



# Galway City Council Access Control Points

## Stage 1 Audit

## Introduction

### Background

In February 2022, the National Transport Authority advised Local Authorities nationally, that the Department of Transport had issued a notification from the Minister for Transport relating to access control points which has the potential to hinder access by members of the public.

The notification noted that with immediate effect<sup>1</sup>:

- *All existing, or future, Active Travel infrastructure (including relevant urban Greenways) shall not include non-compliant access control points.*
- *Non-compliant infrastructure shall not be provided, approved, or included in works funded by the Department or its agencies, including the NTA. This extends to infrastructure that is already under construction; and*
- *The TII and the NTA shall, in conjunction with the Guidelines and Standards Oversight and Co-ordination Group, prepare guidelines on alternative compliant solutions for use.*

Local Authorities were requested to identify existing non-compliant access control infrastructure on active travel projects within their administrative area and to forward these details to the Active Travel Investment Unit of the National Transport Authority to facilitate the development of a programme for the removal of inaccessible control points, with costs funded through an Active Travel Grant Allocation.

Guidelines for the replacement of existing infrastructure, with infrastructure that facilitate universal access and free-flow cycling was to be advised following development of a standard by Transport Infrastructure Ireland, the National Transport Authority and the Guidelines and Standards Oversight and Co-ordination Group.

A review of the existing access control infrastructure noted that no existing access controls were provided as part of Active Travel Schemes, funded by the Department of Transport. However, it was noted that existing access control infrastructure is present within the administrative area of Galway City Council, provided as part of non-transport related schemes/developments, by various departments and private developers/developments.

In July 2022, NGS Circular 4 of 2022 was issued by the Department of Transport on behalf of the National (Infrastructure) Guidelines and Standards Group, relating to Greenways – Access Control Points.

The circular included a guidance document titled ‘Access Control of Active Travel Facilities’ prepared by the National Transport in July 2022. The circular noted that the document *provides guidance for suitable access controls that may be provided only where necessary to prevent inappropriate vehicular access to pedestrian and cycling facilities, including shared greenways and segregated cycleways, to achieve consistent universal access to all such active travel facilities*<sup>2</sup>.

The circular noted that where access control points do not meet the requirements of the guidance document, it is considered non-compliant. Accordingly, the circular also noted that in such instances the following applies<sup>3</sup>:

<sup>1</sup> NTA Active Travel Programme – Access Control Notification – Ref: 2022/AT01

<sup>2</sup> DoT NGS Circular 4 Of 2022 – Greenways (Access Control Points)

<sup>3</sup> DoT NGS Circular 4 Of 2022 – Greenways (Access Control Points)

- All existing or future Greenways shall not include non-compliant access control points.
- Non-compliant infrastructure shall not be provided, approved, or included in works funded by the Department or its agencies. This extends to infrastructure that is already under construction; and
- Where non-compliant access control points have already been installed on Greenways, please ensure that they are replaced or modified to ensure compliance including universal access and the free flow of cycling.

As outlined within the circular, the application of this guidance document relates to Active Travel schemes funded by the Department of Transport or their agents.

A copy of all circulars and the Access Control guidance document are contained in Appendix A.

## Scope

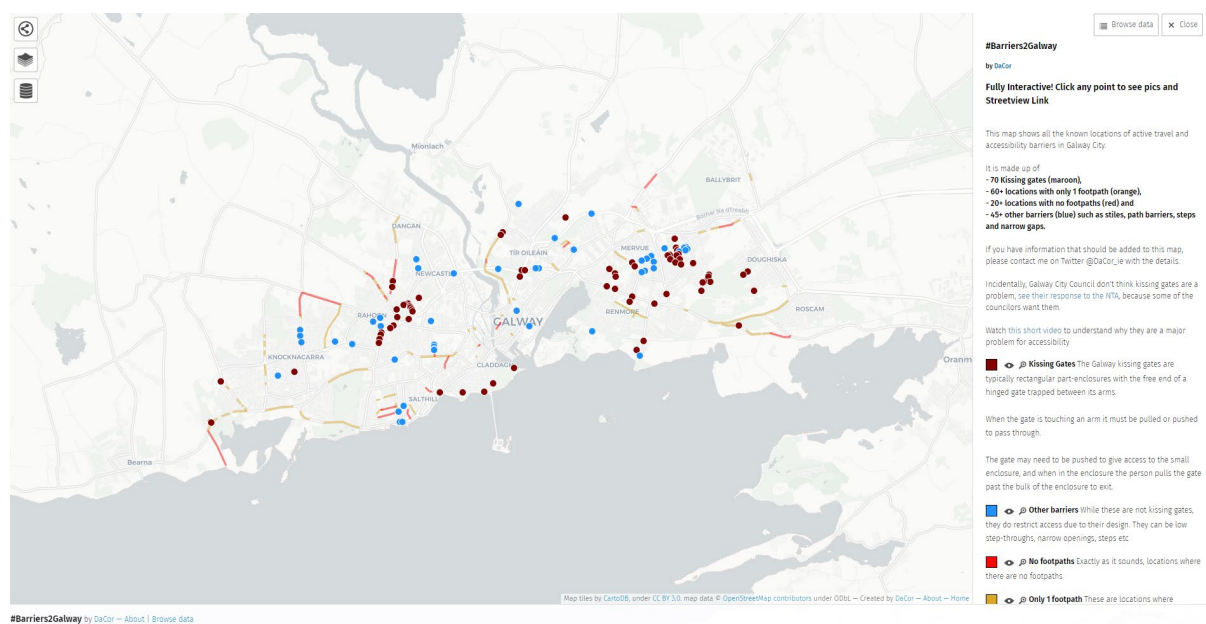
Notwithstanding the scope of the circular, Galway City Council have agreed to undertake an audit of all access control points within their administrative area, including those not related to previous or current Active Travel Schemes in order to identify the operational department within Galway City Council in order to progress a detailed audit of access control points, in conjunction with elected members, the Galway City Community Network, interest groups and various stakeholders.

## Methodology

A desktop assessment of existing access control points commenced in September 2022. No existing data of access control point locations were held by Galway City Council. However, a record of existing access control points was published by members of #Barriers2Galway in September 2022.

Details of existing access controls were provided in map format and can be accessed under the following link:

[http://umap.openstreetmap.fr/en/map/barriers2galway\\_811538](http://umap.openstreetmap.fr/en/map/barriers2galway_811538)



## Results

The audit of existing access control points was completed in October 2022. Details of the audit are included in Appendix B. A summary of the findings of the audit are outlined below.

A total of 110 access control locations were identified within the administrative area of Galway City Council. These locations comprised the following breakdown:

Most Public Side of Access Control Location	Number
Housing Estate (in Charge)	7
Housing estate (private)	2
Other	6
Private Right of Way	1
Private Road	4
Public Right of Way	1
Public Road	89
<b>Grand Total</b>	<b>110</b>

A further breakdown of these locations, detailing the type of facility under which the access control was provided was also undertaken. This breakdown notes the land use on the less public side of the access control location:

Less Public Side of Access Control Location	Number
<b>Housing Estate (in Charge)</b>	<b>7</b>
Housing Estate (in charge)	2
R&A Park	2
R&A Sports Area	2
unsure of accessway whether public or private right of way	1
<b>Housing estate (private)</b>	<b>2</b>
R&A Park	2
<b>Other</b>	<b>6</b>
Barna Woods amenity	1
Private Road	1
R&A Park	1
R&A Sports Area	1
R&A Amenity / Play Ground	2
<b>Private Right of Way</b>	<b>1</b>
Private Right of Way	1
<b>Private Road</b>	<b>4</b>
Housing Estate (Private)	2
Private Right of Way	1
Private Road	1
<b>Public Right of Way</b>	<b>1</b>
R&A Park	1
<b>Public Road</b>	<b>89</b>
car park with access to Barna Woods	1
council lands with path inside wall leading to beach	1
GCC park with footpath leading to Bun Caise housing estate	1
Housing Estate (in charge)	20
Housing Estate (Private)	2
Private Right of Way	2
Private Road	1
privately owned lands	1
public park with access path to Bun Caise apartments	1
Public Right of Way	3
R&A Park	37
R&A Sports Area	17
R&A Amenity / Play Ground	2
<b>Grand Total</b>	<b>110</b>

A review of the location with respect to Galway City Councils legal authority to amend the access control location/facility was also undertaken.

Have Galway City Council the legal authority to amend this location?	Number
<b>No</b>	<b>15</b>
<b>Housing Estate (in Charge)</b>	<b>1</b>
Housing Estate (in charge)	1
<b>Housing estate (private)</b>	<b>2</b>
R&A Park	2
<b>Other</b>	<b>1</b>
Private Road	1
<b>Private Right of Way</b>	<b>1</b>
Private Right of Way	1
<b>Private Road</b>	<b>4</b>
Housing Estate (Private)	2
Private Right of Way	1
Private Road	1
<b>Public Road</b>	<b>6</b>
Housing Estate (Private)	2
Private Right of Way	2
privately owned lands	1
R&A Park	1
<b>Yes</b>	<b>95</b>
<b>Housing Estate (in Charge)</b>	<b>6</b>
Housing Estate (in charge)	1
R&A Park	2
R&A Sports Area	2
unsure of accessway whether public or private right of way	1
<b>Other</b>	<b>5</b>
Barna Woods amenity	1
R&A Park	1
R&A Sports Area	1
R&A Amenity / Play Ground	2
Public Right of Way	1
R&A Park	1
<b>Public Road</b>	<b>83</b>
car park with access to Barna Woods	1
council lands with path inside wall leading to beach	1
GCC park with footpath leading to Bun Caise housing estate	1
Housing Estate (in charge)	20
Private Road	1
public park with access path to Bun Caise apartments	1
Public Right of Way	3
R&A Park	36
R&A Sports Area	17
R&A Amenity / Play Ground	2
<b>Grand Total</b>	<b>110</b>

As none of the access control points identified were provided as part of Active Travel schemes and/or road schemes funded by the Department of Transport or its agents, the determination of the operational department with whom the remit for the access control point lies has been determined from the facility to which it accesses.

