.

4.1.1 Petitions and Group Submissions

This public consultation also received a number of petitions and group submissions.

- The Athlone to Ballinasloe Greenway Campaign handed in a submission containing 2,179 signatures.
- A group of landowners from Stoneyisland, Portumna handed in a submission containing 37 signatures.

The first Public Consultation had a large number of submissions from a Greenway Action Group, stating that the cycleway should run parallel to the Galway to Athlone railway. This is now represented by Route Corridor Option No. 2 for consideration. The submissions from the first consultation are not represented in the graphs produced in this report for findings of the second public consultation. They will still be considered for the preferred corridor selection.

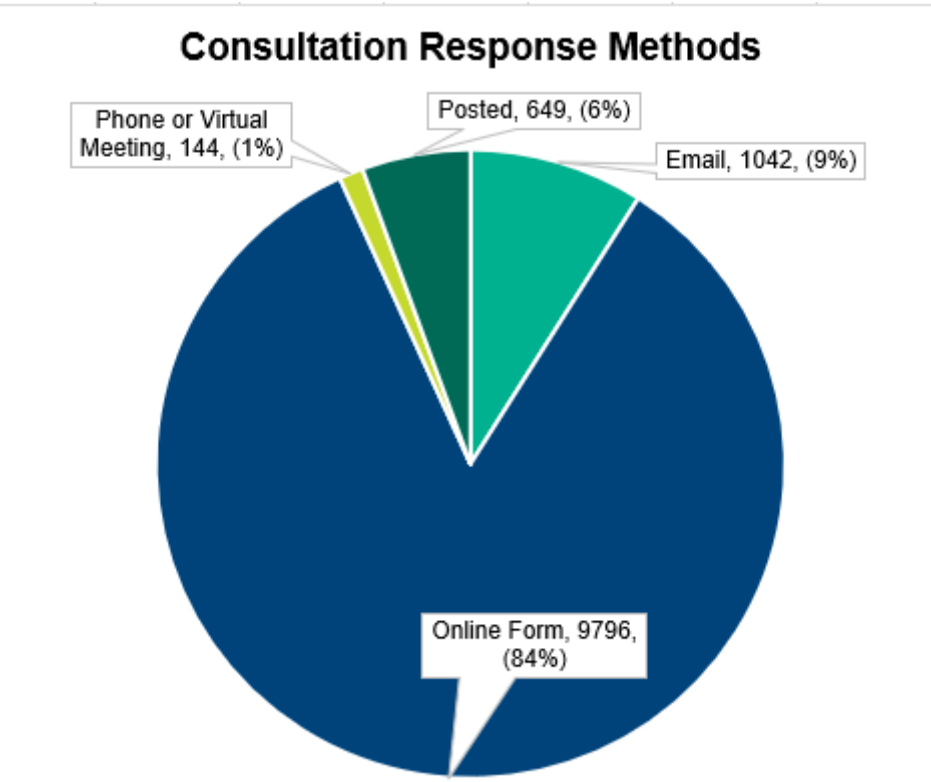


Figure 4-1 Public Consultation Response Methods

The level of feedback regarding each of the proposed route corridor options, along with comments on locations where there was more than one route corridor option, is summarised in Figure 4-2 below.

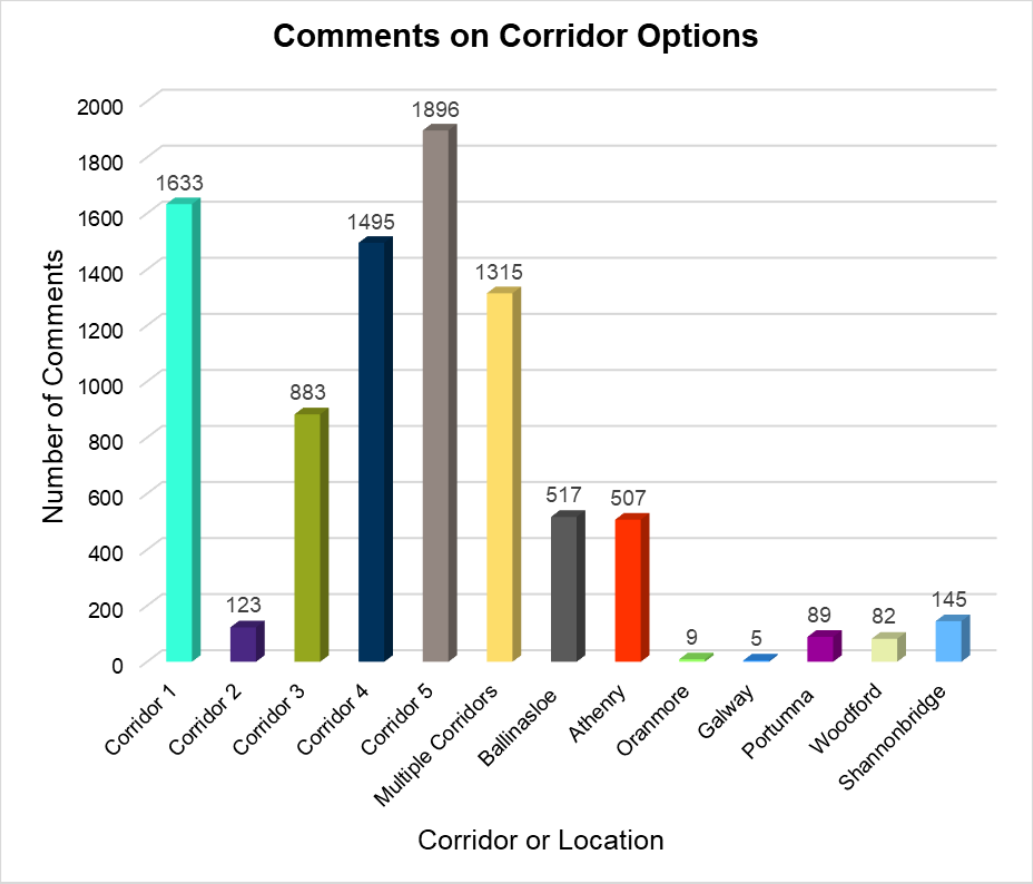


Figure 4-2 Comments received on route corridor options for PC2

4.2 Virtual Meetings

4.2.1 Engagement with Individuals

A total of 144 telephone calls and virtual meetings on MS Teams / Zoom were held with individuals and families.

4.2.2 Elected Public Representatives

In advance of the second public consultation commencing, the project team presented the route corridor options at virtual meetings with the elected public representatives from the consultation area, including Oireachtas Members and the Elected Members of Galway, Roscommon and Westmeath County Councils.

- 22/01/21 Presentation to Roscommon County Councillors – 12 attendees
- 22/01/21 Presentation to Westmeath County Councillors - 11 attendees
- 22/01/21 Presentation to Galway County Councillors – 28 attendees
- 22/01/21 Presentation to members of the Oireachtas – 21 attendees.

Many elected public representatives made submissions to the public consultation:

In addition, a number of meetings with community groups were subsequently organised by some of the local Oireachtas Members at which the project team was invited to present the route corridor options and responded to questions.

Just under 200 people attended two meetings held on Zoom, organised and hosted by Senator Aisling Dolan. The first meeting on 16th February 2021 focused on route corridor option 1; and the second meeting on 7th February 2021 focused on route corridor option 3.

A Zoom meeting focusing on Route Corridor Options 4 and 5, hosted by Minister Anne Rabbitte on 18th February attracted 100 attendees, which was the capacity of that online meeting.

4.3 Community Organisations and Local Interest Groups

Supportive submissions from Community and Development groups – see Table 3 – highlighted the positive impact the Cycleway would have on the local economy, jobs and tourism, as well as on the wellbeing of local communities.

Table 3: Submissions from Local Groups

Community Organisation	Summary
Abbey Community Development Association	Supports Routes 4 or 5
Abhainn Dá Loilíoch Woodland Group	Supports Route 5
Accessibility Ballinasloe	Supports Routes 1 or 3
Ahascragh Development Association	Supports Route 1
Athenry Area Development Company	Supports Routes 1 or 4
Athenry Association Football Club	Supports route through Athenry
Athenry Community Council	Supports route through Athenry
Athenry Community First responders	Supports route through Athenry
Athenry Greenway Group	Supports route through Athenry. Proposes slogan "Cycle through fields the fields of Athenry"
Athenry Heritage Network	Supports route through Athenry
Athenry Playground Community Group	Supports Route 3
Athenry Tidy Towns	Supports Route 3
Athenry Traders Group	Supports route through Athenry
Athlone to Ballinasloe Greenway Campaign	Supports Routes 1 or 3
Attymon Development Group	Supports Route 3
Aughrim Community Development Company	Supports Route 3
Ballinasloe Active Retired	Supports Routes 1 or 3
Ballinasloe Area Community Development (BACD)	Supports Routes 1 or 3 and highlighted business need for support
Ballinasloe Cycling Club	Supports Routes 1 or 3
Ballinasloe Social Services	Supports Routes 1 or 3 and highlighted physical and mental health/wellbeing benefits
Ballinasloe Town Team	Supports Routes 1 or 4
Ballyforan Area Transition Team (BATT)	Supports Route 1 (Ballyforan)
Ballygar Tidy Towns	Supports Route 1
Ballygurrane Residents Association	Supports route through Athenry
Brothers of Charity Athenry	Supports route through Athenry
Brpthers of Charty Ballinasloe	Supports Routes 1 or 3
Burren Lowlands Group	Supports Route 5
Cuan Beo	Supports Route 5
Cyclist.ie	Welcome the proposed advancement of the project. Not supportive of route 2 along the railway.
Drum Heritage Centre	List of Heritage sites in Drum
East Galway Family History Society	Supports Routes 4 or 5
Epic Yellow Route 4 Advocacy Group	Cross-community submission in support of Route 4
Eyrecourt Vintage Club	Supports Route 4
Friends of Portumna Forest Park	Supports Routes 4 or 5

Galway Green Party	Supports Routes 3 or 5
Galway Rail User Group	Supports Routes 3 or 5
Galway Visually Impaired Cycling Club	Supports Routes 4 or 5
Gort River Walk Development Group	Supports Route 5
Gort Tidy Towns	Supports Route 5
HRC Mountbellew	Supports Route 1
Irish Workhouse Centre	Supports Routes 4 or 5
Kelly Clan Association	Supports Route 3
Kilchreest/castledaly Community Development Group	Supports Route 4
Kinvara Heritage Group	Supports Route 5
Lawrencetown Community Development and Lawrencetown Let's Get Active Group	Supports Routes 1 or 3 through Ballinasloe and adjacent to Lawrencetown
Looscaun/Shannonside Rural Development	Supports Routes 4 or 5 - project would help revitalise rural Ireland
Loughrea Chamber of Commerce	Supports Route 4 and highlighted all things to see and do in Loughrea as well as businesses and accommodation
Meelick Eyrecourt Active Retired	Supports Route 4. Safe place to walk for older people and families
Moanbawn sports development project group	Supports route through Athenry
Monivea Heritage Association	Supports Route 1
MÓR Action Group	Supports Route 5
Mountbellew Active Retired	Supports Route 1
Mountbellew Community Alert	Supports Route 1
Mountbellew Heritage and tourism Network	Supports Route 1
Moylough Heritage Society	Submission highlighting historic sites in support of Route 1
New Inn Community Development	Supports Route 3
Omna Singers	Supports Routes 4 or 5
Oranmore Tidy Towns	Supports Route 5
Park Run	Supporting the cycleway as a venue for regular exercise
Pieta Wren Run	Supports Routes 4 or 5
Portiuncula University Hospital	Supports Routes 1 or 3
Portumna & District Angling Association	Supports Routes 4 or 5
Portumna & District Development	Supports Routes 4 or 5 and says project would be a great economic boost for local businesses
Portumna Active Retired	Supports Routes 4 or 5
Portumna Camera Club	Supports Routes 4 or 5
Portumna Chamber of Commerce	Supports Routes 4 or 5 and highlighted courthouse, forest park, townscape and Harbour as well as biodiversity
Portumna Comogie Club	Supports Routes 4 or 5
Portumna Cycling Club	Supports Route 4
Portumna GAA	Supports Routes 4 or 5
Portumna Lawn Tennis Club	Supports Routes 4 or 5
Portumna Lyons Club	Supports Routes 4 or 5
Portumna Players Drama Group	Supports Routes 4 or 5
Portumna Tidy Towns	Supports Routes 4 or 5
Red Route 5 Cycleway Group	Supports Route 5

Renville Sports Community Grounds	Supports Route 5
Routes for Riders	Supports the Inclusion of Equestrians
Seven Springs Cycling Club	Supports Route 4
Shannonbridge Action Group	Supports route through Shannonbridge
Shorelines Arts Festival Portumna	Supports Route 5
Skehana Heritage Society	Submission highlighting historic sites in support of Route 1
South East Galway Integrated Rural Development Clg	Supports Routes 4 or 5
South Galway Comhaltas Ceoltóiri Éireann	Supports Routes 4 or 5
St Aidans GAA Club	Supports Route 1
Sustainable Energy West	Supports Route 4
Terryglass Tidy Towns	Supports Route 4
The Wild Geese Taskforce	Supports Routes 4 or 5
Tommy Larkins GAA Club	Supports Routes 4 or 5
Wheels of Athenry	Supports route through Athenry
Woodford-Looscaun Christmas Lights	Supports Routes 4 or 5

5 FEEDBACK RECEIVED

Each and every submission received by the Galway to Athlone Cycleway project team has been registered and reviewed in its entirety. In reviewing each submission, members of the project team identified the key themes raised in relation to the project.

This section of the report presents the feedback received during the focused period of public consultation, i.e. from 25th January to 1st March 2021.

Everything included in the following sections is taken directly from stakeholder feedback which has been grouped into themes. All themes are reported alphabetically and / or in numerical order (1-5) by Route Corridor Option. It is important to note that no bias is implied by the order in which feedback is presented whatsoever.

Feedback presented anonymously, i.e. it is not attributed to any organisation or individual. It is either presented as an amalgamation of feedback from a number of submissions or quoted directly.

Some submissions / feedback covered more than one issue, and for that reason may appear in more than one of the following sections.

This report, together with the individual submissions, will be reviewed by the full Project Team.

Responses to issues raised in this consultation will be assessed and addressed appropriately in the Route Selection Report.

Please note, this feedback does not reflect landowner engagement and consultation undertaken since the focused period of public consultation concluded, as engagement with individual landowners / farmers is still underway.

5.1 Emerging Themes

The details provided in submissions and feedback will inform the project team in undertaking further technical studies. Specific feedback is reported in the following sections under several themes as it applies to the project and / or to all route corridor options. In addition, feedback on specific sites or features regarding individual route corridor options or geographic areas is also detailed in the following sections.

The following is a summary of the themes that emerged in submissions:

- Communications and Consultation
- Community & Rural Development
- Connectivity and Accessibility
- Operation and Maintenance
- Environment including Bogs, Flora and Fauna, Flooding, Wildlife and Woodlands
- Health and Wellbeing
- History and Heritage
- Landowner Considerations
- Landscape and Scenery
- Local Business, Economy and Jobs
- Privacy
- Safety and Security
- Tourism
- Walkways.

5.2 Sentiment Expressed in Submissions

The need for the project was widely supported as outlined below in Section 5.2.1 and detailed in terms of its contribution to local communities, business, jobs and tourism in Sections 5.4 and 5.13.

Feedback cited concerns about the impact of the project on sensitive species, hedgerows and woodlands; and that these should be protected in developing the project – see Section 5.6.

Submissions asked that the Cycleway be routed close to the bogs, both in terms of their scenic, heritage and biodiversity value for tourism, as well as to boost local jobs in light of recent Bórd na Móna bog closures and cessation of peat harvesting in the area – see Sections 5.6, 5.8 and 5.10.

Issues regarding the operation and management of the Cycleway were expressed including litter, privacy, security and the need for CCTV cameras – see Section 5.11.

Feedback from impacted landowners cited reservations regarding how the project would impact their lands. While appreciating the consultation process could only be undertaken virtually in line with Government restrictions to protect public health, landowners said they want to meet the project team to study the corridor options maps on paper, find out more about the project and ask questions. In response to this feedback, a concerted effort to engage with landowners is now underway – see Section 6.

5.2.1 Support for the Project

The overwhelming majority of businesses, community groups and individuals alike have welcomed the project and stated their support for the Cycleway to be routed alongside their towns and villages.

There was a strong desire for the Cycleway amongst the communities of East Galway and South Roscommon in particular. Specific villages, towns and tourism sites were highlighted in submissions as being places that the Cycleway should pass through / alongside.

The very positive response to the project overall resulted in 95% of submissions supporting the entire project; and / or a particular corridor; and / or a particular stop along the route corridor. Table 5-1 below summarises the overall tone expressed in the feedback during the second public consultation.

Table 5-1 Total Response from Public Consultation No. 2

Total Responses		
Total Submissions Received	11,631	
Sentiment Expressed	Positive	95.0%
	Negative	1.9%
	Neutral / Didn't Indicate Preference	3.1%

5.2.2 Responses to Feedback Form

Respondents were asked a number of questions on the feedback form (online and printed), including regarding their interest in using the Cycleway; whether or not they own property within / near the route corridor options; and if they would like to receive further information about the project. The following summarises the responses these questions to provide an overview of people's reactions.

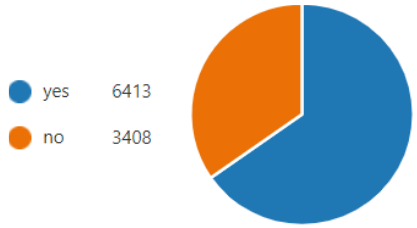


Figure 5-1: Responses to 'Do you live or own property within or adjacent to one of the proposed route corridor options?'

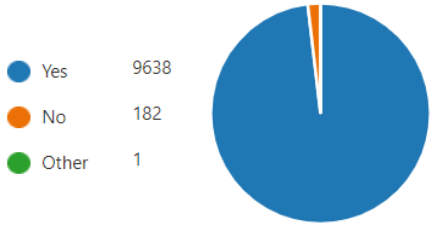


Figure 5-2: Responses to 'Would you use the Cycleway?'

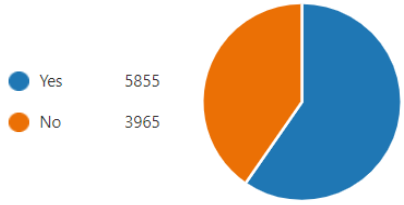


Figure 5-3: Responses to 'Do you want to be contacted regarding project news and updates?'

5.3 Communications and Consultation

There was feedback about how the project team communicates and the type of information being provided.

Submissions stated that more information is required regarding each of the route corridor options.

It was said that there is a need for more public consultation; especially for in-real-life engagement and consultation with the project team particularly with landowners.

Respondents said there is a need for information to be made available specifically for landowners, such as Frequently Asked Questions (FAQs) to clarify issues and address concerns such as regarding insurance, land acquisition and severance, maintenance of the project, etc.

Some feedback from stakeholders noted that the leaflets with the corridor options were 'very confusing'. It was stated that information should be circulated in other formats, apart from social media.

There was concern expressed about the final decision 'coming down to a popularity contest'.

5.4 Community, Economy and Tourism

There was widespread welcome for the project in terms of the positive impact on jobs, local economy and overall benefits for communities with the increased footfall and tourism that the Greenway will bring.

The Covid-19 Pandemic was cited to have negatively impacted on small business and communities throughout the consultation area and across all route corridor options. The consultation area was cited to be one with a history of under investment, leading to joblessness, low opportunities and few amenities.

It was noted that submissions called for the Greenway to go through towns that 'needed the extra business'.

Submissions were made by national organisations, Iarnród Eireann and Fáilte Ireland in support of the project.

The Loughrea Chamber of Commerce made a submission that supported corridor option 4; while Portumna Chamber of Commerce's submission was in support of corridor options 4 and 5.

The project is being developed by Galway, Roscommon and Westmeath County Councils to enhance the local economies, tourism and local amenities.

Neighbouring local authority, Offaly County Council, made a submission in support of corridor options 3 and 4, that included the following:

> 'Offaly County Council fully supports the advancement of the Galway to Athlone Greenway as part of the Galway to Dublin Greenway and Euro Velo 1 Route and believes that the Greenway Development in Offaly will embellish and complement the experience of future patrons of the Greenways offer in Ireland.'
>
> 'Additionally, it would certainly have a positive impact in terms of rural development in south Roscommon, east Galway and west Offaly. It is already noticeable that since the advent of the Grand Canal Greenway in Offaly, that there has been an economic upturn in some of the rural areas along the Grand Canal, notably Ballycommon and Pollagh. What is even more striking is the public appetite for more and more kilometres of greenway.'

5.4.1 Community and Rural Development

There was overwhelming support for the Greenway from towns and communities across all the route corridor options and positive impacts for local communities were cited.

Comments focused on the positive boost the project would offer for local communities with active cycling communities, as well as for families.

Submissions cited the importance of 'careful consideration to be given to all the corridor options with the consequential potential for developments in towns and villages on the route.'

Respondents said smaller towns / villages / communities in the consultation area had suffered hugely because of Covid-19 restrictions; and previously from outwards migration. Some said that people had returned to the area because of / during Covid-19 lockdowns.

It was said that a Greenway would be an incentive for more people to stay living in the consultation area.

The project was cited as being of benefit to communities, families, schools, active retired people as well as being 'good for the parish' for social and economic regeneration.

Strong community fabric and Community Development Associations were also highlighted in towns throughout the consultation area.

Schools throughout the consultation area made submissions. Their feedback focused primarily on how the Cycleway would serve their communities:

> 'benefit so many especially people who have an intellectual or physical disability'
>
> 'promote health and encourage activity in a safe and scenic walkway / cycleway'
>
> 'boost the local economy and make the area a better place to work, visit and live'
>
> 'extremely positive for families, clubs, schools and businesses…health, fitness and well-being promotion; social and economic regeneration; rejuvenate areas with multiple links and loops; suitability for all ages and all abilities with zero exclusion; excellent safe leisure experience for locals and visitors.'

Stakeholders cited route corridor option 1 as an area with 'many tight knit communities' who would benefit from the extra footfall from both international and domestic tourists. Stakeholders also described the area around corridor option 1 as the 'Forgotten East Galway' with a low densely populated area. The young growing population in Athenry along corridor option 1 was also cited as likely to benefit from the project 'for years to come.' Respondents stated the need to develop and enhance the potential of the cluster of small villages around the Mountbellew area where towns have lost their post office, Garda Station, village shop and pubs and have been 'overlooked for many years'. Stakeholders cited that corridor option 1 is 'badly

needed in the countryside' where there are no amenities in the area for local communities.

Stakeholders said some communities within the consultation have benefited greatly from access to the motorway and a higher volume of tourism due to their proximity to the Shannon and lakes. Further submissions stated that communities along corridor option 1 and 3 did not get tourism from the Wild Atlantic Way or the Ancient East.

Submissions cited Blackwater Bog on corridor option 3 as a potential opportunity to educate school children on local flora and fauna if included in the Cycleway.

Stakeholders cited areas of Route 4 to have 'a very active Community Development Association which focuses on developing the village's heritage and natural amenities and on upgrading facilities in the village, such as our Multi-Use Games Arena and Co-Working Hub'. Submissions noted that Abbey was nominated as the Republic of Ireland's village representative in the 2020 'Ireland's Best Kept Town' Competition and was a silver medal winner in Tidy Towns 2019.

5.4.2 Local Jobs and Employment Opportunities

Feedback on all corridor options highlighted the impact of many job losses in the study area over recent years including from Bórd na Móna, bog closures, and lack of overall investment. In this regard, the Greenway was cited as an opportunity to give back to the area, create an economic boost and help with regeneration as well as 'immeasurable benefits for local communities, businesses and families.'

Submissions cited areas along corridor option 1 to have had many services closed due to a rural change and the feedback stated that the Greenway would bring investment back into the area with more services for local people. Feedback stated that an attraction like the Greenway in corridor option 1 would encourage people to start their own businesses instead of moving to other towns and cities.

Corridor option 1 was cited as an opportunity to employ part-time farmers along the route to diversity their incomes, for example Gowla Farm. Submissions supporting Corridor option 4 cited an interest in agritourism business opportunities for families.

Stakeholders cited employment impacts of route corridor option 3 to create new jobs after the closure of ESB in Shannonbridge.

Feedback said that a local national school along route corridor option 5 had closed four years ago and that the Greenway could potentially create an opportunity for a social enterprise in the old school building.

5.4.3 Local Business Opportunities

Submissions for all corridor options expressed that 'this part of County Galway' (i.e. Co Galway element of the consultation area) needed an investment like a Greenway, in order to create social and economic benefits that would be 'extraordinary for small businesses.' Stakeholders cited the Greenway bringing sustainable employment opportunities for the area as well as 'saving surrounding towns and businesses.

Feedback from all corridor options stated that there are many existing businesses already in place that would be relevant to users of the Greenway, including accommodation providers, cafes, restaurants, shops, bicycle repair facilities, rest stop amenities and local attractions including historical heritage sites.

The benefits of the Greenway for local economic activity was cited including 'creating better places to live, work and visit.' Submissions cited that, following the launch of the Great Western Greenway, an increase in business turnover helped create an estimated 38 new jobs, with a further 56 existing jobs.

Stakeholders cited that towns and villages like Gort, Oranmore, Clarinbridge and Kilcolgan have seen a huge drop in footfall following the opening of the motorway resulting in closure of many local businesses.

Many relevant local businesses gave feedback in the submissions to show support for the Greenway including hospitality businesses, bicycle services and McAllister Distillers. Corridor option 1 was cited to present the opportunity to share the benefits of the Greenway with two counties rather than just Galway county.

Opportunities for new business creation around corridor option 1 was cited within local towns and around Grand Canal Dock as well as employment opportunities, job creation and a boost for small local businesses in the area. Feedback cited that groups have rallied to engage and inform locals and businesses to highlight the opportunity that the Greenway can bring to Ballinasloe.

Feedback regarding route corridor option 2 said that the project would be a 'much-needed boost' for the whole area, including Athenry and Attymon which feedback said, have suffered from Bord na Móna job losses and the recent Covid-19 pandemic.

Stakeholders outlined relevant local businesses along corridor option 3 for users of the Greenway including accommodations, tourism businesses, mobile coffee vans, cafes, shops. Respondents said a local bookshop owner is 'committed to turning car parking space in front of the building into a bike park.' Corridor option 3 was also cited by stakeholders to have supporting infrastructure, hospitality and marinas in and around Ballinasloe town, Attymon, Lawrencetown, Aughrim and Shannonbridge.

Submissions cited relevant local businesses in the areas along corridor option 4 for users of the Cycleway including a camping business for bike packers available and the new Bia Innovation Hub opening in Athenry. Athenry was cited by stakeholders as 'struggling' but with 'so much to offer' in terms of amenities.

Submissions cited the benefit of corridor option 5 as a 'once in a lifetime opportunity to activate some of the small neglected areas in the south of the county.' Submissions supporting corridor option 5 cited existing accommodation and food and beverage businesses that would appeal to Greenway users. These were described as 'the best in locally produced and sourced food', a 'range of eateries to suit all budgets' and award-winning restaurants. Gort was cited to be ideally placed to have 'a strategic centre for those off the train'.

Submissions offered suggestions of local areas around the Greenway creating short leaflets to showcase the best of their towns.

Employment opportunities cited for corridor option 1 and corridor option 3 included the potential for former bog workers to provide environmental information / education to Greenway users.

5.5 Connectivity and Accessibility

Feedback supporting the project said there should be more cycling facilities and routes that link communities together. Connectivity and linking the Cycleway to other routes and walkways was said to be important to communities across the consultation area.

There were submissions citing the need for the Cycleway to be accessible to local schools, 3rd level colleges and industrial estates to reduce congestion from cars on the roads and provide a safe and enjoyable commute for all.

There were references to the project benefiting from being close to public transport i.e. train stations. Some feedback that it would benefit from being near the motorway while conversely other feedback felt it should not be close to the motorway.

A submission cited plans being drafted for another Cycleway to link up with the Galway to Athlone Cycleway, as follows:

> 'There are plans being drafted for a Cycleway from Tarmonbarry to Athlone, which would link up with the Galway to Athlone Cycleway…Roscommon County Council has also been considering a proposal to bring a Cycleway from Bealnamulla along the Cross River to Summerhill….The construction of this Cycleway from Athlone to Galway would also allow a link in with the main industrial parks in Athlone in Monksland and Garrycastle…The continuation of this route from Summerhill towards Cornafulla and on to Shannonbridge would also allow local students travel to school in Summerhill (primary and post-primary) or college at Athlone IT by bike.'

There were submission stating that this Cycleway should connect to others, including the Mayo and Enniskillen Greenways; the Quiet Man Greenway; and others as referenced below in Sections 5.5.1-5.5.5.

5.5.1 Corridor Option 1

With regard to corridor option 1, respondents outlined support due to the proximity of the hospital, and the benefits this route would provide, to people with mobility issues and disabilities. Stakeholders expressed that

the route ‘must go through Ballinasloe’ as it has access for wheelchairs and would provide easy access for disability groups.

Respondents described corridor option 1 as a safe, accessible space for people to exercise, cycle with friends, and commute to work. The terrain of the area was highlighted to be mostly flat and ideal for cycling, and stakeholders suggested it would be easily accessible for all abilities, with ‘no exclusion’, and safe for all age groups. It was noted the area needs a safe Cycleway for young people in rural areas who can’t rely on their parents to drive them. Stakeholders maintained there are no parks or green lands for walking or running, or to connect nearby villages. Residents of Caltra claimed the area lacks easy access to an amenity of this type. Stakeholders noted hope that the Cycleway would rejuvenate the area with multiple links and loops and would create an accessible connection between local towns. Members of the Monivea community suggested the Cycleway would get a lot of use locally and would help connect Monivea with the rest of the County.

Local residents outlined their desire to see a Cycleway in the community, describing easier commuting to work and the shops etc. It was noted families in the area wouldn’t have to drive miles to connect to it. Stakeholders requested that the Greenway serve ‘local needs’ and have branches to both primary and secondary schools along the route. Respondents described the route as easily accessible for people of East Galway and described it as ‘more scenic for tourist’s’. Some stakeholders suggested this route was the most direct, while others described it as ‘reasonably direct, or ‘not the most direct, but the most scenic’. It was noted that corridor option 1 would link up with the Ireland Way waymarked trail. Some stakeholders also suggested this route was the most central location in Ireland. Stakeholders also expressed support for this route as it would benefit people to have a connection to Monivea Forest and Monivea Town. Respondents described corridor option 1 as a substantially segregated route. According to the proposed Ballyforan route, through the bog and adjacent to the River Suck, users will experience peace and tranquillity, safely away from the hustle and bustle of motorways, railways, and busy roads. Yet the route will facilitate easy access to ‘friendly villages’ and a link to larger urban centres. Stakeholders noted there funding was gained locally to develop a walking route along the River Suck and the Bord na Móna bog. They expressed desire to link the two routes together to create a walking and cycling hub in the midlands.

Local residents with personal access to the route, wanted to know where people could get on and off the Cycleway. Respondents also requested the project team provide access to some bridal paths for horses.

Regarding transport access, respondents described the local area as ‘ideal’ as it has great transport links, including rail and bus networks. Stakeholders outlined that a national Cycleway would up the are up for access and showcase it on a nation scale. It was noted the Cycleway would ‘reconnect the west’. Respondents outlined that the area is segregated from major traffic routes and that the Greenway would become a strategic link for local people and tourists to visit a sustainably developed facility in this part of the world. Stakeholders described the route as ideal, due to the existing scenic Bord na Móna railway routes. It was suggested that there is a great local rail service available for those who did not wish to cycle the whole Greenway. corridor option 1 was outlined by stakeholders to be just 23km from the M6 motorway, the main Dublin to Galway link, and 50km from the M18 motorway, the main North to South Link. The proximity of the route to these motorways and the Shannon and Knock Airports, roughly 1 hour away, means the route is well located to cater for the ‘ever expanding tourist market’ and well connected to public transport hubs, according to stakeholders.

With regard to corridor option 1, respondents outlined support for the route as it goes through Athenry, which has great train and motorway access. Respondents suggested the Athenry railway station is a key entry and departure hub linking east, west, south, and eventually north, if the Western Rail Corridor opens. Stakeholders suggested that geographically Athenry would be the hub linking the north as far as Enniskillen. Athenry and its heritage status, heritage centre, medieval wall and Arch, and OPW castle, is a great starting point for the Cycleway according to respondents. As well as its connection to the main rail line and the motorway. It was also noted Athenry has the potential to be a railway junction linking Limerick, Galway and Dublin, Athlone. Respondents asked the project team to consider corridor option 1 linking Athenry to Monivea. Monivea village would then be connected to the Athenry to Tuam Railway which will connect to the Western Rail Corridor, which is potentially also becoming a Greenway. This would also allow a link onto

Tuam and Claremorris along the unused railway. Respondents noted from here it could be connected to Westport and then linked to the Pilgrim Path. Stakeholders also noted that this route, which links Mountbellew to Athenry, could link to Galway City onto Clifden in time. As well as Athenry, linking up to the northern line in future. Respondents noted that access to the railway stations at Ballinasloe and Athenry will offer ideal entrance and exit points of the Greenway for visitors. The town of Ballinasloe was described by stakeholders as having access to the railway and local amenities. Respondents supported the benefit of easy access to Ballinasloe via bus, motorway and train, for local visitors entering the Greenway. Stakeholders also suggested that the Cycleway would allow people who don't drive, access to a safe route between all the villages between Galway and Ballinasloe.

Respondents expressed support for corridor option 1 due to the possible connections to other routes. Stakeholders noted the route would connect with O'Sullivan Beara to Brefnie Cycle, as well as allowing people to cycle on to Ahascragh and Ballinasloe. Respondents also noted the route could link in with any developments of the Athenry, Tuam and Milltown route. It was noted that much of this area is state owned land which respondents described as easily accessible for the Greenway from Athlone.

Stakeholders highlighted that corridor option 1 could also connect to other Greenways in the area. The Quiet Man Greenway was mentioned by some stakeholders due to the possibility of connecting the two Greenways. Stakeholders noted that the possible opening of the Quiet Man Greenway could mean there is the potential for Athenry to become a link to the Mayo and Enniskillen Greenways. It was noted the route from Ballyglunin to Athenry could be supported by the potential opening of the Quiet Man Greenway. Respondents used the example of the Luas in Dublin to highlight the need to link this Cycleway with the Tuam Ballyglunin, 'Quiet man Greenway', from the beginning. Stakeholders described Athenry as a hub for this Greenway and the proposed Quiet Man Greenway, which would mean more parking for both.

Respondents expressed support for the route to go through Monivea / Mountbellew in order to connect to the Tuam Athenry Greenway. It was also noted some stakeholders hoped the route would connect to the Athenry / Sligo Greenway. Stakeholders expressed support for the BAMM route as it would be easy to link into the new Greenway that will be built in Derryfadda bog in Ballyforan, funded by the just transition fund. Respondents claimed this Cycleway could be easily linked to the Grand Canal Greenway either by the road from Shannonbridge to Shannon Harbour, or along the old canal route between Ballinasloe to Shannon Harbour. It was suggested this linkage would allow for a circular route starting and finishing in either Dublin or Galway, creating an 'attractive marketing offering' for tourism providers.

5.5.2 Corridor Option 2

Respondents expressed support for corridor option 2 as 'the most direct route' with direct access from Dublin and Galway. Stakeholders described route corridor option 2 as direct, flat, and appealing to families. While there was positive feedback about the corridor option being 'straight' and easy for cycling, it was also suggested that corridor option 2 is 'too straight' and too close to both an active train line and a main road. However, respondents also described corridor option 2 as the most logical and user-friendly route to connect Athlone and Galway. The route was also described as being a good commuter path for local people.

It was suggested that commuters in 'any satellite towns within 20km of Galway' could use this Cycleway for their commute. Local community members described their regular route on the old N6 but outlined they would most likely use the Cycleway once they return to office working. The Cycleway was also supported by those who commute from Galway to Athenry. Respondents outlined that they use public transport and cycling infrastructure to get around Athenry, so would welcome the Cycleway. Stakeholders described the opportunity of being as car free as possible, as 'liberating'.

Stakeholders expressed support for the project suggesting there were no suitable roads for cycling in the area, only country roads. It was also suggested the area needs more walkways. corridor option 2 was described as 'the best route' for diverse sets of tourists. It was also suggested the route would provide links for tourists and locals between villages, and the route could allow Lough Derg to be accessible. Respondents described the Cycleway as something that will link together communities and population hubs. Stakeholders suggested corridor option 2 would connect to the rail network as well as shops, bike repair

shops and accommodation. Support for corridor option 2 was expressed by respondents, as long as the route is connected to local railway stations. It was noted there is a train station in Athenry. Stakeholders suggested the route should pass through Attymon as there would be easy access to the Greenway, including the motorway. Stakeholders expressed hope that the Greenway would ensure people ventured from north of Kiltulla and outlined people could get on and off at Attymon station. It was also noted that along Option 2 there is existing railway infrastructure, including un-used tracks, and local trails amongst the forestry. Respondents expressed hope that this route would connect to other Cycleways. Corridor option 2 was described as 'the best route' for parking, and stakeholders highlighted the ability to link the route with the Quiet Man Greenway.

5.5.3 Corridor Option 3

Corridor option 3 was described by stakeholders as a very direct route and 'the best option to get from Dublin to Galway'. It was suggested that all other options require additional mileage. Stakeholders expressed that the route balances an interesting journey without being 'unduly long'. The Cycleway was highlighted to be a sustainable transport option and a great facility for all the surrounding towns. corridor option 3 was praised for being the most inclusive of surrounding villages. It was noted there is a large population locally that will use this route and stakeholders suggested it would deliver the biggest impact to re-energise the most disadvantaged rural communities. Respondents noted there are lots of connecting walks in the area, and existing playgrounds along the route. Stakeholders maintained that this route is suitable for all ages and abilities with zero exclusion. It was noted there is a bog walk being developed in Attymon which would also be a great addition for tourists and would enhance the opportunities within the village. Stakeholders expressed hope that the Cycleway will rejuvenate the local area with multiple links and loops within the route. Stakeholders also felt it important to note that the River Suck has bike racks and also provides users with an opportunity to arrive on boat. It was suggested by stakeholders that the Marina is a further attraction in the area that would allow visitors to arrive on the river and cycle to nearby villages along corridor option 3. Respondents expressed support for the route as it is important for children cycling to school and is in close access for local school children. It was noted that the route from Athlone Castle to the Cross River at Summerhill provides a direct Cycleway from the town to Coláiste Chiaráin post primary school, on the west side of Athlone.

Corridor option 3 was suggested to be 'the best route' to incorporate Ballinasloe according to respondents. With regard to Ballinasloe, stakeholders described it as the perfect start off or finish point. It was noted the train and bus services are both centrally located, with frequent service, and that the town is accessible as it is just off the M6 motorway. Route 5 was highlighted to link the two large towns of Athenry and Ballinasloe. Stakeholders expressed their belief that it is essential for safety reasons that the Cycleway goes through large towns such as Ballinasloe, Athlone, Mullingar or Moate, instead of constructing a remote Cycleway. It was suggested resources would also need to be accessible along the route. Respondents noted corridor option 3 would go through Kylemore, the Lismany area of Lawrencetown and Ballinasloe. Stakeholders also suggested this route could link up with Cycleways in the North or the existing Quiet Man Greenway. A local student from Ballinasloe expressed hope the Greenway would be built so they could safely cycle to college in Galway someday soon. Some stakeholders outlined their desire for the route to connect through Attymon. It was suggested Attymon is in an 'excellent position' with easy access to the train station and the M6. Stakeholders also claimed that parking availability is important near the Cycleway and suggested there is ample space available to build carparking in Attymon. Some stakeholders noted the local access to emergency services along the route. However, a local member of the community who has a disability, suggested they may struggle to find a suitable point to join the Cycleway as they are unable to walk without support. They also noted their route to the Cycleway becomes 'boggy' after rain.

The importance of strong transport infrastructure in the area was suggested by stakeholders, who outlined that the excellent transport links associated with corridor option 3, including the train line, will be good for cyclists accessing the Greenway, as well as those who do not want to do the entire Greenway, or those with limited access to transport. It was noted Woodlawn train station is accessible for users who do not want to complete the whole route. Respondents noted that there were railway links via seven train stations along

corridor option 3 as well as the Limerick connection into Athenry. Stakeholders described the route as having 'excellent connections' and motorway links to Dublin M6, Limerick M18 and Tuam / Mayo M17. It was also noted there are excellent bus services in the area to connect to the rest of Ireland. Respondents noted that this would allow more people to be able to connect to the Greenway and outlined that the more people who are able to access the Greenway, 'the better for everyone'. Stakeholders described the 'convenience of being to hop on the train' if corridor option 3 is selected. The route was also described as easily accessible by car. Stakeholders described the route as very accessible from the road with lots of 'drop-off' points for people to enter and exit the Cycleway. Some stakeholders suggested that as part of the Dublin – Galway Cycleway, this phase should be treated as a 'mainline' route to which other 'spurs' can connect. Stakeholders suggested Athenry would be a strong addition to the Greenway route as in the future it could link up with the Tuam to Athenry Greenway which would be 'great for the West of Ireland'. Members of the community living in Athenry outlined their desire to use the Cycleway to commute to Oranmore or travel to Galway City. The route was described as 'highly strategic' by stakeholders, who outlined the route links with the Shannon Blueways, East Clare Walkways, Wild Atlantic Way and also contribute to both the Eurovelo Route 1 (Atlantic Route) and the Eurovelo Route 2 (Capitals Route).

Feedback said that strategically, the Attymon area has a good connection to the wider area via the train station and the M6. The Attymon Development Group (ADG) is currently developing a 7km Bog Walk around the BnM Bog which could 'connect beautifully with Route 3'.

5.5.4 Corridor Option 4

Corridor option 4 was praised by respondents as it was suggested it would serve the most communities and connect local villages and towns. It was noted the route would incorporate seven small towns and villages including, Shannonbridge, Banagher, Eyrecourt, Portumna, Woodford, Loughrea, and Athenry.

Stakeholders said that all of the three big towns east of Galway will be linked and connected by the Greenway if it was routed through corridor option 4.

With regard to corridor option 4, stakeholders noted that the route is convenient to Galway City as it runs through Athenry.

Some stakeholders suggested that a problem often associated with Cycleways, is when they are not connected.

Respondents outlined that route could link to other proposed Greenways between Ennis and Lahinch.

It was suggested if the Cycleway goes through Athenry it could connect with the Quiet Man Greenway.

Respondents also noted that a Greenway from Killaloe to Limerick would be feasible and could connect to the Quiet Man Greenway and new Limerick Greenway in the south.

Respondents suggested Athenry as 'an obvious town link' and noted that the train stations in Athlone and Athenry will be important to link the Greenway for access.

Stakeholders suggested that linking the old railroad in Athlone to Clonmacnoise, Shannonbridge, Clonfert and Portumna would be a 'fantastic amenity for international and domestic tourism'.

It was also highlighted that Loughrea is a growing commuter town of Galway City. In support of corridor option 4, respondents suggested the Cycleway would open up an 'unknown area'.

Stakeholders expressed that the pandemic has highlighted a lack of amenities within people's 5km radius'. It was noted this route links to many local hiking trails and will also remove traffic for people who drive to Kylebrack Woods, Sliabh Aughty, Loughatorick, for walking or biking.

5.5.5 Corridor Option 5

Corridor option 5 was described as 'a great commuter route to get to work due to its access' via a nearby motorway, by respondents.

It was noted there are public transport links available and the route will alleviate strain on school buses in the morning, as well as not interfering with traffic.

Stakeholders suggested that corridor option 5 would allow connectivity to the coast via Kinvara onwards to Connemara.

Some stakeholders claimed that many people in Galway have never been to Gort but having this Greenway would motivate them to do so and explore the Gort River Walk which is currently under development. It was noted that Route 5 would utilise the area's railway lines. Stakeholders highlighted the train station in Gort would allow those who want to split the longer routes of the Greenway or section their cycle routes, the chance to do so.

Corridor option 5 was described as a 'route that enhances the work already done to ensure Gort becomes a gateway to the Burren as well as the anchor town for the Burren lowlands. It would also connect with the public and forestry trails, walkways, and cycleways in the Sliabh Aughties'. It was noted Route 5 would connect with the Burren and the Burren way, as well as tourist attractions in Coole Park and existing trails in Clarinbridge including the Kilkornan Woods.

Stakeholders also noted work on the Clarinbridge family friendly walking trail, has already begun. Respondents outlined the route would cover some of the proposed Eurovelo route along the west coast of Ireland, as well as offering linkages to other proposed routes or routes under development including, the Limerick / Scariff Greenway, close to the east of the Slieve Aughties, and the West Clare Greenway passing nearby Corofin, west of Gort.

It was also highlighted corridor option 5 would still allow for a connection to the Quiet Man Greenway. Corridor option 5 was also described as the most preferable route with the option of the Wild Atlantic Way someday being turned into a cycle corridor, as it links further south making the extension North, more viable at a future date. It was also noted the route connects with the River Shannon and its associated Blueways. Stakeholders highlighted there is some existing cycle path between Kinvara / Ballinderreen. Keen local cyclists outlined their support for the Cycleway and highlighted we should be investing in safe Cycleways across the country, with a vision of connecting and integrating them.

Respondents noted the route has the potential to link up the two communities or Oranmore and Maree, which both have active cycling clubs that link up, which would reduce the need for cars travelling in between. Stakeholders suggested linking the route to Renville Park in Oranmore would greatly enhance both the park and the route and would enable greater connectivity. It was also noted Renville Park is in desperate need for infrastructure to connect Cycleways, as the Maree Road, connecting the park to Oranmore, is lacking a designated cycle path. Renville Park was described by stakeholders as a fantastic amenity for all the residents of Oranmore, Maree, Clarinbridge and Galway City. Stakeholders outlined that if corridor option 5 is not chosen, they would encourage the designers of the route to ensure as much of Oranmore village is included as possible.

Stakeholders outlined the route is an access point which would link Clare and Limerick. It was suggested having a Greenway near locally known routes will enable tourists to explore areas that are currently only accessible on foot or bike, given the roads are narrow and not suitable for mass tourism i.e. the Cliffs of Moher. Stakeholders outlined support for corridor option 5 as it will connect the villages of South Galway with a Cycleway.

The route was also highlighted to connect with Portumna which according to stakeholders needs a 'tourism boost'. They also noted there are existing trails in Portumna Forest Park. Feedback said corridor option 5 partly follows an improved forestry road that goes from Loughatorick South westward and then bends north. They noted from Loughatorick South the route comes from Toorleitra, all through forestry, but the majority of forestry accessways are perpendicular to the Corridor orientation, so it could require most reconstruction. They suggested it would be an inexpensive option for this part of the route.

While option 5 was described as a 'great route for recreational cyclists' it was also said that the 'only downside would be the hill Woodford to Gort' and that an alternative via Loughrea would be much flatter.

Route corridor option 5 was said in feedback to be the 'most populated' option and the Cycleway would thus be well used by local people. It was said that the very successful Ardrahan Milestones event held during Cycle Week 2020 demonstrated the local interest in cycling.

Corridor option 5 was also described as linking in with the Shannon blueways, from where it connects from the Shannon to the sea and then on to existing and emerging cycling routes in Co. Clare. The Railway line in Gort was also described as an important connectivity aspect of corridor option 5.

5.6 Environment

Submissions regarding the environment included the Bogs, Sensitive Species, Wildlife and Woodlands as all requiring consideration and protection in developing the Cycleway. Climate change was referenced and areas where flooding is prevalent were highlighted.

Respondents said native trees / hedges / shrubs should be planted along the Cycleway to promote Irish biodiversity and meet one of the project's objectives to be sustainable.

5.6.1 Bogs

Stakeholders referred to a number of bogs in the consultation area that showcase ‘wild Ireland’ and the country’s ‘most precious natural resources’.

Respondents outlined support for the ‘repurposing of these unusual and precious boglands’. Stakeholders noted the Bord na Móna bogs are lovely places to walk and that the Cycleway would provide a ‘unique vantage points’ for transforming the bogland ecosystems. Respondents described their desire to uphold the sanctuary of the boglands. Ireland’s rare and beautiful living bogs were described as being locally, nationally, and internationally recognised as landscapes unique to Ireland, and stakeholders suggested that cycling through a bog road would be a very unique experience.

In relation to corridor option 1, respondents referred to the Monivea Bog, Lismany Bog, Derryfadda Bog, Killosolan Bog and the Carnagopple bog. It was suggested by stakeholders that the Carnagopple bog project would be a great stop off point on the Cycleway as a Special Area of Conservation (SAC) in Mountbellew and one of the largest living bogs in Ireland. A submission said

> ‘The LIFE raised bog in Carrownagcappul in Mountbellew (SAC) was recently recognised as hosting over 40 breeding bird species from a recent Birdwatch Ireland survey. As part of bog rehabilitation, Bord na Móna are rewetting bogland areas in Kellysgrove Bog along the tract of the Grand Canal and this will result in a rare landscape for walkers and cyclists on this route when it is covered in bog cotton.’

It was suggested that corridor option 1 would also support Government’s objectives of ‘turning bogs into public amenities, rich in life and biodiversity, to be enjoyed by all’.

The bog areas around Ahascragh and Mountbellew were described as ‘lovely cycle settings’. Derryfadda bog in Ballyforan was described as ‘beautiful’, and along with the Killosolan bog, respondents claimed the bogs would require minimal private negotiation and due to the ‘winding down of Bord na Móna operations’, the areas would be in a unique position to be restored into natural wildlife habitats. It was noted Ireland’s unique raised bogs and post commercialised cut away bogs, are home to rare plants and animals which could create a beautiful landscape as a backdrop to the Cycleway.

Stakeholders suggested that we are moving into a new phase of sustainable living and the recent closure of peat harvesting at Ballyforan, as well as the bogland restoration programme, will bring the bogs back to their natural state. It was noted rejuvenation of the bogs would create an ‘ever-changing landscape’ over the next decade which could be a major attraction on the cycle route.

With regard to route corridor option 2, stakeholders suggested that having bogland close to the Cycleway route would make other landowners interested. Feedback on corridor option 2 also said that the Ballydangan bog Project was working for 12 years to protect the bog and any infrastructure will deter protected species and reduce an area of active raised bog. There was feedback that Esker roads across the bogs are ancient areas where permission for development cannot be obtained.

Stakeholders described corridor option 3 as one that will ‘enhance the development of Attymon’ and ensure it is sustainable into the future. It was suggested the Attymon Development Group (ADG) is currently developing a 7km bog walk around the Bord na Móna bog, which could ‘connect very well with Route 3’. Stakeholders described the bog land around the Monivea forest and access road around Lenamore as

‘especially pretty and tranquil’ and provided GPS coordinates for the road.

Corridor option 3 was praised by respondents for going through amazing peat lands and a now defunct bog area. Stakeholders suggested the route should follow the train tracks, with a view to causing minimal environmental impact.

Corridor option 4 was described as travelling through the largest section of bog land, which will allow users to ‘really take in the bog land landscape’. It was also noted there is a bird sanctuary around the bog route. The cessation of peat production in the area was suggested by respondents to allow the natural bog habitat to rapidly develop, meaning there will be more unique wildlife to see in the area.

