



Comhairle Contae
Ros Comáin
Roscommon
County Council



**Planning and Development Act 2000 (as amended)
Planning and Development Regulations 2001 (as amended) - Part 8**

CHIEF EXECUTIVE'S REPORT

SPECIFIED DEVELOPMENT BY A LOCAL AUTHORITY IN ACCORDANCE WITH SECTION 179 OF THE PLANNING AND DEVELOPMENT ACT 2000 (AS AMENDED) AND ARTICLE 81 OF PART 8 OF THE PLANNING AND DEVELOPMENT REGULATIONS 2001 (AS AMENDED).

**SPECIFIED DEVELOPMENT: N5/L60539 STROKESTOWN
ROAD SAFETY IMPROVEMENT SCHEME**

Specified Development:

This Road safety Improvement Scheme has been designed by Roscommon County Council to address the safety issues with the current N5/L60539 junction layout and St Mary's primary school entrance in Strokestown on the N5. The project includes the provision of widened footpaths, narrowing of the carriageway, junction improvement and includes hard and soft landscaping. The design will deliver a continuous walking route and safe crossing points at the desired location. It will provide a safer junction adjacent to the national school while also improving pedestrian & cycle links to the school from the town centre. The proposed scheme will link in with the *Strokestown Town Centre First Public Realm Project* which includes controlled pedestrian crossings, carriageway narrowing and enhanced footpaths throughout the town centre.

Safety Objectives of the Proposed Scheme:

- Encourage vehicles to reduce speed on approach and through the urban centre of Strokestown.
- Create a safer junction at the Primary School and promote active travel links to the school and the town.
- Improve sightlines when exiting the L-60539 and St Marys School.
- Provide continuity to St Marys School of pedestrian and cycle facilities in the town centre, delivered under the current public realm scheme.
- Reduce illegal manoeuvres including U-turns at this junction.

Statutory Procedures:

This Chief Executive report forms part of the statutory procedure for the preparation of the local authority own development proposals and is prepared in accordance with the requirements of Section 179(3)(b) of the Planning and Development Act, 2000, as amended, and Article 81 of Part 8 of the Planning and Development Regulations 2001 (As Amended). The purpose of this Chief Executive Report is primarily to provide an account of the submissions/observations that have been received as part of the public consultation process on the proposed N5/L60539 Traffic Safety Scheme.

In accordance with the requirements of Part 8 of the Planning and Development Regulations 2001 (as amended) the following procedures were followed:

- Notice of the proposed development was published in the Roscommon People on the 14 March 2025
- The notice was circulated to the Elected Members for their information
- A public site notice was erected at the location of the proposed development
- Plans and particulars of the proposed development were on public display for a period of four weeks from the 14 March 2025
- Submissions or observations were accepted up to and including 25 April 2025

Referrals:

Internal Departments

- Municipal District Engineer
- Planning Department
- Water Services Department
- Housing Department
- Corporate Services
- Community and Enterprise
- National Road Design Office

Prescribed Bodies:

- Transport Infrastructure Ireland
- National Heritage Council
- Department of Housing, Local Government and Heritage

Supporting Documents attached

- Appendix A – Submissions
- Appendix B – Planning Report
- Appendix C – Notices of Proposed Development
- Appendix D – Drawings

Submissions Summary

Six submissions were received. In general, most of the submissions had positive comments regarding improving safety at the school gates. Some felt that there was no need for the scheme, as they did not feel there was an issue, and some concern was expressed regarding the reduction of parking at the heritage centre from four to two spaces. The board of management are very supportive of the proposed works and feel that the works can't come soon enough as for the past twenty years this area has been an area of high risk of an accident occurring. The board feels that the works must proceed or there will be a serious accident at this gate. Some comments were made about finishes and landscaping, these have been taken on board by the design team. See Appendix A for full details of the submissions.

Conclusions

As part of TII's ongoing commitment under the HD15 road safety program to provide safe and efficient national roads, funding has been provided to improve safety on the N5 route through Strokestown. Roscommon County Council have designed the proposed scheme to address the safety issues at the N5/L60539 junction located adjacent to St Marys Primary School. The proposed scheme will address the safety issues raised in recent TII road safety inspections and will provide a much safer environment at the junction particularly for schoolchildren and vulnerable road users. Reducing the carriageway width and regularising the existing uncontrolled parking and turning movements at the school junction will create a much safer environment for all road users. Elements of the Safe Routes to School design have been added to the scheme to further highlight the presence of the school to drivers. The scheme as proposed will have an overall impact of reducing vehicle speeds on approach to the town and incorporates design elements that complement the upcoming town centre first public realm scheme. The overall scheme as designed contains all the features required to address the HD15 safety issues at this location.

Recommendation

The proposed development accords well with the policies and objectives as well as the development management guidelines and standards of the Roscommon County Development Plan 2022-2028 and thus accords with the proper planning and sustainable development of the area. I recommend that the development hereby presented in this report be proceeded with.



Shane Tiernan
Chief Executive

Date: 16th May 2025

Appendix A: Submissions

Six submissions were received regarding the proposed development. The submissions, summarised below, have been fully considered.