Facility Type	Number
Barna Woods amenity	1
car park with access to Barna Woods	1
council lands with path inside wall leading to beach	1

GCC park with footpath leading to Bun Caise housing estate	1
Housing Estate (in charge)	22
Housing Estate (Private)	4
Private Right of Way	4
Private Road	3
privately owned lands	1
public park with access path to Bun Caise apartments	1
Public Right of Way	3
R&A Park	43
R&A Sports Area	20
R&A Amenity / Play Ground	4
unsure of accessway whether public or private right of way	1
<b>Grand Total</b>	<b>110</b>

It should be noted that the 3 number access control points located on Public Rights of Way related to 2 access control points to Miller's Lane from the Western Distributor Road and a Stile to a public right of way from Taylor's Hill, along the boundary of the Ardilaun Hotel.

Taking consideration of the private public split of lands, in addition to the receiving environment, the following table details the Access Control Point locations, within the control of Galway City Council, which have the potential to be upgraded in line with the Access Control Point guidance document.

Row Labels	Number
<b>Not in GCC Control</b>	<b>15</b>
Not suitable for upgrade	3
Suitable for upgrade	12
<b>In GCC Control</b>	<b>95</b>
Not suitable for upgrade	24
Unknown	2
Suitable for upgrade	69
<b>Grand Total</b>	<b>110</b>

## Conclusion

A total of 110 number access control points have been identified within the administrative area of Galway City Council. Of these, Galway City Council have legal authority to alter 95 number access control points. A total of 69 of these are deemed suitable for upgrade, and 2 are currently unknown and require additional consideration to determine their suitability for upgrade. None of the existing access control points were installed as part of Active Travel schemes and/or road schemes, funded by the Department of Transport or its agents.

## Recommendation

It is recommended that representatives from the Operational Departments of Galway City Council undertake a stage 2 audit of the access control points noted above, to confirm the number and locations of access control points within their remit.

In addition, as the '*Access Control of Active Travel Facilities*' guidance document provided by the Department of Transport does not extend to non-active travel related schemes, consideration should be given to the adoption of the guidance document as a policy by non-transport related departments within Galway City Council.

Subject to adoption of a policy in relation to Access Controls on non-transport related schemes, a stage 3 audit should also be undertaken to identify locations where alterations can be made to existing access controls and the type of control to be implemented.

## Acknowledgements

David Corley – #Barrier2 Galway - [http://umap.openstreetmap.fr/en/map/barriers2galway\\_811538](http://umap.openstreetmap.fr/en/map/barriers2galway_811538)

## Appendix A

### Circulars, Memorandums and Guidance Documentation

**To: Director of Services for Transport in:**

Louth County Council  
Longford County Council  
Laois County Council  
Kilkenny County Council  
Kerry County Council  
Clare County Council  
Sligo County Council  
Roscommon County Council  
Cavan County Council  
Galway County Council  
Dublin City Council  
Cork County Council  
Meath County Council  
South Dublin County Council  
Limerick City County Council  
Dun Laoghaire Rathdown CC

Westmeath County Council  
Offaly County Council  
Carlow County Council  
Wexford County Council  
Tipperary County Council  
Mayo County Council  
Leitrim County Council  
Monaghan County Council  
Donegal County Council  
Galway City Council  
Wicklow County Council  
Fingal County Council  
Kildare County Council  
Cork City Council  
Waterford City County Council

Dún Scéine, Lána Fhearchair  
Baile Átha Cliath 2, D02 WT20

Dún Scéine, Harcourt Lane  
Dublin 2, D02 WT20

t 01 879 8300

info@nationaltransport.ie  
www.nationaltransport.ie

10/02/2021

Sent by email

**NTA Active Travel Programme -**  
**Access Control (Ref: 2022/AT01)**

Dear Director,

The Department of Transport has issued a notification from the Minister for Transport (attached) in regard to access control points (including Kissing Gates) where such infrastructure may hinder access by members of the public, with the following applying with immediate effect:

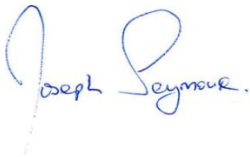
- All existing, or future, Active Travel infrastructure (including relevant urban Greenways) shall not include non-compliant access control points;
- Non-compliant infrastructure shall not be provided, approved or included in works funded by the Department or its agencies, including the NTA. This extends to infrastructure that is already under construction; and
- The TII and the NTA shall, in conjunction with the Guidelines and Standards Oversight and Co-ordination Group, prepare guidelines on alternative compliant solutions for use.

In this regard the NTA requests that each Local Authority identifies existing non-compliant access control infrastructure on active travel projects within their administrative area and provides these locations to the Active Travel Investment Unit in the NTA by the 1st March 2022 in order for a programme for the removal of inaccessible control points to be agreed. Reasonable costs incurred will be funded through an Active Travel Grants Allocation where this is required.

Guidelines for their replacement with alternative infrastructure that facilitate universal access and free-flow cycling will be developed to assist in the redesign of inaccessible control points and will be available shortly.

If you have any queries on this matter please do not hesitate in contacting us.

Yours sincerely,



**Joe Seymour**

Head of Active Travel Investment

c.c. Hugh Creegan, Deputy CEO, NTA

Paul McGartoll, Oliver Dalton, Finola O'Driscoll



8<sup>th</sup> February 2022

Ms. Anne Graham  
Chief Executive Officer (CEO)  
National Transport Authority (NTA)

*Sent by email*

**Re. Active Travel - Access Control Points**

Dear Anne,

As you are aware, the roll-out of cycling infrastructure is a key priority for the Minister for Transport, as part of the Government's goal of providing for a modal shift to walking and cycling, referred to as "Active Travel".

In this regard, as part of the provision of transport infrastructure, the Department wishes to clarify the situation in relation to access control points (including so-called "kissing gates"), where such infrastructure may hinder access by members of the public. Although the provision of access control points may be necessary, it must be provided in a manner which ensures universal access (including for people with disabilities) and the free-flow of cycling. Where an access control point does not meet these requirements, it is considered non-compliant.

I have thus been directed by the Minister that the following applies with immediate effect:

- All existing or future Active Travel infrastructure (including relevant urban Greenways) shall not include non-compliant access control points;
- Non-compliant infrastructure shall not be provided, approved or included in works funded by the Department or its agencies, including the NTA. This extends to infrastructure that is already under construction; and
- The TII and the NTA shall, in conjunction with the Guidelines and Standards Oversight and Co-ordination Group, prepare guidelines on alternative compliant solutions for use.

Where non-compliant access control points have already installed, the NTA shall engage with local authorities and any other relevant bodies as soon as feasible, with a view to providing for their replacement with alternative infrastructure that can provide for universal access and for the free-flow of cycling. Reasonable costs incurred will be funded through the exchequer's Active Travel allocation from the Department to the NTA.



Please inform all local authorities and any other relevant bodies of this matter in the coming days.

Should there be any queries or if issues arise, please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'Andrew Ebrill', is placed above a horizontal line.

Andrew Ebrill  
Principal Officer  
National Roads, Greenways and Active Travel

*CC by email includes:*

- *Guidelines and Standards Oversight and Co-ordination Group;*
- *Dominic Mullaney Principal Advisor, Department of Transport;*
- *Hugh Creegan, NTA;*
- *Joe Seymour, NTA.*



26<sup>th</sup> July 2022

NGS Circular 4 of 2022

## **National (Infrastructure) Guidelines and Standards Group**

To: -

Chief Executive of each Local Authority

Chief Executive of Transport Infrastructure Ireland

Chief Executive of the National Transport Authority

### **Greenways - Access Control Points**

Dear Chief Executive,

I refer to correspondence earlier this year in relation to access control points (including so-called “kissing gates”), where such infrastructure may hinder access by members of the public. Please find attached a Guidance Document that has been developed that sets out more detailed requirements.

This Advice Note provides guidance for suitable access controls that may be provided only where necessary to prevent inappropriate vehicular access to pedestrian and cycling facilities, including shared greenways and segregated cycleways, to achieve consistent universal access to all such active travel facilities. This advice note also provides examples of typical layouts showing appropriate use of access controls.

Although the provision of access control points may be necessary, it must be provided in a compliant manner which ensures universal access (including for people with disabilities) and the free flow of cycling. Where an access control point does not meet these requirements, it is considered non-compliant. Accordingly, the following applies: -

- All existing or future Greenways shall not include non-compliant access control points;



- Non-compliant infrastructure shall not be provided, approved or included in works funded by the Department or its agencies. This extends to infrastructure that is already under construction; and
- Where non-compliant access control points have already been installed on Greenways, please ensure that they are replaced or modified to ensure compliance including universal access and the free flow of cycling.

The roll-out of cycling infrastructure is a key priority for the Minister for Transport, as part of the Government's goal of providing for a modal shift to walking and cycling.

This circular sets out **Requirements** in relation to all schemes or works on public roads or proposed public roads in Ireland. The circular is also applicable to other road, cycling or active travel related infrastructure overseen/funded by the Department of Transport or its agencies.

Please contact the following organisations as to specific or additional requirements that may apply as follows: -

- Transport Infrastructure Ireland (for all works on national roads or works funded or part funded by TII),
- National Transport Authority (for works funded or part funded by the NTA), or,
- The Department of Transport (DoT) for all other works.

Please inform all relevant bodies of this circular. Queries or clarification on any of the matters referred to in this circular may be obtained from the Department of Transport (DoT), National Standards and Guidelines group at [ngsg@transport.gov.ie](mailto:ngsg@transport.gov.ie).

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'John McCarty'.

Department of Transport

CC: - The Director of Services/Senior Engineer for Roads/Transport/Infrastructure for each City & County Council.