Respondents used examples of Carrownagopple and Garrynagowna/Carrickynaghten Bog sites for support of corridor option 5. It was noted that the Carrownagopple bog, which is a Special Area of conservation, is being restored and is recognised as a European heritage site. As a rare, large, and raised bog, it was suggested the Cycleway would work well alongside the living bog project. The Garrynagowna / Carrickynaghten bog national heritage site was described by respondents as an important site both locally and internationally in terms of biodiversity.

The bog land was highlighted as a natural habitat for many rare flora and fauna species including Curlew, Snipe, Woodcock, and many species of Orchid.

5.6.2 Climate Action

Respondents outlined support for the Cycleway describing it as an important step in promoting climate action. The Cycleway was described as good for the environment and a sustainable and unique amenity. Stakeholders described the project as an environmentally friendly development, essential in reducing GHG emissions and said that the Greenway would have a positive impact on the environment by cutting down on vehicle pollution.

Stakeholders said the effects of the COVID-19 pandemic had given people a greater appreciation of their local surroundings. They outlined that the Cycleway would be an eco-friendly initiative that provides people with a wonderful way to see nature.

The Cycleway was suggested to create more opportunities for the area to become more sustainable for the future.

Respondents noted their belief that the towns of Monivea and Athenry required a Cycleway to provide environmentally sustainable transport options. It was suggested by stakeholders that the local area within corridor option 1 needs an eco-friendly industry. It was also claimed that traffic volumes in the area are low, which would provide clean air, free from noise and pollution for visitors to the Cycleway.

Corridor option 5 was also described by respondents as free of congestion and claimed the area to be peaceful and quiet. Respondents asked whether Coillte could maintain a corridor on either side of the Cycleway path with mixed species as this area is the ‘cleanest air environment you can find in Ireland’.

5.6.2.1 Educational Links

The importance of education with regard to climate action was noted by respondents who highlighted their desire to allow children to explore nature and educate them on the local wildlife and landscapes. It was suggested by stakeholders that Mountbellew Agricultural College could link up with the Cycleway for environmental projects and surveying along the route if corridor option 1 was chosen.

Respondents noted the educational opportunities for schoolchildren at the Blackwater bog due to its unique flora and fauna.

5.6.2.2 Flooding

Regarding corridor option 2, the corridor option alongside the Shannon to Shannonbridge was said to be prone to flooding.

Further submissions cited corridor option 2 as having unused land adjacent to the railway with no possibility

of flooding.

Feedback regarding Route 3 said the blue corridor to Shannonbridge, close to the river Shannon, is flooded for the winter months, with 'hundreds of hectares of land under water' and that further development would be devastating for the environment.

5.6.3 Sensitive Species and Wildlife

Submissions stated that the Green (1) and Blue (3) corridor options offer:

> 'unique and rich biodiversity and wealth of internationally recognised sites of environmental significance, with Coillte publicly owned woodland areas in Mountbellew, Monivea and also in Woodlawn.'

A submission stated:

> 'Along Poolboy Bog & the Grand Canal there have been sightings of the Marsh Fritillary Butterfly and the area is full of Devils Bit Scabious. The River Suck Callows in Ballinasloe and in Ballyforan is also a rich area for birdlife with many protected species including the Whooper Swan, Corncrake & Golden Plover with River Suck Callows SPA and the Middle Shannon Callows SPA (Special Protection Area). Monivea Bog is also an area of beauty and an SAC, Killure Bog on the Green Route has National Heritage Status.'

The following species have been mentioned in submissions as biodiversity within the consultation area:

- Buzzards
- Corncrakes
- Curlews
- Deer
- Hairy Wood Ant
- Hen Harriers
- Perch
- Pike
- Pine Martins
- Yellow Brimstone Butterflies
- White Fronted Geese
- Whooper Swans.

Feedback cited a need for bird, bat, and owl boxes to be incorporated into the Cycleway.

5.6.3.1 Corridor Option 1

The area encompassing corridor option 1 was described by stakeholders as rich in wildlife and biodiversity. The area hosts important habitats for flora and fauna and the unique landscape provides a hub for biodiversity. Stakeholders maintained their belief that corridor option 1 has much to offer including, beautiful countryside, quiet roads, forest walks with historical walled garden paths and ancient reading trees, and incredible wildlife and flora and fauna.

There was also feedback regarding corridor option 1 that wildlife reserves such as Merlin Woods, bogs and wetlands along the route should not be interfered with; and that it 'would be preferable to purchase farmland rather than disturb the few nature reserves' in Roscommon & Galway.

Another submission regarding corridor option 1 said:

> Wildlife reserves such as Merlin Woods and bogs and wetlands along the route should not be interfered with. It would be preferable to purchase farmland rather than disturb the few nature reserves in Roscommon & Galway.

Respondents highlighted that there 'is so much going for the area in terms of its landscape' [in relation to corridor option 1]. The Bunowen River flows through the woodlands of the Clonbrook House and Estate and the centre of the village. The river hosts a healthy fish population which attracts visitors looking for Pike and Perch. Clonbrock house is also notably the home to many Deer and species of Bird. Stakeholders also described the River Suck as a beautiful amenity which brings a lot of fishermen to the area throughout the year, as well as congregations of Birds. It was noted the River Suck Callows is a SAC and is the location for many wintering birds such as Whooper Swans and Geese. Respondents described the ponds and woods of Kilbeg as 'hidden away but alive with bird life and birdsong'. They also noted the area displays a show of Bluebells in May. Stakeholders outlined that the local bog lands are home to rare flora and fauna, including Lismany Bog which hosts lots of local wildlife. The natural peatland landscapes, as well as the raised bogs and post commercialised cut away bogs, are unique to Ireland which according to respondents will make the area very interesting to visitors. The Bord na Móna railway was described as great walking route which is publicly owned. Respondents noted there is a lot of interesting wildlife in this area including Yellow Brimstone Butterflies, Buzzards, and Pine Martens. It was also noted that the introduction of limestone ballast on the Bord na Móna railways has allowed wildflowers to flourish alongside Gorse and rare Alder Buckthorn. Stakeholders also highlighted that this area has an important Wildfowl sanctuary which is home to rare native species including Hen Harriers and Curlews, and Migratory species including Whooper Swans and White Fronted Geese.

Respondents noted the presence of invasive species as well as bog plants, and wildflowers in the local area, and highlighted the many forest walks with exotic and native Irish trees. Stakeholders noted the local flora and fauna is perfect for those who enjoy foraging. Kinvara was described by stakeholders as an incredibly scenic area and describes the landscape as highly diverse including weirs, mountains, peatlands, rivers, the coast, and rich heritage features.

It was suggested that consideration should be given to planting copses of trees and hedgerows on any lands purchased along the route. Stakeholders also requested that wildlife is accommodated for during construction and that the project planning will ensure minimal disturbance of nature and local wildlife.

5.6.3.2 Corridor Option 2

With regard to corridor option 2, respondents outlined the birdwatching opportunities present in the area. Respondents described the area as having 'diversity' and a sense of 'wilderness'.

The biodiversity and local flora and fauna of nearby wetlands was also described as an attraction by respondents. Stakeholders noted the presence of a Special Protected Area (SPA) from Shannonbridge to Portumna.

Regarding corridor option 3, a submission said:

> 'The blue corridor to Shannonbridge close to the River Shannon is flooded for the winter months there are hundreds of hectares of land under water along there now, environmental impact would be devastating.'

5.6.3.3 Corridor Option 3

The unique flora and fauna of the boglands surrounding corridor option 3 were described by respondents alongside the local callowlands.

The local area boosts lots of wildlife to see including Wild Deer and foxes in the forests. Respondents described the area as having a rich background for biodiversity and geodiversity.

Respondents outlined the Bord na Móna site in Attymon would provide beautiful scenery if corridor option 3 was selected. Stakeholders suggested the scenic Attymon Route would enable visitors to see the local flora

and fauna and connect with nature and the land around them.

The educational opportunities of Blackwater bog and its local fauna and flora, for schoolchildren were outlined by stakeholders.

5.6.3.4 Corridor Option 4

The midland raised bogs located near route corridor option 4 were outlined to be home to the last population of Red Grouse.

The area was also said to boast 'the largest population of Curlews in Ireland'.

Respondents noted deer are often spotted in local forests; and that the area is home to one of the last remaining habitats of the Hairy Wood Ant.

Respondents also noted local habitats of Hen Harriers and Eagles.

Members of a local community near corridor option 4 highlighted that biodiversity plays an important role in the village. The community boasts a community apiary, wildlife sanctuary and community gardens with a sensory garden, wildflower meadow and a community orchard.

5.6.3.5 Corridor Option 5

It was noted there is a biodiversity plan for Oranmore with Burrenbeo. A local parish development committee also outlined a biodiversity plan is being created for the area.

Local biodiversity in south-east Galway was said to include species of Butterfly, Flowers, Birds and Mammals, including the Marsh Fritterly, Blue Eyed Grass, Hen Harriers and Pine Martins.

The Garrynagowna / Carrickynaghten bog national heritage site was described by respondents as an important site both locally and internationally in terms of biodiversity. The bog land was highlighted as a natural habitat for many rare flora and fauna species including Curlew, Snipe, Woodcock, and many species of orchid.

Respondents suggested the Cycleway is kept away from open areas of moorland, so as to avoid disturbance to ground nesting birds such as the Hen Harrier.

Stakeholders also queried whether Coillte could maintain a corridor on either side of the path with mixed species, due to the high-quality air in the area.

5.6.4 Woodlands and Forestry

Respondents outlined support for corridor option 1 due to the Cycleway going through the Monivea Woods. The forest itself was noted to be located in the heart of Monivea town, and stakeholders maintained there is a great deal of beauty in the forest and that the forest paths are excellent for cycling. Mountbellew wood and lake, were also described by stakeholders as beautiful stop offs along the Cycleway route. Respondents described the Clonbrock woods and the Aghrane woods as places with plenty to see and do. Local forest walks and the demesne forest along corridor option 1 were highlighted to have both exotic and native Irish trees. Kilbeg wood was described by stakeholders as 'hidden away' but it was noted the woods are alive with bird life and bird song and a 'show of bluebells in May'.

Respondents outlined that route corridor option 2 contains the highest number of National parks, nature reserves, protected habitats, and golden miles.

In regard to corridor option 3, stakeholders mentioned the Kylebrack Woods and the forestry around Lough Derg. Respondents noted hectares of woodland with walking and cycling trails with raised terrain which would provide exceptional panoramic views. The area was described as having a 'great expanse of forestry' and respondents noted the People's Millennium Forest Projects in the area. Stakeholders suggested it would beneficial if in the Coillte sections of lad there was a broadleaved strip planted along areas that interest conifer plantations.

Respondents described route corridor option 5 as having lots of untapped natural resources. Members of a local woodland community group noted their desire to protect and restore three ancient forests in this area.

Stakeholders outlined the forests, connected by the Abhainn Dá Loilíoch (river) that flows into Lough Cutra, are now just a fraction of the size of what would have been the great forest of Aughty which covered much of the Slieve Aughty Mountains.

Feedback said a connection from the Cycleway to Monivea woods would benefit local people and tourists.

5.7 Health and Wellbeing

The physical and mental health benefits of exercise and 'fresh air' were described by stakeholders throughout the consultation area who suggested that the local communities needed this Cycleway for their health and that of their children.

It was suggested the Cycleway would encourage people of all ages in the community to get on their bicycles.

Stakeholders described the importance of getting people back into nature and developing a healthy lifestyle again following the ongoing COVID-19 pandemic that has caused isolation and a lack of physical activity due to lockdown and working-from-home.

Respondents outlined support for a dedicated route for walking and cycling. Stakeholders sited their opinions that the promotion of health should be a priority for the Government. Stakeholders also suggested that the Cycleway is essential for public health policy initiatives.

It was said that despite living in rural Ireland and while people are always being encouraged to exercise, the roads are too busy with cars and other traffic and that this prevents walking and cycling. Stakeholders noted that circa 40 lives each year would be saved due to walking and cycling on recreational trails rather than on main roads.

Stakeholders from communities across the consultation area described the area as having active and fit local people of all ages who like to get outdoors. The Cycleway was described as 'invaluable' to the local area; and a safe environment for all to exercise. Respondents described the Cycleway as a good initiative for getting fit and believed that the project would improve local health and fitness. Stakeholders suggested the Cycleway would offer many people the opportunity to get active and explore their local area. The importance of the Cycleway for encouraging active and healthy communities was outlined by respondents who believe the amenity will be used by all ages and provides a 'safe, enjoyable and healthy' activity for the local communities.

The mental health benefits that the Cycleway will bring was highlighted too. Respondents said that in a post-pandemic world, a focus on outdoor green spaces and the importance of promoting mental health and wellbeing cannot be understated; and that the project would lift the spirits of communities who would benefit from it.

It was also strongly suggested by stakeholders that it would be important to have the Cycleway accessible for all abilities and age groups.

Stakeholders claimed the Cycleway would have a significant positive impact on family life and would be beneficial for all ages who will use it. It was suggested by stakeholders the Cycleway would provide opportunities for adventure and would be a huge benefit to families with young kids. The mental health benefits to parents was also referenced as they would no longer have to worry about the safety of their children cycling on the Greenway instead of on busy roads.

The benefits to children's wellbeing and physical health were highlighted. The Cycleway was described as an excellent amenity for schools to encourage sport. Stakeholders suggested that some students do not participate in formalised games at school, but the inclusion of an activity like cycling could compliment school's initiatives that promote physical activity and mental health awareness. Stakeholders believe the Cycleway will encourage children to get exercise and outlined the importance of this facility for the next generation of children in terms of reducing problems related to obesity.

Respondents suggested the Cycleway would be very beneficial for children with autism.

In relation to route corridor option 1, feedback from a cancer support group said that the Cycleway would

benefit both patients and their families.

Stakeholders suggested the Cycleway will reduce car journeys. It was noted that the Cycleway aligns with the idea of a greener planet, as well as staying healthy. It was felt that the Cycleway could promote bicycle commutes to work / school, and thus lower traffic emissions and result in cleaner air due to less cars on the road.

It was claimed by respondents that the area is currently predominantly GAA focused, and a Greenway would create more interest in cycling, which would benefit all ages, genders and fitness levels. It was suggested that cycling is already a thriving activity in the area and that the associated health benefits of cycling were an important aspect of this Cycleway. Stakeholders outlined the many cycling clubs in Ballinasloe that would use the Greenway and promote cycling in the area.

Respondents outlined the benefits of the Cycleway as an important facility for youth organisations who conduct regular outings and walks in the area

As well as the health and well-being benefits for local people, stakeholders suggested the same would apply to tourists using the route.

5.8 Historical and Heritage Sites

The vast heritage and history of the area was cited in submissions for all corridor options. There are many active heritage groups in the consultation area and these are included in Section 4.3.

The information is presented for each corridor option; except for some villages / towns which were referenced with regard to more than one Route Corridor Option.

5.8.1.1 Athenry

Corridor options 1, 2 and 3 were noted by stakeholders to go through Athenry which was cited to be the ‘best preserved medieval town’ that is ‘rich in history’. Athenry was cited to have a medieval wall and arch, castles, as well as an Office of Public Works (OPW) run castle that enjoys heritage status. Athenry was also cited by submissions as being a heritage town containing a National Monument in the form of one of the ‘most intact medieval walls in the country’ and a ‘unique lantern style market’, which happens to be the only one of its kind in the country and the only one in its original position.

5.8.1.2 Aughrim

Corridor options 1, 2 and 3 were cited by submissions to have rich history within the town of Augrhim, where the Battle of Augrhim took place and where there is now an interpretive centre. The Battle of Aughrim and the town itself were cited by respondents as ‘one of the most under-appreciated historical locations in Ireland due to its occurrence after the battle of the Boyne, in 1691’.

5.8.1.3 Corridor Option 1

Stakeholders cited corridor option 1 as ‘the most interesting route’ for historical features, some of which are cited in the ‘Annals of Ireland’ and other historical texts from Antiquity to Modern Times. A Greenway along route corridor option 1 was cited to showcase ‘real Ireland’ including castles, demesne walls, boithríns, stone walls, farming communities and showcase a side of Ireland away from the usual tourist trails. Submissions cited an idea of a heritage pocket guide for use by the Greenway users.

Monivea was cited to have an example of one of the few remaining wedge tombs in the country. Other sites referenced regarding corridor option 1 were Kilbeg Wedge Tomb, a megalithic monument situated near Killaclogher bridge which dates back 2,000 years; Knockroe Hill and Holy Well with Pilgrimages on the Feast of Saint Bernard. Feedback also cited a ring fort in Ballymannion townland

5.8.1.3.1 Colemanstown

Colemanstown was cited to have ten castles within a radius of a few miles of the town including Garbally Castle, Colemanstown Castle, Clooncureen Castle (seat of the Mannion Clan) and Moylough Castle. Other heritage sites cited included local shops dating to the 1800's such as Burke's Colemanstown.

5.8.1.3.2 Mountbellew

Mountbellew House was referenced in feedback as having a 'beautiful forest trail', as well as an historic market and walks in Mountbellow town. Other places of interest in Mountbellew were cited including the Colmanstown Quaker Model Farm which was built in 1849 by Society of Friends and the first agricultural college in Ireland with many of the original college buildings still intact. Submissions cited the Bobby Joe statue in the Square of Mountbellow in reembrace of the famous horse that won English Grand National.

Skehana has developed an annual Mannion Clan trail which includes history and influence in the Monivea, Killaclougher, Clooncurren and Skehana areas and finishing in the village Menlough which attractions several hundred visitors each year. The Cistercian remains of Abbeyknockmoy Monastery along corridor option 1 was cited in submissions for its 'incredibly preserved medieval wall paintings'.

Further historical and heritage sites along route corridor option were cited including the Jameson Family gravesite at Windfield which was said to have been recently restored; the Windfield estate (former Blake and Jameson farms) including a Holstein Cattle farm; Cloonkeenkerril Cemetery which are ancient ruins on the way from Colemanstown to Gurteen village; Doonane Cemetery, an ancient cemetery with a lovely view towards the South; Killascobe Cemetery with ancient ruins dating to the 1300s; The Inn at Glentane; historic crossroads on the Mail Coach Route; Caltra golden mile; The Inn at Glentane (on road Menlough to Ballinasloe) - historic crossroads on the Mail Coach Route; 13 Arch Bridge; Claremount Honey Lodge; The Wooden Bridge and Rath Mor - a site in Ballinruane where the Brehon Law was read in medieval times. Submissions cited a new park called Orphans park, which is in the early stages of being developed to mark the history of the workhouse girls leaving for Australia on a Palestine ship. Submissions cited corridor option 1 contains the Grand Canal which is a vulnerable piece of industrial heritage.

5.8.1.3.3 Ahascragh

Ahascragh along corridor option 1 was cited to have 'strong agricultural history'. This includes an old mill dating back to the early 1800's which has plans for redevelopment to create a whiskey and gin distillery including a visitor centre, café and retail shop. Famous figures such as Philip Tracey and Sean Mangrief were noted to be from Ahascragh. Submissions cited St. Cuans Church in Ahascragh to be of historical interest, as the church contains stained glass windows designed by world famous stain glass designer Harry Clarke.

5.8.1.3.4 Monivea

Submissions provided feedback about the history of Monivea within corridor option 1. The 'historic' Bog Road from Monivea through Gleann na Slat to Lickla bridge and Tiaquin/Newcastle was cited to be 'as unspoiled as anyone could imagine'. Other historical sites noted included Burke's of Tiaquin estate, the Richardsons estate, Monivea Mausoleum and the remains of a Castle going back to the arrival of the Normans to this area. Monivea Woods was cited to have a walking and cycling trail which incorporates some historical buildings such as the French Mausoleum and Castle and the village itself was cited in submissions, to be the seat of the Frenchs - one of the merchant tribes of Galway. Monivea village itself was cited to be 'a charming village with the former charter school, bleaching mills, former rectory (now the Garda Station) and the remains of the Church of Ireland Church and adjoining old cemetery'. Submissions cited Monivea to have large greens running through the centre of the village which were used to dry linen during the 18th and 19th century industrial era.

5.8.1.4 Corridor Option 2

Submissions cited route corridor option 2 as having 'many historical features' including an old cemetery and an ancient wall.

5.8.1.5 Corridor Option 3

Historical sites along corridor option 3 were cited including sites like Kilconnell Abbey, Woodland train station and Woodlawn House and woods. Other submissions deemed Kilconnell as a relevant heritage site with a 13th Century Friary (based on a 6th Century site) that is of global ecclesiastical historical importance. Further submissions cited a catholic church in Creagh to have 'the most beautiful collection of Irish Stained glass.' Attymon was further cited to have historical importance such as New Inn, the Franciscan Abbey in Kilconnell and 'mysterious' Woodlawn House. Holy wells and ringforts were said to be amongst the 'abundance of points of interest and protected structures associated with the Woodlawn Estate'. The village of Drum was referenced as having 8 heritage sites and features Drum Heritage Centre that was referenced as a visitor attraction for Cycleway users. 'Fairy forts of Kilconnell' were cited along corridor option 3.

5.8.1.5.1 Ballinasloe

Submissions cited corridor option 3 as an area of historical importance, particularly within the town of Ballinasloe. This included the buildings and grounds of St Brigid's hospital which is the location of the oldest horse fair in Europe and Ballinasloe Town Hall Theatre situated beside the famous Fair Green, built circa 1843 as an Agricultural Hall (one of only 3 in the country) by Lord Cloncarty and which now houses 400 seat theatre providing entertainment throughout the year. Further submissions cited St. Augustine's Abbey in Clontuskert, Garbally College and Ballinasloe marina as relevant heritage sites within the area.

5.8.1.5.2 Shannonbridge

Regarding corridor option 3, stakeholders cited Shannonbridge to be ideally situated as a centre to explore the area and as a 'perfect location' for an interpretative / information centre. Submissions cited a 1984 study carried out by Trinity College Dublin based on the idea of creating a Heritage Zone to incorporate the Monastic site, the Callow lands for their flora and fauna, the unique Esker landscape, the Pilgrim Road to Clonmacnoise, Mongans Bog, the industrial BNM archaeology and the Shannon river.

5.8.1.6 Corridor Option 4

Submissions deemed corridor option 4 as having many historical and heritage sites. This includes Clonony Castle; Clonfert Cathedral with its 13th century Romanesque doorway; old fortifications from Napoleonic times; Eyrecourt historical village; Kylemore Farmhouse and Eyrecourt historical village. Other heritage sites of note along corridor option 4 included the walled garden of the Bellew Estate, the Man-made lake, the Forge Museum and the Castlegar River. The Visitor Centre and 'The Living Bog' are located on the Roscommon Road along with the Famine memorial to the Ballinlass Evictions were further heritage sites noted in submissions.

Submissions cited Eyrecourt village as the place where the first pineapples in Ireland were eaten and where fascist leader Oswald Mosley and his family took refuge after he was released from jail after World War Two.

Route corridor option 4 was cited in feedback as having many archaeological monuments including wedge tombs, portal tombs, and stone circles. The Turoe Stone is an internationally renowned example of La Tene Celtic carving from 1B.C./1A.D.

5.8.1.6.1 Abbey

Feedback on the town of Abbey within corridor option 4, said it was nominated as the Republic of Ireland's village representative in the 2020 'Ireland's Best Kept Town' Competition and was a silver medal winner in the National Tidy Towns 2019. Submissions referenced corridor option 4 would benefit from being near Woodford, which is 'less than 10km south of Abbey.' Woodford village was described as being named from the 13th century Carthusian friary of Kilnalahan, the site of Ireland's only Carthusian Monastery. Feedback also referenced the 'infamous Woodford Evictions' that occurred during the land wars of the late 19th century. The area was also cited as being the 'heartland of East Galway traditional music.'

5.8.1.6.2 Loughrea

Loughrea along corridor option 4 was cited to include a Celtic Revival Cathedral, Museum with the oldest timber, a 12th century Mother and Child, in Ireland and works by the Yeats sisters and Jack B Yeats.

Loughrea was cited to have the only functioning Medieval Moat in Ireland. Submissions made referenced to LARC – Loughrea Arts, Recreation and Culture – a group established to promote arts and culture in Loughrea, and to support and campaign for the renovation of the Loughrea Town Hall and Cinema.

5.8.1.6.3 Meelick

Meelick, situated along corridor option 4, was cited as an historical town which includes a Martello tower and Meelick Church in use since the year 1414. Meelick was cited to be an historic fording point of the Shannon for centuries where numerous English and Irish armies crossed the country and where historical events in Irish history took place including the English forces hunting down rebellious O'Connors and O'Maddens in the sixteenth century, the journey of O'Sullivan Beare in the early seventeenth century, detachments of the Jacobite army during the Williamite war and British soldiers who manned a Napoleonic fort at Keeloque. Meelick Lock was cited to be ‘a wonder of Victorian architecture’.

5.8.1.6.4 Portumna

Portumna Castle and Gardens; Workhouse Museum with ties to the Irish Famine; and Forest Park were all referenced as heritage sites within this corridor option. Submissions suggested that any route or loop involving Woodford in Portumna could be called ‘The Iron Way’ or ‘The Charcoal way’ reflecting the oak history which was partially used to make the charcoal for Woodford Iron Mills and Graig na Muilte Eireann. Feedback said that Portumna is a ‘significant crossing on the Shannon since 1333’, as well as the presence of the Dominican Abbey and Clanrickarde Castle which bears testimony to centuries of rule by the Norman de Burgo family.

5.8.1.7 Corridor Option 5

Feedback on corridor option 5 cited remains of farmhouses in the area, a former chapel in Loughatorick North and Ecclesiastical ruins.

A restored 500-year-old castle called Brackloon Castle and Farm, in which a family now lives, was cited to be present on the Clonfert Road along corridor option 5 and submissions cited that the castle inhabitants were in the process of developing an on-site museum / archive room for visitors.

Submissions cited an existing heritage trail along corridor option 5 called the Monastic Trail which incorporates two cycle trails, Thoor Bally and has a focus on churches, cathedrals, and Monasteries. Further submissions cited the use of Meelick Weir as part of a walkway by Clonfert to see some of the ‘oldest architecture in Ireland.’

A fairy fort at Ballinastaig was referenced in feedback.

5.8.1.7.1 Gort

Gort within this corridor option was cited to be ‘steeped in history, literature and culture’. Routing the project through Gort was said to ‘allow Greenway users to visit Coole, Thoor Ballylee and Kilmacduagh’. These were referenced as areas closely associated with WB Yeats and the birth of the National Abbey Theatre’. Thoor Ballylee was known as Yeats’ Tower; while Lady Gregory’s house at Coole Park was said to have been described by Seamus Heaney as ‘the most important building in Ireland’. Submissions cited various ‘writers of today’ who have ‘laid down their own attachment to the area’ including the Druid Theatre, John Banville, Jennifer Johnston, Marina Carr, Moya Cannon, Colm Toibin.

Respondents also cited three ancient woodlands in the Gort area that ‘would once been part of the great forest of Aughty that covered much of the Slieve Aughty Mountains. The tree forests are connected by the Abhainn Dá Loilíoch (river) that flows into Lough Cutra’.

5.9 Feedback on Land and Landowner Considerations

Feedback from landowners highlighted that land is people’s livelihood and that the project ‘should not segregate viable landholdings that are being actively farmed’. Landowners said the Cycleway ‘should not cross or dissect land as it could be left marginalised and unprofitable’. Some respondents appealed to the

project team to follow farm boundaries, when the Cycleway passes through farmland, so to avoid fragmenting holdings as this would affect the land's viability and cause great inconvenience to the landowners.

Respondents appealed to the project team to follow farm boundaries when the Cycleway passes through farmland, so to avoid fragmenting holdings as this would affect the land's viability and cause great inconvenience to the landowners. Some landowner feedback noted and welcomed that the project team does not intend to segregate any farms, but instead to run the Cycleway along boundaries as much as possible.

Landowners had questions about the width of the Cycleway; as well as what would be the position regarding insurance for landowners in the event of Cycleway users falling onto their land.

Submissions asked about how the project would impact their current and yet-to-be-determined future plans for building on lands that are identified in the route corridor options map. This included feedback regarding how future generations would be able to use the land if the project is built.

Landowners asked about compensation and there were references to whether or not the CPO process would be applied. Some submissions said that 'routing the Cycleway through publicly-owned lands would be preferable to CPOs'; others said CPOs should be minimal; while others gave feedback that 'CPOs should be used if necessary'.

Feedback noted the importance of 'being considerate' of farming and not dividing farms or creating a major impact on farming.

The need for privacy and security were also highlighted by landowners with some submissions saying that, while they supported the Cycleway, they would be concerned about the route passing too close to their home for privacy purposes.

Respondents raised concerns about how litter would be managed along the Cycleway. The possibility of rubbish overspilling onto farms / private property was raised in submissions too.

It was also noted that it would be a benefit to private landowners if the project team fenced-off watercourses

Feedback stated

> 'this project will not be successful without buy in from farmers and landowners. Their views and concerns must be listened to and worked around. In most instances, farmers will be willing to co-operate if the greenway itself does not dissect their farms and the route is managed in such a way that it travels along boundaries rather than cutting through the middle of a field.'

Some respondents expressed their belief that the needs of landowners should be considered against the greater good. They noted the route should not be made 'unduly long' or 'onerous' and should not miss out large sections of scenic beauty in order to avoid impacting private landowners.

Respondents highlighted that there are many opportunities that could come with the inclusion of a Greenway in the area. Stakeholders suggested the project team should categorise these opportunities 'to facilitate landowners introduction and departure into Agri-tourism'.

There were also supportive submissions from some landowners who acknowledged the benefits that the project would bring to the area.

5.9.1 Need for Landowner Consultation

Landowners that might potentially be impacted by the project because they own lands within the corridor options ask how and when they would be contacted by the project team; and how they could submit their feedback.

The need for landowner consultation was highlighted by landowners and submissions from landowners said they want to to meet the project team to study the corridor options maps on paper, find out more about the project and ask questions. A number of respondents requested meetings from the project team specifically on the subject of landowner considerations.

Some submissions acknowledged that the consultation process could only be undertaken virtually in line with Government restrictions to protect public health. There was also feedback that more consultation with residents and landowners would be needed.

A submission from a group of landowners objected to the Cycleway going through Stoneyisland Portumna and surrounding areas and requested the consultation be extended to allow them to meet the project team.

Landowner submissions questioned how they would be contacted by the team and how they could submit their feedback.

Respondents requested meetings from the project team on the subject of landowner considerations.

A submission said some landowners support the Cycleway; some 'are utterly opposed to the greenway and are intent on preventing it from happening'; but that the majority of landowners 'see the huge benefits of a greenway but are deeply concerned about the impact on their farming livelihoods'.

> 'There is major fear out there, principally arising from a preponderance of misinformation, with most of it propagated on social media…There are so many questions arising from landowners around the consultation process, site visits, routing design options, stock and farm machinery movements, public liability, insurance, potential criminal activity, privacy etc.'

The need for landowner-specific information materials was also cited.

Section 6 below outlines the activity undertaken on foot of feedback received since 25th January 2021 to engage with and provide information to landowners.

5.9.2 Feedback on Land Considerations for each Option

5.9.2.1 Corridor Option 1

Submissions in support of corridor option 1 included that this option utilises publicly owned lands to good effect. Feedback noted that as a lot of the land on this route is state owned, it will reduce the need for consultation with landowners. Corridor option 1 was described as being less intrusive on private landowners than the project might be in other areas, while still providing a wide and varied countryside to explore.

Respondents requested that the project team focus on using the maximum amount of public lands when identifying and developing the preferred route, to ensure the support of the rural communities. Stakeholders noted that the Route via Ballyforan would pose the least amount of landowner issues, involve minimal CPO's, and 'not require much input or cost to landowners.' Respondents also highlighted that Bord na Móna has finished peat production in Ballyforan. Bord na Móna own hundreds of acres of bog land between Ballyforan and Mountbellew, including Derryfadda Bog and Killosolan Bog, which would now 'require minimal private negotiation for utilisation'. It was noted the Mountbellew route also has a lot of public lands including, Mountbellew Forest, Monivea woods, the area along the River Suck Valley Way and Bord na Móna railway line.

Respondents outlined that corridor option 1 would utilise a large amount of Bord na Móna lands where railway routes are at present. It was noted there would be minimal disruption along the route to farmers and people who have 'given so much to Bord na Móna over the years.' Stakeholders suggested the Bord na Móna railway routes could be easily converted into a Greenway and would require cheaper construction than in green field sites. It was the view of some stakeholders that it would be 'scandalous' to buy lands on the other proposed routes 'given the current economic climate'. Stakeholders noted that as taxpayers they would 'seriously question any route selected that would involve more land purchase'. Stakeholders maintained there is scope to base the route along the old mearing, at the edge of bogland and away from houses. Respondents also highlighted the Route could give many landowners an opportunity to unlock the potential in offering visitors something different on their land to see or experience. Members of a local Galway sports club outlined their support for corridor option 1, with the hope their sports facilities, including outdoor gym equipment and playground, would be used by visitors to the Cycleway.

Stakeholders maintained that corridor option 1 wouldn't impact farming lands. It was noted the BAMM route, goes through mainly publicly owned lands, which would 'reduce the disturbance to active farms and opportunities for expensive, protracted conflicts and challenges.' Feedback said that

> ‘corridor option 1, with large sections of public land, which can be utilised at low cost, has gained huge support from landowners.’

It was also suggested that as a lot of the land is not rich agricultural land, some farmers might be happy to sell off lands for the Greenway. Some stakeholders suggested alternative routes nearby and said they would be open to discussing how the Cycleway could go through their land ‘no problem’.

However, other stakeholders only pledged support for this Route, as long ‘as there is landowner support and agreement’. Some stakeholders, who said they would not be inconvenienced by the route, suggested that CPO’s would be suitable for the majority of affected landowners.

5.9.2.2 Corridor Option 2

Stakeholders suggested that the vast majority of land around corridor option 2 is state-owned. For this reason, respondents claimed this route would ‘cause the least disruption’ to farmers and private landowners. Stakeholders outlined there would be very easy access for many residents along the route to join the Cycleway. It was also suggested the rail route uses public land where possible, and ‘should be followed to avoid private landowners being affected’.

Some landowner submissions supported corridor option 2 and stated they would be happy to accommodate it on their lands.

Some stakeholders with land in the area outlined they would be keen to discuss the project with the engineers to see how the different options would impact their individual landholdings. These stakeholders highlighted they would be ‘amenable to the Cycleway’ passing through their lands and outlined they would like to discuss corridor options that would have the lowest impact on their land.

5.9.2.3 Corridor Option 3

Corridor option 3 was deemed to be a ‘no brainer’ in submissions as the route which best uses state lands and Council properties; and which requires less land with least disruption to private landowners. The practicalities of completing the route through public land was deemed to be ‘far more logical than CPOs’.

Further submissions cited the need to use CPOs if necessary, to acquire land for corridor option 3 and for the project team to ‘forget parish pump political pressure and get the route as close to Ballinasloe and Aughrim as possible’.

Stakeholders cited that Teagasc lands offer traditional agricultural landscapes in public lands between Athenry and Oranmore along corridor option 3. Oranmore Firing Range was cited to be outside any corridors but could be considered with safety precautions in place which then feed into IDA lands.

Engaging with small holdings was cited as necessary for corridor option 3. Submissions from landowners said they would be happy to submit information on forestry land in one townland; while other landowners supported accommodating the project on their lands ‘if necessary’. A landowner said they would welcome the Greenway onto their land ‘if the project team work together to minimise impact on the farm.’

Another landowner submission said they would be happy to see and develop business ideas around the Greenway.

Submissions cited that there is a route through the bog and public lands which would be a better option for the Cycleway. Submissions from stakeholders who have worked in Bord na Móna for 40 years cited that they ‘would be delighted to see the rail tracks used as a cycle path.’ Other landowners cited that they ‘would love to get involved with the project’ and show the project team some possible options and highlighted they are open for the route to pass through their land along corridor option 3.

Submissions also cited that some land marked as 'public land' in Athlone and Ballinasloe, is actually privately-owned land; and they asked for clarification on what would happen if that situation arose.

5.9.2.4 Corridor Option 4

Corridor option 4 was regarded by respondents as the route which has least disruption to people's livelihoods and was described as 'the best route' as 'it doesn't go near houses' and contains a large availability of state-owned land.

Feedback cited corridor option 4 as 'a welcome addition to landowners' in the Loughrea area and described 'low intensity farming practices' in the area.

The Route was also cited to require less CPOs than other routes and avoids 'severing lands' to allow the Greenway to be incorporated into the existing land structure.

Regarding corridor option 4, submissions cited awareness of public access needed for cars in Tiernascragh as it is a small road.

There was feedback that it 'may be easier to get farmers on board' for Route corridor option 4 as 'the land is not great for farming'.

5.9.2.5 Corridor Option 5

In response to corridor option 5, stakeholders suggested the route is the least imposing on landowners.

Respondents outlined that there is an 'abundance of Coillte land' around Loughrea, Derrybrien, Kylebrack and Woodford, which 'should ensure the route is sustainable and the least imposing on landowners'.

Respondents claimed using existing public routes is 'probably easier to realise' and noted the route would not interfere with housing or industry schemes.

Stakeholders outlined their hope that all the state-owned land from Peterswell to Portumna could be utilised for the project. Some farmers along the route, outlined their willingness for the route to go through their bogland.

Stakeholders suggested the farmers in the area are possibly more amenable to tourism and sustainable developments than other areas, with the nearby Burren Geopark and existing infrastructure of hotels and attractions including, Burren National Park, Lough Bunny, Kilmacduagh, Coole Park and Thoor Ballylee.

Respondents highlighted that the Burren programme is a 'well-regarded agri-environmental scheme for local farmers' which extends across and includes two of the consultation zones, Gort and Kinvara. Some stakeholders suggested the project team should consider contacting the Burren programme.

5.10 Landscape and Scenery

In terms of 'things to see and do' all routes were described as having beautiful scenery that comprised mountains, bogs, woodlands and coasts, as well as parks and the River Shannon.

Landscape

Overall, feedback aid that the Cycleway 'can protect and showcase the landscape' and offer environmentally sustainable transport options for people living and working in towns along the proposed routes.

Route 1 was described as having a unique landscape that, in addition to being wild, beautiful and full of rural Galway character & charm, comprises a relatively flat terrain which 'suits novice cyclists or families' 'as well as elite cyclists.' It was described as the 'shortest [route] and neatest use of landscape'. The natural topography of the landscape was thought to 'epitomise the potential for sustainable growth of tourist and recreational infrastructure in the Irish countryside'. The Cycleway would be a 'great way of using idle land' and the Ballyforan route would be 'less intrusive to the environment' due to 'less progressive farming in this region'. Corridor option 1 was further described as presenting 'a unique meandering cycle route from Athlone to Galway through a unique landscape of peatland which would be totally unfamiliar to visitors and therefore offer a unique attraction'. It was also likely to 'cause least disruption as other routes go through popular parks' as it 'is the route most removed from the hustle and bustle of the city, city tourists and traffic.'

Corridor option 2 was described as being 'the most feesable option from an environmental perspective' with 'plenty of state-owned land'. It was described as forming 'a peaceful route free from road traffic surrounded by nature's sights and sounds including the rare sound of the cuckoo'. Construction of the Cycleway close to

the existing rail line would have minimum environmental impact it was thought and 'forms a natural potential Cycleway'. It was highlighted that the existing rail line is built on the Esker Riada.

Route corridor option 3 was described as having a 'lack of green space, parks' and so would benefit from a Cycleway as an amenity. The 'flat landscape' was described as 'good for cycling of all abilities'. The topography is gently rolling making it very suitable for cyclists of all abilities. The option was said to provide a 'rich background for biodiversity and geodiversity'. New Inn on the Eiscir Riada, enjoys 'a series of hills which stretches across the Great Plains of Ireland.

Corridor option 4 was described as having the most space, being 'protected from harsh winds' with mountain views, fresh air and a 'nice balance' of 'flat and and easy hills with a great variety of landscape and vistas' that is 'varied and interesting'. It was described as having a 'gentle hill climb leaving Woodford to give views over Lough Derg and the broad Slieve Aughty'; while Woodford itself was cited as 'a quiet and peaceful area, perfect for cycling'. Loughrea is a blue flag lake and string water lake and described as the only town in Ireland with a working moat. This option was thought to be the 'best route to take in Shannon flood plains and historic towns', as well as the Slieve Aughty Hills of south Galway, and Lough Derg, according to respondents. The route was described as and that it would utilise the Sliabh Aughty Way, was described as one of Ireland's least known large mountain ranges.

Corridor Option 5 'opens up many more landscapes to the user: rivers, forests, towns, mountains, parks. Feedback said the objective should be not the fastest route but the one giving the greatest access to the Irish environment in a way that causes least damage and greatest leisure experience. The landscape along route corridor option 5 was said to take in inland and coastal areas within the county thus having potential to attract cyclists to both areas. Feedback highlighted features of this option that the existing section of the Galway to Dublin Greenway currently lacks, namely that it is hilly and provides additional coastal options. The Sliabh Aughty Mountains were cited as an 'area of incredible beauty that is completely underutilised, such diverse countryside and fantastic historical sites and amenities along the way Coole Park, Thoor Ballylee, Dunguaire Castle, Traught, Kilmacduagh, the Gort Riverwalk'. Features referenced along this route that should be incorporated into the project include the Burren Geopark, River Shannon, Coole Park, Garylands, Lough Cutra Drive, 'amazing tourloughs', 'lesser known natural attractions like Rahasane Turlough' and 'so many more wonderful hidden gems just waiting to be shared & discovered'.

5.10.1 Scenery

The local scenery was an important aspect amongst respondents as to which corridor option is chosen. Respondents described corridor option 1 as 'the most scenic, possessing immense natural beauty and an untouched landscape'. Stakeholders noted the scenic options along the coast, bogs, and rivers, and suggested the route would cover the rural, unspoilt countryside. Respondents said that the picturesque landscape, as well as the wildlife this countryside inhabits, including Corncrakes, makes corridor option 1 'the perfect location' for the Cycleway.

The village of Ballyforan was described by respondents as picturesque and it was noted the area would offer great scenery and diversity. The view from Ballyforan bridge was described as 'breath-taking'. Stakeholders suggested the route through Mountbellew would be very peaceful and scenic. Respondents claimed that the bike repair shop on Mountbellew lake, is arguably one of the nicest spots on the lake. The area around Shannonbridge was described by respondents as scenic, as was the old Bord na Móna railway track. Respondents noted the impressive views from the Sliabh Aughty's up to the Sliabh Blooms, as well as the view through Ballinamona Bog up into Eglish Abbey, into the Village of Ahascragh. Athenry was suggested to be the most scenic route by some stakeholders. Respondents also noted that Kinvara would offer a highly diverse and incredibly scenic route, especially between Portumna and Kinvara, and that the only disadvantage would be that the route is hilly.

Respondents outlined their belief that a direct, scenic route would be the most appealing. This was said in relation to corridor option 2, which was described by stakeholders as one which 'takes in scenic places' including the Battle of Aughrim, Athlone Town, Clonmacoise and the Canal.

Corridor option 2 was also described by stakeholders as having beautiful, peaceful scenery and it was suggested that the Shannon route would be the most scenic.

Conversely, some stakeholders outlined their belief that corridor option 3 would be the most scenic route. The Bord na Móna site in Attymon was suggested to provide beautiful scenery and the 7km rural development walkway in Attymon was outlined to host unspoiled scenery and flora and fauna. This route

would provide the possibility of ‘seeing local flora and fauna unique to the bogs of Ireland, in their natural form’.

Corridor option 3 was described as having a huge range of scenery on the route, including hills stretching across the Great Plains of Ireland along with ancient forts or raths and the ruins of a Cistercian Monastery from New Inn / Eiscir Riada. It was noted by respondents that at Shannonbridge there is the potential to have a winter view from the proposed bridge, of wetlands in the area which are very dramatic when the Shannon overflows for a number of weeks / months. This corridor option was said to have ‘lots to offer the passing cyclist such as beautiful peatlands, forestry, rivers and lots of wildlife including wild deer. Shannonbridge ‘with its majestic river and historic fort and the surrounding landscape’ was described as ‘very popular’ for walkers and cyclists. Gurteen was cited as ‘a favourite with cyclists due to its unspoiled countryside, high viewing points and stunning views’.

Corridor option 4 was described by stakeholders as not the shortest, but the most ‘attractive, interesting and engaging’. Stakeholders outlined their belief that the project should not be about the quickest route, but the most scenic. It was suggested by respondents that this route shows of the best parts of the Country and represents the best scenery in Galway. The landscapes in the area were described as the most interesting in the area and would provide a variety of landscapes and vistas for users. Respondents described corridor option 4 as ‘epic’ but it was noted that although it is potentially more scenic, the route could be challenging. It was suggested that the Cycleway along Route 4, would be ‘a fantastic way for the public to access the unique panoramic views of the Shannon available on the walkway’.

Respondents recognised that corridor option 5 is ‘the longest’, and it was described as ‘the most interesting, scenic route’, with the best diversity of landscape. Stakeholders suggested the project should not be about the most direct route, but the route with the most to offer.

The picturesque route 5 would offer ‘the best and most diverse experience for users’, according to stakeholders. Respondents claimed corridor option 5 would be the most scenic as the Cycleway would take in views of the Shannon; the Slieve Aughty’s; the Burren lowlands and the top of the Burren; Lough Derg; Coole Park; Yeats’ Tower; and the South Galway Coast. It was suggested the route would introduce the Atlantic coastline into Galway which could encourage more visitors to return and see more of the Wild Atlantic Way. Respondents outlined their desire that the Kilchreest, Kilnadeema and Peterswell sections are included in the route, due to ‘stunning’ views and scenery of the Aughty Mountains. It was also suggested the Cycleway follows the Portmadog – Woodford – Gort route, as respondents highlighted their belief it is one of the most scenic routes in County Galway.

The route through the Slieve Aughty’s was suggested to provide ‘mesmerising views’ of the countryside, with views of Lough Cultra, Lough Greaney in Clare, the Burren, and all the way down into Galway Bay. It was noted there is a large wind farm in Derrybrien with a track already through it which has views of the above-mentioned sites. It was also noted that the Derrybrien – Flagmount – Woodford is very picturesque.

Corridor option 4 was described as being ‘more scenic but challenging’.

5.11 Operation and Maintenance

Submissions raised issues regarding how the Cycleway, when built, would be managed and maintained.

Privacy was raised in submissions, including the need for screening to ensure it wasn’t possible to see into people’s homes from the Cycleway, when operational.

Security was also raised as a concern for people both using the Cycleway; and for those living along the route. It was suggested that consideration be given to installing CCTV cameras along the Cycleway.

Litter was a concern amongst respondents in terms of how the Cycleway will operate and be maintained. Feedback included that there ‘should be bird-proof and animal-proof litter bins along the route that are regularly emptied’.

It was also felt that there should be a process or an entity ‘to report inappropriate land access to’.

Suggestions included incorporating benches, bins and information signage on the local wildlife / history / geography of the area, as well as planting native trees / hedges / shrubs to promote Irish biodiversity and meet one of the Cycleway project's objectives of sustainability.

It was suggested that electric charging points be installed along the Cycleway for e-bikes to recharge.

5.12 Technical and other Route Considerations

The project was welcomed widely in submissions. Regardless of where the project is ultimately developed, there was extensive feedback that it would benefit local communities with tourism, jobs, a quality local amenity and sustainable transport options for local people.

Respondents provided feedback that Clonmacnoise should be included in the Cycleway; as should the Wild Atlantic Way.

Feedback suggested all of the proposed routes be developed ultimately; and for route corridor options 1, 2, 4 and 5 to be part of a parallel Midlands route development for cyclists and walkers alike to explore.

Submissions suggested that Ireland should interlink canals and Greenways and create countrywide network to 'rival the likes of Holland and France' as cycling destinations.

Submissions called on the project team to 'stop the planning and get on with it' regarding development of the Cycleway.

Further recommendations in the feedback included the recommendation for the project team to cycle the proposed routes themselves to see the obstacles, crossings and rest stops.

Submissions provided feedback on the need for development of the Cycleway specifically for each route corridor option.

5.12.1 Corridor Option 1

Stakeholders cited route corridor option 1 as an area with many tight knit communities who would benefit from the extra footfall from both international and domestic tourists. Submissions expressed how these smaller towns had suffered with Covid-19 restrictions over the past year. This included Aughrim, Mountmellow, Ahascragh, Shannonbridge and Colemanstown. Stakeholders cited villages like Moylough, Ballymacward and Abbeyknockmoy that will also benefit due to their proximity and community involvements.

Stakeholders cited the area around corridor option 1 as the 'Forgotten East Galway' with a low densely populated area.

Monivea along corridor option 1 was cited to have been affected by regional roads and motorways and as town with 'much to offer' that 'doesn't get the recognition it deserves'.

Feedback said that Ahascragh 'needs this amenity' and that the area has 'been forgotten about in the past 20 years'. Ahascragh on corridor option 1 was thought to be an important stopping point with fishing, a 'lovely marina', horses and horse racing all being important to the area. Ballinasloe would 'offer access to the Shannon'.

The young growing population in Athenry along corridor option 1 were cited to benefit from this Greenway 'for years to come.' Stakeholders cited corridor option 1 as being adjacent to Lawrencetown Village was has a 'vibrant young and active population'. Corridor option 1 was cited to bring Mountbellow and North Galway communities 'into the equation' and was cited as 'essential' for south Roscommon and Ballinasloe as well as being an overall 'great addition' to 'thriving communities'. Stakeholders addressed Corridor option 1 as allowing exposure to small villages along the route which will 'bring back life to villages', such as Ballyforan which was cited as 'needing a chance to develop.'

Submissions cited that it was 'very important' that the route goes through Ballinasloe to give town 'much needed boost'. Ballinasloe was stated to have 'so much to offer' for corridor option 1, including a publication to inform the Cycleway users of sightseeing opportunities, events and promotions. Ballinasloe local community was cited to have made strides in developing Leisure Amenities for Tourists and Locals. Ballinasloe was cited as 'The Gateway to the West' with an active BACD group dedicated to re-energising the town and recent a refurbishment of the town centre. Ballinasloe was cited to have a large local population that could benefit from the Greenway.

Feedback cited the potential to renovate the Children's Burial Ground (unbaptised children from the Parish of Ballinasloe) located about 300 metres north of the 2nd Canal Bridge on the Poolboy road at the ruins of an old Church called the Teampolin along corridor option 1.

Feedback cited funding secured by the BATT team to the tune of €1m to build a 12km greenway that it was felt corridor option 1 could link up to in Ballyforan and continue onto Mountbellew. Feedback cited other funding secured by JTF of €100,000 for the development of tourist-focussed facilities such as eco-glamping, motorhomes, re-development of a landlord house, and a tourism app in addition to community-focused facilities such as a public park, community library, and community centre which have the potential to further enhance the already welcoming Cycleway user experience in the area around corridor option 1.

Feedback cited for corridor option 1 included notification of a feasibility study being carried out by Galway County Council for the Quiet Man Greenway and the potential for corridor option 1 to merge with the Quiet Man Greenway 'supported by the Department of Transport to help in terms of costing' and 'use the leverage of the Quiet Man Greenway Project to utilise this closed railway route.'

A suggestion to improve corridor option 1 included the development of bridal paths for equestrian leisure.

