

TUAIRISC CHUIG CRUINNÍÚ NA COMHAIRLE A REÁCHTÁLADH AR AN:
REPORT TO COUNCIL MEETING HELD ON:

Monday 26th May 2025

UIMHIR NA MÍRE AR AN CHLÁR / AGENDA ITEM NO: _____

ACHOIMRE AR AN TUAIRISC / SUMMARY OF REPORT

Donegal County Council proposes to construct a pedestrian and cyclist active travel facility adjacent to the L1007 Circular Road Letterkenny, Co. Donegal in accordance with the drawings and documents associated with the Part 8 application.

The project will include:

- a. Removal of existing right-turning lanes and narrowing of the existing carriageway to 6.5m width generally.
- b. Reduction of existing junction radii at side roads along with provision of uncontrolled pedestrian crossings.
- c. Provision of a two-way cycle facility along the northern side of the road long the full extent of the scheme.
- d. Provision of controlled (pedestrian/cycle) crossings at various locations along L1007 Circular Road.
- e. Retention of the existing footpath along the south side of the road and provision of new footpath along the northern side of the road.
- f. At Letterkenny University Hospital, provision of a new bus stop and upgraded (pedestrian/cycle) crossing at the access point.
- g. Modification of existing (mini roundabout) junction at Glencar to incorporate a signalised junction with cyclist and pedestrian facilities.
- h. Land acquisition and verge widening within the scheme extent.
- i. Provision of other ancillary works including upgraded public street lighting, lining signage, landscaping and drainage infrastructure within the scheme extents.

CINNEADH ATÁ DE DHÍTH / DECISION REQUIRED:-

Donegal County Council now seeks Part VIII approval for the improvement works in accordance with the recommendations as set out in the Part VIII Report for Council Letterkenny Active Travel – L1007 Circular Road – May 2025 Plenary Council.



STIÚRTHÓIR SEIRBHÍSE
DIRECTOR OF SERVICE

19/05/2025

DÁTA
DATE

Donegal County Council



PLANNING AND DEVELOPMENT ACT 2000 (as amended)

PLANNING AND DEVELOPMENT REGULATIONS 2001 (as amended)

Report in accordance with Part XI, article 179, of the above Act following public consultation, in respect of the development below, by the Donegal County Council.

Letterkenny Active Travel – L1007 Circular Road

Signed:

Clíodhna Campbell.

Clíodhna Campbell

S.E.

Road Design.

Date: 12/05/2025

Donegal County Council



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1. INTRODUCTION

This report is prepared in compliance with Article 179 of the Planning and Development Act 2000 (as amended). It is to be submitted to the elected members of Donegal County Council for their consideration as to whether the proposed works as described below should proceed, purely from the point of view of proper planning and control of the area in which the works are to be located.

Part 8; Article 81, of the Planning and Development Regulations, 2001 (as amended) states:

- 1.) A local Authority shall, in accordance with this article,
 - (a) Give notice of proposed development in an approved newspaper, and
 - (b) Erect or fix a site notice or site notices on the land on which the proposed development would be situated.
- 2.) A notice referred to in sub-article (1) shall state that the local authority proposes to carry out development and –
 - (a) Indicate the location, townland or postal address of the proposed development. (As may be appropriate.)
 - (b) Indicate the nature and extent of the proposed development.
 - (c) Where the proposed development consists of or comprises the carrying out of works-
 - (i) Which would materially affect the character of a protected structure or a proposed protected structure.
 - (ii) To the exterior of a structure which is located within an architectural conservation area and the development would materially affect the character of the area concerned, Indicate this fact, and
 - (d) State that:

Plans & particulars of the proposed development will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy, during office hours at the offices of the local authority for a specified period (which shall be not less than 4 weeks beginning on the day of publication of the notice in a newspaper in accordance with sub-article (1)(a)).
 - (i) Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made in writing to the local authority before a specified date (which shall be not less than two weeks after the end of the period for inspection of plans and particulars specified pursuant to sub-paragraph (i)).

A notice pursuant to article 81 and relating to this project was published in the **DERRY PEROPLE / DONEGAL NEWS on Thursday 30th January 2025.**

The advertisement, which appeared in the above paper, is included in **Appendix 1.**

2. LIST OF SCHEMES

This report relates to the following scheme(s):

Letterkenny Active Travel – L1007 Circular Road

3. SCOPE OF THE PROPOSED WORKS

Donegal County Council proposes to upgrade the cycle and pedestrian facilities on L-1007 Circular Road, Letterkenny Co Donegal. The scheme shall include a new two-way cycleway on the north side of the carriageway to improve active travel linkages in accordance with the drawings and documents associated with the Part 8 application.

The project will include:

- Removal of existing right-turning lanes and narrowing of the existing carriageway to 6.5m width generally.
- Reduction of existing junction radii at side roads along with provision of uncontrolled pedestrian crossings.
- Provision of a two-way cycle facility along the northern side of the road long the full extent of the scheme.
- Provision of controlled (pedestrian/cycle) crossings at various locations along L1007 Circular Road.
- Retention of the existing footpath along the south side of the road and provision of new footpath along the northern side of the road.
- At Letterkenny University Hospital, provision of a new bus stop and upgraded (pedestrian/cycle) crossing at the access point.
- Modification of existing (mini roundabout) junction at Glencar to incorporate a signalised junction with cyclist and pedestrian facilities.
- Land acquisition and verge widening within the scheme extent.
- Provision of upgraded public street lighting infrastructure within the scheme extents.
- New road markings, signage, drainage works, landscaping, and accommodation works.
- Removal of vegetation where required for active travel works described.
- All other ancillary and tie in works to TII, DMURS, National Cycle Design Manual and relevant standards.

A more detailed description of the proposed works is given in **Appendix 2**.

4. CONSIDERATIONS

The proposed works have been designed in accordance with relevant design criteria applicable to the proposed works.

The design criteria include: *Design Manual for Urban Roads & Streets*; TII Standards; Dept. of Transport Traffic Management Guidelines and the National Cycle Design Manual.

Consultations have taken place with the **Planning Office** of the Donegal County Council regarding the proposed development. A copy of the report received is included in **Appendix 3**.

Copies of the proposals have been sent to the following bodies:

Prescribed Body	Prescribed Body
An Chomhairle Ealaíonn (Arts Council)	An Taisce
Bord Fáilte Éireann	Bus Eireann
Chief Fire Officer	DCC Area Roads Manager
DCC Water & Environment	DCC Planning
Environmental Protection Agency	Dept of Rural & Community Development
Garda Commissioner	Irish Aviation Authority
Inland Fisheries Ireland	Uisce Éireann
Health Service Executive	National Ambulance Service
The Heritage Council	Dept of Agriculture Food and the Marine
Dept of Housing, Local Government & Heritage	Department of Defence
NPWS (National Parks and Wildlife)	Electricity Supply Board
EIR	O.P.W
Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media	Department of Environment, Climate and Communications

5. SUBMISSIONS / OBSERVATIONS RECEIVED

Submission/Observation 'A'. By: Uisce Éireann
(Copy included in Appendix 4.1)

Uisce Éireann (UE) has reviewed the plans and particulars submitted with the application and have the following observation(s).

Uisce Éireann records indicate that there are existing sewer and water pipes along the proposed project route as described, that may potentially be impacted by the development. Uisce Éireann's highlighted their Standards Codes and Practices must be achieved. In the case of the Ballyraine Road,

A further concern is the provision of appropriate storm drainage. Uisce Eireann cannot permit the discharging of storm waters to its network, any eventual design must reflect this.

The submission requests that the applicant shall submit further plans and layouts clearly indicating separation distances and depths as per Uisce Éireann's Standards and Code of Practices have been achieved to accommodate the existing infrastructure within the site.

Response to Submission / Observation

Donegal County Council will continue to liaise with Uisce Éireann during the development and construction of the scheme to ensure the protection of Uisce Éireann infrastructure. Donegal County Council shall engage Uisce Éireann's Diversions team once development has progressed sufficiently on detailed design. All standard details and codes of practice relating to any proposed works will be adhered to by Donegal County Council.

Submission/Observation 'B'. By: Donegal County Fire Service
(Copy included in Appendix 4.2)

The submission notes that the proposed scheme neither negatively nor positively impact response times to emergency incidents in the direction of Circular Road from Letterkenny Fire Station.

Existing delays to crew members responding into the station primarily arise from traffic queuing/congestion at the Hospital Roundabout. As referenced previously, the designation of the left-hand lane entering the Hospital Roundabout from Circular Road as use for the first exit from the Hospital Roundabout only, had a significant effect in delaying crew responding to the Fire Station via Circular Road due to the extent of additional traffic now queuing in the right-hand lane to exit on to De Valera Road. Consideration should be given to returning to a previous road design where the left-hand lane from Circular Road was for the first and second exits from the Hospital Roundabout and the right-hand land was for the third and subsequent exits from the Hospital Roundabout.

Response to Submission / Observation

Positive submission on the proposals. Consideration should be given to returning to a previous road design where the left-hand lane from Circular Road was for the first and second exits from the Hospital Roundabout and the right-hand land was for the third and subsequent exits from the Hospital Roundabout.

Submission/Observation 'C'. By: National Ambulance Service
(Copy included in Appendix 4.3)

The National Ambulance Service acknowledged the consultation received including the design workshop held on the 25th October 2024 on the proposals. The submission noted at this time that they do not have any further comment on the proposals.

Response to Submission / Observation

Positive submission on the proposals.

Submission/Observation 'D'. By: Garda Síochána
(Copy included in Appendix 4.4)

Garda Síochána acknowledged the consultation received including the design workshop held on the 5th March 2025 on the proposals. The submission noted at this time that they do not have any further comment on the proposals.

Response to Submission / Observation

Positive submission on the proposals.

Submission/Observation 'E'. By: Letterkenny University Hospital
(Copy included in Appendix 4.5)

Letterkenny University Hospital welcomes the proposals, which they believe shall improve traffic flow, create alternative public transport options and provide safe pedestrian and cycling routes to the Hospital. The submission confirms that the lands required from LUH for the scheme are generally acceptable. The land transaction will form part of legal agreement between DCC and the HSE and will be subject to approval by HSE Governance including National Property Review group approval. The submission highlights the HSE's Development Control Plan (DCP) for both LUH and St. Conal's campuses is currently being reviewed and updated, with completion expected late 2025 and lists several projects that do not have determined locations. The submission also highlights the recent discussions with Donegal County Council regarding the DCP, to ensure that future traffic plans around the site are cognizant of the future development of the Hospital, in particular the entry and exit points to the campuses.

Response to Submission / Observation

Positive submission on the proposals. Donegal County Council shall continue to liaise with the HSE Capital & Estates and Management at Letterkenny University Hospital, throughout the detailed design and construction phases of the proposals, as well as in relation to the HSE's DCP for the LUH and St. Conal's campuses.

Submission/Observation 'F'. By: William Donoghue & Associates, on behalf of Simpson's Supermarket
(Copy included in Appendix 5.1)

The submission acknowledges the importance of promoting cycling and pedestrian accessibility however, it states that the current proposal will have significant negative impacts on the retail business, with regards to traffic management and safety. The submission suggests that the removal of the centre turning lane at the entrance to the premises shall increase congestion, heighten the risk of rear end collisions and reduce accessibility for customers, having a direct impact of retailer revenues.

The submission notes that the proposed cycle lane crosses the entrance to the premises, creating an unsafe and highly problematic interaction between vehicles and vulnerable road users. In addition, it notes that the proposed location of the bus stop may obstruct visibility splays, which would impact traffic flow in and out of the premises. The submission claims that this would have a knock-on effect in reducing parking and access for customers. The submission states that the changes will have a direct negative impact on local businesses operating on Circular Road, by the way of decreased customer visits, operational disruptions and potential loss of revenue, due to traffic congestion and construction. The submission recommends that Donegal County Council consider alternative solutions, including the relocation of the active travel facility to the opposite side of the road.

Response to Submission / Observation

Following receipt of the above-mentioned submission a secondary meeting was held with Simpson's Supermarket management/owners on 16th April 2025 to further discuss the proposals.

The main elements of the submission were discussed as follows:

- 1) *The option selection process that identified the need to install the two-way cycle facility to the north of the carriageway.* The project team outlined how this process was completed including the multi criteria analysis which was completed on several different options. The options report has been reviewed and approved by the NTA.
- 2) *The need to remove the right turning lane facilitate to allow the installation of the active travel infrastructure.* The project team highlighted that the removal for the right turning facility would not adversely impact traffic flow or capacity and the inclusion of the raised table-controlled crossing to the east of the access point would provide a safer vehicular access to the car park. The existing visibility splays would also not be affected by the proposals. Simpsons Management requested in lieu of removing the right turning lane that a yellow lined box be installed to allow unrestricted access to their property. This was agreed.
- 3) *The need to facilitate the existing bus service only which current sets down adjacent to their property.* The project team noted that moving the existing bus stop was not within the remit of these proposals and cannot be considered. However, if Simpsons require said stop to be moved a submission could be made to the NTA on their behalf to request this.
- 4) *The need to provide appropriate traffic management so that their business is not adversely impacted during construction.* Donegal County Council shall ensure appropriate traffic management is in place for the duration of the works and will continue to liaise with the stakeholders affected during the detailed design and construction phases of the project.

5) *Access for HGV's*. Simpsons highlighted the number of HGVs that currently deliver daily to the property and the need to retain this facility. The project team noted that HGV movements would not be restricted because of the project.

Submission/Observation 'G'. By: Glencar Shopping Centre
(Copy included in Appendix 5.2)

The businesses of the Glencar Shopping Centre highlighted, in their combined submission, welcomed the project, stating that it can only benefit and improve the area in general. The submission also thanks the "Active Travel Team" for consulting with them early in the design process and again at this stage, and that they look forward to assist in any way they can.

The submission raises concerns with the tightening of the junctions into the shopping centre and has provided auto tracking information for HGV movements at each access. The submission recommends for the inclusion of yellow road lining boxes at each of the entrances to the premises to aid in peak time movements and to prevent congestion in the area.