No.	Name if Individual/Group/Organisation	Address's	Area within Proposed Development to which submission relates	Concern within Proposed Development to which submission relates	Submission Summary	Response
1	Board of Management St. Mary's Primary School	Lisroyne Strokestown	Part 8	None	We write in support of safety work to be completed where the entrance to St. Mary's Primary School meets the N5. The school had a recent Health and Safety inspection from the HSA. The officer advised that this work needed to proceed as soon as possible.	Comments are noted and taken on board by the design team.
2	Eibhlín King	Strokestown	Road Safety	Road Safety	I am asking that a pedestrian crossing is added to this plan so that children/ adults can cross the road safely to the school. Also consider putting in speed bumps on the approaching roads into and out of town.	This submission is acknowledged and safe crossing facilities at the junction is an integral part of the design. The provision of speed bumps on the N5 is outside the scope of this scheme.
3	Jonathan Cassidy	Strokestown	Part 8	Design, functionality & landscaping	The development requires greater emphasis on drop offs for students. The lands available in front of the old convent could be utilised to provide parking/drop off for both St Mary's and Scoil Mhuire. The landscaping needs to be minimal to reduce the over burdening on volunteers in particular the Tidy Town Group. Finish material should be of a high quality and standard to assist in creating a clean aesthetic to the "gateway" point when	Comments in this submission regarding the provision of alternative facilities for student drop off on private lands is outside the scope of the proposed development. One of the main elements of the proposed scheme is the provision of a continuous 3m wide shared pathway/cycleway so schoolchildren can access the

				entering the town from the West. Access points should be of a low angle of entry to assist in creating gentle points of entry to the footpaths. The new junction should allow for safe access and egress to current and future residents. The current proposal should be considered adaptive to future and further measures such as lighting, pedestrian crossings, ramps to assist in creating that "gateway" and reducing speeds on traffic entering from the current N5	primary school safety from the large amount of parking available on Church Street which is within 200m of the school gate. Landscaping and finishes comments have been taken on board by the design team and will be considered. Many elements of the submission are already included in the design.
4	John Dolan	Strokestown	Part 8	Loss of parking	Mr Dolan does not feel there is any safety issue at the school gates. He was dropped off there and now he drops his children off at the school gate, he does not agree with reducing the car parking spaces at the school and feels that traffic calming needs to be done on either side of the school junction. The historical grounds at the church attracts many visitors passing by, who stop and have a look at a piece of Strokestown's history. The current scheme as designed already includes design features to provide traffic calming on the N5. Although some parents may not witness any safety issues at this location while they stop quickly and drop children off the school principal has conveyed serious safety concerns to the design team with respect to uncontrolled parking at school times, vehicle u turns, cars passing by the school gate at speed while accessing the L60539 and difficulty for pedestrians to safely cross the junction. The reduction by two of the parking spaces at the Heritage Centre is required to facilitate the 3m shared pathway which is an integral part of the proposed scheme. Two spaces are remaining for staff parking.

5	Eileen Beirne	Strokestown	Part 8	Safety on the N5	Ms Beirne has safety concerns regarding the N5 road and more specifically the section of road passing the Maples housing estate. Ms Beirne says that residents of The Maples have been raising safety concerns in relation to this road for several years and are requesting extra traffic calming and safety interventions on the N5.	Safety concerns on the N5 at the Maples are acknowledged. This is outside the scope of the proposed scheme however the road design team will review collision data at this location with TII road safety representatives.
6	Allen Dolan	Strokestown	Part 8	Technical Observations	Please consider increasing parking from 2 to 3 or 4 spaces at the heritage centre. Please consider hard landscaping such as decorative paving for the landscaped areas. Has the scheme been autotracked for large vehicles that may require access? Is the scheme necessary considering the town will be bypassed soon? Will there be an impact on adjoining streets if people are looking for a new drop off area? Will there be an issue with parents still trying to drop children off in an area with less space following the works. I fully understand and appreciate the rationale behind this proposal. The addition of a designated pedestrian route across this junction is a welcome improvement. My comments are simply observations, not objections.	The design team acknowledge the overall support for the safety scheme from Mr Dolan and have taken on board the comments. We will not be introducing paving as an alternative to grass in the landscaped areas as this could lead to illegal parking which will cause a traffic hazard. The reduction by two of the parking spaces at the Heritage Centre is required to facilitate the 3m shared pathway, which is an integral part of the proposed scheme. Two spaces are remaining for staff parking. The design has been autotracked for vehicles such as fire trucks & refuse trucks.

