

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 R940 Ballyraine Road Letterkenny, Co. Donegal in accordance with the drawings and documents associated with the Part 8 application.

The project will include:

- a. Provision of replacement segregated one-way cycle lanes including the narrowing of the existing carriageway to 6.0m width generally along the R940 Ballyraine Road from the N56 Ramelton Road Junction to the L1009 Gortlee Road Junction.
- b. Provision of a two-way cycle facility along the northern side of Ballyraine Road from the L1009 Gortlee Road Junction to L10041 Station Car Park.
- c. Provision of a shared (vehicle/cycle) facility within L10041 Station Car Park.
- d. Provision of a shared (pedestrian/cycle) permeability link from the Oatfield Junction to the Letterkenny Shopping Centre.
- e. Reduction of existing junction radii at side roads along with provision of controlled/uncontrolled pedestrian crossings at various locations.
- f. At Station Car Park, provision of a relocated vehicular egress point to the R229-4 Ballyraine Road and upgraded controlled (pedestrian) crossing at the egress point.
- g. Modification of existing (mini roundabout) Oatfield Junction 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 – R940 Ballyraine Road – May 2025 Plenary Council.



STIÚRTHÓIR SEIRBHÍSE
DIRECTOR OF SERVICE

20/05/2025

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 – R940 Ballyraine Road

Signed:

Clíodhna Campbell.

Clíodhna Campbell

S.E.

Road Design.

Date: 12/05/2025

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 PEOPLE / DONEGAL NEWS on Thursday 6th February 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 – R940 Ballyraine Road**

3. SCOPE OF THE PROPOSED WORKS

Donegal County Council proposes to upgrade the cycle and pedestrian facilities on R940 Ballyraine Road, Letterkenny Co Donegal. The scheme shall include new one-way cycleways on each 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 lineated cycle lanes and the provision of replacement segregated one-way cycle lanes including the narrowing of the existing carriageway to 6.0m width generally along the R940 Ballyraine Road from the N56 Ramelton Road Junction to the L1009 Gortlee Road Junction.
- Provision of a two-way cycle facility along the northern side of Ballyraine Road from the L1009 Gortlee Road Junction to L10041 Station Car Park.
- Provision of a shared (vehicle/cycle) facility within L10041 Station Car Park.
- Provision of a shared (pedestrian/cycle) permeability link from the Oatfield Junction to the Letterkenny Shopping Centre.
- Reduction of existing junction radii at side roads along with provision of controlled/uncontrolled pedestrian crossings at various locations along R940-1 Ballyraine Road.
- At Station Car Park, provision of a relocated vehicular egress point to the R229-4 Ballyraine Road and upgraded controlled (pedestrian) crossing at the egress point.
- Modification of existing (mini roundabout) Oatfield Junction 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 Éireann
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
Atlantic Technological University	

5. SUBMISSIONS / OBSERVATIONS RECEIVED

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

Uisce Éireann (UÉ) 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 Éireann 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: Atlantic Technological University (ATU) – Donegal Letterkenny Campus
(Copy included in Appendix 4.2)

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 'C1'. By: Donegal County Fire Service (Copy included in Appendix 4.3)

Donegal County Fire Service have requested that consideration should be given to providing a minimum of 3.25m carriageways where possible to aid progress through traffic in a fire appliance. There should also be consideration given to providing "off carriageway" bus stops where possible, as "on carriageway" bus stops provide a static hazard which may impede the flow of traffic and may serve to delay the response of emergency services.

Response to Submission / Observation

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 only, which is currently proposed to be scheduled every 30 minutes at the ATU stop. Each stop shall take less than 20 seconds on average for users to alight/onboard, ensuring minimal impact on existing traffic flow in the area. No other bus service shall be facilitated by this stop.

The proposed scheme has been designed in accordance with the appropriate design standards. In accordance with the Design Manual for Urban Roads and Streets, a carriageway width of 6m is most appropriate to ensure low to moderate speeds are maintained, particularly when the carriageway is relatively straight. This reduction in carriageway width shall facilitate for the width required to install the minimum standard of cycle lane (1.5m), as per the National Cycle Design Manual.

Submission/Observation 'C2'. By: National Ambulance Service (Copy included in Appendix 4.4)

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 'C3'. By: Garda Síochána
(Copy included in Appendix 4.5)

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 'D'. By: Tesco Ireland, Gresham House, Marine Road, Dún Laoghaire
(Copy included in Appendix 5.1)

Tesco Ireland welcomes and supports the proposed active travel improvements and welcomes the opportunity to engage with the Local Authority. Tesco Ireland has highlighted the importance of access and HGV movements during construction and the need for continued collaboration and engagement during detailed design and the works.

Response to Submission / Observation

Positive submission on the proposals. Donegal County Council will continue to liaise with the Shopping Centre Estates Team during the detailed design and construction phases of the project.

Submission/Observation 'E'. By: Evolve Clothing
(Copy included in Appendix 5.2)

The Submission strongly object to the proposals, due to the proposals being premature, misaligned with local needs, and poses severe risks to the safety, accessibility, and economic vitality of Letterkenny. The submission details that the narrowing of the road width to 6m shall reduce capacity, will significantly restrict the movement of larger vehicles (including emergency services, delivery trucks and public transport) and increase the risk of collisions and accidents.

The submission continues by stressing that Letterkenny's local businesses are already facing significant pressures due to the town's chronic traffic congestion and declining footfall. The proposed narrowing of Ballyraine Road and adding traffic lights will further worsen these conditions. The submission also notes low cycle lane usage in Letterkenny, resulting in a poor return of investment and increased maintenance costs. The submission continues by stating that the reduction in road width and modifying junctions shall only exacerbate the existing issues, including longer journey times and access for emergency services - the town is already at capacity, its road network overwhelmed and reducing the road width is only going to make things worse. The submission also notes that the loss of vegetation shall increase the risk of flooding, without significant drainage upgrades.

The submission indicates other alternative solutions to alleviate congestion and support economic growth:

1. Construct the Swilly Bridge
2. Improve entry and exit from Station Roundabout to the Shopping Centre
3. Reprogramming of traffic lights at Justice Walsh Road
4. Addressing traffic gridlock at Old Town area of Letterkenny
5. Invest in public transport and related infrastructure – upgrade junctions, widen roads, increase traffic volumes

The submission closes by strongly urging Donegal County Council to re-assess the proposal's long-term implications and that the proposals promotes the safety of pedestrians and cyclists, it does not address the town's congestion, which should be the main priority.

Response to Submission / Observation

The installation of high-quality continuous footway and cycleway routes shall 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 Ballyraine Road Active Travel Project is a priority scheme, due to the educational, 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 existing road capacity. 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 Swilly Bridge, improved entry and exit from Letterkenny Shopping Centre, reprogramming of traffic lights at Justice Walsh Road, and addressing traffic congestion at Old Town are outside of the proposed scheme extent and are not within the remit of these proposals, 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 'F'. By: Ballyraine National School (Copy included in Appendix 5.3)

Ballyraine National School commends the rationale behind the Active Travel project and agree with promoting Active Travel in the local Community. The submission also requests that Donegal County Council to take the following into consideration.

1. Roadworks to take place during Summer months when children are on holidays.
2. Bus set down area to be repainted now and also when the project is completed.
3. Installation of pencil bollards between the entrance and exit of our Carpark.
4. Turn left only at exit to improve the flow of traffic and increase safety.
5. Provision of a bike rack & bike shelter to facilitate Active Travel for Ballyraine students.

Response to Submission / Observation

Positive submission on the proposals. Donegal County Council to ensure appropriate traffic management shall be in place for the duration of the works. The provision of bike rack and shelter, pencil bollards and bus set down lining (after works completion only) shall be incorporated at the detailed design stage.

Donegal County Council shall not install "turn left only" at the exit from the school, as this will increase the number of illegal U-turns further west along Ballyraine Road and increase the risk of collisions.

The Council shall however engage with the school to assist same to identify alternative solutions to improve flow and safety at their existing vehicular egress points.

Submission/Observation 'G'. By: Mr. Trevor Bell
(Copy included in Appendix 5.4)

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. In accordance with the Design Manual for Urban Roads and Streets, a carriageway width of 6m is most appropriate to ensure low to moderate speeds are maintained, particularly when the carriageway is relatively straight. 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 'H'. By: Mr. Les Hollick
(Copy included in Appendix 5.5)

Mr Les Hollick is not in favour of the proposals, citing the selection of the Ballyraine Road as an illogical choice considering traffic volumes at peak times from the school. He also states that, given cyclists are few and far between, that most lycra clad individuals ignore the existing cycle lanes and that the existing facilities are of adequate width to accommodate pedestrians, prams, wheelchairs, etc. that he does not agree with the proposals to narrow the carriageway and widen the active travel facilities, calling it a complete waste of money and better suited elsewhere.

Response to Submission / Observation

As set out under the Letterkenny Transport Plan 2023-2029, the Ballyraine Road Active Travel Project is a priority scheme, due to the educational, residential and retail infrastructure present in the locality. Cycling within the town environs shall not be promoted by Donegal County Council until appropriate network of active travel linkages are constructed. The existing footways and cycle lanes on the Ballyraine Road have been assessed as being below standard, with limited safe crossing facilities for vulnerable users; the proposals include for several safe crossing facilities along the length of the project. 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.

Submission/Observation 'I'. By: Ms. Ancy Moore
(Copy included in Appendix 5.6)

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 'J'. By: Dr Murrough and Mrs. Margaret Birmingham (Copy included in Appendix 5.7)

Dr Murrough and Mrs Margaret Birmingham confer general support for the proposals and are providing local knowledge in the hope that it shall feed into the detailed design process of the proposals. This submission provides a comprehensive assessment of the existing public lighting infrastructure currently available along the scheme and the need for further amendments to this infrastructure, detailing from the existing Oatfield Roundabout to Ballyraine National School. This assessment also includes reference to the trees obstructing the public lighting in different locations along the Ballyraine Road.

The submission queries the viability of replacing the existing Oatfield "mini-roundabout" with a signalised junction, citing that buses and Aldi customers use the roundabout to conduct "U-turn" movements, noting further that Aldi already has restricted movements heading towards Ballyraine National School when leaving their premises.

The submission welcomes the traffic calming measures in the proposals and requests that further measures be considered, similar to that proposed at CH0+800, but closer to the ATU Campus. The submission also requests that the bus stop on the northern side of the carriageway should be relocated to before the Ashlawn junction (CH0+550 approx).

Response to Submission / Observation

Positive submission to proposals. Donegal County Council welcomes this submission, particularly in respect to the provision of local knowledge regarding street lighting issues. The points raised shall support decisions made in the detailed design stage of the proposals.

The design team are satisfied with the location of the bus stops proposed at the ATU Campus in that they provide safe crossing for pedestrians at the controlled crossings in line observed desire lines.

The scheme design proposes to remove the existing Oatfield Roundabout and signalise the R940/R229 junction. The signal junction arrangement shall include additional operational capacity compared to the existing roundabout to accommodate predicted traffic flows on the local road network along with providing improved active travel facilities. The signal junction is predicted to reduce queueing compared to the existing roundabout layout. The improved efficiency of the junction will also be expected to have downstream benefits for other users, such as Aldi's access/ egress which shall be amended to allow both right and left turning movements. Localised traffic flow on the R940 would be expected to improve, reducing the for potential congestion and potentially providing more gaps in traffic for turning vehicles to access/ egress the Aldi site. In addition, the proposed scheme includes a yellow box at the Aldi access, protecting turning space for vehicles accessing and egressing the site.

The design team do acknowledge the need to retain the mini roundabout configuration in the short term to enable U-turns by buses setting down at the existing Station Carpark Bus Stop. Donegal County Council is currently progressing the delivery of a temporary Bus Transportation Hub and the existing mini roundabout at Oatfield Junction shall be retained until this new Hub is operational.

Submission/Observation 'K'. By: Letterkenny Chamber of Commerce
(Copy included in Appendix 5.8)

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 Bus Stops In line- the submission noted that bus stops adjacent to the ATU shall be in line. The long-distance student buses heading to Belfast, Dublin, Sligo, Galway etc take on average 8-10 minutes for passengers to get on and there can be a number of these at peak times which will negatively affect traffic flow.

Observation 2 Oatfield Junction – The submission noted that removing Oatfield Junction will prove to be problematic. At present coaches, vehicles and taxis use the roundabout to turn to return to their first contracted stop at the front of ATU. It is also used by vehicles exiting Aldi (left turn only) that use the roundabout to return to Ballyraine Road. It is not feasible that they must divert to a wider route thus causing more congestion on already busy routes.

Observation 3 Traffic flows & Station Roundabout – The submission notes that this roundabout is currently at capacity. By removing the Oatfield roundabout this always creates two other major traffic problems in that it removes the successful left turn only exits from both The Old Aldi and Station Roundabout car park. The active travel plan should not ignore these measures that were introduced to improve traffic flow.

Observation 4 Pedestrian Entrance - The active travel plan suggests a new pedestrian entrance opposite the Oatfield Roundabout into the Letterkenny Shopping Centre. The submission suggests adding a vehicular “entrance only” beside the pedestrian entrance would reduce the traffic flow onto Station Roundabout which is already over capacity.

Observation 5 Taxi Rank – The submission recommended further consultation with taxi providers who use this very busy taxi rank and queried now the new exit will operate safely.

Observation 6 Bus stop – The submission notes the importance of the bus stop at the Station Roundabout Car Park and that it is over capacity and not fit for purpose. The Chamber highlights the new transport Hub (Letterkenny 2040) and that The Council, and all stakeholders need to provide a new temporary bus drop of and pick up area that allows for the volume of people using these services. Creating this temporary hub in liaison with the operators would change the nature of this area for all users from a dangerous traffic congested area to one that encourages walking and is much safer for all users.

Observation 7 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 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 installation of high-quality continuous footway and cycleway routes shall 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 Ballyraine Road Active Travel Project is a priority scheme, due to the educational, residential and retail infrastructure present in the locality.

Observation 1 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 at the ATU stop. Each stop shall take less than 20 seconds on average for users. All other services including Local Link, Bus Eireann and private operators would continue to pick up and drop off at the existing “off carriageway” Bus Stop on the Port Road, which is adjacent to the ATUs existing complex and to the ATUs proposed developments to be located adjacent to Port Road. The existing bus stop on Port Road also supports the proposed new Transport Hub located adjacent to Pearse Road as identified under the Local Transport Plan for Letterkenny.

Observation 2, 3 and 6 - The scheme design proposes to remove the existing Oatfield Roundabout and signalise the R940/ R229 junction. The signal junction arrangement shall include additional operational capacity compared to the existing roundabout to accommodate predicted traffic flows on the local road network along with providing improved active travel facilities. The signal junction is predicted to reduce queueing compared to the existing roundabout layout. The improved efficiency of the junction will also be expected to have downstream benefits for other users, such as Aldi's access/ egress which shall be amended to allow both right and left turning movements. Localised traffic flow on the R940 would be expected to improve, reducing the for potential congestion and potentially providing more gaps in traffic for turning vehicles to access/ egress the Aldi site. In addition, the proposed scheme includes a yellow box at the Aldi access, protecting turning space for vehicles accessing and egressing the site.

Vehicles egressing from the Station Carpark shall be improved by relocating the pedestrian crossing to the east of the entrance. This relocation coupled with a timed loop detector shall allow safe egress from the carpark for all vehicles.

The design team do acknowledge the need to retain the mini roundabout configuration in the short term to enable U-turns by buses setting down at the existing Station Carpark bus stop. Donegal County Council are currently progressing the delivery of a temporary bus transportation hub and the existing mini roundabout at Oatfield Junction shall be retained until this new hub is operational. Various bus operators are aware of this progress and are in favour of the proposed temporary hub solution.

Observation 4 Pedestrian Entrance -the provision for a vehicular “entrance only” is not within the remit of these proposals and cannot be considered. This observation shall be forwarded to the Letterkenny Town Area Roads Manager for consideration,

Observation 5 Taxi Rank – Vehicular egress from Station Carpark shall be improved by relocating the pedestrian crossing to the north of the entrance. This relocation coupled with a timed loop detector shall allow safe egress from the carpark for all vehicles in both directions.

Observation 7 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 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 'L'. By: Mr. Eddie Bradley, Donegal Active Travel Campaign
(Copy included in Appendix 5.9)

Mr. Eddie Bradley, a founding member of the Donegal Active Travel Campaign and an active member of the Irish Cycling Campaign, fully supports the Ballyraine 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 a number of existing issues present on the Ballyraine Road, which are as follows:

- **Difficulty at crossing near Aldi**
- **Safety concerns** when cycling
- **Fear of close passes** from motorists
- **Desire for safer, dedicated cycle lanes**

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 'M'. 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, 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 'N'. By: Mr. Liam Curran
(Copy included in Appendix 5.11)

Mr Liam Curran, a resident of the adjacent Ashlawn estate and a father of two young children, is fully in support of the Ballyraine Road Active Travel scheme. He states that the existing active travel facilities on the Ballyraine Road 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 "These changes will make it safer for us to travel by bike, allowing me to take my kids to their activities without the constant worry of traffic. It would also be a great benefit to the wider community, making Letterkenny a much safer and more accessible town for all."

Response to Submission / Observation

Positive submission to proposals.

Submission/Observation 'O'. By: Mr. Brendan Regan
(Copy included in Appendix 5.12)

Mr. Brendan Regan has highlighted the need to include a line marked yellow box at Walnut Grove Complex in lieu of removal of right turning island.

Response to Submission / Observation

A line marked yellow box shall be considered at Walnut Grove Complex at the detailed design stage.

Submission/Observation 'P'. By: Mr Adam Moore
(Copy included in Appendix 5.13)

Mr Adam Moore is fully in support of the Ballyraine 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 – "By prioritising active travel, Letterkenny can play a key role in reducing emissions, improving health and making our town more sustainable."

Response to Submission / Observation

Positive submission to proposals.

Submission/Observation 'Q'. By: Premier Solutions NW Ltd, CoLab
(Copy included in Appendix 5.14)

Mr. Terence Gallagher, owner of Premier Solutions NW Ltd, at the CoLab in Letterkenny, strongly supports the Ballyraine Road Active Travel Scheme. He 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. Mr Gallagher stated "The proposed Ballyraine Active Travel Scheme will be a huge improvement for me, my staff and my customers. ... This scheme will not only make the area safer for cyclists but also enhance the overall accessibility of the town".

Response to Submission / Observation

Positive submission to proposals.

Submission/Observation 'R'. By: Ms. Nuala Carr, Atlantic Technological University

(Copy included in Appendix 5.15)

Ms. Nuala Carr, an active member for Letterkenny Tidy Towns, Donegal Active Travel Campaign and ATU EU Green Project, strongly supports 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 highlighted the importance of reducing emissions and the role active travel plays in creating sustainable communities and draws from her own experience that “where active travel is prioritised ... it improves the quality of life for residents, boosts mental and physical health, and reduces pollution. The scheme will be a vital step towards...encouraging more people to cycle and walk, improving air quality, and reducing traffic congestion.”

Response to Submission / Observation

Positive submission to proposals.

Submission/Observation ‘S’. By: Ms. Sasha Johnson
(Copy included in Appendix 5.16)

Ms. Sasha Johnson is not in favour of the proposals. She has highlighted her concerns that by narrowing the carriageway lanes, a bottleneck will be created for vehicle traffic, adding that the proposals are trying to encourage foot traffic in an area where vehicle traffic should be the key focus. Her submission also notes that the proposals neglect the mobility disabled and that it shuts disabled residents out of equal participation in the life of the town.

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. The inclusion of widened footways, traffic-calming and controlled crossings and at-grade pedestrian crossings further enhance the comfort and safety of the scheme for those with mobility disabilities.

The proposed scheme has been designed in accordance with the appropriate design standards. In accordance with the Design Manual for Urban Roads and Streets, a carriageway width of 6m is most appropriate to ensure low to moderate speeds are maintained, particularly when the carriageway is relatively straight.

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 ‘T’. By: Mr. Conall Dunne
(Copy included in Appendix 5.17)

Mr. Conall Dunne has highlighted that a new pedestrian route from the Ballyraine Road to the Letterkenny Shopping Centre has been proposed. Mr Dunne has requested that this new pedestrian route does not preclude access by vehicle from the currently vacant site to the entrance of Railway House out to the road.

Response to Submission / Observation

The proposed scheme provides for a shared pedestrian/cycleway route only. Future proposals to access the current vacant site to the existing entrance of Railway House shall be subject to planning for the site.

Submission/Observation ‘U’. By: Mr. Darren Gallagher

(Copy included in Appendix 5.18)

Mr. Darren Gallagher is not in favour of the proposals. His submission highlights the existing traffic build up and time taken to travel from The Glebe to Ballyraine Park, citing up to 30 minutes during peak times. Mr Gallagher is not in favour of narrowing the road and putting cycle lanes on each side, citing the limited use of the four-lane road by cyclists currently. Rather, the submission recommends the widening of the Ballyraine Road and a bridge over the River Swilly is required to relieve traffic. The submission also states that the removal of turning lanes to facilitate the construction of cycle lanes shall negatively impact congestion in the area.