# Access Control of Active Travel Facilities

July 2022

In association with:



**An Roinn Iompair**  
Department of Transport

# Active Travel Advice Note:

## Access Controls of Active Travel Facilities

### Document Control Sheet

Document Type:	Active Travel Advice Note
Document Title:	Access Controls of Active Travel Facilities
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Rev.	Status	Date	Author	Reviewed By	Approved By
0	Final	18/07/2022	Roughan & O'Donovan / NTA	NTA	NGSG

## KEY PRINCIPLES

- Active travel facilities are to be welcoming and fully inclusive facilities.
- Access points to active travel facilities should be designed to provide Universal Access, with particular emphasis on usability by a wide range of mobility equipment.
- Access Points should be attractive and inviting for users of the facility.
- There is a presumption against restrictive access control of any type on active travel facilities.

### 1. PURPOSE OF THIS ADVICE NOTE

This Advice Note provides guidance for suitable access controls that may be provided only where necessary to prevent inappropriate vehicular access to pedestrian and cycling facilities, including shared greenways and segregated cycleways, to achieve consistent universal access to all such active travel facilities. This advice note also provides examples of typical layouts showing appropriate use of access controls.

Reference should also be made to *IS EN 17210: Accessibility and Usability in the Built Environment – Functional and Technical Specifications*.

### 2. WHAT IS UNIVERSAL ACCESS?

The built environment should be accessible to all, including young people, older people, and disabled people. Universal access principles mean the avoidance of obstacles and impediments to the use of transport links, including walking and cycling routes. There is a wide range of equipment used by people with disabilities that needs consideration to ensure that adequate width and clearance is provided to enable them to have unimpeded access to pedestrian and cyclist facilities.

Although the provision of access control points may be necessary, it must be provided in a manner which ensures universal access and the free-flow of cycling.



Figure 1: Special Needs Tricycle (1.25m wide)

### 3. WHAT IS THE PROBLEM?

Access to amenities and public parks, which regularly accommodate higher quality active travel routes, are often controlled by the use of restrictive facilities such as so called “kissing gates” (Fig. 2), closely positioned barriers forming chicanes (Fig. 3), closely positioned bollards and many more items which have the impact of making access difficult for a standard bicycle, and impossible for larger bicycles, such as cargo bikes and various mobility vehicles. Many of these are also difficult, if not impossible, for someone in a wheelchair, or pushing a buggy, to negotiate.

These barriers were generally provided to deter anti-social behaviour, such as using motorcycles and quad bikes in parks (risk to other park users and damage to the park infrastructure), and to secure the public space for the local people. However, these have had the unintended consequence of locking out those people that are reliant on mobility vehicles that are too big to pass through these access control measures.



*Figure 2: “Kissing Gates” are a restrictive form of Access Control*



*Figure 3: Staggered barriers closely space and forming a restrictive chicane*

#### 4. WHAT ARE THE TYPES OF CYCLE EQUIPMENT?

Active travel routes in Ireland are now used by a far wider variety of mobility equipment than would have been used in the past, with some examples indicated in Figures 4 to 7 below. This change is to continue with substantial increases in cargo bike, and similar larger bikes, usage predicted over the coming years. In addition the use of larger accessible bikes, by those that can't use a regular bike, is increasing significantly on all of our high quality active travel routes and should be encouraged for the health and social benefits it brings. Accesses to active travel routes must therefore be designed to accommodate all of these mobility devices.









Standard	Tandem	Recumbent	Cargo Bike
 <ul style="list-style-type: none"> <li>• 1.8 m length</li> <li>• 0.65 m width</li> <li>• 1.65 m turning circle</li> </ul>	 <ul style="list-style-type: none"> <li>• Additional turning circle requirements up to 3.2 m</li> </ul>	 <ul style="list-style-type: none"> <li>• Additional turning circle requirements up to 3.2 m</li> <li>• Lower eye height for visibility envelope</li> </ul>	 <ul style="list-style-type: none"> <li>• Up to 0.85 m width</li> <li>• Additional turning circle requirements up to 2.65 m</li> </ul>
Handcycle	Wheelchair User Tricycle	Additional Child Trailer	Additional Trailer Bike
 <ul style="list-style-type: none"> <li>• Additional turning circle requirements up to 2.65 m</li> <li>• Lower eye height for visibility</li> <li>• Lower clearance to kerbs and other objects</li> </ul>	 <ul style="list-style-type: none"> <li>• Additional turning circle requirements up to 3.2 m</li> </ul>	 <ul style="list-style-type: none"> <li>• Additional turning circle requirements up to 2.65 m</li> </ul>	 <ul style="list-style-type: none"> <li>• Additional turning circle requirements up to 3.2 m</li> </ul>

Figure 4: Types of Cycle Vehicles (Cycling by Design, September 2021, Transport for Scotland).



Figure 5: Wheelchair Trike in use in Dun Laoghaire Bike Hub (Typical Dimensions: 2.4m x 1.1m).



Figure 6: Cycling Without Age Trishaw's are increasing in use throughout Ireland  
(Typical Dimensions: 2.3m x 1.1m)



Figure 7: An Post, and other delivery companies, are using cargo bikes more frequently  
(Typical Dimensions: 2.6m x 1m)

## 5. WHY MIGHT ACCESS CONTROLS BE NECESSARY?

Drivers of motorised vehicles may mistake a greenway or a cycleway for a general public road and may seek to enter into the restricted facility. Normally an appropriate traffic sign or road marking should be provided to signify the status of the facility as for the exclusive use of pedestrians and/or

cyclists. At the access point to the facility a further restriction may be desirable to physically reduce the width so that a standard motor vehicle cannot enter.

Access control is also commonly used to reduce the impacts of anti-social behaviour, using mechanised vehicles (typically motorcycles or quad bikes), along routes which is a problem in some locations. Many types of access control measures have been used to limit access by these mechanised vehicles, however these vehicles cannot be effectively excluded by physical means without also inappropriately restricting access by legitimate types of mobility equipment. For this reasons, there should be a **presumption against the use of inaccessible access control measures** unless there is a persistent and significant safety concern resulting from its use by these mechanised vehicles. Where these issues arise the Local Authority, in consultation with An Garda Síochána and the Approving Authority, should firstly consider what other actions could be undertaken to reduce this anti-social behaviour.

In rural areas it may also be necessary to provide linkages between farm lands which may require some means of preventing livestock accessing the Greenways. As per the [\*Code of Best Practice National and Regional Greenways\*](#), a suitable means of crossing the Greenway will be agreed between the Land Owner and the Project Promotor. This could simply be achieved by fully opening the gates of the agricultural land, which then serve to close across the Greenway while livestock is actively crossing, with no barriers to the Greenway the rest of the time. It is important that Greenway users are not expected to open or close gates as this can be difficult for many. This type of crossing may only be suitable where movements across the Greenway are low in frequency and low in duration.

The use of cattle grids on active travel routes is to be avoided and only used with the prior approval of the Approving Authority. Cattle grids can be slippery and difficult for some to cross so their use must be carefully considered by the Project Promotor so that impact on accessibility is avoided. The designer should consider the positioning of the grid so as to avoid cyclists having to turn on it, they should also consider using a flat bar with anti-slip finish rather than traditional round bar configuration.

## 6. WHAT TYPE OF ACCESS CONTROL SHOULD BE PROVIDED?

### Bollards

While the presumption is against providing barriers, where necessary bollards may be used to demark the entry point to a pedestrian or cyclist facility, but this should provide a **minimum clear width of 1.5m** to accommodate the full range of mobility vehicles and those using cargo bikes. A Departure from Standard/ Derogation is required from the Approving Authority where a clear width of 1.5m cannot be provided.

Bollards with a minimum spacing of 1.5m are the optimum solution where access control is required. All other forms of access control (gates, barriers etc.) require approval by the Approving Authority before being incorporated into scheme designs.

It is noted that **where the approach to the opening is not direct, additional width (>1.5m) maybe required** for large bicycles to negotiate through the space without having to make tight and uncomfortable turns. This can be assessed using various proprietary swept path analysis software

tools that are available to designers. This assessment must focus on non-standard bicycles.

Bollards should be passively safe in the event of a collision and should have a bright colour, contrasting with surroundings, and have reflective strips for visibility at night. **Bollards must have a minimum height of 1,000 mm** without any tapering of the width at ground level. No links shall be used between bollards. They shall contrast visually with the background against which it will be viewed with a Light Reflectance Values (LRV) value >30 points and **have visual contrasting reflective bands 75mm wide at a height of 900mm to 1000mm**. It is also recommended that thermoplastic road markings are placed around the bollards to make the bollard more visible to approaching cyclists.

For maintenance and emergency vehicle access, it may be appropriate for bollards to be demountable.

### Access Gates, Barriers and Walls

Maintaining motion is clearly important for efficient cycling, therefore any access control should be designed to maintain the free flow of cyclists through obstructions. On the approach to points of interaction it is preferable to adjust the horizontal alignment by providing deflection and curves (see Fig. 8) rather than providing chicanes or staggered gates. This will allow cycle users to be fully aware of the interaction point and the need to adjust speed accordingly to give way to pedestrians or motor traffic if required.



*Figure 8: A change in direction on the approach to an access point onto a road.  
(Source: Access to Routes, Sustrans, November 2019)*

Where this is not possible, and with the **approval of the Approving Authority**, access gates may be used in a manner that reduces speeds approaching the interaction point. For example where a Greenway meets a road, staggered gates may be considered, however these should be sufficiently far apart (**5.0m minimum**) to allow all cyclists to negotiate without having to dismount.

Where gates are currently in place on an active travel route these should be opened to provide a gap of 1.5m minimum, taking into consideration the manoeuvrability of larger equipment. These can be retrofitted through the addition of a second socket for the drop bolt to provide a wider spacing that will facilitate ease of access for all type of bicycles (Fig. 9).



*Figure 9: Greenway Gate with a second socket for the drop bolt which provides a wider opening*

Figures 10 to 14 below show a number of examples of suitable access control arrangements. Appendix A contains standard layouts for access control.