Appendix A - Submissions

URN	Submission	User ID	Observation	Author	Body	Date
ROS-C7-LF25-1	ROS-C7-LF25-1 Proposal for Road Safety Improvement	468	Road Safety	Eibhlin King	I am asking that a pedestrian crossing is added to this plan so that children/ adults can cross the road safely to the school. There are Brothers of Charity accommodation down that road and would allow these adults as well my own daughter with additional needs to cross independently and safely. Also consider putting in speed bumps on the approaching roads into and out of town.	07.04.2025 - 13:15
ROS-C7-LF25-2	ROS-C7-LF25-2 Part 8 Strokestown Road Safety Improvement N5/L60539	487	Part 8	Jonathan Cassidy	The development requires greater emphasis on drop offs for students. The lands available in front of the old convent could be utilised to provide parking/drop off for both St Mary's and Scoil Mhuire. Utilising the Strokestown Town Team on this project could yield a solution for that enquire area for sporting events. The landscaping needs to be minimal to reduce the over burdening on volunteers in particular the Tidy Town Group. Grass verges to be mown monthly will suffice and the maintenance can be included as part of the public realm enhancement/maintenance budget. Finish material should be of a high quality and standard to assist in creating a clean aesthetic to the "gateway" point when entering the town from the West. This will aid the upkeep and elevate the appearance of a high-class residential town for prospective residents and visitors. Access points should be of a low angle of entry to assist in creating gentle points of entry to the footpaths to assist autonomy with the residents of Strokestown who may have a need for additional support or opportunities. With the Brothers of Charity maximising the town for supporting its members, the town, its functionality and walkways needs to exceed their needs, not meet them.	24.04.2025 - 21:31
ROS-C7-LF25-2	ROS-C7-LF25-2 Part 8 Strokestown Road Safety Improvement N5/L60539	487	Part 8	Jonathan Cassidy	The upcoming proposed development in close proximity to the area also needs to be facilitated in ensuring the junction allows for safe access and egress to current and future residents. I understand that once the N5 is downgraded, other traffic calming measures will become available, the current proposal should be considered adaptive to future and further measures such as lighting, pedestrian crossings, ramps to assist in creating that "gateway" and reducing speeds on traffic entering from the current N5	24.04.2025 - 21:31
ROS-C7-LF25-3	ROS-C7-LF25-3 Parking	458	Part 8	John Dolan	Never an issue here. I was dropped off at school here for both primary and secondary school and now I'm doing the same for my children. reducing the car parking spaces is only going to increase the chance of an accident. Traffic calming needs to be done on either side of the school junction and the road to Cloonslanor and with the new bypass, traffic should be dramatically reduced. Now is the time to utilise what we got in Strokestown i.e. the schools and the historical centre. not closing them down by taking the parking away. The historical grounds at the church attract a lot of visitors passing by who stop and have a look at a piece of Strokestown's history.	25.04.2025 - 10:23
n/a	N5/L60539 Strokestown, Road Safety Improvement Scheme	n/a	Part 8	Allen Dolan	The reduction of car parking spaces outside the Heritage Centre is concerning. This facility can be quite busy with tourists seeking to explore their roots and heritage. Reducing the number of parking spaces will likely impact its accessibility. While the facility may currently be underused, one would hope that in time this may change with the amenity re-structured for other potential tourism uses. Please consider increasing parking from 2 to 3 or 4 spaces. The current arrangement of two car spaces makes parking difficult. The shortened longitudinal distances force users to parallel park instead of driving straight into a space, which will cause issues at this location. How is this risk addressed in the risk assessment? The P4 areas - "proposed Landscaped Area with low level planting 300mm to 500mm high" - this proposal simply does not work adjacent to trafficked roadways, on National or Regional routes. The planting becomes choked with dirt and residue from the adjacent road surface. Recent attempts of such planting has failed miserably on a similar project by RCC on Bridge St, see photos attached. Such landscaping plans also require a lot of ongoing maintenance, generally relying on local community groups. Please consider alternative hard landscaping incorporating decorative planters which raises the plants above GL, or simply install hard landscaping other than concrete (native limestone cobble sets for example).	18/04/2025
					The AutoTrack for cars turning into St Mary's coming from the west is identified as a problem within your documentation, with traffic having to cross over to the other lane to enter - this appears to be rectified - how was it achieved? Maybe the kerb line was altered, if so, please ignore comment.	
					There does not appear to be any analysis (AutoTrack) carried out for larger vehicles entering the grounds of St Mary's, how does deliveries arrive and what are the plans for emergency vehicles, e.g. Fire tender.	
					The current AADT is 6261 with 11% HGV's - once the new bypass is in place, 2027 or probably sooner, the AADT will be significantly reduced (google says 2000 but traffic along Church St will be the smallest), therefore is there a need for the proposed measures? Would a simple traffic calming solution be more suited in the interim?	

					The proposed changes aim to prevent parents from using the current area for school drop-offs and collections. Has the impact of the increased traffic on alternative routes been analysed? The current drop-off and collection area around the community centre is already overcrowded, causing significant congestion during peak times, especially for those living within the adjacent housing estate.	
					The current proposal may address the issue of people using the current space as a U turn opportunity coming from the East, however it does not address people still utilising the proposed 2 entrances as drop off zones, people can still approach from the West and pull in at either the 1st or 2nd entrance and drop children off, this is going to cause significantly increased risk. How is this risk mitigated in the current Risk Assessment?	
n/a	N5/L60539 Strokestown, Road Safety Improvement Scheme	n/a	Part 8	Eileen Beirne	I am writing to formally express my ongoing concerns regarding the safety of the N5 road adjacent to Scoil Mhuire National School and, more specifically, the section near The Maples residential estate in Strokestown. Please find below a summary of the key issues and requests. Residents of The Maples have been raising safety concerns in relation to this road for several years, including coverage in a Roscommon Herald article as early as August 2020. Despite this, only minimal safety measures such as double white lines and limited signage have been introduced. We respectfully request the implementation of flashing warning signs on both approaches to The Maples estate, electronic speed display signs, and more prominent 'No Overtaking' signage. Repeated responses to resident concerns have included references to Transport Infrastructure Ireland (TII), the future Strokestown bypass, and claims of sufficient existing signage. Key risks include the danger posed by overtaking vehicles near estate entrances, frequent use of the route by school children, and pedestrian activity associated with the crèche in Cloonslanor. I am willing to meet with Council staff, engineers, or elected representatives to walk the route and highlight daily safety concerns. Past suggestions such as speed vans or Garda patrols have limited effectiveness, as drivers often flash lights to warn oncoming traffic. The speed limit increases to 100 km/h immediately after a hazardous bend near The Maples, a location with a history of fatalities. This is followed by inconsistent road markings such as "SLOW, SLOWER," which are confusing. I would greatly appreciate if an engineer could contact me to discuss these matters further. I can be reached at 087 6413107 or by post at 7 The Maples, Strokestown, F42 DD54.	14/04/25
n/a	N5/L60539 Strokestown, Road Safety Improvement Scheme	n/a	Part 8	Board Of Management St Mary's National School	We write in support of safety work to be completed where the entrance to St. Mary's Primary School meets the N5. The school Board have been aware of this project since early 2024. Drawings/maps have been supplied to the school Board of Management by Roscommon County Council and have been examined at Board meetings. For the past twenty years this area has been an area of high risk of an accident occurring. There is an increased volume of traffic on the N5 at the school gate and many of the vehicles are trucks travelling at speed. For many years the local Gardai patrolled this area from time to time in the am at 9am. They visited the classrooms and spoke to the pupils. The Principal sent letters to parents at the beginning of each term. There was an agreement that no pupils would be dropped off at this gate. Parents are advised every term to park at the Community Centre and to accompany their children on foot to the rear gate of the school. Parents bring their children to the rear gate and come to the playground to collect pupils at 1.50pm and 2.50pm. No pupil is allowed leave the school without an adult accompanying them. Unfortunately, some cars swing in at speed, block the front gate and have no heed of pedestrians walking to school from Cloonslanor, the Maples and Lisnaree. Unless the work proceeds some morning there will be a serious accident at this gate. The school had a recent Health and Safety inspection from the HSA. The officer advised that this work needed to proceed as soon as possible. She observed what was happening at the gate at 2.50pm.	22/04/25
n/a	N5/L60539 Strokestown, Road Safety Improvement Scheme	n/a	Part 8	Eileen Beirne	I am writing to formally express my ongoing concerns regarding the safety of the N5 road adjacent to Scoil Mhuire National School and, more specifically, the section near The Maples residential estate in Strokestown. Please find below a summary of the key issues and requests: - I recently visited your offices seeking to discuss this matter with an engineer but was advised that no one was available at the time. - Residents of The Maples have been raising safety concerns in relation to this road for several years, including coverage in a Roscommon Herald article as early as August 2020. Despite this, only minimal safety measures such as double white lines and limited signage have been introduced. - We respectfully request the implementation of flashing warning signs on both approaches to The Maples estate, electronic speed display signs, and more prominent 'No Overtaking' signage. - Repeated responses to resident concerns have included references to Transport Infrastructure Ireland (TII), the future Strokestown bypass, and claims of sufficient existing signage. - Key risks include the danger posed by overtaking vehicles near estate entrances, frequent use of the route by school children, and pedestrian activity associated with the crèche in Cloonslanor. - I am willing to meet with Council staff, engineers, or elected representatives to walk the route and highlight daily safety concerns. - Past suggestions such as speed vans or Garda patrols have limited effectiveness, as drivers often flash lights to warn oncoming traffic. - The speed limit increases to 100 km/h immediately after a hazardous bend near The Maples, a location with a history of fatalities. This is followed by inconsistent road markings such as "SLOW, SLOWER," which are confusing. I would greatly appreciate if an engineer could contact me to discuss these matters further. I can be reached at 087 6413107 or by post at 7 The Maples, Strokestown, F42 DD54. As a resident whose home is situated at the front of the estate, I witness these dangers daily and strongly urge Roscommon County Council to take immediate and decisive action to improve safety on this stretch of the N5.	14/04/2025