The submission welcomed the proposed accommodation works to the amended boundary adjacent to the shopping centre. The submission also highlighted concerns resulting from previous pipelaying works completed in 2019 and 2022, which caused significant traffic delays and loss of business. The submission recommends that two-way flow should be maintained during peak business hours of 7am - 7pm, in order to retain customers and staff.

Response to Submission / Observation

Positive submission on the proposals. Existing junction radii at each of the access and egress point to Glencar Shopping Centre shall be retained as part of the proposals. Yellow road lined boxes at each access point shall be provided at detail design stage.

Donegal County Council shall ensure appropriate traffic management shall be in place for the duration of the works. Donegal County Council shall ensure appropriate traffic management shall be in place for the duration of the works and will ensure clear communications in this regard.

Submission/Observation 'H'. By: Atlantic Technological University – Donegal Letterkenny Campus
(Copy included in Appendix 5.3)

The ATU's submission lighted their full support of the proposed Active Travel Schemes in Letterkenny which will address strategic infrastructure deficits in the urban environment. The provision of safe active travel connections between the residential areas, town centre, adjacent amenities, places of work, schools and the University are critical. The infrastructure will help people feel empowered to walk and cycle which is essential to bring about the behavioral shift towards the use of multimodal transport which is needed.

The delivery of safe and well-connected active travel infrastructure is crucial to the town and also the future success / growth of ATU. It is important to recognise that the economic benefit of being a university town, is firstly drawn from the ability to attract staff and students. ATU would welcome an opportunity to participate in any future town bike share scheme.

The existing ATU campus and proposed Sports Campus at Knocknamona/Carnamoggagh, will have cycle-parking facilities to promote active travel modes for students and staff commuting between campuses and from the town centre. This will also provide an important link with the existing active travel infrastructure on the N56 business park road and the planned active travel schemes leading to the N56. These linkages will be highly beneficial to the community, the IDA business park and the schools in the area.

The provision of 'Park and Share' and 'Park and Cycle' facilities will be critical to reduce congestion throughout the town. This is another important element to complement the investment in the proposed schemes and the existing multimodal infrastructure.

Response to Submission / Observation

Positive submission on the proposals.

Submission/Observation 'I'. By: Irish Cycling Campaign
(Copy included in Appendix 5.4)

The submission welcomes the high-quality upgrade of the 1.1km section of the Letterkenny Circular Road and provides a detailed response on all the positive elements the scheme shall bring. The submission continues, adding that the proposals are a quality design, in line with best practice, improving the overall safety and movement of all road users. The submission has recommended a reduction in shared walking and cycling areas for additional segregated facilities. The submission also recommends the relocation of the main hospital entrance to Long Lane, to lessen the number of entrances close to the Hospital Roundabout.

Response to Submission / Observation

Positive submission on the proposals. The suggested access and egress improvements Letterkenny University Hospital Estates access and egress requirements/improvements are not within the remit of these proposals and shall not be considered.

Submission/Observation 'J'. By: Gaelscoil Ádhamhnáin
(Copy included in Appendix 5.5)

Gaelscoil Ádhamhnáin fully support the proposals. The submission states Gaelscoil Ádhamhnáin are constantly encouraging their parent body to support their children in walking or cycling to school, introducing cycling safety classes to 5th class and have obtained a bike shelter to facilitate parking during school hours. The parent body insists that the routes to the Gaelscoil are not safe.

This project would open up the route to walking/cycling, with the 2-way cycle facility and controlled crossings will provide the children with an increased sense of safety. The submission also commends the removal of the mini-roundabout at Circular Road/College Road, as it will provide traffic calming, leading to safer walking and cycling paths to the school. The submission ends with the reiteration of their support for the scheme and that the school cannot wait to see the impact of it on the pupils and parents of the Gaelscoil.

Response to Submission / Observation

Positive submission to proposals.

Submission/Observation 'K'. By: Mr. Trevor Bell
(Copy included in Appendix 5.6)

Mr. Trevor Bell, has provided a submission, noting no objection to the proposals, but requesting that consideration should be given to providing sufficient room for emergency vehicles, particularly if in the vicinity of HGVs, as well as the lack of hard shoulders for vehicle breakdown.

Response to Submission / Observation

Positive submission on the proposals. The proposed scheme has been designed in accordance with the appropriate design standards including the Design Manual for Urban Roads and Streets (DMURS)

and the National Cycle Design Manual. The design team have reviewed the existing traffic levels along the scheme extent and are satisfied that the proposed scheme shall not adversely impact traffic flow. The design team have also liaised with the various emergency services to ensure their response times are not adversely affected by the proposals.

Submission/Observation 'L'. By: Mr. Cian Ronayne (Late Submission)
(Copy included in Appendix 5.7a)

Mr. Ronayne, a resident of Gortlee, strongly supports the proposals stating that "this scheme will make Letterkenny more inclusive, accessible and sustainable. It will also reduce the reliance on cars, leading to less traffic congestion and improved air quality." The submission notes the current car-dominated infrastructure in Letterkenny makes life extremely difficult for those who do not own private vehicles. The lack of safe pedestrian routes, coupled with the heavy traffic, creates an unsafe and unfriendly environment for those who must rely on walking and that the car-centric planning is, in many ways, a form of discrimination against individuals who cannot afford private transportation. Mr. Ronayne believes that the proposals are a vital step towards creating a town that is more equitable and sustainable for everyone.

Response to Submission / Observation

Positive submission to proposals.

Submission/Observation 'M'. By: Ms. Ancy Moore
(Copy included in Appendix 5.7a)

Ms Ancy Moore welcomes the proposals, she is an active cyclist around Letterkenny both as a means of transport and for leisure. She states in her submission that Letterkenny is currently not bike friendly and hopes that a safe and satisfactory active travel scheme shall be implemented.

Response to Submission / Observation

Positive submission to proposals.

Submission/Observation 'N'. By: Ms. Kelly McIntyre
(Copy included in Appendix 5.8)

Ms. Kelly McIntyre, is in approval of the proposals and looks forward to the proposals being implemented right away. She has house students who used this route to enable them to attend their studies in the ETB. The spin-off would be less traffic and congestion with more health benefits and less carbon emissions.

Response to Submission / Observation

Positive submission to proposals.

Submission/Observation 'O'. By: Letterkenny Chamber of Commerce
(Copy included in Appendix 5.9)

Letterkenny Chamber of Commerce welcomed the engagement by the project team and supports the objectives of Active Travel that bring people into, around and out of Letterkenny are something we should be striving for. This type of project will go some way in achieving sustainability goals and

could help with reducing reliance on the car. The submission notes the need for the Ten-T and time of the delivery of the town bus service and active travel programme.

The submission also understands that this is funding that we may not attract again or that is not accepted will be diverted to other counties, so we need to strike a balance between active travel and making getting around the town better for vehicles and pedestrians. The submission noted the extremely negative narrative around traffic which is causing severe reputational damage to Letterkenny and that The Chamber would like to work proactively with all stakeholders for the benefit of Letterkenny. The submission highlighted nine key areas for consideration.

Observation 1 Communication of the Public Consultation Event – The submission lighted several reports that leaflets for the public consultation event were not received across Letterkenny and indeed we did not receive one ourselves. The submission acknowledges that there was VMS signage and a social media campaign, and we understand that businesses along the route have been in direct discussion with the Council throughout the process.

Observation 2 Bus Stops In line- the submission noted raised concerns with the use of in-line bus stops for the proposed town bus service which may cause congestion during peak times which will negatively affect traffic flow.

Observation 3 Long Lane – The submission recommended the signalisation of Long Lane Junction to facilitate proposed Hospital Entrance and protect the capacity of the road network.

Observation 4 Right Turning Lanes – The submission actively encourages the project team to communicate with Glencar Business Park & Shopping Centre and ensure that they are on board, as this project progresses.

Observation 5 Construction Phase – The submission noted that should this project go ahead, the project team must make every effort to minimise disruption during business hours and at peak traffic times. A clear line of communication must be in place between this project team and others carrying out work. We strongly urge and advise that no works should take place on Friday - Monday of both Irish and UK bank holidays.

Observation 6 Emergency Access – The submission requests that emergency services are taken into account during the design and construction phase.

Observation 7 Signalisation at Glencar Roundabout - This roundabout is busy at peak times in the morning and afternoon. The signalisation solution needs to be evaluated very carefully in light of learnings from other traffic light projects. Submission queried is this is the correct solution. If this is the only solution for this junction, we ask that the project team considers making them part time lights only which has works in other cities and towns.

Observation 8 Maintenance – The submission requested that once the project is complete it needs to be maintained to the highest level, including regular cleaning, surface maintenance and a plan for any planting or landscaping.

Observation 9 Benefitting from Active Travel – The submission recommended the development of an activation programme within communities, schools and neighbourhoods. This shall encourage children to cycle or walk to school safely through such an activation programme, it might encourage others to change car use. The submission also noted new town bus and bike scheme would also need to be in place.

Response To Submission / Observation

The submission welcomes the proposed Active Travel Projects for Letterkenny and has provided additional functional observations on the proposals.

Observation 1 Communication of the Public Consultation Event – The proposals have been prepared and advertised in accordance with Part 8; Article 81, of the Planning and Development Regulations, 2001 (as amended). The additional public events held on the 25th February 2025 was advertised on various platforms including leaflet drop, newspaper advertisement, local radio advertisements VMS signage and social media campaign.

Observation 2 Bus Stops In line - The NTA have indicated that “on-line” / “on carriageway” bus stops are most preferable to ensure an appropriate town bus service can be maintained over the full network. The bus stops shall provide for pickup and drop-off of the Town Bus Service only, which is currently proposed to be scheduled every 30 minutes. Each stop shall take less than 20 seconds on average for users.

Observation 3 Long Lane – The project team shall ensure the appropriate junction layout is provided at Long Lane to facilitate proposed Hospital Entrance and protect the capacity of the road network.

Observation 4 Right Turning Lanes – The project team shall continue to communicate with all stakeholders as this project progresses. A submission has been received from Glencar Shopping Centre noting their support for active travel in Letterkenny.

Observation 5 Construction Phase - Donegal County Council to ensure appropriate traffic management shall be in place for the duration of the works. Donegal County Council to ensure appropriate traffic management shall be in place for the duration of the works and will ensure clear communications in this regard to stakeholders (including Letterkenny Chamber of Commerce).

Observation 6 Emergency Access - The proposed scheme has been designed in accordance with the appropriate design standards. The design team have also liaised with the various emergency services to ensure their response times are not adversely affected by the proposals. Submissions have been received from each service noting no objection to the project.

Observation 7 Signalisation at Glencar Roundabout - The proposed scheme has been designed in accordance with the appropriate design standards including the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Design Manual. The design team have reviewed the existing traffic levels along the scheme extent and are satisfied that the proposals shall not adversely impact traffic flow or capacity.

Observation 8 Maintenance - Donegal County Council shall maintain the road infrastructure in Letterkenny in accordance with its annual maintenance budget and priorities.

Observation 9 Benefitting from Active Travel – Donegal County Council intends to promote modal shift within Letterkenny Town.

Submission/Observation ‘P’. By: Ms. Fiona O’Reilly
(Copy included in Appendix 5.10)

Ms. Fiona O’Reilly, a member of the Tidy Towns Sustainability Committee and the Atlantic Technological University Green Team, is strongly in support of sustainable development in Letterkenny, in order to reduce the carbon footprint. Ms. O’Reilly draws from experience of Holland and Belgium that how towns prioritise active travel over car-centric planning have a significantly higher quality of life and that unfortunately, Letterkenny is not one of these towns.

Ms. O’Reilly also notes the impact of traffic congestion and the lack of parking affecting her ability to attract clients, citing that walking and cycling are not perceived as viable options. Ms O’Reilly encourages the council to prioritise these proposals and make Letterkenny a model for active travel.

Response to Submission / Observation

Positive submission to proposals.

Submission/Observation ‘Q’. By: Mr. Pauric Ward
(Copy included in Appendix 5.11)

Mr. Pauric Ward, a resident of Killylastin with two small children, strongly supports the proposals and believes it’s critical for the town’s future. Mr. Ward draws from his experience of trying to safely walk and cycle in Letterkenny and notes the heavy traffic on Circular Road as a significant concern. Mr. Ward has experienced a number of incidents and dangerous close passes along Circular Road,

which have been nerve-wracking experiences. Mr. Ward cites that currently the safest way to commute on this road is by car, in the absence of public transport or safe active travel infrastructure. Mr. Ward states that the lack of designated cycling and walking infrastructure, safe crossing points and the speed of the traffic makes it unsafe for families to travel by bicycle, especially for young children. Mr. Ward commends the proposals to provide safer cycling and walking facilities as it will allow him and his family to travel in an environmentally responsible way, without the worry of traffic or unsafe paths. Mr Ward also notes the positive impact of the proposals on the broader community, making the area safer for all users, particularly given the noticeable rise of e-scooters.

Response to Submission / Observation

Positive submission to proposals.

Submission/Observation 'R'. By: Mr. Liam Curran
(Copy included in Appendix 5.12)

Mr Liam Curran is fully in support of the Circular Road Active Travel scheme. Mr Curran is a resident of the adjacent Ashlawn estate and a father of two young children. He states that the existing active travel facilities on the Circular are too dangerous to cycle on or walk safely to and from GAA and other children's activities around the town. He welcomes the proposed scheme and the associated active travel facility improvements, including the segregated cycle lanes, safe crossings and traffic calming measures, stating "I would love to take my children cycling to their activities around town, but right now, the lack of safe infrastructure makes that difficult. With the proposed improvements, I would feel much safer letting my children use active travel to get to their classes and sports."

Response to Submission / Observation

Positive submission to proposals.