## EXAMPLES OF SUITABLE ACCESS CONTROLS



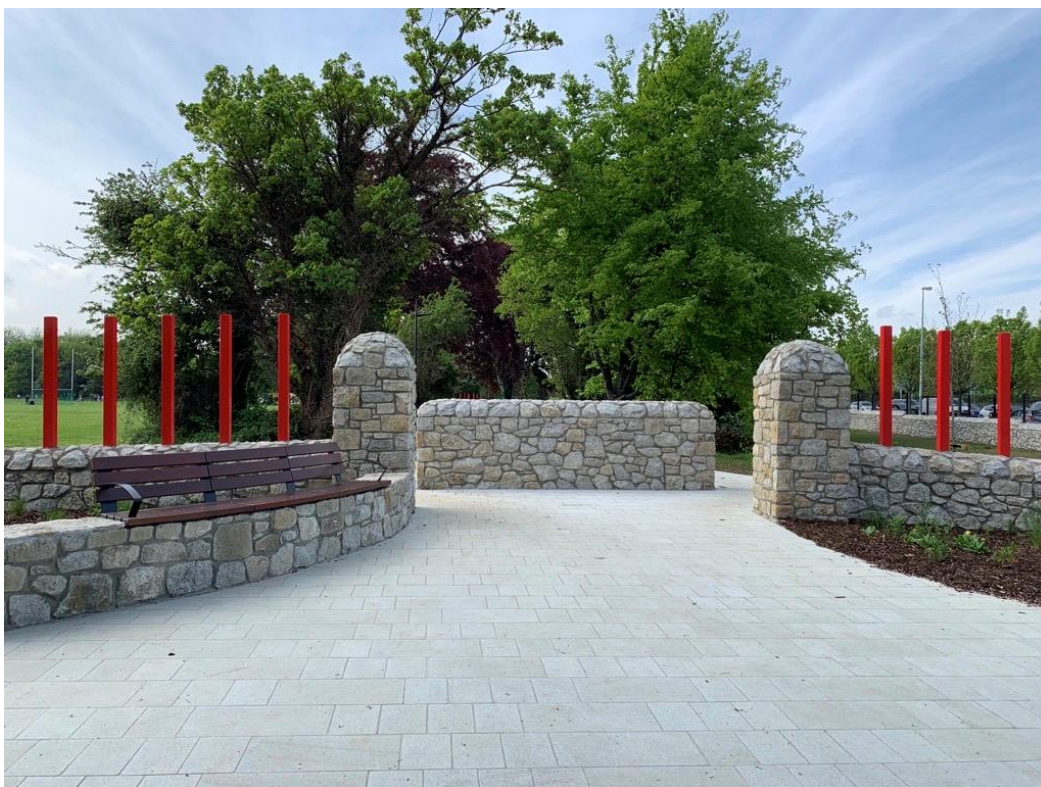
*Figure 10: Wide gap with 70mm diameter bollard in the centre, with 1.5m clear space each side.  
(Note: Contrasting bollard colour recommended)*



*Figure 11: Optimal arrangement with brightly coloured bollard.  
(Note: Road markings at the base of bollard recommended)*



*Figure 12: An example of well positioned demountable bollard using a lamp post as part of the access control arrangement. (Note: Stainless steel can be difficult to see in some conditions and is not recommended)*



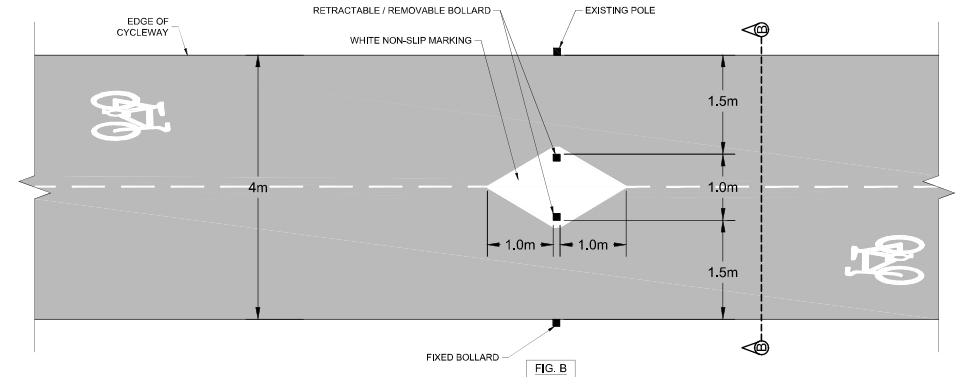
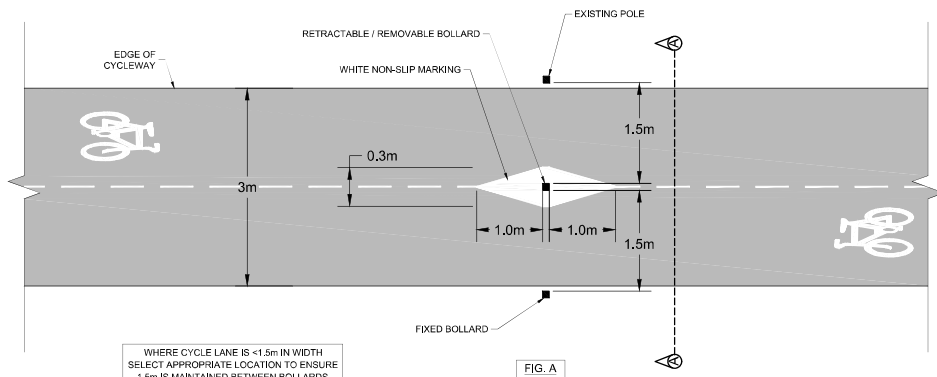
*Figure 13: Example of welcoming access to an active travel route with a gap of 1.8m provided to allow all type of bicycles to pass through.*



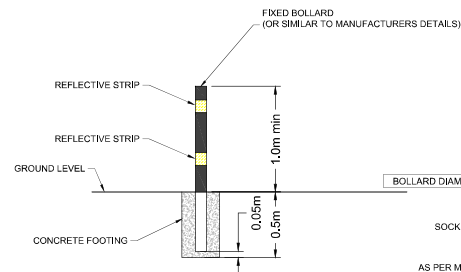
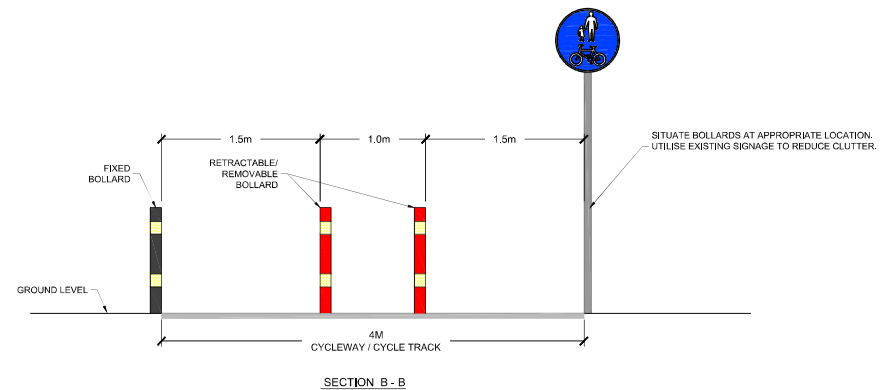
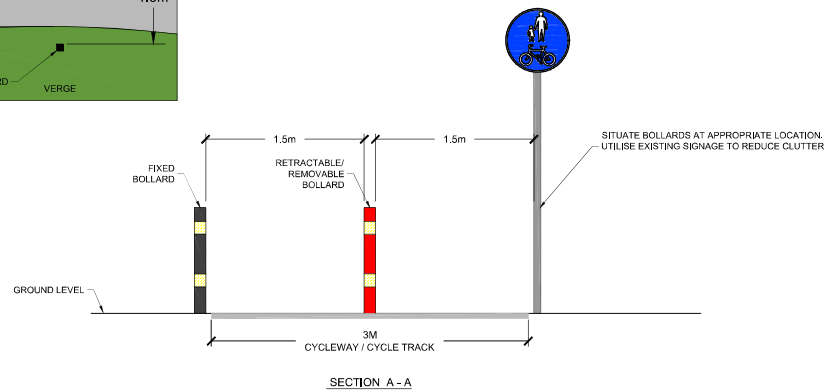
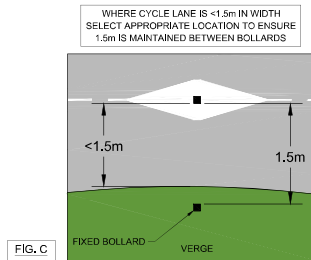
*Figure 14: Example of horizontal deflection with a staggered pair of gates that also provides a distinctive visual character to a greenway.*

## **APPENDIX A**

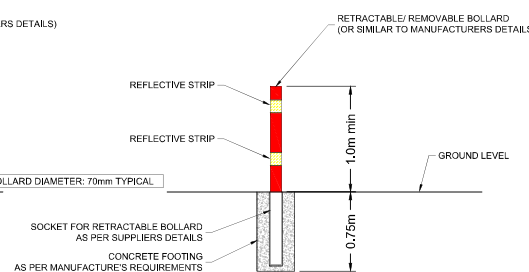
### **STANDARD LAYOUTS FOR ACCESS CONTROL**