5.12.2 Corridor Option 2

Submissions asked regarding corridor option 2 if it is 'possible to take this rail route corridor from Athlone to Ballinasloe and then take either the blue or green corridor options onto Galway?'

In terms of project development, corridor option 2 was considered to be the most feasible, quickest to construct and the easiest engineering option due to its 'directness'.

5.12.3 Corridor Option 3

Feedback from Route 3 noted that that there are plans in development as part of a planning condition for a solar farm to effectively construct a "quiet way" from the vicinity to Curraghaleen to Bealnamulla.

Submissions cited the need to consider the future double-tracking of Dublin-Galway rail line when conducting CPOs along corridor option 3.

Feedback regarding Option 3 noted the need for horse trails need to be developed as well as the potential for spurs to be developed which could 'open up further arts of the historic county.' Corridor option 3 was cited as a route that runs along the banks of the Clarin river and 'ideally situated' so spurs can connect with other routes in the future.

Corridor option 3 was cited as needing space to allow for development of playgrounds, cafes, public toilets water stops in the area

Feedback for corridor option 3 suggested that Bord na Móna bog could be developed into a nature sanctuary. Two bridges owned by BNM were cited to be located in Shannonbridge and over the River Suck outside Shannonbridge which are both disused railways and could have a potential use for the Cycleway along corridor option 3.

Feedback said that local development groups are very active on corridor option 3 and will 'support innovation and development along the route in a very hands-on fashion'. Laurencetown Development Group was highlighted as having actively developed the Lismany and Kylemore areas around Laurencetown; and as having much expertise in local history and local ecology. Recently an Irish contemporary composer Francis Heery, supported by Galway County Council, captured the uniqueness of this very area in his composition Zones of Transit that was launched in early 2021 as part of Galway 2020.

5.12.4 Corridor Option 4

Feedback said that corridor option 4 offered 'the most varied and interesting' option with seven small towns / villages, namely Athenry, Banagher, Eyrecourt, Loughrea, Portumna, Shannonbridge and Woodford all within an easy 45-minute cycle of each other. Lough Derg and Atorick Lake were features on Option 4 that respondents felt should be included.

Feedback also noted that '345 houses are due to be built in Loughrea' and so more amenities are needed in the area.

It was said that the land in route corridor option 4 is ‘the flattest’ of all the route corridor options and so it would be suitable for all cycling abilities, whereas the other routes would be too difficult.

Suggestions for corridor option 4 included installing electric charger points, the importance of considering the width of the path and the road surface to be used and to think of the littering, maintenance, signage, drainage and parking amenities when choosing a route. Other suggestions for corridor option 4 included creating a nature hut for wildlife photographers using the route, using recycled or sustainable resources,

Feedback stated that the project team ‘should not do an M50 on it’ where the path would be widening in the future.

Stakeholders stated that CPO’s are needed if the project is not getting cooperation with landowners and feedback surrounding hopes of the project going ahead ‘despite objections.’

Submissions stated that they ‘were very pleased’ with the virtual consultation room.

Feedback asked what criterial is being used to decide on the final route and if the five corridors are the final selection or is compromise available.

Further feedback on corridor option 5 included the crucial involvement, engagement and briefing of existing centres of large population in East/South Galway (i.e. Ballinasloe/Mountbellew/Portumna/Loughrea/Athenry/ Gort).

5.12.5 Corridor Option 5

Suggestions for corridor option 5 included looking at Minneapolis as a case study for cycling infrastructure. It also included the development of a Greenway along the coast to Kinvara which corridor option 5 could potentially link up with.

Feedback from corridor option 5 feedback cited that the green route north of Athenry should in no case be placed on the railway embankment as to prevent future reactivation of the line; however, a side-by-side alignment could be considered here.

Corridor option 5 submissions highlighted the need for the wind farm at Derrybrien to start its repair work on the damage caused and for the biodiversity there to return.

Submission cited a separate plan being developed in the Athlone area which would link Athlone to Shannonbridge through the Monastic site of Clonmacnoise and corridor option 5 would be a potential route for users to return to Athlone.

Project development feedback for corridor option 5 included the potential for an offshoot from Woodford coming across the Slieve Aughtys via Lough Atorick, over wild open mountain, onto Flagmount and onwards over the top of Lough Graney via Kilbecanty or via Killanena to Gort, an area needing upgrading which is widely used by cyclists.

Submissions cited corridor option 5 as ‘the best route’ to address the issue of the unavoidable on-road construction of the Cycleway on the N67 which is ‘not ideal but unavoidable.’ Corridor option 5 was also cited as providing a strategic linkage to Shannon Blueways, Easy Clare Way, Eurovelo route and of course the Wild Atlantic Way.

5.12.6 Alternatives

Submissions cited suggestions for deviations from the five route corridor options as presented by the project team; or alternative routes for the Cycleway.

Preference for the Cycleway to extend to the Wild Atlantic Way route was expressed.

A submission said that ‘South Galway already has tourism investment, focus on other areas.’

A submission suggested that consideration be given to routing the Cycleway along bo rail from Drumlosh to Shannonbridge and on to Ballinasloe. It was asked if it could be an option to have the Cycleway ‘follow the rail route corridor from Athlone to Ballinasloe then take a different route to Galway not adjacent to rail line’.

Feedback suggested the route follow the service road to the former Bord Na Móna bog and emerge at the Clonkeen end of the bog and onto Athenry. A respondent said

> ‘there are some lovely quite roads and wooded pastureland between Loughrea and Athenry - so a detour in that direction would be more scenic than a direct route’. It was asked if the Cycleway could be built around the lake in Loughrea, ‘like a boardwalk’.

Submissions asked, ‘As most Greenways to date are situated along previous state-owned rail tracks or canals, is it possible to have the historical Loughrea to Attymon rail route considered as part of a compromise to the existing Route 3/4 corridor options?’ Further submissions asked, ‘Why was this not considered as part of the original route corridor options?’

It was suggested that the project team consider connecting Oranmore and Clarinbridge as secondary routes

A further link from the village to Renville Park was suggested, to ‘facilitate family cycling day trips from the city and Roscam / Renmore to the village’.

There was feedback that the Cycleway pass through Aughrim and near Clontuskert. The following submission suggested an alternative route to incorporate local heritage.

> ‘I believe a route from Ballinasloe to Aughrim to Cappataggle and then on down through Cappataggle Bog (one of the biggest bogs in the area) to Killaghmore where you have the ruins of Killaghmore Estate (dating back before the 1600’s which was owned by the Donelan family). Then you could also consider Killagbeg House over the road, which was …in later years the home place of the great Irish fiddle player Paddy Fahy. Then down into Kilconnell where it contains one of the greatest examples of a Franciscan friary abbey anywhere in Ireland.’

An alternative suggestion for corridor option 2 was to go along the railway and into Merlin Park woods; and that it was not suitable along the shore.

Another alternative option proposed for Route 2 was starting ‘at Ballyforan along the banks of the River Suck and on into Mountbellew, and to visit the Walled Gardens and Forest Park’, and then ‘towards Monivea Woods and the French estate Mausoleum to join Athenry, Oranmore and Galway City’.

Feedback for corridor option 3 included suggestions for the route from Athlone to be on the East side of the River Shannon to allow users of the Cycleway to get access to Clonmacnoise. The Cycleway can then cross over the Shannon at Shannonbridge and continue along the preferred Route.

> ‘I believe the route should come from Shannonbridge, along the bed of the old Grand Canal through Kellysgrove Bog, adjoining the town of Ballinasloe, where plans are now underway to rehabilitate this bog.’

Regarding Route corridor option 4, there was a suggestion to bring the existing route through Derrygill woods.

Feedback asked ‘why is the red area round Kilcogan so far west? There are better minor roads to cycle on just to the east behind Kilcornan House as an alternative route into Galway, joining up with the last stretch. If the oyster centre opens it is easily accessible still from that route.’

Feedback included other suggestions for corridor option 4, particularly the southern proposed route from Portumna to Loughrea. Submissions stated that the lands through the former Dalystown House ‘would provide an excellent route’ due to small lands.

> ‘My suggestion would be Coole Park to Thoor Ballylee via main road turning right at Cummins Kitchens. Back to Gort via the Pound Road taking in Gort river walk and arriving at the train station start or finish or go either direction. Out the Ennis road and turn off for Lough Cutra left again at Lough Cutra School and up towards Kilbeacanty down Lough Cutra drive, from here there is an old forestry road that would bring you into Chevy Chase which already has a road running through it, this brings you in to forestry land into Derrybrien and onwards to Coole Parke, Thoor Ballylee, Kiltartan Castle, Gort River Walk, Gort River, Gort Train Station, The Punchbowl, Lough Cutra Castle, Lough Cutra Lake, Lahardaun Bog, Chevy Chase Woods, The Owendalulleegh River (Diarmuid & Grainne).’

Another submission suggested combining corridor options 4 and 5:

> ‘The development of a greenway is whole-heartedly welcome. Given my location I feel there

> would be merit in exploring a combined and expanded Route 4 and Route 5 options.'

Regarding corridor option 5, it was suggested that the route from Woodford travels via Lough Atorick to Flagmount and around Lough Graney to Gort.

Another submission provided the following alternative suggestions:

> 'On reaching close to the Napoleonic Fortifications at Shannonbridge the route should then travel west towards Ballinasloe as it is the most direct route to Galway based on the maps presented as part of the public consultation….. come from Shannonbridge, along the bed of the old Grand Canal through Kellysgrove Bog, adjoining the town of Ballinasloe, where plans are now underway to rehabilitate this bog.'

Regarding route corridor option 5, it was suggested the project team consider 'bringing the Cycleway closer to the hills above Peterswell (Keelderry) where there are fantastic views of the 12 pins, south Co. Galway and the Burren in one scene.'

5.12.7 Engineering

The feedback cited many engineering considerations and suggestions for all the corridor options. Feedback noted that the route chosen should be of 'a gradient suitable for all ages' and that 'the southern routes are too difficult'.

Corridor option 1 was thought to 'aid engineering due to the flat terrain and altitude compared to other corridor options'. Corridor option 1 was cited as utilising the maximum amount of public land.

Corridor option 2 was cited by stakeholders as the easiest to develop as the shortest and most direct route, with the largest catchment area. Corridor option 2 was cited as a route with the possibility to incorporate loops and spurs and historical sites to make the Cycleway more attractive as well as noting that Esker Riada is on slightly higher ground and could support the greenway.

Corridor options 2 and 3 were cited to have the possibility to be used with disused rail and stations. Route 2 was cited as the most practical from an engineering point of view but submissions state that the lane should be kept as narrow as possible. Further submissions cited corridor option 2 as having unused land adjacent to the railway and no possibility of flooding.

Submissions gave feedback on corridor option 3, including building the Cycleway so that it can link to the wider network of Cycleways including Shannon Blueway and Limerick Scariff Greenway. Further submissions cited corridor option 3 as already having a structure built with the Royal Canal.

Submissions asked how exactly corridor option 3 would be constructed, for example by 'bulldozing through the countryside and tarmacked' or by 'using existing paths and trails' to ensure minimal damage to the area. Further submissions cited that the Cycleway should be engineered to cause minimal disturbance to the area 'otherwise they may as well just cycle along the motorway.'

Other engineering considerations included that the proposed bridge for corridor option 3 should be a "green" bridge to allow for the movement of mammals from one side to the other and this should be a consideration for the Ecologists involved.

Concerns were raised about the route direction for corridor option 3 with submissions asking why the project team didn't decided to go from Athlone, Clonmacnoise and Shannonbridge to Ballinasloe in order to 'save a lot of problems on route going south' and 'leaving more time to concentrate on route out of Ballinasloe westwards.'

Submissions cited corridor option 3 as 'an easier option to construct the Ballinasloe to Shannonbridge extension using the public lands available' if the route were to go South from Shannonbridge. Further submissions asked if corridor option 3 would join up to Shannon Harbour.

Engineering considerations for corridor option 3 included making use of quiet country roads which 'are sufficient and potentially more interesting'. Feedback stated that minor adjustments to these existing country 'back roads' would make them safe for cycling and could include restricting traffic to local only, warning signage, 30kph speed limits, safe areas for rest (picnic laybys) similar to common Cycleways in France.

Submissions gave feedback on engineering for corridor option 3 stating that 'considerable deposits of rock and gravel in Clonascragh' exist to support the project. This is near the project and will reduce the impact on the environment and reduce cost during construction. Furthermore, the Bord na Móna train system was

suggested to transport the material and suggestions of reinstating the Grand Canal in the process were noted.

Other submissions cited that corridor option 3 contains two embankments, on the existing canal from Kylemore and Lismany to Ballinasloe. It was suggested that one could be used for the Greenway and the other for local access with minimum crossings and disruption to cyclists or local business and farming.

Engineering the project through bogs was outlined for Option Route 3 with submissions stating that the project team can learn from the original building of the canal.

Submissions cited corridor option 3 as a route to be considered as plans are already being drafted for a Cycleway from Tarmonbarry to Athlone, which would link up with the Athlone-Galway Cycleway and facilitate students from the Kiltoom area attending Coláiste Chiaráin. Roscommon County Council was also stated to have been considering a proposal to bring a Cycleway from Bealnamulla along the Cross River to Summerhill.
The construction of corridor option 3 was said to 'allow a link-in with the main industrial parks in Athlone in Monksland and Garrycastle, which would allow many workers to cycle to and from work'. Submissions cited current engagement with the Local Authority with regard to the development of a public park on the Bord na Móna lands at this location for the wider Ballinasloe area.

The bridge in corridor option 3 was cited as needing to be built over River Suck on east side of town for access to the Cycleway.

Concerns over corridor options were cited including that if the route continues to travel south to Portumna that, when completed, many international cyclists will take the more varied and shorter route from Dublin via the Grand Canal and link up with the Dublin-Galway Cycleway at the crossing point at Banagher. Feedback said this would undermine the significant investment made in Athlone in crossing the River Shannon as well as the international marketing of the route with travel guides advising cyclists to take the most direct route along the Grand Canal to Portumna and then on to Galway and eventually Connemara.

Submissions cited corridor option 4 as a viable entry point from the locality of Abbey Village and stakeholders requested an 'access point' be included in engineering considerations, at Rosturra Woods to allow cyclists from Abbey onto the Cycleway via Wellpark and Easterfield.

Corridor option 4 was cited to cross the Shannon at two locations at Shannonbridge and provide an opportunity for visitors to cross again at the newly restored rampart at Meelick weir.

Corridor option 5 was stated to have a greenway being developed nearby, along the coast to Kinvara which could link together.

Engineering concerns for corridor option 5 included the impact of construction and the number of visitors using the Cycleway on the Natural Heritage Area. Submissions asked what measures would be in place to protect this area. A submission stated

> 'the most unsuccessful section of the Great Western Greenway to Achill is the section between Achill and Newport which runs alongside a busy road' and that these types of pathways should be kept to a minimum in this project. Other concerns for corridor option 5 included submissions asking why the 'red area around Kilcogan is so far West as there are better minor roads to cycle just East behind Kilcornana House as an alternative route to Galway'

5.12.8 Safety

Iarnród Éireann's submission said it was happy to support the project and would provide every assistance to develop a Cycleway between Galway and Athlone Castle, but it highlighted constraints as follows:

> 'Iarnród Éireann has been supportive of Greenway schemes and engaged positively with the Department of Transport, Tourism and Sport to facilitate the use of old railway alignments that are in the ownership of Iarnród Éireann and CIÉ.'
>
> With specific regards to the Galway to Athlone Castle project it is noted there is no old railway alignment to fit the project objective.'
>
> 'Within the identified study area there are a number of live railway lines which will have to be traversed by the cycleway and this will place constraints on the project at each of these interfaces. For reasons of safety either a railway underbridge or railway overbridge will have

> to be specified and designed to keep cycleway users safely separated from the operating railway at these crossing points. In this regard it should be noted that the Railway Safety Act 2005 places an obligation on all persons carrying out any works on or near the railway to ensure that there is no increase in risk to the railway as a consequence of the works. The Developer of the cycleway scheme must therefore take account this statutory obligation in the Design, Construction and Operation of the scheme.'

Other stakeholder feedback on safety cited the following:

Corridor options 1 and 2 were cited to involve encroachment on existing railway formations, deemed unacceptable due to all railway lands being required for future double tracking and electrification. Feedback cited that Greenways as recreational amenities should not be located adjacent to intercity or inter-regional railways and that the railways identified in route corridor options 1 and 2 are protected by the Objectives set down in the statutory County/City Development Plans and the Regional Spatial Economic Strategy.

Corridor option 3 was thought to be unsafe as it goes through bogland and community members would feel unsafe with children cycling a route with drains and swamps associated with floods.

Feedback regarding corridor option 3 included the need for increased safety measures, CCTV and fines to be put in place as dumping and littering penalties which are common in the area and would increase with the potential of public protests if CPOs are used.

5.13 Tourism

Feedback supported the Cycleway as a welcome tourist attraction. Submissions stated that the project 'will create an all-Ireland Greenway'; be a 'gateway to the west'; and 'open up huge potential' for the west of Ireland. It was said that the project will 'offer a world class experience for cyclists through the Grand Canal and unique boglands' alongside rural towns and villages; and be used widely by cyclists coming from Dublin and Maynooth.

Submissions deemed that the project would be 'beneficial for bulk tourism and coach tourists'. There was feedback that the Cycleway would bring tourists into local businesses and communities; serve areas with no tourist attractions yet; offer 'unexpected little opportunities for tea / scones at unlikely spots'; and 'enliven' pubs along the route. Accommodation and eco-tourism opportunities were referenced, as were bike rental facilities / businesses.

Specifically, in relation to route corridor options 1 and 2, feedback cited that the project would go through towns and villages without a developed tourism sector.

In terms of cycling tourism, feedback said

> 'the route circling South Galway from Portumna adds a considerable distance to the route and takes in some very steep gradients along the Slieve Aughty. Having cycled this area frequently, and having cycled a touring bike on holidays before, these climbs would be very difficult and off-putting for casual cyclists.'

In relation to corridor option 2, submissions said that the Cycleway would 'open up the area'. Things to see and do included historic features such as an ancient well; bog lands; bird watching; and 'excellent fishing'. The Burren Lowlands area of Kilchrest was said to offer 'a beautiful cycle' and an 'historical route'.

Submissions regarding corridor option 1 was highlighted as having lots of accommodation; and that the project 'would be transformational' for towns such as 'Ahascragh, Ballinasloe, Colemanstown, Menlough, Monivea, Mountbellow, Skehana, and every town in between'. Ballinasloe was described as an 'historic town with lots to offer'. Feedback on things to see and do along corridor option 1 included 'lakes, castles, ancient celtic forts, mythical sites'; Ballinasloe Horse Fair; the Jameson gravesite at Windfield; Ahascragh Mill shop and visitors centre (undergoing renovations); a whiskey and gin distillery due to open in 2022; and a new brewery at Cloonbrock. Local flora and fauna, walkways and bogs were also cited as features. These include the 'Hymany Way' that 'forms part of the National Bera Breifne Way which incorporates walks through beautiful natural undisturbed bog lands; the nearby Carownagappul Bog; and a suggestion that the Ballyforan Bog could be 'repurposed as a tourist attraction'.

Corridor option 3 was cited in submissions as having 'lots of amenities' including accommodation, shops, restaurants, and rest stop options. The area around Attymon Bog was highlighted as a feature for walking /

cycling. Feedback said that routing the Cycleway alongside the ADG Bog would encourage tourists to use both facilities, allowing synergy between projects that 'might spark other local projects in the area'. The village of Kilconnell was referenced as having lots to offer visitors including an abbey, lake, woodland park, community gardens, and the 'local post office selling cakes'.

Fáilte Ireland made a detailed submission supporting the project:

> 'Research undertaken by Fáilte Ireland identified that visitors have particular preferences in relation to the types of trails and services which they require when cycling as a holiday experience. These expectations and preferences can be grouped under what Fáilte Ireland refers to as- The 4 S' for Cycling Tourism, and these are essentially what greenways provide;
>
> 1. Scenery - beautiful scenery and landscape which needs to be varied
>
> 2. Segregated – traffic free
>
> 3. Safe – flat surfaces and good services
>
> 4. See and Do – lots of activities, attractions and interesting villages
>
> We are pleased that the project aims to be in line with the four 'S' criteria - Scenic, Strategic, Segregated and lots to See and Do, in conjunction with environmental, engineering and financial considerations along with the development of a tourism experience that caters for a broad range of visitors.
>
> Other key considerations include ensuring that there are linkages to towns, villages and communities; interpretation (telling of local interesting and engaging stories); animation (year-round events, etc which are continuously being refreshed, new elements added); and engaged and proactive communities and industry who utilise the Greenway for their own recreational use but also take pride and encourage their Greenway being enjoyed by others.
>
> Fáilte Ireland commissioned Outdoor Recreation Ireland (ORNI) to compile tourism information and insights relating to the proposed route corridors which was also informed by an audit of visitor experiences in East Galway, which can be used by the Galway to Athlone Cycleway Project Office to aid the decision-making process.'

5.13.1 Other Things to See and Do

The bogs were referenced as a unique aspect of this Cycleway and a key focal point for biodiversity, visual and historic reasons.

Clonmacnoise was referenced by respondents who felt the route should take in this national heritage site to support tourism.

Submissions referenced the people living in rural Ireland as an important aspect of tourism and that the Cycleway will enjoy 'supportive and friendly communities to welcome tourists'. People's character and friendliness, along with the insight they can provide into Irish heritage and sports, specifically Gaelic Football and Hurling, was highlighted as being relevant to the routing of the Cycleway.

Respondents said information signage should be installed along the Cycleway to inform users regarding local wildlife / history / geography of the area.

Feedback on tourism attractions along the Cycleway also included the following:

> 'As a group of locals keeping musical tradition and history alive we welcome the Cycleway to the area [Routes 4 or 5] as it would bring tourists who could experience our music sessions in local pubs. As well as giving visitors this opportunity, the Greenway would provide us with a new audience.'
>
> 'Portumna with its Workhouse, its Castle and gardens offer an unique opportunity for visitors to experience both extremes of nineteenth century Irish society.'
>
> 'Portumna boasts a growing art trail.'
>
> 'We run vintage rally in Eyrecourt bringing tourists from all over Ireland and UK. Vintage enthusiasts, families and visitors would love the opportunity to cycle safely and take in the diverse landscape.'

> ‘The Famous Fields of Athenry song is used by many sporting clubs around the world, there are also opportunities for an Interruptive Centre to develop activities around the song.’

Many more ‘things to see and do’, as highlighted in submissions, are referenced throughout this report, most notably in Sections 5.6, 5.8, 5.13.

5.14 Walkways

The benefits of looped walks, waymarked ways and cycling routes in local communities were highlighted by stakeholders who expressed strong support for the project. Connectivity and linking the Cycleway to other routes and walkways was said to be important to communities across the consultation area.

Respondents said corridor option 1 would link up with the Hymanyway trail as a key ‘thing to see and do’. It was noted that the Hymanyway forms part of the National Beara Breifne way, with walks through natural undisturbed bog lands. Stakeholders noted there are numerous historic walks in the area including the Battle of Aughrim walk. The Church Avenue and walkway in Runnymeade, which won the Galway County Golden Mile competition in 2014, was noted to host beautiful, natural flora and fauna.

The Mountbellew forest trail was described as a beautiful mature woodland area, on the former grounds of Mountbellew House. It was noted the woodland walks include the walled garden currently being restored and the forge museum. Corridor option 1 was described as an area home to great wooded and water walks, including Ahascragh. Respondents outlined a walking trail in the Monivea woods and the Monivea village, with its seven acres of open green space, are the perfect places for a stop off point along the Cycleway. The Bord na Móna railway was also described as a great walking route, which is publicly owned. Stakeholders highlighted that the walk along the bank of the canal across the aqua duct and through Kellsgrove bog, would be a great attraction for visitors of the Cycleway. It was also suggested that the Ballyforan route creates the potential to link up with the Suck Valley Way walking trail, a great local walking route.

With regard to corridor option 4, respondents also noted the route would link up with the ‘historic’ Hymanyway. Stakeholders outlined a desire for the Cycleway to link up with known hiking routes. Respondents also expressed their belief that the tracking of the Shannon is an amenity which should not be ignored. The Cycleway was described as a fantastic way for the public to access the unique and panoramic views of the Shannon available on the walkway.

Respondents maintained that corridor option 5 has the most national parks and nature reserves. The Slieve Aughty’s were described as a ‘hidden gem in South Galway’ which provide an off the beaten track offering, reducing pressure on better known Burren and coastal cycling and walking routes.

6 LANDOWNER ENGAGEMENT

The Project Team for the proposed Galway to Athlone Cycleway is committed to engaging with farmers and landowners to inform the project. It was not possible to engage directly with landowners / farmers during the focused period of public consultation in January to March 2021, due to public health guidance and restrictions.

6.1 Landowner Letters

In April 2021 the project team posted a letter and leaflet to over 10,000 landowners to outline the process for landowner engagement and to reiterate that the project will only proceed to the next stage, i.e. identification of a preferred corridor, after farmers and landowners have been widely consulted. Landowners were identified via folio numbers within the study area available from the Property Registration Authority of Ireland (www.prai.ie).

6.2 Project Liaison Officers Meeting Landowners

Project Liaison Officers (PLOs) from Galway, Roscommon and Westmeath County Councils will liaise and engage with affected farmers and landowners on any matters relating to the proposed Greenway.

From 4th May 2021 onwards, once public health guidance permits, the PLOs will visit farmers and landowners in the Consultation Areas to explore possible corridor options and talk through any issues or concerns. The PLOs will explore and agree an optimum route with individual farmers and landowners to minimise impacts on their property, whether it is a farm, or other type of property. As the project progresses, the PLOs will continue to work with farmers and landowners throughout the planning and detailed design stage, and before and during construction. The PLO will be available to farmers and landowners at all reasonable times.

6.3 Independent Agronomist Appointed

Separately, an Independent Agronomist was appointed by the Project Team in early 2021 to ensure that farmers and landowners' interests are captured and provide impartial advice on the proposals. The Independent Agronomist, Philip Farrelly & Co Agricultural Consultants is available to farmers and landowners to discuss any agronomy issues or concerns that arise at this stage of the project.

6.4 Code of Best Practice

In addition, consultation between the project team, Transport Infrastructure Ireland and the farming organisations, the IFA, ICSA and ICMSA, is ongoing since 2019 to agree a Code of Best Practice for National and Regional Greenways.

See Landowner Leaflet and Letter issued to landowners in April 2021 at Appendix G.

7 CONCLUSION

There is strong support for the project, both as a tourist amenity and as a local facility for the physical and mental health and wellbeing of all who live, work and go to school within the consultation area.

Many interesting features have been cited in submissions that would enhance the Cycleway if it were to follow any of the five route corridor options. These include historic features, as well as biodiversity, bogs, forests, landscapes, mountains and rivers, along with all the necessary facilities, in welcoming villages and towns throughout the project consultation area.

The support for the project amongst all communities, organisations, businesses and individuals who participated in this consultation is greatly appreciated. It displays how well this Cycleway will be received when it is delivered and how well it will be enjoyed by many local people.

It is reassuring from feedback that, regardless of whatever route the Cycleway ultimately takes, all who travel on it and visit communities along its route, will be assured of a big West of Ireland Céad Míle Fáilte.

The participation of landowners in this consultation is also greatly appreciated. Landowners who expressed frustration and a need to engage with the project team can be assured that landowner engagement is now underway since April 2021. Project Liaison Officers from Galway County Council, Roscommon County Council and RPS Consulting Engineers are engaging with landowners currently to inform the project development. The new Greenway will be designed around lands and farming activities to reduce impact on landowners. This will be achieved by maximising the use of publicly owned land; and then seeking to link these areas by running along the boundaries between farms, rather than through farms.

The Project Team is currently analysing all of the feedback contained in this report; as well as each individual submission that was received during this public consultation. The preferred route corridor will be informed by public and landowner consultation feedback, along with engineering and environmental assessments. Over the coming months the project team is considering the following:

- Public Consultation Feedback
- Landowner Consultation Feedback
- ‘Five S’ criteria, i.e. to be Scenic, Sustainable, Strategic, Segregated with lots to See and do
- Environmental factors
- Engineering factors
- Financial factors.

The project team expects to have identified a preferred route corridor later this year and to hold another period of focused public and landowner consultation at that stage.

Appendix A

Advertisements

Galway to Athlone CYCLEWAY

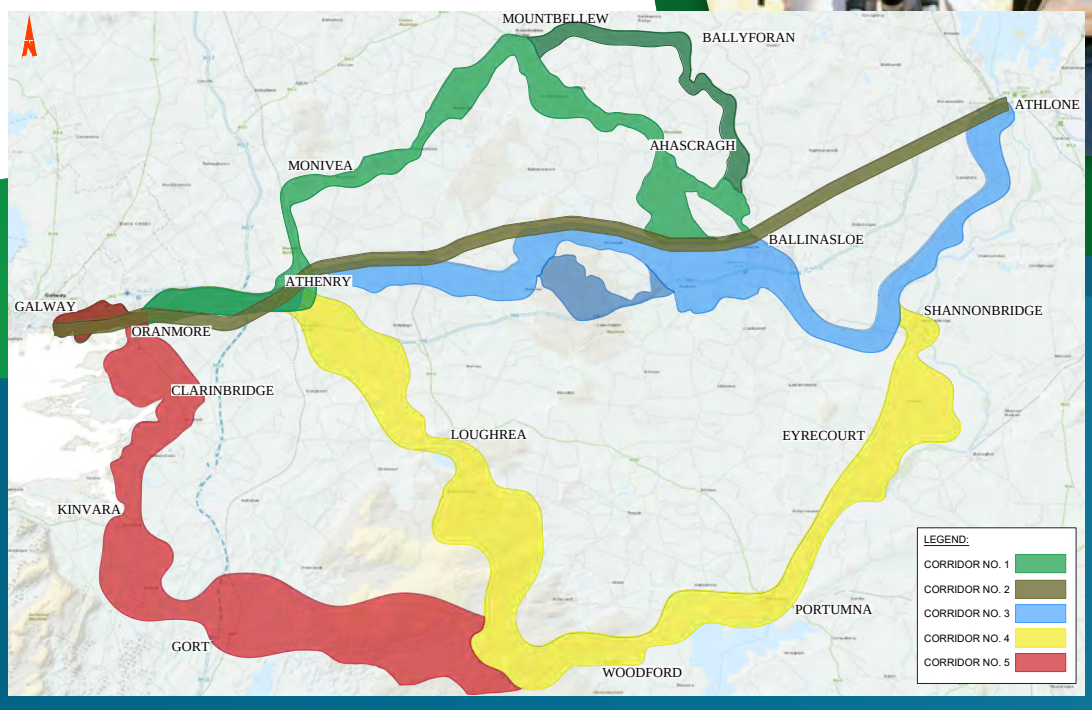
Greenway

Galway to Athlone
National Cycleway Scheme

PUBLIC CONSULTATION NO. 2
Route Corridor Options

PROJECT VISION

The vision for the project is to develop a world class trail, from Galway to Athlone, that will complete the Galway to Dublin route, which is of a scale and singularity that will allow Ireland to tap into the growing tourism market for cycling. It will be scenic, sustainable, be a strategic link, with lots to see and do, be substantially segregated from motor traffic and welcome a wide variety of users. It will be developed in co-operation with local communities and offer real benefits to them.



PROGRESS TO DATE

Public Consultation No. 1 was held in August 2020. The feedback received was considered to develop the Route Corridor Options. The options have been developed to connect likely tourism and leisure attractions, and use publicly owned land where possible. The options use state owned lands such as flood defense embankments, forestry tracks, bog roads and Bord na Móna railways. In order to connect the state owned lands, we have identified 'Consultation Areas' on privately owned lands where we would like to talk to the landowners and explore possible routes. These routes would follow existing features and farm boundaries minimising severance.

HAVE YOUR SAY

The consultation material can be viewed online in the Virtual Consultation Room which will be live on the project website from the 25th January 2021 and run for 5 weeks. Interested parties will be able to meet with the project team by arrangement to discuss any issues of interest to them, either by phone or by video appointment. The purpose of this consultation is to examine and receive feedback on the options developed, and to assist in the process of identifying a Preferred Route Corridor.

If your property is within these areas, we would encourage you to contact us to let us know your opinion on the cycleway. We can be contacted through the online virtual consultation on the website, where you may book an appointment to talk to the project team, or by calling the Cycleway Project Office in Ballinasloe at 091 509267. Project Liaison Officers will be available to meet by appointment, in compliance with the applicable COVID-19 protocols. Further information and updates on the project is available on www.galwaytoathlonecycleway.com

You can make submissions or observations by: Email: info@galwaytoathlonecycleway.com
Website: www.galwaytoathlonecycleway.com **Phone No:** (091) 509267
Project News and Updates will be available on:
www.galwaytoathlonecycleway.com

rps MAKING COMPLEX EASY

TII Bonneagar Iompair Éireann Transport Infrastructure Ireland

ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council

WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí

Comhairle Chontae na Gaillimhe Galway County Council

Gaillimh go Baile Átha Luain

ROTHARBHEALACH

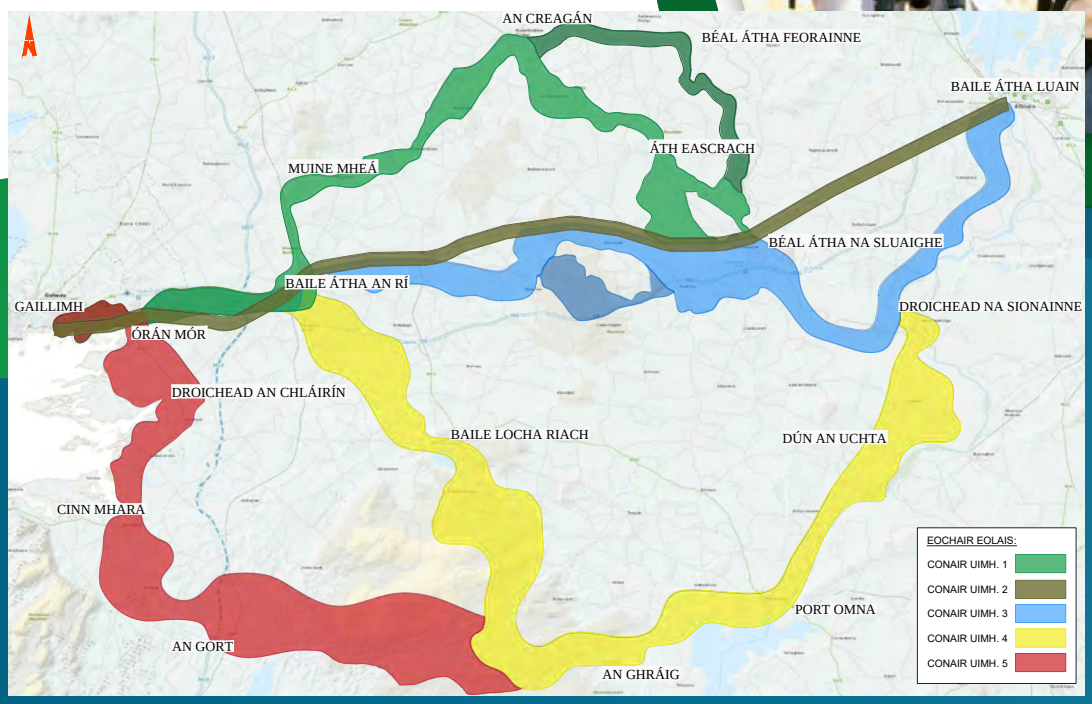
Glasbhealach

Gaillimh go Baile Átha Luain
An Scéim Náisiúnta Rotharbhealaigh

COMHAIRLIÚCHÁN POIBLÍ UIMH. 2
ROGHANNA CONAIR BHEALAIGH

FÍS AN TIONSCADAIL

Is é fís an tionscadail ná forbairt a dhéanamh ar chonair den chéad scoth ó Ghaillimh go Béal Átha Luain, a chuirfidh críoch leis an mbealach ó Ghaillimh go Baile Átha Cliath a bheidh ar an scála agus saoithiúlacht a chuirfidh ar ár gcumas anseo in Éirinn leas a bhaint as an margadh turasóireachta atá ann don rothaíocht, margadh atá ag fás. Nasc álainn, inbhuanaithe agus straitéiseach a bheidh ann, ina mbeidh go leor le feiceáil agus le déanamh agus a bheidh scartha amach go suntasach ó thrácht mótar agus a mbeidh fáilte roimh réimse éagsúil úsáideoirí úsáid a bhaint as. Déanfar é a fhorbairt i gcomhar le pobail áitiúla agus beidh tairbhí cearta le baint acu as.



DUL CHUN CINN GO DTÍ SEO

Reáchtáladh Comhairliúchán Poiblí Uimh. 1 i mí Lúnasa 2020. Rinneadh an t-aiseolas a fuarthas chun na Roghanna Conair Bhealaigh a fhorbairt a mheas. Tá forbairt déanta ar na roghanna d'fhonn na nithe turasóireachta agus na nithe fóillíochta is dócha a bheidh ina ndíol spéise do chuairteoirí a cheangal le chéile agus chun go mbainfí leas as talamh faoi úinéireacht phoiblí nuair is féidir. Baintear leas as tailte faoi úinéireacht an stáit sna roghanna amhail claífort cosanta ar thuilte, cosáin foraoise, bóithre portaigh agus bóithre iarainn Bhord na Móna. D'fhonn nasc a dhéanamh le tailte faoi úinéireacht an stáit tá 'Réimsí Comhairliúcháin' aitheanta againn ar thailte faoi úinéireacht phríobháideach sa chás is go dteastaíonn uainn labhairt leis na húinéirí talún agus bealaí éagsúla a d'fhéadfadh a bheith ann a scrúdú. Leanfadh na bealaí seo gnéithe atá ann cheana agus teorainneacha feirme chun scoilteadh a laghdú a oiread agus is féidir.

ABAIR DO CHUID

Is féidir teacht ar an ábhar faoi chomhairliúchán ar líne sa Seomra Comhairliúcháin Fíorúil a bheidh beo ar láithreán gréasáin an tionscadail ón 25 Eanáir 2021 agus leanfaidh sé ar aghaidh ar feadh 5 seachtaine. Beidh páirtithe leasmhara in ann bualadh le foireann an tionscadail ach sin a shocrú d'fhonn na hábhair ar mhaith leo a phlé a phlé, is féidir sin a dhéanamh ar an nguthán nó trí choinne físeáin. Ta sé mar chuspóir leis an gcomhairliúchán seo aiseolas a fháil agus scrúdú a dhéanamh air maidir leis na roghanna forbartha, agus cabhrú sa phróiseas chun an Chonair Bhealaigh is Fearr a aithint.

Sa chás go bhfuil do mhaoin laistigh den limistéar seo mholfaimis duit dul i dteagmháil linn chun do thuairim faoin rotharbhealach a chur in iúl dúinn. Is féidir teagmháil a dhéanamh linn tríd an gcomhairliúchán fíorúil ar an láithreán gréasáin, áit ar féidir leat coinne a chur in áirithint chun labhairt le foireann an tionscadail, nó trí ghlaoch a chur ar Oifig Thionscadal an Rotharbhealaigh i mBéal Átha na Sluaighe ar 091 509267. Beidh Oifigigh Idirchaidrimh Tionscadail ar fáil le bualadh le daoine trí choinne, ag comhlíonadh prótacal infheidhme COVID-19. Tá tuilleadh eolais agus nuashonraithe maidir leis an tionscadail ar fáil ar www.galwaytoathlonecycleway.com

Is féidir aighneachtaí nó tuairimí a chur ar aghaidh ar: Ríomhphost: info@galwaytoathlonecycleway.com
Láithreán Gréasáin: www.galwaytoathlonecycleway.com **Uimhir Ghutháin:** (091) 509267
Beifear in ann teacht ar Nuacht maidir leis an Tionscadal agus ar an Nuacht is Déanaí ina leith ar:
www.galwaytoathlonecycleway.com

rps MAKING COMPLEX EASY
TII Bonneagar Iompair Éireann Transport Infrastructure Ireland
ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council

Gaillimh go Baile Átha Luain

ROTHARBHEALACH

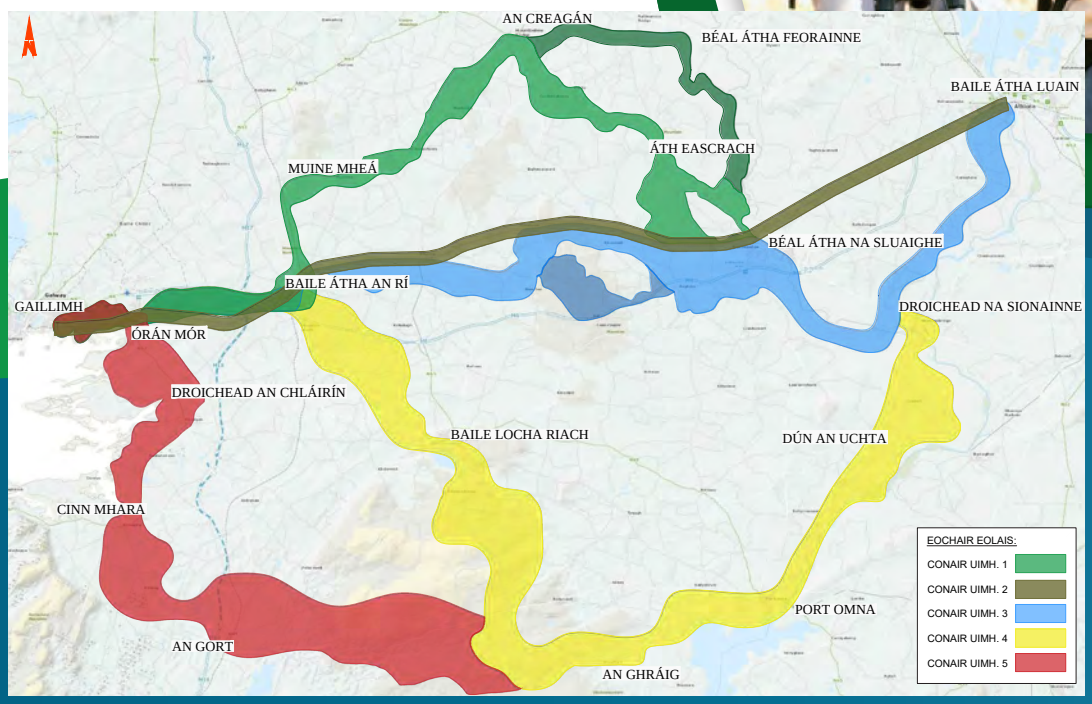
Glasbhealach

Gaillimh go Baile Átha Luain
An Scéim Náisiúnta Rotharbhealaigh

COMHAIRLIÚCHÁN POIBLÍ UIMH. 2
ROGHANNA CONAIR BHEALAIGH

FÍS AN TIONSCADAIL

Is é fís an tionscadail ná forbairt a dhéanamh ar chonair den chéad scoth ó Ghaillimh go Béal Átha Luain, a chuirfidh críoch leis an mbealach ó Ghaillimh go Baile Átha Cliath a bheidh ar an scála agus saoithiúlacht a chuirfidh ar ár gcumas anseo in Éirinn leas a bhaint as an margadh turasóireachta atá ann don rothaíocht, margadh atá ag fás. Nasc álainn, inbhuanaithe agus straitéiseach a bheidh ann, ina mbeidh go leor le feiceáil agus le déanamh agus a bheidh scartha amach go suntasach ó thrácht mótar agus a mbeidh fáilte roimh réimse éagsúil úsáideoirí úsáid a bhaint as. Déanfar é a fhorbairt i gcomhar le pobail áitiúla agus beidh tairbhí cearta le baint acu as.



DUL CHUN CINN GO DTÍ SEO

Reáchtáladh Comhairliúchán Poiblí Uimh. 1 i mí Lúnasa 2020. Rinneadh an t-aiseolas a fuarthas chun na Roghanna Conair Bhealaigh a fhorbairt a mheas. Tá forbairt déanta ar na roghanna d'fhonn na nithe turasóireachta agus na nithe fóillíochta is dócha a bheidh ina ndíol spéise do chuairteoirí a cheangal le chéile agus chun go mbainfí leas as talamh faoi úinéireacht phoiblí nuair is féidir. Baintear leas as tailte faoi úinéireacht an stáit sna roghanna amhail claífort cosanta ar thuilte, cosáin foraoise, bóithre portaigh agus bóithre iarainn Bhord na Móna. D'fhonn nasc a dhéanamh le tailte faoi úinéireacht an stáit tá 'Réimsí Comhairliúcháin' aitheanta againn ar thailte faoi úinéireacht phríobháideach sa chás is go dteastaíonn uainn labhairt leis na húinéirí talún agus bealaí éagsúla a d'fhéadfadh a bheith ann a scrúdú. Leanfadh na bealaí seo gnéithe atá ann cheana agus teorainneacha feirme chun scoilteadh a laghdú a oiread agus is féidir.

ABAIR DO CHUID

Is féidir teacht ar an ábhar faoi chomhairliúchán ar líne sa Seomra Comhairliúcháin Fíorúil a bheidh beo ar láithreán gréasáin an tionscadail ón 25 Eanáir 2021 agus leanfaidh sé ar aghaidh ar feadh 5 seachtaine. Beidh páirtithe leasmhara in ann bualadh le foireann an tionscadail ach sin a shocrú d'fhonn na hábhair ar mhaith leo a phlé a phlé, is féidir sin a dhéanamh ar an nguthán nó trí choinne físeáin. Ta sé mar chuspóir leis an gcomhairliúchán seo aiseolas a fháil agus scrúdú a dhéanamh air maidir leis na roghanna forbartha, agus cabhrú sa phróiseas chun an Chonair Bhealaigh is Fearr a aithint.

Sa chás go bhfuil do mhaoin laistigh den limistéar seo mholfaimis duit dul i dteagmháil linn chun do thuairim faoin rotharbhealach a chur in iúl dúinn. Is féidir teagmháil a dhéanamh linn tríd an gcomhairliúchán fíorúil ar an láithreán gréasáin, áit ar féidir leat coinne a chur in áirithint chun labhairt le foireann an tionscadail, nó trí ghlaoch a chur ar Oifig Thionscadal an Rotharbhealaigh i mBéal Átha na Sluaighe ar 091 509267. Beidh Oifigigh Idirchaidrimh Tionscadail ar fáil le bualadh le daoine trí choinne, ag comhlíonadh prótacal infheidhme COVID-19. Tá tuilleadh eolais agus nuashonraithe maidir leis an tionscadail ar fáil ar www.galwaytoathlonecycleway.com

Is féidir aighneachtaí nó tuairimí a chur ar aghaidh ar: Ríomhphost: info@galwaytoathlonecycleway.com
Láithreán Gréasáin: www.galwaytoathlonecycleway.com **Uimhir Ghutháin:** (091) 509267
Beifear in ann teacht ar Nuacht maidir leis an Tionscadal agus ar an Nuacht is Déanaí ina leith ar:
www.galwaytoathlonecycleway.com

rps MAKING COMPLEX EASY
TII Bonneagar Iompair Éireann Transport Infrastructure Ireland
ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council

Appendix B

Feedback Forms

QUESTIONNAIRE
CEISTNEOIR

Galway to Athlone CYCLEWAY
Gaillimh go Baile Átha Luain

Please tell us your views / *Tabhair do chuid tuairimí dúinn*

1.

Name / *Ainm*

Email / *Ríomhphost*

Address / *Seoladh*

Telephone / *Uimhir Ghutháin*

Eircode / *Éirchód*

2. Do you live or own property within or adjacent to one of the proposed Route Corridor Options?

An bhfuil tú i do chónaí nó ar leat réadmhaoin laistigh nó le taobh ceann de na Roghanna Conair Bhealaigh beartaithe?

☐ Yes *Tá / Is Liom* ☐ No *Níl / Ní Liom*

3. Would you use the Cycleway?

An mbainfeá úsáid as an Rotharbhealach?

☐ Yes / *Tá* ☐ No / *Níl*

4. Please tell us your views on the route corridor options and provide any information which you would like the project team to consider. (please use additional paper and include supporting documents / images / maps if you wish).
Cuir do chuid tuairimí maidir leis na roghanna conair bhealaigh in iúl dúinn le do thoil agus tabhair eolas ar bith ar mhaith leat go ndéanfadh foireann an tionscadail é a mheas. (úsáid páipéar breise le do thoil agus cuir cáipéisí / íomhánna / léarscáileanna tacaíochta ar fáil más mian leat).

Please complete the feedback form and return by email or Freepost to:
Líon amach an fhoirm aiseolais agus seol ar ais ar ríomhphost nó ar an Saorphost í chuig:

Email/*Ríomhphost:* info@galwaytoathlonecycleway.com

Freepost: Galway to Athlone Cycleway Project Office, Society Street, Ballinasloe, County Galway, Ireland, H53 T320.
Saorphost: *Oifig Thionscadal an Rotharbhealaigh ó Ghaillimh go Baile Átha Luain, Sráid an Chumainn, Béal Átha na Sluaighe, Contae na Gaillimhe, Éire, H53 T320.*

☐ Please tick this box if you wish to be contacted regarding project news and updates.
Cuir tic sa bhosca seo más mian leat go ndéanfaí teagmháil leat maidir leis an tionscadal agus an nuacht is déanaí a bhaineann leis.

Data Protection: By providing my details in this feedback form, I consent to the use of my personal data in accordance with Westmeath County Council's Privacy Notice which is available at: www.westmeathcoco.ie/en/ourservices/yourcouncil/privacy/ privacynotice

Cosaint Sonraí: *Trí mo chuid sonraí a thabhairt san fhoirm aiseolais seo, toilím go n-úsáidfí mo chuid sonraí pearsanta i gcomhréir le Fógra Príobháideachta Chomhairle Chontae na hlarmhí atá ar fáil arwww.westmeathcoco.ie/en/ourservices/yourcouncil/privacy/privacynotice*

Appendix C

FAQ's

Frequently Asked Questions

1. What happens after this consultation finishes on March 1st

The Project Team will assess the response from the Consultation, and, health restrictions permitting, visit landowners in the consultation areas to further discuss the project. These visits and further dialogue will inform the selection of a preferred route corridor. The March 1st date is the deadline for responses from the general public. It is really the start of discussions with landowners and farmers in the consultation areas. However, input from landowners and farmers prior to 1st March is very welcome and can guide the latter discussions.

2. Land Acquisition

As a key objective we aim to route the proposed greenway through publicly owned lands and avoid directly impacting farms and other properties where possible. Given the length of linear projects of this nature, the ultimate route of the proposed greenway will also travel through portions of land and property that are in private ownership. Where this is likely to occur, we will liaise with the landowner / farmer in advance to pick the least disruptive route possible, such as along the farm boundary. Where private land is needed for the cycleway, we will strive to agree a purchase of the lands by voluntary agreement on acceptable terms with the landowner / farmer. To note all land for the cycleway will be purchased rather than through use of permissive access.

3. Insurance/Indemnities

The Council will indemnify the landowner / farmer against all actions, claims and demands arising from the acquisition of the land for the construction and use of the cycleway.

4. Fencing/Maintenance

Where necessary, stockproof fences shall be provided to assist in preventing trespass and for the protection of members of the public and animals. Fencing and boundary treatment will be discussed and agreed with the landowner / farmer and provided and maintained by the Council.