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 Ballyraine Road is a priority scheme, due to the educational, residential and retail infrastructure present in the locality. Cycling within the town environs shall not be promoted by Donegal County Council until appropriate active travel facilities are constructed.

The existing footways and cycle lanes on the Ballyraine Road have been assessed as being below standard, with limited safe crossing facilities for vulnerable users; the proposals include for several safe crossing facilities along the length of the project.

In accordance with the Design Manual for Urban Roads and Streets, a carriageway width of 6m is most appropriate to ensure low to moderate speeds are maintained, particularly when the carriageway is relatively straight. 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.

Further Road improvements including a bridge over the River Swilly are outside of the proposed scheme extent and are not within the remit of these proposals, however it is worth noting that various projects and assessments have commenced that will address bridge provision over the Swilly, subject to statutory procedures and funding availability.

Submission/Observation 'V'. By: Mr. Christopher Birney
(Copy included in Appendix 5.19)

Mr. Christopher Birney, has provided a submission, noting that the reduction of the cycleway from 1.5m to 1.2m at the bus stops near the ATU Campus. Mr Birney has provided a comprehensive proposal on how the cycleway can be retained at 1.5m width at this location and in keeping with the appropriate design standards, for Donegal County Council's perusal.

Response to Submission / Observation

Positive submission to proposals. The proposed scheme has been designed in accordance with the appropriate design standards including the Design Manual for Urban Roads and Streets (DMURS), National Cycle Design Manual and NTA Bus-Stop Designs Guidance Document as provided. The reduction of the cycleway adjacent to the proposed bus stops is required, to provide traffic calming at a location of medium/high pedestrian crossing movements.

Submission/Observation 'W'. By: David, Anne and Jean Stevenson
(Copy included in Appendix 5.20)

David, Anne and Jean Stevenson have submitted their concern with the proposed bus shelters on the Ballyraine Road which shall be located adjacent to their property. The height of the proposed bus shelters would be more than the existing boundary wall, with one of the shelters being in front of their boundary wall.

Response to Submission / Observation

The bus shelters are located adjacent to the future town bus stop servicing the residential community on Ballyraine Road and the Atlantic Technological University. The shelters are a fundamental element to the bus service and shall promote its use by providing shelter for customers during adverse weather conditions.

Submission/Observation 'X'. By: Ms. Helen Rabbitte (Copy included in Appendix 5.21)

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 Ballyraine Road Active Travel Scheme is a priority scheme, due to the educational, 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 introduction of the future town bus service which is being progressed by the National Transport Authority.

Submission/Observation 'Y'. By: Mr. Christy Galligan (Copy included in Appendix 5.22)

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 Ballyraine Road Active Travel Project is a priority scheme, due to the educational, 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 'Z'. By: Ms. Denise Roper
(Copy included in Appendix 5.23)

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 Ballyraine 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 Ballyraine Road Active Travel Project is a priority scheme, due to the educational, 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 are not within the remit of these proposals.

Further concerns including signalization of Pole Star and Thomas Keys Roundabouts and separation barrier on the Four Lane Road and further congestion on other road networks are outside of the proposed scheme extent and are not within the remit of these proposals. However it is worth noting that various projects and assessments have commenced that will provide for alternative routes and traffic management around Letterkenny as funding becomes available.

Submission/Observation 'AA'. By: Ms. Kelly McIntyre
(Copy included in Appendix 5.25)

Ms. Kelly McIntyre, is in approval of the proposals and looks forward to same 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 'BB'. By: Mr. Liam Coyle, Trio Foods Ltd
(Copy included in Appendix 5.26)

Mr. Liam Coyle, business owner of Trio Foods Ltd on the Ballyraine Road, welcomes the proposals along the Ballyraine Road, to provide a "proper and safe footpath and overall general improvement to reduce speed and improve safety". The submission requests the design team given consideration, in relation to the junction and footpath adjacent to Trio Foods. He requested that the design team consider removing the proposed island at the entrance to Trio Foods Ltd, due to the volume of HGV movements, in addition to the surface water run off at the junction. He also highlights the existing footpath support adjacent to the Trio Foods Ltd boundary.

Response to Submission / Observation

The island at the entrance to Trio Foods shall be removed at the detailed design stage to facilitate movement of HGVs. The surface water runoff and footpath support issues raised shall also be considered at the detailed design stage.

Submission/Observation 'CC'. By: Letterkenny Tidy Towns Committee
(Copy included in Appendix 5.27)

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 4 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 'DD'. By: Mr. John Riney
(Copy included in Appendix 5.28)

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).

Submission/Observation 'EE'. By: O'Connor Burke Architecture Ltd, on behalf of Mr. Donal Gallagher, Twin Estates London Ltd (*Late Submission*) (*Copy included in Appendix 5.29*)

Mr. Donal Gallagher provided a submission which has respectfully submitted that the proposed development fails to align with the planning objectives set out in the Letterkenny Plan and Local Transport Plan 2023-2029. Their objection is based on the following grounds:

- Inaccurate Public Notice

The public notices do not fully disclose the nature and extent of the road widening and land acquisition required for the additional lane, which is a significant omission. Moreover, the inclusion of a road widening for increased vehicular traffic under the guise of an active travel project is misleading and inconsistent with the requirements of Article 81 of the Planning and Development Regulations 2001. It is also inconsistent with the goals of promoting sustainable transport modes.

- Excessive Design Standards

The design of the proposed cycleways and footpaths, which adheres to the "desirable minimum standards" outlined in the Cycle Design Manual is over engineered for the actual demand anticipated in the area. This leads to unnecessary land take, particularly on Opportunity Site 11 (Oatfield Site), which will impede the site's potential for compact urban development, and result in higher maintenance costs.

- Contravention of Local Planning Policy

The proposal is in direct conflict with the objectives of the Letterkenny Plan and Local Transport Plan, which prioritise sustainable transport and urban regeneration. The road widening to accommodate additional lanes is contrary to the policy goal of reducing the dominance of motor vehicles and supporting active travel. The development of Opportunity Site 11 is not consistent with the development plan policies and could hinder the delivery of much needed residential development.

Response to Submission / Observation

The provision of the additional lane on the western approach to the upgraded Oatfield Junction is required to maintain existing traffic flow and capacity of the junction.

The Planning Authority has considered the public notices for the Active Travel Part 8 along the Ballyraine Road and is satisfied that an indication of the nature and extent of the proposed works as set out in the Part 8 public notices are adequate in informing the public of the proposed works. Article 81(2)(b) of the Planning & Development Regulations 2001 (as amended) requires that Part 8 public notices "indicate the nature and extent of the proposed development". The specific reference made in the public notices of highlighting:

- Modification of existing (mini roundabout) Oatfield Junction to incorporate a signalised junction with cyclist and pedestrian facilities.
- Land acquisition and verge widening within the scheme extent.
- Clearly indicate modifications to the Oatfield Junction, and detail that there will be land acquisition and verge widening within the extent of the proposed Part 8 scheme.
- The public notices are considered compliant with Article 81(2)(b) of the Regulations.

The design team is satisfied that the minimum desirable design standards as outlined in the National Cycle Design Manual are required to meet the actual demand anticipated in the area.

In relation to the proposed Active Travel Part 8 development contravening the Letterkenny Plan and Local Transport Plan 2023-2029 the Planning Authority considers that the proposed Part 8 works consists of a scheme identified on Map 19.3 of the Letterkenny Plan and Local Transport Plan 2023-2029 as IC10 (Ballyraine/Gortlee Road) and IC11 (Old Farm Road) to deliver improvements for local residents and other uses alike. The planning authority is satisfied that the proposed Part 8 will not materially contravene the Letterkenny Plan and Local Transport Plan 2023-2029.

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 Éireann
DCC Water & Environment	DCC Area Roads Manager
Environmental Protection Agency	DCC Planning
Inland Fisheries Ireland	Dept of Rural & Community Development
Health Service Executive	Irish Aviation Authority
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

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 hereinunder otherwise required.
2. 2(a) Prior to the commencement of development, 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.
2(b) Development shall not commence without the prior written agreement by the Planning Authority and shall thereafter only be authorised to commence in accordance with the agreed plans.
3. 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.
4. All waste associated with the development shall be disposed of in an environmentally friendly manner and off site at an authorized / licensed facility.
5. 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.
6. 6(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).
6(b) All recommendations of the Road Safety Audit shall be implemented in full in the construction process.
7. 7(a) Public lighting shall consist of low energy LED lights. Luminaires shall comply with I.S. EN 60598-2-3.
7(b) Lighting shall be hooded and aligned so as to prevent spillage of light onto adjoining Third Party property / adjoining habitat.
8. For operational reasons, the existing mini roundabout at Oatfield Junction shall be retained until the proposed new Temporary Transport Hub is operational.
9. The island at the entrance to Trio Foods shall be removed to facilitate movement of HGVs.

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 - R940 Ballyraine 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 R229-4 and R940-1 Ballyraine Road from the L10041 Station Car Park to N56 Ramelton Road Junction.

(b) The nature and extent of the proposed development is as follows:-

- Removal of existing lineated cycle lanes and the provision of replacement segregated one-way cycle lanes including the narrowing of the existing carriageway to 6.0m width generally along the R940 Ballyraine Road from the N56 Ramelton Road Junction to the L1009 Gortlee Road Junction;
- Provision of a two-way cycle facility along the northern side of Ballyraine Road from the L1009 Gortlee Road Junction to L10041 Station Car Park;
- Provision of a shared (vehicle/cycle) facility within L10041 Station Car Park;
- Provision of a shared (pedestrian/cycle) permeability link from the Oatfield Junction to the Letterkenny Shopping Centre;
- Reduction of existing junction radii at side roads along with provision of controlled/uncontrolled pedestrian crossings at various locations along R940-1 Ballyraine Road;
- At Station Car Park, provision of a relocated vehicular egress point to the R229-4 Ballyraine Road and upgraded controlled (pedestrian) crossing at the egress point;
- Modification of existing (mini roundabout) Oatfield Junction 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	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.	Email: activetravel@donegalcoco.ie	

The said plans and particulars will be available for inspection as above from **9am Thursday, 6th February 2025 until 4pm on Monday, 10th 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.donegalie/browse> website before **4.00pm on Wednesday, 26th 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.**

Advertised in the DERRY PEOPLE / DONEGAL NEWS on Thursday 6th February 2025

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.ccdhunnangall.ie

Planning Services
E: planning@donegalcoco.ie

Part 8 – PG 25/04

25th April 2025

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

Re: Development will consist of:

- Removal of existing lineated cycle lanes and the provision of replacement segregated one-way cycle lanes including the narrowing of the existing carriageway to 6.0m width generally along the R940 Ballyraine Road from the N56 Ramelton Road Junction to the L1009 Gortlee Road Junction.
- Provision of a two-way cycle facility along the northern side of Ballyraine Road from the L1009 Gortlee Road Junction to L10041 Station Car Park.
- Provision of a shared (vehicle/cycle) facility within L10041 Station Car Park.
- Provision of a shared (pedestrian/cycle) permeability link from the Oatfield Junction to the Letterkenny Shopping Centre.
- Reduction of existing junction radii at side roads along with provision of controlled/uncontrolled pedestrian crossings at various locations along R940-1 Ballyraine Road.
- At Station Car Park, provision of a relocated vehicular egress point to the R229-4 Ballyraine Road and upgraded controlled (pedestrian) crossing at the egress point.
- Modification of existing (mini roundabout) Oatfield Junction 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.

At: R940 Ballyraine 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 7 no. conditions: -

1. Development shall be carried out strictly in accordance with lodged plans and details received by the Planning Authority on 06/02/2025, except as may otherwise be required in order to comply with the following recommendations. Where such recommendations require details to be agreed with the Planning Authority, the applicant shall agree such details in writing with the Planning Authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars, save as hereinunder otherwise required.

Reason: To define the permission.

2.
 - (a) Prior to the commencement of development, 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.
 - (b) Development shall not commence without the prior written agreement by the Planning Authority and shall thereafter only be authorised to commence in accordance with the agreed plans.

Reason: In the interest of orderly development.

3. 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.

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

Reason: In the interest of orderly development.

5. 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.

6.
 - (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.

7. (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/adjoining habitat.

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

Applicant is advised that Uisce Éireann does not permit build over of its assets. Where the applicant proposes to build over or divert existing water or wastewater services the applicant shall have received written Confirmation of Feasibility (COF) of Diversion(s) from Uisce Éireann prior to any works commencing. All development shall be carried out in compliance with Uisce Éireann's Standard Details and Codes of Practice.



For Senior Ex. Planner
Planning Services
/jmcc

APPENDIX 4.1

(Submission/Observation 'A'. By: Uisce Eireann)



Uisce Éireann
 Bóscra DP 448
 Oifig Sheachtadta na
 Cathrach Theas
 Cathair Chorcaí

Uisce Éireann
PO Box 448
South City
Delivery Office
Cork City

www.water.ie

Development Description:

Removal of existing lined cycle lanes and the provision of replacement segregated one-way cycle lanes including the narrowing of the existing carriageway to 6.0m width generally along the R940 Ballyraine Road from the N56 Ramelton Road Junction to the L1009 Gortlee Road Junction. Provision of a two-way cycle facility along the northern side of Ballyraine Road from the L1009 Gortlee Road Junction to L10041 Station Car Park. Provision of a shared (vehicle/cycle) facility within L10041 Station Car Park. Provision of a shared (pedestrian/cycle) permeability link from the Oatfield Junction to the Letterkenny Shopping Centre. Reduction of existing junction radii at side roads along with provision of controlled/uncontrolled pedestrian crossings at various locations along R940-1 Ballyraine Road. At Station Car Park, provision of a relocated vehicular egress point to the R229-4 Ballyraine Road and upgraded controlled (pedestrian) crossing at the egress point. Modification of existing (mini roundabout) Oatfield Junction 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.

A Chara.

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

Starlinthorpe | Directors: Jerry Grant (Catholics Outreach) | Chairperson: **Wlad Gheusan** (PDF / CEO), **Gerard Brichfield**, Douglas Milikan, Michael Neven, Patricia King, Ellen Maher, Cathy Marston, Paul Reed, Michael Webb
Offing Chlatharath | Registered Office: Trench Croft, 24-26 Staid Thailath, Baile Atha Cliath 1, D01 NP86 | Cobble House, 34-26 Talbot Street, Dublin, Ireland D01NP86
is catholacha gheolaitholacha aithneitha aisi faoi theorainn acaireacha & Unions Eiseamair / Unions Eiseamair is a designated activity company, limited by shares
Clárúthar in Eagra Eithir, 5303833 | Registered in Ireland No. 5303833

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.

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. 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 Ballyrane Road, appropriate cover depths and levels for underground assets merits particular attention, as non-trafficked areas may 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.

Uisce Éireann's Recommended Conditions

1. Uisce Éireann does not permit Build Over of its assets. Where the applicant proposes to build over or divert existing water or wastewater services the applicant shall have received written Confirmation of Feasibility (COF) of Diversion(s) from Uisce Éireann prior to any works commencing.
2. All development shall be carried out in compliance with Uisce Éireann's Standard Details and Codes of Practice.

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

APPENDIX 4.2

(Submission/Observation 'B'. By: Atlantic Technological University - Letterkenny Campus



Ollscoil
Teicneolaíochta
an Atlantaigh

Atlantic
Technological
University

Donegal County Council,
County House,
Lifford,
F93 Y622

25.03.25

ATU Submission - Part VIII Letterkenny Active Travel Projects – R940 Ballyraine 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,



Ollscoil
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an Atlantaigh

Atlantic
Technological
University

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.

It is noted in the Ballyraine Road proposal that there will be agreement between Donegal County Council and ATU on any lands and modifications to the boundary such as fencing and landscaping.

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.



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University

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.

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

Yours Sincerely,

Ben Austen – Estates & Campus Services Manager

ATU (Donegal Campuses)

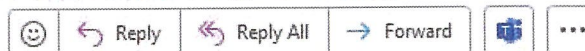
APPENDIX 4.3**(Submission/Observation 'C1'. By: Donegal County Fire Service)**

Submission - Part VIII Planning - Ballyraine Road, Letterkenny, Co. Donegal



HUGH N. GALLAGHER

To: [REDACTED]



Thu 27/03/2025 8:30

You forwarded this message on 27/03/2025 9:05.

A Chara,

In relation to the above, Donegal County Fire Service wishes to make the following submission:

Response by the Fire Service consists of two elements. Response time to a Fire Station by responding crew members and travel time from a Fire Station to the emergency incident.

Preliminary scheme design drawings discussed indicated Bus Stops located 'off carriageway' serving the ATU. The drawings now submitted indicate 'on carriageway' Bus Stops. 'On carriageway' Bus Stops represent a static hazard which may impede/restrict the flow of traffic and may serve to delay the response to emergency incidents in the direction of Ballyraine road. Consideration should be given to providing 'Off carriageway' Bus Stops where possible.

The proposed scheme design indicates a typical Traffic Lane width between kerbs of 6.0m (2 x 3.0m carriageways) along 2-way sections of the Ballyraine Road. Recent schemes have been provided with 3.25m carriageways (additional 0.5m overall width) which is a significant overall increase when attempting to make progress through traffic in a Fire Appliance to an emergency incident. Consideration should be given to providing a minimum of 3.25m carriageways where possible.

If you need anything else I can be contacted by return e-mail or directly on 087 9475258.

Thanking you,

Hugh Gallagher

Senior Assistant Chief Fire Officer | Donegal County Fire Service | Fire Brigade HQ | High Road | Letterkenny | County Donegal | F92 XV50.

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
Dhún 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 4.4**(Submission/Observation 'C2'. By: National Ambulance Service)**




John McGowan [REDACTED]



03/04/2025

To  MICHAEL CANNING
Cc  Brian Ferry_Dungloe

 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]



APPENDIX 4.4**(Submission/Observation 'C3'. 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](#)

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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 5.1**(Submission/Observation 'D'. By: RMLA for Tesco Ireland Ltd)****RMLA.**
Planning Consultants

RMLA Limited

The County Secretariat Office,
Donegal County Council,
Lifford,
Co. Donegal.

Date: 14th March 2025

Dear Sir/Madam,

Re: Letterkenny Active Travel Projects – R940 Ballyraine Road**Introduction**

We, RMLA Limited, are acting for our Client, Tesco Ireland Limited, Gresham House, Marine Road, Dún Laoghaire, County Dublin in response to the publication of the Letterkenny Active Travel Project – R940 Ballyraine Road. Please note all correspondence in relation to the submission should be sent to the Agents, RMLA Limited, Unit 3B, Santry Avenue Industrial Estate, Santry Avenue, Santry, Dublin 9, D09 PH04. We would request that the Local Authority keep us informed of any updates relating to this public consultation.

The retail sector makes a major contribution to Letterkenny and its environs, by increasing the vitality and viability of its town centre. It also acts as an economic anchor, creating significant employment and indirect economic and social activity. In this regard, Tesco fully welcomes and supports the need to improve accessibility and active travel within Letterkenny Town. Our client welcomes the opportunity to engage with the Local Authority on this project which has the potential to improve the urban environment.

Access & HGV Movements

The proposed measures to Ballyraine Road are welcomed and our client is supportive of active travel measure interventions that improve the safety of its colleagues and customers in accessing their Store. However, in addition, to customer and staff access, the Local Authority is requested to note the requirement of delivery and service vehicles. Tesco currently have a store located in the Letterkenny Shopping Centre. As part of the proposed works, the Local Authority are proposing a pedestrian link and raised pedestrian crossing on the access road to the service yard. Tesco is supportive of the above measure that will enhance pedestrian connectivity to the Shopping Centre. However, it is important to note that this route is used by HGV's/delivery vehicles to access the service yard and serve the Shopping Centre. In this regard, we trust that the Local Authority/design team have undertaken the necessary risk assessment and will provide appropriate health and safety measures to minimise any potential conflicts between pedestrians/cyclists and vehicular movements. It is requested that the raised

RMLA Limited, trading as RMLA is registered in the Republic of Ireland number 720031
Registered Address: Unit 3B, Santry Avenue Industrial Estate, Santry Avenue, Santry, Dublin 9, D09 PH04
Directors of the Company: Robert McLoughlin

Letterkenny Active Travel Projects – R940 Ballyraine Road

pedestrian crossing is designed to accommodate HGV/ delivery vehicle movements and sufficient signage is in place to alert all users of HGV movements.

In addition, in order to protect the existing operational requirements of the Shopping Centre, prior to and during works, Tesco should be consulted to ensure access is maintained to facilitate deliveries. Our client is available for discussions prior to and during any such works to discuss the operational needs of the store.

Conclusion

Tesco welcomes and supports the proposed investment in active travel and improvements to pedestrian connections specifically to Letterkenny Shopping Centre and the opportunity to engage with the Local Authority. However, it is requested that the Local Authority carefully consider the operational requirements of the Letterkenny Shopping Centre at all stages of this project.