PAVEMENT MARKING DETAILS AT BOLLARD INSTALLATIONS



FIXED BOLLARD - SECTION DETAILS



RETRACTABLE / REMOVABLE BOLLARD - SECTION DETAILS

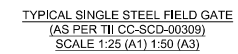
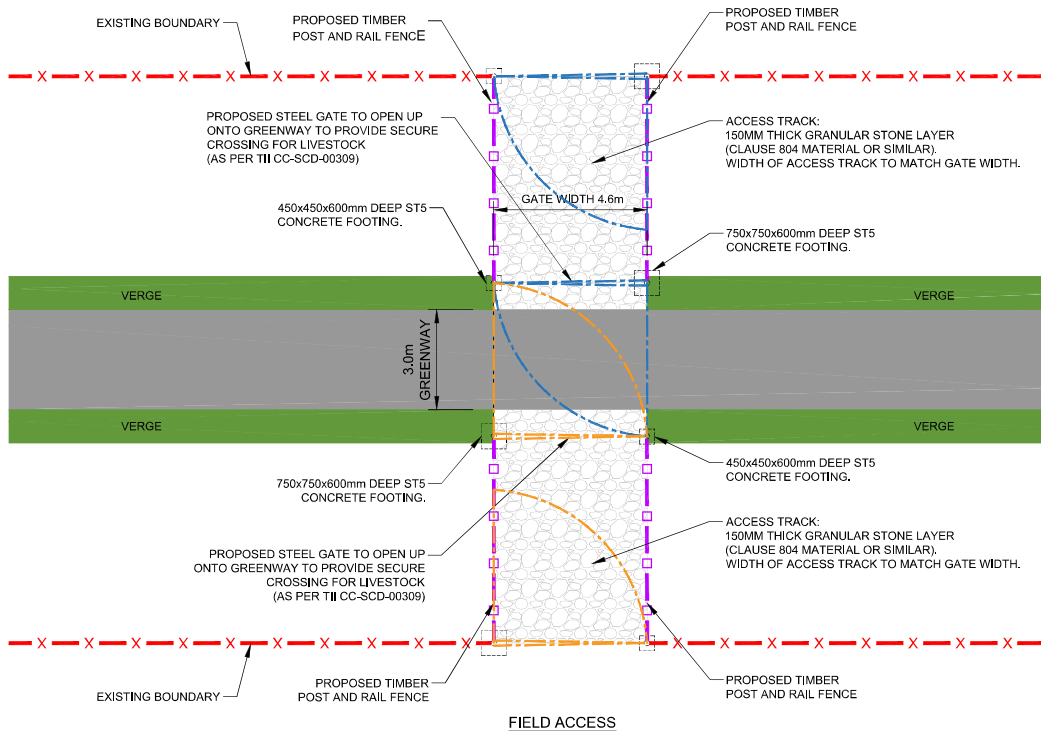
- NOTES:
- BOLLARD SHALL VISUALLY CONTRAST WITH THE BACKGROUND AGAINST WHICH IT WILL BE VIEWED.
  - BOLLARD TO HAVE A LRV VALUE > 30 POINTS AND HAVE VISUAL CONTRASTING REFLECTIVE BANDS 75MM WIDE AT A HEIGHT OF 900MM.


**DRAFT**

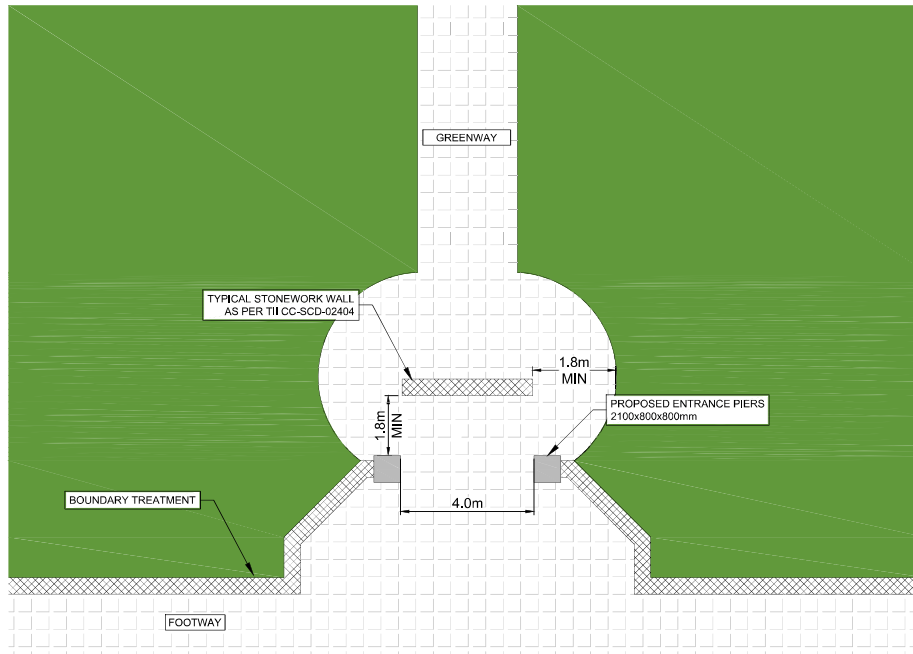
No.	Revision	Stage	Date	By	Checked	Approved

Udarás  
Náisiúnta Iompair  
National Transport Authority

Project Title			
ACCESS FOR CYCLEWAYS			
Drawing Title			
ACCESS CONTROLS BOLLARD & ROAD MARKING DETAIL			
Drawn:	SC	Job No:	22117
Scale:	(A1)	Date:	JULY 2022
Drawing No:	001	Rev:	P01



																				Project Title: ACCESS FOR CYCLEWAYS									
																				Drawing Title: STANDARD ACCESS CONTROLS FIELD ACCESS CROSSING DETAIL									
No. Revision Stage Date By Chkd App'd PRELIMINARY APPROVAL TENDER CONSTRUCTION																				Drawn: SC Job No: 22117 Drawing No: 002 Scale: NTS Date: JULY 2022 Rev: P01									
										Designed: SC Checked: SMG Approved: SMG Status: DRAFT																			



WALLED ACCESS CONTROL

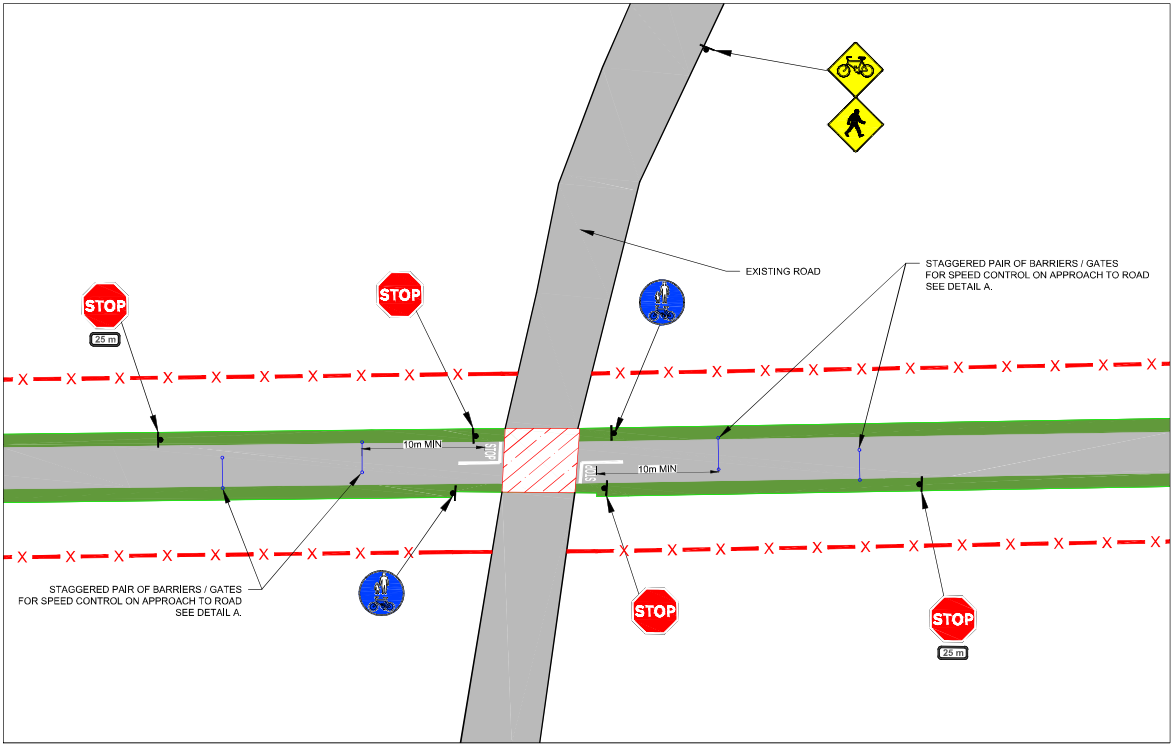
DRAFT

						Project Title ACCESS FOR CYCLEWAYS			
						Drawing Title STANDARD ACCESS CONTROLS WALLED ACCESS CONTROL DETAIL			
						Drawn: SC	Job No: 22117	Drawing No:	Rev:
						Scale: (A1)	Date: JULY 2022	003	P01
						DO NOT SCALE USE FIGURED DIMENSIONS ONLY			

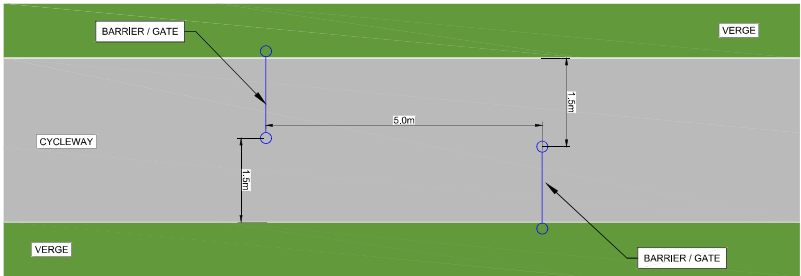
No.	Revision	Date	By	Chk'd	App'd
	Stage	Date	Date		
PRELIMINARY					
APPROVAL					
TENDER					
CONSTRUCTION					

Designed:	SC	Checked:	SMG	Approved:	SMG	Status:	DRAFT
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Udarás  
Náisiúnta Iompair  
National Transport Authority




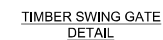
EXAMPLE OF ACCESS CONTROLS  
AT A ROAD CROSSING



DETAIL A

DRAFT

																				Project Title ACCESS FOR CYCLEWAYS																																																																					
																				Drawing Title STANDARD ACCESS CONTROLS SPEED CONTROL BARRIER SYSTEM																																																																					
No.										Revision										Date										By										CHK'D										App'd																																							
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**NOTES:**

1. ALL DIMENSIONS ARE IN MILLIMETERS.
2. GATES SHALL COMPLY WITH APPROPRIATE CLAUSES IN CC-SCD-003000 AND ANY FURTHER REQUIREMENTS IN APPENDIX 1/15 OR 3/1
3. ALL THROUGH TENONS SHALL BE PEGGED WITH 130 QAK DOWELS.
4. FOR DETAILS OF FITTINGS FOR HANGINGS AND FASTENING SEE CC-SCD-00319 AND CC-SCD-00314.
5. THE GATE SHALL BE HUNG AS SHOWN FOR SELF CLOSING WITH SELF LATCHING STOP POST AS SHOWN ON CC-SCD-00314.
6. TIMBER TO BE TREATED IN ACCORDANCE WITH IS 435.
7. LOCKING SYSTEM TO BE APPROVED BY .....