Submission/Observation 'S'. By: Mr. Eddie Bradley, Donegal Active Travel Campaign
(Copy included in Appendix 5.13)

Mr. Eddie Bradley, a founding member of the Donegal Active Travel Campaign and an active member of the Irish Cycling Campaign, wholeheartedly supports the Circular Road Active Travel Scheme and strongly encourages its development. Mr Bradley commends the design team for the proposed infrastructure that meets the highest standards of safety and accessibility. The submission did highlight that many of the members of Donegal Active Travel felt unsafe cycling along Circular Road, especially ascending the hill as drivers attempt to squeeze between the various traffic islands and the cyclists. This has resulted in cyclists largely detouring away from the main road, illustrating the need for segregated cycle lanes and safe crossings on Circular Road.

The submission also notes that the scheme is closely aligned to Donegal County Council's commitment to reducing greenhouse gas emissions by 51% by 2030 and achieving climate neutrality by 2050. Additionally, the plan recognises the importance of tackling transport poverty to ensure a more sustainable and equitable transport future for Donegal.

Response to Submission / Observation

Positive submission to the proposals.

Submission/Observation 'T'. By: Mr. Rory Grant
(Copy included in Appendix 5.14)

Mr. Rory Grant, a father of three young children attending Gaelscoil Ádhamhnáin, is a strong supporter of the proposals, stating it is a great start at making Letterkenny a safer and more accessible place for families, encouraging more people to walk and cycle. Mr. Grant draws from his firsthand experience the safety concerns that come with trying to travel around Letterkenny by foot or bike currently. Mr Grant notes that the Circular Road is a major barrier and is reminded everyday of how unsafe it is for children to walk or cycle to school and that the current infrastructure does not provide the opportunity for children to safely use active travel to school or elsewhere in the town.

Response to Submission / Observation

Positive submission to the proposals.

Submission/Observation 'U'. By: Mr. Giles McGee
(Copy included in Appendix 5.15)

Mr. Giles McGee, expressed his concerns that the installation of cycle lanes are going to add to the level of congestion in Letterkenny. The current levels of congestion have negatively impacted Mr. McGee's business, as customers have not been able to reach his premises. The submission highlighted that the Four Lane Road is not being used by cyclists and has caused further congestion coming into Letterkenny. The submission notes that the Active Travel Plan would be a fantastic addition to Letterkenny if and when an outer relief road and bridge package is delivered for Letterkenny, removing the commuting traffic with no other option than to go through Letterkenny and that this traffic must be diverted before any road narrowing commences.

Response to Submission / Observation

The installation of high-quality continuous footway and cycleway routes will help to promote active travel journeys from residential areas to key healthcare, commercial, retail, recreational and tourist destinations around Letterkenny. As set out under the Letterkenny Transport Plan, the Circular Road is a priority scheme, due to the healthcare, residential and retail infrastructure present in the locality. The proposed scheme has been designed in accordance with the appropriate design stands including the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Design Manual. The design team have reviewed the existing traffic levels along the scheme extent and are satisfied that the proposed scheme shall not adversely impact traffic flow. The design team have also liaised with the various emergency services to ensure their response times are not adversely affected by the proposals.

It should be noted that road improvements outside of the proposed location, including those relating to the outer relief road and bridge proposals, are not within the remit of these proposals and cannot be considered. However, it is worth noting that various projects and assessments have commenced that will address these matters separately and as funding becomes available.

Submission/Observation 'V'. By: Mr James Cassidy (Healthwise Pharmacy)
(Copy included in Appendix 5.16)

Mr James Cassidy, owner of Healthwise Pharmacy located in Glencar Shopping Centre, notes that local business and the population at large believe these projects are unnecessary and will result in

huge disruption to the masses for limited benefit to a small cohort of users. However, the submission does acknowledge that these plans are a reality and will be introduced. The submission also notes that local businesses are only now recovering from the disruption of recent roadworks. The submission details the following requests that Mr. Cassidy believes would assist in the perceived issues of the proposals:

- When designing tenders, please allow for two shifts per day for contractors to work on the project. This would ensure a significant body of the work could be done outside main trading hours while also facilitating a significantly shorter time frame for delivery of the project. Any slight increase in cost should be more than acceptable given the lessening of disruption to our business and to shortened disruption of traffic flows within the town.
- Please ensure all designs of roadworks and workflows ensure full two-way traffic flow during business hours. This was hugely problematic during previous works and if clearly set out at the start of the project, would be a huge help to us and to local population while managing through disruption.
- Make proper provision for turning lane or appropriate traffic management structure to enable vehicles turn into and exit our facility without causing a blockage in traffic (e.g. retain current turning lane and engineer a solution for pathways around these points).
- Set up a designated co-ordinator to liaise with local business interest and community groups to help manage issues arising during the project. To be effective this will require any such person to have direct access to decision makers both within council and contractors managing the project.

Mr. Cassidy continues, stating that the main crux of the objection is with the design itself. Mr Cassidy believes that the proposals would be much better suited on the southern side of the Circular Road, as it would avoid the active travel facilities conflicting with the retail premises along the Circular Road, reducing the number of potential collisions between road users and active travel users drastically. The submission concludes with Mr. Cassidy urging that the southern side of the road is reconsidered and that the major stakeholders of the Circular Road would appreciate a meeting to discuss the final design before tendering.

Response to Submission / Observation

The installation of high-quality continuous footway and cycleway routes will help to promote active travel journeys from residential areas to key healthcare, commercial, retail, recreational and tourist destinations around Letterkenny. As set out under the Letterkenny Transport Plan, the Circular Road is a priority scheme, due to the healthcare, residential and retail infrastructure present in the locality. As part of the Options Selection Stage, the preferred option (two-way cycleway on north side) was selected over other options based on;

Proximity to key trip attractors (Letterkenny University Hospital, Letterkenny Town Park and local parkland, Gaelscoil Adhamháin and retail centres. The provision of improved active travel infrastructure to these amenities and places of employment could contribute to the National Investment Framework for Transport in Ireland (NIFTI) prioritisation of sustainable modes of transport within Letterkenny. Locating the facility at the north side of Circular Road allows access to the facilities using sustainable modes and meets the NIFTI modal hierarchy.

On the northern side of Circular Road, these are large areas with green space and large setbacks to properties, providing space to install the new active travel facilities with minimal land-take and only need to construct the active travel facilities, with the addition of new road traffic lanes.

Widening to the south side would encroach on multiple residential properties in the estates on the south of Circular Road, leading to additional costs for land-take and accommodation works. In addition, the widening would require the construction of a new road lane, while construction of the northern active travel facilities would be over the existing road. This would effectively mean the construction of a new 1-lane road, which would not be required when constructing the active travel

to the north side. This in turn would add substantial additional cost to the project (road, land-take and accommodation works) if providing active travel on the south side.

In addition, the connectivity of future Kilmacrennan Road and High Road Active Travel Projects are better catered for by the active travel facilities on the northern side.

Donegal County Council shall ensure appropriate traffic management shall be in place for the duration of the works and will ensure clear communications in this regard.

Submission/Observation 'W'. By: Mr Adam Moore
(Copy included in Appendix 5.17)

Mr Adam Moore is fully in support of the Circular Road Active Travel scheme. Mr Moore is a resident of the adjacent Ashlawn estate and a member of the Donegal Active Travel Campaign. He welcomes the proposed scheme, citing his experience of the positive impacts that active travel programmes can have in cities, transforming their transport networks to make cycling and walking safer and more attractive for families. He also welcomes the role of the proposed scheme, and active travel in Letterkenny in terms of sustainability – “vital step towards reducing our reliance on cars, making Letterkenny a healthier and more environmentally-friendly place to live.”

Response to Submission / Observation

Positive submission to proposals.

Submission/Observation 'X'. By: Premier Solutions NW Ltd, CoLab
(Copy included in Appendix 5.18)

Mr. Terence Gallagher, owner of Premier Solutions NW Ltd, at the CoLab in Letterkenny, strongly supports the Circular Road Active Travel Scheme. Mr. Gallagher highlights the safety concerns, raised by his staff, of the existing road network and the lack of dedicated cycling lanes and safe pedestrian crossings contribute to a very dangerous environment for walking and cycling around the town. Mr Gallagher voiced his support of the scheme – “The need for safer infrastructure is urgent, and the proposed plans will be a major step forward in improving safety, reducing pollution, and encouraging active travel in Letterkenny. This scheme is essential for making our town a safer, more sustainable place to live and work.”

Response to Submission / Observation

Positive submission to proposals.

Submission/Observation 'Y'. By: Ms. Nuala Carr, Atlantic Technological University
(Copy included in Appendix 5.19)

Ms. Nuala Carr, who is an active member for Letterkenny Tidy Towns, Donegal Active Travel Campaign and ATU EU Green project, is strongly in support of the proposals. She highlighted safety concerns for the existing road network and that existing infrastructure makes it difficult to feel safe for her family to cycle around Letterkenny. She also highlighted the importance of reducing emissions and the role active travel plays in creating sustainable communities stating that the proposals “would significantly improve safety for cyclists and pedestrians, allowing my son to safely travel on his own, reducing our reliance on cars, and improving his overall quality of life. It would also allow me to confidently encourage others to adopt cycling as a regular mode of transport, contributing to a more sustainable and healthier community.”

Response to Submission / Observation

Positive submission to proposals.

Submission/Observation 'Z'. By: Mr. James Doherty
(Copy included in Appendix 5.20)

Mr. James Doherty, who is a father of two young children living in the town centre, welcomes the proposals, believing "it is an essential step in creating a safer, more sustainable environment for all families in Letterkenny". Mr. Doherty notes the lack of safe designated active travel infrastructure and how it has been a major barrier to making sustainable travel choices – "the roads are simply not designed to accommodate families like ours who want to cycle safely".

The submission notes that the proposed Scheme will be a critical part of the paradigm shift that Letterkenny needs to make in its transport network. The submission continues, "providing segregated cycle lanes and safe crossings will make it possible for families like mine to travel around town safely, without the fear of traffic danger".

Response to Submission / Observation

Positive submission to proposals.

Submission/Observation 'AA'. By: Letterkenny Tidy Towns Committee
(Copy included in Appendix 5.21)

The Letterkenny Tidy Towns Committee acknowledge the importance of the principles for the Active Travel schemes within Letterkenny, to encourage walking and cycling in line with good Sustainability principles, however they would also like to make the point that there is a large amount of traffic congestion in Letterkenny currently and ask that any further active travel plans in the town, take into account the effect of congestion within these areas as this also must be balanced with the proposed developments.

The Tidy Towns Committee stated that from experience on the Four Lane Road Project where, after the design and building of the project there was no plan or budget in place to maintain the new project and this has been a serious issue for Letterkenny Tidy Towns. The lack of funding to maintain the road has left this road already in a neglected state, which means the road visually from a Tidy Towns perspective is in worse condition than it was before the work started in the Four Lane project.

Response to Submission / Observation

The installation of high-quality continuous footway and cycleway routes will help to promote active travel journeys from residential areas to key educational, commercial, retail, recreational and tourist destinations around Letterkenny. In relation to congestion, the design team have reviewed the existing traffic levels along the scheme extents and are satisfied that the proposed scheme shall not adversely impact traffic flows or capacity.

Donegal County Council shall maintain the road infrastructure in Letterkenny in accordance with its annual maintenance budget and priorities.

Submission/Observation 'BB'. By: Mr. P.J Nee
(Copy included in Appendix 5.22)

Mr. P.J Nee, who is a father of three children living in Lurgybrack, strongly supports the proposals, stating "the need for safer, more connected routes for walking and cycling is urgent". Mr. Nee notes that his wife works in LUH, his daughter attends Loreto Convent School adding that they are forced to drive to these locations, due to the heavy traffic and lack of safe cycling infrastructure. Mr. Nee

also notes that he used to cycle with his sons around the town but has stopped this, due to the unsafe conditions as previously noted. Mr. Nee supports the proposals as it would allow for the children to cycle to school safely, encouraging families like his to use active travel more often, reducing the reliance on cars.

Response to Submission / Observation

Positive submission to proposals.

Submission/Observation 'CC'. By: Ms. Lynn Carson (Copy included in Appendix 5.23)

Ms. Lynn Carson has requested that the 3no. planters included at the "top entrance" of Binnion Avenue be removed, to leave the entrance open for residential access.

Response to Submission / Observation

The design team shall consider this submission in further detail at the detailed design process of the project and with regard to road safety audit, network capacity and vulnerable user groups implications and will revert with outcome of said assessment to the submitter.

Submission/Observation 'DD'. By: Mr. William Roarty (Copy included in Appendix 5.24a)

Mr. William Roarty has expressed his concerns for the two-way cycle lane facility on one side of the road. He notes that some cyclists will be travelling against the traffic flow, which is far from ideal, adding that cyclists heading for High Road shall have to cross the road unnecessarily to merge onto the correct lane. He submission also notes that for the most part, cyclists do not use cycle lanes even when they are provided.

Mr. Roarty also raised his concerns with the introduction of the signalised junction at Long Lane shall cause more congestion on Long Lane, backing up onto the Windy Hall Road. The submission also recommends that one entrance into Binnion Avenue remain open for the residents, to reduce the risk posed to the children playing in this area. In relation to traffic flow, the submission suggests measures to assist in the movement of vehicular traffic; the removal of the turning lanes on the carriageway and the implementation of a bus stop layby at the lower Binnion Avenue entrance. The submission suggests that no consideration for emergency services has been provided in the proposals.

The submission highlighted the need for eBike hire in the town, due to the hilly nature of Letterkenny. The submission also highlights the bottleneck at Hospital Roundabout, which comes from the Mountain Top needs to be resolved. The submission concludes with the negative comparison of the proposals to the Four Lane Road project.

Response to Submission / Observation

The installation of high-quality continuous footway and cycleway routes will help to promote active travel journeys from residential areas to key healthcare, commercial, retail, recreational and tourist destinations around Letterkenny. As set out under the Letterkenny Transport Plan, the Circular Road is a priority scheme, due to the healthcare, residential and retail infrastructure present in the locality. The proposed scheme has been designed in accordance with the appropriate design stands including the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Design Manual. The design team have reviewed the existing traffic levels along the scheme extent and are satisfied that the proposed scheme shall not adversely impact traffic flow or capacity.