Tesco welcomes the opportunity for collaboration and discussions with the Local Authority prior to and during any such works. We trust that the points raised in this submission will be considered by the Local Authority. Should you have any queries please do not hesitate to contact us.

Yours Faithfully,



Muirenn Duffy
Director
For and on Behalf of RMLA Limited

APPENDIX 5.2

(Submission/Observation 'E'.

By: Evolve Clothing Management)

Submission to the Proposed Development: Letterkenny Active Travel Projects – R940 Ballyraine Road

To Whom It May Concern:

We are writing to formally submit our strong objection to the proposed development by Donegal County Council in relation to the *Letterkenny Active Travel Projects – R940 Ballyraine Road*.

This objection is based on serious concerns regarding **traffic congestion, public safety, economic sustainability, the detrimental impact on local businesses, infrastructural readiness, and environmental considerations.**

The proposed project is premature, misaligned with local needs, and poses severe risks to the safety, accessibility, and economic vitality of Letterkenny. The development, as currently designed, will cause long-term harm to the local community and economy.

1. Public Safety Risks

The proposal to narrow Ballyraine Road's carriageway to **6.0 metres** presents serious risks to public safety for all road users, including pedestrians, cyclists, and motorists.

a) Increased Collision and Accident Risk

- The reduction of road capacity will significantly restrict the movement of larger vehicles, including emergency services, delivery trucks, and public transport, increasing the risk of collisions and accidents.
- Emergency services could face delays in responding to incidents due to restricted access, placing public safety at risk.

2. Detrimental Impact on Local Businesses

Letterkenny's local businesses are already facing significant challenges due to chronic traffic congestion and declining footfall. The proposed narrowing of Ballyraine Road and adding traffic lights will further worsen these conditions.

a) Impact of Existing Congestion on Business Viability

- Letterkenny has become choked with traffic, with residents and visitors frequently experiencing severe delays and bottlenecks.
- Many local residents & visitors now actively avoid shopping in Letterkenny due to congestion, choosing alternatives outside the town. This directly impacts local business revenue.

b) Business Access and Operational Disruption During Construction

- The proposed narrowing of roads and construction activities will severely disrupt access to any businesses along Ballyraine Road and all surrounding areas.

- Reduced visibility, lane closures, and parking restrictions will lead to fewer customer visits, delayed deliveries, and financial losses for business owners.

c) Negative Long-Term Economic Impact

- This project risks turning Ballyraine Road into a permanent bottleneck, discouraging investment in the area and surrounding areas.
- Letterkenny's commercial success depends on efficient transport infrastructure. By reducing road space for vehicles, the Council is creating a major disincentive for businesses that rely on accessibility for customers, suppliers, and employees.

3. Ineffective and Underutilized Infrastructure

The assumption that introducing segregated cycle lanes will significantly alleviate congestion is deeply flawed:

- **Low Cycle Lane Usage in Letterkenny:** Cycle lanes in Letterkenny are rarely used due to the town's hilly terrain, wet climate, and existing commuting culture.
- **Poor Return on Investment:** This project will divert public funds away from more pressing infrastructure needs, while providing minimal benefits to the wider community.
- **Increased Maintenance Costs:** Segregated cycle lanes require continuous upkeep, adding unnecessary financial burdens to public spending.

4. Increased Congestion and Accessibility Issues

Reducing the road width and modifying junctions will exacerbate existing traffic congestion:

- **A Town Already at Capacity:** Letterkenny's road network is already overwhelmed, and reducing road width will only make things worse.
- **Longer Journey Times and Delays:** The introduction of additional crossings and junction modifications will lead to even more delays, making Letterkenny an even less attractive shopping and business destination.
- **Emergency Services Access Risk:** Narrower roads will impede emergency vehicle access, delaying response times and putting lives at risk.

5. Environmental and Biodiversity Concerns

- **Loss of Vegetation and Habitat:** The proposal involves the removal of mature trees and hedgerows, reducing biodiversity.
- **Flooding Risks and Drainage Oversight:** Without significant drainage upgrades, the scheme will increase environmental damage by worsening flooding issues.

- **Increased Pollution from Traffic:** Reduced road capacity will result in worsened congestion and higher vehicle emissions, contradicting the project's sustainability goals.

Recommendations for Alternative Solutions

Instead of pursuing the Ballyraine Road project at this stage, the Council should focus on solutions that will alleviate congestion and support economic growth:

1. Construct the Swilly Bridge

- The **Swilly Bridge** would provide a **vital alternative route**, alleviating **traffic congestion across the town**.
- This should be a **top priority** before any further road narrowing/traffic light projects are undertaken.

2. Entry & Exit from the Station Roundabout to the shopping centre

- Look at alternative ways to redirect some of the traffic that gridlocks this roundabout due to entering and exiting a busy shopping centre.

3. Reprogramme the Traffic Lights at the bottom of Justice Walsh Road

- These misprogrammed traffic lights are causing major backlogs and frustration.
- The best course of action would be to optimize timing for the busier road (Pearse Rd) and times.

4. Address Traffic Gridlock at the Old Town area

- This whole area is currently a total traffic disaster, with average 20-minute delays just to get through – this has a knock-on effect on all other areas of the town.
- The Council must prioritize a proper traffic management plan for this area, including:
 - Road widening where possible.
 - Improved junction design.
 - Optimized traffic light timing.

5. Invest in Public Transport and Proper Infrastructure

- **Improve public transport options** to reduce reliance on private vehicles. Having buses "pull in" to a small space at the current location is dangerous and causes traffic congestion. A proper bus station with ample space for a town this size should be considered, one which does not use the same entry & exit as a very busy shopping centre.
 - **Upgrade junctions and widen roads** to support increasing traffic volumes and emergency vehicles.
-

Conclusion

The proposed development is unsafe, economically unsound, and harmful to local businesses. It will increase congestion, undermine business viability, and misallocate public funds.

The assertion that a project will be completed in 12 months, despite historical evidence suggesting longer durations, raises concerns about the project's impact on the town. Setting unrealistic timelines is a common issue in project management, often leading to delays and budget overruns.

The current Oatfield junction operates smoothly without significant issues.

This proposal aims to benefit pedestrians and cyclists, aligning with the Active Travel Plan. While supporting safety for these groups, it does not address the town's traffic congestion, which should be the main priority.

We strongly urge the Council to pause this project, reassess its long-term implications, and redirect resources to solutions that benefit Letterkenny.

Yours sincerely,

Evolve Clothing Management
Letterkenny

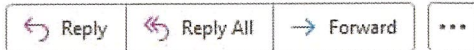
APPENDIX 5.3**(Submission/Observation 'F')****By: Ballyraine National School)**

Ballyraine NS



Linda Moore

To



Tue 25/03/2025 14:23

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.

Good afternoon,

After reviewing the proposed Active Travel Project on the Ballyraine Rd with our Board of Management , whilst we commend the rationale behind the project and agree with promoting Active Travel in our local Community we would like the County Council to take the following into consideration.

1. Roadworks to take place during Summer months when children are on holidays .
2. Bus set down area to be repainted now and also when the project is completed.
3. Installation of pencil bollards between the entrance and exit of our Carpark .
- 4.. Turn left only at exit to improve the flow of traffic and increase safety
5. Provision of a bike rack & bike shelter to facilitate Active Travel for Ballyraine students.

Please don't hesitate to contact me if you would like further clarification regarding our requests.

Kind regards,

Linda Moore

APPENDIX 5.4**(Submission/Observation 'G')****By: Trevor Bell)**

Emergency vehicles Submission/comment for Circular Road Active Travel Scheme and B...



Trevor Bell [REDACTED]

Reply

Reply All

Forward

Fri 21/03/2025 0:20

You replied to this message on 21/03/2025 8:46.

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.

Hello, Sir/Madam

Ballyraine school, where my child attends, recently made me aware of the proposed changes to the road works to upgrade cycling and walking pathways under the following schemes.

Circular Road Active Travel Scheme
And
Ballyraine Road Active Travel Scheme

Since my child goes to ballyraine and I live at Glendale drive, both scheme routes are on my daily commuting roads.

Although I have no objections to adding cycling lanes my main concern is consideration to allow room for emergency vehicles to pass and the lack of hard shoulders for car breakdown.

If cycle lanes are constructed and road is narrowed is there still enough room to allow an emergency vehicle through? This especially may become an issue when emergency vehicles come across a larger vehicle like a HGV.

If this is not the case, Is it possible to allow the cars pull into the bike lanes to allow space for emergency vehicle to pass?

Please can you take this into consideration.

Thank you.

Trevor Bell

APPENDIX 5.5**(Submission/Observation 'H' By: Les Hollick****Ballyraine Active Travel Plan**

Les hollick <[redacted]>
To: [redacted]

[Reply](#) [Reply All](#) [Forward](#) [...](#)

Mon 17/03/2025 16:28

You don't often get email from [redacted]

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.

To whom it may concern,

After reviewing the plans for the proposed changes to the Ballyraine Road, and indeed other active travel plans around the town, all I can say is that these appear to be a triumph of Dogma over plain common sense. The Ballyraine road in particular seems an illogical choice considering the volume of traffic both at peak times and in particular those parents taking children to and collecting from school.

Considering that cyclists are few and far between, within the environs of the town, and majority of those brave Lycra clad individuals that do venture out seem intent on ignoring the existing cycle lanes, it beggars belief that you would consider narrowing the existing roadways, to provide further opportunities for them ignore these provisions.

The existing footpaths appear to be of adequate width to accommodate pedestrians, prams, pushchairs, wheelchairs etc. thus it appears that whole plan seems a complete waste of money and resources that could be better employed elsewhere.

As previously stated a triumph of Dogma over plain common sense.

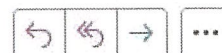
Regards

Les Hollick

APPENDIX 5.6**(Submission/Observation 'I' By: Ancy Moore)****Active Travel Project**

ancy moore

To



19/03/2025

You replied to this message on 20/03/2025 10:48.

You don't often get email from [redacted]

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.

Dear Sir or Madam,

I'm an active cyclist around Letterkenny both as a means of transport and for leisure. As you are well aware Letterkenny as with most towns and city's in Ireland are no longer bike friendly. I was delighted that there was an Active Travel Scheme proposed for safe and affective travel for cyclists and others.

I attended the Public Information Event in The Vestry on Feb.25th.'25.

To be truthful, I did have difficulty trying to follow the information maps. There was a very clear photo of the Ballyraine road (Back of ATU) which I'm very familiar with. I presume the proposed plan is to narrow both road and footpaths to accommodate two cycle lanes. If that is correct I wouldn't be in favour of narrowing the footpaths or road. Families with children in buggy's and young children do need their footpath space.

Personnel working at the Information Event were extremely busy. I was unable to wait until one became available to explain the plans in detail to me. Perhaps if I was I would have a better understanding of the plans.

My hope is that a safe and satisfactory Travel Scheme will be implemented for all.

Ancy Moore.

APPENDIX 5.7

(Submission/Observation 'J' By: Dr Murrough & Mrs Margaret Birmingham)



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

Unique Reference Number: DNCC-C91-8

Status: Submitted

Submission: Ballyraine Road , R940 Active Travel

UID: 6282

Author: Dr Murrough & Mrs Margaret Birmingham

Consultation:

Letterkenny Active Travel Projects –R940 Ballyraine Road

Date Created: 19.03.2025 - 20:12

Date Submitted: 25.03.2025 - 21:31

Observations:

Title: Safety and Lighting for Active Travel plans on Ballyraine Road

BALLYRAINE ROAD, 940—OUR SUBMISSION

STREET LIGHTING

There is no street lighting from the Ballyraine National School until the entrance of De Valera Road at the Oatfield Roundabout on the Ballyraine School side of the footpath.. There is only one street light opposite Gortlee Road where there is a barrier erected at the edge of the footpath, protecting footpath users from runaway cars. Let us start at the Oatfield Roundabout and walk towards the Ballyraine National School on the side of the ATU.

The Aldi Car Park lights illuminate this very dark and dangerous narrow footpath as do the lights on the side of the Aldi Building . Here there is a large roadsign whose pole is in the centre of the narrow footpath making passing for pedestrians, Mums with buggies and wheelchair users difficult. Then we approach Trio Food on this walk, and the lights of the car park and buildings attempt to illuminate this dangerously dark and narrow footpath with a drop of 30 to 50 feet (9metres to 15metres) , the drop reducing in height as we approach the entrance to Trio Foods .This is a very dark area on both sides of the road, in front of Robinsons House and its entrance(on the opposite side) . On street illumination is needed , bearing in mind that large trucks enter and leave Trio Foods , taking up the space of all of the road to perform their manoeuvres.

This area from Oatfield Roundabout to Trio Foods Entrance as mentioned above needs real expertise and management re lighting and safety if you are designing cycle lanes and wide footpaths for public use and active travel. Could I suggest that two engineers would walk Ballyraine Road during darkness to assess the above mentioned issues as this road is very busy with pedestrians and students, the latter in excess since the expansion of the ATU.

ATU.

Next on the walk is the rear entrance of the ATU, which is defined by one traffic entrance and two pedestrian walkways and a large unpleasant looking hedgerow. Again the on street lighting is dependent on the two lights at each pedestrian entrance.

We note in the plan that this hedge and railing will be removed for a cycle friendly fence and new hedge. Could we suggest that you do not have a new hedge as their growth casts shadows on the foot path blocking light and easy access and space to walk. Could we also suggest that the new railing be as near the ATU as possible leaving a very

spacious footpath where students can safely exit and enter.

A shared bus stop landing zone is part of the new design for the road. While the options are limited here, safety is the immediate concern. The bus stop is planned near the pedestrian entrance which is a bonus. Is a drive through bus stop into the ATU an option?

We think the bus stop on the opposite of the road should be located on the town side of the Ashlawn entrance (in front of O+550) as the location suggested in the plan will slow traffic. Traffic will attempt to overtake the bus, and perhaps a student/adult/child may attempt to cross the road in front of the bus, instead of walking to the pedestrian crossing at the Ashlawn Entrance. Firstly, Traffic Lights at Ashlawn are frequently not adhered too. Many cars approaching Ballyraine from Ashlawn wait at the edge of the Ashlawn junction and not at the Stop Line on the Ashlawn Road, blocking traffic entering Ashlawn from Ballyraine Road. There have been several road accidents at this junction. Maybe a solution here is oneway and a safe pedestrian access. Having the bus stop at +550 will allow the lights to work and not impede the flow of traffic from Ashlawn traveling either way. And students are likely to alight the bus and walk to the pedestrian lights at the town side of Ashlawn entrance to cross the road to the ATU. The trees above the wall at +550 (located at Ashlawn Entrance) need to be urgently trimmed or removed to allow light on the footpath as they cast a dark shadow on the footpath, preventing lighting from the street lamps.

TREES AND LIGHTS ON THE ATU SIDE OF THE BALLYRAINE ROAD.

There is no street lighting on this footpath which extends to the end of Ballyraine National School. However there are 10 trees that need reducing in numbers, perhaps to 5, so that they will not interfere with pedestrians or Mums with buggies or wheel chair users or groups of children or young people with special needs and their carers. Each tree has a large bed that needs reducing in size as visually, they do not appear to be maintained and decrease the size of available footpath space to the active user. Many of the trees are too tall, blocking whatever available light from the on street houses and cast shadows.

ASHLAWN SIDE OF BALLYRAINE ROAD.

This side of Ballyraine Road has on street lighting, 15 in total from the Ballyraine Roundabout to Gortlee Junction inclusive. One of the lights is occluded by a large tree opposite the entrance to our business premises F92TYF1, casting a long shadow creating darkness on the town side of this light. This tree should be removed as I would prefer the light to illuminate the road correctly as it is dangerously dark here. Could we suggest that the trees are reduced in numbers and the remaining trees are spaced alternate to the trees on the opposite footpath. There are 10 trees in total. Another grossly dark area is from the entrance to Robinsons house with large shadows and darkness on the footpath until you reach the light of Gortlee Entrance. But there are no lights then until the a large flat complex opposite Aldi Supermarket entrance and then there are 4 lights to the De Valera Road entrance.

OATFIELD ROUNDABOUT.

We have a major concern. The traffic exiting from Aldi turn left presently and those wishing to continue their journey along Ballyraine Road and to Gortlee must use the roundabout to do so. What provision have you made for this if you plan to have a Signal Junction to replace the Roundabout? We only see an exit marked for Aldi Stores with a yellowbox on the road on Plan 3 of the Preliminary Design. This a very dangerous junction and it is not well illuminated as there is no on street lighting. This Aldi Store is a very busy store with several cars exiting and turning left and making a full manoeuvre around the roundabout to exit on to the Ballyraine Road again. Several cars attempt to turn right from Aldi Store, making a very dangerous manoeuvre and ignoring a sign that says No

Right Turn. A signal junction at the Oatfield Roundabout would not allow car users to exit safely to the Ballyraine Road and Gortlee Entrance . We cannot see any provision in the plan to address this. The private coaches travelling to Galway, Dublin and Belfast use this roundabout as well .

We welcome any measure that slows traffic on the Ballyraine Road . It is a straight stretch of road and from Portsdales entrance, cars gather speed and can overtake also. We notice an uncontrolled crossing which is ramped near +800 which should help reduce the speed of the traffic and make active travel a safer option on this road. Have you considered a second uncontrolled crossing?

There are many many students attending the ATU that walk along Ballyraine Rd., from the Ballyraine Halls Accommodation located near the Ballyraine Roundabout and they use the footpath that has no street lighting on the ATU side. And to continue to town , they use the same footpath without any street lighting .

We hope you find this submission helpful. Active travel is a great way forward for our health and well being . However safe active travel is much better again and the points we have raised , especially the lighting and the dangerous overgrowth of trees which are occluding light need your prompt attention. The proposed new junction layout at Oatfield Roundabout needs reappraisal urgently. Perhaps you should review the road layout at the former Oatfields Factory where you have a two way cycle track-are you considering a rail to protect the cyclist (little children on bikes) from the large volume of buses and heavy vehicles that use this road. There appears to be a grasscrete -turfstone htat could accommodate a protective railing .

Thank you for reading our submission.

From Dr Murrough and Mrs Margaret Birmingham

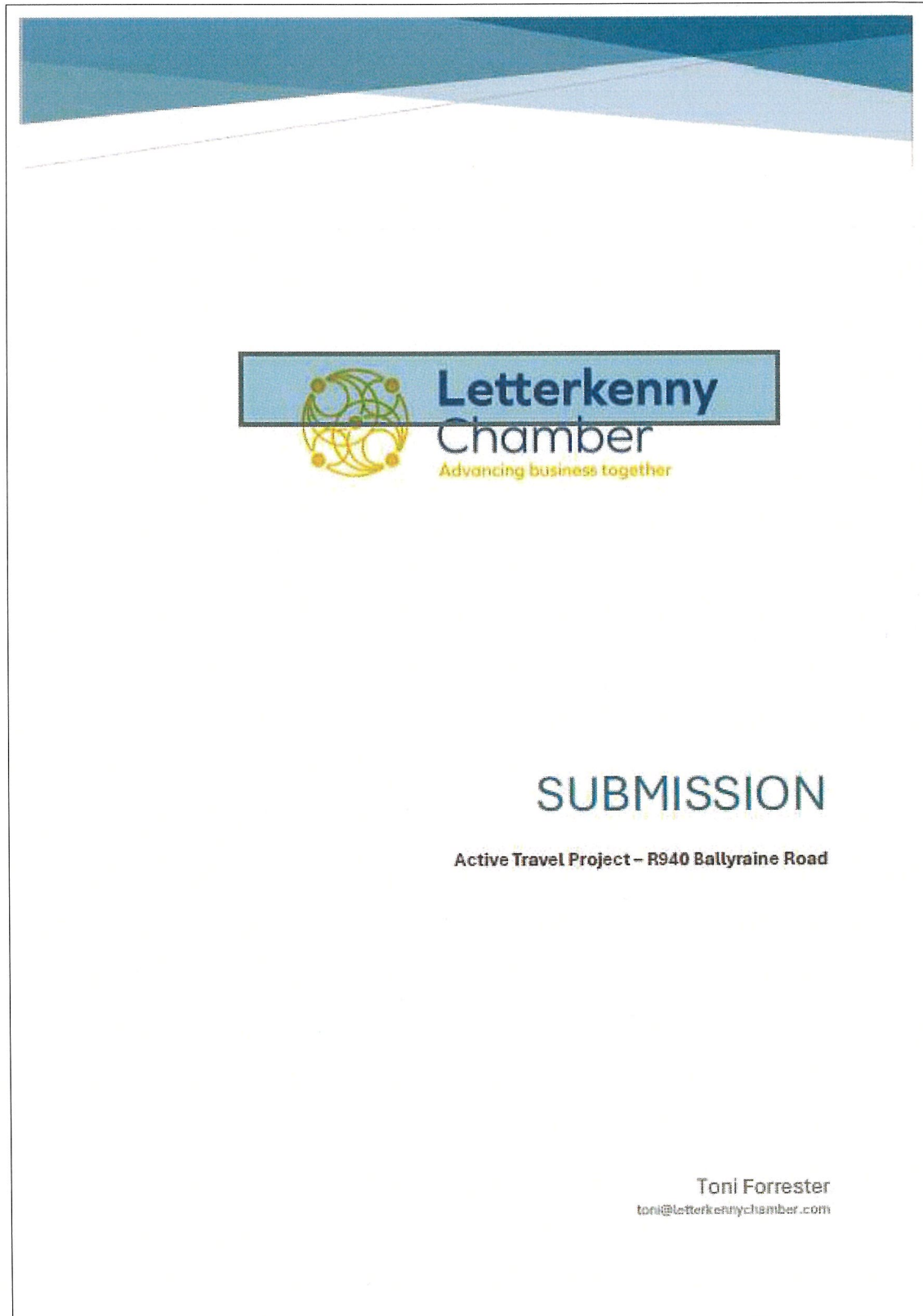
Documents Attached: No

Boundaries Captured on No

Map:

APPENDIX 5.8

(Submission/Observation 'K' By: Letterkenny Chamber of Commerce)



Active Travel Routes R940 Ballyraine

General Observations

Letterkenny Chamber in principle supports the objectives of Active Travel and indeed developing Active Travel routes 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.