Appendix B – Planning Report

Planning Ref.	PD/25/21
Description of development:	Part 8 – N5/L60539 Strokestown Road Safety Improvement
Location	Lisroyne Townland, Strokestown, Co.
Applicant(s)	Roscommon County
Planning Operational	Roscommon

Overview of Development Proposal

The development proposal is located within the urban environs of Strokestown at the intersection between the N5 and L60593. The proposed works essentially aim to provide road safety improvements associated with a new junction between the N5 and L-60593 roads to improve access/egress arrangements from the junction, sight lines, along with vehicular and pedestrian safety.

Environmental Considerations and Appropriate Assessment

Within designated site(s): No
Adjacent to designated sites(s): No

Details of designated site(s) and distance from application site:
The site is c.2.5km from Annaghmore Lough (Roscommon) SAC – 001626.

Accompanied by Appropriate Assessment Screening: Yes

The report has concluded that an AA of the proposed development is not required as it can be excluded on the basis of objective information provided in the AA Screening Report, that the proposed development, individually or in combination with other plans or projects, will not have a significant effect on any European sites. (See detail contained within the report on file)

EIA Screening Checklist and associated conclusion outlining EIA is not required has been noted.

Planning Policy

ROSCOMMON COUNTY DEVELOPMENT PLAN (RCDP) 2022 - 2028

In terms of the provision of an improved public infrastructure, Chapter 7: Infrastructure, Transport and Communications promotes the maintenance and enhancement of the public road network throughout the county, in order to improve movement, access and safety for all road users.

It is considered that the proposed development is designed to create a safer environment for both pedestrian and vehicular movement in the area.

Having regard to the nature of works set out in this Part 8 application, it is considered that this proposed scheme accords with the principals and associated policy objectives set out in the current Roscommon County Development Plan.

Planning Assessment

The works outlined above are intended to address public safety and improved traffic movements in this area, adjoining the secondary school. This development will have a positive impact on how pedestrian and traffic movements take place at this location.

Plan detail as submitted, provides a sufficiently detailed schedule of works. The works outlined are considered appropriate in terms of layout and design.

Conclusion

In consideration of the foregoing, it is concluded that the proposed scheme accords well with the current overarching policy objectives, as well as the development management guidelines and standards of the Roscommon County Development Plan 2022–2028 and thus accords with the proper planning and sustainable development of the area.

Recommendation

In the event this development proceeds, consideration should be given to the following:

- All surface finishes should be of high quality and durable to support the integrity of the public road infrastructure in the area, incorporating appropriate surface water treatment proposals.



Signed: _____
Brian Farragher
SEP

Date: 25/04/2025

Public Notice



Comhairle Contae
Ros Comáin
Roscommon County Council



COMHAIRLE CONTAE ROS COMÁIN
ROSCOMMON COUNTY COUNCIL
PLANNING AND DEVELOPMENT ACT 2000 (AS AMENDED)
PLANNING AND DEVELOPMENT REGULATIONS 2001 (AS AMENDED) - PART 8

NOTICE IN RELATION TO SPECIFIED DEVELOPMENT

Notice is hereby given pursuant to the provisions of Section 179 of the Planning and Development Act 2000 (as amended) and Article 81 of Part 8 of the Planning and Development Regulations 2001 (as amended) that Roscommon County Council proposes to carry out the following development:

N5/L60539 Strokestown, Road Safety Improvement Scheme

The proposed works will introduce various engineering measures enabling the N5/L60539 junction and St Marys Primary School access to operate more efficiently and safely. The continuation of a new-shared surface pathway will promote sustainable options for children accessing the school from available parking in the town centre thereby reducing congestion at the school gate. Redesign of the N5/L60539 junction will create a much safer environment for vulnerable road users to cross the junction. Introduction of road markings and signage in accordance with the *Safe Routes to School* program will increase driver awareness and reduce vehicle speeds.

