

From: [REDACTED]
To: [forwardplanning](#)
Subject: Submissions for Galway County Development Plan 2022-2028
Date: Thursday 10 September 2020 13:40:04

A Chara

I respectfully make the following submissions for consideration in the drafting of the Galway Co Development Plan 2022-2028.

These submissions are linked to the issues listed on the Galway Co Development Plan 2020-2028 Issues Paper.

- Economic, Enterprise, Tourism and Retail Development
- Infrastructure and Transport
- Environment, Renewable Energies and Communications
- Natural Heritage, Landscape and Green Infrastructure

The provision of Major Trailheads on the proposed Galway- Clifden Greenway and other proposed Greenways.

<http://dttas.old.gov.ie/sites/default/files/publications/tourism/english/greenways-and-cycle-routes-ancillary-infrastructure-guidelines/greenways-and-cycle-routes-ancillary-infrastructure-guidelines.pdf> (*Dept of Transport, Tourism and Sport, July 2018*)

Major Trailheads These are located at significant points on the Route, typically at the start/end points, often in towns or villages, and at other significant entry points. Major trailheads must have ample car parking and, as well as bike parking. If resources permit and high usage is expected facilities may also include toilets and changing rooms. (Note: Resources for ongoing maintenance and upkeep of such facilities must be considered). Major trailheads may also provide a sense of journey, a start or end point to a destination and comprehensive information should be provided on an information board. This could include the story of the Route and indicate the various points of interest along the route. Full details on information boards are provided in Sec. 3.7. Major trailheads might also host or link with other recreation facilities such as parks, cycle tracks, skateboard areas and campsites. These other facilities have the potential to entice participants to use the Route and add value to the trail experience for the user. Where feasible the establishment of new business opportunities such as coffee shops, bike hire/ repair may be encouraged and facilitated at major trailheads. (However, if such providers already exist close to the trailhead it may not be feasible to establish such facilities at a trailhead)

1. **2.2 Rest Areas:** Rest areas are points along the Route, which provide a space for users to relax, take in the view, or shelter. Rest areas might also include, or be structured around trailheads, or art placements (See Chapter 4 - The Route Context for further detail that might be considered when designing rest areas). Rest areas can vary in format and scale from commercial facilities such as cafés, or bars which abut the Route, to simple seating areas at points of interest, and possibly located after more demanding sections of the Route such as long gradients, or as break points on long Route Sections.
2. **2.5 Cycle Parking:** Bicycles are valuable and they need to be secured when left unattended, and placed appropriately when not in use, so as not to hinder other Route users. These guidelines are primarily concerned with the appropriate provision of uncovered stands along the Route and the provision of covered and secure storage at some high LoS areas.

3. **2.5.2 Cycle Storage Lockers:** Cycle storage lockers may be operated by: • a commercial provider who provides the storage infrastructure at the site and who receives payment from the users of the store; • a group or local authority scheme whereby local residents or workers sign up to a shared storage facility; Stores may be for either the horizontal or vertical storage of bicycles depending on space and/or the storing of personal effects such as cycling clothing and equipment. These types of storage are more commonly used in urban areas or where the Greenway connects with a public transport hub. Shared bike storage ‘cages’ typically include locking points where individual bikes can be separately locked within a communally accessible store. Individual storage cages are accessible typically by the key holder who has rented the store for a period of time or on a pay as you go basis. The cost of cycle parking should ideally be minimised so as not to create a barrier to cycle use. The most appropriate type of locker and the mode of payment and commitment by the user will depend on local demand and space resources. Further information on cycle parking can be found in the National Cycling Manual.
4. **2.10 Lighting:** Lighting is of primary consideration at, or close to settlements, and areas of high activity. While lighting is not the norm on a rural Route, lighting a Route or Route section enables: • users to orientate themselves and navigate the Route ahead in dark conditions • the identification of other users ahead • the detection of potential hazards • the discouragement of crime and increase in a sense of personal security. • An increase in users’ personal safety Justifying the cost of installation, energy and maintenance of lighting on a Route depends on a number of considerations: • Do sections of the Route have a high utility (everyday cycling) role amongst commuters, shoppers or schoolchildren? • Are there junctions with busy public roads? • Are there signs or hazards on the Route which need to be lit, such as at important junctions, or significant surface or gradient changes? • Is the provision of lighting likely to improve the sense of personal safety for users and so increase the evening time use of the Route? • Are the resultant costs justifiable? Where there is a positive response to any of the above questions, the provision of lighting should be considered. Regardless of the above considerations, lighting is a requirement, even in daylight hours, where the route goes through a tunnel or underpass and there is insufficient natural light.
5. **2.11 Public Toilets:** Route users should, at the least, have access to a toilet facility at major trailheads. Existing toilets on or close to the Route, should be indicated on map boards and signed from the trail. Where necessary additional toilet facilities may need to be constructed as part of the Route construction process, or as user numbers grow. Composting toilets offer an environmentally friendly solution and have lower construction costs with respect to power and effluent treatment, but care is required in their selection and location. They will require occasional maintenance especially in high use areas of the Route, and this must be borne in mind. Chemical toilets, while useful for any events that take place, are generally not recommended as a long term solution as they are environmentally unfriendly and require high maintenance. Further-more, they need to be located in an area with vehicular access for both their delivery and on-going maintenance.
6. **High Speed Broadband :** The provision of ducting along the route of the Greenway for High Speed Broadband provision at Trailhead locations.

I would consider the above submissions to be vital to the future Sustainable, Environmental and Economic benefit of Co Galway well into the next decades and I am confident that the Galway Co Council will see fit to include these into the new County Development Plan.

Yours Sincerely

Tony Lee



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