However, we have a number of concerns not least the timing of these Active Travel projects that are being planned before the new Town Bus becomes operational and with no timeline on the Ten-T.

Currently we are all aware that Letterkenny is at capacity and the only solution that would actually act as some relief is to have the Ten-T project delivered, specifically the link between the Dual Carriageway and the Business Park Road. The actual timeline of this project is still very unclear and people who travel into and out of Letterkenny for work, leisure and services are increasingly frustrated.

The extremely negative narrative about the traffic is causing severe reputational damage to Letterkenny and the resultant reduction in footfall is clearly evident. Therefore the discussion around active travel routes that will narrow carriageways is adding to the negativity.

In our discussions with the project team were very clear that projects would not add to capacity, but on surveying the plans it seems that capacity would be reduced even further. It would seem much more sensible to have other road projects started before capacity is reduced even further.

We have emailed our members (310) to encourage them to make submissions individually and we would hope that the businesses directly and indirectly affected will do so. It should be noted that not all businesses are Chamber members and project planners need to be aware of this.

However, we do understand 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.

We are here to work proactively with the stakeholders for the benefit of Letterkenny and the wider area but as the largest lobby group in Letterkenny representing 310 rate paying members our concerns have to be taken seriously. If the Active Travel Plan projects result in a negative impact on Letterkenny during construction phase and after businesses will close and jobs could be lost.

Observation 1 Bus Stops In line

We have been advised by the project team that bus stops along this route will be online. It was explained that the time estimate for drop off or pick up averages out at 30 seconds. Our opinion would be that while this might be appropriate for Local link bus service at normal times it is not suitable for peak times, places such as ATU and for other services.

The long distance student buses heading to Belfast, Dublin, Sligo, Galway etc take on average 8-10 minutes for passengers to get on and there can be a number of these at peak times.

To that end it is critical that the new bus stops at the rear of the ATU are Off Line. The current online bus stops will block traffic all the way back to the station roundabout if they are online at peak times adding to Letterkenny's traffic problems.

Observation 2 Oatfield Junction

Removing the roundabout at Oatfield Junction will prove to be problematic. At present coaches use the Roundabout to turn to return to their first contracted stop at the front of ATU. Ordinary vehicles and taxis leaving the Station Roundabout Car Park (where no right turn is allowed) use this roundabout to turn back on to their route if they want to access the town centre, or shopping areas.

It is also used by vehicles exiting Aldi (left turn only) that use the roundabout to return to Ballyraine Road.

It is not feasible that they have to divert to a wider route thus causing more congestion on already busy routes.

In terms of coaches who have to return to their first contracted bus stop at the front of the ATU how will this be possible? It clearly does not make sense for them to go our by Ballyraine, around polestar roundabout and round station roundabout just to get back there.

The Active Travel Project team must ensure that these particular users are taken into account. We must not add to the already congested areas.

The plan for the Ballyraine Road is to narrow the road to 6m but the same plan if adopted this way will result in sending more larger vehicles out through this mainly residential area. This seems to directly contradict what the Active Travel plan is trying to achieve.

Observation 3 Traffic flows & Station Roundabout

By removing the Oatfield roundabout this always creates two other major traffic problems in that it removes the successful left turn only exits from both The Old Aldi and Station Roundabout car park. The Active Travel plan should not and cannot ignore these measures that were introduced to improve traffic flow and keep traffic off the already heavily congested Station Roundabout. There is a reason these were introduced and have lasted the test of time.

We cannot ignore the Station Roundabout. This piece of infrastructure has been at capacity for many years. It is not fit for purpose and it would seem that adjusting Ballyraine would add to the congestion at this roundabout.

Observation 4 Pedestrian Entrance

The Active Travel plan suggests a new pedestrian entrance opposite the Oatfield Roundabout into the Letterkenny Shopping Centre. After talking with the stakeholders in the area, we along with them, would suggest adding a vehicular “entrance only” beside the pedestrian entrance.

Over many years the shopping centre management have had to put on extra staff at Christmas peak times to ensure traffic moves further into the car park so alleviating the queue back on to the Station Roundabout. Another entrance would reduce this need and be a real game changer for the Station Roundabout by taking massive pressure off the Station Roundabout at peak times entering the Letterkenny Shopping Centre.

We would urge the Council buy land between Aldi Railway House to put a new “entrance only” alongside the proposed cycle path.

Observation 5 Taxi Rank

The project team need to directly communicate with taxi providers who use this very busy taxi rank. We cannot see with a new exit how the taxis will be able to operate. They cannot be expected to make a U turn in this high volume pedestrian area.

They are the experts in how they use the rank now, do not miss this opportunity to consult with them directly and transparently.

Observation 6 Bus stop

The current bus stop at the Station Roundabout Car Park is the main link for the rest of the County and for the many workers who come to Letterkenny every day. The volume

of people using this stop has grown substantially and the current stand is not fit for purpose. As we await a new transport Hub (Letterkenny 2040) the Council and all stakeholders need to provide a new bus drop off and pick up area that allows for the volume of people using these services. If we are serious about active travel we need a bus /coach stop that is user friendly, safe and more suitable for our changeable weather. People travel through Letterkenny for work and services yet the only bus stop is this wholly inadequate layby.

Creating this temporary hub in liaison with the operators would change the nature of this area for all users from a dangerous traffic congested area to one that encourages walking and is much safer for all users.

The Active Travel project team must be in discussion with the Regeneration Team and all others involved in trying to create a new transport hub even on a temporary basis.

Observation 7 Construction Phase

Should this project go ahead, the project team must make every effort to minimise disruption during business hours and at peak traffic times.

We have seen from past projects that good communication and liaison with the businesses affected leads to a better outcome at all times. This means that those affected on a daily basis know what to expect each and every day so that they can make staffing decisions and keep their customers informed. In addition, they must have a direct point of contact on the ground should things go wrong.

Prior to the project starting it is important to outline each stage of the project, including detailed traffic management plans, how work over entrances is to be handled, etc. On paper these works always look easier than they actually turn out in the long run so planning and preparation are key.

The contractor also needs to take into account the busy times and react accordingly. We all know how quickly traffic can lock in Letterkenny and with current bad press this needs to be avoided at all costs. The contractors and Traffic Management teams must be able to react quickly when things go wrong.

A clear line of communication must be in place between this project team and others carrying out work. It defies belief that information on roadworks is not shared between parts of the same organisation and others. This includes utility works as well as routine road repairs. We simply cannot have major works happening at the same time.

We strongly urge and advise that no works should take place on Friday - Monday of both **Irish and UK bank holidays**. Letterkenny is the access for Dunfanaghy, Downings and Glenveagh National Park and anyone who is moving round Letterkenny at these times

knows the reality of the traffic congestion. Any roadworks will have a very serious impact on this already congested traffic as we have learned to our cost on countless occasions.

There is no doubt that the businesses in the area will be adversely affected when work is taking place, so it is the responsibility of the project team and contractor to be in regular contact. We have to learn from past mistakes and make communication of disruption during the construction phase a priority for the project team and contractor.

Observation 8 Maintenance

These active travel projects must have maintenance built in. Once the project is complete it needs to be maintained to the highest level. That includes regular cleaning, surface maintenance and a plan for any planting or landscaping. As we have seen with previous projects without maintenance it will start to look old and neglected very quickly.

We also believe the project team must take into account the type of landscaping /planting that will happen on the project. It must be suitable for its environment and be easily maintained.

As clear statement of maintenance and responsibility for it should be included in the project plan.

Observation 9 Benefitting from Active Travel

As we have pointed out the principles of Active Travel are valid. However, movement around and into Letterkenny is overly reliant on the car. Just introducing Active Travel routes as planned will not in themselves encourage people to stop using the car for all journeys.

There will need to be an activation programme within communities, schools and neighbourhoods. If children can be encouraged to cycle or walk to school safely through such an activation programme, it might encourage others to change car use.

The new Town Bus that is due in 2025 will need to be up and running.

The much talked of bike scheme would also need to be in place.

A full communication and activation programme will be needed as soon as plans are agreed to encourage the community to support the routes and if they are to benefit from them.

Conclusion

Reflecting on the above points we strongly urge the design team to completely re-think the section of the Active Travel Plan between the Oatfield Site and Station Roundabout.

We strongly advise that the proposed Active Travel plan works do not start in this area until a new bus station is operational and the buses are removed from the area and that any new bus stops servicing the ATU are off line.


As stated at the start of this submission Letterkenny Chamber in principle supports the objectives of Active Travel and indeed developing Active Travel routes that bring people into, around and out of Letterkenny are something we should be striving for.

We are here to work proactively with the stakeholders for the benefit of Letterkenny and the wider area but as the largest lobby group in Letterkenny representing 310 rate paying members our concerns have to be taken seriously. Be under no illusion if the Active Travel Plan results in a negative impact on Letterkenny businesses will close and jobs would be lost.

We trust that you will take the views of our organisation and our members into serious consideration when deciding the future of this project.

APPENDIX 5.9**(Submission/Observation 'L' By: Eddie Bradley)**

Ballyraine Road Active Travel Scheme

**Eddie Bradley**
To [REDACTED]

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Sat 22/03/2025 17:04

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Ballyraine Road Active Travel Scheme Submission:

Dear Sir/Madam,

As a founding member of the Donegal Active Travel Campaign and an active member of the Irish Cycling Campaign, I am writing to provide feedback on the Ballyraine Road Active Travel Scheme. I commend the engineering team for their ambitious plans and for following European design guidelines to ensure that the proposed infrastructure meets the highest standards for safety and accessibility.

Currently, Ballyraine Road presents significant challenges for pedestrians and cyclists. The lack of proper crossings and the high traffic volumes create an unsafe environment for those on foot or on bike. A key area of concern is the crossing near Aldi, where drivers coming from DeValera Road often show little consideration for pedestrians. This makes it very difficult for vulnerable people, including children, the elderly, and those with mobility issues, to cross the road safely. As a result, many people are forced to take long detours or risk crossing in unsafe conditions.

Members of the Donegal Active Travel Campaign have reported:

- **Difficulty crossing near Aldi** due to cars coming from DeValera Road with no consideration for pedestrians.
- **Safety concerns** when cycling on Ballyraine Road, especially for families with young children.
- **Increased traffic volumes** make it dangerous for pedestrians and cyclists, with many feeling forced to take long detours for safer routes.
- **Fear of close passes** from motorists, especially around busy areas like the station roundabout.
- **Desire for safer, dedicated cycle lanes** to make cycling a viable and safe transport option for everyday travel.

Ballyraine Road Active Travel Scheme



Eddie Bradley <

To

Reply

Reply All

Forward



Sat 22/03/2025 17:04

- **Increased traffic volumes** make it dangerous for pedestrians and cyclists, with many feeling forced to take long detours for safer routes.
- **Fear of close passes** from motorists, especially around busy areas like the station roundabout.
- **Desire for safer, dedicated cycle lanes** to make cycling a viable and safe transport option for everyday travel.

The proposed changes, such as dedicated pedestrian crossings and segregated cycle lanes, will make a significant difference. These improvements will ensure safer routes for pedestrians and cyclists, particularly for the many students living in the area who do not have access to cars. It will provide a safer way for students to travel to and from the ATU campus and Ballyraine School. These active travel options will not only make travel safer but also more convenient, encouraging more students and residents to choose walking and cycling as their primary modes of transport.

The integration of these schemes with the pilot electric vehicle and bicycle scheme further strengthens the proposal, demonstrating the potential for active travel infrastructure to reduce traffic congestion in Letterkenny and improve quality of life. The new infrastructure on Ballyraine Road will not only address safety concerns but will also show the immense potential of active travel in alleviating traffic problems, improving air quality, and fostering a healthier, more sustainable community.

The scheme is closely aligned to Donegal County Council's commitment to reducing greenhouse gas (GHG) emissions by 51% by 2030 and achieving climate neutrality by 2050, as outlined in the Climate Action and Low Carbon Development (Amendment) Act 2021. It supports policies such as promoting active travel initiatives, encouraging walking and cycling as sustainable modes of transport, and reduce reliance on private cars. A key focus of the Letterkenny Local Transport Plan is addressing transport emissions, as road transport contributes to 96% of Ireland's transport-related emissions. By prioritising active travel and improving public transport, including rail connectivity, DCC aims to support modal shift, reduce vehicle emissions, and enhance regional and rural connectivity. Additionally, the plan recognises the importance of tackling transport poverty to ensure a more sustainable and equitable transport future for Donegal.

I fully support the Ballyraine Road Active Travel Scheme and strongly encourage its development. This scheme is an important step in creating a safer, greener, and more sustainable future for Letterkenny, and I am happy to discuss it further or provide additional support as needed.

Kind regards,
Eddie Bradley
Donegal Active Travel Campaign, CoLab, Letterkenny

APPENDIX 5.10**(Submission/Observation 'M' By: Fiona O'Reilly)****Ballyraine Road Active Travel Scheme Submission:**

fiona O'Reilly

To

Reply

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...

Wed 19/03/2025 11:05

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Dear Sir/Madam,

I am writing to submit my feedback on the Circular Road Active Travel Scheme consultation. As a member of the Tidy Towns Sustainability Committee and the Atlantic Technological University Green Team, I am passionate about promoting sustainable travel and reducing our town's carbon footprint. My husband and I regularly walk around town, but cycling has become increasingly difficult for me due to safety concerns and the lack of proper infrastructure in Letterkenny.

I have studied Sustainable Design and am acutely aware of the climate crisis and its urgency. From my travels through Holland and Belgium, I have seen firsthand how towns that prioritize active travel over car-centric planning have a significantly higher quality of life. These towns focus on creating safe and accessible walking and cycling spaces, which improve public health, reduce traffic congestion, and make the community more sustainable. Unfortunately, Letterkenny is still far behind in this regard, with poor infrastructure for active travel, especially on roads like Circular Road.

In my role as a business owner at the CoLab, I have seen the impact of traffic congestion and the lack of parking on my ability to attract clients. Many people struggle to visit because they don't see walking or cycling as viable options. The Circular Road Active Travel Scheme will change this by providing safe, dedicated cycling lanes and improved crossings, making it easier and safer for both my clients and me to get around town. It will also encourage more people to adopt walking and cycling as their primary forms of transport.

I strongly support this scheme and believe it will be a crucial step forward in making Letterkenny a safer, more sustainable, and healthier place to live and work. I encourage the council to prioritise these proposals and make Letterkenny a model for active travel.

Regards,

Fiona O'Reilly



APPENDIX 5.11**(Submission/Observation 'N' By: Liam Curran)****Ballyraine Road Active Travel Scheme Submission**

Liam Curran

To

Reply

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...

Tue 18/03/2025 20:37

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Dear Sir/Madam,

I am writing to submit my feedback on the Ballyraine Road Active Travel Scheme consultation. As a father of two young children living in Ashlawn, I always try to make walking and cycling a part of our daily routine, but Ballyraine Road has always been a major obstacle. Currently, it is just too dangerous to cycle or walk safely along this route, particularly when we are travelling to and from GAA or other children's activities in town. Its further noted that this is a 50KPH zone but speed is an issue with cars frequently travelling speed levels above this...

The proposed improvements, such as segregated cycling lanes, safe crossings, and traffic calming measures, will make a huge difference for families like mine. These changes will make it safer for us to travel by bike, allowing me to take my kids to their activities without the constant worry about traffic. It will also be a great benefit to the wider community, making Letterkenny a much safer and more accessible town for all.

I fully support the Ballyraine Road Active Travel Scheme and believe it is an essential step in making Letterkenny a safer, healthier, and more sustainable place to live. I look forward to seeing this plan move forward and encourage its implementation as soon as possible.

Kind regards,
Liam Curran



APPENDIX 5.12**(Submission/Observation 'O' By: Brendan Regan)**

Upgrade to Ballyraine Road, Letterkenny.



Brendan Regan

To

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...

Tue 18/03/2025 14:38

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Dear Co.Co.

We wish to make a submission in relation to the upgrade of Ballyraine Road, Letterkenny, Co. Donegal

We are concerned about the removal of a right turning island lane which planning granted 22 years ago for entrance into Walnut Grove Complex opposite Aldi. If this has to be removed, is it possible to replace it with a line marked yellow box to allow a break in traffic to turn into Walnut Grove. This complex is located between Gortlee junction and Oatfield roundabout.

Kind Regards,
Brendan Regan.

APPENDIX 5.13**(Submission/Observation 'P' By: Adam Moore)****Ballyraine Road Active Travel Scheme Submission:**

adam moore

To

Reply

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Forward

Tue 18/03/2025 9:40

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Dear Sir/Madam,

I am writing to submit my feedback on the **Ballyraine Road Active Travel Scheme** consultation. As a resident of **Ashlawn** and a member of the **Donegal Active Travel Campaign**, I have seen firsthand the positive impact that active travel programmes can have in cities like **Dublin** and **Vancouver**. These cities have transformed their transport networks to make cycling and walking safer and more accessible, and I believe the proposed schemes for **Letterkenny**, including **Ballyraine Road**, have the potential to do the same.

I walk and cycle regularly around **Letterkenny**, and the **segregated lanes** on **Ballyraine Road** will make it much easier and safer for me to travel. The short cut to the **shopping centre** and the safer routes will not only benefit me but will also encourage my **wider family**, including my nieces and nephews, to join me in adopting more active forms of transport. This is a crucial step in making walking and cycling safer and more attractive for families, and I believe it will have a positive ripple effect across the community.

As someone working in **wind energy**, I am deeply aware of the urgency of the **climate crisis** and the importance of taking meaningful steps to reduce our carbon footprint. By prioritising **active travel**, Letterkenny can play a key role in reducing emissions, improving health, and making our town more sustainable. The **Ballyraine Road Active Travel Scheme** is a vital piece of the puzzle, and I wholeheartedly support it.

If you require any further input or discussion, I would be happy to help and look forward to seeing these plans move forward.

Kind regards,

Adam Moore



APPENDIX 5.14**(Submission/Observation 'Q' By: Terrance Gallagher)****Ballyraine Road Active Travel Scheme Submission:**

Premier Insulation

To

Reply

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...

Tue 18/03/2025 8:38

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Dear Sir/Madam,

I am writing to submit my feedback on the **Ballyraine Road Active Travel Scheme** consultation. As a business owner at the **CoLab** in Letterkenny, I have experienced firsthand the challenges caused by the traffic on **Ballyraine Road**. My customers often have difficulty accessing my premises due to the congestion, and my staff have expressed concerns about their safety when commuting to and from work.

As a cyclist myself, I have been involved in several incidents while cycling in Letterkenny, which has made me hesitant to cycle regularly in the town. I now primarily cycle on quieter country roads because I no longer feel it is safe to cycle in the busy urban environment of Letterkenny, especially on roads like **Ballyraine Road**. The lack of dedicated cycling lanes and safe crossings contributes to a very dangerous environment for anyone trying to cycle or walk.

The proposed **Ballyraine Road Active Travel Scheme** will be a huge improvement for me, my staff, and my customers. It will provide **safe, segregated cycling routes** that will encourage people to leave their cars at home and use more sustainable forms of transport. I will feel much more comfortable cycling to work, and my staff will have the option to safely commute to and from the **CoLab** without the constant fear of traffic-related accidents.

This scheme will not only make the area safer for cyclists but also enhance the overall accessibility of the town, benefiting businesses like mine by improving access for customers and employees alike. It will encourage more people to cycle and walk, reducing the overall reliance on cars, which in turn will help alleviate traffic congestion and improve air quality.