The project involves:

- Site clearance works
- Footpath and pavement improvement works
- Landscaping
- Other ancillary works including the provision of traffic signs, road markings, kerbs, street lighting and utility diversions

An Appropriate Assessment screening report in respect of the development has been carried out and is available for inspection. The report concluded that the development does not need to proceed to Stage 2 Appropriate Assessment. In accordance with Article 120 (3), as amended by S.I. No. 296 of 2018, a person may, within four weeks beginning on the date of the publication of this notice apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64, Marlborough Street, Dublin, 1.

Plans and Particulars of the proposed development may be inspected or purchased (at a fee not exceeding the reasonable cost of making a copy) for a period of **four weeks from 14th March 2025** during public opening hours at the offices of Roscommon County Council, Áras an Chontae, Roscommon Town F42 VR98. Plans and particulars may also be viewed online on the Roscommon County Council website at www.roscommoncoco.ie

A submission or observation in relation to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made, in writing or via email before **25th April 2025**, marked "N5/L60539 Strokestown, Road Safety Improvement Scheme" and submitted to: Roscommon County Council, Roads and Transportation Department, Áras an Chontae, Roscommon Town F42 VR98 or roads@roscommoncoco.ie

Signed: Greg O'Donnell, A/Director of Services

Date of Notice: **14th March 2025**

N5 Strokestown - Junction N5 / L60539 Road Safety Improvement Scheme

Schedule of Tender Drawings

Cover Sheet	RS-2024-SPR-000-REV01
Location and Layout	RS-2024-SPR-001-REV01
Longitudinal Profiles	RS-2024-SPR-002-REV01
Forward Visibility	RS-2024-SPR-003-REV01
Drainage	RS-2024-SPR-004-REV01
Street Lighting	RS-2024-SPR-005-REV01
AutoTrac	RS-2024-SPR-006-REV01
SRTS	RS-2024-SPR-007-REV01



Project Name	N5 Strokestown - Junction N5 / L60539 Road Safety Improvement Scheme		
Client	Rockingham County Council	Project Manager	Mr. [Name]
Contract No.	2024/001	Revision	01
Issue Date	15/01/2024	Issue By	Mr. [Name]
Drawn By	Mr. [Name]	Checked By	Mr. [Name]
Approved By	Mr. [Name]	Authorised By	Mr. [Name]
Scale	As shown		
Sheet No.	1 of 1		