The design team have also liaised with the various emergency services to ensure their response times are not adversely affected by the proposals. Submissions have been received from each service noting no objection to the project.

The NTA have indicated that “on-line” / “on carriageway” bus stops are most preferable to ensure an appropriate town bus service can be maintained over the full network. The bus stops shall provide for pickup and drop-off of the Town Bus Service only, which is currently proposed to be scheduled every 30 minutes. Each stop shall take less than 20 seconds on average for users.

The introduction of an eBike service is outside the scope of this project and is not within the remit of these proposal, however when a linked network of active travel infrastructure is constructed, it is the intention to explore options in this regard.

Submission/Observation ‘EE’. By: Ms. Helen Rabbitte
(Copy included in Appendix 5.24b)

Ms. Helen Rabbitte, has noted the unreliable nature of the current town bus service and the lack of bus lanes which are essential for any bus service to operate. The submission highlighted that footpaths and cycleways appear to be unnecessarily wide and that people should not be expected to walk or cycle everywhere in our Donegal climate. The submission also noted the requirement for a reliable bus service and further consultation with pedestrians and taxi operators on what solution could be considered to traffic problems.

Response to Submission / Observation

The installation of high-quality continuous footway and cycleway routes will help to promote active travel journeys from residential areas to key educational, commercial, retail, recreational and tourist destinations around Letterkenny. As set out under the Letterkenny Transport Plan 2023-2029, the Circular Road Active Travel Scheme is a priority scheme, due to the healthcare, residential and retail infrastructure present in the locality.

The proposed scheme has been designed in accordance with the appropriate design stands including the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Design Manual. The introduction of an improved town bus service is outside the scope of this project. However, bus stop infrastructure has been included within the scheme proposals that shall facilitate the introduce of the future town bus service which is being progressed by the National Transport Authority.

Submission/Observation ‘FF’. By: Mr. Christy Galligan
(Copy included in Appendix 5.25)

Mr. Galligan, has provided a submission, noting the existing traffic congestion issues on the approach roads and into the town itself, which have been well documented, and that the proposed scheme has not considered the impact on residents, commuters or businesses. Mr. Galligan also notes that previous improvements reduced the number of car parking spaces, increased footpath widths, reduced road space, while adding traffic lights, adding to the traffic chaos. The submission noted that €42.4 million has been allocated for road improvement works in this fiscal year, but that there has been a total lack of improvements in Mr. Galligan’s area. The submission highlights the constant planning application for large numbers of residential apartments close to Letterkenny Town on busy junctions and roads. The submission concludes with questioning the interest in what the public have to say as part of the public consultations.

Response to Submission / Observation

The installation of high-quality continuous footway and cycleway routes will help to promote active travel journeys from residential areas to key educational, commercial, retail, recreational and tourist destinations around Letterkenny. As set out under the Letterkenny Transport Plan 2023-2029, the Circular Road Active Travel Project is a priority scheme, due to the healthcare, residential and retail infrastructure present in the locality.

The proposed scheme has been designed in accordance with the appropriate design stands including the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Design Manual.

It should be noted that road improvements outside of the proposed location, in addition to other planning applications relating to housing, and the allocation of road funding are not within the remit of these proposals and shall not be considered.

Submission/Observation 'GG'. By: Mr. Seamus Byron
(Copy included in Appendix 5.26)

Ms. Seamus Byron has noted his objection to the scheme on the following grounds:

- Cycleway construction shall cause untold misery for people trying to get to work or appointments.
- Suggests that the construction phase of the project will take at least a year due to the council's track record.
- Narrowing of the road will cause problems for ambulances (referred to the Four Lane Road). Questioned has the emergency services been consulted.
- People coming from the Hospital Roundabout in the direction of Glencar will have difficulty turning right and cause congestion. This will also impact businesses.
- Environmental impact of the proposals, as the removal of trees along this route will be required for the proposals.
- The number of cyclists in Letterkenny are very few and questioned the demand for the proposals and whether detailed surveys on the quantity of cyclists are available.

Mr Byron recommended that the funding to be used for the proposals would be better suited in other projects, such as:

- Installation of traffic lights at the hospital roundabout
- Cleaning out the gutters along the roads around the town
- Repainting the lines on the roads, which are in a bad state
- Concentrate on getting a second exit out of Letterkenny, instead of the grid lock that is the Polestar--Dry Arch roundabout
- Concentrate on the hospital roundabout gridlock that occurs during the busy period

Response to Submission / Observation

The installation of high-quality continuous footway and cycleway routes will help to promote active travel journeys from residential areas to key healthcare, commercial, retail, recreational and tourist destinations around Letterkenny. As set out under the Letterkenny Transport Plan, the Circular Road is a priority scheme, due to the healthcare, residential and retail infrastructure present in the locality. The proposed scheme has been designed in accordance with the appropriate design stands including the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Design Manual. The design team have reviewed the existing traffic levels along the scheme extent and are satisfied that the proposed scheme shall not adversely impact traffic flow or flow. The design team have also liaised with the various emergency services to ensure their response times are not adversely affected by the proposals.

Further Road improvements including upgrade of Hospital Roundabout, road maintenance, road lining and further exits out of Letterkenny are outside of the proposed scheme extent and are not within the remit of these proposals.

Submission/Observation 'HH'. By: Ms. Denise Roper
(Copy included in Appendix 5.27)

Ms. Denise Roper, who is decidedly not in favour of the proposals, notes the negative impacts of congestion in Letterkenny, namely traffic lights on the Polestar Roundabout, the separation barrier on the Four Lane project, the lack of turning lanes on the Polestar Roundabout and the heavy traffic regularly present on the Ramelton Road, all of which contributing to congestion and poor throughfare for emergency services. The submission continues, questioning the decision to install additional traffic lights at Thomas Keys Roundabout and the installation of the "cycle lane" up Convent Road. The submission raised further concerns regarding the narrowing of the Ballyrairie Road and the installation of a signalised junction at Oatfield Roundabout, noting that this may negatively impact traffic congestion.

Response to Submission / Observation

The installation of high-quality continuous footway and cycleway routes will help to promote active travel journeys from residential areas to key educational, commercial, retail, recreational and tourist destinations around Letterkenny. As set out under the Letterkenny Transport Plan 2023-2029, the Circular Road Active Travel Project is a priority scheme, due to the healthcare, residential and retail infrastructure present in the locality.

The proposed scheme has been designed in accordance with the appropriate design stands including the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Design Manual. The design team have reviewed the existing traffic levels along the scheme extent and are satisfied that the proposed scheme shall not adversely impact traffic flow or capacity. The design team have also liaised with the various emergency services to ensure their response times are not adversely affected by the proposals.

It should be noted that road improvements outside of the proposed location and concerns raised around existing infrastructure are not within the remit of these proposals.

Submission/Observation 'II'. By: Ms. Tessie Carson
(Copy included in Appendix 5.28)

Ms. Tessie Carson has requested that the 3no. planters included at the "top entrance" of Binnion Avenue be removed, to leave the entrance open for residential access.

Response to Submission / Observation

The design team shall consider this submission in further detail at the detailed design process of the project and with regard to road safety audit, network capacity and vulnerable user groups implications and will revert with outcome of said assessment to the submitter.

Submission/Observation 'JJ'. By: Mr. Noel Foley
(Copy included in Appendix 5.29)

Mr. Noel Foley, resident of Claremont, Glencar Road, has submitted a number of observations for Donegal County Council's consideration. Mr. Foley has stated that the private-side ground level at his boundary wall is much lower than the public-side ground level and has requested than consideration if there is any excavation works along the boundary wall. Mr Foley has noted that his property is very close to the Willowbrook junction and to the proposed pedestrian crossing here and that consideration be given to his entrance during planning and construction. Mr Foley has also

requested that if the planted areas along the Willowbrook junction are to be excavated, that he can be notified in advance so he may consider the possibility of saving some of the plants.

Mr Foley has noted that the tree line opposite his property shall be removed, and that consideration should be given to the felling of 3no. Sitka Spruce trees on the Fern Hill side of the same property, as the removal of the tree line shall deprive the trees in question of whatever shelter is currently afforded. Mr Foley also notes that the trees between Simpson's Supermarket and Glencar Shopping Centre are to be maintained and queries whether the adjoining hawthorn hedge shall also be retained. Mr Foley has also requested further details relating to the landscaping proposals of the project.

Response to Submission / Observation

Positive submission to proposals. It should be noted that the proposals have tried to take account of existing trees along the route and has tried to retain as many existing trees as is feasible. Donegal County Council will liaise with Mr Foley during the detailed design of the project with respect to planted areas along the Willowbrook junction that are to be excavated so he may consider the possibility of saving some of the plants.

It should be noted that road improvements outside of the proposed location, such as up towards Fern Hill are not within the remit of these proposals and shall not be considered. Donegal County Council do not intend to alter the existing ground levels present at Mr. Foley's boundary wall significantly, with adjacent excavation works to be kept to a minimum.

Submission/Observation 'KK'. By: Mr. Desmond Kelly (Copy included in Appendix 5.30)

Mr. Desmond Kelly has requested that any changes to the road layout of the Glencar Road that pedestrian crossings should be considered before using traffic lights – "the last thing Letterkenny needs is anymore traffic lights which are negatively impacting the town without adding any traffic."

Response to Submission / Observation

The proposals have been designed in accordance with the appropriate design standards, including the Design Manual for Urban Roads and Streets and the National Cycle Manual. The provision of safe controlled crossings is a critical element of the design to provide a continuous safe network for vulnerable users and to aid traffic movements in areas of high pedestrian and cyclist movements.

Submission/Observation 'LL'. By: Mr. John Gallagher (Copy included in Appendix 5.31)

Mr. John Gallagher has recommended that the existing middle turning lanes be retained and that the carriageway should be widened to facilitate a larger middle turning lane. Mr. Gallagher has also recommended that ramps should be removed as good law-abiding motorists have to suffer for the few who don't drive properly and suggests that Garda enforcement would be a better solution to the speed.

Response to Submission / Observation

The installation of high-quality continuous footway and cycleway routes will help to promote active travel journeys from residential areas to key educational, commercial, retail, recreational and tourist destinations around Letterkenny. As set out under the Letterkenny Transport Plan 2023-2029, the Circular Road Active Travel Project is a priority scheme, due to the healthcare, residential and retail infrastructure present in the locality.

The proposed scheme has been designed in accordance with the appropriate design stands including the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Design Manual. The design team have reviewed the existing traffic levels along the scheme extent and are satisfied that the proposed scheme shall not adversely impact traffic flow or capacity.

Submission/Observation ‘MM’. By: Mr. John Riney
(Copy included in Appendix 5.32)

Mr. John Riney, has noted Donegal County Council's "contempt" in not publishing the public notice for the proposals bilingually and notes that the notice was published in duplicate in the Derry People / Donegal News newspapers over two weeks.

Response to Submission / Observation

The proposals have been prepared and advertised in accordance with Part 8; Article 81, of the Planning and Development Regulations, 2001 (as amended).

No submissions / observations were received from the following public bodies during the public consultation period:

Prescribed Body	Prescribed Body
An Chomhairle Ealaíonn (Arts Council)	An Taisce
Bord Fáilte Éireann	Bus Eireann
DCC Water & Environment	DCC Area Roads Manager
Environmental Protection Agency	DCC Planning
Inland Fisheries Ireland	Dept of Rural & Community Development
The Heritage Council	Irish Aviation Authority
Dept of Housing, Local Government & Heritage	Dept of Agriculture Food and the Marine
NPWS (National Parks and Wildlife)	Department of Defence
EIR	Electricity Supply Board
Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media	Department of Environment, Climate and Communications
O.P.W	

RECOMMENDATIONS

Having noted the recommendations of the planning department relating to orderly development and having acknowledged and accommodated where possible, all submissions / observations received, it is herein recommended that this scheme proceed with the following minor modification to the published documents:

1. Development shall be carried out in accordance with published plans, particulars and documents published and received on 14/12/2023, save as hereinafter otherwise required.
2. No surface water from the site shall be permitted to discharge to public road and applicant shall take steps to ensure that no public road water discharges onto site.
3. All waste associated with the development shall be disposed of in an environmentally friendly manner and off site at an authorized / licensed facility.
4. Any landscaping and tree/shrub planting associated with the development, shall only be with locally occurring native species. A species list for planting shall be approved by the Planning Authority in writing prior to the commencement of development.
5.
 - 5(a) Prior to the commencement of development, a Stage 2 Road Safety Audit shall be carried out following the detailed design stage. This Road Safety Audit shall include all development accesses, all pedestrian facilities, and all other civil engineering works (including surfacing materials).
 - 5(b) All recommendations of the Road Safety Audit shall be implemented in full in the construction process.
6.
 - 6(a) Public lighting shall consist of low energy LED lights. Luminaires shall comply with I.S. EN 60598-2-3.
 - 6(b) Lighting shall be hooded and aligned so as to prevent spillage of light onto adjoining Third Party property / adjoining habitat.
7. The applicant shall liaise with Uisce Éireann regarding existing water services infrastructure in the vicinity of the proposal prior to and during construction to ensure that the integrity of Uisce Éireann's infrastructure shall be protected both during and after the completion of the works relating to this proposal.
8. Donegal County Council shall upgrade the proposed alignment of the Long Lane / Circular Road junction to facilitate the future installation of traffic signals should increased capacity requirements demand.
9. Amendment to the design at Simpsons and Glencar Shopping Centre – such that in lieu of the removal of the right turning lane that a yellow lined box be installed to support vehicular access to their property.
10. Junction radii at each entrance point to Glencar Shopping Centre shall be reassessed at detailed design stage using auto-track analysis to ensure safe and appropriate access and egress.