I strongly support the **Ballyraine Road Active Travel Scheme** and believe that this initiative will be a significant step towards making Letterkenny a safer, more sustainable place for everyone. Thank you for considering my feedback.

Kind regards,
Terence Gallagher
CoLab Business Owner

--
Premier Solutions NW Ltd

CoLab



APPENDIX 5.15**(Submission/Observation 'R' By: Nuala Carr)****Ballyraine Road Active Travel Scheme Submission**

Nuala Carr

To

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Mon 17/03/2025 12:13

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Dear Sir/Madam,

Please accept my feedback on the Ballyraine Road Active Travel Scheme consultation. As a mother of a 12-year-old boy who will be attending St Eunan's College, I am deeply concerned about the lack of safe cycling routes to the school. I am an active member of Letterkenny Tidy Towns, the Donegal Active Travel campaign group, and the ATU EU Green project, and I am passionate about promoting sustainable transport and tackling the climate crisis. My husband and I cycle regularly around Letterkenny, but the current infrastructure makes it difficult to feel safe while doing so, which is a huge barrier for both us and others in the community who would like to cycle more.

The lack of safe, segregated cycling lanes and pedestrian paths in Letterkenny, particularly on Ballyraine Road, has made it difficult for families, including mine, to adopt active travel as a regular mode of transport. Active travel schemes, like the one proposed for Ballyraine Road, are crucial for creating a safer environment for families, children, and commuters alike. My son, who would love to cycle to school independently, cannot do so because the routes simply aren't safe. Having the infrastructure in place will not only help my family but will also create a much more walkable and bike-friendly town for everyone.

As someone working in renewable energy, I understand the importance of reducing emissions and the role active travel plays in creating sustainable communities. I have seen from my travels in mainland Europe, where active travel is prioritised, how it improves the quality of life for residents, boosts mental and physical health, and reduces pollution. The Ballyraine Road Active Travel Scheme will be a vital step towards achieving this in Letterkenny, encouraging more people to cycle and walk, improving air quality, and reducing traffic congestion.

I strongly support this scheme and believe it is a crucial part of the long-term plan to make Letterkenny a more sustainable, healthier, and liveable town for everyone.

Kind regards,

Nuala Carr
T-Shore Project Manager



Atlantic Technological University
ATU Donegal Letterkenny, Port Road, Letterkenny, Co. Donegal, F92 FC93

Ollscoil Teicneolaíochta an Atlantaigh
OTA Dhún na nGall, Campas Leitir Ceanainn, Bothar an Chalaigh, Leitir Ceanainn, Contae Dhún na nGall, F92 FC93

Tá an ríomhphost seo faoi réir an tséanta seo leanas atá le fáil ag [Séanadh Ríomhphost Ollscoil Teicneolaíochta an Atlantaigh](#)

This e-mail is subject to the following disclaimer available at [Atlantic TU Email Disclaimer](#)

APPENDIX 5.16**(Submission/Observation 'S' By: Sasha Johnston)**

Unique Reference Number: DNCC-C91-3
Status: Submitted
Submission: Ballyraine Road Project

UID: 2541
Author: Sasha Johnston

Consultation:
Letterkenny Active Travel Projects -R940 Ballyraine Road

Date Created: 14.03.2025 - 15:43
Date Submitted: 14.03.2025 - 15:47

Observations:

Theme: Part 8
Title: Failure to meet actual needs of traffic and the disabled

This plan to narrow the lanes and create a bottleneck is incomprehensible. You want up encourage foot traffic where the need is for vehicle traffic. Everyone knows that. You know it. Even in your grand plans you ignore the mobility disabled. Your neglect of plans for the mobility disabled means we will need to use cars. Together with the other measures you are taking to restrict car traffic in Letterkenny, I can only conclude you want to shut disabled residents out of equal participation in the life of the town.

Documents Attached: No
Boundaries Captured on No
Map:

APPENDIX 5.17**(Submission/Observation 'T' By: Conal Dunne)**

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

Unique Reference Number: DNCC-C91-1

Status: Submitted

Submission: ballyraine road active travel

UID: 6205

Author: Conall Dunne & Co

Consultation:

Letterkenny Active Travel Projects - R940 Ballyraine Road

Date Created: 10.03.2025 - 09:22

Date Submitted: 10.03.2025 - 09:27

Observations:

Theme:

Part 8

Title:

access to railway
house

A new pedestrian route has been proposed from the shopping centre out towards the Ballyraine road. I would like this new pedestrian route not to preclude access by vehicle from the currently vacant site to the entrance of Railway House out to the road.

Documents Attached: No

Boundaries Captured on No

Map:

APPENDIX 5.18**(Submission/Observation 'U' By: Darren Gallagher)**

Comhairle Contae
Dhún na nGall
Donegal County Council

Unique Reference Number: DNCC-C90-1

Status: Submitted

Submission: Ballyraine road

UID: 5896

Author: Darren Gallagher

Consultation:

Letterkenny Active Travel Projects – L1007 Circular Road

Date Created: 07.02.2025 - 16:16

Date Submitted: 07.02.2025 - 16:27

Observations:

Theme: Active Travel

Title: Ballyraine
road

The Ballyraine road is an absolute disaster presently with far too much traffic build up. It takes me at least a half hour to get from parents house in The Glebe to my own house in Ballyraine Park if I happen to travel between the hours of 8-9am and 3.30-5pm. The Ballyraine road has to accommodate alot of traffic, surely with the council offices located in Ballyraine, this traffic is seen by council officials on daily basis also, the idea of narrowing this road and putting in cycle lanes each side is a terrible idea, the cycle lanes on the new road from Dry arch to polestar roundabout aren't used by cyclists, they still cycle on the road as the path so its a complete waste of money. The Ballyraine road needs widening and a bridge required over the swilly now to relieve the traffic. If turning lanes are removed from the Ballyraine road it will only further add to traffic congestion, I mean the fact I have to make submission about this issue is absolutely madness as its completely clear to anyone with common sense that this road is a complete disaster without making it worse by removing turning lanes and adding in cycle lanes that probably won't get used anyway.

Documents Attached: No

Boundaries Captured on No

Map:

APPENDIX 5.19**(Submission/Observation 'V' By: Christopher Birney)**

Comhairle Contae
Dhún na nGall
Donegal County Council

Unique Reference Number: DNCC-C91-10
Status: Submitted
Submission: Ballyraine Road cycle lane design

UID: 4515
Author: Christopher Birney

Consultation:
Letterkenny Active Travel Projects -R940 Ballyraine Road

Date Created: 26.03.2025 - 15:11
Date Submitted: 26.03.2025 - 15:59

Observations:

Theme: Part 8
Title: Cycle lane design at the back of the
ATU

Hi,

After attending the public consultation and reviewing the drawings, I feel that the reduction of the cycle lanes to 1.3m (1.2m actual) at the bus stop to the rear of the ATU on both sides of the road would not be needed. Please see attached Ballyraine road.pdf file.

The heavy grey lines are your part 8 scheme drawings. I have overlayed my scheme (hatch patterns and dark lines) and realigned the footpaths, cycle lanes and roadway to accommodate a 1.5m wide cycle lane which ties back onto your scheme at either ends.

I know the planners look for 2m wide footpaths but the minimum in the DMURS is 1.8m and there is no mention of 2m wide footpath requirement in the county development plan.

In the fairness of treating all road users equal then I think these lanes should be designed to 1.5m minimum as per the cycling design manual.

I note too that the actual width of the cycle lane in section D-D on the outbound side is circa 1.2m. If you were to use the bus stop kerb, then the back of this kerb could be used as your upstand before the cycle lane ramps up to the bus stop pedestrian crossings. This is the way I have shown my proposal.

On my drawing I have factored in chamfered edge kerbs to the roadside which I dont think is shown on your drawings. I attach a photo taken of the four lanes of what I envisage the footpath edges to be like for this scheme.

Thanks,

Christopher

Theme: Part 8
Title: Ballyraine national school cycle lanes

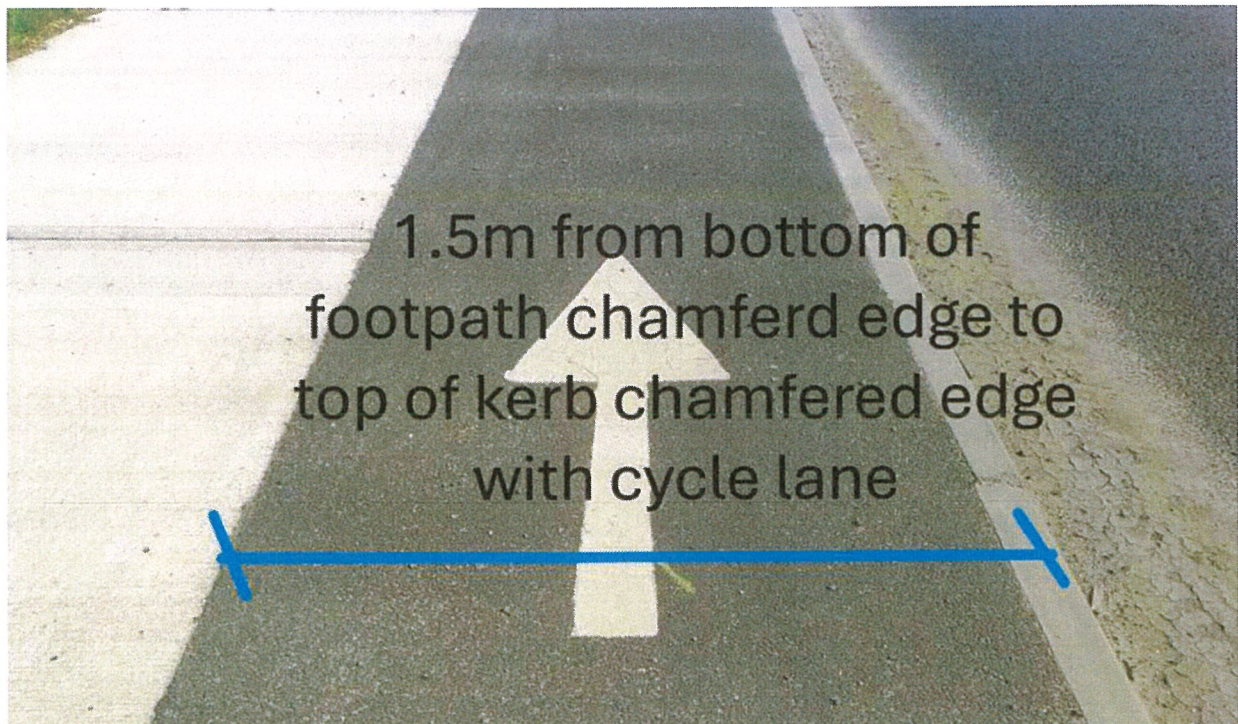
I not that the section E-E shows 1.5m cycle lanes and the plan drawing show 1.3m. Again can this not be a minimum 1.5m. is there a need for the 800mm buffer at the bus stop?

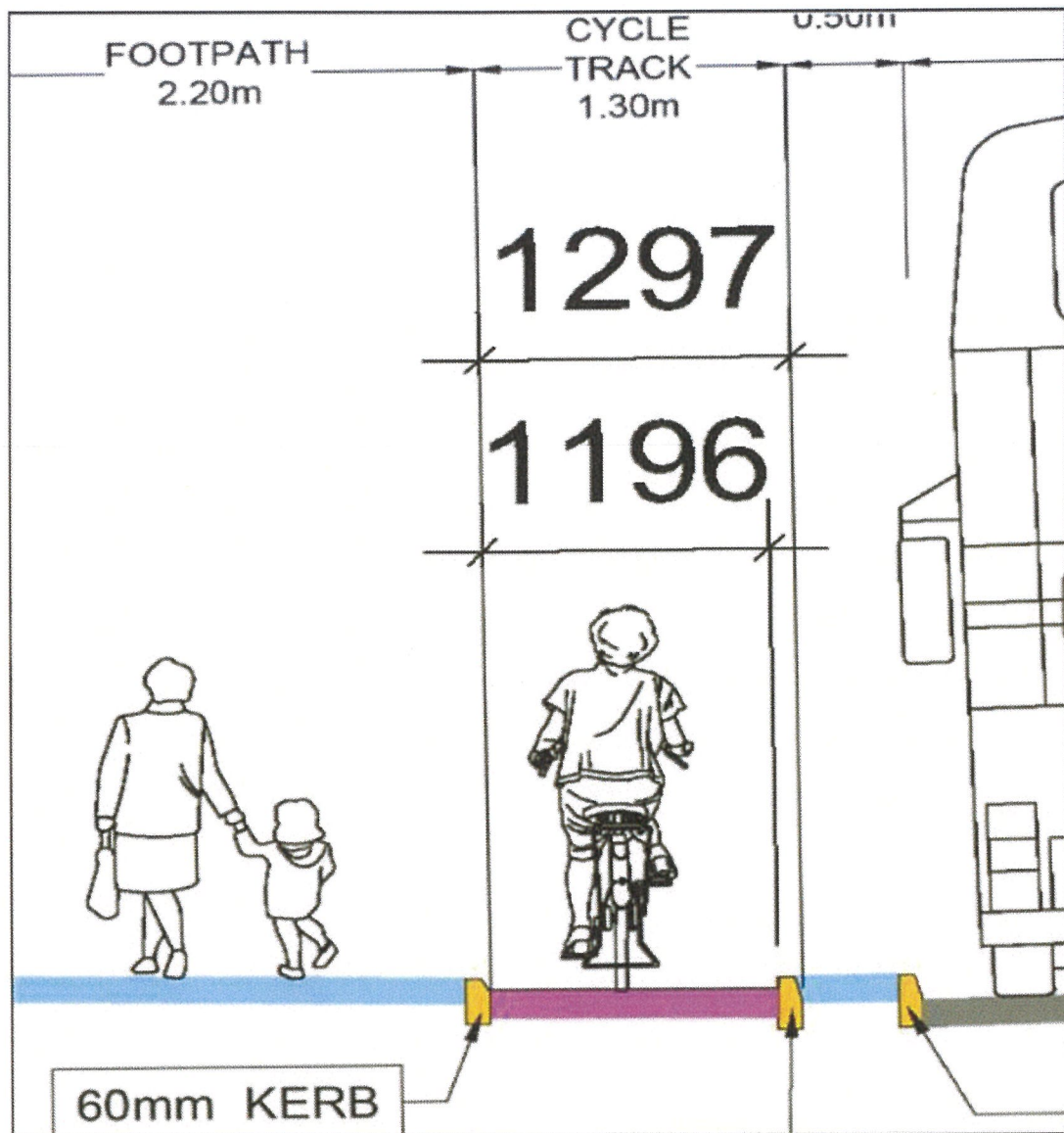
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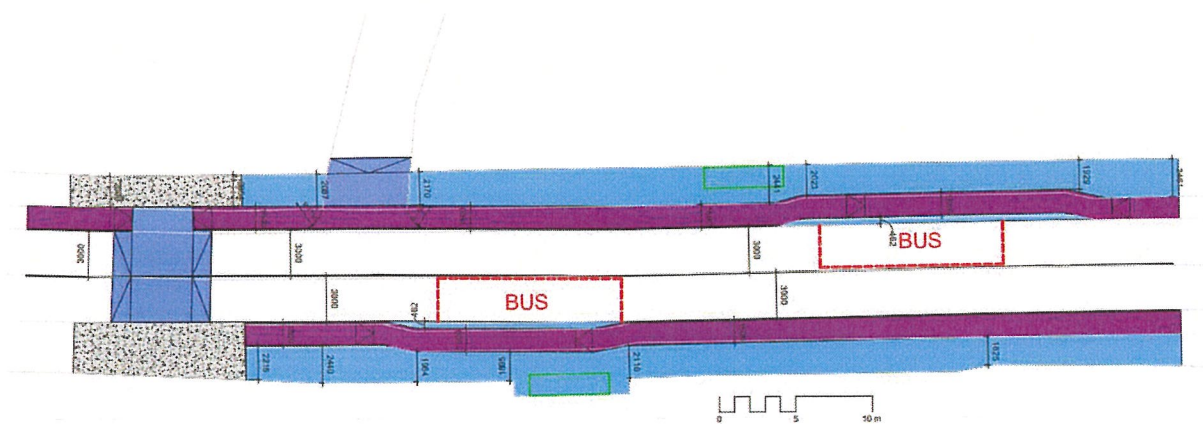
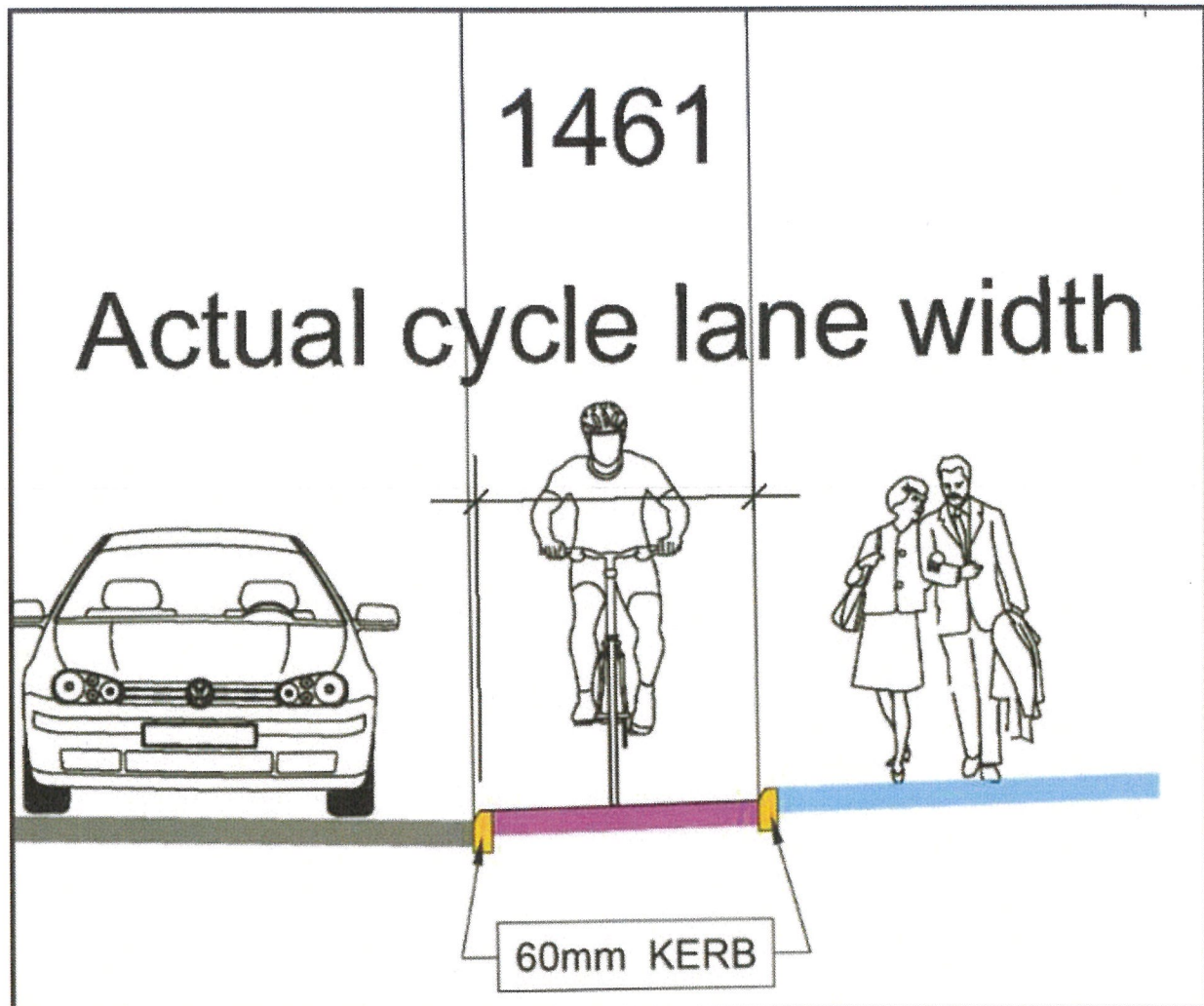
Documents Attached:

DNCC-C91-10-7311 - Ballyraine road.pdf
DNCC-C91-10-7314 - Ballyraine road section D-D cycle lane width letterkenny outbound.jpg
DNCC-C91-10-7316 - UKROI-KPC_Bus-Stop-Kerb.pdf
DNCC-C91-10-7317 - 1724966591386.JPG
DNCC-C91-10-7318 - Ballyraine road section D-D cycle lane width letterkenny inbound.jpg

Boundaries Captured on Map:







BALLYRAINE ROAD (BACK OF ATU CYCLE LANE AND BUS STOP)

1 : 100

BUS STOP KERBSISO 9002 - ISO 14001 **CE****Key Features**

Manufactured to the world's most commonly used profile

KPC's Bus Stop Kerbs comply with EN 1340:2003

Height fixed to suit kneeling suspension of modern buses

Curved profile to enable accurate bus positioning at the stop

The profile's curve reduces lateral impact between wheel and kerb reducing wear and tear on wheels, tyres and shocks

Creates safer access for wheelchair users

Reduction of the vertical and horizontal gap between the bus platform and the kerb prevents accidents occurring as passengers get on and off buses

Textured top face aids bus entry for the visually impaired

Straightforward installation with single unit kerb

CE Declaration

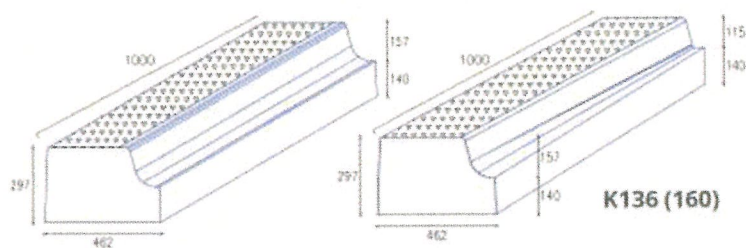
The performance of the product identified above is in conformance with the declared values when used for the purposes and in the conditions/circumstances for which it is intended, subject to installation in accordance with manufacturer's instructions.