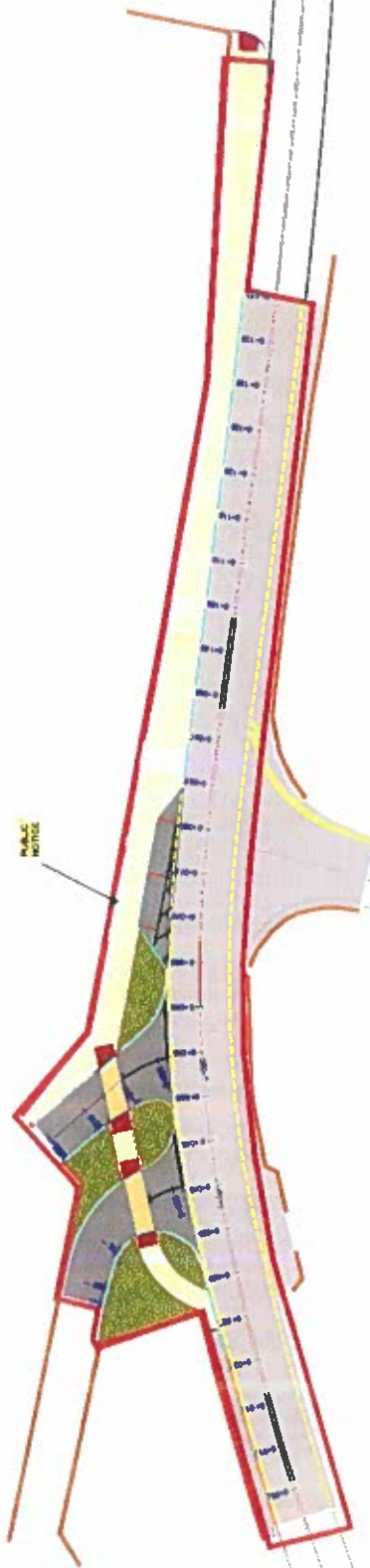
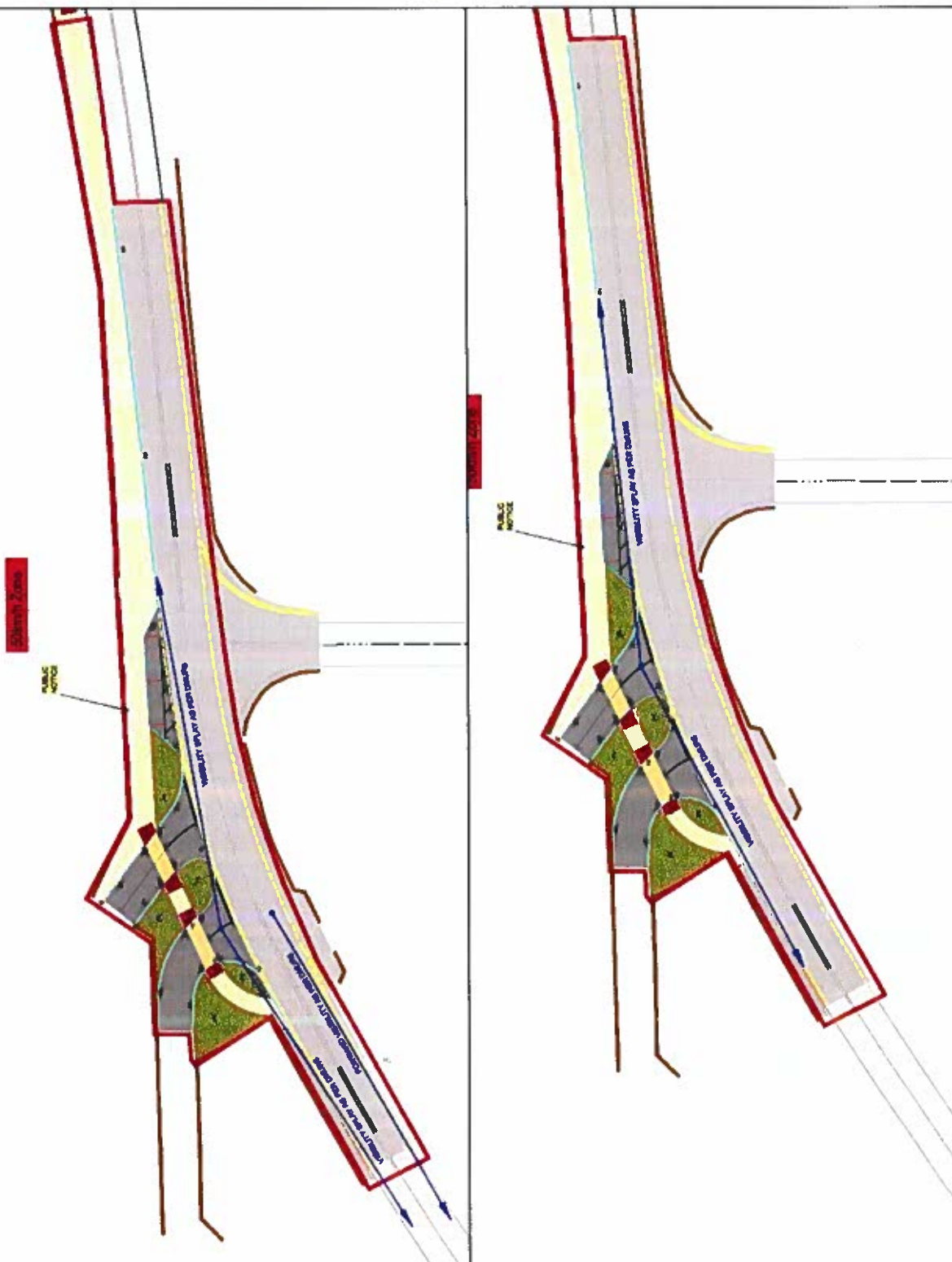


Figure 1 shows a schematic diagram of a two-dimensional lattice structure. The lattice is composed of horizontal and vertical segments. The horizontal segments are labeled with 'h' and the vertical segments with 'v'. The segments are arranged in a grid pattern, with the horizontal segments being slightly longer than the vertical segments. The diagram shows a portion of the lattice, with some segments highlighted in a darker color to indicate specific features or boundaries.

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10. 7. 4. 93	10. 7. 4. 94
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10. 7. 4. 97	10. 7. 4. 98
10. 7. 4. 99	10. 7. 4. 100

A hand-drawn graph on a grid showing a piecewise linear function. The x-axis is labeled from 0 to 10, and the y-axis is labeled from 0 to 10. The function is defined by several line segments connecting points (0,0), (2,2), (4,4), (6,4), (8,2), (10,0). Brackets on the y-axis indicate the range of the function: "C. of 30400, 40233" for the segment from y=0 to y=4, and "C. of 46239" for the segment from y=4 to y=2. The function is labeled "f(x)" at the bottom right.

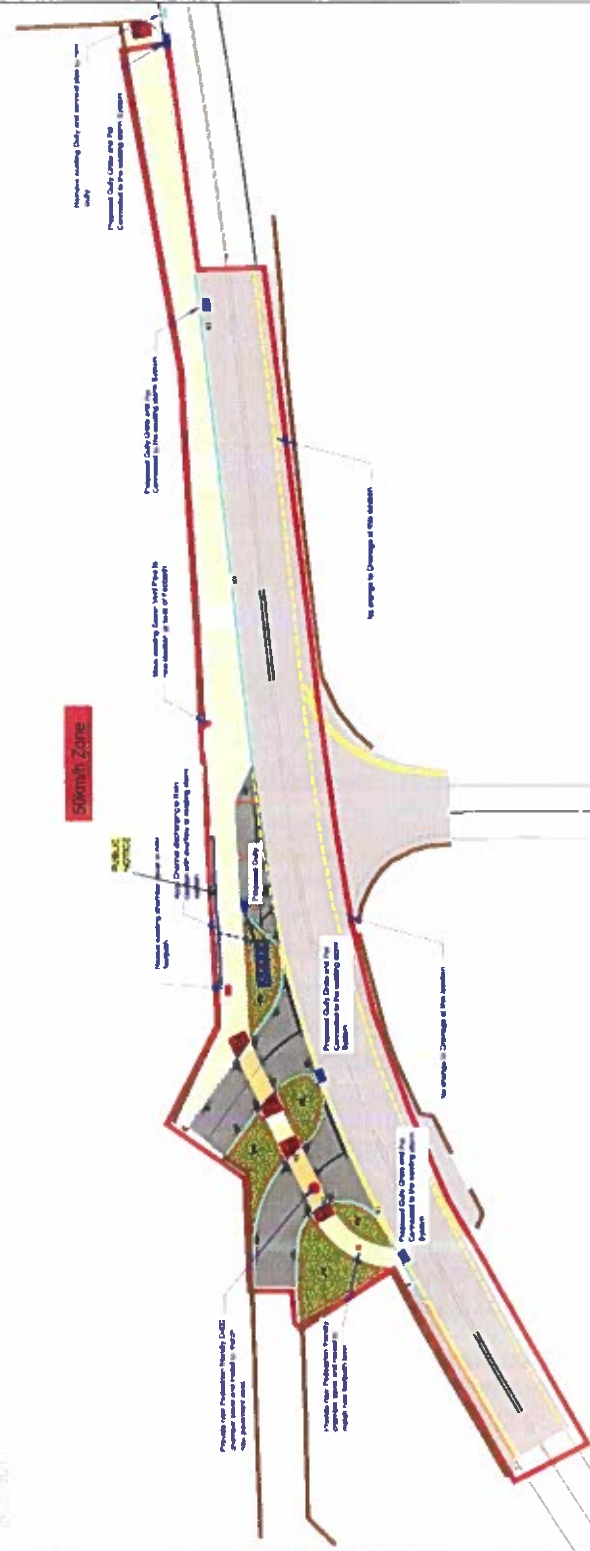
[illegible]