5. Farm Severance

We are confident that in the vast majority of cases, it will be possible to route the cycleway along farm boundaries and avoid severance.

6. Road or Farm Crossings

We will make every effort to avoid crossing any private access roads / driveways. If a crossing is unavoidable it is important that pedestrians and cyclists give way to property owners using the private access road / driveway and the crossing will, therefore, be constructed to include a staggered chicane and warning signs on the greenway leading to the private road / driveway.

7. Screening/Privacy

The cycleway will be routed to stay away from houses or farm buildings. Where necessary, screening such as hedges, fences or other suitable screening will be used to provide adequate privacy.

8. Planning Permissions/Future Development

A cycleway should not impose any new planning restrictions on adjoining farmland. Should a farmer / landowner adjoining the greenway, having had land acquired for the greenway, wish to expand his landholding by acquiring or long-term leasing another property adjoining the other side of the greenway, the Council / Local Authority will consider appropriate access arrangements to connect the two farm properties alongside the greenway.

9. Nuisance/Crime/Anti-Social Behaviour

The Greenway will be designed, managed, and maintained by the council who will put appropriate measures in place and work closely with key stakeholders, like the Gardaí, in keeping with experience gained on other greenway projects. Experience to date from other greenways around the country is that there hasn't been anti-social instances and the greenways tend to be managed by passive surveillance of the users.

10. State-Owned Land

We will make every effort to minimise the number of private land holdings directly affected by the proposed greenway. The strategy will be to use existing suitable state-owned lands (Coillte, Bord na Móna, flood defence, etc.) along the proposed route corridors. These lands will be prioritised in determining the preferred route corridor options.

11. Restrictions on Future Activities

A cycleway should not impose any new restrictions on adjoining farmland in relation to normal agricultural activities.

12. Disease Control/Dogs

The Council will comply with any Regulations in connection with the Department of Agriculture Disease Eradication Scheme. Walking of dogs will only be permitted if the dog is on a lead.

13. Assessment of Compensation

It is envisaged that the vast majority of Voluntary Land Acquisition and / or Compensation Agreements will be achieved by directly negotiated means. It is, however, acknowledged that this may not always be possible and, accordingly, the parties can avail of a Mediation Process or similar processes if needed. It is intended to introduce an advanced payment once a Voluntary Land Acquisition Agreement is executed and the focus will be on ensuring the rights of landowners / farmers are fairly treated throughout the process.

14. Agronomists

Where a landholding / farm is affected by the preferred route corridor, the Council will pay for an independent agronomist to assist the landowner / farmer in the process.

15. Code of Practice setting this out in writing prior to implementation

A Code of Practice for the development of greenways is in preparation and will set out the processes to be followed by the Council and its obligations in the proper and fair treatment of all landowners / farmers.

Appendix D

Consultation Documents

Galway to Athlone
CYCLEWAY
Gaillimh go Baile Átha Luain

Greenway

Galway to Athlone
National Cycleway Scheme

JANUARY / *EANÁIR*
2021

PUBLIC CONSULTATION NO. 2
COMHAIRLIÚCHÁIN POIBLÍ UIMH. 2

Route Corridor Options
Roghanna Conair Bhealaigh

The Galway to Athlone Cycleway is for local communities. It will:

- Support local businesses and jobs - such as local shops, cafes, pubs, cycling businesses, B&Bs, camping sites, hotels and hostels.
- Provide safe, traffic-free cycling and walking routes for everyone to enjoy.
- Provide a valuable local amenity for communities to walk or cycle.
- Deliver a quality and memorable visitor experience with great scenery and points of interest.
- Complete a circa 270km car-free corridor between Galway and Dublin, linking the Atlantic coast to the East coast.

We would like to hear your views on the Route Corridor Options.

Is do phobail áitiúla an Rotharbhealach ó Ghaillimh go Baile Átha Luain. Leis sin:

- Tacófar le gnóthaí agus le poist áitiúla - mar siopaí, caiféanna, tithe tábhairne, gnóthaí rothaíochta, B&Bnna, láithreacha campála, óstáin agus brúnna áitiúla.
- Cuirfear bealaí rothaíochta agus siúlóide sábháilte, saor ó thrácht ar fáil chun go mbeidh gach duine ábalta sult a bhaint astu.
- Cuirfear taitneamhacht luachmhar áitiúil siúil agus rothair ar fáil do phobail.
- Soláthrófar taithí d'ardchaighdeán agus speisialta do chuairteoirí ina bhfuil radharc tíre iontach agus áiteanna is díol spéise.
- Tabharfar conair tuairim is 270km ar fad idir Gaillimh agus Baile Átha Cliath saor ó charranna chun críche, a dhéanann nasc idir chósta an Atlantaigh agus chósta an Oirthir.

Ba mhaith linn bhur gcuid tuairimí a fháil maidir leis na Roghanna Conair Bhealaigh.

rps MAKING COMPLEX EASY
TII Bonneagar Iompair Éireann Transport Infrastructure Ireland
ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council

Galway to Athlone
CYCLEWAY
Gaillimh go Baile Átha Luain

PROJECT VISION
FÍS AN TIONSCADAIL

Part of Ireland's longest Cycleway

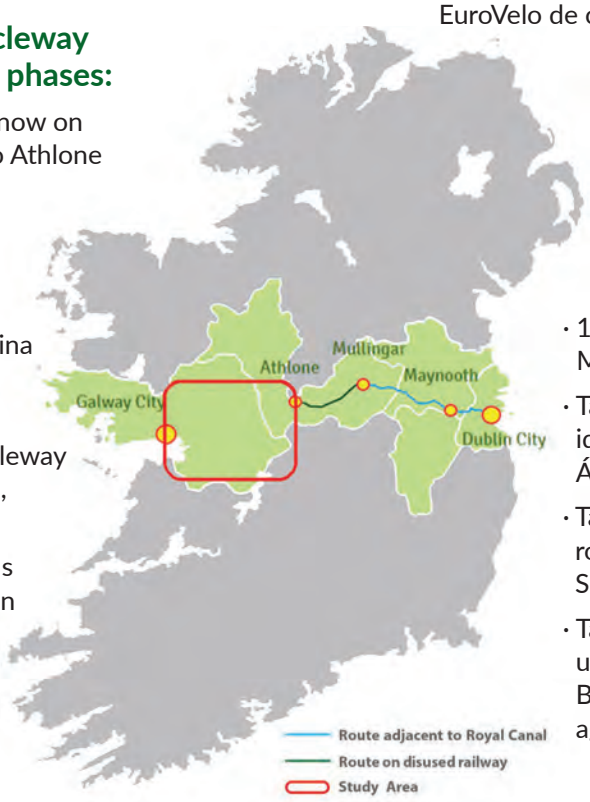
The Department of Transport is developing National and Regional Greenways across Ireland to enhance tourism and contribute to rural development.

The new Galway to Athlone Cycleway is a large section of the even bigger circa 270km Galway to Dublin Cycleway - Ireland's longest Cycleway to date.

The Galway to Dublin Cycleway will be a world class amenity for pedestrians, cyclists and wheelchair users to enjoy - locals and tourists alike. It will facilitate the first leg of the international EuroVelo network of long-distance cycling trails in Europe linking Galway to Moscow!

Galway to Dublin Cycleway is being developed in phases:

- Route Corridor Options now on display for the Galway to Athlone Cycleway.
- 104km open between Athlone and Maynooth.
- 1.5km section between Whitegates and the Marina in Athlone expected to open in May 2021.
- Construction of new cycleway bridge over the Shannon, due to start in 2021.
- Two major urban sections being developed between Maynooth and Dublin City and from Ballyloughane to Galway City.



Cuid den Rotharbhealach is faide in Éirinn

Tá Glasbhealaí Náisiúnta agus Réigiúnacha á bhforbairt ag an Roinn Iompair ar fud na hÉireann chun turasóireacht a fheabhsú agus chun cur le forbairt tuaithe.

Is píosa mór den Rotharbhealach níos faide de thuairim is 270km idir Gaillimh agus Baile Átha Cliath - an Rotharbhealach is faide in Éirinn go dtí seo - é an Rotharbhealach ó Ghaillimh go Baile Átha Luain.

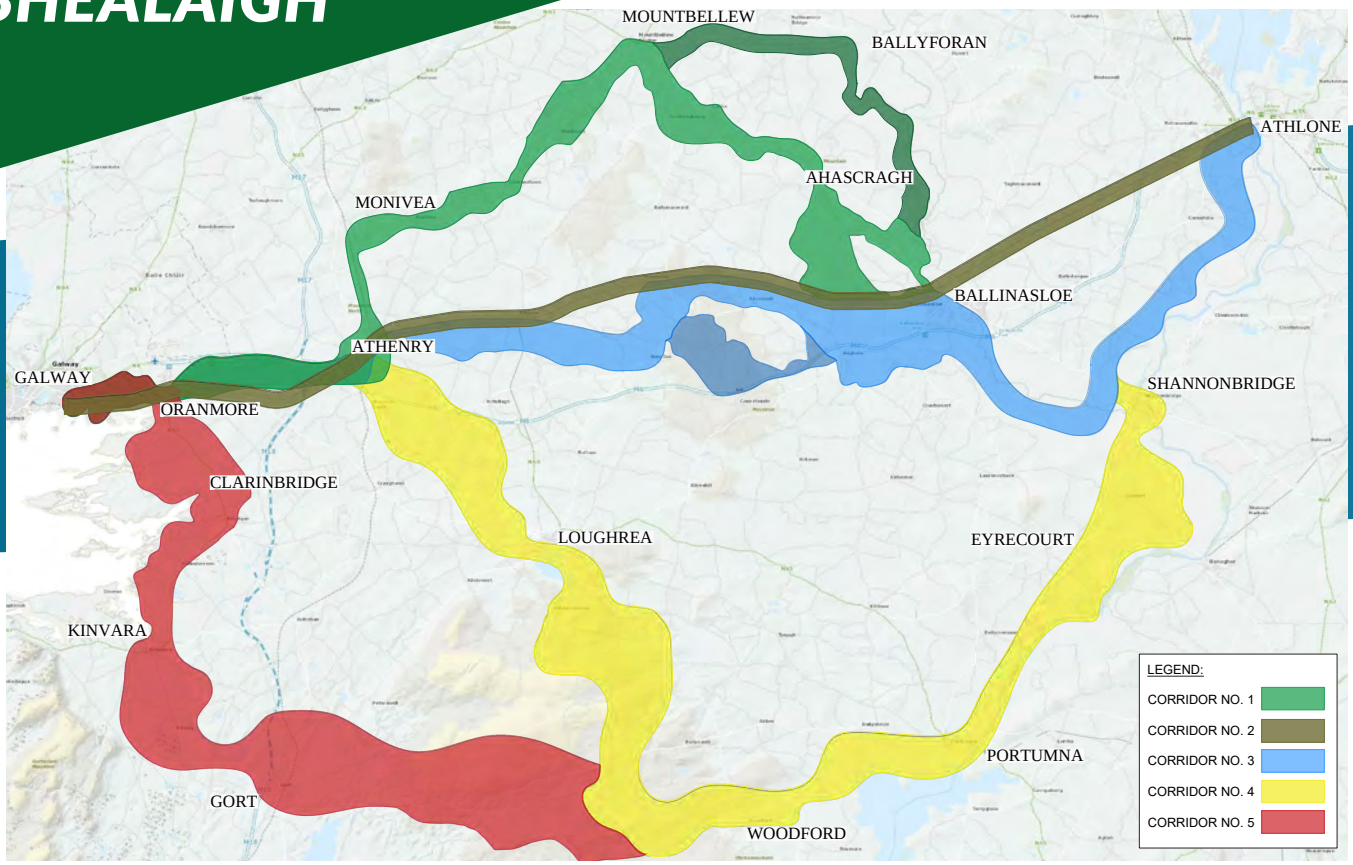
Taitneamhacht de scoth an domhain a bheidh sa Rotharbhealach ó Ghaillimh go Baile Átha Cliath chun go mbainfidh coisithe, rothaithe agus daoine i gcathaoireacha rothaí sult as - muintir na háite agus turasóirí araon. Éascóidh sé an chéad chuid de líonra idirnáisiúnta EuroVelo de chonairí fadraona rothaíochta san Eoraip - ag ceangail Gaillimh le Moscó!

Táthar ag déanamh forbairt ar an Rotharbhealach ó Ghaillimh go Baile Átha Cliath i gcéimeanna:

- Tá Roghanna Conair Bhealaigh maidir leis an Rotharbhealach ó Ghaillimh go Baile Átha Cliath ar taispeáint anois.
- 104km oscailte idir Baile Átha Luain agus Maigh Nuad.
- Táthar ag súil go n-osclófar an píosa 1.5km idir na Geataí Bána agus an Mhuiríne i mBaile Átha Luain faoi mhí na Bealtaine 2021.
- Táthar ag súil go gcuirfear tús le droichead rotharbhealaigh nua a thógáil trasna na Sionainne in 2021.
- Tá forbairt á déanamh ar dhá phríomhchuid uirbeacha idir Maigh Nuad agus Cathair Bhaile Átha Cliath agus idir Baile an Locháin agus Cathair na Gaillimhe.

ROUTE CORRIDOR OPTIONS
ROGHANNA CONAIR BHEALAIGH

Galway to Athlone CYCLEWAY
Gaillimh go Baile Átha Luain



An interactive map of Route Corridor Options is available to view in the Virtual Consultation Room at www.galwaytoathlonecycleway.com

Is féidir féachaint ar léarscáil idirghníomhach de na Roghanna Conair Bhealaigh sa Seomra Comhairliúcháin Fíorúil ar www.galwaytoathlonecycleway.com

Route Corridor Option Development

Route Corridor Options have been developed to connect likely tourism and leisure attractions, and use publicly owned land where possible. The options use state owned lands such as flood defense embankments, forestry tracks, bog roads and Bord na Móna railways. In order to connect the state owned lands we have identified 'Consultation Areas' where we would like to talk to the landowners and explore possible routes.

These routes would follow existing features and farm boundaries, minimising severance.

Talk to us

The consultation material can be viewed online in the virtual consultation room which is live on the project website from the 25th January 2021.

Interested parties will be able to talk with the project team by appointment to discuss any issues of interest to them, either by phone or by video.

If your property is within these areas or if you would like to give your opinion on the route corridor options, we would encourage you to contact us to let us know your opinion on the Cycleway.

We can be contacted through the website, where you may book an appointment to talk to the project team, or by calling the Cycleway Project Office in Ballinasloe at 091 509 267.

Roghanna Forbartha Conair Bhealaigh

Tá na Roghanna Conair Bhealaigh á bhforbairt d'fhonn na nithe turasóireachta agus na nithe fóillíochta is dócha a bheidh ina ndíol spéise do chuairteoirí a cheangal le chéile agus chun go mbainfear leas as talamh faoi úinéireacht phoiblí nuair is féidir. Baintear leas as tailte faoi úinéireacht an stáit sna roghanna amhail claífort cosanta ar thuilte, cosáin foraoise, bóithre portaigh agus bóithre iarainn Bhord na Móna. D'fhonn nasc a dhéanamh le tailte faoi úinéireacht an Stáit tá 'Réimsí Comhairliúcháin' aitheanta againn sa chás is go dteastaíonn uainn labhairt leis na húinéirí talún agus bealaí éagsúla a d'fhéadfadh a bheith ann a scrúdú.

Leanfadh na bealaí seo gnéithe atá ann cheana agus teorainneacha feirme chun scoilteadh a laghdú a oiread agus is féidir.

Labhair linn

Is féidir teacht ar an ábhar faoi chomhairliúchán ar líne sa seomra comhairliúcháin fíorúil a bheidh beo ar láithreán gréasáin an tionscadail ón 25 Eanáir 2021.

Beidh páirtithe leasmhara in ann labhairt le foireann an tionscadail d'fhonn na hábhair spéise atá acu a phlé, is féidir sin a dhéanamh trí choinne ar an nguthán nó trí choinne físeáin.

Sa chás go bhfuil do mhaoin laistigh de na limistéir seo nó dá mba mhaith leat do thuairim a thabhairt faoi na roghanna conair bhealaigh, mholfaimis duit dul i dteagmháil linn chun do thuairim faoin Rotharbhealach a chur in iúl dúinn.

Is féidir teagmháil a dhéanamh linn ar an láithreán gréasáin, áit ar féidir leat coinne a chur in áirithint chun labhairt le foireann an tionscadail, nó trí ghlaoch a chur ar Oifig Thionscadal an Rotharbhealaigh i mBéal Átha na Sluaighe ar 091 509 267.

Galway to Athlone
CYCLEWAY
Gaillimh go Baile Átha Luain

WORKING WITH YOU
AG OBAIR LEAT

Landowner Engagement

A Code of Best Practice for National and Regional Greenway Projects is being prepared in consultation with serveral farming groups. The Code sets out the process for the delivery and management of greenways and provides information on the acquisition of privately owned lands for the greenway.

We aim to route the Cycleway through publicly owned lands, and avoid working farms, wherever practicable.

However, it will be necessary to build some of the Cycleway on land that is now privately owned.

During the route corridor option selection stage, an Independent Agronomist will be available to advise farmers on the project and process.

Once a route corridor is selected, each farmer within the corridor may engage their own agronomist to advise them during the design of the Cycleway. This agronomist will be paid for by the project promoters.

We will work with the farmer and their agronomist to pick the least disruptive route possible, likely to be along the farm boundary.

We will strive to purchase land through voluntary agreement, if at all possible.

There are a number of dedicated Project Liaison Officers (PLO's) from the Local Authorities and Consultants. The PLO's will be available to meet with Landowners, when public health restrictions safely allow for meetings either on their farm or in the Project Office. In the meantime, PLO's are available to talk on the phone or by online virtual meeting.

These PLO's will be the main point of contact for the landowner, and will ensure that the farmers interests and concerns are considered in all decisions.

The goodwill and cooperation of the farming community is important to make the Cycleway a success. Real and open engagement with the landowners and community will be central to everything we do.

Rannpháirtíocht le hÚinéirí Talún

Tá Cód Dea-Chleachtais do Thionscadail Glasbhealaigh Náisiúnta agus Réigiúnacha á ullmhú i gcomhpháirtíocht le roinnt grúpaí feirmeoireachta. Leagtar an próiseas ina ndéantar glasbhealach a chur ar fáil agus a bhainistiú amach sa Chód agus cuirtear eolas ar fáil ann maidir le talamh príobháideach a cheannach don ghlasbhealach.

Tá sé beartaithe againn go mbeidh an Rotharbhealach ag dul thrí thailte faoi úinéireacht phríobháideach, agus feirmeacha atá i mbun feidhmithe a sheachaint má tá sé sin indéanta.

Ach, beidh gá cuid den Rotharbhealach a thógáil ar thalamh atá anois faoi úinéireacht phríobháideach.

Beidh Agranamaí Neamhspleách ar fáil le linn chéim roghnaithe na roghanna conair bealaigh chun comhairle a chur ar fheirmeoirí maidir leis an tionscadal agus an próiseas.

Chomh luath agus atá conair bhealaigh roghnaithe, beidh gach feirmeoir laistigh den chonair sin ábalta dul i mbun rannpháirtíochta lena n-agranamaí féin chun comhairle a fháil le linn phróiseas deartha an Rotharbhealaigh. Is iad tionscnóirí an tionscadail a íocfaidh pá leis an agranamaí.

Beimid i mbun oibre leis an bhfeirmeoir agus a n-agranamaí chun an bealach is lú a chuirfidh isteach orthu agus is féidir a phiocadh, is dóigh gur le teorainn na feirme a bheidh sé seo.

Déanfaimid ár ndícheall talamh a cheannach trí chomhaontú deonach más féidir ar chor ar bith.

Tá roinnt Oifigigh Idirchaidrimh Tionscadail (PLOnna) ann ó na hÚdaráis Áitiúla agus ó Chomhairleoirí. Beidh Oifigigh Idirchaidrimh Tionscadail ar fáil le bualadh le hÚinéirí Talún nuair a cheadófar cruinnithe a thionóil go sábháilte faoi shrianta sláinte poiblí ar an bhfeirm féin nó in Oifig an Tionscadail. Idir an dá linn, tá PLOnna ar fáil le labhairt ar an nguthán nó ar líne leo trí chruinniú fíorúil.

Beidh na PLOnna seo ina bpríomhphointí teagmhála ag an úinéir talún agus cinnteoidh siad go ndéanfar leas agus imní na bhfeirmeoirí a mheas agus cinntí á ndéanamh.

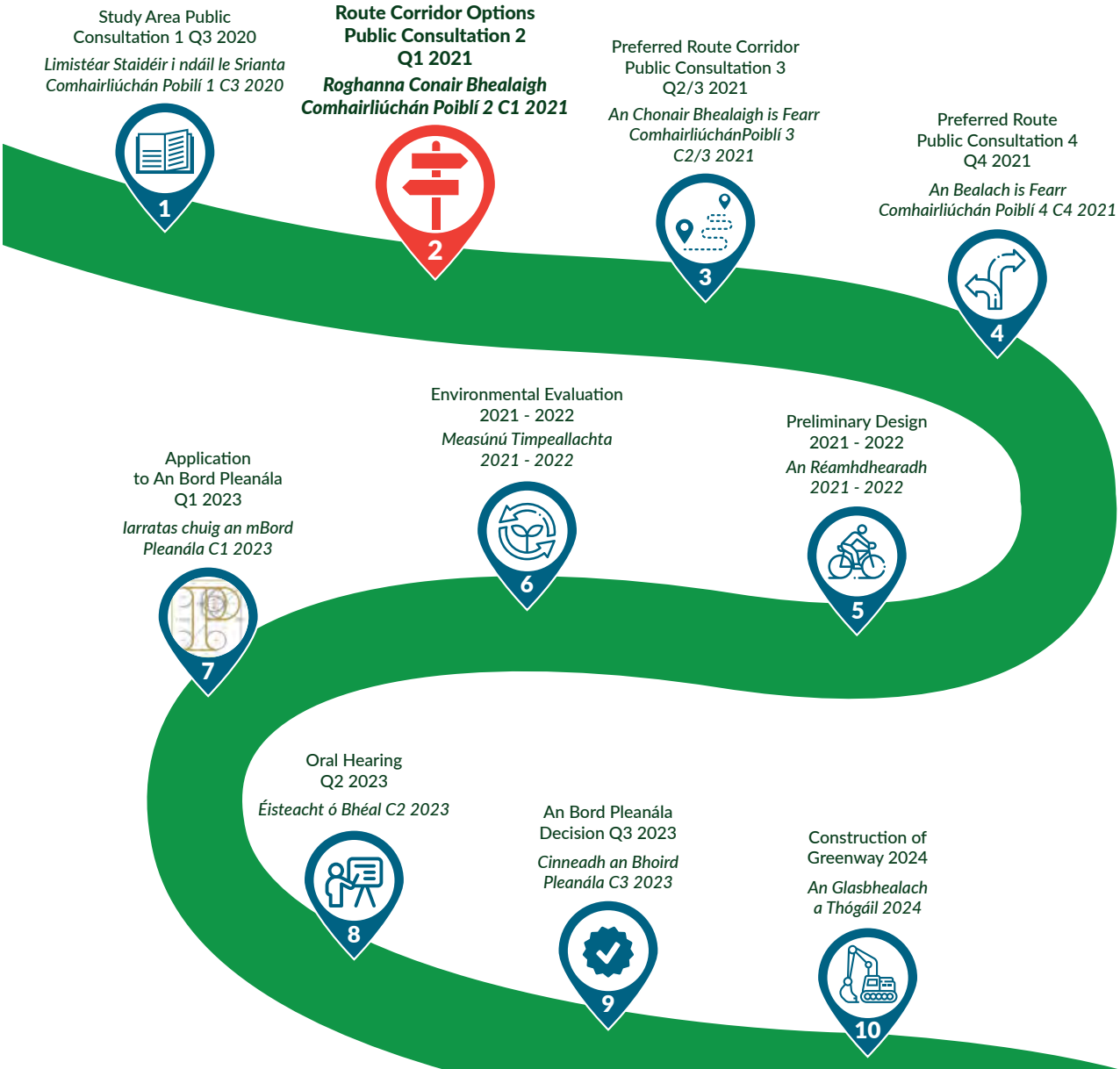
Tá dea-mhéin agus comhoibriú phobal na feirmeoireachta tábhachtach chun go n-éireoidh leis an Rotharbhealach. Beidh rannpháirtíocht cheart agus oscailte le húinéirí talún lárnach i ngach a ndéanfaimid.

STAGES OF PUBLIC CONSULTATION
CÉIMEANNA AN CHOMHAIRLIÚCHÁIN PHOIBLÍ

Galway to Athlone CYCLEWAY
Gaillimh go Baile Átha Luain

WE ARE HERE	Study Area Public Consultation	*Comhairliúchán Poiblí maidir leis an Limistéar Staidéir*	→	August / *Lúnasa* 2020
	Route Corridor Options Public Consultation	***Comhairliúchán Poiblí maidir leis na Roghanna Conair Bhealaigh***	→	**Jan/Feb *Eanáir/ Feabhra* 2021**
	Preferred Route Corridor Public Consultation	*Comhairliúchán Poiblí maidir leis an gConair Bhealaigh is Fearr*	→	Mid / *Lár* 2021
	Preferred Route Consultations with individual landowners	*Comhairliúcháin le húinéirí talún aonair maidir leis an mBealach is fearr*	→	from Mid / *ó Lár 2021*

IS ANSEO



QUESTIONNAIRE
CEISTNEOIR

Galway to Athlone CYCLEWAY
Gaillimh go Baile Átha Luain

Please tell us your views / *Tabhair do chuid tuairimí dúinn*

1.

Name / *Ainm*

Email / *Ríomhphost*

Address / *Seoladh*

Telephone / *Uimhir Ghutháin*

Eircode / *Éirchód*

2. Do you live or own property within or adjacent to one of the proposed Route Corridor Options?

An bhfuil tú i do chónaí nó ar leat réadmhaoin laistigh nó le taobh ceann de na Roghanna Conair Bhealaigh beartaithe?

☐ Yes *Tá / Is Liom* ☐ No *Níl / Ní Liom*

3. Would you use the Cycleway?

An mbainfeá úsáid as an Rotharbhealach?

☐ Yes / *Tá* ☐ No / *Níl*

4. Please tell us your views on the route corridor options and provide any information which you would like the project team to consider. (please use additional paper and include supporting documents / images / maps if you wish).
Cuir do chuid tuairimí maidir leis na roghanna conair bhealaigh in iúl dúinn le do thoil agus tabhair eolas ar bith ar mhaith leat go ndéanfadh foireann an tionscadail é a mheas. (úsáid páipéar breise le do thoil agus cuir cáipéisí / íomhánna / léarscáileanna tacaíochta ar fáil más mian leat).

Please complete the feedback form and return by email or Freepost to:
Líon amach an fhoirm aiseolais agus seol ar ais ar ríomhphost nó ar an Saorphost í chuig:

Email/*Ríomhphost:* info@galwaytoathlonecycleway.com

Freepost: Galway to Athlone Cycleway Project Office, Society Street, Ballinasloe, County Galway, Ireland, H53 T320.
Saorphost: *Oifig Thionscadal an Rotharbhealaigh ó Ghaillimh go Baile Átha Luain, Sráid an Chumainn, Béal Átha na Sluaighe, Contae na Gaillimhe, Éire, H53 T320.*

☐ Please tick this box if you wish to be contacted regarding project news and updates.
Cuir tic sa bhosca seo más mian leat go ndéanfaí teagmháil leat maidir leis an tionscadal agus an nuacht is déanaí a bhaineann leis.

Data Protection: By providing my details in this feedback form, I consent to the use of my personal data in accordance with Westmeath County Council's Privacy Notice which is available at: www.westmeathcoco.ie/en/ourservices/yourcouncil/privacy/ privacynotice

Cosaint Sonraí: *Trí mo chuid sonraí a thabhairt san fhoirm aiseolais seo, toilím go n-úsáidfí mo chuid sonraí pearsanta i gcomhréir le Fógra Príobháideachta Chomhairle Chontae na hlarmhí atá ar fáil arwww.westmeathcoco.ie/en/ourservices/yourcouncil/privacy/privacynotice*

Galway to Athlone
CYCLEWAY

Greenway
Galway to Athlone
National Cycleway Scheme

PUBLIC CONSULTATION NO. 2

Route Corridor Options

JANUARY 2021

The Galway to Athlone Cycleway is for local communities. It will:

- Support local businesses and jobs - such as local shops, cafes, pubs, cycling businesses, B&Bs, camping sites, hotels and hostels.
- Provide safe, traffic-free cycling and walking routes for everyone to enjoy.
- Provide a valuable local amenity for communities to walk or cycle.
- Deliver a quality and memorable visitor experience with great scenery and points of interest.
- Complete a circa 270km car-free corridor between Galway and Dublin, linking the Atlantic coast to the East coast.

We would like to hear your views on the Route Corridor Options.

rps MAKING COMPLEX EASY
TII Bonneagar Iompair Éireann Transport Infrastructure Ireland
ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council

Greenway

Galway to Athlone
National Cycleway Scheme

Coronavirus
COVID-19

Coronavirus
COVID-19
Public Health
Advice

COVID - 19 has affected the early stages of the Project in a number of ways.

The Route Corridor Options Public Consultation No. 2 has been slightly delayed due to the prohibition on public gatherings.

We are:

- Encouraging online consultation through the website **www.galwaytoathlonecycleway.com**
- The consultation material can be viewed online in the virtual consultation room which is live on the project website from the 25th January 2021 and runs for 5 weeks.
- Interested parties will be able to meet with the project team by arrangement to discuss any issues of interest to them, either by phone or by video appointment.
- We can be contacted through the online virtual consultation on the website, where you may book an appointment to talk to the project team, or by calling the Cycleway Project Office in Ballinasloe at 091 509267.
- Project Liaison Officers will also be available to meet by appointment, in compliance with the applicable COVID-19 protocols.

We will continue to seek to engage effectively while maintaining social distancing and strict hygiene for as long as is necessary

rps MAKING COMPLEX EASY
TII Bonneagar Iompair Éireann Transport Infrastructure Ireland
ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council

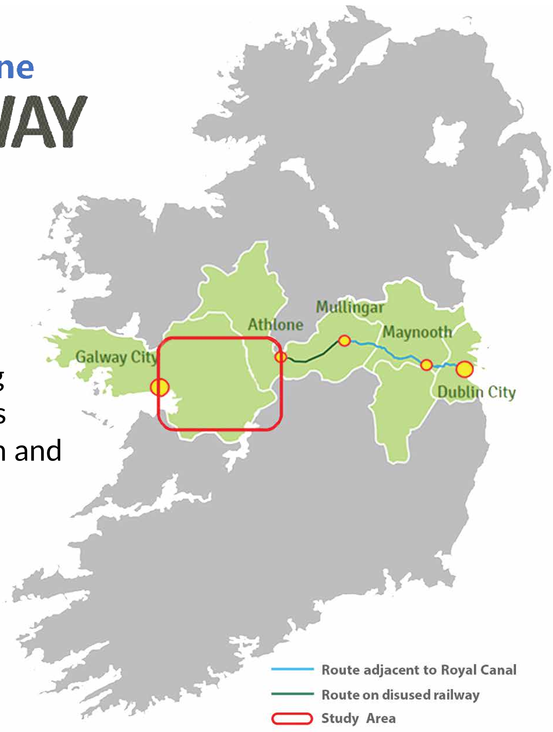
PROJECT VISION

Galway to Athlone
CYCLEWAY

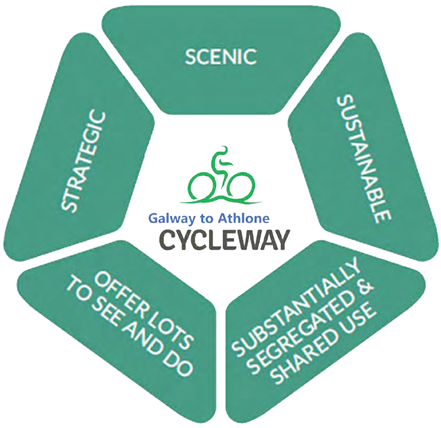
Part of Ireland's longest Cycleway

The Department of Tourism, Transport and Sport is developing National and Regional Greenways across Ireland to enhance tourism and contribute to rural development.

The new Galway to Athlone Cycleway is a large section of the even bigger circa 270km Galway to Dublin Cycleway - Ireland's longest Cycleway so far.



The Galway to Dublin Cycleway will be a world class amenity for pedestrians, cyclists and wheelchair users to enjoy - locals and tourists alike. It will even facilitate the first leg of the international EuroVelo network of long-distance cycling trails in Europe and will link Galway to Moscow!



Galway to Dublin Cycleway is being developed in phases:

- Galway to Athlone Cycleway - Route Corridor Options now on display.
- 104km open between Athlone and Maynooth.
- 1.5km section between Whitegates and the Marina in Athlone expected to open in 2021.
- Construction of new cycleway bridge over the Shannon, due to start in 2021.
- Two major urban sections being developed between Maynooth and Dublin city and from Ballyloughane to Galway city.

rps MAKING COMPLEX EASY
TII Bonneagar Iompair Éireann Transport Infrastructure Ireland
ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council

STAGES OF PUBLIC CONSULTATION

Galway to Athlone CYCLEWAY

WE ARE HERE

Study Area Public Consultation	→	August 2020
Route Corridor Options Public Consultation	→	**Jan/Feb 2021**
Preferred Route Corridor Public Consultation	→	Mid 2021
Preferred Route Consultations with individual landowners	→	from 2021

1. Study Area Public Consultation 1 Q3 2020
2. **Route Corridor Options Public Consultation 2 Q1 2021**
3. Preferred Route Corridor Public Consultation 3 Q2/3 2021
4. Preferred Route Public Consultation 4 Q4 2021
5. Preliminary Design 2021 - 2022
6. Environmental Evaluation 2021 - 2022
7. Application to An Bord Pleanála Q1 2023
8. Oral Hearing Q2 2023
9. An Bord Pleanála Decision Q3 2023
10. Construction of Greenway 2024

rps MAKING COMPLEX EASY

TII Bonneagar Iompair Éireann Transport Infrastructure Ireland

ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council

WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí

Comhairle Chontae na Gaillimhe Galway County Council

CREATING OPPORTUNITIES FOR RURAL IRELAND

TYPE OF CYCLEWAY USERS

1. Commuters

Local people living, studying and working adjacent to route

2. Leisure Cyclists & Walkers

Individuals, families and groups cycling and walking for recreation, fun and fitness interest.

3. Touring Cyclists

Visitors journeying from place to place from stages of up to 100km per day.

National Physical Activity Plan for Ireland- Get Ireland Active

"Physical inactivity is a demonstrated clear risk to health and wellbeing in Ireland. Physical inactivity and sedentary behaviours are associated with numerous chronic diseases. With people no longer as physically active as they should be, there are many threats to our health and wellbeing from being inactive"

WHO WILL USE THE CYCLEWAY?

Despite our underdeveloped profile as a cycle destination, 242,000 overseas visitors to Ireland included a cycle trip in their holidays in 2014 and the estimated income from these visitors was over €231 million. (See Table 01)

A strong business case can be made for the development of cycling tourism with some significant markets to target if the right infrastructure can be delivered on the ground.

Market research into the potential for cycling in Ireland identified a core market potential of over 20 million visitors in a number of our key overseas markets.

Visitors	Numbers	Total Spend
Britain	44,000	€24.2 million
North America	22,000	€26.2 million
Northern Europe	154,000	€145.3 million
Other Areas	22,000	€36.2 million
Total	**242,000**	**€231.9 million**

Table 1.

VISITORS

Market research has identified two segments for the Galway to Dublin Cycleway as a priority focus for Ireland in the main overseas markets. It looks at why people take holidays and what they want to feel during and after their visit. Importantly both segments are responsible tourists and leave a holiday destination as they found it. These segments are:

1. Culturally Curious

They choose their holiday destinations carefully and are independent active sightseers looking to visit new places, and expand their experience by exploring landscapes, history and culture. They are unlikely to return for some time once they have visited a new place, and often travel in a couple or as individuals and rarely in a family group. The Culturally Curious visitor is interested in all that a place has to offer, and is attracted to authentic travel. They love to delve deeper into the history of a location, and crave unusual experiences and enjoy connecting with nature and wandering off the beaten track.

2. Great Escapers

They are often couples, approximately 30 years old, some with babies or quite young children. They are specifically interested in rural holidays and travel very much as a couple or family. Great Escapers are on holiday for a break and to get physical with nature. They are more likely to take part in slightly more strenuous, but not extreme, exploration. They are interested in getting connected to nature especially the more remote and exciting places.

BENEFITS FOR COMMUNITY AND REGION - HEALTH AND WELL BEING

The health of our population is also a major focus. Inactivity and sedentary behaviours are associated with numerous chronic diseases.

Greenways provide an excellent opportunity for irish people to participate in healthy outdoor activity.

rps MAKING COMPLEX EASY
TII Bonneagar Iompair Éireann Transport Infrastructure Ireland
ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council

CREATING OPPORTUNITIES FOR RURAL IRELAND

WHO CAN GET INVOLVED?

Galway to Athlone CYCLEWAY

The Galway to Athlone Cycleway depends on the whole community to make it a reality and a memorable experience for those who will use it.

People who own land along the route, the farming community, local B&Bs, hotels, hostels and camping sites all have an important role in its success.

Local shops, pubs, supply stores and Post Offices all stand to benefit from the opportunities that come with increased visitor numbers.

Community groups and interests are vital to the creation of new ideas that can help tourism information centres and services.

Ideas with Opportunities...

- Farmers
- Landowners
- Local Shops
- Local Hotels and B&Bs
- Heritage Centres
- Sports & Recreation Facilities
- Arts & Cultural Groups
- Transport Service Providers

rps MAKING COMPLEX EASY · TII Bonneagar Iompair Éireann Transport Infrastructure Ireland · ROS COMMON Comhairle Contae Ros Comáin Roscommon County Council · WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí · Comhairle Chontae na Gaillimhe Galway County Council

Galway to Athlone
CYCLEWAY

WORKING WITH YOU

Landowner Engagement

A Code of Best Practice for National and Regional Greenway Projects is being prepared in consultation with several farming groups. The Code sets out the process for the delivery and management of greenways and provides information on the acquisition of privately owned lands for the greenway.

We aim to route the Cycleway through publicly owned lands, and avoid working farms, wherever practicable.

However, it will be necessary to build some of the Cycleway on land that is now privately owned.

During the route corridor option selection stage, an Independent Agronomist will be available to advise farmers on the project and process.

Once a route corridor is selected, each farmer within the corridor may engage their own agronomist to advise them during the design of the Cycleway. This agronomist will be paid for by the project promoters.

We will work with the farmer and their agronomist to pick the least disruptive route possible, likely to be along the farm boundary.

We will strive to purchase land through voluntary agreement, if at all possible.

There are a number of dedicated Project Liaison Officers (PLO's) from the Local Authorities and Consultants engaged on the project. The PLO's will be available to meet with Landowners, when public health restrictions safely allow for meetings either on their farm or in the Project Office. In the meantime, PLO's are available to talk on the phone or by online virtual meeting.

These PLO's will be the main point of contact for the landowner, and will ensure that the farmers interests and concerns are considered in all decisions.

The goodwill and cooperation of the farming community is important to make the Cycleway a success. Real and open engagement with the landowners and community will be central to everything we do.

rps MAKING COMPLEX EASY
TII Bonneagar Iompair Éireann Transport Infrastructure Ireland
ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council

STUDY AREA PUBLIC CONSULTATION NO. 1

Galway to Athlone
CYCLEWAY

Public Feedback and Response

Public Consultation No. 1 was held in August 2020. The consultation was very well attended with members of the project team present to discuss the project with the public. There was a strong interest in the project expressed at the events, with very good engagement and many useful discussions held.

The main purpose of this first public consultation was to present the Study Area and obtain feedback on it. Submissions received were mainly on the following:

- The need for the project;
- Possible routes that should be considered by the project team;
- Locations, attractions or facilities in the study area that could be attractive to cycleway users, or would benefit from a cycleway; and
- Constraints or barriers to the cycleway.

The project team emphasised that the project was starting again from a 'clean slate', with no routes proposed at that stage.

It was also emphasized that there would be strong consultation with landowners throughout the project development and that a key project aim would be to progress the project in collaboration with any affected landowners.

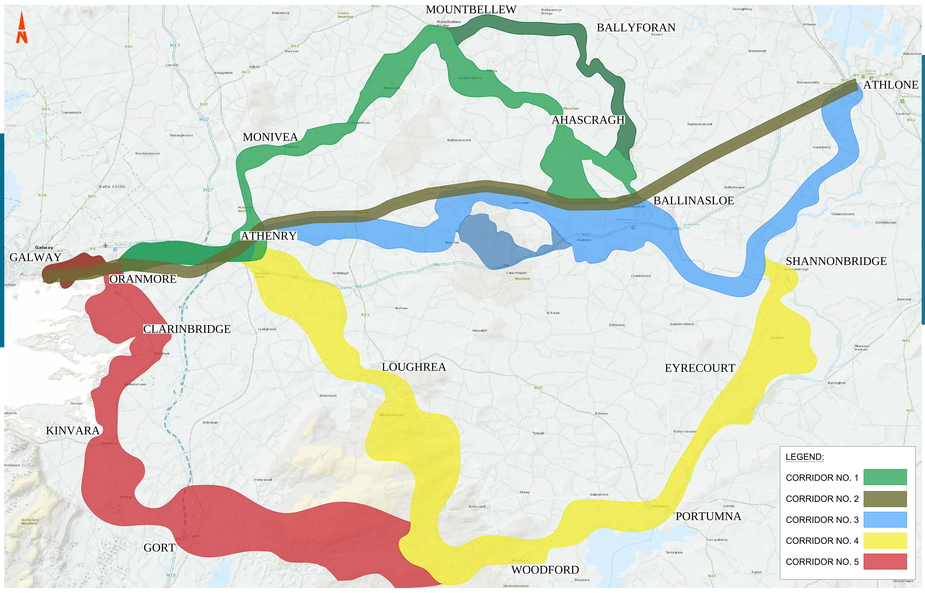
Following the consultations, a large number of responses were received and considered in developing the Route Corridor Options. A report summarising the first consultation is available to view on the project website.

rps MAKING COMPLEX EASY
TII Bonneagar Iompair Éireann Transport Infrastructure Ireland
ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council

ROUTE CORRIDOR OPTIONS

An interactive map of Route Corridor Options is available to view in the Virtual Consultation Room at www.galwaytoathlonecycleway.com

Galway to Athlone CYCLEWAY



Route Corridor Option Development

Route Corridor Options have been developed to connect likely tourism and leisure attractions, and use publicly owned land where possible. The options follow flood defense embankments, forestry tracks, bog roads and Bord na Móna railways. Where these are not present, and it may be necessary to use privately owned lands, we have identified 'Consultation Areas' where we would like to talk to the landowners and explore possible routes.

These routes would follow existing features and farm boundaries where possible avoiding severance.

Talk to us

The consultation material can be viewed online in the virtual consultation room which is live on the project website from the 25th January 2021.

Interested parties will be able to meet with the project team by arrangement to discuss any issues of interest to them, either by phone or by video.

If your property is within these areas, we would encourage you to contact us to let us know your opinion on the cycleway.

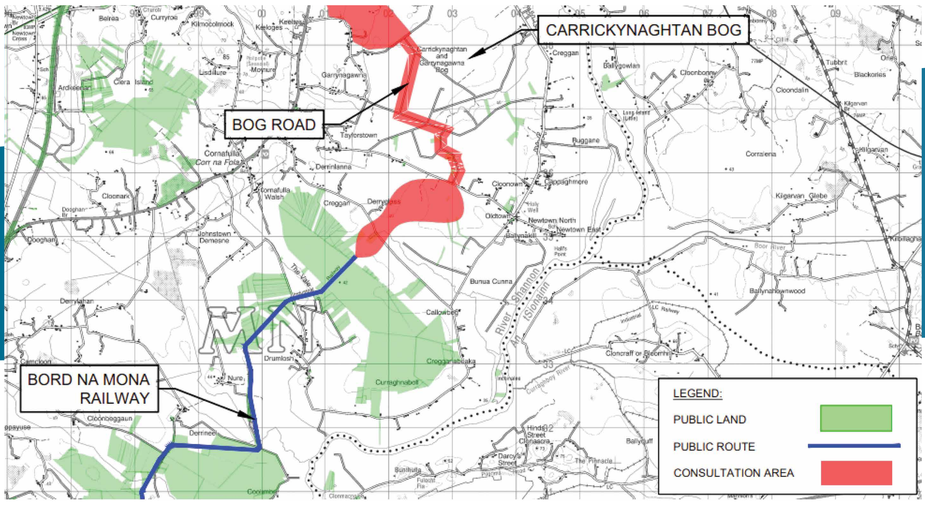
We can be contacted through the website, where you may book an appointment to talk to the project team, or by calling the Cycleway Project Office in Ballinasloe at 091 509 267.

rps MAKING COMPLEX EASY · TII Bonneagar Iompair Éireann Transport Infrastructure Ireland · Ros Common Comhairle Contae Ros Comáin Roscommon County Council · WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí · Comhairle Chontae na Gaillimhe Galway County Council

ROUTE CORRIDOR OPTIONS

An interactive map of Route Corridor Options is available to view in the Virtual Consultation Room at www.galwaytoathlonecycleway.com

Galway to Athlone CYCLEWAY



Route Corridor Option Categories

The proposed options are shown in four different categories that can include a **Consultation Area, Public Route, Public Corridor** and **Rail Corridor.** Areas of **Public Land** identified for the cycleway are shown in a green shade for reference on each option.

Consultation Areas are mostly private land used to link public corridors and routes. These are areas where the project team wishes to engage with landowners to explore route options.

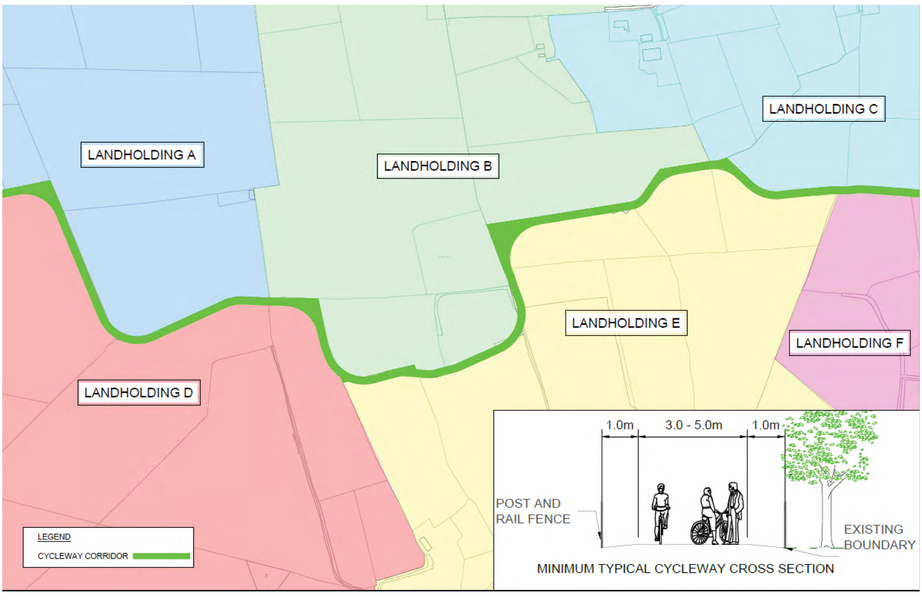
Public Routes use existing infrastructure such as railways, tracks and trails within state ownership, along with narrow public land plots to help create a continuous public land route.

Public Corridors are proposed in areas where there is an abundance of state-owned land to be further explored.

Rail Corridors are routes that parallel existing rail line boundaries.

Minimising Land Severance

Where private land is needed for the cycleway, we will strive to purchase it through voluntary agreement and avoid any land severance, if at all possible, by following existing boundaries. A sample of how the cycleway might navigate through private land in agreement with affected landowners is shown below.



rps MAKING COMPLEX EASY
TII Bonneagar Iompair Éireann Transport Infrastructure Ireland
ROS COMMON Comhairle Contae Ros Comáin Roscommon County Council
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council

GET INVOLVED
HAVE YOUR SAY

Galway to Athlone
CYCLEWAY

We would like to hear your views on the Route Corridor Options

The purpose of this consultation is to examine and receive feedback on the options developed, and to assist in the process of identifying a Preferred Route Corridor.

We welcome your feedback on any issues or information, which you think should be considered by the project team.

All information, including an interactive map of the Route Corridor Options and the consultation questionnaire, is available to view in the online Virtual Consultation Room which is live on the project website.

The cycleway project team is available to answer any questions and provide information to assist you with your submission. To arrange a call or online consultation with a member of the project team, please contact us by phone, email or via the online meeting booking facility. Online meetings will be facilitated from the 25th January.

You can make submissions or observations by:

Email:
info@galwaytoathlonecycleway.com

Website:
www.galwaytoathlonecycleway.com

Phone No: (091) 509 267

Please contact us to arrange a meeting

Project News and updates will be available on galwaytoathlonecycleway.com

Galway to Athlone Cycleway Project Office, Society Street, Ballinasloe, Co. Galway, Ireland

rps MAKING COMPLEX EASY
TII Bonneagar Iompair Éireann Transport Infrastructure Ireland
ROS COMMON Comhairle Contae Ros Comáin Roscommon County Council
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council

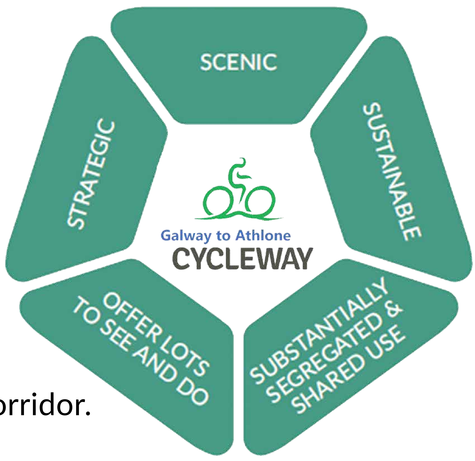
NEXT STEPS

Galway to Athlone CYCLEWAY

The next stage will involve a detailed assessment of all five Route Corridor Options under the following criteria and objectives:

Economy | Safety | Physical Activity | Environment | Accessibility/ Inclusion | Integration

- Establish a traffic-free connection from Galway to Dublin that is safe, attractive and comfortable;
- Create an engine to drive growth, supporting the national and local economies;
- Provide opportunities for new and existing businesses and communities;
- Minimise impacts to agricultural holdings, especially farm severance;
- Maximise the value of existing state owned lands and natural amenity;
- Develop a tourism experience that caters for a broad range of visitors;
- Be designed to international best practice and in accordance with adopted standards;
- Maximise the existing and proposed investment by Failte Ireland;
- Facilitate regular access to visitor attractions and services along the corridor;
- Facilitate connections with public transport hubs;
- In line with the Government's five 'S' criteria - Scenic, Sustainable, Strategic, Segregated and lots to See and do, in conjunction with environmental, engineering and financial considerations.