Name and address of manufacturer	Killeshal Precast Concrete Limited Daingean, Co. Offaly, Republic of Ireland
Contact Details	Tel: +353 5793 53018 Fax: +353 5793 53272 E: sales@killeshal.com W: www.killeshal.com
Harmonised standard	EN 1340:2003
Declaration of conformity system as per Table ZA.2 of EN 1340:2003	4
Product description	Vibrated concrete kerb intended for use at bus stops or other stop-go parking locations used by public and private passenger road transport vehicles
Provisions to link to the product certificate	Annex ZA of IS EN 1340:2003
Breaking strength	3.5 Mpa
Thermal conductivity	1.52 W/mK 10 dry unit
Durability	Pass



Product ID	Dimensions	Weight*	Qty/Pallet	Product ID	Dimensions	Weight*	Qty/Pallet
K/136-1 (160 Straight)	297x462x297 1000mm length	280Kg	4	K/136-2 (160 Transition)	297x462x255 1000mm length	254Kg	4

*weights are approximate



UK site



UK: Tel: 0800 0393367 email: info@killeshalprecast.co.uk web: www.killeshalprecast.co.uk
Rep: UK: Tel: 057 9353018 email: sales@killeshal.com web: www.killeshal.com

RoI site

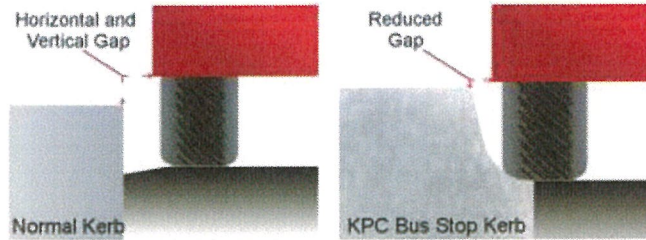
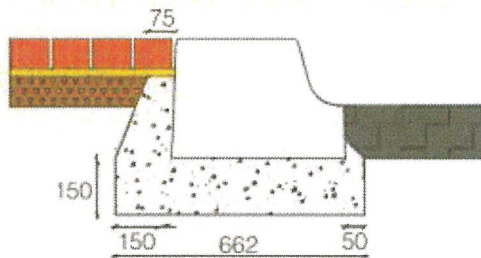


BUS STOP KERBS

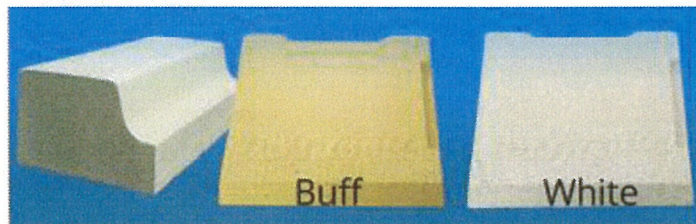
ISO 9002 - ISO 14001 CE

**Better, Safer Bus Docking**

The combination of kerb height and the curved profile of the Bus Stop Kerb produced by KPC assists efficient bus docking and alignment whilst at the same time providing a reduced gap between kerb and bus floor. Better for passengers... and better for the busses.

**Foundation Details and Additional Installation Options**

NOTE:
IF THE POSSIBILITY OF SEVERE IMPACT IS
A PARTICULAR CONCERN
T16 BARS CAN BE PROVIDED @ 200 C/C
IN THE HAUNCHING CONCRETE GRADE
15N10 MINIMUM

Available Finishes

In addition to concrete our bus stop kerbs are available in reconstituted granite Buff or White colouring. Please note that our reconstituted stone products use locally sourced aggregates and may be subject to a degree of colour variation. Material swatches here are for indicative purposes only. Material samples may be requested.

Environmental

100% of the product can be recycled, thus reducing the amount of material that is sent to landfill sites and enhancing conformance with environmental protection policies.

Maintenance

Killeshal Precast Concrete are happy to provide advice on cleaning, stain removal and general maintenance of our bus stop kerb products. Please see the contact details below for further information.

COSHH Data

We would be happy to supply full COSHH data in respect of KPC's range of products upon request. Please see the footer section below for contact details.

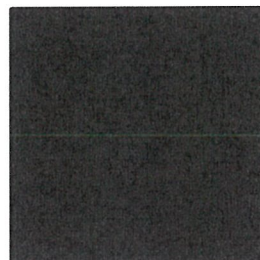
UK site



UK Tel: 0800 0393367 email: info@killeshalprecast.co.uk web: www.killeshalprecast.co.uk
Rep. in Tel: 057 9353018 email: sales@killeshal.com web: www.killeshal.com

RoI site



APPENDIX 5.20**(Submission/Observation 'W' By: David Stevenson)**

The County Secretariat Office
Donegal County Council
County House
The Diamond
Lifford
Co Donegal



Public Information Event held in The Vestry Letterkenny

on Tuesday 25th February 2025

Letterkenny Active Travel Projects – R940 Ballyraine Road

Having inspected the plans for the above project, we wish to express our concerns regarding the 2 proposed bus shelters on the Ballyraine Road

- One of the bus shelters would be against the boundary wall of the front of our home.
- Our boundary wall is 5 feet 6 inches high. At the meeting, we were told that the bus shelter would be 8 feet high. Therefore, the shelter would be 2 feet 6 inches above the height of our wall.
- Both bus shelters would be in view of our living room windows.

David Stevenson

Anne Stevenson

Jean Stevenson

APPENDIX Five.21**(Submission/Observation 'X' By: Helen Rabbitte)**

FW: Active Travel FAO Michael Canning



You replied to this message on 05/03/2025 10:54.



05/03/2025

From: Helen Rabbitte
Sent: 04 March 2025 11:46
To: DCCINFO <info@Donegalcoco.ie>
Subject: Active Travel FAO Michael Canning

You don't often get email from

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Do not click links or open attachments unless you recognise the sender
and are sure that the content is safe.



A chara,

I was disappointed that I missed your last public meeting on active travel. I usually see adds for these meetings in the Donegal News. I did however see article about recent meeting I missed in the Vestry. I am writing this as a non car owner and pedestrian who relies on taxis when weather is bad (often in Donegal) as current town bus is not reliable. I understand that council will provided town buses at a later stage. The main problem I see is that a lack of bus lanes have been provided, these are essential for any bus to operate. All I can see are cycle lanes and very wide footpaths, unnecessarily wide for me and the few adult pedestrians that walk up and down my road to work. I don't think people can be expected to walk or cycle everywhere in our Donegal climate. It would be great for those that walk in dry weather could have a reliable bus service when weather is inclement. I think if any more consultation is to take place it should be with pedestrians and taxis drivers who know all about traffic problems and what solutions should be considered. I hope that you consider my observations before any more cycle lanes are provided instead of essential bus lanes.

Regards,
Helen Rabbitte

APPENDIX Five.22**(Submission/Observation 'Y' By: Christy Galligan)**

From: Christy Galligan [REDACTED]
Sent: 24 February 2025 14:19
To: [REDACTED]
Cc: Ministers Office [REDACTED]
Subject: What is the point of public consultation when the Council ignores our concerns?

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.

Donegal County Councils proposed developments, under the Letterkenny Active Travel Projects, which is opened for public consultation this week, for Circular Road and Ballyraine Road, haven't considered the impact on residents, commuters or businesses.

Already we have seen the difficulties incurred with traffic congestion on each approach road, and in the town itself, with so-called road improvements. These have been well aired and documented.

What these so-called improvements have done is reduced the number of car parking spaces for residents, increased footpath widths, reduce road space, while adding traffic lights, which has left us with nothing more than traffic chaos.

What, if any, studies have been carried out by the council showing the impact of these so-called improvements have had on commuters, businesses or pedestrians in the town.

What if any increases in cyclists or pedestrians have we seen in areas where these so-called road improvements are in place?

What is the point of consultation when the powers that be totally ignore the concerns of the public including commuters and businesses.

While we have been allocated €42.4 million for road improvements in this fiscal year I haven't seen one red cent for road improvements or safety in my area even though I have written to the council on numerous occasions outlining residents' concerns at lack of investment in road infrastructure and safety.

What I do see is constant planning applications for large numbers of residential apartments buildings and housing in a number of areas close to Letterkenny town, on busy junctions and roads.

How does the council expect us to believe that they are interested in what we have to say when they totally ignore us?

Yours etc,

Christy Galligan,
[REDACTED]

APPENDIX 5.23**(Submission/Observation 'Z' By: Denise Roper)****Proposed Active Travel projects in Letterkenny**

Denise Roper

To [REDACTED]



27/02/2025

You forwarded this message on 28/02/2025 9:31.

You don't often get email from [REDACTED]

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.

To whom it may concern,

I received notice of the above-named projects this week and note that this is the first such notice ever received from the council in almost 22 years of living here in Tara Court. Finally, some public consultation about the roads of Letterkenny. I would like it noted that, as a resident of Tara Court, my travel time and business have both been negatively affected by the council's disastrous decision to put traffic lights on the Polestar roundabout, a ridiculously high island on the Four lane with no room for emergency vehicles to get through, and traffic from the Ramelton Road utterly left adrift to pile up as far as, and around Tara Court, due to the signal preference of the traffic lights to the Four Land in and out of Letterkenny. Why there are not simple filter left turn lanes on the four arms before the junction, I cannot understand, given that there is sufficient land to achieve this.

Then there is the laughable situation of Thomas Keys roundabout. More traffic lights-really? Now halted by a tree. Has nobody in the council any brighter ideas than yet more traffic lights?

The most laughable of all is the cycle lane up Convent Hill, which Lance Armstrong, with a nose full of crack cocaine couldn't cycle up! Utter stupidity by Council planners. Cavan Town has a bypass and several ring roads with roundabouts that Letterkenny could well do with emulating. Traffic flows much better through, what was a very tricky town to navigate. Can nobody think in the council planning department?

Now we see two more brainwaves. I strenuously object to Circular Road being narrowed any further, given its proximity to a major hospital, with ambulances needing access, not to mention its role as a makeshift Ring road, given the utter lack of a proper one, or the one proper solution-a bridge over the Swilly and a Ring road connecting with the Churchill Road. I also question the need to have two footpaths, if we must have a cycle lane there.

More urgently, the proposals for the R940 Ballyraine Road make no sense. This is a main artery into town relieving, to some extent, the traffic gridlock on the Ramelton Road caused by the hated traffic lights at the Polestar Roundabout. Now you want to narrow it to create not one but two cycle lanes! When there is already one existing! And to crown this polished turd of an idea, what is to go on the Oatfield roundabout to make traffic move even slower than it does already? You've guessed it folks-more traffic lights. Utter madness and rank stupidity! If the objective is to snarl up the roads of Letterkenny into a car park and make the town a no go zone for shoppers, tourists, businesses and motorists, I must say you're doing spiffingly well.

Yours in disgust

Denise Roper

[REDACTED]

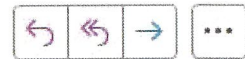
APPENDIX 5.25**(Submission/Observation 'AA' By: Kelly McIntyre)**

Planning upgrade Ballyraine/ Circular road




kelly mcintyre [REDACTED]

To ● KEVIN McMENAMIN



19/03/2025

 You replied to this message on 20/03/2025 10:03.

You don't often get email from [REDACTED]

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.

Dear sir/ madam

I would hereby like to submit my approval of the cycle lane upgrade in relation to the above area. I live on the opposite end of town however cycle frequently in this particular area. I have house students who used this route to enable them to attend studies in the Etb. The proposed improvements to cycle lanes in this area would be welcomed. The spin off would be less traffic and congestion with more health benefits and less carbon emissions. I look forward to the proposed plans being implemented without delay.

Yours Faithfully

Kelly Mc Intyre

[Yahoo Mail: Search, organise, conquer](#)

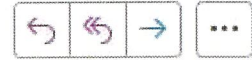
APPENDIX 5.26**(Submission/Observation 'BB' By: Trio Foods /Liam Coyle)**

Trio Foods Ltd Entrance



Liam Coyle

To



27/02/2025

You forwarded this message on 28/02/2025 9:34.

You don't often get email from [REDACTED]

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.

Hello

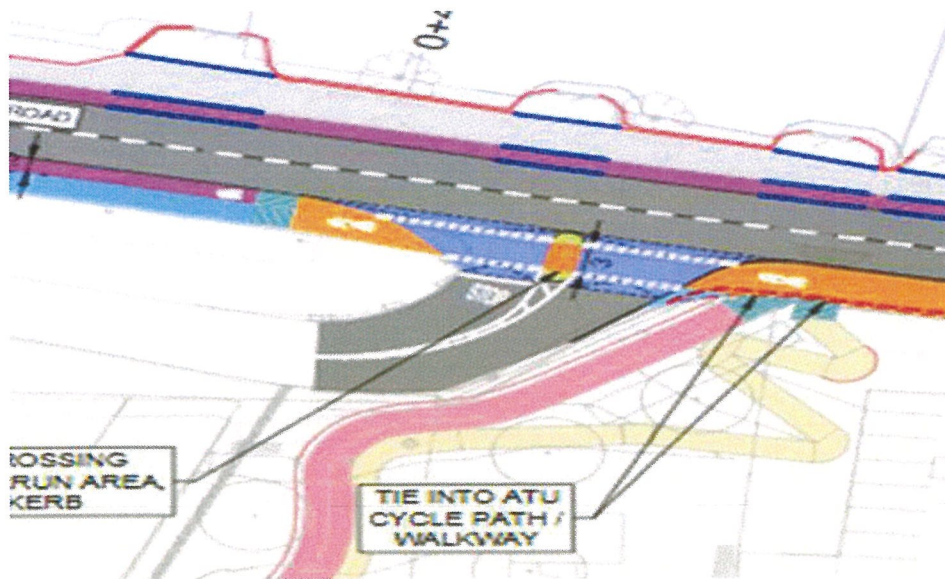
I would firstly like to start, with we welcome the improvement along the Ballyraine, road and a proper and safe footpath and overall general improvement to reduce speed and improve safety.

I would like to highlight several items I feel should be looked at running along our property (Trio Foods Ltd)and our entrance.

At the entrance I notice an island being put in place and feel and know this will not work for us or our business that have been here for over 50 years with us and Unilever before us as we have on a daily basis a number of HVG running in and out and articulate vehicles coming in and out.

Vehicles come from both directions and leave and go in both directions so they will not get the turning circle they need.





Is your plan to fix the surface water coming into our site as there is a drain on the road that the water is missing completely as it runs down the current entrance to our property.

Is your plan to fix the surface water coming into our site as there is a drain on the road that the water is missing completely as it runs down the current entrance to our property.

Is it part on the plan to do a new footpath and the current one is in a very poor state of repair and is a hazard and do you plan to support the footpath if it is redone.

Thank You & Regards

Liam

Liam Coyle
Trio Foods Ltd.,

APPENDIX 5.27**(Submission/Observation 'CC' By: Letterkenny Tidy Towns)**

Comhairle Contae
Dhún na nGall
Donegal County Council

Unique Reference Number: DNCC-C91-4

Status: Submitted

Submission:

Letterkenny Tidy Towns Comments on Active Travel Project at Ballyraine

UID: 4292

Author: Letterkenny Tidy Towns

Consultation:

Letterkenny Active Travel Projects -R940 Ballyraine Road

Date Created: 14.03.2025 - 14:05

Date Submitted: 14.03.2025 - 17:19

Observations:

Theme:

Part 8

Title:

Letterkenny Tidy Towns submission about Active Travel at Ballyraine

The Letterkenny Tidy Towns Committee acknowledge the importance of the principles for the Active Travel schemes within our town, to encourage walking and cycling in line with good Sustainability principles, we would also like to make the point that there is a large amount of traffic congestion in Letterkenny currently and we 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.

We feel the community are very strongly in favour of not having any further traffic congestion problems within the town and that any Active Travel proposals must have this point kept in mind when drawing up plans.

Also, as a committee we have learned from experience on the 4 Lane 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.

This 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 4 Lane project.

We feel strongly that this cannot happen again in any of the future Active Travel projects, that are planned within our town.

Documents Attached: No

Boundaries Captured on No

Map:

64 Thursday, January 30, 2025

NOTICES



**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.

the Council carried out a screening of the proposed development 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 a 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



**APPOINTMENT
WEIC**

NOTICE is hereby given declared an appointed

- (1) Under Section 4 of the (Amendment) Act and Article 3 of the (Amendment) Regulations
- (2) Under and for the

Roadstone Ballint...

Director of Roads & T...

Good

The message reached also left the message. God has left and is still and me. Since God and future in His Hand attention to His word or pick up His message can and does use people other ways. "For since God's invisible qualities and divine nature being understood so that people are 20 Creation and nature in themselves but with God in the Bible, through it. Father G

say to me. Thank you me the freedom and

Finding You

Candidates & C

Station on 074 932 0540, the Garda
; on 1800 666 111, or any Garda

**at Letterkenny
; site**

...ealing for information following a
...iding site in the Killyaslin area of
...occurred between 5pm on Friday,
...am on Monday, January 27.
...sperson said: "Entry to the site was
...ck was broken and a number of new
...red and had doors smashed. Lights
...in within some of the houses and a
...also stolen from the site."
...anyone with relevant information to
...served suspicious activity in that area
...list with relevant information, we ask
...t Gardai in Letterkenny on 074-

on in Stranorlar

...ealing for witnesses following a road
...in Stranorlar
...took place at approximately 8.15am on
...ry 27.
...sperson said: "The driver of a White
...is travelling on the N13 (Letterkenny
...lar towards Letterkenny when a dark
...ssibly a Ford Focus) struck the side of
...exited from a side road onto the N13
...e old Nena Models Factory).
...of said car then travelled onwards
...ys corner in Stranorlar.
...stop or return to the scene. The driver
...not hurt."
...lled to other road users who were on
...h of road to get in touch if they had a
...they witnessed the collision.
...eal to the driver of the car in question
...with Gardai as CCTV is being viewed
...in an attempt to identify them." a
...said.
...letterkenny may be contacted on 074-
...ation to the incident."