Leaf 1 of 1

- 1. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.
- 2. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.
- 3. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.
- 4. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.
- 5. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.
- 6. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.
- 7. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.
- 8. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.
- 9. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.
- 10. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.

- 11. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.
- 12. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.
- 13. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.
- 14. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.
- 15. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.
- 16. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.
- 17. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.
- 18. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.
- 19. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.
- 20. The proposed development is located within the designated flood zone and is therefore subject to the provisions of the Flood Risk Management Regulations 2009.



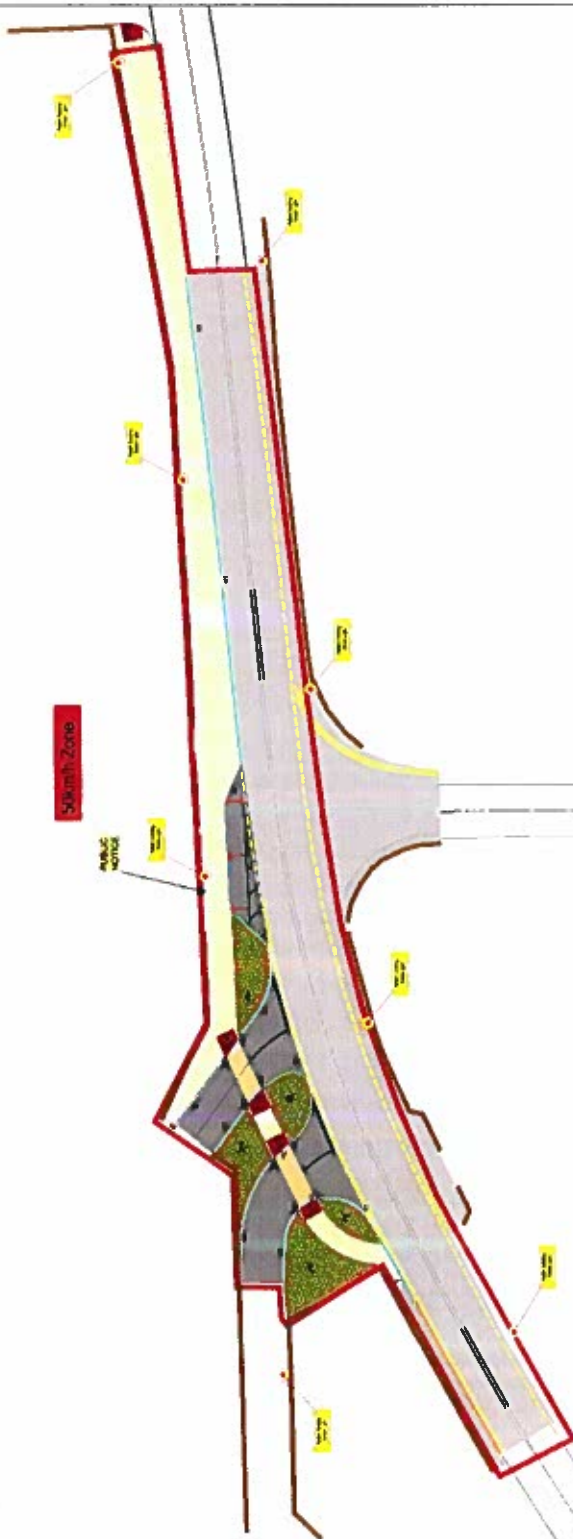
For Better Transport
Transport Infrastructure
Department of Transport,
Tourism and Sport

RCS
Rural Community Scheme
Department of Agriculture,
Food and the Marine

Roscommon County Council
Roscommon County Council
100, High Street, Roscommon
Co. Roscommon, Ireland
Tel: 01822 411100
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Email: info@roscommon.ie
Website: www.roscommon.ie