Feedback and submissions received during this consultation will be considered by the project team as part of the Option Selection Phase in determining a Preferred Route Corridor.

rps MAKING COMPLEX EASY | TII Bonneagar Iompair Éireann Transport Infrastructure Ireland | Ros Common Comhairle Contae Ros Comáin Roscommon County Council | Westmeath County Council Comhairle Chontae na hIarmhí | Comhairle Chontae na Gaillimhe Galway County Council

Appendix E

Route Corridor Options

Sheet 05

MOUNTBELLEW

MOUNTBELLEW FOREST PARK

Sheet 04

BALLYFORAN

RIVER SUCK

AHASCRAGH

Sheet 01

START

ATHLONE

ATHLONE CASTLE

M17

Sheet 06

MONIVEA

MONIVEA FOREST TRAIL

BALLINASLOE

ATHENRY CASTLE

ATHENRY

M6

FINISH

GALWAY CITY

Sheet 03

SHANNONBRIDGE

ORANMORE

ORANMORE CASTLE

R446

M6

M18

Sheet 07

Sheet 02

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

PUBLIC CORRIDOR

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers. It is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	GM
Approved	CMcG
Date	15.01.21
Scale 1:200,000@ A3	
Job No.	MGT0625

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: BAMM ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 1

File Ref: MGT0625-RPS-00-XX-DR-Z-R00001

Drg. No. R00001 01

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

ATHLONE

ATHLONE CASTLE

CARRICKYNAGHTAN BOG

EXISTING BOG ROAD

RIVER SHANNON

BORD NA MONA RAILWAY

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, fading of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: BAMM ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 1

File Ref: MGT0525-RPS-00-XX-DR-Z-R00001

Drg. No. R00001 02

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

BALLINASLOE HARBOR

BALLINASLOE

POOLBOY LOCK

BORD NA MONA RAILWAY

RIVER SHANNON

BALLINASLOE SHOOTING GROUNDS

RIVER SUCK

EXISTING RIVER SUCK RAILWAY BRIDGE

GRAND CANAL

SHANNONBRIDGE

BORD NA MONA RAILWAY

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	GM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: BAMM ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 1

File Ref. MGT0525-RPS-00-XX-DR-Z-R00001

Drg. No. R00001 03

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

AHASCRAGH

CLOONBANNIV BOG

RIVER SUCK

KILLURE BOG

BALLINASLOE TRAIN STATION

BALLINASLOE HARBOR

BALLINASLOE

POOLBOY LOCK

EXISTING RAIL LINE

M6 PEDESTRIAN BRIDGE

BALLINASLOE SHOOTING GROUNDS

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers. It is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn MC
Checked SM
Approved CMcG
Date 15.01.21
Scale 1:50,000@A3
Job No. MG70525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: BAMM ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 1

File Ref MG70525-RPS-00-XX-DR-Z-R00001

Drg. No. R00001 04

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

CONSULTATION AREA

BORD NA MONA LANDS

KILLOSOLAN BOG

BALLYFORAN

DERRYFADDA BOG

BORD NA MONA RAILWAY

CALTRA

BORD NA MONA RAILWAY

COILLTE LANDS CLONBROCK

RIVER SUCK

FLOOD EMBANKMENT

AHASCRAGH

CLOONBANNIV BOG

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn MC

Checked SM

Approved CMcG

Date 15.01.21

Scale 1:50,000@A3

Job No. MGT0535

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: BAMM ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 1

File Ref: MGT0535-RPS-00-XX-DR-Z-R00001

Drg. No. R00001 05

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

CONSULTATION AREA

MOUNTBELLEW

MOUNTBELLEW FOREST TRAIL

CASTLEBLAKENEY

EXISTING BOG ROAD

POLLNABRONE BOG

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: BAMM ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 1

File Ref. MGT0525-RPS-00-XX-DR-Z-R00001

Drg. No. R00001 05

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

EXISTING BOG ROAD

MONIVEA

MONIVEA FOREST TRAIL

RAIL CORRIDOR

ATHENRY

ATHENRY CASTLE

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

PUBLIC CORRIDOR

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn MC
Checked SM
Approved CMcG
Date 15.01.21
Scale 1:50,000@A3
Job No. MGT0535

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: BAMM ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 1

File Ref. MGT0535-RPS-00-XX-DR-Z-R00001

Drg. No. R00001 07

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

RAIL CORRIDOR

ATHENRY

RIFLE RANGE

MERLIN PARK WOODS

ORANMORE TRAIN STATION

GALWAY CITY

TEAGASC LANDS

PLANNED AMENITY ROUTE ON FORMER COILLTE LANDS

COILLTE LANDS

ORANMORE CASTLE

ORANMORE

BALLYLOUGHANE BEACH

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

PUBLIC CORRIDOR

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	GM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MGT0625

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

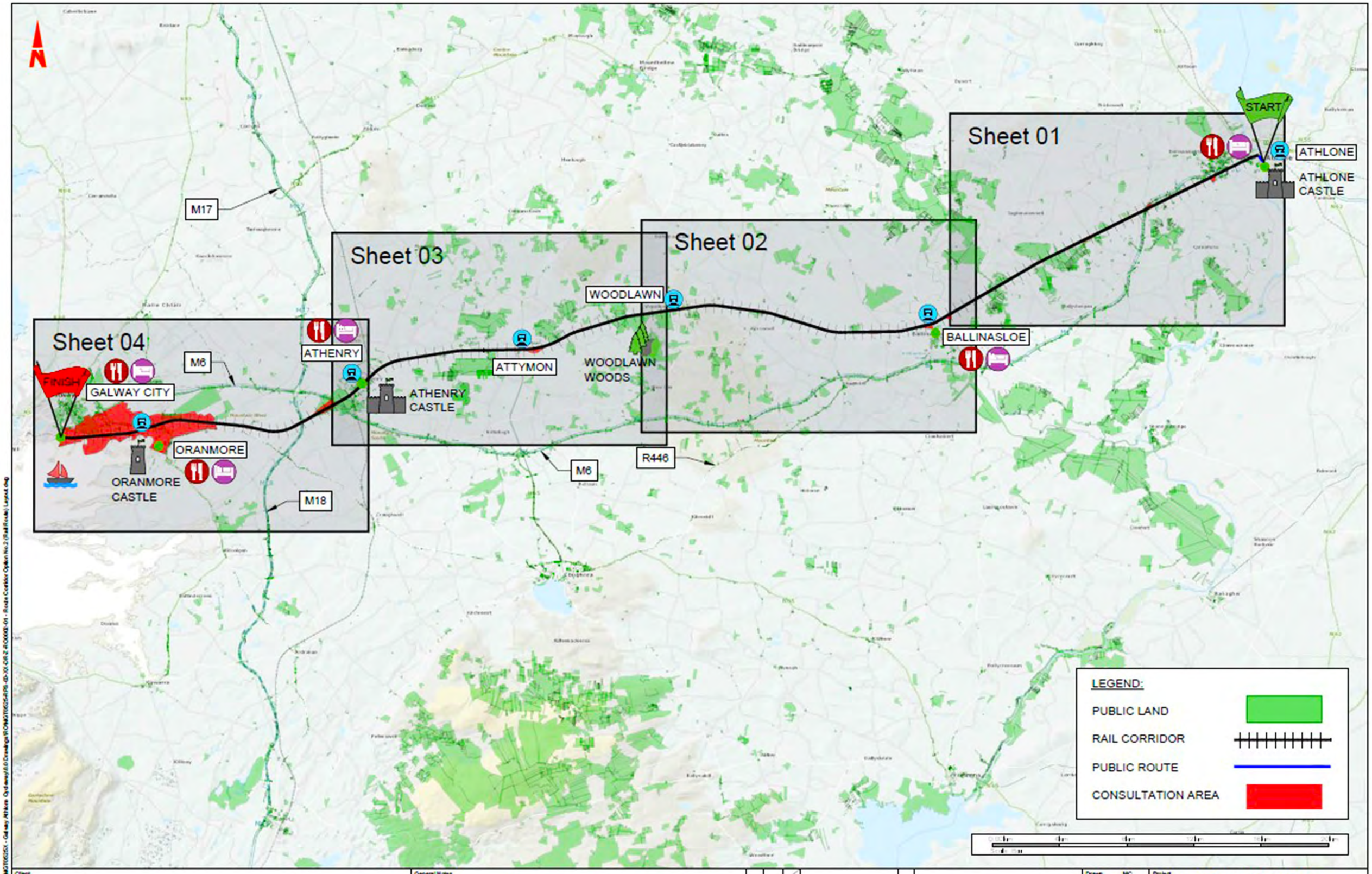
Title: BAMM ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 1

File Ref: MGT0625-RPS-00-XX-DR-Z-R00001

Drg. No. R00001 08

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland



Client

Comhairle Contae Ros Comáin Roscommon County Council

Comhairle Chontae na Gaillimhe Galway County Council

WESTMEATH COUNTY COUNCIL

TII

General Notes

(i) This drawing is the property of RPS Consulting Engineers. It is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date		Amendment / Issue	App
P01	15.01.21		FOR CONSULTATION	

RPS MAKING COMPLEX EASY

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale 1:200,000@ A3	
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: RAIL ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 2

File Ref. MGT0525-RPS-00-XX-DR-Z-R00002

Drg. No. R00002 01

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

ATHLONE

ATHLONE CASTLE

DRUM

GLENDEER PET FARM

EXISTING RAIL LINE

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MGT0025

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: RAIL ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 2

File Ref. MGT0025-RPS-00-XX-DR-Z-RO-0002

Drg. No. RO0002 02

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

WOODLAWN TRAIN STATION

EXISTING RAIL LINE

RIVER SUCK

BALLINASLOE TRAIN STATION

KILCONNEL

BALLINASLOE

WOODLAWN WOODS

AUGHRIM

LEGEND:

PUBLIC LAND

CONSULTATION AREA

Client

Roscommon County Council

Galway County Council

Westmeath County Council

General Notes

(i) This drawing is the property of RPS Consulting Engineers. It is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	App	Amendment / Issue
P01	15.01.21		FOR CONSULTATION

RPS MAKING COMPLEX EASY

Drawn	MC
Checked	GM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: RAIL ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 2

File Ref: MGT0525-RPS-00-XX-DR-Z-RO-0002

Drg. No. R00002 03

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

EXISTING RAIL LINE

ATTYMON

ATTYMON TRAIN STATION

WOODLAWN WOODS

ATHENRY TRAIN STATION

ATHENRY

ATHENRY CASTLE

M6

LEGEND:

PUBLIC LAND

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers. It is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

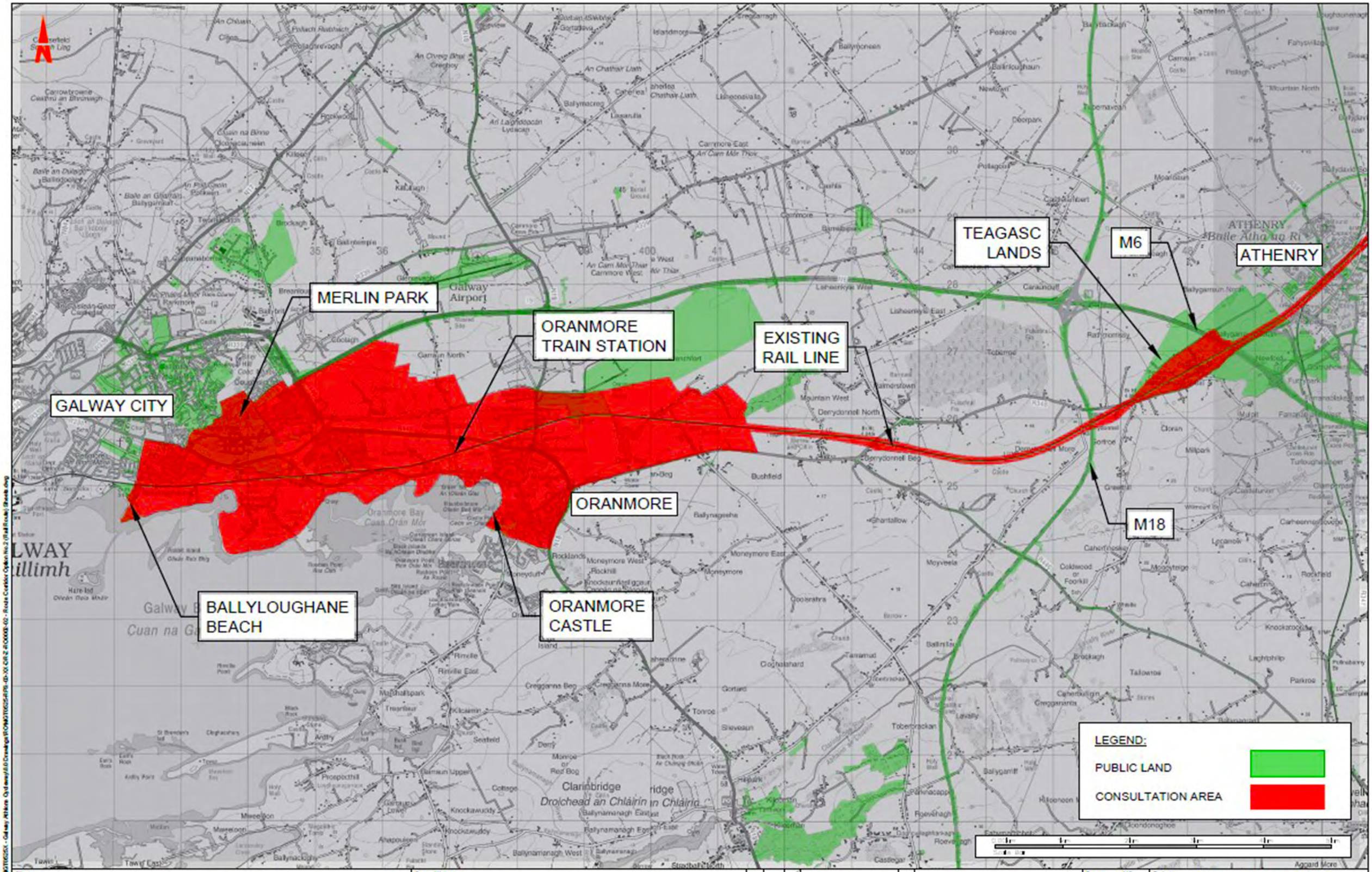
Title: RAIL ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 2

File Ref: MGT0525-RPS-00-XX-DR-Z-RO-0002

Drg. No. RO0002 04

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland



Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers. It is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: RAIL ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 2

File Ref: MGT0525-RPS-00-XX-DR-Z-RO-0002

Drg. No. RO0002 05

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

Sheet 01

Sheet 02

Sheet 03

Sheet 04

Sheet 05

START

ATHLONE

ATHLONE CASTLE

BALLINASLOE

SHANNONBRIDGE

AUGHRIM

BATTLE OF AUGHRIM

KILCONNELL

NEW INN

WOODLAWN

WOODLAWN WOODS

ATTYMON

ATHENRY CASTLE

ATHENRY

GALWAY CITY

FINISH

ORANMORE

ORANMORE CASTLE

M17

M6

M18

R446

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

PUBLIC CORRIDOR

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers. It is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale 1:200,000@ A3	
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: CENTRAL ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 3

File Ref: MGT0525-RPS-00-XX-DR-Z-R00003

Drg. No. R00003 01

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

ATHLONE

ATHLONE CASTLE

CARRICKYNAGHTAN BOG

EXISTING BOG ROAD

RIVER SHANNON

BORD NA MONA RAILWAY

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers. It is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: CENTRAL ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 3

File Ref: MGT0525-RPS-00-XX-DR-Z-R00003

Drg. No. R00003 02

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

BALLINASLOE

BALLINASLOE HARBOR

POOLBOY LOCK

BORD NA MONA RAILWAY

RIVER SUCK

RIVER SHANNON

BALLINASLOE SHOOTING GROUNDS

EXISTING RIVER SUCK RAILWAY BRIDGE

GRAND CANAL

SHANNONBRIDGE

BORD NA MONA RAILWAY

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn MC
Checked SM
Approved CMcG
Date 15.01.21
Scale 1:50,000@ A3
Job No. MGT0535

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: CENTRAL ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 3

File Ref. MGT0535-RPS-00-XX-DR-Z-R00003

Drg. No. R00003 03

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

WOODLAWN TRAIN STATION

WOODLAWN WOODS

EXISTING RAIL LINE

BALLINASLOE TRAIN STATION

M6 PEDESTRIAN FOOTBRIDGE

KILCONNELL

BALLINASLOE

AUGHRIM

NEW INN

BATTLE OF AUGHRIM SITE

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers. It is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, fading of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MGT0025

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: CENTRAL ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 3

File Ref: MGT0025-RPS-00-XX-DR-Z-R00003

Drg. No. R00003 04

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

LEGEND:

PUBLIC LAND

PUBLIC CORRIDOR

CONSULTATION AREA

EXISTING RAIL LINE

ATTYMON TRAIN STATION

ATTYMON

WOODLAWN WOODS

ATHENRY

CLARIN RIVER

ATHENRY CASTLE

TEAGASC LANDS

CLOONKEENMORE SOUTH BOG

LENAMORE BOG

NEW INN

Client

Galway County Council

WESTMEATH COUNTY COUNCIL

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MGT0535

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: CENTRAL ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 3

File Ref. MGT0535-RPS-00-XX-DR-Z-R00003

Drg. No. R00003 05

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

MERLIN PARK WOODS

RIFLE RANGE

ATHENRY

ORANMORE TRAIN STATION

GALWAY CITY

TEAGASC LANDS

COILLTE LANDS

PLANNED AMENITY ROUTE ON FORMER COILLTE LANDS

ORANMORE

ORANMORE CASTLE

BALLYLOUGHANE BEACH

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

PUBLIC CORRIDOR

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers. It is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@A3
Job No.	MGT0535

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: CENTRAL ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 3

File Ref: MGT0535-RPS-00-XX-DR-Z-R00003

Drg. No. R00003 06

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

Sheet 01

START

ATHLONE

ATHLONE CASTLE

Sheet 02

SHANNONBRIDGE

CLONFERT CATHEDRAL

EYRECOURT

Sheet 03

PORTUMNA

PORTUMNA CASTLE AND FOREST PARK

LOUGH DERG

WOODFORD

Sheet 04

SLIEVE AUGHTY

Sheet 05

LOUGHREA

LOUGH REA

Sheet 06

ATHENRY

ATHENRY CASTLE

Sheet 07

FINISH

GALWAY CITY

ORANMORE

ORANMORE CASTLE

Sheet 08

M17

M6

M18

R446

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

PUBLIC CORRIDOR

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers. It is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn MC
Checked SM
Approved CMcG
Date 15.01.21
Scale 1:200,000@ A3
Job No. MGT0625

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: ALP ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 4

File Ref. MGT0625-RPS-00-XX-DR-Z-R00004

Drg. No. R00004 01

Rev. P01

Ordnance Survey Ireland Licence No. EN0005220 © Ordnance Survey Ireland/Government of Ireland

ATHLONE

ATHLONE CASTLE

CARRICKYNAGHTAN BOG

EXISTING BOG ROAD

BORD NA MONA RAILWAY

RIVER SHANNON

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: ALP ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 4

File Ref. MGT0525-RPS-00-XX-DR-Z-R00004

Drg. No. R00004 02

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

CONSULTATION AREA

BORD NA MONA RAILWAY

SHANNONBRIDGE

RIVER SUCK

EXISTING RIVER SHANNON RAIL BRIDGE

BORD NA MONA RAILWAY

CLONFERT CATHEDRAL

Client

Roscommon County Council

Galway County Council

Westmeath County Council

TII

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, fading of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

RPS MAKING COMPLEX EASY

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@A3
Job No.	MGT0535

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: ALP ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 4

File Ref. MGT0535-RPS-00-XX-DR-Z-R00004

Drg. No. R00004 03

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

EYRECOURT

WINTER DIVERSION

RIVER SHANNON

MEELICK WIER

SHANNON FLOOD EMBANKMENT

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

CONSULTATION AREA

Client

Roscommon County Council

Galway County Council

Westmeath County Council

TII

General Notes

(i) This drawing is the property of RPS Consulting Engineers. It is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / issue	App
P01	15.01.21	FOR CONSULTATION	

rps MAKING COMPLEX EASY

Drawn	MC
Checked	SM
Approved	CMoG
Date	15.01.21
Scale	1:50,000@A3
Job No.	MGT0535

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: ALP ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 4

File Ref: MGT0535-RPS-00-XX-DR-Z-R00004

Drg. No. R00004 04

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

SHANNON FLOOD EMBANKMENT

PORTUMNA

PROPOSED PORTUMNA BLUEWAY

PORTUMNA FOREST PARK

PORTUMNA CASTLE AND GARDENS

LOUGH DERG

WOODFORD

ROSTURRA WOODS TRAIL

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

CONSULTATION AREA

Client

Comhairle Contae Ros Comáin Roscommon County Council

Comhairle Chontae na Gaillimhe Galway County Council

WESTMEATH COUNTY COUNCIL

TII

General Notes

(i) This drawing is the property of RPS Consulting Engineers, It is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / issue	App
P01	15.01.21	FOR CONSULTATION	

RPS MAKING COMPLEX EASY

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: ALP ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 4

File Ref: MGT0525-RPS-00-XX-DR-Z-R00004

Drg. No. R00004 05

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

SLIEVE AUGHTY CENTRE

DERRYBRIEN WIND FARM

SLIEVE AUGHTY

RIVER AUGHTY

WOODFORD

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

PUBLIC CORRIDOR

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date		Amendment / Issue	App
P01	15.01.21		FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: ALP ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 4

File Ref. MGT0525-RPS-00-XX-DR-Z-R00004

Drg. No. R00004 05

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

CORRYS FIELD TRAIL

LOUGHREA

LAKE ROAD

LOUGH REA

THE LONG POINT

KYLEBRACK WOODS

SLIEVE AUGHTY

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

PUBLIC CORRIDOR

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers. It is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MGT0535

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: ALP ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 4

File Ref. MGT0535-RPS-00-XX-DR-Z-R00004

Drg. No. R00004 07

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

ATHENRY CASTLE

ATHENRY

LADY'S WELL

ESKER MONASTERY

TEAGASC LANDS

M6

DUNSANDLE CASTLE

LEGEND:

PUBLIC LAND

PUBLIC CORRIDOR

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MGT0535

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

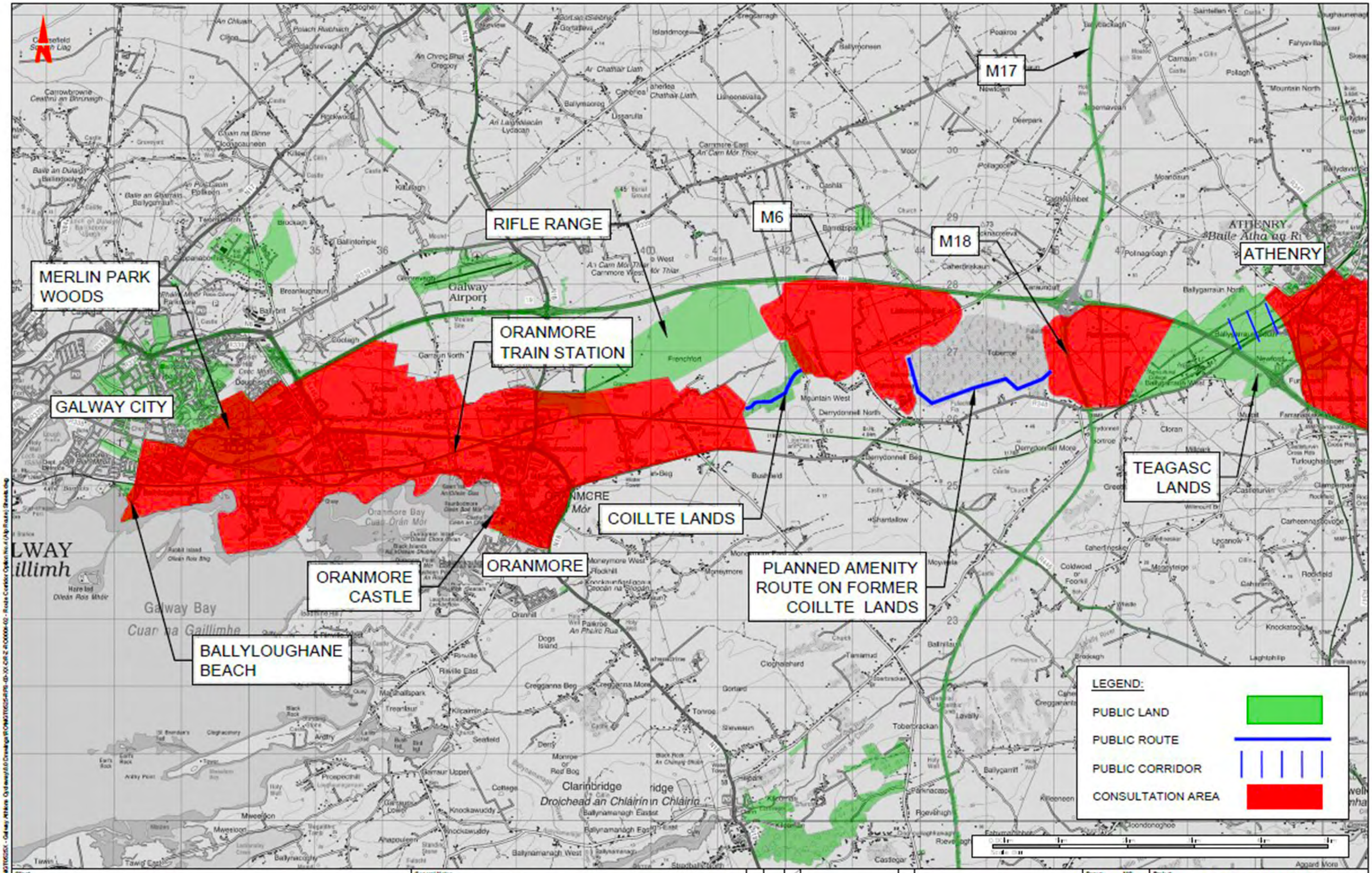
Title: ALP ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 4

File Ref. MGT0535-RPS-00-XX-DR-Z-R00004

Drg. No. R00004 08

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland



Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers. It is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MGT0535

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: ALP ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 4

File Ref. MGT0535-RPS-00-XX-DR-Z-R00004

Drg. No. R00004 09

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

PUBLIC CORRIDOR

CONSULTATION AREA

Sheet 01

START

ATHLONE

ATHLONE CASTLE

Sheet 02

SHANNONBRIDGE

CLONFERT CATHEDRAL

EYRECOURT

Sheet 03

PORTUMNA

PORTUMNA CASTLE AND FOREST PARK

LOUGH DERG

WOODFORD

Sheet 04

SLIEVE AUGHTY

Sheet 05

YEATS TOWER

COOLE PARK

GORT

Sheet 06

DUNGAIRE CASTLE

KINVARRA

Sheet 07

CLARINBRIDGE

Sheet 08

FINISH

GALWAY CITY

ORANMORE

ORANMORE CASTLE

M17

M6

M6

R446

M18

Client

Comhairle Contae Ros Comáin Roscommon County Council

Comhairle Chontae na Gaillimhe Galway County Council

WESTMEATH COUNTY COUNCIL

TII

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

rps MAKING COMPLEX EASY

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale 1:200,000@ A3	
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: SOUTH ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 5

File Ref: MGT0525-RPS-00-XX-DR-Z-R00005

Drg. No. R00005 01

Rev. P01

Ordnance Survey Ireland Licence No. EN0058709 © Ordnance Survey Ireland/Government of Ireland

ATHLONE

ATHLONE CASTLE

CARRICKYNAGHTAN BOG

EXISTING BOG ROAD

RIVER SHANNON

BORD NA MONA RAILWAY

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: SOUTH ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 5

File Ref: MGT0525-RPS-00-XX-DR-Z-R00005

Drg. No. R00005 02

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

CONSULTATION AREA

BORD NA MONA RAILWAY

SHANNONBRIDGE

RIVER SUCK

EXISTING RIVER SHANNON RAIL BRIDGE

CLONFERT CATHEDRAL

BORD NA MONA RAILWAY

Client

ROS COMÁN Comhairle Contae Ros Comáin Roscommon County Council

Comhairle Chontae na Gaillimhe Galway County Council

WESTMEATH COUNTY CONCIL Comhairle Chontae An Iarmheath

TII Transport Infrastructure Ireland

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

rps MAKING COMPLEX EASY

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MGT0035

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: SOUTH ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 5

File Ref. MGT0035-RPS-00-XX-DR-Z-R00005

Drg. No. R00005 03

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

EYRECOURT

WINTER DIVERSION

MEELICK WIER

SHANNON FLOOD EMBANKMENT

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers. It is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: SOUTH ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 5

File Ref. MGT0525-RPS-00-XX-DR-Z-R00005

Drg. No. R00005 04

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

SHANNON FLOOD EMBANKMENT

PORTUMNA

PROPOSED PORTUMNA BLUEWAY

PORTUMNA FOREST PARK

PORTUMNA CASTLE AND GARDENS

LOUGH DERG

ROSTURRA WOODS TRAIL

WOODFORD

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers. It is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to add the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MG70525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: SOUTH ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 5

File Ref: MG70525-RPS-00-XX-DR-Z-R00005

Drg. No. R00005 05

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

PUBLIC CORRIDOR

CONSULTATION AREA

DERRYBRIEN WIND FARM

SLIEVE AUGHTY

RIVER AUGHTY

LOUGH ATORICK

WOODFORD

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: SOUTH ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 5

File Ref. MGT0525-RPS-00-XX-DR-Z-R00005

Drg. No. R00005 06

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

KINVARRA

BURREN NATURE SANCTUARY & CAFE

M18

THOOR BALLYLEE YEATS TOWER

THE BURREN

SLIEVE AUGHTY

COOLE-GARRYLAND NATURE RESERVE

GORT

GORT TRAIN STATION

LEGEND:

PUBLIC LAND

PUBLIC ROUTE

PUBLIC CORRIDOR

CONSULTATION AREA

Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@A3
Job No.	MGT0625

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

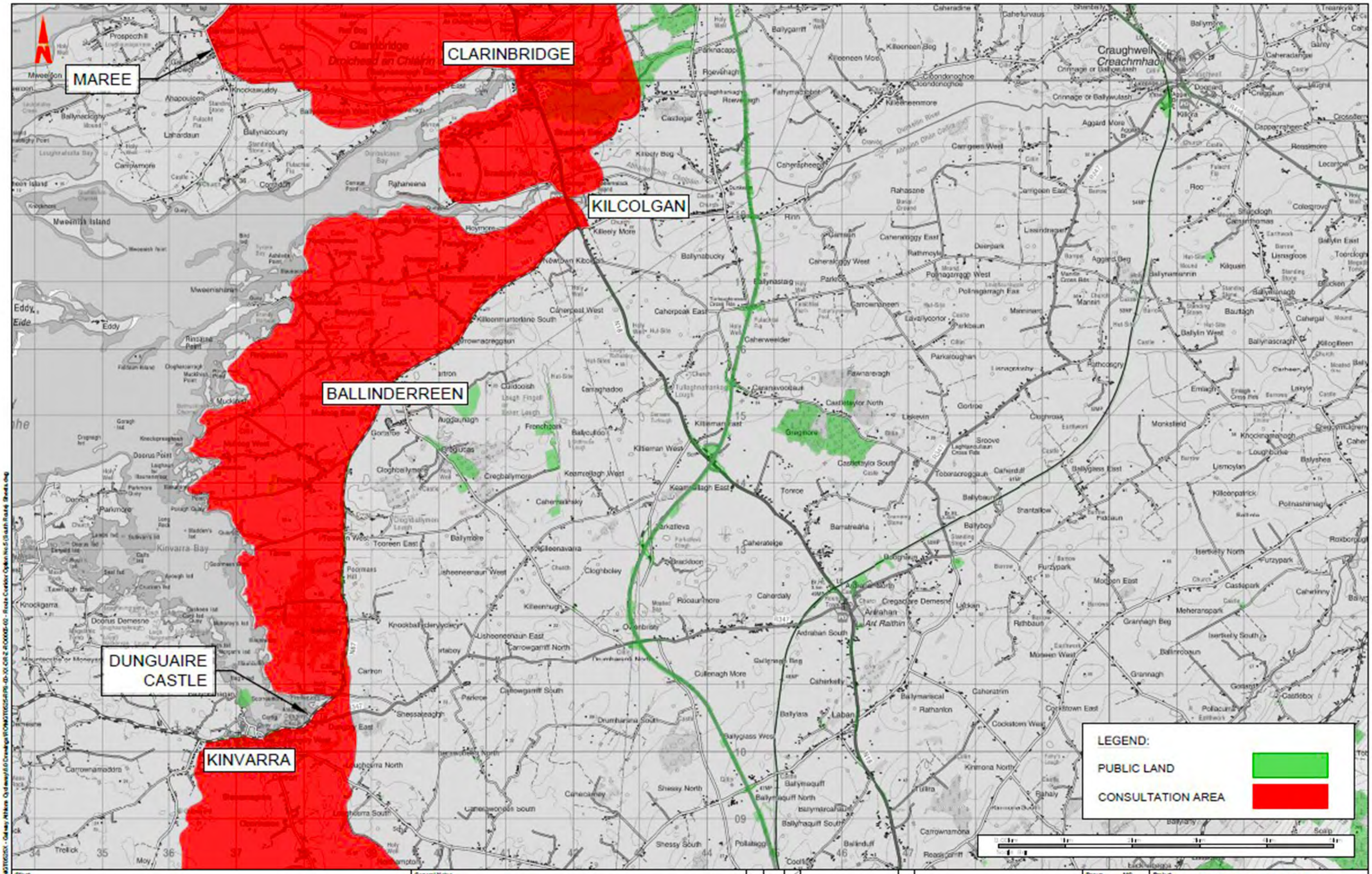
Title: SOUTH ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 5

File Ref. MGT0625-RPS-00-XX-DR-Z-R00005

Drg. No. RO0005 07

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland



Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers. It is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMoG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MGT0535

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

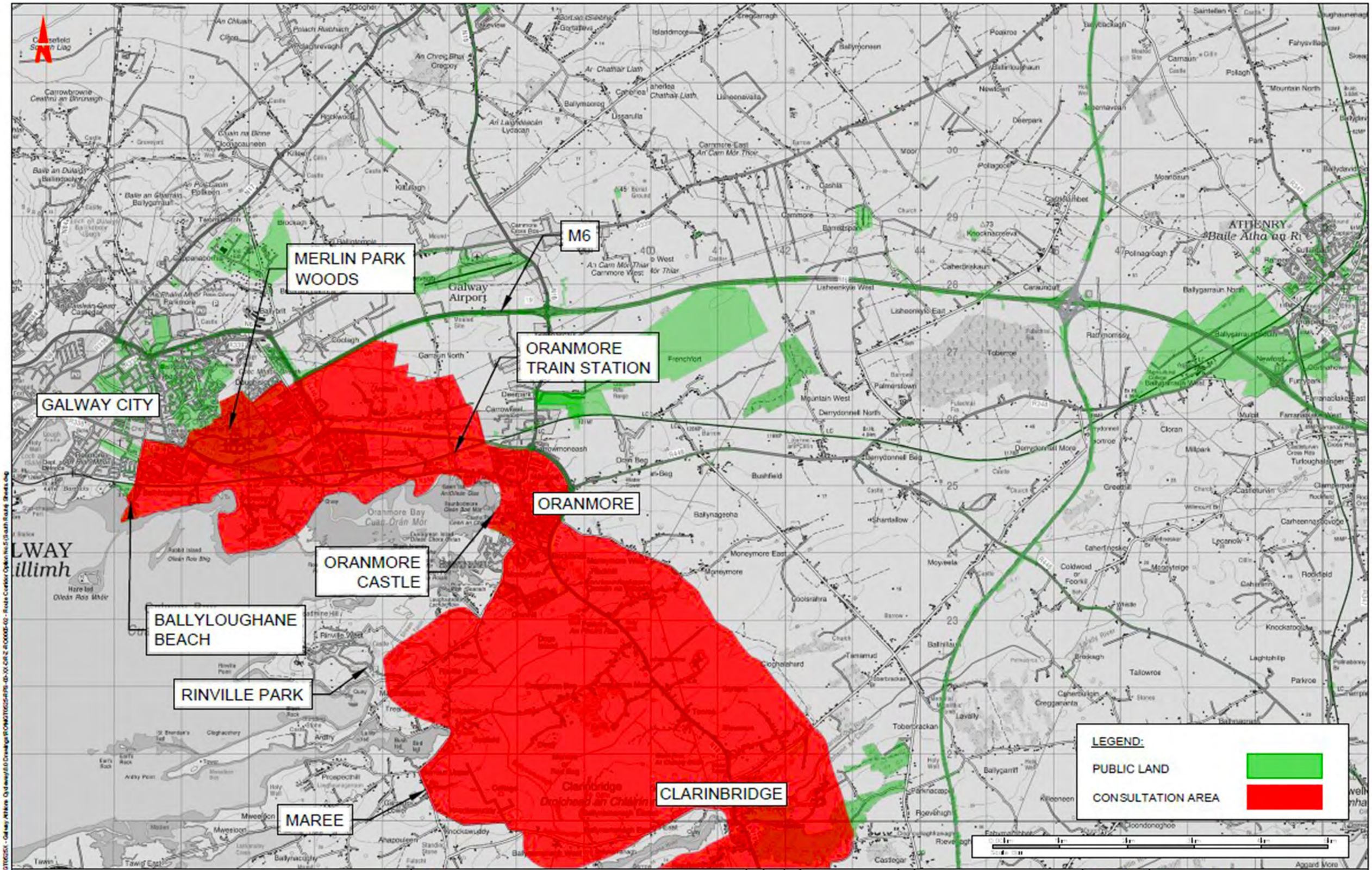
Title: SOUTH ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 5

File Ref: MGT0535-RPS-00-XX-DR-Z-R00005

Drg. No. R00005 08

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland



Client

General Notes

(i) This drawing is the property of RPS Consulting Engineers. It is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Amendment / Issue	App
P01	15.01.21	FOR CONSULTATION	

Drawn	MC
Checked	SM
Approved	CMcG
Date	15.01.21
Scale	1:50,000@ A3
Job No.	MGT0535

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: SOUTH ROUTE CORRIDOR CYCLEWAY CORRIDOR NO. 5

File Ref. MGT0535-RPS-00-XX-DR-Z-R00005

Drg. No. R00005 09

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

Appendix F

Press Release

News Release

NEW GALWAY TO ATHLONE CYCLEWAY PROJECT

REMINDER: YOU STILL HAVE TIME TO VIEW THE VIRTUAL CONSULTATION AND SEND FEEDBACK ON ROUTE CORRIDOR OPTIONS

12th February 2021: Public Consultation on five potential route corridor options for the new Galway to Athlone Cycleway Project is still open and the project team is encouraging the public and interested parties to view the proposals and make their submissions over the coming weeks.

There is still time to visit the virtual public consultation room where you can watch the project video, view maps, and read about the proposals. Submissions can be made through the online consultation website, by email, post, or telephone.

The project team has also published new Frequently Asked Questions that have arisen during this public consultation, mainly regarding land for the Greenway (see www.galwaytoathlonecycleway.com).

"We have received a lot of interest in the project over recent weeks. There is strong support for this Greenway, and there are naturally also lots of questions, mostly about land for the Greenway. We want to reassure everybody that this is a new project with a completely new approach," said the Councils' Project Co-Ordinator, Michael Kelly.

"We are committed to working closely with each individual landowner and engaging with them to inform the design of this new Greenway. The fact is that for this new project we are not necessarily looking for the shortest route and we will design the Greenway around lands and farming activities to reduce impact on landowners. We aim to achieve this by maximising the use of publicly owned land for this Greenway; and then seek to link these areas by running along the boundaries between farms, rather than through farms. We will be actively engaging with landowners to achieve this. Our project team is always available to listen to landowners and answer their questions," he said.

This second period of focused public consultation ends on 1st March 2021, but the project team is always available to engage with interested stakeholders and to hear people's feedback on the project.

To visit the virtual consultation room and view the new Frequently Asked Questions, visit the project website www.galwaytoathlonecycleway.com. The project team is available to engage directly with the public: organise a Virtual Meeting through the website or Telephone (091) 509267 or Email info@galwaytoathlonecycleway.com.

The Galway to Athlone Cycleway project will complete a 270km – 300km car-free corridor connecting Galway and Dublin. It will form an attractive amenity to be enjoyed by local communities and visitors all year round. The new cycleway will deliver a memorable experience for cyclists and pedestrians with impactful scenery and points of interest along the way. In addition to public health benefits, it will support local businesses and stimulate new enterprises and jobs by creating the opportunity for cycling holidays.

The project is being delivered by the Galway, Roscommon, and Westmeath local authorities in partnership with Transport Infrastructure Ireland and the Department of Transport.

"In the coming months, our Project Liaison Officers from Galway County Council, Roscommon County Council and RPS Consulting Engineers will be engaging with landowners to inform the project development. Feedback from this public consultation, along with engineering and environmental assessments, will all feed into the design process to identify a preferred route corridor. We expect to have identified a preferred route corridor later this year and will hold another public consultation at that stage," said Michael Kelly.

ENDS

For further information:

Neasa Kane Fine - RPS Project Communications – 087-232 0038 / neasa.kane-fine@rpsgroup.com

Appendix G

Landowner Letter and Leaflet

Project Liaison Officers (PLOs)

Tom Forde
Lead PLO

David Carty

Mike Conway

Darren Fulham

John Jordon

The project will only proceed to the next stage after farmers and landowners have been consulted with

Project Overview

The proposed Galway to Athlone Cycleway project will complete a 270km – 300km car-free corridor connecting Galway and Dublin. It will form an attractive amenity to be enjoyed by local communities and visitors all year round. The project is being delivered by the Galway, Roscommon, and Westmeath local authorities in partnership with Transport Infrastructure Ireland (TII) and the Department of Transport.

There are now five broad route corridors under consideration.

These follow publicly owned lands as far as possible. Between areas of public land, there are a number of Consultation Areas where the project team wish to explore possible routes with landowners. We now wish to meet with these landowners to discuss the project and explore where a route can be progressed through voluntary acquisition of land. This would be likely to be along a farm boundary.

Following this process, a preferred corridor will be selected, where the project team can be confident that a route can be delivered with the consent and agreement of the large majority of the landowners.

Feedback from the recent focused period of public consultation and landowner consultation will inform the next stage of the project, together with the "Five S" Criteria, i.e. to be Scenic, Sustainable, Strategic, Segregated with lots to See and do, in conjunction with environmental, engineering, and financial considerations.

April 2021

PROPOSED NEW GALWAY TO ATHLONE CYCLEWAY

APPROACH TO LANDOWNER ENGAGEMENT

Farmers and Landowners

When public health guidance allows, we will arrange to meet face-to-face with farmers and landowners in the Consultation Areas.

In the meantime, the Project Team is available to answer your questions and listen to your feedback. We can also arrange virtual meetings.

T 091 509 267
E info@galwaytoathlonecycleway.com

Inside:

- Landowner Engagement
- Land Acquisition
- Project Liaison Officers
- Independent Agronomist Appointed

Land Acquisition

This is a new project with a completely new approach. A key objective of this project is to route the proposed Cycleway through publicly owned lands and avoid directly impacting farms and other properties where possible. Where private lands are required, the project team will liaise with the landowner / farmer in advance to identify the least disruptive route possible, such as along the farm / land boundary.

All land for the Cycleway will be purchased rather than using permissive access; and the Project Team will strive to agree a purchase for any private lands by Voluntary Agreement on acceptable terms with the landowner.

A Code of Best Practice for National and Regional Greenways is being developed by Transport Infrastructure Ireland (TII), and other stakeholders in consultation with the main farming representatives (IFA, ICSA and ICMSA). They are working together to agree the process for acquiring lands for this and other National and Regional Greenways. The Code of Best Practice will also set out the planning process and the arrangements for construction and maintenance.

Project Liaison Officers (PLOs)

Project Liaison Officers from Galway, Roscommon and Westmeath County Councils will liaise and engage with affected farmers and landowners, on any matters relating to the proposed Greenway.

In the coming months the PLOs will visit farmers and landowners in the Consultation Areas to explore possible route options and talk through any issues or concerns.

The PLOs will explore and agree an optimum route with individual farmers and landowners to minimise impacts on their property, whether it is a farm, or other type of property.

As the project progresses, the PLOs will continue to work with farmers and landowners throughout the planning and detailed design stage, and before and during construction. The PLO will be available to farmers and landowners at all reasonable times.

Landowner Engagement is a Top Priority

The Project Team for the proposed Galway to Athlone Cycleway is committed to engaging with farmers and landowners to inform the project. That is why the project will only proceed to the next stage, i.e. identification of a preferred corridor, after farmers and landowners have been widely consulted.

Once public health guidelines permit, the Project Liaison Officers from Galway, Roscommon and Westmeath County Councils will be on the ground to meet with farmers and landowners.

In particular, Project Liaison Officers will start to visit farmers and landowners in the Consultation Areas to explore possible route options, and to talk through any issues or concerns. The objective is to find out how a route may be developed with the consent of the landowner, which is likely to be around the boundary of a land holding. The Project Team understands that some farms are less able to accommodate a cycleway than others and wants to avoid disturbing people unnecessarily.

Independent Agronomist

As recommended by the farming organisations, the IFA, ICSA and ICMSA, an Independent Agronomist has recently been appointed by the Project Team to ensure that farmers and landowners' interests are captured and provide impartial advice on the proposals.

The Independent Agronomist, Philip Farrelly & Co Agricultural Consultants is available to farmers and landowners to discuss any agronomy issues or concerns that arise at this stage of the project (see www.pfarrelly.com / telephone 01 690 6555).

During the next stage of the project, when a Preferred Route Corridor is identified, farmers and landowners may also be advised by their own Property Advisor / Agronomist; with fees paid for by the Project.

30th April 2021

Name
Address
Address
Address
Address
Address
Address
Folio number

Re: Landowner Engagement for Galway to Athlone Cycleway

Dear [name],

I am contacting you regarding the proposed Galway to Athlone Cycleway. There are now 5 broad route corridors under consideration for the cycleway, from which a preferred corridor will be chosen.

These follow publicly owned lands as far as possible. Between areas of public land, there are a number of 'Consultation Areas' where the project team wish to explore possible routes with landowners.

We now wish to meet with these landowners to discuss the project and explore where a route can be progressed through voluntary acquisition of land. This would be likely to be along a farm boundary.

Following this process, a preferred corridor will be selected, where the project team can be confident that a route can be delivered with the consent and agreement of the large majority of the landowners.

According to the Property Registration Authority of Ireland (www.prai.ie) records, you are the registered owner of lands at:

Address: Address

Reference: Folio Number

[If these records are incorrect, we would be obliged if you could let us know, so that we can amend our records].

These lands are located within one of the Consultation Areas. This does not mean that your lands might ultimately be affected, as another corridor might be chosen as the preferred corridor, or the actual route chosen might be in a different part of the Consultation Area.

.....2

Fón/Phone: (091) 509267 **Ríomhphost/Email:** info@galwaytoathlonecycleway.com **Idirlíon/Web:** www.galwaytoathlonecycleway.com

Galway to Athlone Cycleway Project Office,
Society Street, Ballinasloe,
FREEPOST FGA 7473,
Co. Galway. H53 T320.

Oifig Thionscadal an Rotharbhealaigh ó Gaillimh go Baile Átha Luain,
Sráid an Chumainn, Béal Átha na Sluaighe,
SAORPHOST FGA 7473
Co. na Gaillimhe, H53 T320.

As a landowner, we may be in touch soon to organise a meeting with you, should you wish.

I enclose a short leaflet summarising our approach to Landowner Engagement for this project.

- A key objective is to route the proposed Cycleway through publicly owned lands and avoid directly impacting farms and other properties where possible.
- Where private lands are required, the project team will liaise with the landowner / farmer in advance to identify the least disruptive route possible, such as along the farm boundary.
- We will only proceed to the next stage of the project, identifying a preferred corridor, after landowners have been widely consulted.

Once public health guidelines permit, the Project Liaison Officers from RPS, Galway, Roscommon and Westmeath County Councils will be available on the ground to meet you face-to-face, if you wish.

In the meantime, the Project Team is available to discuss the project with you by telephone (091) 509267 or email info@galwaytoathlonecycleway.com. We would also be happy to organise a virtual meeting if you prefer.

Yours sincerely,

Cian McGuinness
cian.mcguinness@rpsgroup.com

Oifigigh Idirchaidrimh Tionscadail

Tom Forde
Príomh-Oifigeach

David Carty

Mike Conway

Darren Fulham

John Jordon

Ní rachaidh an tionscadal ar aghaidh chuig an chéad chéim eile sula dtéitear i gcomhairle le feirmeoirí agus le húinéirí talún

Léargas ar an Tionscadal

Cuirfidh an Rotharbhealach beartaithe ó Ghaillimh go Baile Átha Luain críoch le conair atá 270km – 300km ar fad agus saor ó charranna, a nascfaidh Gaillimh agus Baile Átha Cliath. Saoráid tharraingteach a bheidh ann do na pobail áitiúla agus do chuairteoirí feadh na bliana. Is iad údaráis áitiúla na Gaillimhe, Ros Comáin agus na hlarmhí atá i mbun an tionscadail, i gcomhpháirtíocht le Bonneagar Iompair Éireann (TII) agus an Roinn Iompair.

Tá cúig chonair bhealaigh leathana á mbreithniú faoi láthair.

Leanann siad seo talamh faoi úinéireacht phoiblí a mhéid agus is féidir. Idir réimsí de thalamh phoiblí, tá roinnt Réimsí Comhairliúcháin ann, áit ar mian le foireann an tionscadail bealaí a d'fhéadfadh a bheith ann a scrúdú leis na húinéirí talún. Is mian linn casadh leis na húinéirí talún anois chun an tionscadal a phlé agus na bealaí is féidir dul chun cinn a dhéanamh trí thalamh a fháil go deonach a scrúdú. Is dócha gur feadh teorainn feirme a bheadh sé seo.

Tar éis an phróisis sin, roghnófar an chonair is mó a mbíonn tóir uirthi, áit a mbeidh foireann an tionscadail muiníneach gur féidir bealach a sholáthar le toiliú agus comhaontú ó thromlach na n-úinéirí talún.

Cuirfear bonn eolais faoin gcéad chéim eile den tionscadal le haiseolas a fuarthas le déanaí ón tréimhse dhírithe comhairliúcháin phoiblí agus comhairliúchán le húinéirí talún, mar aon leis na Critéir "Cúig S", i.e. Scéimhe, Inbhuanaithe, Straitéiseach, Scartha amach le neart le Feiceáil agus le déanamh, i gcomhar le cúinsí comhshaoil, innealtóireachta agus airgeadais.

Aibreán 2021

ROTHARBHEALACH NUA Ó GHAILLIMH GO BAILE ÁTHA LUAIN BEARTAITHE

CUR CHUIGE I LEITH RANNPHÁIRTÍOCHT ÚINÉIRÍ TALÚN

Feirmeoirí agus Úinéirí Talún

Nuair a cheadaítear é de réir na dtreoirlínte sláinte poiblí, casfaidh muid le feirmeoirí agus le húinéirí talún sna Limistéir Chomhairliúcháin.

Idir an dá linn, tá Foireann an Tionscadail ar fáil chun ceisteanna a fhreagairt agus glacadh le haiseolas. Is féidir linn cruinnithe fíorúla a eagrú freisin.