APPENDIX 1

(Newspaper Advert)



**Comhairle Contae
Dhún na nGall
Donegal County Council**

**PLANNING AND DEVELOPMENT ACT 2000 - SECTION 179
PLANNING AND DEVELOPMENT REGULATIONS 2001 - ARTICLE 81
NOTICE PURSUANT TO ARTICLE 81 OF PART 8 OF THE ABOVE REGULATIONS
("the Regulations"), RELATING TO A PROPOSED DEVELOPMENT BY
DONEGAL COUNTY COUNCIL**

Project Name: Letterkenny Active Travel Projects - L1007 Circular Road

TAKE NOTICE that Donegal County Council ("the Council") proposes to carry out the development specified in paragraph (b) below and in relation thereto:-

- (a) The location of the development is as shown on the site location map included in the plans and particulars referred to at paragraph (e) below, generally along L-1007 Circular Road from the L-11742 Willowbrook Road to Hospital Roundabout.
- (b) The nature and extent of the proposed development is as follows:-
- Removal of existing right-turning lanes and narrowing of the existing carriageway to 6.5m width generally.
 - Reduction of existing junction radii at side roads along with provision of uncontrolled pedestrian crossings.
 - Provision of a two-way cycle facility along the northern side of the road along the full extent of the scheme.
 - Provision of controlled (pedestrian/cycle) crossings at various locations along L1007 Circular Road.
 - Retention of the existing footpath along the south side of the road and provision of new footpath along the northern side of the road.
 - At Letterkenny University Hospital, provision of a new bus stop and upgraded (pedestrian/cycle) crossing at the access point.
 - Modification of existing (mini roundabout) junction at Long Lane to incorporate a signalised junction with cyclist and pedestrian facilities.
 - Land acquisition and verge widening within the scheme extent.
 - Provision of upgraded public street lighting infrastructure within the scheme extents.
 - New road markings, signage, drainage works, landscaping, and accommodation works.
 - Removal of vegetation where required for active travel works described.
 - All other ancillary and tie in works to TII, DMURS, National Cycle Design Manual and relevant standards.
- (c) The proposed development is sub-threshold for the purposes of Environmental Impact Assessment ("EIA") per Article 92 of the Regulations and the Council has concluded on the basis of a Preliminary Examination of the nature, location and size of the proposed development in accordance with Article 120 (1)(b)(i) thereof that there is no real likelihood of significant effects on the environment arising from the proposed development and that Environmental Impact Assessment ("EIA") is not required. A copy of this Preliminary Examination and conclusion will be available for inspection or purchase along with the documents referred to at paragraph (e) below.

Where however any person considers that the proposed development to be carried out by the Council would be likely to have significant effects on the environment, he or she may at any time before the expiration of 4 weeks beginning of the date of publication of this notice apply under Article 120(3)(b) of the Regulations to An Bord Pleanála (64 Marlborough Street, Rotunda, Dublin 1, D01 V902) for a screening determination as to whether the development would be likely to have such effects.

- (d) In order to ascertain whether the proposed development required Appropriate Assessment ("AA") the Council carried out a screening of same in accordance with Article 250(1) of the Regulations and made a determination in view of best scientific knowledge that the development individually or in combination with other plans or projects would not be likely to have a significant effect on a European site in view of the site's conservation objectives and that AA was not required. A copy of this determination including the main reasons and considerations on which the determination was based will be available for inspection or purchase along with the documents referred to at paragraph (e) below.

Where however any person considers that the proposed development to be carried out by the Council would be likely to have a significant effect on a European Site, he or she may apply under Article 250(3)(b) of the Regulations to An Bord Pleanála (64 Marlborough Street, Rotunda, Dublin 1, D01 V902) for a determination as to whether the development would be likely to have such significant effect and the Board will make a determination on the matter as soon as possible. Any application for such determination in order to be considered by the Board must state the reasons for the forming of the view that the development would be likely to have a significant effect on a European Site.

- (e) Plans and particulars of the proposed development will be available for inspection online at www.donegalcoco.ie or for inspection at the Council's offices below and purchase (at a fee not exceeding the reasonable cost of making a copy) at:

Location	Address	Telephone/email	Opening Hours
Lifford Town, Public Services Centre.	County House, Lifford, Co. Donegal, F93 Y622.	Tel: 0749153900 Email: activetravel@donegalcoco.ie	9:00am - 12.30pm and 1:00pm - 4.30pm from Monday to Friday.
Letterkenny, Public Services Centre.	Neil T Blaney Road, Letterkenny, Co. Donegal, F92 TNY3.		

The said plans and particulars will be available for inspection as above from 9am Thursday, 30th January 2025 until 4pm on Monday, 3rd March 2025 (both dates inclusive).

- (f) Submissions and observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development is situated may be made in writing to The County Secretariat Office, Donegal County Council, Lifford, County Donegal, or via the "MAKE A SUBMISSION" button on the project specific page on the <https://consult.donegal.ie/browse> website before 4.00pm on Wednesday, 19th March 2025. Please mark the front of the envelope with the project name as per the above schedule

**Bryan Cannon, Director of Service,
Roads & Transportation, Donegal County Council, County House, Lifford.**

APPENDIX 2
(Description of Proposed Development
– Part VIII Report)

APPENDIX 3
(Planning Office)



**Comhairle Contae
Dhún na nGall**
Donegal County Council

Áras an Chontae,
Leifear,
Contae Dhún na nGall, F93 Y622

County House,
Lifford,
County Donegal, F93 Y622

T: 074 91 53900
E: info@donegalcoco.ie
W: www.donegalcoco.ie
W: www.codhunnangall.ie

Planning Services
E: planning@donegalcoco.ie

Part 8 – PG 23/20

26th February 2024

Michael Canning,
Road Design,
The Diamond,
Lifford,
Co. Donegal

- Re:**
- Narrowing of the existing Convent Road carriageway to 6m width generally.
 - Reduction of existing junction radii at side roads along with provision of uncontrolled pedestrian crossings on raised tables.
 - Provision of a shared (pedestrian and cycle) facility along the western side of the road.
 - Provision of a pedestrian footpath along the eastern side of the road, including proposed acquisition and widening into private property at Burnlea.
 - Provision of on-street parking along the west side of Convent Road, generally opposite St. Eunan's Court and St. Eunan's Terrace.
 - Removal of existing on-street parking along the east side of Convent Road between St. Eunan's Court and St. Eunan's Terrace.
 - At Scoil Cholmcillie, provision of bus/car parking lay-bys, footways and a signalised pedestrian/cycle (toucan) crossing of Convent Road and connecting cycle lane.
 - Removal of vegetation where required for active travel works described.
 - All other ancillary and tie-in works to relevant standards.

At: Convent Road, Letterkenny, Co. Donegal

For: Donegal County Council

I wish to confirm that there is no objection to the proposed development from a planning point of view subject to the following 6 no. conditions:-

1. The development shall be carried out in accordance with the published plans, particulars and documents published and received on 14th December 2023, save as hereinunder otherwise required.

Reason: To define the terms of the development and cater for the orderly and sustainable development of the area.

2. No surface water from site shall be permitted to discharge to public road and applicant shall take steps to ensure that no public road water discharges onto site.

Reason: To prevent flooding.

3. All waste associated with the development shall be disposed of in an environmentally friendly manner and off site at an authorised/licensed facility.

Reason: To ensure the integrity and preservation of Natura 2000 sites and their qualifying interests.

4. Any landscaping and tree/shrub planting associated with the development, shall only be with locally occurring native species. A species list for planting shall be approved by the Planning Authority in writing prior to the commencement of development.

Reason: To preserve the amenities of the area.

5.
 - (a) Prior to the commencement of development a Stage 2 Road Safety Audit shall be carried out following the detailed design stage. This Road Safety Audit shall include all development accesses, all pedestrian crossing facilities and all other civil engineering works (including surfacing materials).
 - (b) All recommendations of the Road Safety Audit shall be implemented in full in the construction process.

Reason: In the interests of traffic safety and to cater for orderly development.

6.
 - (a) Public lighting shall consist of low energy LED lights. Luminaries shall comply with I.S. EN 60598-2-3.
 - (b) Lighting shall be hooded and aligned so as to prevent spillage of light onto adjoining Third-Party property.

Reason: To cater for orderly development and in the interests of public safety.



**For A/Senior Ex. Planner
Planning Services**

/jp

APPENDIX 4.1**(Submission/Observation 'A'. By: Uisce Éireann)**

Planning Ref: PN25000018333
Planning Authority: Donegal County Council
Issue Date: 19 March 2025

Uisce Éireann
 Bosca OP 448
 Oifig Sheachadta na
 Cathrach Theas
 Cathair Chorcaí

Uisce Éireann
 PO Box 448
 South City
 Delivery Office
 Cork City

www.water.ie

Development Location:

L-1007 Circular Road from the L-11742 Willowbrook Road to Hospital Roundabout, Letterkenny, County Donegal

Development Description:

Removal of existing right-turning lanes and narrowing of the existing carriageway to 6.5m width generally. Reduction of existing junction radii at side roads along with provision of uncontrolled pedestrian crossings. Provision of a two-way cycle facility along the northern side of the road along the full extent of the scheme. Provision of controlled (pedestrian/cycle) crossings at various locations along L1007 Circular Road. Retention of the existing footpath along the south side of the road and provision of new footpath along the northern side of the road. At Letterkenny University Hospital, provision of a new bus stop and upgraded (pedestrian/cycle) crossing at the access point. Modification of existing (mini roundabout) junction at Long Lane to incorporate a signalised junction with cyclist and pedestrian facilities. Land acquisition and verge widening within the scheme extent. Provision of upgraded public street lighting infrastructure within the scheme extents. New road markings, signage, drainage works, landscaping, and accommodation works. Removal of vegetation where required for active travel works described. All other ancillary and tie in works to TII, DMURS, National Cycle Design Manual and relevant standards.

A Chara,

Uisce Éireann (UE) has reviewed the plans and particulars submitted with the application and have the following observation(s).

Uisce Éireann records indicate that there are existing sewer and water pipes along the proposed project route as described that may potentially be impacted by the development. Uisce Éireann cannot permit build over of its assets and the separation distances as per Uisce Éireann's

Stiúrthóirí / Directors: Jerry Grant (Cathaoirleach / Chairperson), Niall Gleeson (POF / CEO), Gerard Britchfield, Douglas Milican, Michael Nolan, Patricia King, Eileen Maher, Cathy Mannion, Paul Reid, Michael Walsh.
Oifig Chláraithe / Registered Office: Teach Colvill, 24-26 Sráid Thabóid, Baile Átha Cliath 1, D01 NP86 / Colvill House, 24-26 Talbot Street, Dublin, Ireland D01NP86
 Is cuideachta ghinfomhaíochta ainmnithe atá faoi theorainn scaireanna é Uisce Éireann / Uisce Éireann is a designated activity company, limited by shares.
 Cláraithe in Éirinn Uimh.: 530363 / Registered in Ireland No.: 530363.

Standards Codes and Practices must be achieved. Therefore, further information is requested as follows:

Uisce Éireann records indicate that there are existing sewer and water pipes along the proposed project route as described, that may potentially be impacted by the development. The applicant has not acknowledged these assets in application documents.

Please note that Uisce Éireann cannot permit build over of its assets and the separation distances as per Uisce Éireann's Standards Codes and Practices must be achieved.

In the case of the Circular road, appropriate cover depths and levels for underground assets merits particular attention, as non-trafficked areas that will potentially become trafficked areas in as a consequence of this development. In areas where such a change occurs, relaying of assets to appropriate depths may be required.

A further concern is the provision of appropriate storm drainage. Uisce Éireann cannot permit the discharging of storm waters to its network, any eventual design must reflect this.

To resolve such outstanding issues, the applicant must engage with Uisce Éireann's Diversions team to assess feasibility of such build over and / or diversion.

Alternatively, the applicant shall submit revised plans and layouts clearly indicating separation distances and depths as per Uisce Éireann's Standards and Code of Practices have been achieved to accommodate the existing infrastructure within the site.

Information on UÉ Diversion and Build-Over Enquiry process

Please engage with Uisce Éireann Diversions Team (Diversions@water.ie) and submit the diversion application form and relevant information if requested. Once Uisce Éireann completes the review and it is deemed to be acceptable, the applicant will be issued a Confirmation of Feasibility letter. Any proposal diversion/replacement/build over works must be in compliance with UÉ Standards and Code of Practices.

This can be found on <https://www.water.ie/connections/developer-services/standard-details-codes/> Information relation to the above can be found via the attached link <https://www.water.ie/connections/developer-services/diversion-and-build-over/>

Queries relating to the terms and observations above should be directed to planning@water.ie

PP Ali Robinson

Signed on behalf of Dermot Phelan
Connections and Developer Services

Advisory Note(s):

*Uisce Éireann does not permit build over of its assets. Separation distances from public infrastructure, as per Uisce Éireann's Standards Codes and Practices must be achieved. It is the applicant's responsibility to submit a diversion enquiry to Uisce Éireann Diversions Section (diversions@water.ie) prior to construction, where a potential build over of public assets is in question and/or where the applicants proposals cannot achieve separation distances from public infrastructure as per UÉ Standards & Codes of Practice.

**Development proposals shall not impact public drinking water sources and/or abstraction point(s). It is a requirement of the Water Framework Directive that waters used for the abstraction of drinking water are protected to avoid deterioration in quality. Protection of drinking water source(s) from potentially adverse impacts is a priority for Uisce Éireann. It is Uisce Éireann's current policy to maintain safe and secure drinking water supplies and ensure that development will not give rise to any deterioration in water quality.

APPENDIX 4.2**(Submission/Observation 'B'. By: Donegal County Fire Service)****Submission - Part VIII Planning - Circular Road, Letterkenny, Co. Donegal****HUGH N. GALLAGHER**

To: ● KEVIN McMENAMIN

Cc: ○ JOSEPH MCTAGGART (FIRESTATION);

○ DERMOT BRADY (FIRESTATION)



Wed 19/03

You forwarded this message on 19/03/2025 15:00.

Fire Station to the emergency incident.