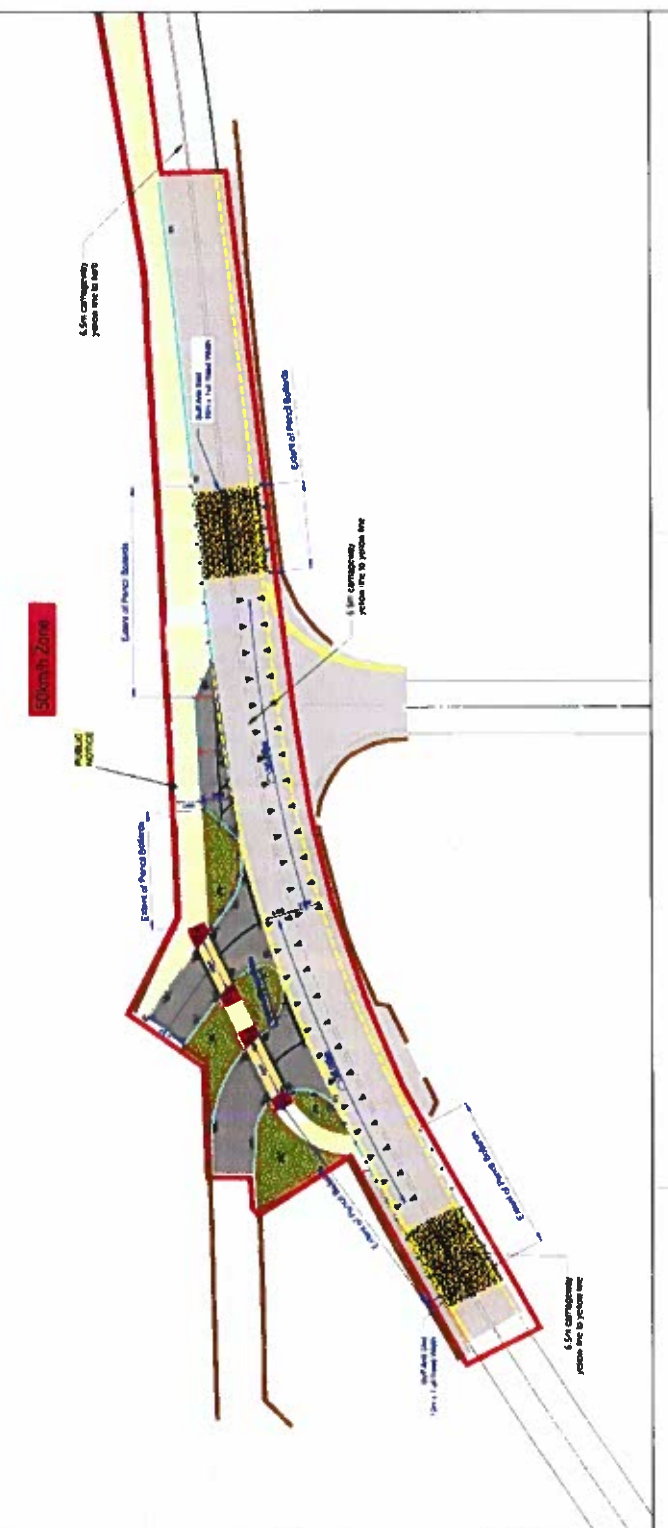
Project Information

Project Name: Roscommon County Council
Project Number: 100-100-100-100
Project Location: Roscommon County Council
Project Status: In Progress
Project Start Date: 10/10/2010
Project End Date: 10/10/2010



- [illegible]

- 1. Roadway width: 12m
- 2. Roadway width: 10m
- 3. Roadway width: 8m
- 4. Roadway width: 6m
- 5. Roadway width: 4m
- 6. Roadway width: 2m
- 7. Roadway width: 1m
- 8. Roadway width: 0.5m
- 9. Roadway width: 0.25m
- 10. Roadway width: 0.125m
- 11. Roadway width: 0.0625m
- 12. Roadway width: 0.03125m
- 13. Roadway width: 0.015625m
- 14. Roadway width: 0.0078125m
- 15. Roadway width: 0.00390625m
- 16. Roadway width: 0.001953125m
- 17. Roadway width: 0.0009765625m
- 18. Roadway width: 0.00048828125m
- 19. Roadway width: 0.000244140625m
- 20. Roadway width: 0.0001220703125m
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- 22. Roadway width: 0.000030517578125m
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- 24. Roadway width: 0.00000762939453125m
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SCALE 1:1000 SCALE 1:1000

Project: 10.10.2020 - 10.10.2020

Client: 10.10.2020 - 10.10.2020

Project Manager: 10.10.2020 - 10.10.2020

Project Engineer: 10.10.2020 - 10.10.2020

Project Designer: 10.10.2020 - 10.10.2020

Project Checker: 10.10.2020 - 10.10.2020

Project Approver: 10.10.2020 - 10.10.2020

Project Date: 10.10.2020 - 10.10.2020

Project Status: 10.10.2020 - 10.10.2020

Project Location: 10.10.2020 - 10.10.2020

Project Description: 10.10.2020 - 10.10.2020

Project Notes: 10.10.2020 - 10.10.2020

Project Comments: 10.10.2020 - 10.10.2020

Project Actions: 10.10.2020 - 10.10.2020

Project Risks: 10.10.2020 - 10.10.2020

Project Issues: 10.10.2020 - 10.10.2020

Project Changes: 10.10.2020 - 10.10.2020

Project Deliverables: 10.10.2020 - 10.10.2020

Project Milestones: 10.10.2020 - 10.10.2020

Project Budget: 10.10.2020 - 10.10.2020

Project Resources: 10.10.2020 - 10.10.2020

Project Stakeholders: 10.10.2020 - 10.10.2020

Project Communications: 10.10.2020 - 10.10.2020

Project Governance: 10.10.2020 - 10.10.2020

Project Compliance: 10.10.2020 - 10.10.2020

Project Security: 10.10.2020 - 10.10.2020

Project Quality: 10.10.2020 - 10.10.2020

Project Performance: 10.10.2020 - 10.10.2020

Project Satisfaction: 10.10.2020 - 10.10.2020

Project Impact: 10.10.2020 - 10.10.2020

Project Legacy: 10.10.2020 - 10.10.2020