Fón 091 509 267
R-phost info@galwaytoathlonecycleway.com

Taobh istigh:

- Rannpháirtíocht Úinéirí Talún
- Sealbhú Talún
- Oifigigh Idirchaidrimh Tionscadail
- Agranamaí Neamhspleách Ceaptha

Sealbhú Talún

Is tionscadal nua é seo le cur chuige úrnua. Is é ceann de phríomhchuspóirí an tionscadail an Rotharbhealach beartaithe a chur trí thailte atá faoi úinéireacht phoiblí agus gan cur isteach ar fheirmeacha ná ar mhaoine eile más féidir. Má bhíonn tailte príobháideacha ag teastáil, rachaidh foireann an tionscadail i gcomhairle leis an úinéir talún / feirmeoir roimh ré ionas go n-aimseofar an bealach a mbeadh a laghad cur isteach agus is féidir i gceist leis, mar shampla feadh teorainn feirme.

Ceannófar an talamh ar fad don Rotharbhealach in ionad rochtain cheadaitheach a úsáid; agus má tá tailte príobháideacha le ceannach trí Chomhaontú Deonach, déanfaidh Foireann an Tionscadail a ndícheall téarmaí sásúla a chomhaontú le húinéir na talún.

Tá Cód Dea-Chleachtais maidir le Bealaí Glasa Náisiúnta agus Réigiúnacha á fhorbairt ag Bonneagar Iompar Éireann (TII) agus páirtithe leasmhara eile i gcomhar leis na príomhionadaithe feirmeoireachta (Feirmeoirí Aontaithe na hÉireann, Cumann na bhFeirmeoirí Beithíoch agus Caorach agus Cumann Soláthróirí Bainne Uachtarlainne na hÉireann). Tá siad ag obair as lámha a chéile chun an próiseas maidir le tailte a fháil don tionscadal seo agus do Bhealaí Glasa Náisiúnta agus Réigiúnacha eile a chomhaontú. Leagfar amach an próiseas pleanála agus na socruithe tógála agus cothabhála sa Chód Dea-Chleachtais freisin.

Oifigigh Idirchaidrimh Tionscadail

Rachaidh Oifigigh Idirchaidrimh Tionscadail ó Chomhairlí Contae na Gaillimhe, Ros Comáin agus na hIarmhí i mbun plé agus comhairle le feirmeoirí agus úinéirí talún, maidir le ceist ar bith a bhaineann leis an rotharbhealach beartaithe. Sna míonna amach romhainn, tabharfaidh na hOifigigh Idirchaidrimh Tionscadail cuairt ar fheirmeoirí agus ar úinéirí talún sna Réimsí Comhairliúcháin chun bealaí féideartha a scrúdú agus chun aon cheisteanna nó ábhair imní a phlé. Déanfaidh na hOifigigh Idirchaidrimh Tionscadail an bealach is mó a mbíonn tóir uirthi a scrúdú agus a chomhaontú le feirmeoirí aonair agus le húinéirí talún ionas go mbeidh a laghad cur isteach agus is féidir ar a gcuid mhaoine, cibé acu is feirm í, nó cineál eile maoine. De réir mar a théann an tionscadal ar aghaidh, leanfaidh na hOifigigh Idirchaidrimh Tionscadail ag obair le feirmeoirí agus le húinéirí talún le linn na céime pleanála agus mionsonraithe dearaidh, agus roimh agus le linn na tógála. Beidh an tOifigeach Idirchaidrimh Tionscadail ar fáil d'fheirmeoirí agus d'úinéirí talún i gcónaí, le linn amanna réasúnacha.

Fón: **091 509 267** Ríomhphost: **info@galwaytoathlonecycleway.com** Suíomh gréasáin: **www.galwaytoathlonecycleway.com**

Príomhthosaíocht is ea Rannpháirtíocht Úinéirí Talún

Tá Foireann an Tionscadail don Rotharbhealach beartaithe ó Ghaillimh go Baile Átha Luain tiomanta do dhul i gcomhairle le feirmeoirí agus le húinéirí talún chun bonn eolais a chur faoin tionscadal. Sin an fáth nach rachaidh an tionscadal ar aghaidh chuig an chéad chéim eile, i.e. an chonair is mó a mbíonn tóir uirthi a aimsiú, sula dtéitear i mbun comhairle go forleathan le feirmeoirí agus le húinéirí talún.

A luaithe agus a cheadaítear é de réir na treoirlínte sláinte poiblí, beidh na hOifigigh Idirchaidrimh Tionscadail ó Chomhairlí Contae na Gaillimhe, Ros Comáin agus na hIarmhí ar fáil chun casadh le feirmeoirí agus le húinéirí talún.

Tosóidh Oifigigh Idirchaidrimh Tionscadail ag tabhairt cuairte ar fheirmeoirí agus úinéirí talún sna Réimsí Comhairliúcháin ach go háirithe, chun na roghanna ó thaobh bealaí a d'fhéadfadh a bheith ann a scrúdú, agus chun aon cheisteanna nó ábhair imní a phlé. Is é an cuspóir a fháil amach cén chaoi is féidir bealach a bheidh gar do theorainn an ghabháltais talún, a fhorbairt le toiliú ó úinéir na talún. Tuigeann Foireann an Tionscadail go bhfuil sé níos éasca d'fheirmeacha áirithe ná a chéile freastal ar rotharbhealach, agus ní chuirfear isteach ar dhaoine mura bhfuil gá.

Agranamaí Neamhspleách

Mar a bhí molta ag na heagraíochtaí feirmeoireachta, Feirmeoirí Aontaithe na hÉireann, Cumann na bhFeirmeoirí Beithíoch agus Caorach agus Cumann Soláthróirí Bainne Uachtarlainne na hÉireann, tá Agranamaí Neamhspleách ceaptha ag Foireann an Tionscadail le déanaí chun a chinntiú go gcuirfear leasanna na bhfeirmeoirí agus na n-úinéirí talún in iúl agus chun comhairle neamhchlaonta a chur ar fáil maidir leis na tograí.

Tá an tAgranamaí Neamhspleách, Comhairleoirí Talmhaíochta Philip Farrelly & Co, ar fáil d'fheirmeoirí agus d'úinéirí talún chun aon saincheisteanna agranamaíochta nó ábhair imní a thagann chun cinn ag an gcéim seo den tionscadal a phlé (féach www.pfarrelly.com / fón 01 690 6555).

Le linn na chéad chéime eile den tionscadal, nuair a aimseofar an Chonair Bhealaigh is Mó a mbíonn Tóir uirthi, féadfaidh feirmeoirí agus úinéirí talún comhairle a fháil óna gComhairleoir Mhaoine / Agranamaí féin; clúdófar na táillí faoin tionscadal.

30 Aibreán, 2021

Ainm
Seoladh
Seoladh
Seoladh
Seoladh
Seoladh
Uimhir Fóilió

Maidir le: Rannpháirtíocht Úinéirí Talún maidir leis an Rotharbhealach ó Ghaillimh go Baile Átha Luain

A [ainm],

Táim ag scríobh chugat maidir leis an Rotharbhealach atá beartaithe ó Ghaillimh go Baile Átha Luain. Tá 5 chonair bhealaigh leathana á mbreithniú anois don rotharbhealach, as a roghnófar an chonair is fearr. Leanann siad seo tailte faoi úinéireacht phoiblí a mhéid is féidir.

Idir réimsí de thalamh poiblí, tá roinnt 'Réimse Comhairliúcháin' ann inar mian le foireann an tionscadail bealaí éagsúla a d'fhéadfadh a bheith ann a scrúdú le húinéirí talún.

Is mian linn casadh anois leis na húinéirí talún seo chun an tionscadal a phlé agus na bealaí is féidir dul chun cinn a dhéanamh trí thalamh a fháil go deonach a scrúdú. Is dócha gur feadh teorainn feirme a bheadh sé seo.

Tar éis an phróisis sin, roghnófar an chonair is fearr, áit a mbeidh foireann an tionscadail muiníneach gur féidir bealach a sholáthar le toiliú agus comhaontú ó thromlach na n-úinéirí talún. De réir thaifid Údarás Clárúcháin Maoine na hÉireann (www.prai.ie), is tusa úinéir cláraithe na dtailte ag:

Seoladh: seoladh

Tagairt: uimhir / uimhreacha fóilió

[Mura bhfuil na taifid seo ceart, ba mhór againn dá gcuirfeá sin in iúl dúinn, ionas gur féidir linn na taifid a leasú].

Tá na tailte seo suite laistigh de cheann de na Réimsí Comhairliúcháin seo. Ní hé sin le rá go mbeidh do thailte féin i gceist ar deireadh, mar d'fhéadfaí conair eile a roghnú mar an chonair is fearr, nó d'fhéadfadh an bealach a roghnófar a bheith suite i gcuid eile den Réimse Comhairliúcháin.

.....2

Fón/Phone: (091) 509267 **Ríomhphost/Email:** info@galwaytoathlonecycleway.com **Idirlíon/Web:** www.galwaytoathlonecycleway.com

Galway to Athlone Cycleway Project Office,
Society Street, Ballinasloe,
FREEPOST FGA 7473,
Co. Galway. H53 T320.

Oifig Thionscadal an Rotharbhealaigh ó Gaillimh go Baile Átha Luain,
Sráid an Chumainn, Béal Átha na Sluaighe,
SAORPHOST FGA 7473
Co. na Gaillimhe, H53 T320.

Mar úinéir talún, d'fhéadfaimis a bheith i dteagmháil go luath chun cruinniú a eagrú leat, más mian leat.

Tá bileog ghearr faoi iamh a dhéanann achoimre ar an gcur chuige atá againn i leith Rannpháirtíocht Úinéirí Talún sa tionscadal seo.

- Príomhchuspóir is ea an Rotharbhealach beartaithe a chur trí thailte faoi úinéireacht phoiblí agus gan cur isteach ar fheirmeacha ná ar mhaoine eile más féidir.
- Má bhíonn tailte príobháideacha ag teastáil, rachaidh foireann an tionscadail i gcomhairle leis an úinéir talún / feirmeoir roimh ré ionas go n-aimseofar an bealach a mbeidh a laghad cur isteach agus is féidir i gceist leis, mar shampla feadh teorainn feirme.
- Ní rachfar ar aghaidh chuig an chéad chéim eile den tionscadal, agus an chonair is fearr a roghnú, sula dtéitear i gcomhairle go forleathan le húinéirí talún.

A luaithe agus a cheadaítear é de réir na dtreoirlínte sláinte poiblí, beidh na hOifigigh Idirchaidrimh Tionscadail ó RPS, agus ó Chomhairlí Chontae na Gaillimhe, Ros Comáin agus na hIarmhí ar fáil le casadh leat, más mian leat.

Idir an dá linn, beidh Foireann an Tionscadail ar fáil chun an tionscadal a phlé leat ar an fón ar (091) 509267 nó is féidir ríomhphost a sheoladh chuig info@galwaytoathlonecycleway.com. Bheimis sásta cruinniú fíorúil a eagrú leat freisin más fearr leat.

Yours sincerely,

Cian McGuinness
cian.mcguinness@rpsgroup.com

GALWAY TO ATHLONE CYCLEWAY: THIRD PUBLIC CONSULTATION REPORT

Consultation on the Emerging Preferred Route Corridor 2021/2022

Greenway

MGT0525RP0016
Third Public Consultation Report
F01
23 May 2022

Galway to Athlone CYCLEWAY

rpsgroup.com

Document status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
F01	Final	MC,CK	CM, NKF	CMG	23.05.22

Approval for issue

CMG		23 May 2022

© Copyright RPS Group Limited. All rights reserved.

The report has been prepared for the exclusive use of our client and unless otherwise agreed in writing by RPS Group Limited no other party may use, make use of or rely on the contents of this report.

The report has been compiled using the resources agreed with the client and in accordance with the scope of work agreed with the client. No liability is accepted by RPS Group Limited for any use of this report, other than the purpose for which it was prepared.

RPS Group Limited accepts no responsibility for any documents or information supplied to RPS Group Limited by others and no legal liability arising from the use by others of opinions or data contained in this report. It is expressly stated that no independent verification of any documents or information supplied by others has been made.

RPS Group Limited has used reasonable skill, care and diligence in compiling this report and no warranty is provided as to the report's accuracy.

No part of this report may be copied or reproduced, by any means, without the written permission of RPS Group Limited.

Prepared by:

RPS

Galway to Athlone Cycleway,
Project Office, Society Street, Ballinasloe, Galway, H53 T320,

T +353 91 509 267
E info@galwaytoathloneCycleway.com

Prepared for:

Westmeath County Council

Áras an Chontae, Mullingar
County Westmeath, N91 FH4N

T 044 93 34250
E mkelly@wccprojectoffice.ie

Dublin | Cork | Galway | Sligo
rpsgroup.com

RPS Group Limited, registered in Ireland No. 91911
RPS Consulting Engineers Limited, registered in Ireland No. 161581
RPS Planning & Environment Limited, registered in Ireland No. 160191
RPS Engineering Services Limited, registered in Ireland No. 99795
The Registered office of each of the above companies is West Pier Business Campus, Dun Laoghaire, Co. Dublin, A96 N6T7

QUALITY ISO 9001:2015 NSAI Certified
ENVIRONMENT ISO 14001:2015 NSAI Certified
HEALTH & SAFETY ISO 45001:2018 NSAI Certified
INFORMATION SECURITY ISO/IEC 27001:2017 NSAI Certified
ENGINEERS IRELAND CPD ACCREDITED EMPLOYER

Contents

1 EXECUTIVE SUMMARY 1
1.1 The Project 1
1.1.1 Emerging Preferred Route Corridor 2
1.2 First Public Consultation (August 2020) 2
1.3 Second Public Consultation (January – March 2021) 3

2 PUBLIC CONSULTATION NO.3 4
2.1 Virtual Consultation Room 4
2.2 Feedback Forms 4
2.3 Appointments 4
2.4 Project Website 4

3 PROMOTION 7
3.1 Advertisements 7
3.2 Press Releases 7

4 PARTICIPATION 9
4.1 Groups/Other Stakeholders and Petitions 9
4.2 Presentations and Meetings 10

5 FEEDBACK RECEIVED 11
5.1 Sentiment Expressed in the Submissions 11
5.2 Response to Feedback Form 11
5.3 Emerging Themes 12
5.4 Compulsory Purchase Orders 13
5.5 Farming Impacts 13
5.6 Accessibility 13
5.7 Links to Athenry and Loughrea 13
5.8 Attractions and Historical Features 13
5.9 Health, Wellbeing and Economy 14
5.10 Environment 14
5.11 Privacy and Security 14
5.12 Consultation Process 14

6 LANDOWNER ENGAGEMENT 15
6.1 Landowner Letters 15
6.2 Landowner Consultations 15
6.2.1 Landowner Consultation Prior to Public Consultation No.3 15
6.2.2 Public Consultation No. 3 15
6.3 Denial of Access 15
6.4 Code of Best Practice 15

7 CONCLUSION 16

Tables

Table 3.1 Event Advertisements 7
Table 3.2 Other Advertisements 7
Table 3.3 News Articles 8
Table 4.1 Submissions from Groups 9
Table 5.1 Response sentiment from Public Consultation No. 3 11

Figures

Figure 1.1 Emerging Preferred Route Corridor 2
Figure 2.1 Screenshot from www.galwaytoathloneCycleway.com – Virtual Online Portal 5
Figure 2.2 Screenshot from www.galwaytoathloneCycleway.com – Interactive Map 5
Figure 2.3 Screenshot from www.galwaytoathloneCycleway.com – Booking Facility 6
Figure 2.4 Screenshot from www.galwaytoathloneCycleway.com – Information Displays 6
Figure 4.1 Public Consultation Response Methods 9
Figure 5.1 Response to ‘Do you live or own property within the Emerging Preferred Route Corridor’ 11
Figure 5.2 Response to ‘Would you use the Cycleway’ 12
Figure 5.3 Response to 'Do you wish to be contacted regarding project news and updates' 12

Appendices

Appendix A Feedback Form
Appendix B FAQ's
Appendix C Consultation Documents
Appendix D Emerging Preferred Route Corridor
Appendix E Advertisements
Appendix F Press Release
Appendix G Landowner Letter

1 EXECUTIVE SUMMARY

The third period of focused public consultation was held from 8th December 2021 until the 31st of January 2022; and was subsequently extended to the 28th of February 2022. Due to public health guidance in relation to Covid-19, Public Consultation No.3 was held on the online virtual consultation platform. This report sets out the manner in which the consultation was promoted and undertaken, and summarises the feedback received.

The purpose of the third consultation was to present the Emerging Preferred Route Corridor and to gather feedback which would inform the project team in developing a Preferred Route within the corridor.

There was a good response to the third public consultation with 360 responses. The submissions received covered a range of different interests and can be summarised as follows:

- More than 32% supported the Emerging Preferred Route Corridor
- 30% of respondents requested links from the Cycleway to other towns, mainly Athenry
- 20% were opposed to it or had concerns in relation to some part of the project
- Over 17% of submissions were neutral or the respondent gave little to no comment.

There was good engagement from landowners during the consultation. Many landowners had concerns regarding the Cycleway project such as threat of compulsory purchase orders, severance of holdings, disruption to farming activities, anti-social behaviour, environmental impacts, and the lack of communication from the project team.

The following themes emerged in the submissions:

- Accessibility
- Attractions and Historical Features
- Compulsory Purchase Orders
- Consultation Efforts
- Environment
- Farming Impacts
- Health, Wellbeing and Economy
- Link to Athenry and Loughrea
- Privacy and Security

The project team would like to thank all those who submitted feedback and engaged in the public consultations and with the project team. Your feedback provides valuable local knowledge to inform our project team and your efforts are greatly appreciated.

1.1 The Project

The Galway to Athlone Cycleway project will complete a circa 330km car-free corridor connecting Galway and Dublin. It will form an attractive amenity to be enjoyed by local communities and visitors all year round.

The new Cycleway will deliver a memorable experience for cyclists and pedestrians with impactful scenery and points of interest along the way. In addition to public health benefits, it will support local businesses and stimulate new enterprises and jobs through the opportunities for cycling holidays.

The project is being delivered by the Galway, Roscommon, and Westmeath local authorities in partnership with Transport Infrastructure Ireland (TII) and the Department of Transport (DoT).

Public Consultation has been underway since 2020. This local knowledge and insights of communities and stakeholders serves to inform the project team, along with their technical studies.

1.1.1 Emerging Preferred Route Corridor

Route Option 5 has been chosen as the Emerging Preferred Route Corridor as it offers a highly scenic route from Galway to Athlone, with lots to see and do on the way. It travels through a wide variety of landscapes, from the edge of Galway Bay, the Burren Lowlands, the Slieve Aughty mountains, the River Shannon, and the midlands bogs, and will be attractive to domestic and international users.

The Emerging Preferred Route Corridor visits Ballyloughane Beach, Oranmore, Rinville, Clarinbridge, Kilcolgan, Kinvara, Coole Park, Gort, Woodford, Portumna, Meelick, Clonfert, Ballinasloe, Shannonbridge, and Athlone Castle, linking places of interest, established tourism centres, public parks, and outdoor spaces. Figure 1.1 shows the Emerging Preferred Route Corridor.

Figure 1.1 Emerging Preferred Route Corridor

1.2 First Public Consultation (August 2020)

The first Public Consultation for the Galway to Athlone Castle Cycleway project was held in August 2020. The purpose of the consultation was to present the study area to the public and invite them to give their opinions on the Cycleway.

The consultation was very well attended with a total 524 people attending across 5 events. The events were held in Athlone, Ballinasloe, Athenry, Loughrea and Oranmore. Members of the project team were present to discuss the project with the public. The project team emphasised that the project was starting again from a 'clean slate' with no routes proposed at this point. It was also emphasized that there would be strong consultation with landowners throughout the project development and that a key project aim would be to progress the project in collaboration with affected landowners.

Following the consultation events, a large number of submissions were received. Most were individual submissions, with submissions also received from community groups and businesses.

Most respondents were in support of a Cycleway through the study area. Many were opposed to a route through private lands and would only support a route through public lands or on-road facilities. Many suggested a route along the existing railway line and/or through Ballinasloe.

A report summarising the first public consultation is available to view on the project website. Galway to Athlone Cycleway: Publications.

1.3 Second Public Consultation (January – March 2021)

Public Consultation No.2 was held over 5 weeks from the 25th of January 2021 until the 1st of March 2021. Due to Covid-19 restrictions the consultation was held on an online virtual consultation platform, along with virtual meetings and telephone engagement.

The Route Corridor Options were developed to connect to likely tourism and leisure attractions and use publicly owned lands were possible. The purpose of the second consultation was to present the Route Corridor Options and obtain feedback on any issues or concerns.

There was a strong response to the Public Consultation with over 11,000 submissions received, 95% of which were supportive of the Cycleway. The majority of responses came through the feedback form which was available on the virtual consultation platform. People also availed of the online virtual consultation booking facility with over 140 calls and virtual meetings held over the consultation period.

Community groups, local organisations, businesses, and individuals submitted feedback on the need for the project, possible routes to be considered, locations, attractions or facilities that would benefit from a Cycleway or attract Cycleway users, issues and concerns. This included many local communities / organisations establishing social media pages and campaign groups to support the project and promote particular route corridor options.

The following themes emerged in submissions:

- Communications and Consultation,
- Community & Rural Development,
- Connectivity and Accessibility,
- Operation and Maintenance,
- Environment including Bogs, Flora and Fauna, Flooding, Wildlife and Woodlands,
- Health and Wellbeing,
- History and Heritage,
- Landowner Considerations including land acquisition, severance, insurance, future buildings and landowner consultation,
- Landscape and Scenery,
- Local Business, Economy and Jobs,
- Privacy,
- Safety and Security,
- Tourism,
- Walkways.

The feedback received was considered in the selection of the Emerging Preferred Route Corridor. A report summarising the second public consultation is available to view on the project website. Galway to Athlone Cycleway: Publications.

2 PUBLIC CONSULTATION NO.3

The third period of focused public consultation was held from 8th December 2021 until the 31st of January 2022 and later extended to the 28th of February 2022 to allow more time for people to submit their feedback. Due to public health guidance in relation to Covid-19, Public Consultation No.3 was held on an online virtual consultation platform.

The purpose of the third consultation was to present Route Corridor Option No.5 South Route as the Emerging Preferred Route Corridor and to gather feedback that would inform the project team on identifying a Preferred Route within the corridor.

2.1 Virtual Consultation Room

The consultation was held online and could be accessed through the virtual consultation room on a computer, tablet, or smart phone, at any time throughout the focused period of public consultation.

The virtual consultation platform could be accessed through the Galway to Athlone Cycleway project website, www.galwaytoathlonecycleway.com.

2.2 Feedback Forms

Online feedback forms were available through the virtual consultation room or on the project website.

Feedback forms could be returned by freepost to the project office or uploaded online. See Appendix A.

2.3 Appointments

Project Liaison Officers (PLOs) were available to discuss the project through in person meetings, virtual meetings, or by telephone. Appointments could be booked either through the online booking facility available on the website / virtual consultation room or by calling the dedicated project information line 091 509267.

2.4 Project Website

The Project website, www.galwaytoathlonecycleway.com, was updated in advance of the third public consultation with new information in relation to the project, including the Emerging Preferred Route Corridor, project progress, latest news, consultations, publications and an FAQ section which was developed based on some of the key topics that arose during previous public consultations. The FAQs are provided in Appendix B.

The virtual public consultation room was available on the website and contained the following information.

- A welcome video on the scheme by the project manager, Cian McGuiness from RPS Consulting Engineers; and a tutorial on how to navigate the virtual room.
- Layout and detailed maps of the Emerging Preferred Route Corridor available to view or download.
- An interactive map of the Emerging Preferred Route Corridor which allows people to view locations throughout the study area and enter their postcodes.
- Public Consultation Number 3 Brochure.
- Online Feedback Form.
- Booking facility for people to book a virtual meeting or call back with a Project Liaison Officer.
- Display boards detailing project information and study area maps.
- Consultation documents can be viewed in Appendix C.
- Maps of the Emerging Preferred Route Corridor, which are provided in Appendix D.

The following, Figure 2.1 to Figure 2.4 show the Virtual Consultation Room.

Figure 2.1 Screenshot from www.galwaytoathloneCycleway.com – Virtual Online Portal

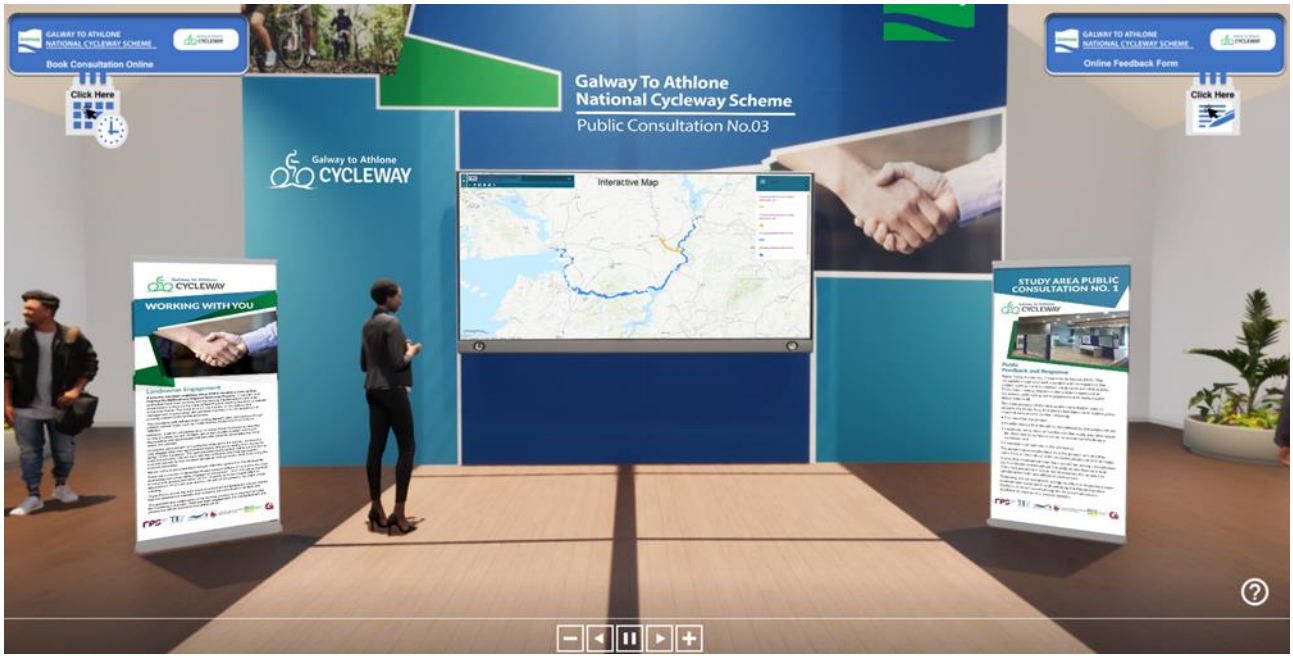


Figure 2.2 Screenshot from www.galwaytoathloneCycleway.com – Interactive Map

Figure 2.3 Screenshot from www.galwaytoathloneCycleway.com – Booking Facility

Figure 2.4 Screenshot from www.galwaytoathloneCycleway.com – Information Displays

3 PROMOTION

The third public consultation was promoted extensively, both locally in the areas around the Emerging Preferred Route Corridor and nationally, by the project team.

Promotional activities included direct mail to landowners within the Emerging Preferred Route Corridor, paid media advertisements, press releases, local and national newspaper reports, local radio coverage, website updates, social media promotion, and presentations to elected public representatives. A project update was emailed to over 4,000 people and the consultation brochure was posted to an additional 2500 people, for those who requested to be contacted regarding project news and updates during the previous public consultations.

3.1 Advertisements

The third public consultation was advertised by the project team in local newspapers one week prior to the virtual consultation events commencing. A further round of 'reminder' advertising was placed in January 2022. Table 3.1 below summarises the publications in which ads were placed and the associated dates. The advertisements themselves are provided in Appendix E.

Table 3.1 Event Advertisements

Newspaper	Advertisement Date	Reminder Date
Tuam Herald	08/12/21	22/12/21
Galway Advertiser	09/12/21	23/12/21
Connacht Tribune	09/12/21	23/12/21
Roscommon Herald	07/12/21	21/12/21
Westmeath Independent	08/12/21	22/12/21

The advertisements were also circulated as outlined in Table 3.2.

Table 3.2 Other Advertisements

Newspaper	Advertisement Date
Project Website	08/12/21
Local Radio Stations	08/12/21 and 26/01/22
Galway County Council Public Participation Network (PPN)	08/12/21
Galway, Roscommon and Westmeath County Council Websites	15/12/21
Galway County Council Twitter and Facebook	15/12/21
Roscommon County Council Facebook	29/12/21

3.2 Press Releases

The project team issued a number of press releases to promote the public consultation.

The first press release was sent to local media on Friday 8th December 2021 as follows:

- Galway Bay FM,
- Connacht Tribune,
- Galway Advertiser,
- Tuam Herald,
- Farmers Journal,
- Roscommon Herald,

- Westmeath Independent,
- Roscommon People,
- Midlands 103,
- Shannonside Radio.

A further press release was issued to the above local media on 26th January 2021 to remind people that the consultation was still underway, the deadline for submissions had been extended to the 28th of February 2022 and to encourage them to make submissions before the deadline. Appendix F contains the press releases issued.

Following the press releases and local engagement extensive media coverage was generated across local and national media. Table 3.3 provides details of the publication dates for online and print newspaper articles regarding the project.

Table 3.3 News Articles

Source	Date	Date	Date	Date
Agriland	10.12.21			
Athlone Advertiser	09.12.21			
Connacht Tribune	09.12.21	14.01.22	04.02.22	06.02.22
Farmers Journal	09.12.21	02.02.22	05.02.22	23.02.22
Galway Daily	08.12.21	22.02.22		
Galway Bay FM	17.01.22			
Midlands 103	27.01.22			
Offaly Express	14.12.21			
Roscommon Herald	07.12.21			
Westmeath Independent	07.12.21	17.12.21	26.01.22	

3.3 Project Team Contact Details

If you have any questions or queries regarding the project, you can contact the Project Team on the contact information shown below.

Project Telephone	091-509 267
Project Email	info@galwaytoathloneCycleway.com
Project Website	www.galwaytoathloneCycleway.com
Virtual Consultation Room	www.galwaytoathloneCycleway.com
Project Postal Address	Galway to Athlone Cycleway Project Office, Society Street, Ballinasloe, Co Galway. H53 T320

4 PARTICIPATION

There was a good response to the third public consultation with 360 submissions received. The number of submissions received during the second public consultation was considerably higher, possibly due to local community groups requesting people leave feedback advocating for a particular route. Submissions were made to the project team through the online feedback form, email and by post. The breakdown of response methods is shown in Figure 4.1.

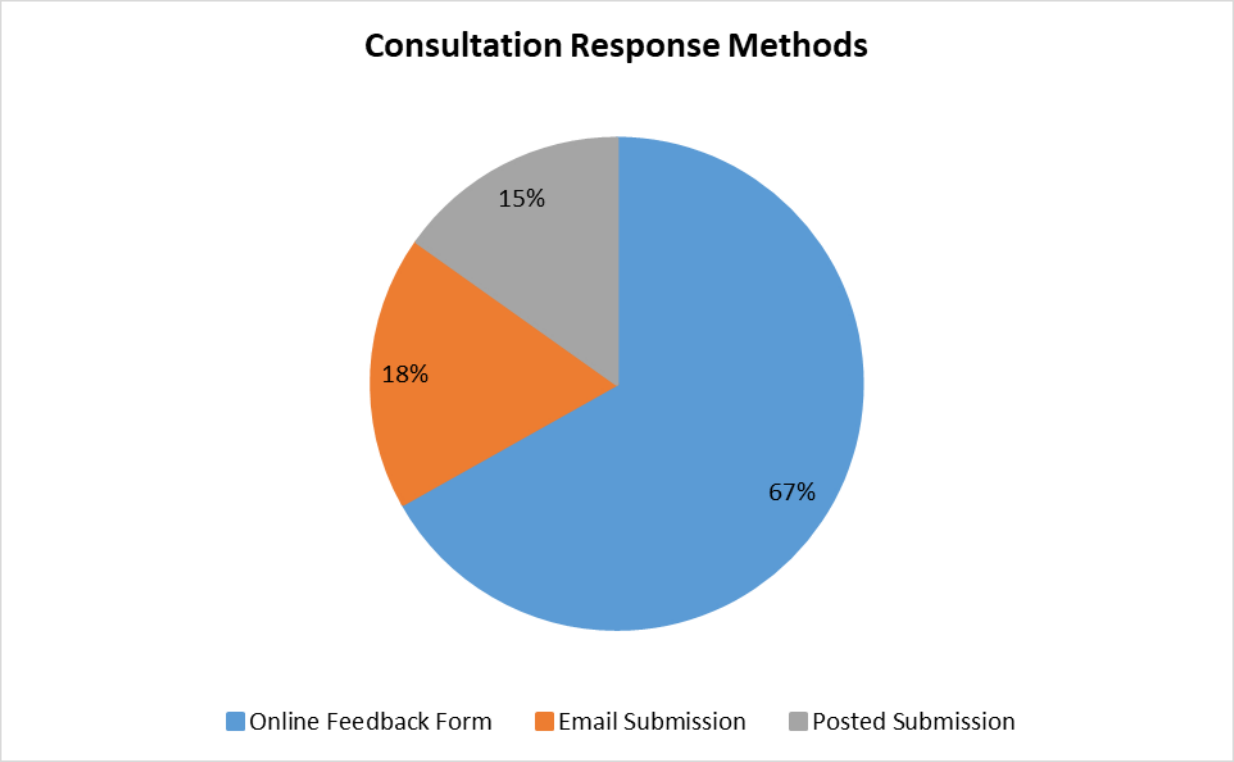


Figure 4.1 Public Consultation Response Methods

4.1 Groups/Other Stakeholders and Petitions

During the third public consultation the project team also received a number of landowner petitions and group submissions. A list of these submissions is shown in Table 4.1.

Table 4.1 Submissions from Groups

Group	Summary	Signatures
MÓR Action Group	Supporting the Cycleway Maree to Oranmore	
Safe Routes for Schools	Supports the Proposed Cycleway in Athlone to increase active travel to school	
Kilbeacanty Community Development	Local knowledge on 1916 heritage trails	
Redington Woods Management Company	Opinions and concerns from the residents of Redington Woods	
Bastion Quay Management Company	Would like to assist in enhancing the Cycleway experience, engage to alleviate concerns. Cycleway will support businesses.	
Coastal Action Group	Ballyloughane to Oranmore area Landowner concerns and proposal to route the Cycleway along the Coast Road to the Proposed commuter Cycleway	92 Signatures

Group	Summary	Signatures
East Galway Greenway Action Group	Concerns of landowners and community from Clonfert to Cloonmoylan. Proposal of using the existing R352 and R356 for the Cycleway	91 Signatures 321 Denial of Access Letters
East Galway Submissions	Landowner concerns regarding the Cycleway and Code of Practice	467 Signatures
Ballinasloe Says No	Welcomes the Proposed link from the Cycleway to Ballinasloe, a great boost for the town.	
Hen Harrier Project	Have conservation concerns which can be alleviated with route selection.	
The Wheels of Athenry	Disappointed Athenry was not included in the Emerging Preferred Route Corridor and request a link to the Cycleway from Athenry	
Galway Green Party	Would like to see a spur from Athenry to the proposed corridor in Oranmore. The Cycleway should serve locals before tourists.	
Clonmoylan Landowners and Residents	Concerns of landowners and community from Clonfert to Cloonmoylan. Proposal of using the existing R352 and R356 for the Cycleway	8 Signatures
Eyrecourt Landowners and Residents	Concerns of landowners and community from Clonfert to Cloonmoylan. Proposal of using the existing R352 and R356 for the Cycleway	54 Signatures
Powers Cross Landowners and Residents	Concerns of landowners and community from Clonfert to Cloonmoylan. Proposal of using the existing R352 and R356 for the Cycleway	4 Signatures
Killeenmunterlane Landowners and Residents	Against the proposed route and farm severance, request that the Cycleway be routed along the existing N67.	3 Signatures
Athenry Tidy Towns Committee	Disappointed Athenry was not on the Emerging Preferred Route Corridor and Request a Link.	
Clarinbridge GAA	In support of Cycleway but not through club grounds, may impact access and development	

4.2 Presentations and Meetings

Prior to the third public consultation, the project team presented the Emerging Preferred Route Corridor at virtual meetings to the Galway County Councillors, Galway City Councillors, Roscommon County Councillors, Westmeath County Councillors and Oireachtas Members. These meetings took place on the 07/12/2021 and were attended as follows.

- Presentation to Galway County Councillors – 29 attendees
- Presentation to Roscommon County Councillors – 9 attendees
- Presentation to Westmeath County Councillors – 9 attendees
- Presentation to Galway City Councillors – 10 attendees
- Presentation to members of the Oireachtas – 18 attendees

5 FEEDBACK RECEIVED

Each submission received by the Galway to Athlone Cycleway project team was reviewed and will be considered by the project team in the development of a Preferred Route within the Emerging Preferred Route Corridor. In reviewing each submission, members of the project team identified the key themes, opinions and concerns raised in relation to the project.

5.1 Sentiment Expressed in the Submissions

Over 30% of submissions were supportive of the Emerging Preferred Route Corridor or the Cycleway project. 20% of the submissions were negative or opposed to some aspect of the project. The majority of negative submissions were concerns from landowners within the corridor, while some were from individuals who were displeased with the route selection.

There was a feeling of disappointment that Athenry was not on the selected corridor. Submissions requesting a link to the Cycleway from Athenry to Oranmore made up 30% of the total submissions.

More than 17% of respondents gave little to no comment, or their comments did not suggest if they were for or against the project.

Table 5.1 below summarises the overall tone expressed in the feedback during the third public consultation.

Table 5.1 Response sentiment from Public Consultation No. 3

Responses Received		
Total Number of Responses	360	
Sentiment Expressed	Positive	32.8%
	Negative	20%
	Neutral/Little to no Comment	17.2%
	Requesting Link to Athenry	30%

5.2 Response to Feedback Form

Respondents were asked a number of questions on the feedback form (online and printed), including their interest in using the Cycleway; whether or not they own property within the Emerging Preferred Route Corridor; and if they would like to receive further information about the project. The following Figure 5.1 to Figure 5.3 summarises the responses to these questions to provide an overview of people's reactions.

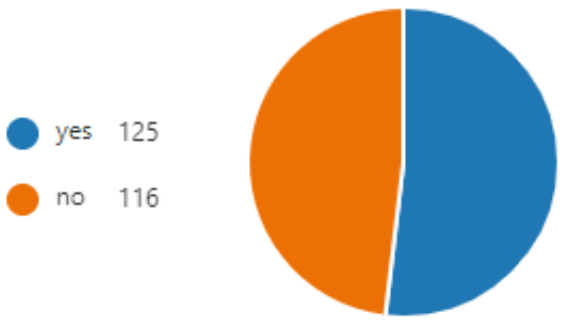


Figure 5.1 Response to 'Do you live or own property within the Emerging Preferred Route Corridor'

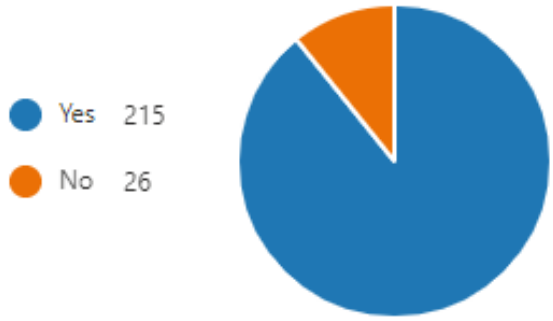


Figure 5.2 Response to 'Would you use the Cycleway'

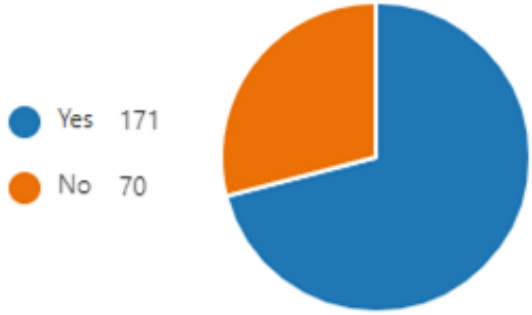


Figure 5.3 Response to 'Do you wish to be contacted regarding project news and updates'

5.3 Emerging Themes

The submissions received will help inform the project team in developing a route within the Emerging Preferred Route Corridor. The feedback received is reported under the following themes.

- Accessibility
- Attractions and Historical Features
- Compulsory Purchase Orders
- Consultation Efforts
- Environment
- Farming Impacts
- Health, Wellbeing and Economy
- Link to Athenry and Loughrea
- Privacy and Security

5.4 Compulsory Purchase Orders

Many Landowners expressed their opposition to the use of compulsory purchase orders. Some landowners indicated they wanted the use of public land for the Cycleway, to avoid the use of private land.

Some respondents put forward concerns that if private lands are used for the Cycleway this might cause divisions between landowners. This view was expressed where people were concerned regarding the differences that may arise between landowners who are amenable to having the Cycleway on their lands and those who are opposed to it crossing their property.

5.5 Farming Impacts

Farmers expressed their concerns about the possible impact the Cycleway might have on farming activities. They stated that farming is people's livelihood. They put forward views that the Cycleway should not sever land which is being actively farmed as doing so could have negative impacts on farming activities and future expansion.

Submissions from landowners along the route also cited concerns regarding the effect of the route on land valuation and rising insurance costs.

Respondents suggested that routing the Cycleway along existing local, regional and national roads could connect towns, reduce severance and enable cyclists to feel safer next to public roads. Some submissions claimed that routing the Cycleway along existing roads (such as the R356 in Eyrecourt, R352 in Portumna, N67 Kilcolgan and Coast Road Oranmore to Galway) could benefit people in communities as well as tourism.

Some landowners said they are opposed to the provision set out in the Code of Practice for landowners to grant access to their property for inspection and maintenance of fencing.

5.6 Accessibility

Some respondents were concerned about the lack of public transport in villages and towns along the proposed route corridor, while bigger towns such as Athenry, Loughrea and Ballinasloe have the transport infrastructure to support the project and were overlooked.

Submissions highlighted the need for electric charge points, restroom facilities and wheelchair accessibility.

5.7 Links to Athenry and Loughrea

Many submissions advocated for a spur to connect both Athenry and Loughrea to the Cycleway.

Of the 360 total submissions, 106 (29.4%) were in favour of a link to Athenry, citing that Athenry has the public transport in place to suit tourists and Cycleway users.

It is worth nothing that a website was created and shared on social media encouraging people to support a spur to Athenry and to provide this supportive feedback to the public consultation. Respondents commented on the benefits Athenry Could bring to the Cycleway in terms of scenery, facilities, attractions, and public transport. They also asserted that the Cycleway could bring benefits to the town by improving health, safety for cyclists and creating a sustainable transport option for commuters to Oranmore and Galway.

People suggested that such a spur could be shorter than the proposed Ballinasloe link; would be strategic; a good investment; and could connect future Greenway projects to the Cycleway.

5.8 Attractions and Historical Features

Respondents cited support for the historical features and villages that the Cycleway will 'bring life to', such as Shannonbridge, Ballinasloe, Portumna, Woodford, Kinvara and Clarinbridge. Historical features included Clontuskert Abbey, Portumna Workhouse, Portumna Castle and Woodfords Iron Forge.

Respondents welcomed the Cycleway in their area or town and stated strong satisfaction with the possibility of cycling to local attractions such as Rinville Park, Coole Park, Portumna Forest and Portumna Castle.

5.9 Health, Wellbeing and Economy

Respondents displayed support for the benefits the Cycleway will bring to towns and villages, including creating opportunities and helping businesses grow.

Other submissions suggested that towns that are not on the proposed Cycleway will have missed out on the opportunity of increased tourism.

Respondents expressed support for the benefits the Cycleway will bring to wellbeing, mental health and physical health. Submissions said that the Cycleway would offer a safe place to exercise and enjoy with the family; and asserted that public roads are not safe for cycling.

5.10 Environment

The importance of protecting eco-systems and wildlife was reflected in submissions. Respondents highlighted their concerns about the negative impact the Cycleway could have on wildlife, protected sites, archaeological and historical monuments; and suggested that alternative routes or appropriate assessments are needed to minimise those impacts.

Submissions highlighted areas along the Emerging Preferred Route Corridor which are prone to flooding, such as coastal areas, Coole Park and along the Shannon.

Some respondents put forward views that the Cycleway could be used to commute to nearby towns and villages and suggested that this could reduce the number of cars on roads and, in turn, reduce carbon emissions.

5.11 Privacy and Security

Landowners on the Emerging Preferred Route Corridor highlighted their concerns that increased footfall close to their property could impact their privacy; increase rural crime; and increase anti-social behaviour.

Submissions also contained concerns about increased traffic in rural areas due to the Cycleway.

5.12 Consultation Process

Respondents requested more public and landowner consultation such as meetings and telephone calls.

They cited the need for more clarity and more detailed drawings of the Emerging Preferred Route Corridor.

Submissions suggested that some landowners who received project correspondence advising that they may be affected by the proposed corridor. have yet to be contacted by the project team.

Some submissions asked for the Emerging Preferred Route Corridor to be disregarded until after landowner engagement is completed.

Some landowners used the feedback form to ask for additional information on the project or to request a call back or consultation with a member of the project team.

6 LANDOWNER ENGAGEMENT

The project team for the proposed Galway to Athlone Cycleway is committed to engaging with farmers and landowners within the Preferred Route Corridor to inform the team on identifying a Preferred Route within the selected corridor.

6.1 Landowner Letters

In December 2021, all landowners within the Emerging Preferred Route Corridor were sent a letter and project brochure by post. The Landowner letter is provided in Appendix G.

(Residents who were unlikely to have their properties effected by the Cycleway were not contacted at this stage.)

6.2 Landowner Consultations

6.2.1 Landowner Consultation Prior to Public Consultation No.3

In April 2021, the project team sent a letter and landowner leaflet, by post, to over 8,500 landowners outlining the process for engagement with them.

Landowners were identified via folio numbers within the study area available from the Property Registration Authority of Ireland (www.prai.ie).

Project Liaison Officers (PLOs) from Galway, Roscommon and Westmeath County Councils were available to liaise and engage with affected farmers and landowners on any matters relating to the proposed Greenway. From 4th May 2021 onwards, once public health guidance permitted, the PLOs visited farmers and landowners in the Consultation Areas to explore possible corridor options and talk through any issues or concerns. From May to December the project team made / received over 550 telephone calls; and carried out over 650 face-to-face meetings with landowners across all five Route Corridor Options.

6.2.2 Public Consultation No. 3

When the Emerging Preferred Route Corridor was announced in December 2021, Project Liaison Officers were available to meet with potentially impacted landowners.

During Public Consultation No. 3, i.e. from December 2021 to March 2022, PLO's have engaged with landowners through 280 telephone calls, face-to-face meetings and virtual meetings. This includes both individual and group meetings.

6.3 Denial of Access

The project team received a number of identical form letters stating that the signee is refusing access to any Council, body, agency, company, contractor, individual or employee to enter their property for the purpose of any activity, action, or process connected with the Cycleway project. The signees were from throughout Galway, mainly Stoneyisland, Portumna, Eyrecout and Clonfert. It is important to note that the majority of these letters, denying access, were signed by landowners from outside the Emerging Preferred Route Corridor.

6.4 Code of Best Practice

A Code of Best Practice for National and Regional Greenway Projects was published by the Government on the 17th of December 2021. The Code sets out the process for the delivery and management of Greenways and provides information on the acquisition of privately owned lands for Greenways. The PLOs brought this Code of Practice to the attention of landowners throughout their engagement.

7 CONCLUSION

Overall, there was good support for the Emerging Preferred Route Corridor with many respondents providing supportive feedback on the benefits it will bring to their communities in terms of health and economic growth.

There were many suggestions to link the Cycleway to nearby schools, GAA grounds and towns / villages along the final route.

Many farmers and landowners within and around the Emerging Preferred Route Corridor participated in the public consultation. Landowners expressed their concerns about possible compulsory purchase orders, severance of holdings, disruption to farming activities, anti-social behaviour, increased rural crime, environmental impacts and the need for more communications from the project team. Many landowners suggested to route the Cycleway along existing infrastructure to avoid severance and to make the Cycleway more accessible to local communities. However, other respondents stated that the Cycleway would offer a safe place to exercise and enjoy with the family and that the public roads are not safe for cycling.

The project team appreciate all consultation and feedback over the consultation period. The project team will analyse the feedback received, and will also continue to work with landowners over the coming months, to identify a Preferred Route within the Emerging Preferred Route Corridor.

Appendix A

Feedback Forms

EMERGING PREFERRED ROUTE CORRIDOR QUESTIONNAIRE / *CEISTNEOIR FAOIN GCONAIR BHEALAIGH IS DEALRAITHÍ A ROGHNÓFAR*

Galway to Athlone CYCLEWAY Gaillimh go Baile Átha Luain

We welcome your local information / *Cuirimid fáilte roimh d'fhaisnéis áitiúil*

1.

Name / *Ainm*

Email / *Ríomhphost*

Address / *Seoladh*

Telephone / *Uimhir Ghutháin*

Eircode / *Éirchód*

2. Do you live or own property within the Emerging Preferred Route corridor?
An bhfuil cónaí ort nó an bhfuil úinéireacht agat ar mhaoin laistigh den Conair Bhealaigh is Dealraithí a Roghnófar?

☐ Yes *Tá / Is Liom* ☐ No *Níl / Ní Liom*

3. Would you use the Cycleway?
An mbainfeá úsáid as an Rotharbhealach?

☐ Yes / *Tá* ☐ No / *Níl*

4. We welcome your feedback on any information about the Emerging Preferred Route Corridor that would inform the project team on developing a route within the corridor. (please use additional paper and include supporting documents / images / maps if you wish).
Fáiltímid roimh d'aiseolas ar aon fhaisnéis faoin gConair Bhealaigh is Dealraithí a Roghnófar a chuirfeadh foireann an tionscadail ar an eolas faoi bhealach a fhorbairt laistigh den chonair. (bain úsáid as páipéar breise le do thoil agus cuir cáipéisí / íomhánna / léarscáileanna tacaíochta san áireamh más mian leat)

5. Signature / Siniú

Please complete the feedback form and return by email or Freepost to:
Líon amach an fhoirm aiseolais agus seol ar ais ar ríomhphost nó ar an Saorphost í chuig:

Email/*Ríomhphost:* info@galwaytoathlonecycleway.com

Freepost: Galway to Athlone Cycleway Project Office, Society Street, Ballinasloe, County Galway, Ireland, H53 T320.
Saorphost: *Oifig Thionscadal an Rotharbhealaigh ó Ghaillimh go Baile Átha Luain, Sráid an Chumainn, Béal Átha na Sluaighe, Contae na Gaillimhe, Éire, H53 T320.*

☐ Please tick this box if you wish to be contacted regarding project news and updates.
Cuir tic sa bhosca seo más mian leat go ndéanfaí teagmháil leat maidir leis an tionscadal agus an nuacht is déanaí a bhaineann leis.