No.	Revision	Date	By	Ch'd	App'd
	Stage	Date			
PRELIMINARY					
APPROVAL					
TENDER					
CONSTRUCTION					



Údarás  
Náisiúnta Iompair  
National Transport Authority

Project Title		ACCESS FOR CYCLEWAYS	
Drawing Title		STANDARD ACCESS CONTROLS TIMBER SWING GATE DETAILS	
Drawn: SC	Job No: 22117	Drawing No:	Rev:
Scale: NTS	Date: JULY 2022	005	P01

Údarás Náisiúnta Iompair  
Dún Scéine, Lána Fhearchair  
Baile Átha Cliath 2, D02 WT20

National Transport Authority  
Dún Scéine, Harcourt Lane  
Dublin 2, D02 WT20



## Appendix B

### Access Control Audit

ID	Count	Start time	Access Control Point (ACP) Location	ACP Side A (most public side)	ACP Side B: (less public side)	Facilities on Side B	Was this A.C.P. provided on an Actual Travel Works Scheme	Have Galway City Council the legal authority to remove the A.C.P.	Is there merit in amending this Access Control?	Any other comments?
										<p>Road and Housing estate are private and cannot be progressed by Galway City Council</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.</p> <p>the barrier in place is to eliminate access by high-sided vehicles. Potential for control measure to be reviewed in terms of head room height for cyclists or new access location for cyclists</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.</p>
1	1.00	10/5/22 18:02:06	Coill Tire	Private Road	Housing Estate (Private)	Footpath; also leads to roadway; Roadway;	No	No	Yes	
2	1.00	10/6/22 8:49:33	Ballyloughane Beach	Public Road	Private Road	Roadway;	No	Yes	Yes	
3	1.00	10/6/22 9:22:59	Ballyloughane Road (near railway bridge)	Public Road	council lands with path inside wall leading to beach	Footpath;	No	Yes	Yes	
4	1.00	10/6/22 9:33:18	Barna Woods car park (Kissing Gate)	Public Road	car park with access to Barna Woods	car park;	No	Yes	Yes	
5	1.00	10/6/22 9:48:28	Barna Woods (2nd access control) - access to Barna Woods	Other	Barna Woods amenity	forest walk;	No	Yes	Yes	
6	1.00	10/6/22 9:54:45	Access to Bun Caise off Bishop O Donnell Cause housing estate	Public Road	GCC park with footpath leading to Bun Caise housing estate	Footpath; park;	No	Yes	Yes	
7	1.00	10/6/22 10:37:28	Access to Bun Caise #2 off Bishop O Donnell road	Public Road	public park with access path to Bun Caise apartments	Footpath; Grasses area only;	No	Yes	Yes	
8	1.00	10/6/22 10:48:48	Cappagh Park off Cappagh Road	Other	R&A Amenity / Play Ground	car park for cappagh park recreation amenity abutts access barrier;	No	Yes	Yes	
9	1.00	10/6/22 11:00:30	Cappagh Park (#2) off Cappagh Road - RHS of entrance gate	Other	R&A Amenity / Play Ground	paths and car park;	No	Yes	Yes	
10	1.00	10/6/22 11:07:30	ACP at Castle Park road/near house 229 Castle Park) access to park fronting Rian Luachra	Public Road	R&A Park	Footpath; paths through park;	No	Yes	Yes	
11	1.00	10/6/22 11:23:08	ACP at Castlepark Road (Castlepark#2) near house 279 castle park-access to open space front Rian Luachra housing estate	Public Road	R&A Park	Footpath; path through park;	No	Yes	Yes	
12	1.00	10/6/22 11:32:03	ACP at Castlepark Road (castlepark#3) near house 17 Castlepark	Other	R&A Park	Grasses area only;	No	Yes	No	No footway or pathway present on road or in park area.
13	1.00	10/6/22 11:39:17	ACP Castlepark Road (Castlepark#4) Near house 51 Castlepark	Public Road	R&A Park	Grasses area only;	No	Yes	No	No footway or pathway present on road or in park area.
14	1.00	10/6/22 11:44:45	ACP Castlepark (castlepark#5) near house 76 Castlepark	Public Road	R&A Park	Grasses area only;	No	Yes	No	No footway or pathway present on road or in park area.
15	1.00	10/6/22 11:49:08	ACP Castlepark Road (castlepark#6) near house 215 castlepark	Public Road	R&A Park	Footpath;	No	Yes	Yes	
16	1.00	10/6/22 11:52:15	ACP Castlawn Heights off Dyke Road	Public Road	Housing Estate (in charge)	Footpath;	No	Yes	No	
17	1.00	10/6/22 11:57:58	ACP Castlawn Heights off Dyke Road (castlawn heights#2)	Public Road	Housing Estate (in charge)	Footpath;	No	Yes	No	
18	1.00	10/6/22 12:06:30	ACP Castlepark Road link to Ard Alainn	Public Road	Housing Estate (in charge)	Footpath;	No	Yes	Yes	
19	1.00	10/6/22 12:11:52	ACP Celia Griffen Memorial park off Grattan Road	Public Road	R&A Park	Roadway;	No	Yes	Yes	
20	1.00	10/6/22 12:16:54	ACP Circular Road links to Carn Ard estate	Public Road	R&A Park	Grasses area only;	No	Yes	No	GCC lands comprise of rough terrain not much merit in upgrading for access to these lands
21	1.00	10/6/22 12:22:45	ACP at Circular Road (circular Road#2) - access GCC lands	Public Road	R&A Park	Grasses area only;	No	Yes	No	Access control to GCC lands which comprise of rough terrain "wildflower meadow" and no paths.
22	1.00	10/6/22 12:28:43	Access to South Park from Grattan Road (near centre of south park)	Public Road	R&A Park	Footpath;	No	Yes	Yes	
23	1.00	10/6/22 12:35:23	ACP at Cluain Fada off Headford Road (near Parks depot)	Public Right of Way	R&A Park	gravel path;	No	Yes	Yes	

ID	Count	Start time	Access Control Point (ACP) Location	ACP Side A (most public side)	ACP Side B: (less public side)	Facilities on Side B	Was this A.C.P. provided on an Actual Travel Works Scheme	Have Galway City Council the legal authority to remove the A.C.P.	Is there merit in amending this Access Control?	Any other comments?
										Road and Housing estate are private and cannot be progressed by Galway City Council
										General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
24	1.00	10/6/22 12:40:42	Coill Tire (1) Doughiska	Private Road	Housing Estate (Private)	Footpath;	No	No	Yes	
25	1.00	10/6/22 12:49:03	ACP Coill Tire (2) Doughiska	Housing estate (private)	R&A Park	Footpath;	No	No	Yes	Road and Housing estate are private and cannot be progressed by Galway City Council
26	1.00	10/6/22 12:58:03	ACP Coill Tire (3) Doughiska	Housing estate (private)	R&A Park	Footpath;	No	No	Yes	Road and Housing estate are private and cannot be progressed by Galway City Council
										General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.
27	1.00	10/6/22 13:02:58	ACP Coillte Mhuirinne Ballybane	Public Road	R&A Park	gravel path;	No	Yes	Yes	
										General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.
28	1.00	10/6/22 14:02:33	Coillte Mhuirinne ( #2) Ballybane	Public Road	R&A Amenity / Play Ground	Footpath;	No	Yes	Yes	
										Pathway may need upgrading due to poor surface prior to confirmation of appropriateness
29	1.00	10/6/22 14:07:04	ACP at Connolly Avenue Mervue- access to pitches /park	Public Road	R&A Park	Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.
										Pathway may need upgrading due to poor surface prior to confirmation of appropriateness
30	1.00	10/6/22 14:15:40	ACP (2) at Connolly Avenue Mervue- 2nd access to park/pitches	Public Road	R&A Sports Area	Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.
31	1.00	10/6/22 14:44:27	Corrach Bui	Public Road	Housing Estate (in charge)	Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
										also suggested under the Safe Routes to School Programme, but the route is a private right of way
32	1.00	10/6/22 14:50:32	ACP Dublin Road - access to Galway Hospice	Private Right of Way	Private Right of Way	Footpath;	No	No	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
										would provide access to Dun Na Coribe through park area, but the development is private property and cannot be progressed by Galway City Council.
33	1.00	10/6/22 14:58:22	ACP Dun Na Coribe at junction Bothar Na Treabh/Headford Road	Public Road	Housing Estate (Private)	Footpath;	No	No	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
34	1.00	10/6/22 15:05:25	ACP Friars Hill on Bishop O Donnell Road	Public Road	Housing Estate (in charge)	Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
35	1.00	10/6/22 15:12:22	ACP Friars Hill(#2) at Bishop O Donnell Road	Public Road	Housing Estate (in charge)	Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
36	1.00	10/6/22 15:16:22	ACP Gleann Dara Rahoon Road	Public Road	Housing Estate (in charge)	Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
										would provide ped and cyclist access to and from GMT/Private property and cannot be progressed by Galway City Council
37	1.00	10/6/22 15:20:35	ACP GMT Ballybane Road (at pedestrian traffic lights)	Other	Private Road	Footpath;	No	No	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
38	1.00	10/6/22 15:27:50	GMT sportsground Dublin Road	Public Road	privately owned lands	Grasses area only;	No	No	No	This is private property and cannot be progressed by Galway City Council. Also no pathways through private lands present as such no receiving facility.
										Pathway may need upgrading due to poor surface prior to confirmation of appropriateness
39	1.00	10/6/22 15:31:11	Grattan Road -ACP to Toft Park	Public Road	R&A Park	Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.
										Pathway may need upgrading due to poor surface prior to confirmation of appropriateness
40	1.00	10/6/22 15:40:53	John Coogan Park (near 37 John Coogan Park)	Public Road	R&A Park	Footpath;	No	No	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.
41	1.00	10/6/22 15:55:23	Dublin Road - ACP at Connacht hotel and entrance to GCC lands	Public Road	R&A Sports Area	Grasses area only;	No	Yes	No	there is no paths inside this parks area and none on the access road on the ACP side of road to hotel