• 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.donagallcoco.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:

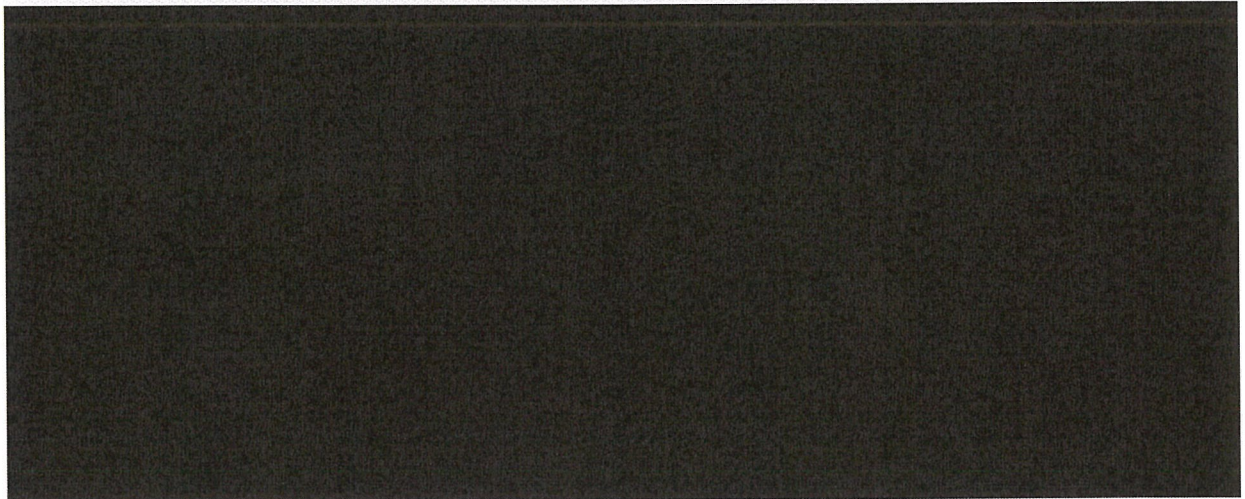
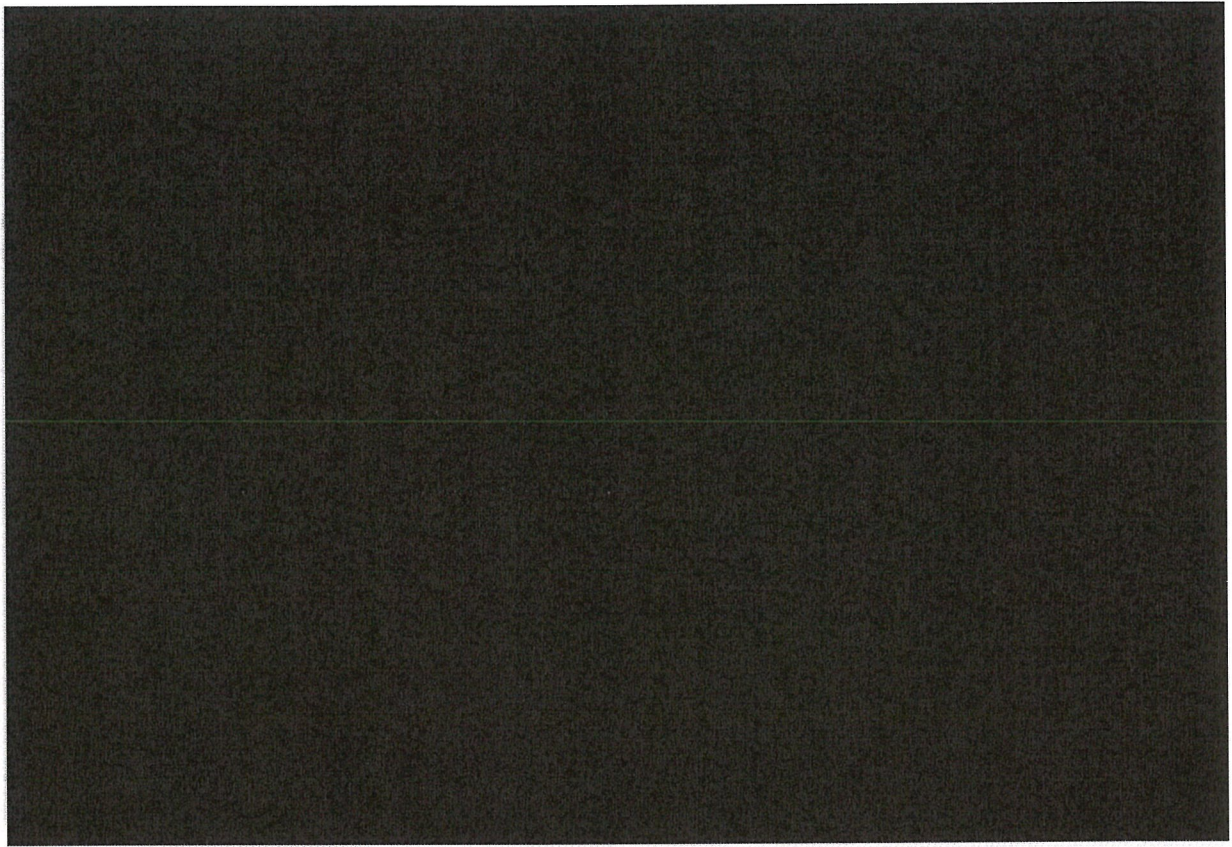
Location	Address	Telephone/email	Opening hours
Lifford Town, Public Services Centre.	County House, Lifford, Co. Donegal, F93 Y622	Tel: 0749153900 Email: act@lifford@donagallcoco.ie	9:00am - 12:30pm and 1:00pm - 4:30pm from Monday to Friday.
Letterkenny, Public Services Centre.	Neil T Blaney Road, Letterkenny, Co. Donegal, F92 TNY3.		

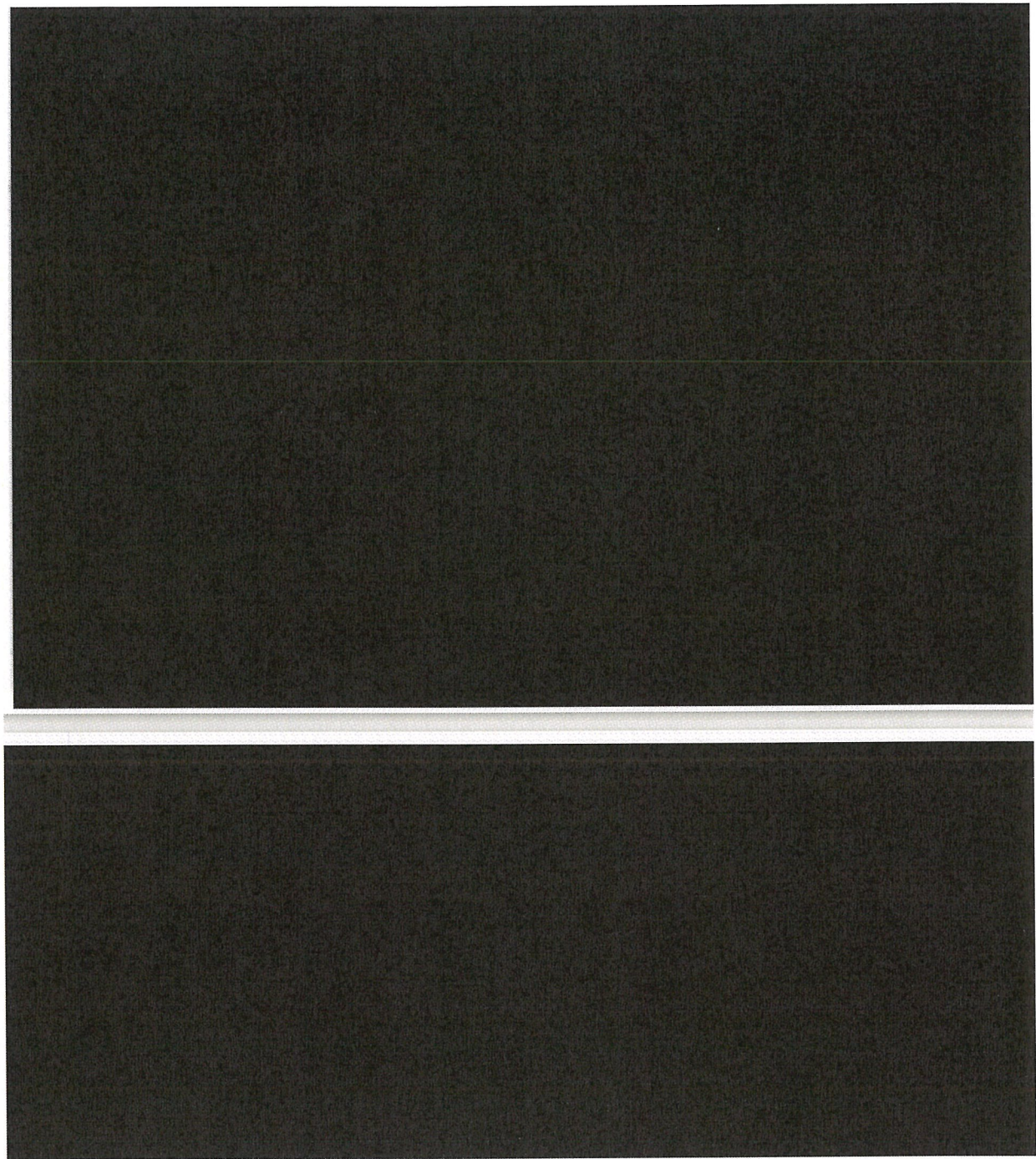
The said plans and particulars will be available for inspection as above from 9am Thursday, 30th January 2025 until 4pm on Monday, 3rd March 2025 (both dates inclusive).

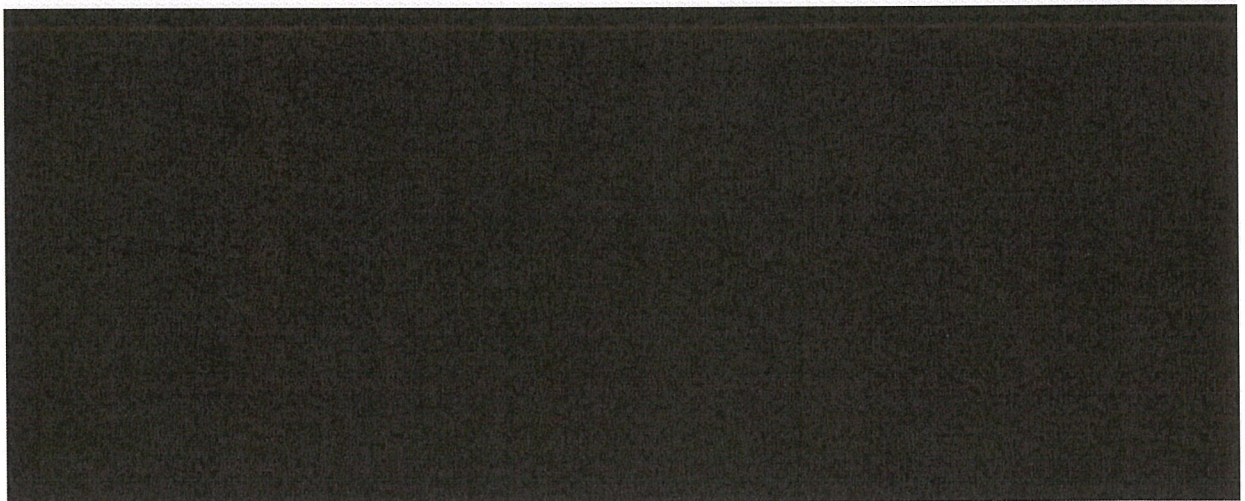
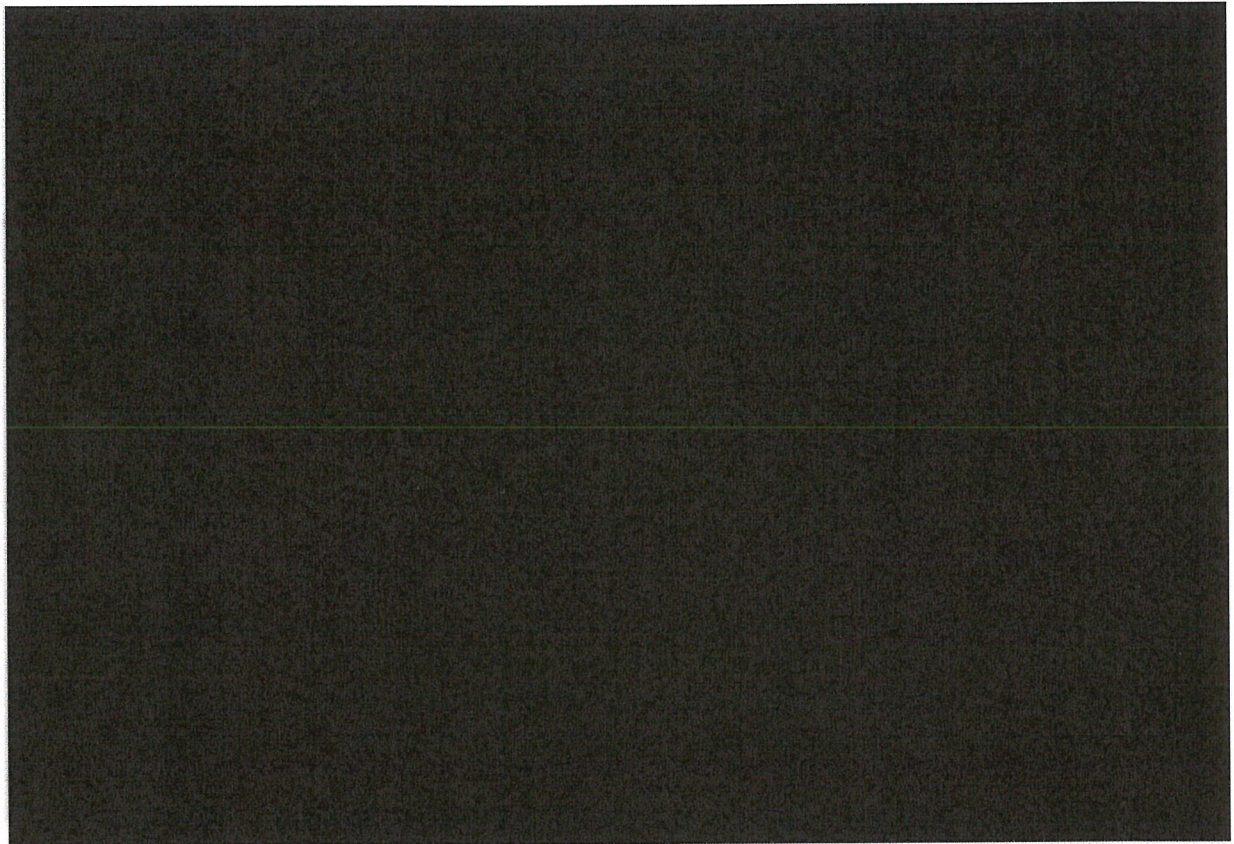
(f) Submissions and observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development is situated may be made in writing to The County Secretariat Office, Donegal County Council, Lifford, County Donegal, or via the "MAKE A SUBMISSION" button on the project specific page on the <https://consult.donagallcoco.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

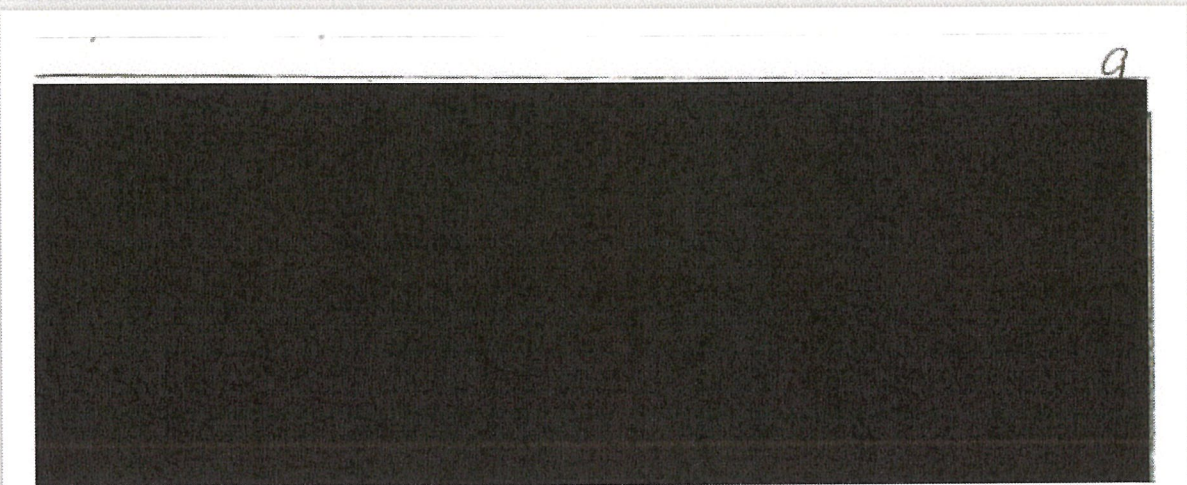
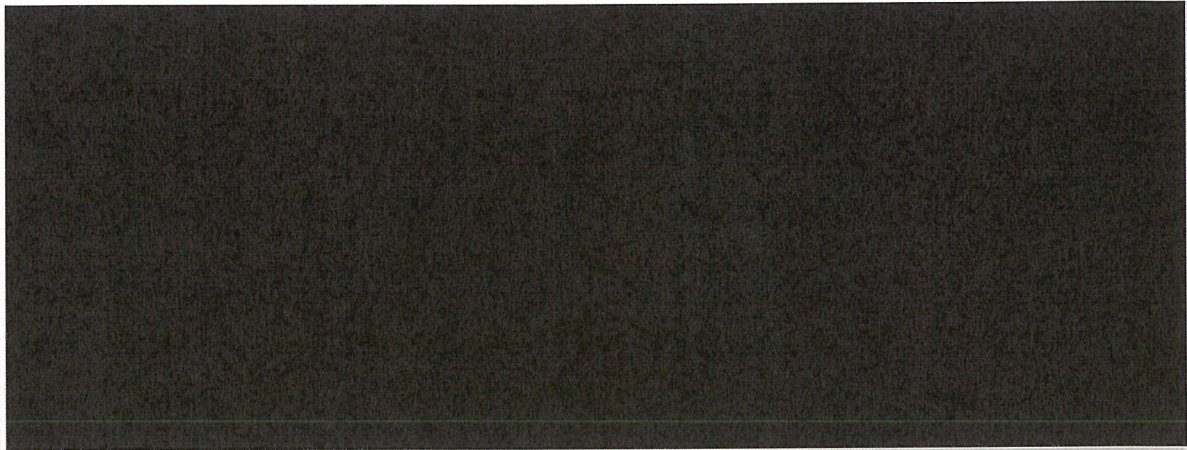
Bryan Cannon, Director of Service,
Roads & Transportation, Donegal County Council, County House, Lifford.