Data Protection: By providing my details in this feedback form, I consent to the use of my personal data in accordance with Westmeath County Council's Privacy Notice which is available at: www.westmeathcoco.ie/en/ourservices/yourcouncil/privacy/ privacynotice

Cosaint Sonraí: *Trí mo chuid sonraí a thabhairt san fhoirm aiseolais seo, toilím go n-úsáidfí mo chuid sonraí pearsanta i gcomhréir le Fógra Príobháideachta Chomhairle Chontae na hlarmhí atá ar fáil arwww.westmeathcoco.ie/en/ourservices/yourcouncil/privacy/privacynotice*

Appendix B

FAQ's

Frequently Asked Questions

1. What happens after this consultation finishes on 31st January

The Project Team will assess the response from the Consultation, and, health restrictions permitting, visit landowners in the consultation areas to further discuss the project. These visits and further dialogue will inform the selection of the route of the cycleway within the Emerging Preferred Route Corridor. The January 31st date is the deadline for responses from the general public. Discussions with landowners and farmers in the corridor will progress throughout 2022. However, input from landowners and farmers prior to 31st January is very welcome and can guide the latter discussions.

2. Land Acquisition

As a key objective we aim to route the proposed greenway through publicly owned lands and avoid directly impacting farms and other properties where possible. Given the length of linear projects of this nature, the ultimate route of the proposed greenway will also travel through portions of land and property that are in private ownership. Where this is likely to occur, we will liaise with the landowner / farmer in advance to pick the least disruptive route possible, such as along the farm boundary. Where private land is needed for the cycleway, we will strive to agree a purchase of the lands by voluntary agreement on acceptable terms with the landowner / farmer. All land for the cycleway will be purchased rather than through use of permissive access.

3. Insurance/Indemnities

The Council will indemnify the landowner / farmer against all actions, claims and demands arising from the acquisition of the land for the construction and use of the cycleway.

4. Fencing/Maintenance

Where necessary, stockproof fences shall be provided to assist in preventing trespass and for the protection of members of the public and animals. Fencing and boundary treatment will be discussed and agreed with the landowner / farmer and provided and maintained by the Council.

5. Farm Severance

We are confident that in the vast majority of cases, it will be possible to route the cycleway along farm boundaries and avoid severance.

6. Road or Farm Crossings

We will make every effort to avoid crossing any private access roads / driveways. If a crossing is unavoidable it is important that pedestrians and cyclists give way to property owners using the private access road / driveway and the crossing will, therefore, be constructed to include a staggered chicane and warning signs on the greenway leading to the private road / driveway.

7. Screening/Privacy

The cycleway will be routed to stay away from houses or farm buildings as far as possible. Where necessary, screening such as hedges, fences or other suitable screening will be used to provide adequate privacy.

8. Planning Permissions/Future Development

A cycleway should not impose any new planning restrictions on adjoining farmland. Should a farmer / landowner adjoining the greenway, having had land acquired for the greenway, wish to expand his landholding by acquiring or long-term leasing another property adjoining the other side of the greenway, the Council / Local Authority will consider appropriate access arrangements to connect the two farm properties alongside the greenway.

9. Nuisance/Crime/Anti-Social Behaviour

The Greenway will be designed, managed, and maintained by the council who will put appropriate measures in place and work closely with key stakeholders, like the Gardaí, in keeping with experience gained on other greenway projects. Experience to date from other greenways around the country is that there hasn't been anti-social instances and the greenways tend to be managed by passive surveillance of the users.

10. State-Owned Land

We will make every effort to minimise the number of private land holdings directly affected by the proposed greenway. The Emerging Preferred Route Corridor utilises large amounts of state owned land, including land owned by Coillte, Bord na Mona, ESB and other state agencies.

11. Restrictions on Future Activities

A cycleway should not impose any new restrictions on adjoining farmland in relation to normal agricultural activities.

12. Disease Control/Dogs

The Council will comply with any Regulations in connection with the Department of Agriculture Disease Eradication Scheme. Walking of dogs will only be permitted if the dog is on a lead.

13. Assessment of Compensation

It is envisaged that the majority of Voluntary Land Acquisition and / or Compensation Agreements will be achieved by directly negotiated means. It is, however, acknowledged that this may not always be possible and, accordingly, the parties can avail of a Mediation Process or similar processes if needed. It is intended to introduce an advanced payment once a Voluntary Land Acquisition Agreement is executed and the focus will be on ensuring the rights of landowners / farmers are fairly treated throughout the process.

14. Agronomists

Where a landholding / farm is affected by the Emerging Preferred Route Corridor, the Council will pay for an independent agronomist to assist the landowner / farmer in the process.

15. Code of Practice setting this out in writing prior to implementation

A Code of Practice for the development of greenways is in preperation and will set out the processes to be followed by the Council and its obligations in the proper and fair treatment of all landowners / farmers.

Appendix C

Consultation Documents

Galway to Athlone
CYCLEWAY
Gaillimh go Baile Átha Luain

Greenway
Galway to Athlone
National Cycleway Scheme

PUBLIC CONSULTATION NO.3
COMHAIRLIÚCHÁN POIBLÍ UIMH. 3

Emerging Preferred Route Corridor
An Chonair Bhealaigh is Dealraithí a Roghnófar

DECEMBER / *NOLLAIG* 2021

Website Link
Nasc chuig Láithreán Gréasáin

The Galway to Athlone Cycleway is for local communities. It will:

- Support local businesses and jobs - such as local shops, cafes, pubs, cycling businesses, B&Bs, camping sites, hotels and hostels.
- Provide safe, traffic-free cycling and walking routes for everyone to enjoy.
- Provide a valuable local amenity for communities to walk or cycle.
- Deliver a quality and memorable visitor experience with great scenery and points of interest.
- Complete a circa 330km car-free corridor between Galway and Dublin, linking the Atlantic coast to the East coast.

We welcome any information that would inform the project team finalising the Cycleway route within the Emerging Preferred Route Corridor.

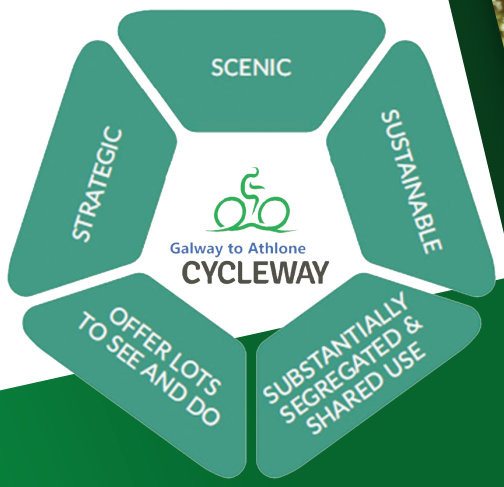
Tá an Rotharbhealach ó Ghaillimh go Baile Átha Luain do phobail áitiúla. Déanfaidh sé:

- Tacú le gnólachtaí agus poist áitiúla - amhail siopaí áitiúla, caiféanna, tithe tábhairne, gnólachtaí rothaíochta, leaba is bricfeasta, suíomhanna campála, óstáin agus brúnna.
- Bealaí sábháilte rothaíochta agus siúil gan trácht a sholáthar do gach duine chun taitneamh a bhaint astu.
- Saoráid áitiúil luachmhar a sholáthar do phobail chun siúl nó rothaíocht.
- Eispéireas ardchaighdeáin agus speisialta do chuairteoirí a chur ar fáil le radharcra agus pointí spéisiúla iontacha.
- Conair circa 330km saor ó charr idir Gaillimh agus Baile Átha Cliath a chomhlánú, ag nascadh cósta an Atlantaigh leis an gcósta Thoir.

Fáiltímid roimh aon fhaisnéis a chuirfeadh an fhoireann tionscadail ar an eolas agus iad ag cur bailchríoch ar bhealach an Rotharbhealaigh laistigh den Chonair Bhealaigh is Dealraithí a Roghnófar

rps MAKING COMPLEX EASY
TII Bonneagar Iompair Éireann Transport Infrastructure Ireland
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council
ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council

Galway to Athlone
CYCLEWAY
Gaillimh go Baile Átha Luain



PROJECT VISION
FÍS AN TIONSCADAIL

Part of Ireland's longest Cycleway

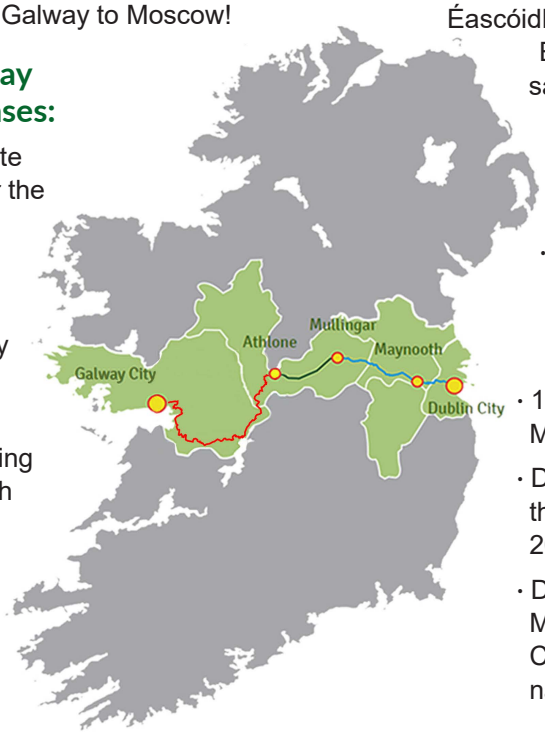
The Department of Transport is developing National and Regional Greenways across Ireland to enhance tourism and contribute to rural development.

The new Galway to Athlone Cycleway is a large section of the even bigger circa 330km Galway to Dublin Cycleway - Ireland's longest Cycleway to date.

The Galway to Dublin Cycleway will be a world class amenity for pedestrians, cyclists and wheelchair users to enjoy - locals and tourists alike. It will facilitate the first leg of the international EuroVelo network of long-distance cycling trails in Europe linking Galway to Moscow!

Galway to Dublin Cycleway is being developed in phases:

- The Emerging Preferred Route Corridor is now on display for the Galway to Athlone Cycleway.
- 107km open between Athlone and Maynooth.
- Construction of new cycleway bridge over the Shannon, due to be complete in 2023.
- Two major urban sections being developed between Maynooth and Dublin City and from Ballyloughane to Galway City.



Route adjacent to Royal Canal
Old rail trail
Emerging Preferred Route Corridor

Cuid den Rotharbhealach is faide in Éirinn

Tá Glasbhealaí Náisiúnta agus Réigiúnacha á bhforbairt ag an Roinn Iompair ar fud na hÉireann chun turasóireacht a fheabhsú agus chun cur le forbairt tuaithe.

Is píosa mór den Rotharbhealach níos faide de thuairim is 330km idir Gaillimh agus Baile Átha Cliath - an Rotharbhealach is faide in Éirinn go dtí seo - é an Rotharbhealach ó Ghaillimh go Baile Átha Luain.

Taitneamhacht de scoth an domhain a bheidh sa Rotharbhealach ó Ghaillimh go Baile Átha Cliath chun go mbainfidh coisithe, rothaithe agus daoine i gcathaoireacha rothaí sult as - muintir na háite agus turasóirí araon. Éascóidh sé an chéad chuid de líonra idirnáisiúnta EuroVelo de chonairí fadraona rothaíochta san Eoraip - ag ceangail Gaillimh le Moscó!

Tá Rotharbhealach na Gaillimhe go Baile Átha Cliath á fhorbairt i gcéimeanna:

- Tá an Chonair Bhealaigh is Dealraithí a Roghnófar ar taispeáint anois do Rotharbhealach na Gaillimhe go Baile Átha Luain.
- 107km oscailte idir Baile Átha Luain agus Maigh Nuad.
- Droichead nua rotharbhealaigh a thógáil thar an tSionainn, le bheith críochnaithe in 2023.
- Dhá mhór-chuid uirbeacha á bhforbairt idir Maigh Nuad agus Cathair Bhaile Átha Cliath agus ó Bhaile an Locháin go Cathair na Gaillimhe.

EMERGING PREFERRED ROUTE CORRIDOR
AN CHONAIR BHEALAIGH IS DEALRAITHÍ A ROGHNÓFAR

Galway to Athlone CYCLEWAY
Gaillimh go Baile Átha Luain

An interactive map of the Emerging Preferred Route Corridor is available to view in the Virtual Consultation Room at www.galwaytoathlonecycleway.com

Is féidir féachaint ar léarscáil idirghníomhach de na Roghanna Conair Bhealaigh sa Seomra Comhairliúcháin Fíorúil ar www.galwaytoathlonecycleway.com

Emerging Preferred Route Corridor

The Emerging Preferred Route Corridor has been chosen as it offers a highly scenic route from Galway to Athlone, with lots to see and do on the way. It travels through a wide variety of landscapes, from the edge of Galway Bay, the Burren Low Lands, the Slieve Aughty mountains, the river Shannon and the midlands bogs, and will be attractive to domestic and international users.

It visits Ballyloughane Beach, Oranmore, Rinville, Clarinbridge, Kilcolgan, Kinvara, Coole Park, Gort, Woodford, Portumna, Meelick, Clonfert, Ballinasloe, Shannonbridge and Athlone Castle, linking places of interest, established tourism centres, public parks and outdoor spaces.

We now wish to work with landowners and the public to determine the best route and design for the Cycleway within the Emerging Preferred Route Corridor.

We welcome your local information

The consultation material can be viewed online in the virtual consultation room which is live on the project website from the 08th December 2021 until the 28th of February 2022.

Interested parties will be able to talk with the project team by appointment to discuss any issues of interest to them, either in person, by phone or virtually.

We can be contacted through the website, where you may book an appointment to talk to the project team, or by calling the Cycleway Project Office in Ballinasloe at 091 509 267.

An Chonair Bhealaigh is Dealraithí a Roghnófar

Roghnaíodh An Chonair Bhealaigh is Dealraithí toisc go dtugann sé radharcra álainn ó Ghaillimh go Baile Átha Luain, le go leor le feiceáil agus le déanamh ar an mbealach. Taistealaíonn sé trí réimse leathan tírdhreacha, ó imeall Chuan na Gaillimhe, Tailte Íseal na Boirne, sléibhte Shliabh Eachtaí, abhainn na Sionainne agus portaigh lár na tíre, agus beidh sé tarraingteach d'úsáideoirí baile agus idirnáisiúnta.

Tugann sé cuairt ar Thrá Bhaile an Locháin, Órán Mór, Rinn Mhíl, Droichead an Chláirín, Cill Cholgáin, Cinn Mhara, Páirc na Cúile, An Gort, An Ghráig, Port Omna, Míleac, Cluain Fearta, Béal Átha na Sluaighe, Droichead na Sionainne agus Caisleán Bhaile Átha Luain, ag nascadh áiteanna spéisiúla, ionaid turasóireachta seanbhunaithe, páirceanna poiblí agus spásanna lasmuigh.

Is mian linn anois oibriú le húinéirí talún agus leis an bpobal chun an bealach agus an dearadh is fearr a chinneadh don Rotharbhealach laistigh den Chonair Bhealaigh is dealraithí a roghnófar

Cuirimid fáilte roimh do chuid faisnéise áitiúla

Is féidir an t-ábhar comhairliúcháin a fheiceáil ar líne sa seomra comhairliúcháin fíorúil atá beo ar láithreán gréasáin an tionscadail ón 08 Nollaig 2021 go dtí an 28 Feabhra 2022.

Beidh páirtithe leasmhara in ann labhairt le foireann an tionscadail trí choinne chun aon saincheisteanna is díol spéise dóibh a phlé, go pearsanta, ar an bhfón nó go fíorúil.

Is féidir teagmháil a dhéanamh linn tríd an láithreán gréasáin, áit ar féidir leat coinne a chur in áirithe chun labhairt le foireann an tionscadail, nó trí ghlaoch a chur ar an Oifig Tionscadail na Rotharbhealaigh i mBéal Átha na Sluaighe ag 091 509 267.

Galway to Athlone CYCLEWAY
Gaillimh go Baile Átha Luain

WORKING WITH YOU
AG OBAIR LEAT

Landowner Engagement

A process has been underway since 2019 to develop a Code of Best Practice for National and Regional Greenway Projects. TII and the local authorities have been working with the farming representatives and other stakeholders to develop the Code of Best Practice which is due to be completed in the near future. The Code sets out the process for the delivery and management of Greenways and provides information on the acquisition of privately owned lands for the Greenway.

The corridor is well defined where routing appears clear, for example through publicly owned lands, such as Coillte forestry tracks and Bord na Móna railways.

However, it will be necessary to build some of the Cycleway on land that is now privately owned. In these areas the corridor is wider and future discussions with landowners will form the basis for developing the route within the corridor.

During the development of a preferred route within the corridor, landowners may engage their own agronomist/property adviser to advise them during the design of the Cycleway. This agronomist/property adviser will be paid for by the project promoters. We will work with the landowner and their agronomist/property advisor to pick the least disruptive route possible, likely to be along the property boundary.

We will strive to purchase land through voluntary agreement, if at all possible.

There are a number of dedicated Project Liaison Officers (PLO's) from the Local Authorities and Consultants. The PLO's will be available to meet with landowners either on their property or in the Project Office by appointment. PLO's are also available to talk on the phone or by online virtual meeting.

These PLO's will be the main point of contact for the landowner, and will ensure that the landowners interests and concerns are considered in all decisions.

The goodwill and cooperation of the farming community is important to make the Cycleway a success. Real and open engagement with the landowners and community will be central to everything we do.

Rannpháirtíocht le hÚinéirí Talún

Tá próiseas ar bun ó 2019 chun Cód Dea-Chleachtais a fhorbairt do Thionscadail Glasbhealaigh Náisiúnta agus Réigiúnacha. Bhí TII agus na húdaráis áitiúla ag obair leis na hionadaithe feirmeoireachta agus le páirtithe leasmhara eile chun an Cód Dea-Chleachtais a fhorbairt a bheidh le críochnú go luath. Leagtar an próiseas ina ndéantar glasbhealach a chur ar fáil agus a bhainistiú amach sa Chód agus cuirtear eolas ar fáil ann maidir le talamh príobháideach a cheannach don Ghlasbhealach.

Tá an chonair sainmhínithe go maith nuair is cosúil go bhfuil an bealach soiléir, mar shampla trí thailte faoi úinéireacht phoiblí, mar rianta foraoiseachta Coillte agus iarnróid Bhord na Móna.

Mar sin féin, beidh sé riachtanach cuid den Rotharbhealach a thógáil ar thalamh atá faoi úinéireacht phríobháideach anois. Sna ceantair seo tá an chonair níos leithne agus beidh plé le húinéirí talún amach anseo mar bhunús chun an bealach laistigh den dorchla a fhorbairt.

Le linn dóibh an bealach is fearr a fhorbairt laistigh den chonair, féadfaidh úinéirí talún a n-agranamaí/comhairleoir maoine féin a fhostú chun comhairle a thabhairt dóibh le linn dhearadh an Rotharbhealaigh. Íocfaidh tionscnóirí an tionscadail an t-agranamaí/comhairleoir maoine seo. Oibreoimid leis an úinéir talún agus lena agranamaí/comhairleoir maoine chun an bealach is lú a chuireann isteach air a roghnú, ar dóigh dó a bheith feadh theorainn na maoine.

Déanfaimid ár ndícheall talamh a cheannach trí chomhaontú deonach, más féidir.

Tá roinnt Oifigigh Idirchaidrimh Tionscadail tiomnaithe (PLOanna) ó na hÚdaráis Áitiúla agus Comhairleoirí. Beidh na PLOanna ar fáil chun bualadh le húinéirí talún ar a gcuid maoine nó san Oifig Tionscadail trí choinne. Tá PLOanna ar fáil freisin chun labhairt ar an bhfón nó trí chruinniú fíorúil ar líne.

Beidh na PLOanna seo ina bpríomhphointí teagmhála ag an úinéir talún agus cinnteoidh siad go ndéanfar leas agus imní na húinéirí talún a mheas agus cinntí á ndéanamh.

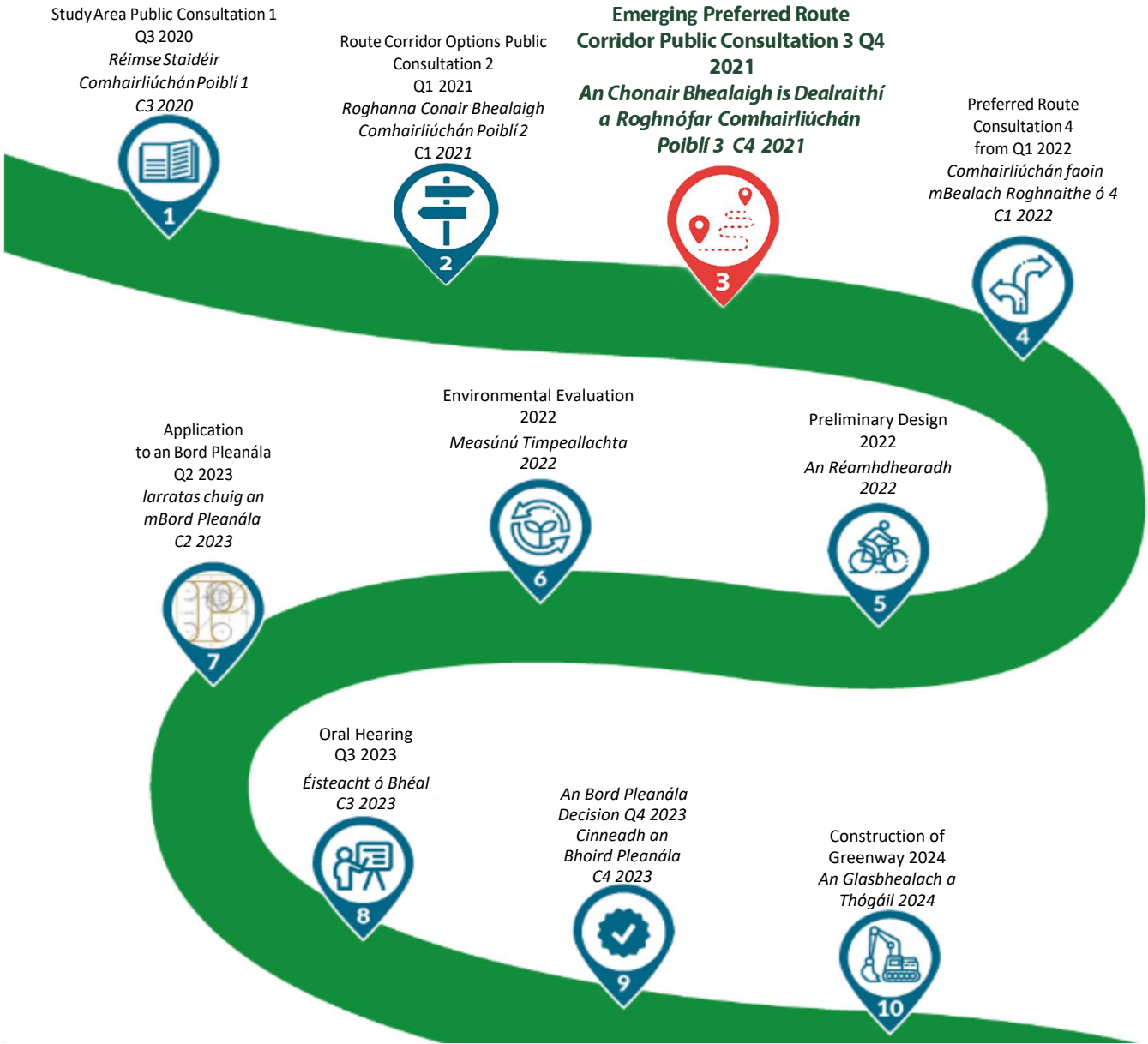
Tá dea-thoil agus comhoibriú an phobail feirmeoireachta tábhachtach chun go n-éireoidh leis an Rotharbhealach. Beidh rannpháirtíocht cheart agus oscailte leis na húinéirí talún agus leis an bpobal lárnach i ngach rud a dhéanaimid.

STAGES OF PUBLIC CONSULTATION
CÉIMEANNA AN CHOMHAIRLIÚCHÁIN PHOIBLÍ

Galway to Athlone CYCLEWAY
Gaillimh go Baile Átha Luain

Study Area Public Consultation	*Réimse Staidéir Comhairliúchán Poiblí*	→	August/*Lúnasa* 2020
Route Corridor Options Public Consultation	*Roghanna Conair Bhealaigh Comhairliúchán Poiblí*	→	Jan-Feb *Eanair-Feabhra* 2021
Emerging Preferred Route Corridor Public Consultation	***An Chonair Bhealaigh is Dealraithí a Roghnófar Comhairliúchán Poiblí***	→	**08th Dec 2021-28th Feb 2022 / *08 Nollaig 2021-28 Feabhra 2022***
Preferred Route Consultations with Individual Landowners	*Bealach Roghnaithe Comhairliúcháin le Húinéirí Talún Aonair*	→	from Jan/ó *Eanair* 2022

WE ARE HERE / **IS ANSEO**



EMERGING PREFERRED ROUTE CORRIDOR QUESTIONNAIRE / *CEISTNEOIR FAOIN GCONAIR BHEALAIGH IS DEALRAITHÍ A ROGHNÓFAR*

Galway to Athlone CYCLEWAY
Gaillimh go Baile Átha Luain

We welcome your local information / *Cuirimid fáilte roimh d'fhaisnéis áitiúil*

1.

Name / *Ainm*

Email / *Ríomhphost*

Address / *Seoladh*

Telephone / *Uimhir Ghutháin*

Eircode / *Éirchód*

2. Do you live or own property within the Emerging Preferred Route corridor?
An bhfuil cónaí ort nó an bhfuil úinéireacht agat ar mhaoin laistigh den Conair Bhealaigh is Dealraithí a Roghnófar?

☐ Yes *Tá / Is Liom* ☐ No *Níl / Ní Liom*

3. Would you use the Cycleway?
An mbainfeá úsáid as an Rotharbhealach?

☐ Yes / *Tá* ☐ No / *Níl*

4. We welcome your feedback on any information about the Emerging Preferred Route Corridor that would inform the project team on developing a route within the corridor. (please use additional paper and include supporting documents / images / maps if you wish).
Fáiltímid roimh d'aiseolas ar aon fhaisnéis faoin gConair Bhealaigh is Dealraithí a Roghnófar a chuirfeadh foireann an tionscadail ar an eolas faoi bhealach a fhorbairt laistigh den chonair. (bain úsáid as páipéar breise le do thoil agus cuir cáipéisí / íomhánna / léarscáileanna tacaíochta san áireamh más mian leat)

5. Signature / Siniú

Please complete the feedback form and return by email or Freepost to:
Líon amach an fhoirm aiseolais agus seol ar ais ar ríomhphost nó ar an Saorphost í chuig:

Email/*Ríomhphost:* info@galwaytoathlonecycleway.com

Freepost: Galway to Athlone Cycleway Project Office, Society Street, Ballinasloe, County Galway, Ireland, H53 T320.
Saorphost: *Oifig Thionscadal an Rotharbhealaigh ó Ghaillimh go Baile Átha Luain, Sráid an Chumainn, Béal Átha na Sluaighe, Contae na Gaillimhe, Éire, H53 T320.*

☐ Please tick this box if you wish to be contacted regarding project news and updates.
Cuir tic sa bhosca seo más mian leat go ndéanfaí teagmháil leat maidir leis an tionscadal agus an nuacht is déanaí a bhaineann leis.

Data Protection: By providing my details in this feedback form, I consent to the use of my personal data in accordance with Westmeath County Council's Privacy Notice which is available at: www.westmeathcoco.ie/en/ourservices/yourcouncil/privacy/ privacynotice

Cosaint Sonraí: *Trí mo chuid sonraí a thabhairt san fhoirm aiseolais seo, toilím go n-úsáidfí mo chuid sonraí pearsanta i gcomhréir le Fógra Príobháideachta Chomhairle Chontae na hlarmhí atá ar fáil arwww.westmeathcoco.ie/en/ourservices/yourcouncil/privacy/privacynotice*

Galway to Athlone
CYCLEWAY

Greenway
Galway to Athlone
National Cycleway Scheme

PUBLIC CONSULTATION NO. 3

Emerging Preferred Route Corridor

DECEMBER 2021

Website Link

The Galway to Athlone Cycleway is for local communities. It will:

- Support local businesses and jobs - such as local shops, cafes, pubs, cycling businesses, B&Bs, camping sites, hotels and hostels.
- Provide safe, traffic-free cycling and walking routes for everyone to enjoy.
- Provide a valuable local amenity for communities to walk or cycle.
- Deliver a quality and memorable visitor experience with great scenery and points of interest.
- Complete a circa 330km car-free corridor between Galway and Dublin, linking the Atlantic coast to the East coast.

***We welcome any information that would inform the project team finalising the Cycleway route within the* Emerging Preferred Route Corridor.**

rps MAKING COMPLEX EASY
TII Bonneagar Iompair Eireann Transport Infrastructure Ireland
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council
ROS COMMON Comhairle Contae Ros Comáin Roscommon County Council

Greenway

Galway to Athlone
National Cycleway Scheme

Coronavirus
COVID-19

Coronavirus
COVID-19
Public Health
Advice

COVID - 19 has affected the early stages of the Project in a number of ways.

The Emerging Preferred Route Corridor Public Consultation No. 3 will be held virtually to help reduce public gatherings.

We are:

- Encouraging online consultation through the website **www.galwaytoathlonecycleway.com**
- The consultation material can be viewed online in the virtual consultation room which is live on the project website from the 08th December 2021 and runs until 28th February 2022.
- Interested parties will be able to meet with the project team by arrangement to discuss any issues of interest to them, either in person, by phone or by video appointment.
- We can be contacted through the online virtual consultation room on the website, where you may book an appointment to talk to the project team, or by calling the Cycleway Project Office in Ballinasloe at 091 509267.
- Project Liaison Officers will be available to meet by appointment, in compliance with the applicable COVID-19 protocols.

We will continue to seek to engage effectively while maintaining social distancing and strict hygiene for as long as is necessary

rps MAKING COMPLEX EASY · TII Bonneagar Iompair Éireann Transport Infrastructure Ireland · WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí · Comhairle Chontae na Gaillimhe Galway County Council · ROS COMÁN Comhairle Contae Ros Comáin Roscommon County Council

PROJECT VISION

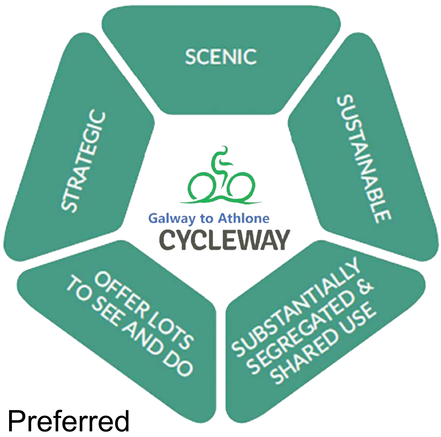
Galway to Athlone
CYCLEWAY

Part of Ireland's longest Cycleway

The Department of Tourism, Transport and Sport is developing National and Regional Greenways across Ireland to enhance tourism and contribute to rural development.

The new Galway to Athlone Cycleway is a large section of the even bigger circa 330km Galway to Dublin Cycleway - Ireland's longest Cycleway so far.

The Galway to Dublin Cycleway will be a world class amenity for pedestrians, cyclists and wheelchair users to enjoy - locals and tourists alike. It will even facilitate the first leg of the international EuroVelo network of long-distance cycling trails in Europe and will link Galway to Moscow!



Galway to Dublin Cycleway is being developed in phases:

- Galway to Athlone Cycleway - Emerging Preferred Route Corridor is now on display.
- 107km open between Athlone and Maynooth.
- Construction of new cycleway bridge over the Shannon, due to be completed in 2023.
- Two major urban sections being developed between Maynooth and Dublin city and from Ballyloughane to Galway City.

rps MAKING COMPLEX EASY · TII Bonneagar Iompair Eireann Transport Infrastructure Ireland · WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí · Comhairle Chontae na Gaillimhe Galway County Council · ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council

STAGES OF PUBLIC CONSULTATION

Galway to Athlone
CYCLEWAY

Study Area Public Consultation	→	August 2020
Route Corridor Options Public Consultation	→	Jan/Feb 2021
WE ARE HERE: Emerging Preferred Route Corridor Public Consultation	→	Dec/Jan 2021/2022
Preferred Route Consultations with individual landowners	→	from Jan 2022

1. Study Area Public Consultation 1 Q3 2020
2. Route Corridor Options Public Consultation 2 Q1 2021
3. **Emerging Preferred Route Corridor Public Consultation 3 Q4 2021**
4. Preferred Route Consultation 4 Q2 2022
5. Preliminary Design 2022
6. Environmental Evaluation 2022
7. Application to An Bord Pleanála Q2 2023
8. Oral Hearing Q3 2023
9. An Bord Pleanála Decision Q4 2023
10. Construction of Greenway 2024

rps MAKING COMPLEX EASY · TII Bonneagar Iompair Éireann Transport Infrastructure Ireland · WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí · Comhairle Chontae na Gaillimhe Galway County Council · Comhairle Contae Ros Comáin Roscommon County Council

CREATING OPPORTUNITIES FOR RURAL IRELAND

TYPE OF CYCLEWAY USERS

1. Touring Cyclists

Visitors journeying from place to place over long distance.

2. Leisure Cyclists & Walkers

Individuals, families and groups cycling and walking for recreation, fun and fitness interest.

3. Commuters

Local people living, studying and working adjacent to route.

National Physical Activity Plan for Ireland- Get Ireland Active

"Physical inactivity is a demonstrated clear risk to health and wellbeing in Ireland. Physical inactivity and sedentary behaviours are associated with numerous chronic diseases. With people no longer as physically active as they should be, there are many threats to our health and wellbeing from being inactive"

WHO WILL USE THE CYCLEWAY?

VISITORS

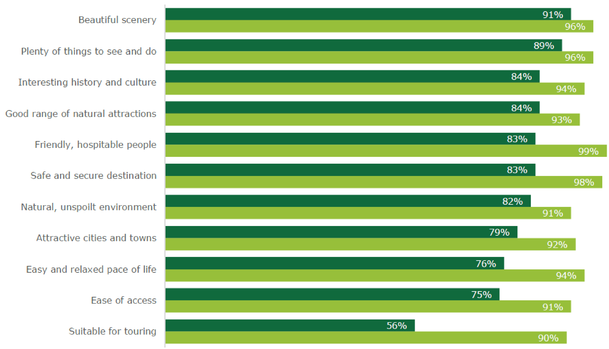
Despite our underdeveloped profile as a cycle destination, 450,000 overseas visitors to Ireland included a cycle trip in their holidays in 2018, this is a threefold increase since 2009. Projected annual growth for cycling tourism is 4% per annum to 2028. Cycling has become the second highest activity to walking and hiking in Ireland.

What activities did they engage in? (000's)

Source: Fáilte Ireland estimates based on Survey of Overseas Travellers

Visitors will choose a holiday destination based on what they will see and do. It is important for an attractive destination that the route allows visitors to experience frequntly incorporated interesting places to visit with a varied scenery as too much of the same thing will become boring. A significant portion of visitors are in a group or family which contain children and will prefer a relaxed pace and a safe traffic free Cycling destination.

Importance and rating of destination issues among overseas holidaymakers (%)



Source: Fáilte Ireland's Tourism Experience Port Survey 2019

- What factors are important to holidaymakers when considering Ireland for their holiday
- Holidaymakers' satisfaction with aspects of their experience of Ireland

The Great Western Greenway - Ireland's first Greenway, was completed in 2011 and attracted 144,000 users that year which increased to 211,0000 users by 2016. This generated €1.065m to the local economy and had a payback period of 6 years.

BENEFITS FOR COMMUNITY AND REGION - HEALTH AND WELL BEING

The health of our population is also a major focus. Inactivity and sedentary behaviours are associated with numerous chronic diseases.

Greenways provide an excellent opportunity for Irish people to participate in healthy outdoor activity.

rps MAKING COMPLEX EASY
TII Bonneagar Iompair Éireann Transport Infrastructure Ireland
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council
ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council

CREATING OPPORTUNITIES FOR RURAL IRELAND

WHO CAN GET INVOLVED?

Galway to Athlone CYCLEWAY

The Galway to Athlone Cycleway depends on the whole community to make it a reality and a memorable experience for those who will use it.

People who own land along the route, the farming community, local B&Bs, hotels, hostels and camping sites all have an important role in its success.

Local shops, pubs, supply stores and Post Offices all stand to benefit from the opportunities that come with increased visitor numbers.

Community groups and interests are vital to the creation of new ideas that can help tourism information centres and services.

Ideas with Opportunities...

- Farmers
- Landowners
- Local Shops
- Local Hotels and B&Bs
- Heritage Centres
- Sports & Recreation Facilities
- Arts & Cultural Groups
- Transport Service Providers

rps MAKING COMPLEX EASY · TII Bonneagar Iompair Éireann Transport Infrastructure Ireland · WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí · Comhairle Chontae na Gaillimhe Galway County Council · ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council

Galway to Athlone
CYCLEWAY

WORKING WITH YOU

Landowner Engagement

A process has been underway since 2019 to develop a Code of Best Practice for National and Regional Greenway Projects. TII and the local authorities have been working with the farming representatives and other stakeholders to develop the Code of Best Practice which is due to be completed in the near future. The Code sets out the process for the delivery and management of greenways and provides information on the acquisition of privately owned lands for the greenway.

The corridor is well defined where routing appears clear, for example through publicly owned lands, such as Coillte forestry tracks and Bord na Móna railways.

However, it will be necessary to build some of the Cycleway on land that is now privately owned. In these areas the corridor is wider and future discussions with landowners will form the basis for developing the route within the corridor.

During the development of a preferred route within the corridor, landowners may engage their own agronomist/property adviser to advise them during the design of the Cycleway. This agronomist/property adviser will be paid for by the project promoters. We will work with the landowner and their agronomist/ property adviser to pick the least disruptive route possible, likely to be along the property boundary.

We will strive to purchase land through voluntary agreement, if at all possible.

There are a number of dedicated Project Liaison Officers (PLO's) from the Local Authorities and Consultants engaged on the project. The PLO's will be available to meet with landowners either on their property or in the Project Office by appointment. PLO's are also available to talk on the phone or by online virtual meeting.

These PLO's will be the main point of contact for the landowner, and will ensure that the landowners interests and concerns are considered in all decisions.

The goodwill and cooperation of the farming community is important to make the Cycleway a success. Real and open engagement with the landowners and community will be central to everything we do.

rps MAKING COMPLEX EASY
TII Bonneagar Iompair Éireann Transport Infrastructure Ireland
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council
ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council

STUDY AREA PUBLIC CONSULTATION NO. 1

Galway to Athlone
CYCLEWAY

Public Feedback and Response

Public Consultation No. 1 was held in August 2020. The consultation was very well attended with members of the project team present to discuss the project with the public. There was a strong interest in the project expressed at the events, with very good engagement and many useful discussions held.

The main purpose of this first public consultation was to present the Study Area and obtain feedback on it. Submissions received were mainly on the following:

- The need for the project;
- Possible routes that should be considered by the project team;
- Locations, attractions or facilities in the study area that could be attractive to cycleway users, or would benefit from a cycleway; and
- Constraints or barriers to the cycleway.

The project team emphasised that the project was starting again from a 'clean slate', with no routes proposed at that stage.

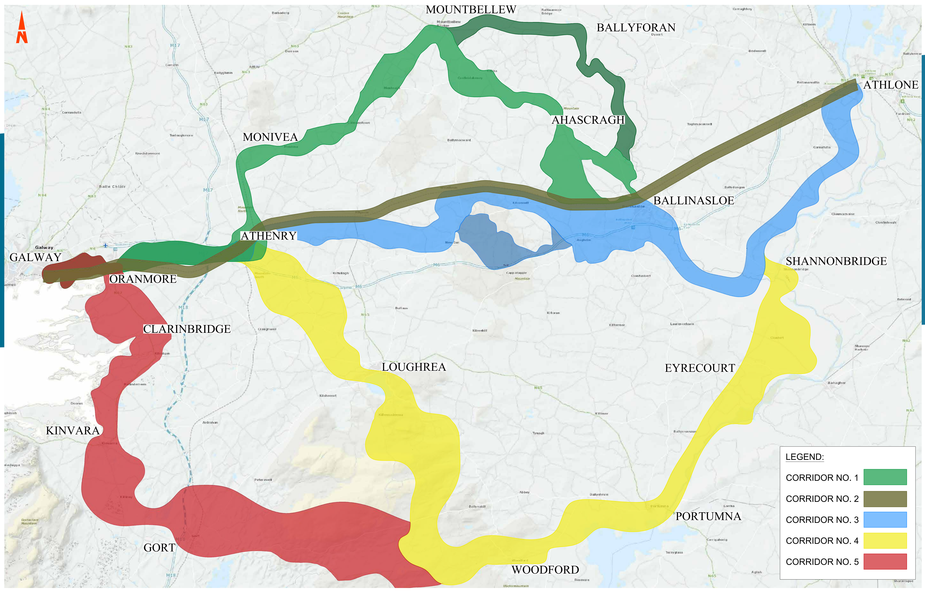
It was also emphasized that there would be strong consultation with landowners throughout the project development and that a key project aim would be to progress the project in collaboration with any affected landowners.

Following the consultations, a large number of responses were received and considered in developing the Route Corridor Options. A report summarising the first consultation is available to view on the project website.

rps MAKING COMPLEX EASY
TII Bonneagar Iompair Éireann Transport Infrastructure Ireland
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council
ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council

ROUTE CORRIDOR OPTIONS PUBLIC CONSULTASTION NO.2

Galway to Athlone CYCLEWAY



Public Feedback and Response

Public Consultation No.2 was held over 5 weeks from the 25th of January 2021 until the 1st March 2021. Due to Covid-19 restrictions the consultation was held on the online virtual consultation platform, along with virtual meetings and telephone engagement.

The Route Corridor Options were developed to connect to likely tourism and leisure attractions, and use publicly owned lands were possible. The purpose of the second consultation was to present the Route Corridor Options and obtain feedback on any issues or concerns.

There was a strong response to the Public Consultation with over 11,000 submission received, 95% of which were supportive of the cycleway.

The feedback received was considered in the selection of the Emerging Preferred Route Corridor. A report summarising the second consultation is available to view on the project website.

In April landowner letters and leaflets were sent to over 10,000 landowners to outline the process for landowner engagement. After Covid-19 restrictions were lifted in May 2021, Project Liaison Officers (PLO) consulted with landowners across all 5 Route Corridor Options. Feedback from landowners informed the project team of any issues or concerns they have and was considered in selecting the Emerging Preferred Route Corridor.

rps MAKING COMPLEX EASY
TII Bonneagar Iompair Éireann Transport Infrastructure Ireland
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council
ROS COMÁIN Comhairle Contae Ros Comáin Roscommon County Council

Emerging Preferred Route Corridor

An interactive map of the Emerging Preferred Route Corridor is available to view in the Virtual Consultation Room at www.galwaytoathlonecycleway.com

Galway to Athlone CYCLEWAY

Emerging Preferred Route Corridor

The Emerging Preferred Route Corridor has been chosen as it offers a highly scenic route from Galway to Athlone, with lots to see and do on the way. It travels through a wide variety of landscapes, from the edge of Galway Bay, the Burren Low Lands, the Slieve Aughty mountains, the river Shannon and the midlands bogs, and will be attractive to domestic and international users.

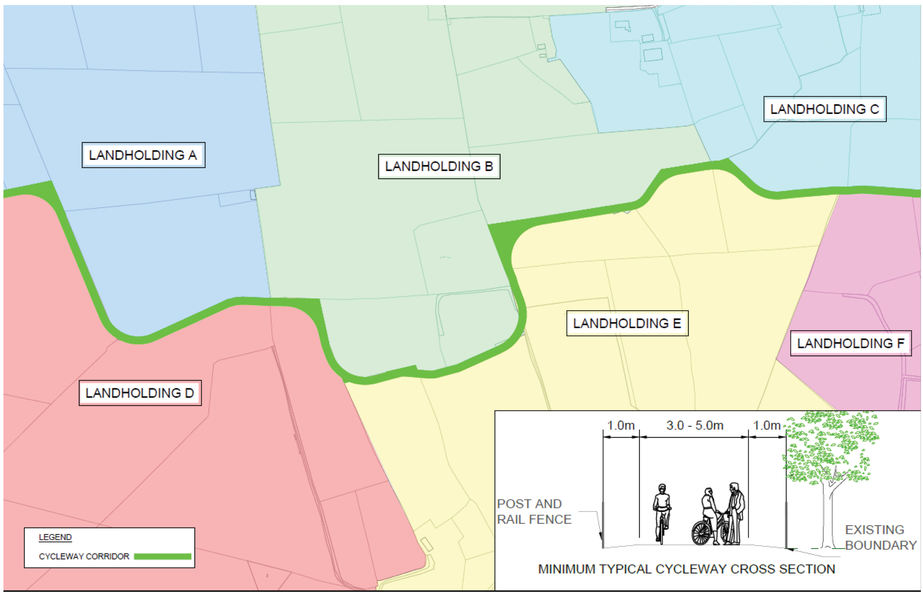
It visits Ballyloughane Beach, Oranmore, Rinville, Clarinbridge, Kilcolgan, Kinvara, Coole Park, Gort, Woodford, Portumna, Meelick, Clonfert, Ballinasloe, Shannonbridge and Athlone Castle, linking places of interest, established tourism centres, public parks and outdoor spaces.

The route corridor has been developed to be well defined where routing appears clear, for example through state owned lands such as Coillte forestry tracks and Bord na Móna railways. Elsewhere the corridor is wider and future discussions with landowners will form the basis for developing a route within the corridor.

We now wish to work with landowners and the public to determine the best route and design, for the Cycleway within the Emerging Preferred Route Corridor.

Minimising Land Severance

Where private land is needed for the cycleway, we will strive to purchase it through voluntary agreement and avoid any land severance, if at all possible, by following existing boundaries. A sample of how the cycleway might navigate through private land in agreement with affected landowners is shown below.



rps MAKING COMPLEX EASY · TII Bonneagar Iompair Eireann Transport Infrastructure Ireland · WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí · Comhairle Chontae na Gaillimhe Galway County Council · ROS COMMON Comhairle Contae Ros Comáin Roscommon County Council

WE WELCOME YOUR LOCAL INFORMATION

Galway to Athlone
CYCLEWAY

We now wish to work with landowners and the public to determine the best route and design for the Cycleway within the Emerging Preferred Route Corridor

The purpose of this consultation is to examine and receive feedback on the Emerging Preferred Route Corridor and to assist in the process of developing a route within the corridor.

We welcome any information that would inform the project team finalising the Cycleway route within the Emerging Preferred Route Corridor.

All information, including an interactive map of the Emerging Preferred Route Corridor and the consultation questionnaire, is available to view in the online Virtual Consultation Room which is live on the project website.

The cycleway project team is available to answer any questions and provide information to assist you with your submission. To arrange a call, online consultation or to meet with a member of the project team, please contact us by phone, email or via the online meeting booking facility. Online bookings will be facilitated from the 08th December 2021 until the 28th February 2022.

You can make submissions or observations by:

Email:
info@galwaytoathlonecycleway.com

Website:
www.galwaytoathlonecycleway.com

Phone No: (091) 509 267

Please contact us to arrange a meeting

Project News and updates will be available on www.galwaytoathlonecycleway.com

Freepost
Galway to Athlone
Cycleway Project Office,
Society Street,
Ballinasloe,
Co. Galway,
Ireland,
H53 T320

MAKING COMPLEX EASY
Bonneagar Iompair Eireann Transport Infrastructure Ireland
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council
Comhairle Contae Ros Comáin Roscommon County Council

NEXT STEPS

Galway to Athlone CYCLEWAY

The next stage will involve developing a preferred route within the Emerging Preferred Route Corridor under the following criteria and objectives:

- Working with landowners and the public to determine the best possible route and design, for the cycleway within the Emerging Preferred Route Corridor;
- Working with landowners and their agronomist/ property adviser to pick the least obstructive route possible, likely to be along property boundary;
- To commence the voluntary acquisition process.
- Minimise impacts to agricultural holdings, especially farm severance;
- Maximise the value of existing state-owned lands and natural amenity;
- Feedback and submissions during this consultation will be considered by the project team to help determine the best possible route within the Emerging Preferred Route Corridor.

Talk to us

The consultation material can be viewed online in the virtual consultation room which is live on the project website from the 08th December 2021 until 28th February 2022.

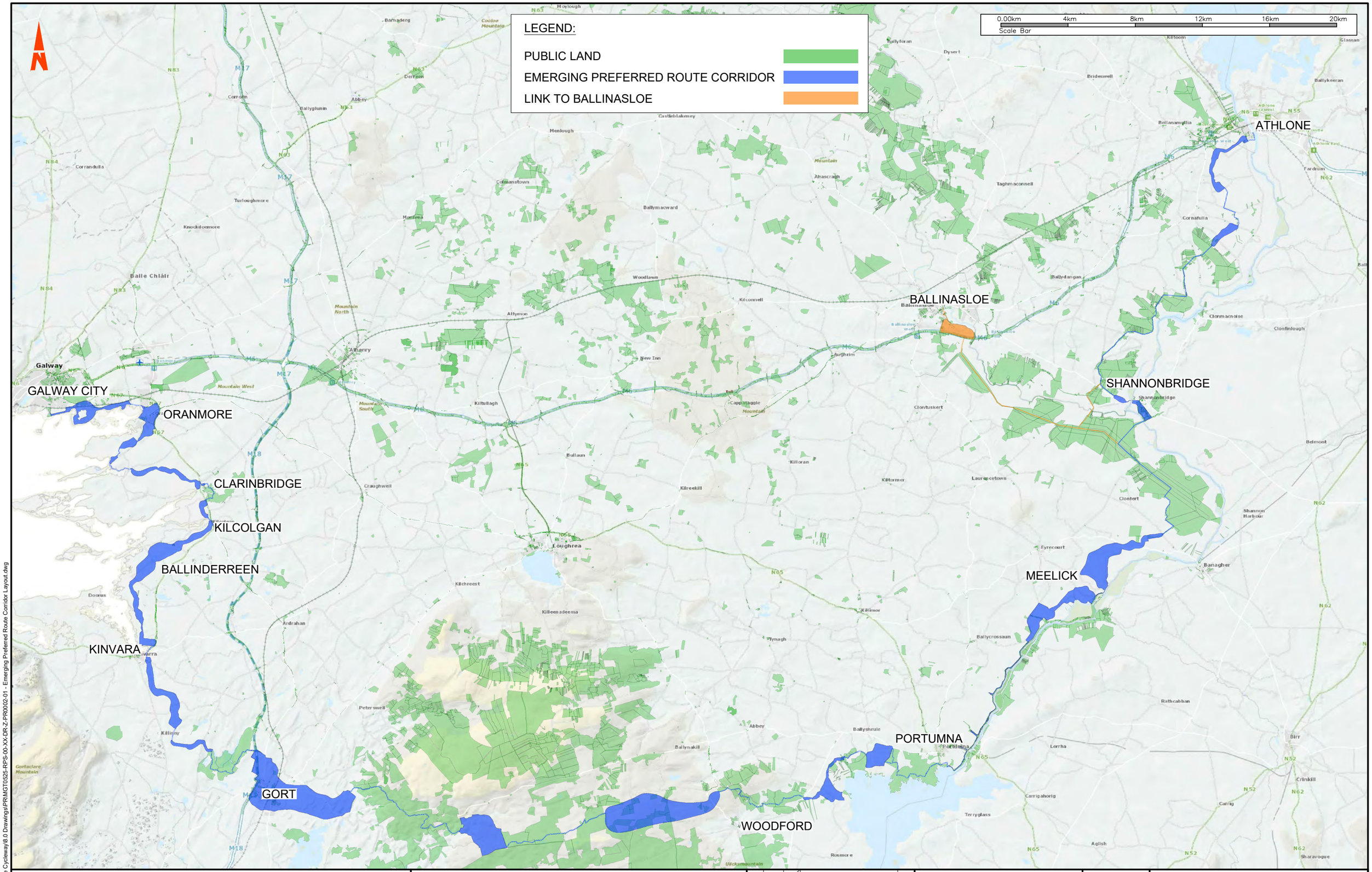
Interested parties will be able to meet with the project team by arrangement to discuss any issues of interest to them, either in person, by phone or by online video consultation.