ID	Count	Start time	Access Control Point (ACP) Location	ACP Side A (most public side)	ACP Side B: (less public side)	Facilities on Side B	Was this A.C.P. provided on an Actual Travel Works Scheme	Have Galway City Council the legal authority to remove the A.C.P.	Is there merit in amending this Access Control?	Any other comments?
										also suggested under the Safe Routes to School Programme, but the route is a private right of way  General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
42	1.00	10/6/22 16:04:24	Renmore church	Private Road	Private Right of Way	Footpath;	No	No	Yes	
43	1.00	10/6/22 16:09:29	Rian Luachra - ACP access to open space (opposite 20 Rian Luachra)	Public Road	R&A Park	Footpath;	No	Yes	No	there is no paths inside this parks area and no footway on the road side of the ACP  Pathway may need upgrading due to poor surface prior to confirmation of appropriateness  General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.
44	1.00	10/6/22 16:19:48	Rian Luachra ACP near 62 Rian Luachra	Public Road	R&A Park	Grasses area only; Footpath;	No	Yes	Yes	
45	1.00	10/6/22 16:28:20	Rian Luachra ACP to GGC park (near 41 Rian Luachra)	Public Road	R&A Park	Footpath;	No	Yes	No	there is no footway on the road side of the ACP  Pathway may need upgrading due to poor surface prior to confirmation of appropriateness  General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.
46	1.00	10/7/22 8:53:07	ACP Rocklands Avenue (near 15 Rocklands Avenue)	Public Road	R&A Park	Grasses area only; narrow path thro park;	No	Yes	Yes	
47	1.00	10/7/22 9:23:29	ACP Rocklands Avenue (near 1 Rocklands Avenue)	Public Road	Housing Estate (in charge)	Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.  Pathway may need upgrading due to poor surface prior to confirmation of appropriateness  General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.
48	1.00	10/7/22 9:29:23	ACP Rosshill Road	Public Road	R&A Park	car park;	No	Yes	Yes	
49	1.00	10/7/22 9:38:44	ACP Sruthan Mhuirinne (near 74 Sruthan Mhuirinne)	Public Road	Housing Estate (in charge)	Grasses area only;	No	Yes	No	The area is a grass field with no through route. No surface for walking, cycling or VRU's
50	1.00	10/7/22 9:49:29	ACP Sruthan Mhuirinne #2 near house 103 Sruthan Mhuirinne	Public Road	R&A Park	Grasses area only;	No	Yes	No	No pathway in parks area  Pathway may need upgrading due to poor surface prior to confirmation of appropriateness  General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.
51	1.00	10/7/22 9:54:29	ACP Sruthan Mhuirinne #3 near house 129 Cottle Mhuirinne	Public Road	R&A Amenity / Play Ground	Footpath;	No	Yes	Yes	
52	1.00	10/7/22 10:00:18	ACP Sruthan Mhuirinne #4 near house 14 Sruthan Mhuirinne	Public Road	Housing Estate (in charge)	Grasses area only;	No	Yes	No	The area is a grass field with no through route. No surface for walking, cycling or VRU's  Pathway may need upgrading due to poor surface prior to confirmation of appropriateness  General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.
53	1.00	10/7/22 10:40:16	ACP Tara Grove	Public Road	R&A Sports Area	Footpath;	No	Yes	Yes	
54	1.00	10/7/22 10:44:17	ACP Terryland Forest Park - off Headford road (adjacent to Curry's)	Public Road	R&A Park	Footpath;	No	Yes	Yes	Pathway may need upgrading due to poor surface prior to confirmation of appropriateness  General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.
55	1.00	10/7/22 10:53:17	ACP Terryland Forest Park #3 off Headford road (near dunes stores)	Public Road	R&A Park	Footpath;	No	Yes	Yes	Pathway may need upgrading due to poor surface prior to confirmation of appropriateness  General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.
56	1.00	10/7/22 11:01:52	ACP - Access to South Park	Public Road	R&A Park	Cycling ,Footpath;	No	Yes	Yes	Pathway may need upgrading due to poor surface prior to confirmation of appropriateness  General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.
57	1.00	10/7/22 11:08:10	ACP to South Park via Nimmos Pier	Public Road	R&A Park	Cycling ,Footpath;	No	Yes	Yes	Pathway may need upgrading due to poor surface prior to confirmation of appropriateness  General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.
58	1.00	10/7/22 11:11:53	ACP Wellpark Grove off Dublin Road near DPL builder suppliers	Public Road	R&A Park	Footpath;	No	Yes	Yes	Pathway may need upgrading due to poor surface prior to confirmation of appropriateness  General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.

ID	Count	Start time	Access Control Point (ACP) Location	ACP Side A (most public side)	ACP Side B: (less public side)	Facilities on Side B	Was this A.C.P. provided on an Actual Travel Works Scheme	Have Galway City Council the legal authority to remove the A.C.P.	Is there merit in amending this Access Control?	Any other comments?
										<p>Pathway may need upgrading due to poor surface prior to confirmation of appropriateness</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility splay need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.</p>
59	1.00	10/7/22 11:17:00	ACP at Wellpark Grove #2 near house 48 Wellpark Grove	Public Road	R&A Sports Area	Footpath;	No	Yes	Yes	<p>Pathway may need upgrading due to poor surface prior to confirmation of appropriateness</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility splay need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.</p>
60	1.00	10/7/22 11:26:53	ACP located in GCC Park located close to ACP at end of Wellpark Grove (house 48)	Other	R&A Sports Area	Footpath;	No	Yes	Yes	<p>Pathway may need upgrading due to poor surface prior to confirmation of appropriateness</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility splay need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.</p>
61	1.00	10/7/22 11:41:32	ACP to westside playing pitches #1 off Seamus Quirke road	Public Road	R&A Sports Area	Roadway;	No	Yes	Yes	<p>Pathway may need upgrading due to poor surface prior to confirmation of appropriateness</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility splay need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.</p>
62	1.00	10/7/22 11:52:40	Westside playing fields (#2) access off circular road	Public Road	R&A Sports Area	Footpath; Roadway;	No	Yes	Yes	<p>Pathway may need upgrading due to poor surface prior to confirmation of appropriateness</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility splay need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.</p>
63	1.00	10/7/22 12:06:04	ACP westside playing pitches #3 access off Siobhan McKenna road western end of parking bay	Public Road	R&A Sports Area	Footpath; Roadway;	No	Yes	Yes	<p>Pathway may need upgrading due to poor surface prior to confirmation of appropriateness</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility splay need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.</p>
64	1.00	10/7/22 12:17:56	ACP westside playing fields #4 off Siobhan McKenna road eastern end of parking bay / playground	Public Road	R&A Sports Area	Roadway; Footpath;	No	Yes	Yes	<p>Pathway may need upgrading due to poor surface prior to confirmation of appropriateness</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility splay need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.</p>
65	1.00	10/7/22 12:25:34	ACP Westside Playing Fields (#5) - 3rd access off Siobhan McKenna road	Public Road	R&A Sports Area	Footpath;	No	Yes	Yes	<p>Pathway may need upgrading due to poor surface prior to confirmation of appropriateness</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility splay need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.</p>
66	1.00	10/7/22 12:39:16	Western Playing Fields #6 access off Bothar Le Cheile	Public Road	R&A Sports Area	Footpath;	No	Yes	Yes	<p>Pathway may need upgrading due to poor surface prior to confirmation of appropriateness</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility splay need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.</p>
67	1.00	10/7/22 13:55:28	ACP Westside playing fields #7 access off bothar le cheile	Public Road	R&A Sports Area	Footpath;	No	Yes	Yes	<p>Pathway may need upgrading due to poor surface prior to confirmation of appropriateness</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility splay need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.</p>
68	1.00	10/7/22 14:00:17	ACP to westside playing fields #8 access off Bothar le Cheile	Public Road	R&A Sports Area	Roadway;	No	Yes	Yes	<p>Pathway may need upgrading due to poor surface prior to confirmation of appropriateness</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility splay need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.</p>
69	1.00	10/7/22 14:06:30	ACP to westside playing fields from Bothar Le Cheile #9	Public Road	R&A Sports Area	Roadway;	No	Yes	No	<p>Route is between fenced playing areas and narrow, increased potential of interaction between cyc/ peds / patrons of the courts</p>
70	1.00	10/7/22 14:12:34	ACP to westside playing fields from Bothar Le Cheile #10	Public Road	R&A Sports Area	Footpath;	No	Yes	No	<p>Route adjacent to fenced playing areas and narrow, increased potential of interaction between cyc/ peds / patrons of the courts</p>
71	1.00	10/7/22 14:18:46	ACP Windfield Gardens- The Rise	Housing Estate (in Charge)	Housing Estate (in charge)	Roadway;	No	No	Yes	<p>needs to be considered by planning department as this was installed through the planning process by residents</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility splay need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.</p>
72	1.00	10/7/22 14:33:18	Ardilaun Road Laneway	Housing Estate (in Charge)	unsure of accessway whether public or private right of way	Footpath;	No	Yes	Yes	<p>Pathway may need upgrading due to poor surface prior to confirmation of appropriateness</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility splay need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.</p>
73	1.00	10/7/22 14:50:21	Staggered barrier at alleyway adjacent to 94 Ashleigh Grove - (alleyway linking Ashleigh Grove-Ballymoneen Road)	Housing Estate (in Charge)	Housing Estate (in charge)	surfaced laneway;	No	Yes	No	<p>The laneway is constrained both sides by private properties and boundary walls. The laneway width does not provide 3m width to facilitate two way cycling or possibly two wheelchairs passing. May need to be restricted to walking route only.</p>