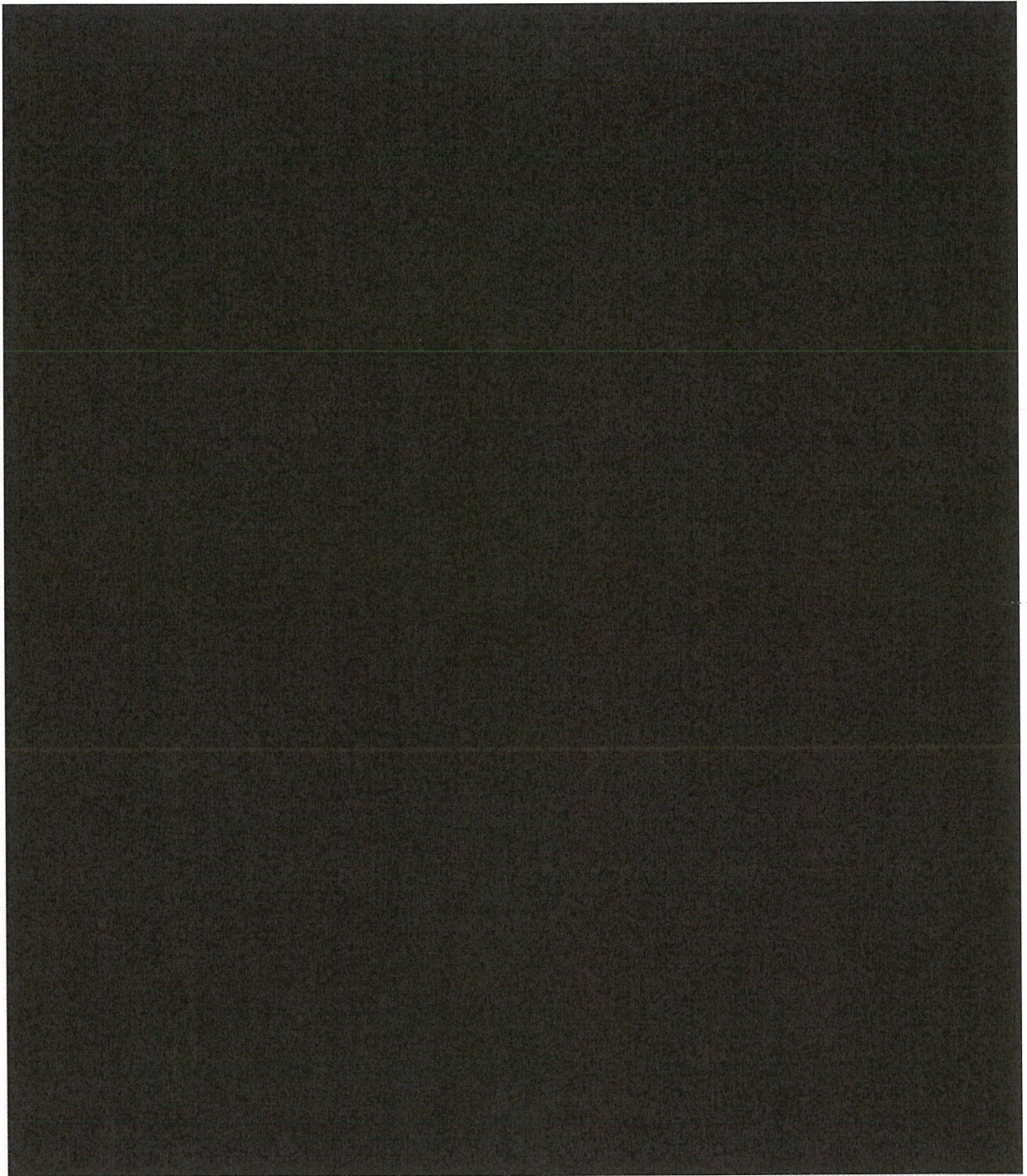
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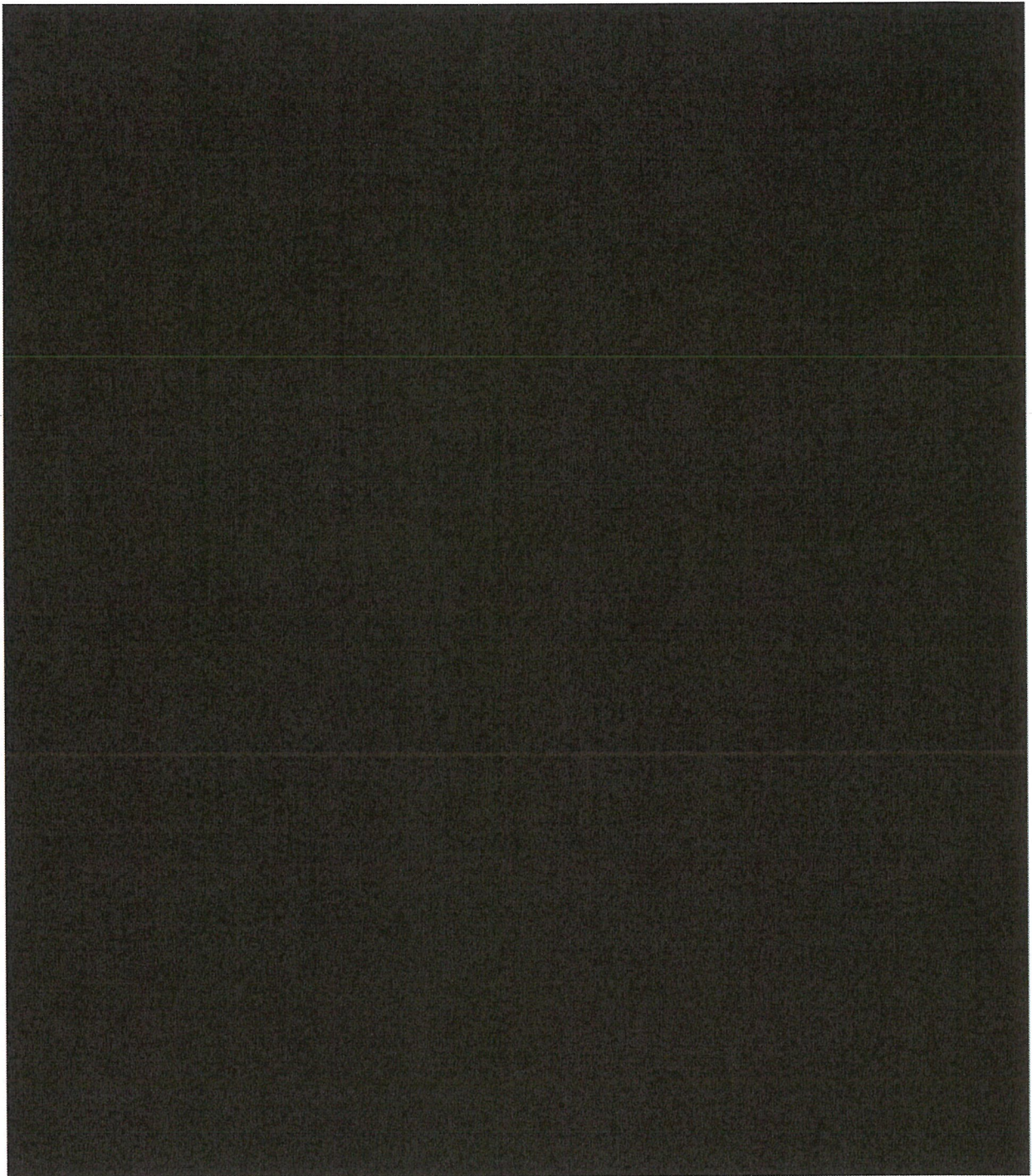


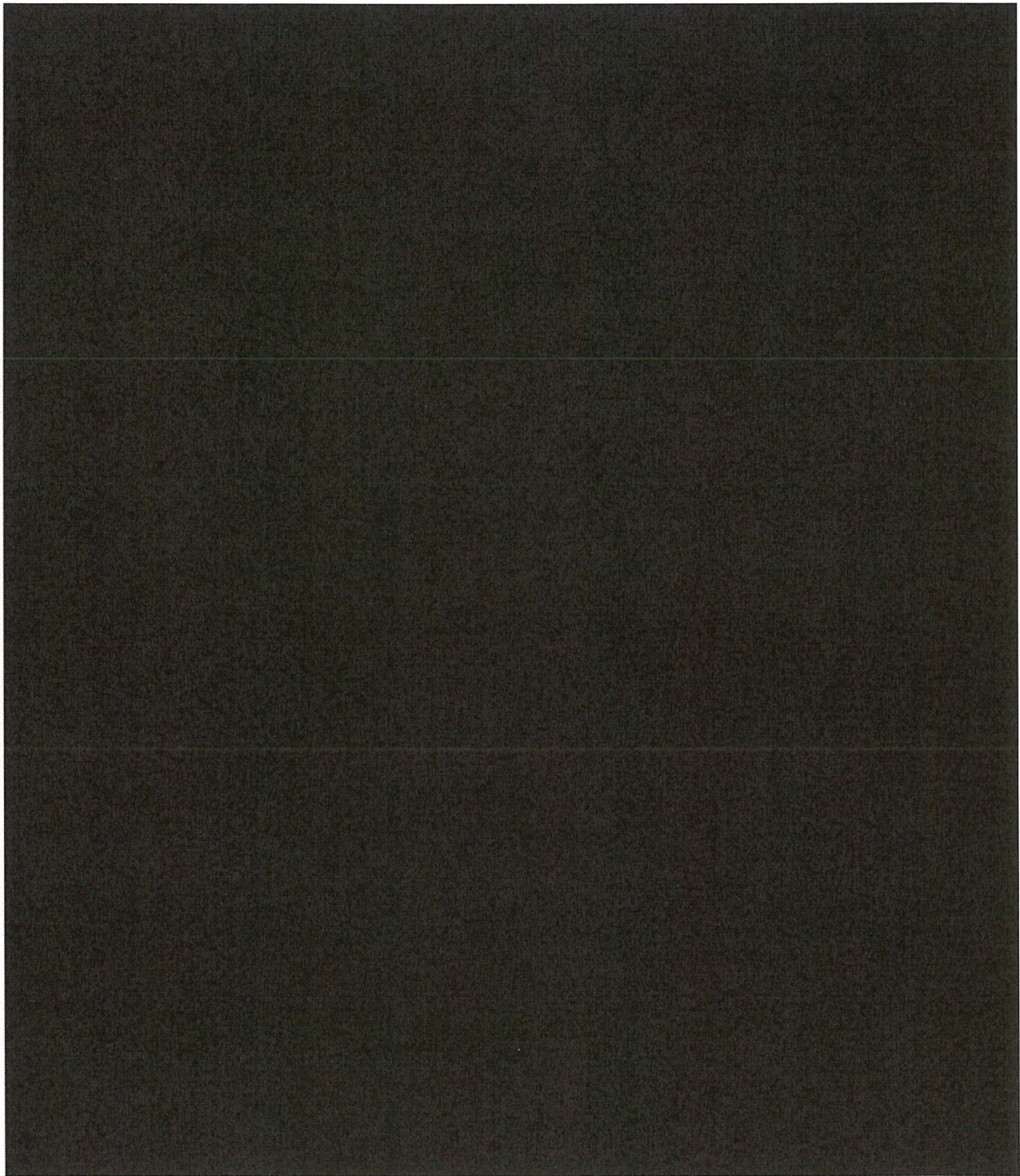


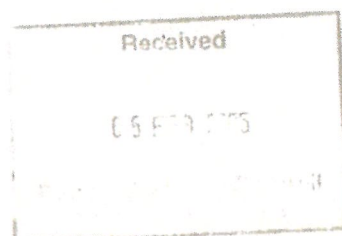












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APPENDIX 5.29

**(Submission/Observation 'EE' By: O'Connor Burke Architecture Ltd, on behalf of
Mr. Donal Gallagher, Twin Estates London Ltd)**



Our Ref: KB/2503

25th March 2025

Planning Department
Donegal County Council
County House,
Lifford
F93 Y622

Dear Sir/Madam

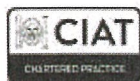
**RE: PART 8 PROPOSAL - LETTERKENNY ACTIVE TRAVEL PROJECTS
R940 BALLYRAINE ROAD**

We refer to the public notification given in respect of the above proposed development by Donegal County Council and wish to formally object on behalf of Mr Donal Gallagher, Twin Estates London Ltd, 30 Academy Fort, Pearse Road, Letterkenny, F92A4A6, on the following grounds:

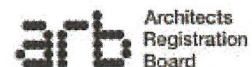
1. Public Notice Deficiencies

Article 81 of the Planning and Development Regulations 2001 requires that the public notices 'indicate the nature and extent' of the proposed development. In this regard, the local authority has given notice of what is described as 'Letterkenny Active Travel Projects - R940 Ballyraine Road'. The notices then provide significant detail in respect of the extent of the development in the following terms:

- Removal of existing lineated cycle lanes and the provision of replacement segregated one-way cycle lanes including the narrowing of the existing carriageway to 6.0m width generally along the R940 Ballyraine Road from the N56 Ramelton Road Junction to the L1009 Gortlee Road Junction.
- Provision of a two-way cycle facility along the northern side of Ballyraine Road from the L1009 Gortlee Road Junction to L10041 Station Car Park.
- Provision of a shared (vehicle/cycle) facility within L10041 Station Car Park.
- Provision of a shared (pedestrian/cycle) permeability link from the Oatfield Junction to the Letterkenny Shopping Centre.
- Reduction of existing junction radii at side roads along with provision of controlled/uncontrolled pedestrian crossings at various locations along R940-1 Ballyraine Road.
- At Station Car Park, provision of a relocated vehicular egress point to the R229-4 Ballyraine Road and upgraded controlled (pedestrian) crossing at the egress point.
- Modification of existing (mini roundabout) Oatfield Junction 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.



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The notice refers to the drawings that can be accessed on their website and having examined the detail of these drawings it is clear that the proposal includes significant road widening to facilitate an additional lane at the De Valera Road and Ballyraine Road Junction, upon approach from the Station Roundabout. A significant tract of land to the north of this road is to be acquired to facilitate this road widening and the planned footpath and cycleway.

However, the public notices fail to indicate the nature and extent of the road widening element of the development, contrary to the requirement of the legislation. This is at variance to the description given of other parts of the scheme where, for example, it is stated in the notice that the road is to be narrowed to 6.0m along the R940 Ballyraine Road from the N56 Ramelton Road Junction to the L1009 Gortlee Road Junction. The failure to include one of the key aspects of the development proposal – the road widening – in the public notice is a material omission and renders the public notices defective.

In addition to the foregoing omission, the notices describe the project under the heading of an 'active travel' project. However, the widening of a road to facilitate an extra lane is not an 'active travel measure'. Active travel focuses on providing facilities for pedestrians and cyclists, like footpaths, cycleways, and infrastructure designed to promote walking and cycling as modes of transport. Road Widening for an Extra Lane is aimed at increasing road capacity for motor vehicles, which is a move to accommodate more cars and improve vehicular flow, not active travel. In view of the foregoing, the local authority has erred and if it proceeds it will be acting outside its powers (*ultra vires*).

2. Design Standards not tailored to local needs

The proposed development along our client's property (Opportunity Site 11 in Development Plan) will result in a stated Land Take of 1225sqm. It is proposed to use this land to enable road widening so as to facilitate an additional lane for vehicular traffic exiting the town centre upon approach to the new signalised junction of De Valera Road with the Ballyraine Road – thus providing a 4-lane roadway. In addition, it is proposed to replace the footpath along this stretch of the Ballyraine Road with a 3.25m wide two-way cycle track and a 2.5m wide footpath along the site frontage and to construct a wall of circa 2m height along our client's frontage.

On the opposite side of the new 4-lane road will be a 4m wide shared surface footpath/cycleway tapering into a 2.5m wide footpath. The width of the vehicular traffic lanes are to be 3.2m, 3.1m, 3.1m and 3.1m. This is in contrast with the road on the Ballyraine side of the new signalised junction – which is to provide for 3 lanes, with each lane narrower at 3m in width. Figure 1 below shows an extract of the said proposed works. There is no defensible justification given for the provision of an additional lane for vehicular traffic nor for the more generous dimensions for the lanes.

Our Ref:KB/2503 – continued page 4/6

3. Inconsistency with Planning Policy

The Letterkenny Plan and Local Transport Plan identifies that the 'dominance of the motorised vehicle is arguably the most important issue to be addressed'. It highlights the importance of the Letterkenny Regeneration Strategy and the development of a network of foot and cycle links – with Chapter 19 providing detail on same. No proposals are provided within the plan for land take as proposed in this Part 8 proposal nor does the Letterkenny Plan and Local Transport Plan 2023-2029 make any provision for road widening, urban road improvements or cycleways in respect of this site, as proposed in the Part 8 proposal. The additional lane and the increased road width, as proposed, will give rise to increased motorised vehicular traffic and accordingly to proceed with this proposal would be a material contravention of the Letterkenny Plan and Local Transport Plan 2023-2029.

Furthermore, the Part 8 proposal will intrude significantly upon Opportunity Site 11 in the Letterkenny Plan and Local Transport Plan 2023-2029 as illustrated in Figure 2 below and therefore the consistency with the policy provisions as they relate to this Opportunity Site need to be considered. They are described in the following terms:

Opportunity Site 11: The former site of the Oatfield factory occupies a prime position at the junction of the De Valera and Ballyraine Roads. Development opportunities on a portion of the site are constrained somewhat by the existence of a potential flood risk and a corridor of 'Open Space' has thus been allowed for alongside the watercourse that passes through the site, in accordance with the findings of the Strategic Flood Risk Assessment (SFRA) that informs this Plan; however, the majority of the site is outside of the area of concern identified in the SFRA and the previously developed, brownfield nature of the site must also be acknowledged. As such, considerable potential remains for a range of development types, subject to the findings of a site-specific flood risk assessment, which must accompany all proposals for development on this opportunity site.



Figure 2: Extract Map 7.1 of Letterkenny Plan and Local Transport Plan 2023-2029 Land Use Zoning Map

The policy context for these lands is set out in Policy LK-OPP-11 which states:

Policy LK-OPP-11: It is a policy of the Council to –

- (i.) Support the principle of the following development types on Opportunity Site 11, subject to compliance with all relevant policies and standards contained in this Plan and the CDP.
 - Residential
 - Commercial use,
 - Retail (subject to the provisions of the retail strategy of the CDP); and
 - Recreational use.
- (ii.) Require the submission of an appropriately detailed Flood Risk Assessment with all proposals for development on Opportunity Site 11.

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The policy of the Letterkenny Plan and Local transport Plan 2023-2029 does not provide for the proposed land take for the provision of road widening nor active travel measures. This can be contrasted with provisions of the plan that are stated in respect of other Opportunity Sites where such requirements are clearly stated. By way of example:

- a) **Opportunity Site 1** – requires as follows:
Pedestrian and cycle access will be required to link through the development connecting the Town Park, De Valera Road, Gortlee Road and the Whitethorn housing area.
- b) **Opportunity site 4** - Policy LK-OPP-4 provides as follows:
(ii.) Require cycle and pedestrian connectivity to adjoining lands to the north and west, unless otherwise agreed with the planning authority.
- c) **Opportunity Site 5** - Policy LK-OPP-5 provides as follows:
(iii.) Require pedestrian and cycle connectivity through the site in a north south direction (i.e. facilitating pedestrian and cycle connectivity from the N56 to the Ballyraine Road).
- d) **Opportunity Site 7** – Policy LK-OPP-7 states:
(ii.) Require pedestrian and cycle permeability through the site in both north-south and east-west directions (i.e. residents must have easy access and connection to existing pedestrian and/or cycle paths to the east, north and south of the site, taking account of the most likely desire lines for pedestrians and cyclists).
- e) **Opportunity Site 8** – Policy LK-OPP-7 states:
(ii.) Require developers to construct a section of the Northern Network Project along the northern site boundary, to the specification of the planning authority (i.e. developers will be required to complete the Northern Network Project from the Knocknamona roundabout side, westwards to the junction/roundabout that serves the subject lands).

(iii.) Require pedestrian and cycle connectivity from the site through to Long Lane, and from the south-eastern corner of the site out to the Kilmacrenan Road, unless otherwise agreed with the Planning Authority.
- f) **Opportunity Site 9** – Policy LK-OPP-9 states:
(ii.) Require the provision of a pedestrian link to the existing amenity area to the south of the Opportunity Site (unless otherwise agreed with the Planning authority), and to ensure that this link is appropriately designed in terms of accessibility, lighting and passive surveillance (i.e. the pedestrian link should be open, well-lit and should benefit from passive supervision so as to provide a greater degree of security for users).
- g) **Opportunity Site 10** – Policy LK-OPP-10 states:
(ii.) Require that development on Opportunity Site 10 proceed in accordance with a masterplanned approach which shall be agreed with the Council as part of the planning process. The masterplan shall deal with the area denoted 'Masterplanned Approach' on the legend of the land-use zoning map and shall, inter alia, -
(a.) Provide for vehicular, pedestrian and cycle connectivity from Opportunity Site 10 through the lands to the immediate south and on through the IDA business park and;
(b.) Provide for pedestrian and cycle connectivity from Opportunity Site 10 through adjoining lands to the east (in order to facilitate connectivity with the Lisnennan Road) and;
(c.) Provide for vehicular, pedestrian and cycle connectivity from Opportunity Site 10 through adjoining lands to the north/northeast, with egress onto the N56 in the vicinity of the Mountain Top (unless otherwise agreed with the planning authority).

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Therefore, in view of the construction of the planning policies referenced in a) to g) above, it is clear that where the development of opportunity sites is to accommodate proposed roads, footpath/cycleway linkages or works then these are stated within the policy of the plan as a requirement. In the case of Opportunity Site 11 there are no such requirements stated and this evidences that this Part 8 proposal is not supported by the Letterkenny Plan and Local Transport Plan 2023-2029.

Summary of Objection:

In conclusion, we respectfully submit that the proposed development outlined in the Part 8 proposal for the Letterkenny Active Travel Projects – R940 Ballyraine Road fails to align with the planning objectives set out in the Letterkenny Plan and Local Transport Plan 2023-2029. The objection is based on the following key grounds:

Inaccurate Public Notice: The public notices do not fully disclose the nature and extent of the road widening and land acquisition required for the additional lane, which is a significant omission. Moreover, the inclusion of a road widening for increased vehicular traffic under the guise of an active travel project is misleading and inconsistent with the requirements of Article 81 of the Planning and Development Regulations 2001. It is also inconsistent with the goals of promoting sustainable transport modes.

Excessive Design Standards: The design of the proposed cycleways and footpaths, which adheres to the "desirable minimum standards" outlined in the Cycle Design Manual 2023, is over-engineered for the actual demand anticipated in the area. This leads to unnecessary land take, particularly on Opportunity Site 11, which will impede the site's potential for compact urban development, and result in higher maintenance costs.

Contravention of Local Planning Policy: The proposal is in direct conflict with the objectives of the Letterkenny Plan and Local Transport Plan, which prioritise sustainable transport and urban regeneration. The road widening to accommodate additional lanes is contrary to the policy goal of reducing the dominance of motor vehicles and supporting active travel. Furthermore, the development of Opportunity Site 11 is not consistent with the development plan policies and could hinder the delivery of much needed residential development.

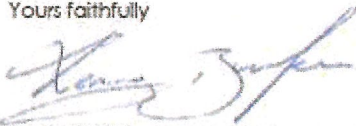
Given these points, we urge that the proposal be revised to better reflect the actual needs of the community, the proper use of land, and the overarching planning objectives of the area as provided within the Letterkenny Plan and transport Plan 2023-2029. A more context-sensitive approach, which prioritises compact urban development and a balanced transportation strategy, is essential for the sustainable growth of Letterkenny. Accordingly, the local authority is asked to consider a redesign that:

- (i) Excludes the road widening element that provides for the additional lane,
- (ii) Reduces the width of each lane on the 4-lane road to 3.0m; and
- (iii) Introduces a 3.0m wide pedestrian/cycleway shared facility along the frontage of Opportunity Site 11 - reflecting the "absolute minimum standards" in Table 2.2 of the NTA/DoT Cycle Design Manual 2023 – as an alternative to a 2.5m wide footpath and a separate 3.5m wide cycleway.

Any revised proposal should be processed through a fresh Part 8 process that will address the public notice inaccuracies.

We await the outcome of your consideration and thank you for the opportunity to express our deep concern with this proposal in its current format.

Yours faithfully



Kenny Burke Arch. Tech. MCAT, C. Build E MCAEE, SCI