The proposed scheme design as outlined in the Part 8 Circular Road Report & Drawings January 2025 appears to neither negatively or positively impact response times to emergency incidents in the direction of Circular Road from Letterkenny Fire Station. The maintaining/provision of right turn facilities at both the entrance to Letterkenny University Hospital from Circular Road and the Long Lane junction with Circular Road maintains the status quo along this section.

Existing delays to crew members responding into the station primarily arise from traffic queuing/congestion at the Hospital Roundabout. As referenced previously, the designation of the left-hand lane entering the Hospital Roundabout from Circular Road as use for the first exit from the Hospital Roundabout only, had a significant effect in delaying crew responding to the Fire Station via Circular Road due to the extent of additional traffic now queuing in the right-hand lane to exit on to De Valera Road. Consideration should be given to returning to a previous road design where the left-hand lane from Circular Road was for the first and second exits from the Hospital Roundabout and the right-hand lane was for the third and subsequent exits from the Hospital Roundabout.

If you need anything else I can be contacted by return e-mail or directly on [REDACTED]

Thanking you,

Hugh Gallagher

Senior Assistant Chief Fire Officer | Donegal County Fire Service | Fire Brigade HQ | High Road | Letterkenny | County Donegal | F92 XV50.
Tel.: 074 9121676 | Fax.: 074 9122284 | E-mail: [REDACTED]






Comhairle Contae
Dhùn na nGall
Donegal County Council







STOP stands for: **S** - Smoke alarms | **T** - Test your smoke alarms weekly | **O** - Obvious dangers | **P** - Plan your escape route

Working Smoke Alarms Save Lives – Do you have a plan if yours goes off?


APPENDIX 4.3**(Submission/Observation 'C'. By: National Ambulance Service)**



John McGowan [Redacted]
To  MICHAEL CANNING
Cc  Brian Ferry_Dungloe



03/04/2025

 Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

CAUTION: This email originated from outside of Donegal County Council. Do not click links or open attachments unless you recognise the sender and are sure that the content is safe.

Hi Michael,


Thank you further discussion in relation to the Ballyraine and Circular road projects.
At this time we have no further comment on the matter.

Regards

John Joe Mc Gowan
General Manager Operations – West | Oibríochtaí Bainisteoir Ginearálta - Thiar




Health Service Executive, National Ambulance Service - North West Headquarters, Donegal Rd,
Ballyshannon, Co Donegal, F94 XH00.
Feidhmeannacht na Seirbhíse, Sláinte Seirbhís Otharcharranna Náisiúnta, Bóthar Dhún na nGall, Baile na Sionna, Co. Dhún na nGall, F94 XH00.

[Redacted Signature]



APPENDIX 4.4**(Submission/Observation 'D'. By: Garda Síochána)**

FW: Letterkenny Active Travel Project Workshop

 **JOE MCALEESE**
To:  MICHAEL CANNING;  KEVIN McMENAMIN

Tue 01/04/2025 16:09

Start your reply all with: [Thank you!](#) [Thanks for the update.](#) [Ok, thanks for letting me know.](#) [Feedback](#)

links or open attachments unless you recognise the sender and are sure that the content is safe.



Dear Mr. McAleese

I have no further feedback in relation to the Circular Road and Ballyraine Road Active Travel projects.

Regards,

Paul McHugh
Inspector

Forwarded on behalf of Inspector McHugh by Garda Elaine Giles, District Clerk

From: JOE MCALEESE 
Sent: Tuesday 1 April 2025 10:37
To: Letterkenny_DS 
Subject: (External)RE: Letterkenny Active Travel Project Workshop

This message is from an EXTERNAL SENDER - be CAUTIOUS, particularly with links and attachments.

Good morning Shane,

Can you advise if Inspector McHugh / An Garda Síochána have any further feedback in relation to the Circular Road and Ballyraine Road Active Travel projects?

Thanks

Joe McAleese
Assistant Engineer
Road Design
Donegal County Council
(Tel) +353 (0) 74 91 53900

APPENDIX 4.5

(Submission/Observation 'E'. By: Letterkenny University Hospital)



~~Sáibhéal Lúthéalár Stáda~~
~~Coastal~~
~~Donal~~
Integrated Healthcare Area Manager
Donagall
www.hse.ie@haalive

31st March 2025

Michael Canning
Road Design
Donegal County Council

Re: Upgrade to traffic and pedestrian management on L1007 Circular Road

Dear Michael

I refer to recent discussions between Donegal County Council (DCC), HSE Capital & Estates and Management at Letterkenny University Hospital (LUH) regarding the Letterkenny Active Travel Project and in particular the planned works to L1007 Circular Road Letterkenny.

There are a number of matters to hand, and I lay them out as follows:

- a) **Areas at LUH and St Conals Campus:** The areas of ground currently pegged out by DCC on HSE land appear to be generally acceptable to LUH, while considering the points laid in the paragraphs below. HSE Capital & Estates will address the specifics of the land transaction. The land transaction will form part of legal agreement between DCC and the HSE and will be subject to approval by HSE Governance including National Property Review group approval.
- b) **Development Control Plan (DCP):** The (DCP) for the LUH and St Conals Campus are currently being reviewed and updated. It is envisaged that the new DCP will be completed later in 2025. However, there are a number of projects that will be included in the DCP which are listed below and do not have agreed final location on the campus:
 - a. New 72 Bed In Patient Block including,
 - b. Extension to the footprint of our existing Emergency Dept.
 - c. New multi-story car park.
 - d. New Ambulatory Cancer Centre.
- c) **Future Consultation:** On completion of our revised DCP, it was agreed in our recent discussions that we will engage with DCC and other stakeholders to ensure that future traffic plans around the site are cognisant of the future development of the Hospital and in particular the traffic entry and exit points around the site.
- d) **Sprackburn Overflow Culvert:** The overflow culvert for the Sprackburn Stream runs close to planned location for the bus stop inside the main gate of LUH. While the installation is deep it would be important to be aware of its exact location when heavy machinery is operating. HSE Capital & Estates will have the relevant files which can be shared.

~~An Clóscar, Árainn Stáda Eileál Átha Seanaidh~~
~~3000 an Clóscar, Beel Átha Seanaidh~~
~~Donal~~ F94 TPX4
An Clóscar, Ballyshannon Health Campus
College St, Ballyshannon, Co Donegal F94 TPX4
Phone Number: 071 9234003



In general terms and taking into account the matters raised above, we welcome these Active Travel developments which will help improve traffic flow, create alternative public transport options and provide safe pedestrian and cycling routes to the Hospital.

We remain available for any further consultations on these matters, and we look forward to working alongside our colleagues in Donegal County Council on the remainder of the Letterkenny Active Travel Projects.

Le Dea-mhein

A handwritten signature in black ink, appearing to read 'Dermot Monaghan'.

Dermot Monaghan
Bainisteoir Limistéar Sláinte Comhfháite,
Dhún na nGall
Integrated Healthcare Area Manager
Donegal

A handwritten signature in black ink, appearing to read 'Niall Colleary'.

Niall Colleary
Stiúrthóir Náisiúnta Cúnta,
Capitil agus Eastáit
Assistant National Director
Capital & Estates

APPENDIX 5.1**(Submission/Observation 'F'. By: William Donoghue & Associates)**

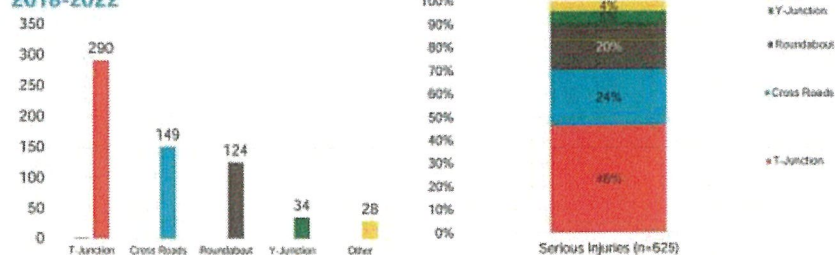
<p>FAO</p> <p>The County Secretariat Office Donegal County Council, County House, The Diamond, Lifford, Co. Donegal. 07th March 2025</p>	<p>Received</p> <p>18 MAR 2025</p> <p>Donegal County Council Planning Services</p>	<p>Received</p> <p>18 MAR 2025</p> <p>Donegal County Council Planning Services</p>
<p>Our client: Mr. Joseph Carlin, c/o Regional Foods Ltd. Simpson's Circular Road, Letterkenny, Co. Donegal.</p>		
<p>Project: Letterkenny Active Travel Projects – L1007 Circular Road</p>		
<p>To Whom It May Concern,</p>		
<p>I am writing on behalf of my client, Joseph Carlin of Regional Foods Ltd, to formally object to the proposed cycle lane and footpath project along Circular Road, which passes directly in front of our client commercial property. While we acknowledge the importance of promoting cycling and pedestrian accessibility, the current proposal will have significant negative implications on our client's retail business, particularly regarding traffic management and safety concerns.</p>		
<p>The proposed development removes the existing centre turning lane, which is critical for vehicles accessing and exiting my client's premises. The absence of this turning lane will have severe consequences, including increased congestion, heightened collision risks, and a detrimental effect on the viability of the business. Furthermore, the placement of the cycle lane directly across the entrance will introduce hazardous interactions between cyclists, electric bike riders, scooter users, and motor vehicles, significantly escalating the potential for accidents. Additionally, the proposed bus stop location further exacerbates the risks by obstructing visibility for vehicles exiting the premises.</p>		
<p>The proposed two-way cycle lane will traverse across the entrance to Simpson's shop, which will result in cyclists, cars and large vehicles interacting which is a serious health and safety concern at this proposed 'T' Junction. The graph below highlights recent figures collated by the RSA in relation to serious injuries to cyclists, with the most frequent at 'T' Junctions, please refer to image 1 below. The proposal in our opinion introduces a dangerous environment rather than making Letterkenny a safer place.</p>		
<p>The proposal for this Active Travel route in the immediate vicinity of Simpson's retail store encompasses three 'T' junctions with a distance of 100m, whilst also catering for a Bus Stop and Pedestrian Crossing.</p>		
<p><i>Donegal Office: Main St. Mounicharies, Co. Donegal</i> <i>Kildare Office: Woodlands, Rathangan, Co. Kildare</i></p>		
<p style="text-align: right;">VAT No: 9658785P L3 1700 6578 716 Gnd Rch / 13g Rch</p> <p style="text-align: right;">Rg Rch B-3-25</p>		



We have estimated that the distance between the pedestrian crossing between the bus stop and pedestrian crossing is approximately 5m which completely disrupts the flow of the cycle lane (Image 2).

Cyclist serious injuries at a junction

2018-2022



T-junctions and cross roads are most frequent junction type where serious injury occurred

Note: Figures are provisional and subject to change. Percentages may not add to 100% due to rounding of percentages.

Image 1: RSA statistics.

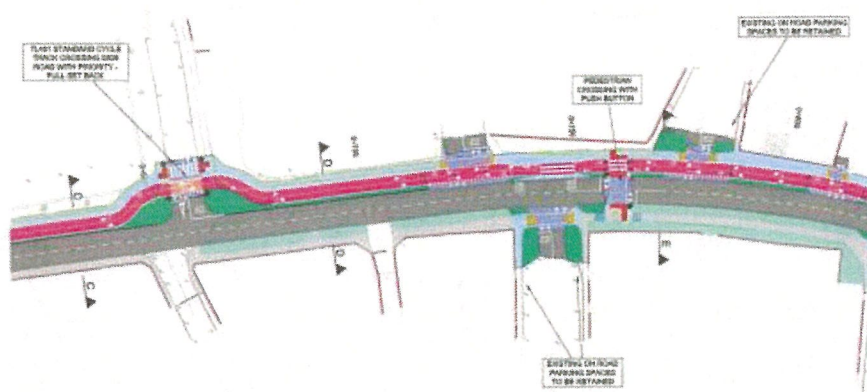


Image 2: Proposed Active Travel Route.

Vehicles leaving our clients property will now have to stop approximately 6m from the road edge (Image 3) which will result in cars blocking the travel route when they try to re-enter the public road when exiting the property, again another serious health and safety concern for users of the Active Travel route. One

Donegal Office: Main St. Mountcharles, Co. Donegal

Kildare Office: Woodlands, Rathangan, Co. Kildare

VAT No: 9658785P



from which a Stage 1 & 2 Road Safety Audit should be complied, which in our opinion will raise some serious concerns in relation to this proposal.

Given these substantial concerns, I urge the planning authority to reconsider the proposal and explore alternative solutions that accommodate both traffic safety and the needs of businesses along Circular Road. Below, I outline in detail the critical objections to the current proposal.

1. Removal of the Centre Turning Lane – Significant Traffic and Safety Impact

The existing centre turning lane on Circular Road plays a crucial role in facilitating smooth traffic flow, particularly for businesses that rely on frequent customer access. The elimination of this turning lane will create several adverse effects:

- **Increased Congestion and Traffic Bottlenecks:** Without a designated turning lane, vehicles attempting to access my client's premises will have to slow down within the main traffic lane, creating traffic build-up and delays. This is especially problematic given the high volume of vehicles using Circular Road.
- **Heightened Risk of Rear-End Collisions:** Drivers intending to turn into the business will be forced to slow down in an active traffic lane, increasing the likelihood of rear-end collisions as following vehicles may not anticipate sudden stops.
- **Reduced Accessibility for Customers:** The elimination of the turning lane makes it significantly more difficult for customers to enter and exit the premises safely. This will have a direct negative impact on the business's operations, potentially leading to a decline in customer footfall and revenue.
- In addition to the above, in 2024, **465,444** customers were recorded paying for their shopping so that's the minimum number of people who visited our client's premises with number for 2025 at **37,442**. These numbers provide perspective in relation to the vehicular movements that exist with 20 deliveries daily.