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										<p>Pathway may need upgrading due to poor surface prior to confirmation of appropriateness</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.</p>
75	1.00	10/7/22 15:08:51	Ballyloughane Beach - vehicle barrier to walkway	Public Road	R&A Park	Footpath;	No	Yes	Yes	
77	1.00	10/7/22 15:28:29	Bohar na dTreabh - access to Terryland Forest Park	Public Road	R&A Park	appears to be an unauthorised accessway to forest park;	No	Yes	Unknown	Confirmation required from R&A dept. to advise if access is unauthorised
78	1.00	10/7/22 15:38:42	Castle Park#1 near 200 Castle Park -other barrier	Public Road	Housing Estate (in charge)	Footpath;	No	Yes	No	No footway or pathway present on road or in park area.
79	1.00	10/7/22 16:06:17	Castle Park#2 - other barrier - issue with low wall kerb and junction with footpath	Public Road	Housing Estate (in charge)	kerb/low wall and footpath;	No	Yes	No	No footway or pathway present on road or in park area.
80	1.00	10/7/22 16:10:58	Castle Park#3 - other obstruction near 94 Castle Park	Public Road	Housing Estate (in charge)	Issue with low wall/ kerb and its junction with path;	No	Yes	No	No footway or pathway present on road or in park area.
81	1.00	10/7/22 16:15:30	Castlepark#4 - near 92 castle park -other obstruction	Public Road	Housing Estate (in charge)	Footpath;	No	Yes	No	No footway or pathway present on road or in park area.
82	1.00	10/7/22 16:20:35	Castlepark #5 other obstruction near house 80 castle park	Public Road	Housing Estate (in charge)	Footpath;	No	Yes	No	No footway or pathway present on road or in park area.
85	1.00	10/10/22 9:20:48	Crestwood (GCC amenity/car park/tennis court)	Public Road	R&A Park	Roadway/carpark;	No	Yes	Yes	<p>Pathway may need upgrading due to poor surface prior to confirmation of appropriateness</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.</p>
86	1.00	10/10/22 9:31:26	Access barrier to Glenn na Tra apartments from Sean Mulvoy Road	Public Road	Housing Estate (Private)	Footpath;	No	No	Yes	Galway CycleBus and permeability. But lands are private and cannot be progressed by Galway City Council
87	1.00	10/10/22 9:48:51	Hawthorn Place Cybaun Road - barrier on laneway exiting onto Cybaun Road	Public Road	Housing Estate (in charge)	estate laneway;	No	Yes	No	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is limited by private properties either side restricting potential for widening for two way cycling or two way wheelchairs. May only be limited to peds.
88	1.00	10/10/22 9:57:07	Hazel Park Newcastle	Public Road	Housing Estate (in charge)	steps up to path at a higher level;	No	Yes	Unknown	Substantial work would be required to create ramp. This in turn may eliminate the turning head present at this location.
89	1.00	10/10/22 10:44:46	Heather Grove Mervue -access to GCC Park	Housing Estate (in Charge)	R&A Sports Area	Footpath;	No	Yes	Yes	<p>Pathway may need upgrading due to poor surface prior to confirmation of appropriateness</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Route is circuitous for cycling, but beneficial for leisure activities.</p>
90	1.00	10/10/22 10:50:56	Liosbaun Industrial estate Tuam Road next to AIB	Private Road	Private Road	Footpath;	No	No	Yes	<p>route and lands are privately owned and cannot be progressed by Galway City Council</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.</p>
96	1.00	10/10/22 12:07:50	McHugh Avenue Mervue (near 16 McHugh Avenue)	Housing Estate (in Charge)	R&A Park	Footpath;	No	Yes	Yes	<p>route and lands are privately owned and cannot be progressed by Galway City Council</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.</p>
97	1.00	10/10/22 12:15:09	McHugh Avenue Mervue - vehicle Barrier at Mallin Avenue	Public Road	R&A Park	Footpath;	No	Yes	Yes	<p>route and lands are privately owned and cannot be progressed by Galway City Council</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.</p>
98	1.00	10/10/22 12:24:49	McHugh Avenue#2 (near 10 McHugh Avenue)	Housing Estate (in Charge)	R&A Sports Area	Footpath;	No	Yes	Yes	<p>route and lands are privately owned and cannot be progressed by Galway City Council</p> <p>General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.</p>
99	1.00	10/10/22 12:37:09	Millars Lane (north of Western Distributor Road)	Public Road	Public Right of Way	Footpath;	No	Yes	Yes	Upgrade of Millars Lane currently in progress
100	1.00	10/10/22 12:41:09	Millars Lane -south of Wester Distributor Road	Public Road	Public Right of Way	Footpath;	No	Yes	Yes	Upgrade of Millars Lane currently in progress
102	1.00	10/10/22 14:42:06	Rahoon Road - Access to Cruachan Park off Rahoon Road	Public Road	Housing Estate (in charge)	Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
103	1.00	10/10/22 14:48:21	Red Lane Shantalla - off Davis Road	Public Road	R&A Park	Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
104	1.00	10/10/22 14:57:24	Rockfield Park near 98 Rockfield Park	Public Road	Housing Estate (in charge)	Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
105	1.00	10/10/22 15:01:08	Rockfield Park - narrow stile off Rahoon Road	Public Road	Housing Estate (in charge)	Roadway/Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
106	1.00	10/10/22 15:05:20	Rocklands Avenue ballybane - narrow stile in wall to GCC Park	Housing Estate (in Charge)	R&A Park	Grasses area only;	No	Yes	No	no paths on other side of stile

ID	Count	Start time	Access Control Point (ACP) Location	ACP Side A (most public side)	ACP Side B: (less public side)	Facilities on Side B	Was this A.C.P. provided on an Actual Travel Works Scheme	Have Galway City Council the legal authority to remove the A.C.P.	Is there merit in amending this Access Control?	Any other comments?
107	1.00	10/10/22 15:10:44	Salthill Park#1 stile at Park Avenue	Public Road	R&A Park	Footpath;stepped path on embankment;	No	Yes	No	It is a steep embankment to Salthill Park at this Northern end of the Park
108	1.00	10/10/22 15:19:47	Salthill Park#2 (at southern end near promenade) steps down to path	Public Road	R&A Park	Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
109	1.00	10/10/22 15:27:06	Salthill Park#3 at sothern/promenade end	Public Road	R&A Park	steps down to footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
110	1.00	10/10/22 15:30:44	Salthill Park#4 At Junction on Leisuredland	Public Road	R&A Park	steps down to footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
111	1.00	10/10/22 15:36:08	Salthill Park#5 access adjacent vehicle barrier at south east side near western house	Public Road	R&A Park	Roadway;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
112	1.00	10/10/22 15:46:01	Salthill Park#6 Access @Rockbarton Road near Leisuredland	Public Road	R&A Park	Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
113	1.00	10/10/22 15:57:09	Taylor's Hill Road (near 4 Taylor's Hill) stile to alleyway	Public Road	Public Right of Way	Roadway;Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed. Note it appears too narrow for two way cycling and two way wheelchair use.
114	1.00	10/11/22 9:14:16	Terryland Forest Park off R338 Bothar Na dTreabh	Public Road	R&A Park	Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
115	1.00	10/11/22 9:28:11	Terryland Forest Park - access off Sean Mhuir Road	Public Road	R&A Park	Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
116	1.00	10/11/22 9:40:28	Access control @the railway track line (at the train station grounds)	Public Road	Private Right of Way	Footpath;	No	No	No	No -The track is owned by Irish Rail and the width of the track cannot be widened to cater for two way cycling. Track would need to be assessed for two wheelchairs passing as width may restrict usage to others other than peds.
117	1.00	10/11/22 10:59:39	Railway track at renmore end	Public Road	Private Right of Way	Footpath;	No	No	No	NoThe track is owned by Irish Rail and the width of the track cannot be widened to cater for two way cycling. Track would need to be assessed for two wheelchairs passing as width may restrict usage to others other than peds.
118	1.00	10/11/22 11:03:34	Walter macken Road#1(near credit union)	Public Road	R&A Sports Area	Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
119	1.00	10/11/22 11:09:45	Walter Macken Road at eastern end of park (near rear 15 Heather Grove)	Public Road	R&A Sports Area	Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.
120	1.00	10/11/22 11:17:17	Walter Macken Road#2 (across from church car park)	Public Road	R&A Sports Area	Footpath;	No	Yes	Yes	General Considerations for all ACPs: Access needs to consider the pathways, tracks, footways on approach to locations. Pathways need to be 3m width for cycling in both directions. Footways need wide shared space to reduce ped/cyc interactions. Gradients of routes and visibility plays need to be considered to ensure that routes are adequate for cycling and VRU's. Passive Surveillance needs to be considered to deter anti-social behaviour. Width of access control points need to be widened to 3m if progressed.