If your property is within the corridor, we would encourage you to contact us to let us know your opinion on the cycleway.

We can be contacted through the website www.galwaytoathlonecycleway.com, where you may book an appointment to talk to the project team, or by calling the Cycleway Project Office in Ballinasloe at 091 509 267.

Appendix D

Emerging Preferred Route Corridor



Client

Comhairle Contae Ros Comáin Roscommon County Council

Comhairle Chontae na Gaillimhe Galway County Council

WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí

TII Bonneagar Iompair Éireann Transport Infrastructure Ireland

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Drn. / Chk.	Amendment / Issue	App
P01	06.12.21	MC / CMcG	FOR CONSULTATION	CMcG

RPS MAKING COMPLEX EASY

Drawn	MC
Checked	SM
Approved	CMcG
Date	06.12.21
Scale 1:200,000@ A3	
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: EMERGING PREFERED ROUTE CORRIDOR CORRIDOR LAYOUT

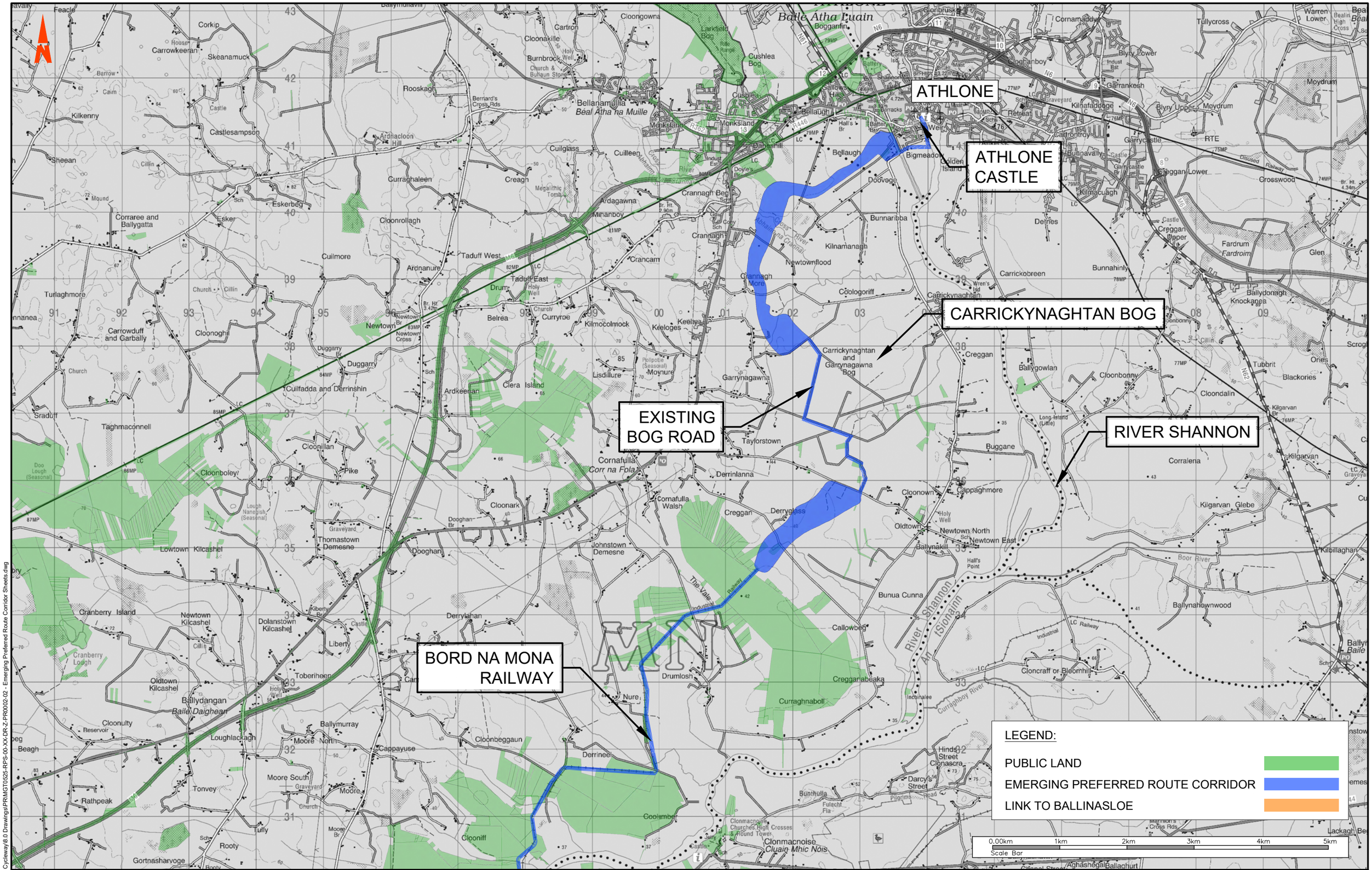
File Ref. MGT0525-RPS-00-XX-DR-Z-PR0002

Drg. No. PR0002 01

Rev. P01

T:\MGT0525X - Galway Athlone Cycleway\8.0 Drawings\PR\MGT0525-RPS-00-XX-DR-Z-PR0002-01 - Emerging Preferred Route Corridor Layout.dwg

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland



Client

Comhairle Contae Ros Comáin
Roscommon County Council

Comhairle Chontae na Gaillimhe
Galway County Council

WESTMEATH COUNTY COUNCIL
Comhairle Chontae na hIarmhí

TII
Bonneagar Iompair Éireann

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Drn. / Chk.	Amendment / Issue	App
P01	06.12.21	MC / CMcG	FOR CONSULTATION	CMcG

MAKING COMPLEX EASY

Drawn	MC
Checked	CMcG
Approved	CMcG
Date	06.12.21
Scale	1:50,000@ A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: EMERGING PREFERRED ROUTE CORRIDOR SHEETS

File Ref. MGT0525-RPS-00-XX-DR-Z-PR0002

Drg. No. PR0002 02

Rev. P01

T:\MGT0525X - Galway Athlone Cycleway\8.0 Drawings\PR\MGT0525-RPS-00-XX-DR-Z-PR0002-02 - Emerging Preferred Route Corridor Sheets.dwg

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

BALLINASLOE

BORD NA MONA RAILWAY

RIVER SUCK

SHANNONBRIDGE

LINK TO BALLINASLOE

EXISTING RIVER SHANNON RAIL BRIDGE

CLONFERT CATHEDRAL

BORD NA MONA RAILWAY

LEGEND:

PUBLIC LAND

EMERGING PREFERRED ROUTE CORRIDOR

LINK TO BALLINASLOE

0.00km 1km 2km 3km 4km 5km

Scale Bar

T:\MGT0525X - Galway Athlone Cycleway\8.0 Drawings\PR\MGT0525-RPS-00-XX-DR-Z-PR0002-02 - Emerging Preferred Route Corridor Sheets.dwg

Client

Comhairle Contae Ros Comáin Roscommon County Council

Comhairle Chontae na Gaillimhe Galway County Council

WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí

TII Bonneagar Iompair Éireann

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Drn.	Chk.	Amendment / Issue	App
P01	06.12.21	MC	CMcG	FOR CONSULTATION	CMcG

RPS MAKING COMPLEX EASY

Drawn	MC
Checked	CMcG
Approved	CMcG
Date	06.12.21
Scale	1:50,000@ A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: EMERGING PREFERRED ROUTE CORRIDOR SHEETS

File Ref. MGT0525-RPS-00-XX-DR-Z-PR0002

Drg. No. PR0002 03

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

EYRECOURT

MEELICK WIER

SHANNON FLOOD EMBANKMENT

LEGEND:

PUBLIC LAND

EMERGING PREFERRED ROUTE CORRIDOR

LINK TO BALLINASLOE

0.00km 1km 2km 3km 4km 5km

Scale Bar

Client

Comhairle Contae Ros Comáin Roscommon County Council

Comhairle Chontae na Gaillimhe Galway County Council

WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí

TII Bonneagar Iompair Éireann

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Drn.	Chk.	Amendment / Issue	App
P01	06.12.21	MC	CMcG	FOR CONSULTATION	CMcG

RPS MAKING COMPLEX EASY

Drawn	MC
Checked	CMcG
Approved	CMcG
Date	06.12.21
Scale	1:50,000@ A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: EMERGING PREFERRED ROUTE CORRIDOR SHEETS

File Ref. MGT0525-RPS-00-XX-DR-Z-PR0002

Drg. No. PR0002 04

Rev. P01

T:\MGT0525X - Galway Athlone Cycleway\8.0 Drawings\PR\MGT0525-RPS-00-XX-DR-Z-PR0002-02 - Emerging Preferred Route Corridor Sheets.dwg

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

SHANNON FLOOD EMBANKMENT

PORTUMNA

PROPOSED PORTUMNA BLUEWAY

PORTUMNA CASTLE AND GARDENS

PORTUMNA FOREST PARK

LOUGH DERG

ROSTURRA WOODS TRAIL

WOODFORD

LEGEND:

PUBLIC LAND

EMERGING PREFERRED ROUTE CORRIDOR

LINK TO BALLINASLOE

0.00km 1km 2km 3km 4km 5km

Scale Bar

Client

Comhairle Contae Ros Comáin Roscommon County Council

Comhairle Chontae na Gaillimhe Galway County Council

WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí

TII Bonneagar Iompair Éireann

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Drn. / Chk.	Amendment / Issue	App
P01	06.12.21	MC / CMcG	FOR CONSULTATION	CMcG

RPS MAKING COMPLEX EASY

Drawn	MC
Checked	CMcG
Approved	CMcG
Date	06.12.21
Scale	1:50,000@ A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: EMERGING PREFERRED ROUTE CORRIDOR SHEETS

File Ref. MGT0525-RPS-00-XX-DR-Z-PR0002

Drg. No. PR0002 05

Rev. P01

T:\MGT0525X - Galway Athlone Cycleway\8.0 Drawings\PR\MGT0525-RPS-00-XX-DR-Z-PR0002-02 - Emerging Preferred Route Corridor Sheets.dwg

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

LEGEND:

PUBLIC LAND

EMERGING PREFERRED ROUTE CORRIDOR

LINK TO BALLINASLOE

DERRYBRIEN WIND FARM

SLIEVE AUGHTY

RIVER AUGHTY

LOUGH ATORICK

WOODFORD

0.00km 1km 2km 3km 4km 5km

Scale Bar

Client

Comhairle Contae Ros Comáin Roscommon County Council

Comhairle Chontae na Gaillimhe Galway County Council

WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí

TII Bonneagar Iompar Éireann

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Drn.	Chk.	Amendment / Issue	App
P01	06.12.21	MC	CMcG	FOR CONSULTATION	CMcG

RPS MAKING COMPLEX EASY

Drawn	MC
Checked	CMcG
Approved	CMcG
Date	06.12.21
Scale	1:50,000@ A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: EMERGING PREFERRED ROUTE CORRIDOR SHEETS

File Ref. MGT0525-RPS-00-XX-DR-Z-PR0002

Drg. No. PR0002 06

Rev. P01

T:\MGT0525X - Galway Athlone Cycleway\9.0 Drawings\PR\MGT0525-RPS-00-XX-DR-Z-PR0002-02 - Emerging Preferred Route Corridor Sheets.dwg

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

KINVARRA

BURREN NATURE SANCTUARY & CAFE

M18

THOOR BALLYLEE YEATS TOWER

THE BURREN

SLIEVE AUGHTY

COOLE-GARRYLAND NATURE RESERVE

GORT

GORT TRAIN STATION

LEGEND:

PUBLIC LAND

EMERGING PREFERRED ROUTE CORRIDOR

LINK TO BALLINASLOE

0.00km 1km 2km 3km 4km 5km

Scale Bar

Client

Comhairle Contae Ros Comáin Roscommon County Council

Comhairle Chontae na Gaillimhe Galway County Council

WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí

TII Bonneagar Iompair Éireann

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Drn.	Chk.	Amendment / Issue	App
P01	06.12.21	MC	CMcG	FOR CONSULTATION	CMcG

rps MAKING COMPLEX EASY

Drawn	MC
Checked	CMcG
Approved	CMcG
Date	06.12.21
Scale	1:50,000@ A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: EMERGING PREFERRED ROUTE CORRIDOR SHEETS

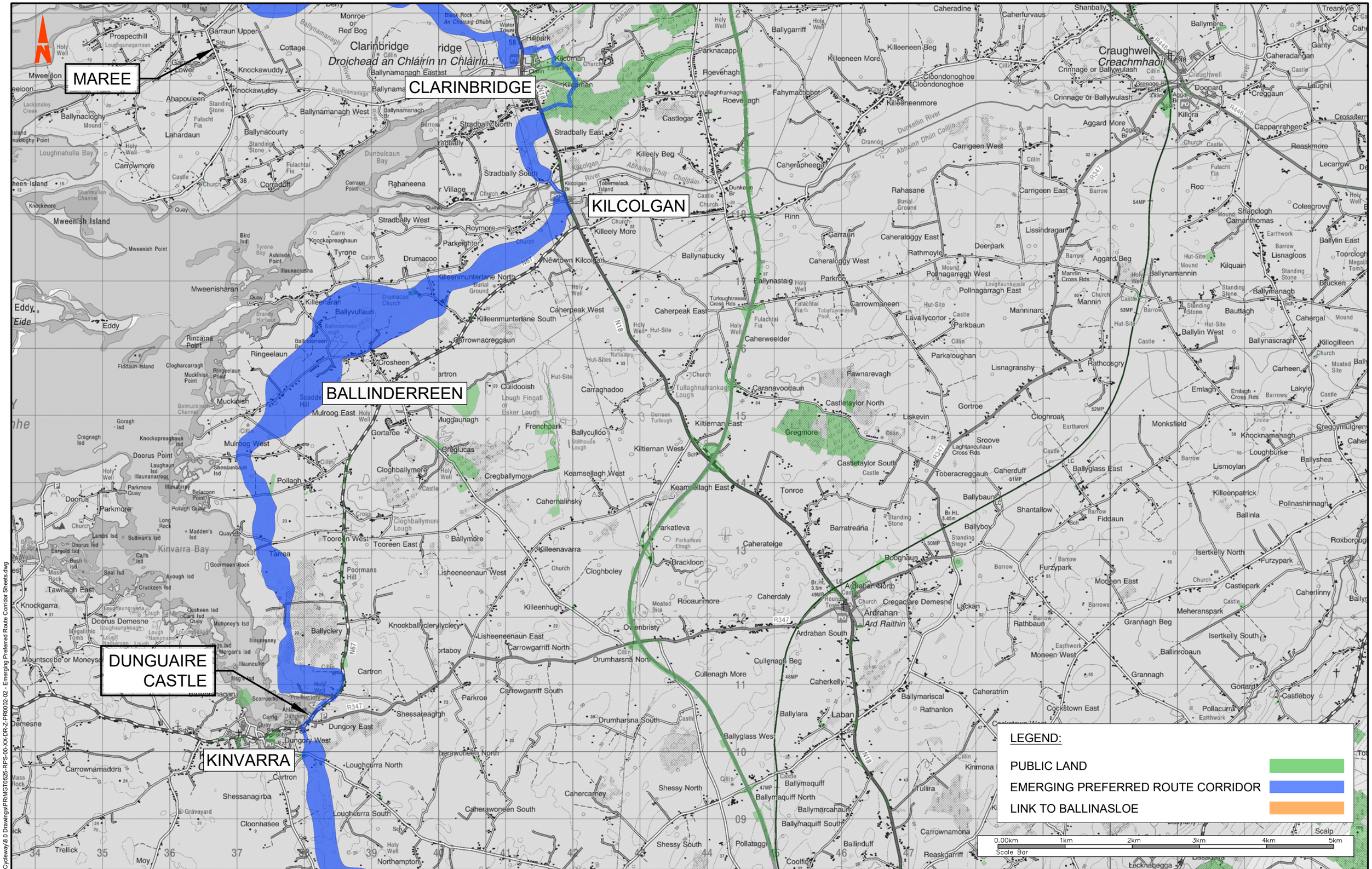
File Ref. MGT0525-RPS-00-XX-DR-Z-PR0002

Drg. No. PR0002 07

Rev. P01

T:\MGT0525X - Galway Athlone Cycleway\8.0 Drawings\PR\MGT0525-RPS-00-XX-DR-Z-PR0002-02 - Emerging Preferred Route Corridor Sheets.dwg

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland



T:\MGT0525X - Galway Athlone Cycleway\8.0 Drawings\PR\MGT0525-RPS-00-XX-DR-Z-PR0002-02 - Emerging Preferred Route Corridor Sheets.dwg

Client

Comhairle Contae Ros Comáin Roscommon County Council

Comhairle Chontae na Gaillimhe Galway County Council

WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí

TII Bonneagar Iompair Éireann

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Drn. / Chk.	Amendment / Issue	App
P01	06.12.21	MC / CMcG	FOR CONSULTATION	CMcG

RPS MAKING COMPLEX EASY

Drawn	MC
Checked	CMcG
Approved	CMcG
Date	06.12.21
Scale	1:50,000@ A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

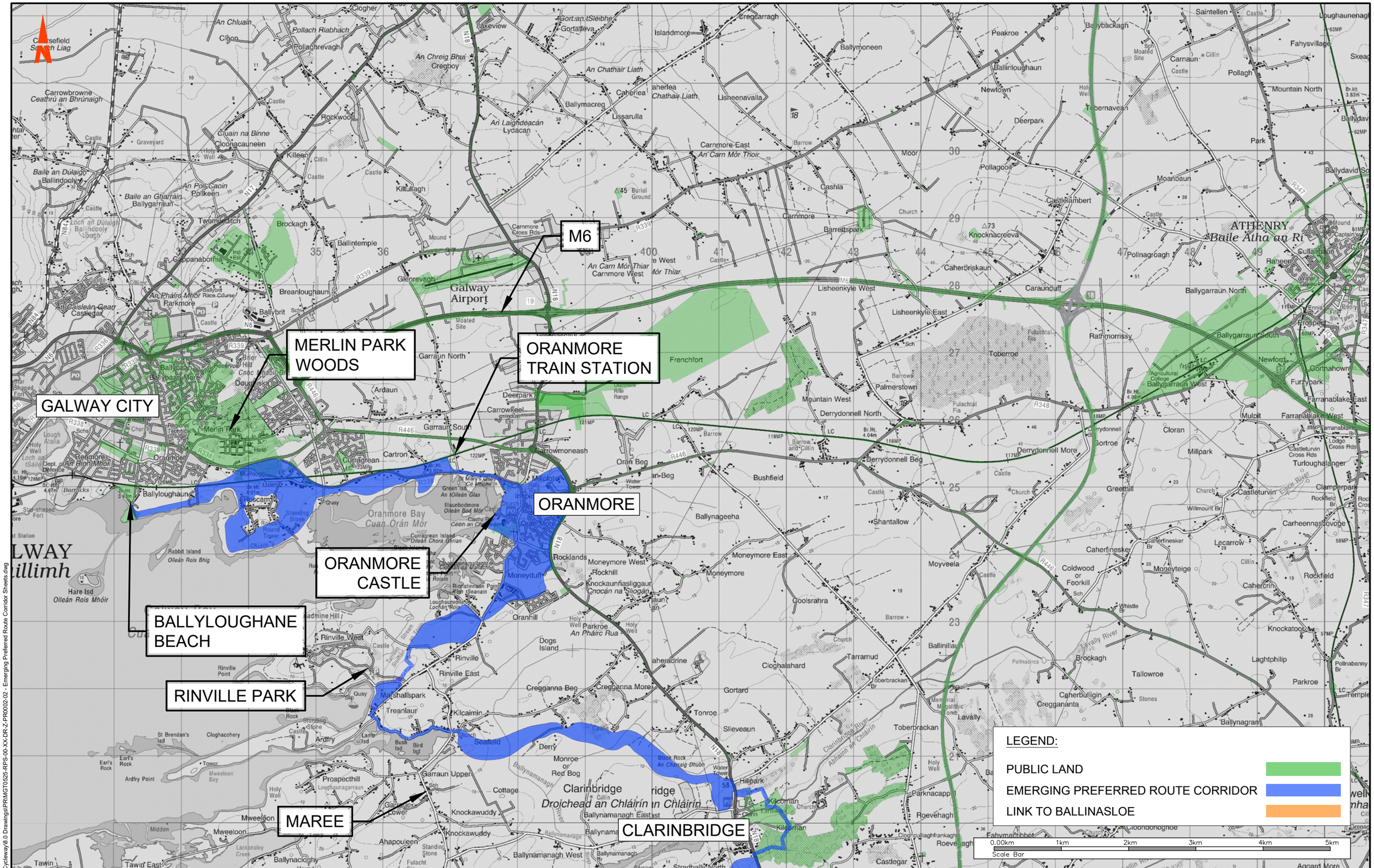
Title: EMERGING PREFERRED ROUTE CORRIDOR SHEETS

File Ref. MGT0525-RPS-00-XX-DR-Z-PR0002

Drg. No. PR0002 08

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland



T:\MGT0525X - Galway Athlone Cycleway\9.0 Drawings\PR\MGT0525-RPS-00-XX-DR-Z-PR0002-02 - Emerging Preferred Route Corridor Sheets.dwg

Client

Comhairle Contae Ros Comáin Roscommon County Council

Comhairle Chontae na Gaillimhe Galway County Council

WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí

TII Bonneagar Iompair Éireann Transport Infrastructure Ireland

General Notes

(i) This drawing is the property of RPS Consulting Engineers, it is a confidential document and must not be copied, used, or its content divulged without prior written consent.

(ii) All Levels refer to Ordnance Survey Datum, Malin Head.

(iii) DO NOT SCALE, use figured dimensions only, if in doubt ask.

(iv) Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg etc) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensioned measurements, compatibility with the recipients software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

No.	Date	Drn. / Chk.	Amendment / Issue	App
P01	06.12.21	MC / CMcG	FOR CONSULTATION	CMcG

RPS MAKING COMPLEX EASY

Drawn	MC
Checked	CMcG
Approved	CMcG
Date	06.12.21
Scale	1:50,000@ A3
Job No.	MGT0525

Project: GALWAY TO ATHLONE CASTLE NATIONAL CYCLEWAY

Title: EMERGING PREFERRED ROUTE CORRIDOR SHEETS

File Ref. MGT0525-RPS-00-XX-DR-Z-PR0002

Drg. No. PR0002 09

Rev. P01

Ordnance Survey Ireland Licence No. EN0005020 © Ordnance Survey Ireland/Government of Ireland

Appendix E

Advertisements

Galway to Athlone
CYCLEWAY

Greenway

Galway to Athlone
National Cycleway Scheme

PUBLIC CONSULTATION NO. 3
Emerging Preferred Route Corridor

PROJECT VISION

The vision for the project is to develop a world class trail, from Galway to Athlone, that will complete the Galway to Dublin route, which is of a scale and singularity that will allow Ireland to tap into the growing tourism market for cycling. It will be scenic, sustainable, be a strategic link, with lots to see and do, be substantially segregated from motor traffic and welcome a wide variety of users. It will be developed in co-operation with local communities and offer real benefits to them.

PROGRESS TO DATE

Public Consultation No. 2 was held in January 2021. Once Covid-19 restrictions eased in May 2021 Project Liaison Officers met with landowners to explore route options and discuss any issues or concerns. The feedback received was considered to develop the Emerging Preferred Route Corridor. The route corridor is well defined where routing appears clear, for example through state-owned lands such as Coillte forestry tracks and Bord na Móna railways. Elsewhere the corridor is wider and future discussions with landowners will form the basis for developing a route within the corridor.

We welcome your local information

The Emerging Preferred Route Corridor can be viewed online in the Virtual Consultation Room which will be live on the project website (www.galwaytoathlonecycleway.com) from the 08th December 2021 and will run until the 31st January 2022.To help finalise the Cycleway route within the corridor, we would like to hear any additional information you have about the Emerging Preferred Route Corridor that may not be on a map or already known by the project team. This local information is vital to help our project team to finalise their studies and design work.

If your property is within the Emerging Preferred Route Corridor, we would encourage you to contact us with any information that would inform the project team. We can be contacted through the online virtual consultation platform on the project website, where you may book an appointment to talk to the project team, or by calling the Cycleway Project Office in Ballinasloe at 091 509267. Project Liaison Officers will be available to meet by appointment, in compliance with the applicable COVID-19 protocols. Further information and updates on the project are available on www.galwaytoathlonecycleway.com

You can make submissions or observations by: Email:
info@galwaytoathlonecycleway.com
Website: www.galwaytoathlonecycleway.com **Phone No:** (091) 509267
Project News and Updates will be available on:
www.galwaytoathlonecycleway.com

MAKING COMPLEX EASY
Bonneagar Iompair Éireann Transport Infrastructure Ireland
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council
Comhairle Contae Ros Comáin Roscommon County Council

Gaillimh go Baile Átha Luain

ROTHARBHEALACH

Glasbhealach

Gaillimh go Baile Átha Luain
An Scéim Náisiúnta Rotharbhealaigh

COMHAIRLIÚCHÁN POIBLÍ UIMH. 3

An Chonair Bhealaigh is Dealraithí a Roghnófar

FÍS AN TIONSCADAIL

Is é fís an tionscadail ná forbairt a dhéanamh ar chonair den chéad scoth ó Ghaillimh go Béal Átha Luain, a chuirfidh críoch leis an mbealach ó Ghaillimh go Baile Átha Cliath a bheidh ar an scála agus saoithiúlacht a chuirfidh ar ár gcumas anseo in Éirinn leas a bhaint as an margadh turasóireachta atá ann don rothaíocht, margadh atá ag fás. Nasc álainn, inbhuanaithe agus straitéiseach a bheidh ann, ina mbeidh go leor le feiceáil agus le déanamh agus a bheidh scartha amach go suntasach ó thrácht mótar agus a mbeidh fáilte roimh réimse éagsúil úsáideoirí úsáid a bhaint as. Déanfar é a fhorbairt i gcomhar le pobail áitiúla agus beidh tairbhí cearta le baint acu as.

DUL CHUN CINN GO DTÍ SEO

Reáchtáladh Comhairliúchán Poiblí Uimh. 2 i mí Eanáir 2021. Nuair a mhaolaigh srianta Covid-19 i mí Bealtaine 2021 bhuail Oifigigh Idirchaidrimh Tionscadail le húinéirí talún chun roghanna bealaigh a iniúchadh agus chun plé a dhéanamh ar cheisteanna nó cúiseanna imní ar bith a bhí acu. Rinneadh an t-aiseolas a fuarthas a bhreithniú chun an Chonair Bhealaigh is Dealraithí a Roghnófar a fhorbairt. Tá an chonair bhealaigh dea-shainithe san áit a bhfuil an ródúchán soiléir ann, trí thailte faoi úinéireacht an Stáit mar shampla amhail rianta foraoiseachta Coillte agus iarnróid Bhord na Móna. In áiteanna eile tá an chonair níos leithne agus beidh cainteanna le húinéirí talún amach anseo mar bhonn do bhealach a fhorbairt laistigh den chonair.

Fáiltímid roimh d'fhaisnéis áitiúil

Is féidir breathnú ar an gConair Bhealaigh is Dealraithí a Roghnófar ar líne sa Seomra Comhairliúcháin Fíorúil a bheidh beo ar láithreán gréasáin an tionscadail (www.galwaytoathlonecycleway.com) ón 8 Nollaig 2021 go dtí an 31 Eanáir 2022. D'fhonn cuidiú linn an bealach Rotharbhealaigh laistigh den chonair a thabhairt chun críche, ba mhaith linn faisnéis ar bith eile atá agat maidir leis an gConair Bhealaigh is Dealraithí a Roghnófar a bhféadfadh sé nach bhfuil sé ar an léarscáil ná ar eolas ag foireann an tionscadail cheana féin a chloisteáil. Tá an fhaisnéis áitiúil seo ríthábhachtach chun cuidiú leis an bhfoireann tionscadail a staidéir agus obair dhearaidh a chur i gcrích.

Má tá do mhaoin laistigh den Chonair Bhealaigh is Dealraithí a Roghnófar, mholfaimis duit teagmháil a dhéanamh linn chun faisnéis ar bith a dhéanfadh eolas d'fhoireann an tionscadail a chur in iúl dúinn. Is féidir teagmháil a dhéanamh linn trí ardán an chomhairliúcháin fhíorúil ar an láithreán gréasáin, áit ar féidir leat coinne a chur in áirithe chun labhairt le foireann an tionscadail, nó trí ghlaoch a chur ar Oifig Thionscadal an Rotharbhealaigh i mBéal Átha na Sluaighe ar 091 509267. Beidh Oifigigh Idirchaidrimh Tionscadail ar fáil le bualadh le daoine trí choinne, ag comhlíonadh prótacal infheidhme COVID-19. Tá tuilleadh eolais agus nuashonraithe maidir leis an tionscadail ar fáil ar www.galwaytoathlonecycleway.com

Is féidir aighneachtaí nó tuairimí a chur ar aghaidh ar: Ríomhphost:
info@galwaytoathlonecycleway.com
Láithreán Gréasáin: www.galwaytoathlonecycleway.com **Uimhir Ghutháin:** (091) 509267
Beifear in ann teacht ar Nuacht maidir leis:
www.galwaytoathlonecycleway.com

rps MAKING COMPLEX EASY
TII Bonneagar Iompair Éireann Transport Infrastructure Ireland
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council
ROS COMMON Comhairle Contae Ros Comáin Roscommon County Council

Galway to Athlone
CYCLEWAY

Greenway

Galway to Athlone
National Cycleway Scheme

PUBLIC CONSULTATION NO. 3
Emerging Preferred Route Corridor

PROJECT VISION

The vision for the project is to develop a world class trail, from Galway to Athlone, that will complete the Galway to Dublin route, which is of a scale and singularity that will allow Ireland to tap into the growing tourism market for cycling. It will be scenic, sustainable, be a strategic link, with lots to see and do, be substantially segregated from motor traffic and welcome a wide variety of users. It will be developed in co-operation with local communities and offer real benefits to them.

PROGRESS TO DATE

Public Consultation No. 2 was held in January 2021. Once Covid-19 restrictions eased in May 2021 Project Liaison Officers met with landowners to explore route options and discuss any issues or concerns. The feedback received was considered to develop the Emerging Preferred Route Corridor. Route Corridor Option 5 (South Route) has been selected. The route corridor is well defined where routing appears clear, for example through state-owned lands such as Coillte forestry tracks and Bord na Móna railways. Elsewhere the corridor is wider and future discussions with landowners will form the basis for developing a route within the corridor.

We welcome your local information

The consultation material can be viewed online in the Virtual Consultation Room which is live on the project website until the 31st January 2022.To help finalise the Cycleway route within the corridor, we would like to hear any additional information you have about the Emerging Preferred Route Corridor that may not be on a map or already known by the project team. This local information is vital to help our project team to finalise their studies and design work.

If your property is within the Emerging Preferred Route Corridor, we would encourage you to contact us with any information that would inform the project team. We can be contacted through the online virtual consultation platform on the project website, where you may book an appointment to talk to the project team, or by calling the Cycleway Project Office in Ballinasloe at 091 509267. Project Liaison Officers will be available to meet by appointment, in compliance with the applicable COVID-19 protocols.

The project office will close at 1pm on 23rd of December 2021 and reopen on Tuesday 4th January 2022.

You can make submissions or observations by: Email:
info@galwaytoathlonecycleway.com **Website:** www.galwaytoathlonecycleway.com
Phone No: (091) 509267
Project News and Updates will be available on:
www.galwaytoathlonecycleway.com

rps MAKING COMPLEX EASY
TII Bonneagar Iompair Éireann Transport Infrastructure Ireland
WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí
Comhairle Chontae na Gaillimhe Galway County Council
ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council

Gaillimh go Baile Átha Luain

ROTHARBHEALACH

Glasbhealach

Gaillimh go Baile Átha Luain
An Scéim Náisiúnta Rotharbhealaigh

COMHAIRLIÚCHÁN POIBLÍ UIMH. 3

An Chonair Bhealaigh is Dealraithí a Roghnófar

FÍS AN TIONSCADAIL

Is é fís an tionscadail ná forbairt a dhéanamh ar chonair den chéad scoth ó Ghaillimh go Béal Átha Luain, a chuirfidh críoch leis an mbealach ó Ghaillimh go Baile Átha Cliath a bheidh ar an scála agus saoithiúlacht a chuirfidh ar ár gcumas anseo in Éirinn leas a bhaint as an margadh turasóireachta atá ann don rothaíocht, margadh atá ag fás. Nasc álainn, inbhuanaithe agus straitéiseach a bheidh ann, ina mbeidh go leor le feiceáil agus le déanamh agus a bheidh scartha amach go suntasach ó thrácht mótar agus a mbeidh fáilte roimh réimse éagsúil úsáideoirí úsáid a bhaint as. Déanfar é a fhorbairt i gcomhar le pobail áitiúla agus beidh tairbhí cearta le baint acu as.

DUL CHUN CINN GO DTÍ SEO

Reáchtáladh Comhairliúchán Poiblí Uimh. 2 i mí Eanáir 2021. Nuair a mhaolaigh srianta Covid-19 i mí Bealtaine 2021 bhuail Oifigigh Idirchaidrimh Tionscadail le húinéirí talún chun roghanna bealaigh a iniúchadh agus chun plé a dhéanamh ar cheisteanna nó cúiseanna imní ar bith a bhí acu. Rinneadh an t-aiseolas a fuarthas a bhreithniú chun an Chonair Bhealaigh is Dealraithí a Roghnófar a fhorbairt. Roghnaíodh Conair Bhealaigh Rogha 5 (an Bealach ó Dheas). Tá an chonair bhealaigh dea-shainithe san áit a bhfuil an ródúchán soiléir ann, trí thailte faoi úinéireacht an Stáit mar shampla amhail rianta foraoiseachta Coillte agus iarnróid Bhord na Móna. In áiteanna eile tá an chonair níos leithne agus beidh cainteanna le húinéirí talún amach anseo mar bhonn do bhealach a fhorbairt laistigh den chonair.

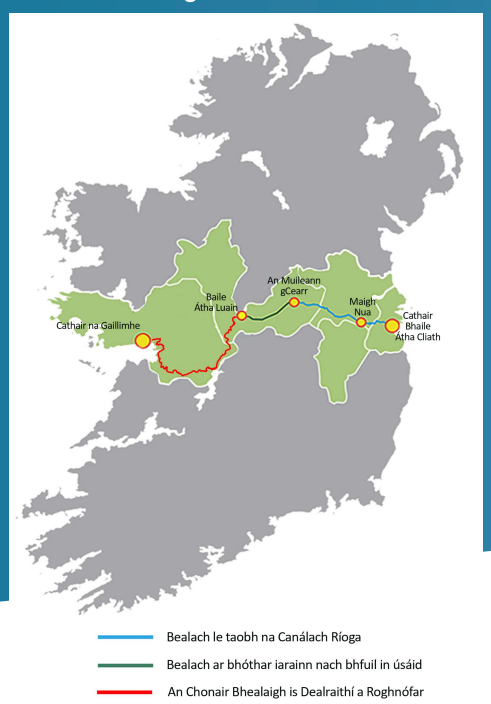
Fáiltímid roimh d'fhaisnéis áitiúil

Is féidir breathnú ar ábhar an chomhairliúcháin ar líne sa Seomra Comhairliúcháin Fíorúil a bheidh beo ar láithreán gréasáin an tionscadail go dtí an 31 Eanáir 2022. D'fhonn cuidiú linn an bealach Rotharbhealaigh laistigh den chonair a thabhairt chun críche, ba mhaith linn faisnéis ar bith eile atá agat maidir leis an gConair Bhealaigh is Dealraithí a Roghnófar a bhféadfadh sé nach bhfuil sé ar an léarscáil ná ar eolas ag foireann an tionscadail cheana féin a chloisteáil. Tá an fhaisnéis áitiúil seo ríthábhachtach chun cuidiú leis an bhfoireann tionscadail a staidéir agus obair dhearaidh a chur i gcrích.

Má tá do mhaoin laistigh den Chonair Bhealaigh is Dealraithí a Roghnófar, mholfaimis duit teagmháil a dhéanamh linn chun faisnéis ar bith a dhéanfadh eolas d'fhoireann an tionscadail a chur in iúl dúinn. Is féidir teagmháil a dhéanamh linn trí ardán an chomhairliúcháin fhíorúil ar an láithreán gréasáin, áit ar féidir leat coinne a chur in áirithe chun labhairt le foireann an tionscadail, nó trí ghlaoch a chur ar Oifig Thionscadal an Rotharbhealaigh i mBéal Átha na Sluaighe ar 091 509267. Beidh Oifigigh Idirchaidrimh Tionscadail ar fáil le bualadh le daoine trí choinne, ag comhlíonadh prótacal infheidhme COVID-19.

Dúnfar oifig an tionscadail ag 1pm ar an 23 Nollaig 2021 agus osclófar arís í Dé Máirt an 4 Eanáir 2022.

Is féidir aighneachtaí nó tuairimí a chur ar aghaidh ar: Ríomhphost: info@galwaytoathlonecycleway.com **Láithreán Gréasáin:** www.galwaytoathlonecycleway.com Uimhir **Ghutháin:** (091) 509267
Beifear in ann teacht ar Nuacht maidir leis an Tionscadal agus ar an Eolas is Déanaí ina leith ar:
www.galwaytoathlonecycleway.com



MAKING COMPLEX EASY

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

WESTMEATH COUNTY COUNCIL
Comhairle Chontae na hIarmhí

Comhairle Chontae na Gaillimhe
Galway County Council

Comhairle Contae Ros Comáin
Roscommon County Council

Appendix F

Press Release

Consultation on Emerging Preferred Route Corridor for Galway to Athlone Cycleway Gets Underway

Wednesday, 8th December 2021: An Emerging Preferred Route Corridor for the Galway to Athlone Cycleway has been identified and is the focus of ongoing landowner consultation, and a period of public consultation, in order to inform and assist the project team in finalising a route.

Route Corridor 5 is the Emerging Preferred Corridor as it offers the potential to develop a highly scenic cycleway from Galway to Athlone, with lots to see and do along the way.

It travels through a wide variety of landscapes, starting at the edge of Galway Bay and traversing along the Burren Lowlands, the Slieve Aughty mountains, the River Shannon, and the Midlands Bogs.

The proposed Route Corridor commences at Ballyloughane Beach and visits Oranmore, Rinville, Clarinbridge, Kilcolgan, Kinvara, Coole Park, Gort, Woodford, Portumna, Meelick, Clonfert, Shannonbridge and Athlone, linking places of interest, established tourism centres, public parks, and outdoor spaces. The project team also proposes a direct link from the Cycleway to Ballinasloe.

Importantly, the Emerging Preferred Corridor uses publicly owned lands as far as possible including Bord Na Móna lands, Coillte forest roads and ESB lands.

"*This Emerging Preferred Route Corridor varies in width, being narrow in places where we are proposing to use existing paths, such as Bord Na Móna railways and Coillte forest roads, and broader in areas where we will need to use privately owned land. In these areas, we wish to meet with landowners to discuss the project and explore where a route can be progressed, through voluntary acquisition of land, and along a farm boundary*," says Jim Cullen, Chief Executive, Galway County Council.

Extensive landowner engagement is underway and will continue in 2022. Following this process, a preferred route will be selected, where the project team can be confident that a route can be delivered with the consent and agreement of the majority of landowners. The project team is hopeful that they will be able to progress that process during 2022 with a view to bringing an application for planning consent to An Bórd Pleanála in 2023.

A process has been underway since 2019 to develop a Code of Best Practice for National and Regional Greenway Projects between Transport Infrastructure Ireland (TII), farming representatives, local authorities, and other stakeholders; and this is due to be completed soon. The Code sets out the process for the delivery and management of Greenways. During the development of a preferred route within a corridor, landowners may engage their own Agronomist / Property Advisor.

The project team will work with each landowner and their Agronomist / Property Advisor and endeavour to pick the least disruptive route possible, likely to be along the property boundary. Project Liaison Officers (PLO's) are available to meet with landowners or talk on the phone to discuss the possibilities; and the project team will strive to purchase land through voluntary agreement, if at all possible.

Alongside ongoing landowner consultation, public consultation is underway from 8th December 2021 to 31st January 2022 when the project team would like to hear any additional local information on the Emerging Preferred Route Corridor that may not be on a map or already known to them. This local information is vital to inform the project team's additional studies and design work towards finalising the Cycleway route within the corridor.

"*We are grateful to everyone who has informed the project so far, including landowners and everyone who participated in public consultations. The overwhelming support for this Cycleway is hugely encouraging and will no doubt inform future decisions by our local authorities when developing additional Greenways in Counties Galway, Roscommon, and Westmeath in line with the Government's strategy for developing a national network of cycleways*," said Jim Cullen, Chief Executive, Galway Co. Council.

Detailed and interactive maps, a public consultation portal and other information is available at www.galwaytoathlonecycleway.com.

Landowners and interested parties can contact the project team at telephone 091-509 267 or email info@galwaytoathlonecycleway.com. The project office will close at 1pm on 23rd December 2021 and reopen on Tuesday 4th January 2022.

Ends.

For further information: Geraldine Healy, Galway County Council, 091-509 267.

Galway to Athlone Cycleway: Public Consultation continues to end February 2022, alongside ongoing Landowner Engagement

Monday, 24th January 2022: The third focused period of public consultation for the Galway to Athlone Cycleway on the Emerging Preferred Route Corridor has been extended by four weeks until Monday 28th February 2022. As planned, **landowner consultation and engagement will continue throughout the coming weeks and months, even after public consultation ends**.

The project team is also planning for the re-opening of the Project Information Office in Ballinasloe, as a result of the Government's lifting of many restrictions.

The project team wants to reiterate that **no route has been chosen yet,** and that the Emerging Preferred Route **Corridor** is the space only in within which the cycleway could potentially be routed. The Corridor is well defined in areas of publicly owned lands including Bord Na Móna lands, Coillte forest roads and ESB lands.
Where private lands are included, the Corridor is wider and future discussions with landowners will form the basis for developing the route within the corridor.

The project team will endeavour to pick the least disruptive route possible, likely to be along the property boundary and it **wants to engage with all landowners to understand their specific needs unique to each landholding, in order to incorporate this into their technical studies towards informing the next stage of the project.**

The project team has contacted thousands of landowners over the past two years and held meetings with many landowners across the project study area. Project Liaison Officers (PLO's) continue to be available to meet with landowners or talk on the phone, and landowners can contact the project team directly to arrange a meeting at a time and venue that suits them.

A Code of Best Practice for National and Regional Greenway Projects and a Greenway Sustainability Payment has been developed for the Department of Transport by Transport Infrastructure Ireland (TII), farming representatives, local authorities, and other stakeholders; and this was published in December (see Gov.ie/code-of-best-practice-for-national-and-regional-greenways/). The project team also encourages landowners to engage their own Agronomist / Property Advisor as soon as possible, as provided for in the Code of Best Practice.

Landowners and interested parties can contact the project team at telephone 091-509 267 or email info@galwaytoathlonecycleway.com.

Ends.

For further information contact Jennifer O'Neill, Galway County Council, 091-509 267

Appendix G

Landowner Letter

Galway to Athlone
National Cycleway Scheme
GAILLIMH GO BAILE ÁTHA LUAIN

Galway to Athlone CYCLEWAY

Name
Address
Folio number

Galway to Athlone Cycleway Project Office,
Society Street, Ballinasloe,
Co. Galway, H53 T320
T +353 91 509 267

Date Xth December 2021

Re: Landowner Engagement for Galway to Athlone Cycleway

Dear [name],

I am contacting you regarding the proposed Galway to Athlone Cycleway.

5 broad route corridors were under consideration for the Cycleway, which formed the basis for Public Consultation No. 2 in February March 2021.

We have now selected Route Corridor 5 as the Emerging Preferred Corridor, passing through Athlone, Shannonbridge, Portumna, Gort, Kinvara, Kilcolgan, Clarinbridge and Oranmore. I attach a brochure setting out details of the project and the Emerging Preferred Route Corridor. More detail on the project and the Emerging Preferred Route Corridor is available at www.galwaytoathlonecycleway.com, where detailed maps of the corridor are available, as well as an interactive map.

The corridor uses publicly owned lands as far as possible. The corridor varies in width, being narrow in places where we are using existing paths, such as Bord na Móna railways and Coillte forest roads.

The corridors are broader in areas where we will need to use privately owned land. In these areas, we wish to meet with these landowners to discuss the project and explore where a route can be progressed through voluntary acquisition of land. This would be likely to be along a farm boundary.

Following this process, a preferred route will be selected, where the project team can be confident that a route can be delivered with the consent and agreement of the large majority of the landowners.

According to the Property Registration Authority of Ireland records (www.prai.ie), you are the registered owner of lands at:

- Townland / Address: [Address]
- Reference [folio number(s)]

[If these records are incorrect, we would be obliged if you could let us know, so that we can amend our records].

These lands are located within the Emerging Preferred Route Corridor. This does not mean that your lands might ultimately be affected, as the final route chosen might be in a different part of the corridor.

As a landowner, we will be in touch soon to organise a meeting with you, should you wish. The attached brochure summarises our approach to Landowner Engagement for this project.

- A key objective is to route the proposed Cycleway through publicly owned lands and avoid directly impacting farms and other properties where possible.
- Where private lands are required, the project team will liaise with the landowner / farmer in advance to identify the least disruptive route possible, such as along the farm boundary.

In the meantime, the Project Team is available to discuss the project with you by telephone 091 509 267 or email info@galwaytoathlonecycleway.com. We would also be happy to organise a meeting, if you prefer, which may be either in person or virtually.

Yours sincerely,

Cian McGuinness
cian.mcguinness@rpsgroup.com

Ainm
Seoladh
Uimhir Fóilió

Oifig Tionscadail Rotharbhealaigh na Gaillimhe go Baile Átha Luain,
Sráid an Chumainn, Béal Átha na Sluaighe,
Co. na Gaillimhe, H53 T320.
T +353 91 509 267

Dáta 8 Nollaig 2021

Maidir le: Rannpháirtíocht Úinéirí Talún maidir leis an Rotharbhealach ó Ghaillimh go Baile Átha Luain

A [ainm], a chara,

Táim ag scríobh chugat maidir leis an Rotharbhealach atá beartaithe ó Ghaillimh go Baile Átha Luain.

Bhí 5 chonair bhealaigh leathan á mbreithniú don rotharbhealach, a bhí mar bhunús le haghaidh Comhairliúchán Poiblí Uimh. 2 i mí Feabhra Márta 2021.

Tá Conair Bealaigh 5 roghnaithe againn anois mar an Chonair Bhealaigh is Dealraithí a Roghnófar, ag dul trí Bhaile Átha Luain, Droichead na Sionainne, Port Omna, an Gort, Cinn Mhara, Cill Cholgáin, Droichead an Chláir agus Órán Mór. Ceanglaím bróisiúr ag leagan amach sonraí an tionscadail agus an Chonair Bhealaigh is dealraithí a roghnófar. Tá tuilleadh sonraí faoin tionscadal agus an Chonair Bhealaigh is dealraithí a roghnófar ar fáil ag www.galwaytoathlonecycleway.com, áit a bhfuil léarscáileanna mionsonraithe den chonair ar fáil, chomh maith le léarscáil idirghníomhach.

Úsáideann an chonair tailte faoi úinéireacht phoiblí a mhéid is féidir. Tá leithead éagsúil ag an gconair, toisc go bhfuil sí cúng in áiteanna ina bhfuilimid ag úsáid cosáin atá ann cheana, amhail iarnróid Bhord na Móna agus bóithre foraoise Coillte.

Tá na conairí níos leithne i gceantair ina mbeidh orainn talamh faoi úinéireacht phríobháideach a úsáid. Sna ceantair seo, ba mhaith linn bualadh leis na húinéirí talún chun an tionscadal a phlé agus iniúchadh a dhéanamh ar an áit ar féidir bealach a chur chun cinn trí thalamh a fháil go deonach. Is dóigh go mbeadh sé seo feadh teorainn feirme.

Tar éis an phróisis seo, roghnófar bealach roghnaithe, áit ar féidir le foireann an tionscadail a bheith muiníneach gur féidir bealach a sheachadadh le toiliú agus comhaontú thromlach mór na n-úinéirí talún.

De réir taifid Údarás Clárúcháin Maoine na hÉireann (www.prai.ie), is tusa úinéir cláraithe na dtailte ag:

- Baile Fearainn / Seoladh: [Seoladh]
- Tagairt [uimhir/uimhreacha fóilió]

[Má tá na taifid seo mícheart, ba mhór againn dá gcuirfeá in iúl dúinn é, ionas gur féidir linn ár dtaifid a leasú].

Tá na tailte seo suite laistigh den Chonair Bhealaigh is Dealraithí a Roghnófar.

Ní hé sin le rá go bhféadfadh tionchar a bheith aige ar do thailte sa deireadh, mar d'fhéadfadh an bealach deiridh a roghnófar a bheith i gcuid dhifriúil den chonair.

Mar úinéir talún, beimid i dteagmháil go luath le cruinniú a eagrú leat, más mian leat. Déanann an bróisiúr faoi iamh achoimre ar ár gcur chuige maidir le Rannpháirtíocht Úinéirí Talún don tionscadal seo.

- Príomhchuspóir is ea an Rotharbhealach atá beartaithe a chur trí thailte faoi úinéireacht phoiblí agus gan cur isteach ar fheirmeacha ná ar réadmhaoine eile más féidir.

- Má bhíonn tailte príobháideacha ag teastáil, rachaidh foireann an tionscadail i dteagmháil leis an úinéir talún / feirmeoir roimh ré ionas go n-aimseofar an bealach a mbeidh a laghad cur isteach agus is féidir i gceist leis, mar shampla feadh theorainn na feirme.

Idir an dá linn, tá Foireann an Tionscadail ar fáil chun an tionscadal a phlé leat ar an teileafón 091 509 267 nó seol ríomhphost chuig info@galwaytoathlonecycleway.com. Bheimis sásta cruinniú a eagrú freisin, más fearr leat, a d'fhéadfadh a bheith ann go pearsanta nó go fíorúil.

Mise le meas,

Cian McGuinness
cian.mcguinness@rpsgroup.com