2. Dangerous Interaction Between Cyclists, Scooters, and Motor Vehicles

The proposed cycle lane directly crosses my client's entrance, creating an unsafe and highly problematic interaction between motor vehicles and vulnerable road users, such as cyclists and electric scooter riders. The risks associated with this layout include:

Donegal Office: Main St. Mountcharlies, Co. Donegal

Kildare Office: Woodlands, Rathangan, Co. Kildare

VAT No: 9658785P



should note that the proposed cycle lane will be frequented by scooters, electric bikes, and standard bikes. Scooters and electric bikes are capable of greater speeds and given the existing gradients at the location this will result in users of the cycle lane travelling at higher speeds and potentially colliding with vehicles existing and entering our client's property.

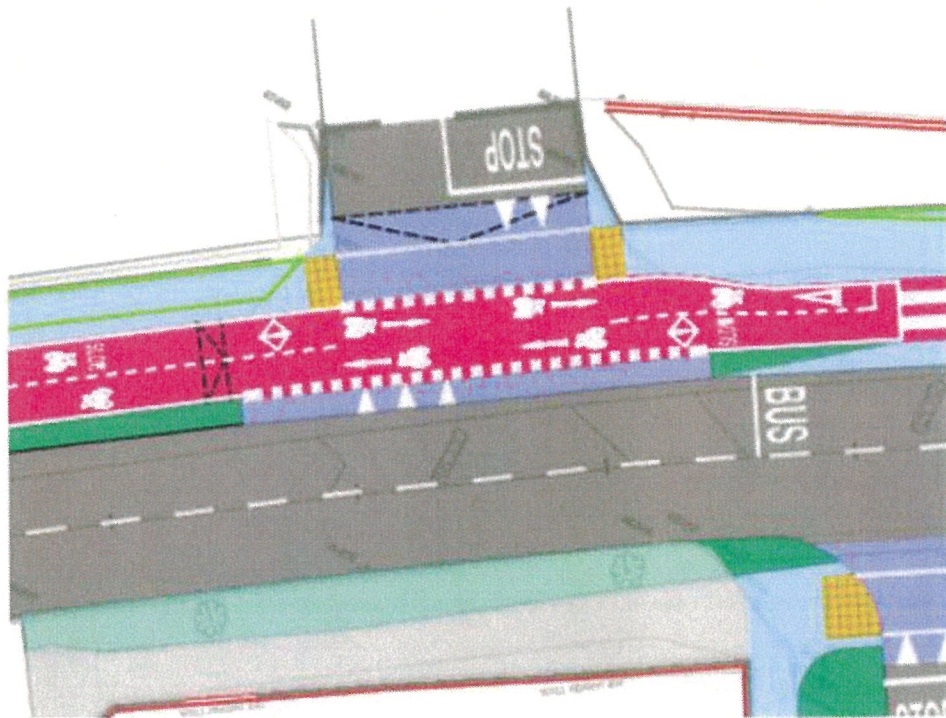


Image 3: Proposed Active Travel plans at entrance to Simpson's Shop.

The proposed bus stop will completely block vision lines for when customers are exiting the property when travelling west increasing the risk of traffic collisions in the immediate vicinity of our client property. A Traffic Impact Assessment must be completed to determine the frequency of use of our client's entrance,

WILLIAM DONOGHUE & ASSOCIATES
Consulting Engineers and Architects

- **Increased Risk of Collisions:** Vehicles exiting my client's premises will need to cross an active cycle lane, leading to potential conflicts with cyclists and scooter users traveling at varying speeds. This presents a serious hazard, particularly during peak hours when traffic volume is high.
- **Limited Reaction Time for Drivers and Cyclists:** With the cycle lane running directly in front of the business entrance, drivers will have limited time to react to approaching cyclists when entering or exiting. This increases the probability of accidents occurring, as visibility and reaction times are significantly reduced.
- **Potential Legal and Liability Issues:** In the event of an accident involving a cyclist or scooter rider, liability concerns may arise, leading to legal and financial implications for my client. This places an undue burden on businesses operating along Circular Road.

3. Bus Stop Placement Obstructing Visibility and Increasing Risk

Another major concern is the proposed location of the bus stop near my client's entrance. This placement creates a number of safety hazards:

- **Obstructed Visibility for Exiting Vehicles:** The presence of a stationary bus will significantly limit the line of sight for drivers attempting to exit my client's premises. This blind spot increases the likelihood of accidents, as drivers may be unable to see oncoming cyclists, pedestrians, or other vehicles.
- **Disruptions to Traffic Flow:** A bus stopping frequently in front of the business further compounds the congestion issue, leading to additional traffic slowdowns and unpredictability in vehicle movements.
- **Reduced Parking and Access for Customers:** The bus stop placement may also interfere with customer parking, making it more difficult for customers to access the business premises conveniently.

4. Economic Impact on Local Businesses

The proposed changes will have a direct negative impact on local businesses operating along Circular Road. Specifically, my client's retail business is likely to suffer from:

Donegal Office: Main St. Mountcharles, Co. Donegal

Kildare Office: Woodlands, Rathangan, Co. Kildare

VAT No: 9658785P



- **Decreased Customer Visits:** With the removal of the centre turning lane, the difficulties associated with accessing the premises will deter potential customers, leading to a decline in business.
- **Operational Disruptions:** Increased traffic congestion and safety concerns will not only impact customer accessibility but also affect delivery vehicles and suppliers attempting to service the business.
- **Potential Loss of Revenue and Jobs:** If customer accessibility continues to decline due to these traffic modifications, the financial sustainability of businesses in the area may be compromised, leading to job losses and economic downturn within the local community.

5. Alternative Solutions to Consider

Rather than implementing the current proposal, we strongly urge the planning authority to explore alternative solutions that balance the needs of cyclists, pedestrians, and businesses along Circular Road. The most sensible alternative solution would be to locate the Cycle Lane to the opposite side of the road where there are only residential dwellings and not commercial properties with far less traffic movements.

Conclusion

While we recognise the benefits of enhancing cycling and pedestrian infrastructure, the proposed cycle lane and footpath project, in its current form, presents significant safety and accessibility issues that must be addressed. The elimination of the centre turning lane, the direct conflict between cyclists and motor vehicles at business entrances, and the obstructed visibility caused by the proposed bus stop collectively create a highly unsafe environment for all road users. Additionally, the negative economic impact on businesses along Circular Road cannot be ignored.

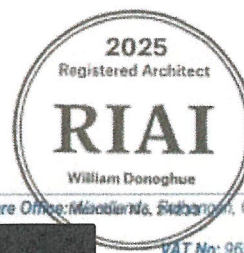
For these reasons, we strongly urge the planning authority to reconsider the current proposal and explore alternative solutions that preserve both safety and business viability. We appreciate your consideration of this objection and welcome the opportunity to discuss potential modifications that address our concerns.

Thank you for your time and attention to this matter. We look forward to your response.

Yours Sincerely,

William Donoghue MRAI
On Behalf of Joseph Carlin of Regional Foods Ltd.
13th March 2025

Donegal Office: Main St. Mountcharles, Co. Donegal



Kildare Office: Main St. Mountcharles, Co. Kildare

VAT No: 9658785P

WILLIAM DONOGHUE & ASSOCIATES
Consulting Engineers, Architects & Planners

PHOTOGRAPHIC INVENTORY



1. Car turning into Simpson's from centre turning lane. The removal of this lane will result in increased traffic risks.



2. Arrow denotes car waiting in centre turning lane. Traffic flow uninterrupted.

Donegal Office: Main St. Mountcharles, Co. Donegal

Kildare Office: Woodlands, Rathangan, Co. Kildare

VAT No: 9658785P



3. Car exiting our client's property. When buses are allowing customers to alight, vision lines will be severely affected increasing the risk of traffic collisions.



4. Existing signage (Planning Ref: 19/51251) will block vision lines towards users of proposed Active Travel route.

Donegal Office: Main St. Mountcharles, Co. Donegal

Kildare Office: Woodlands, Rathangan, Co. Kildare

VAT No: 9658785P



5. Proposed location of Bus Stop directly adjacent to adjoining residential estate, Croagh Patrick Avenue and directly adjacent to our client's entrance. The location of the proposed bus stop will increase the risk of collisions and generate serious traffic congestion to the area.

End of Submission

Donegal Office: Main St. Mountcharles, Co. Donegal

Kildare Office: Woodlands, Rathangan, Co. Kildare

VAT No: 9658785P

APPENDIX SIX

(Submission/Observation 'G'. By: Glencar Shopping Centre)



Comhairle Contae
Dhún na nGall
Donegal County Council

Unique Reference Number: DNCC-C90-5

Status: Submitted

Submission: Comments on Circular Road - Active travel project

UID: 6076

Author: Glencar Shopping Centre

Consultation:

Letterkenny Active Travel Projects - L1007 Circular Road

Date Created: 28.02.2025 - 13:12

Date Submitted: 28.02.2025 - 13:50

Observations:

Theme: Active Travel
Title: Layout & Works Execution

To whom it may concern,

Please note that this is a combined submission on behalf of all the Businesses at Glencar Shopping Centre

(Glencar Service Station, Glencar Car Wash, Glencar Cabs, The Washing Well, Glencar Post Office, Xperia Hair Salon, Glencar Spar, Healthwise Pharmacy, The Friars Rest, The Glencar Inn, Boyle Sports, LK Pets, Ridhas Barbers, Sunset Tanning, Intensity Fitness, ReThink Money, Caldwell Solicitors, P o' R Consulting, Purmo Group, Me First Therapy, S Mc C Consulting)

Firstly we would like to state that this project can only benefit and improve the area in general and welcome the project, we would also like to thank the 'Active Travel Team' for consulting with us initially and again at this stage and look forward to assisting in any way we can in the future.

Further to the public consultation at the Vestry in Letterkenny on 25/02/25 we wish to highlight the following in relation to the Circular Road Project.

Comments on Layout

1: The proposed reduction of the entrance widths at Glencar Shopping Centre are not suitable for the regular Articulated HGV traffic our businesses onsite receive daily, and this should be addressed within your final drawings. We don't want a situation where the HGV exiting must cross into the oncoming lane or need to drive over unsuitable paving/hardstanding or walkways etc. to execute the manoeuvre in or out of our site.

We note that DMURS section 4.4.3 Junction Design states that "Designers should also have regards to *Context* and *Function* when selecting junction types". Our site entry/exit points must *function* for our regular HGV traffic.

We attach the HGV Autotrack layouts required for our HGV movements for your information, and request that it be incorporated into your design.

2: At peak times traffic regularly backs up from the Hospital roundabout to Glencar Park, could we request that Yellow box lining be installed at all junctions from the Glencar Shopping Centre site to improve traffic flow attempting to enter and exit the site during these busy periods.

3: It is noted and welcomed that the retaining structure highlighted (during initial consultation) to the embankment

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at the front of Glencar Shopping Centre has been incorporated into the preliminary design, we request that final heights, finish etc. are agreed onsite prior to construction and that our existing power services (Manholes, ducts, cables) for signage etc. are maintained throughout the works.

Comments on Works Execution

Comments on Works Execution

We must highlight that pipelaying works carried out in 2019/2020 on the Circular Road incorporating a Stop/Go system caused significant traffic delays and avoidance of the route itself. Our businesses onsite incurred significant losses with some reducing by 50% during this time, some businesses onsite have yet to fully recover from these losses as customer habits changed long term due to these works.

The reduction in business at this time also led to staff layoffs which all businesses want to avoid.

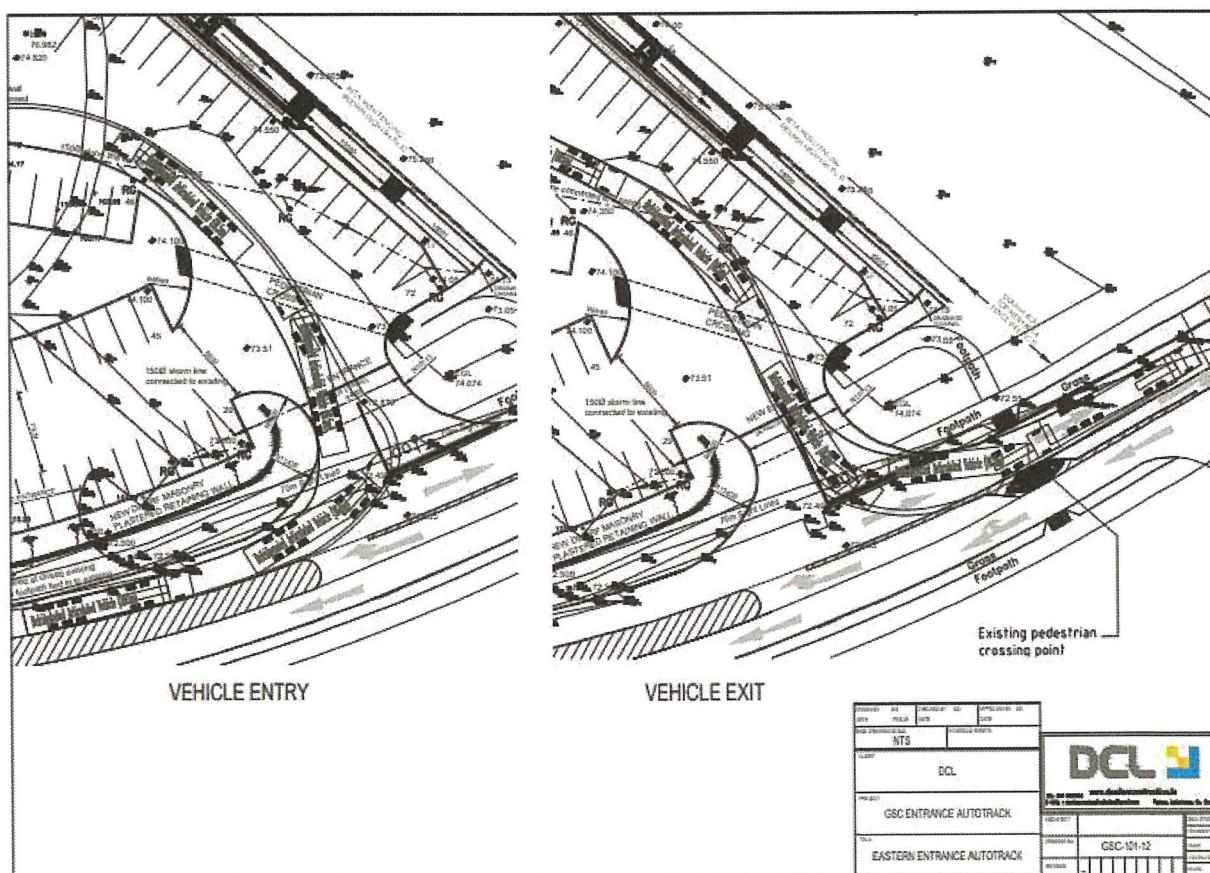
We request that 2-way traffic be always maintained during the peak business hours of 7am to 7pm to retain our existing customer base and required staff.

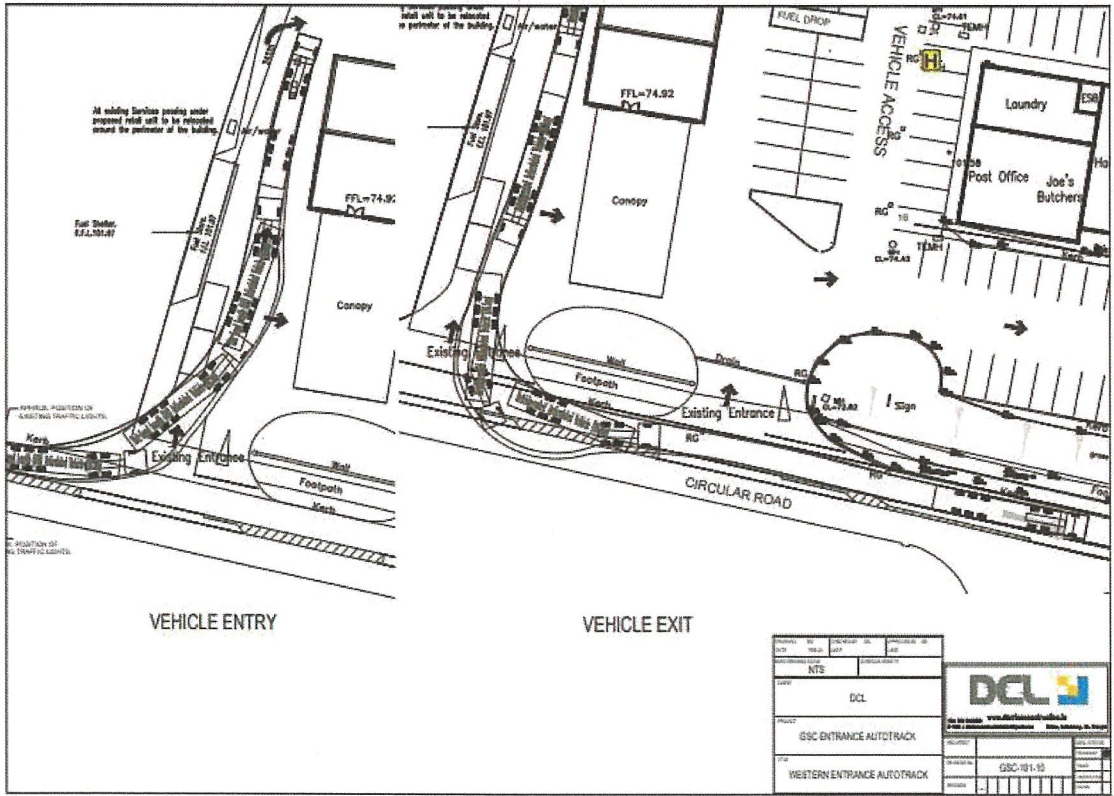
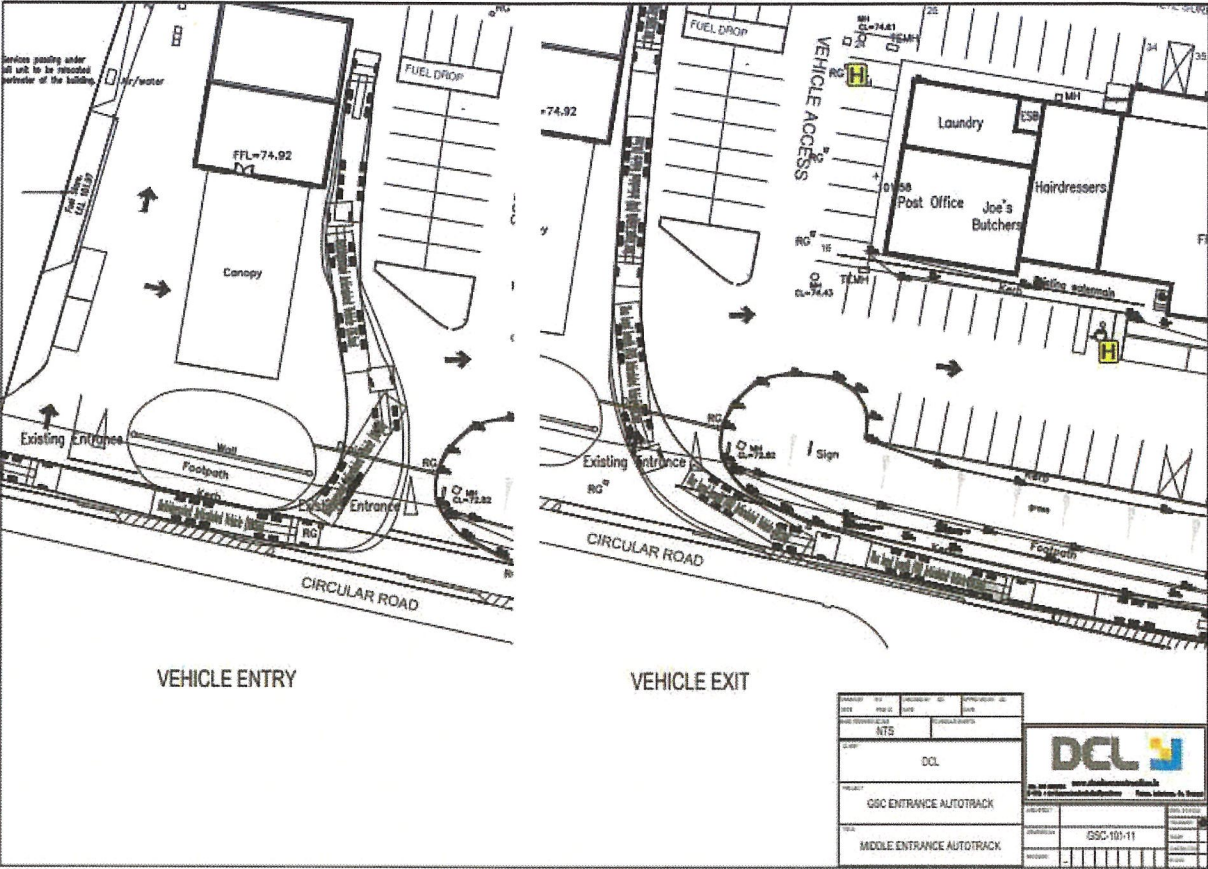
Documents Attached:

DNCC-C90-5-7002 - GSC-1010-10 Western Entrance.pdf

DNCC-C90-5-7003 - GSC-1010-11 Middle Entrance.pdf

DNCC-C90-5-7004 - GSC-1010-12 Eastern Entrance.pdf





APPENDIX 5.3**(Submission/Observation 'H'. By: Atlantic Technological University - Letterkenny Campus)**

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University

**Donegal County Council,
County House,
Lifford,
F93 Y622**

28.03.25

ATU Submission - Part VIII Letterkenny Active Travel Projects – L1007 Circular Road

To whom it may concern,

ATU are fully supportive of the proposed Active Travel schemes in the Letterkenny Area which will address much needed strategic infrastructure in the urban environment. It is ATU's view that infrastructure of this nature is essential to bring about the behavioural shift towards the use of multimodal transport, supporting our strategic efforts to deliver on sustainable travel while providing safe and healthy travel options in walking or cycling.

The provision of safe active travel connections between the residential areas, the town centre, adjacent amenities, places of work, schools and the University Campus are critical for the Letterkenny urban area.

It is essential for the development of Letterkenny town and its urban environment that there is appropriate development of affordable, multi-modal transport solutions that offer communities and future generations real transport choices such as safe pedestrian, cycling, and ancillary infrastructure. The provision of an effective multimodal transport network will enhance ATU as a destination of choice for teaching and learning.

The delivery of safe and well-connected active travel infrastructure is crucial to the town and also the future success / growth of ATU. It is important to recognise that the economic benefit of being a university town,

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is firstly drawn from the ability to attract staff and students. Secondly it is based on the ability to retain those skills after graduation. This requires a healthy, accessible and liveable town with a high-quality public realm.

Future active travel

ATU welcomes any opportunity to participate in future Donegal County Council led active travel scheme initiatives including park & ride, cycling and walking. The University's Port Road Campus has cycle parking facilities which could be used as a hub, and the pending development of a new Library and Education Building on the North campus will incorporate a greenway with integrated cycling and walking pathways. There is inclusion of bicycle parking which will link to a future greenway through the South campus planned as part of the LK Green Connect project and supported by ATU.

The proposed Sports Campus at Knocknamona/Carnamoggagh, will also have cycle-parking facilities to provide another hub and promote active travel modes for students and staff commuting between campuses and from the town centre. This will also provide an important link with the existing active travel infrastructure on the N56 business park road and the planned active travel schemes leading to the N56. These linkages will be highly beneficial to the community, the IDA business park and the schools in the area.

The provision of e-bikes is also an important aspect of this given the topography of the Letterkenny urban area. We believe that a town bike scheme should form a key element of Letterkenny Active Travel planning and the ATU Estates Team and Student Union look forward to working with Donegal County Council and other stakeholders to progress this initiative.

The provision of 'Park and Share' and 'Park and Cycle' facilities will be critical to reduce congestion throughout the town centre. This is another important element to complement the investment in the proposed active travel schemes and the existing active travel/ multimodal infrastructure.

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ATU largely supports the development of the various active travel schemes in Letterkenny.


Yours Sincerely,

A handwritten signature in blue ink that reads "Ben Austen".

Ben Austen – Estates & Campus Services Manager

ATU (Donegal Campuses)

(Submission/Observation 'i' By: Irish Cycling Campaign)

<p>Irish Cycling Campaign Formerly Cyclist.ie. The Irish Cycling Advocacy Network</p> <p>The Member for Ireland of:</p> <p> EUROPEAN CYCLISTS' FEDERATION</p>	<p>Irish Cycling Campaign</p> <p>[Redacted]</p> <p>RCN 20102029</p>
<p>Addressee: Donegal County Council</p>	
<p>Date: 19th March 2025</p>	
<p>Re: Letterkenny Active Travel Projects – L1007 Circular Road Part 8</p>	

1 Introduction

The Irish Cycling Campaign (formerly [Cyclist.ie](#), the Irish Cycling Advocacy Network-ICAN), is the national cycling advocacy body with membership from cycling advocacy groups, greenway groups and bike festivals on the island of Ireland. We are the Irish member of the [European Cyclists' Federation](#). Our vision is for an Ireland with a cycle and pedestrian friendly culture, where everyone has a real choice to cycle and move about safely, and is encouraged to experience the joy, convenience, health and environmental benefits of cycling and walking.

The Irish Cycling Campaign warmly welcomes this proposed approximately 1km long Part 8 project, one of the 11 Letterkenny proposed active travel schemes. Overall the scheme is of a high quality, and in line with the requirements of the national Cycling Design Manual (CDM). The scheme also proposes to improve facilities for pedestrians along this busy route, as well as streamlining the flow and movement of vehicular traffic.

We make some very brief comments below, mainly supportive.

2 General Comments

2.1 Cycling & Walking Provision

The upgrading of existing pathways along this proposed scheme and the provision of a dedicated segregated cycle track on most of it, is a major upgrade that will encourage greater uptake of walking and cycling in the area. In particular this is important to encourage active travel access to the nearby Gaelscoil on Willowbrook, St Bernadette's special school on College Farm, and St Eunan's College on College Road.

2.2 Shared Cycling & Walking Paths

There are small sections of shared cycling and walking facilities close to the above named schools. Ideally the CDM recommends that shared facilities not be recommended unless no other option exists. We urge Donegal County Council to review the design in these areas with a view to possibly upgrading to segregated facilities.

2.3 Scheme Positives

Section 3 of the Part 8 Report on this project clearly outlines many of the positive design aspects of the proposed project. Chief among these are:

- Reduction of the main carriageway width along the full length of the scheme
- Provision of segregated cycling facilities and upgraded footpaths
- Provision of entrance ramp kerbs at critical points along the proposed route to enable cycle entry/exit to 2 way cycle route
- Narrowing of junction exits, and inclusion of at grade raised pedestrian/cycle crossings across the junctions.
- Controlled/Signalised crossings of the Circular Road
- Changing the existing (mini roundabout) junction at Long Lane to incorporate a signalised junction
- Provision of planters and benches at various locations to improve the overall public realm
- Improved bus stops
- Redirecting Binnion Avenue exits from Circular Road to Long Lane

2.4 Possible Further Consideration

We recommend the consideration of the relocation of the main hospital entrance to Long Lane. This would reduce the number of exits on to the main Circular Road, and lessen potential traffic conflicts, within a short distance of the major Hospital Roundabout.

3 Summary/Conclusion

Overall the Irish Cycling Campaign welcomes this proposed high quality upgrade of the 1 km section of the Letterkenny Circular Road. It provides quality design in line with best practice, that improves the overall safety and movement of all road users.

However, we urge Donegal County Council to ideally reduce the amount of shared (Cyclists and pedestrians) space on the proposed project, and to consider re-locating the main entrance to Letterkenny on to the adjacent Long Lane, in order to lessen the number of road exits close to the Hospital Roundabout.

Colm Ryder

Infrastructure Coordinator

Irish Cycling Campaign

