

# Galway City Council

## BusConnects Galway: Dublin Road

### Environmental Impact Assessment Screening Determination

Galway City Council (“GCC”) is proposing to carry out the BusConnects Galway: Dublin Road (the “**Proposed Development**”).

The Proposed Development is a public transport priority corridor, encompassing the provision of dedicated bus lanes, segregated cycle lanes and footpaths on both sides of the Dublin Road. The Proposed Scheme has an overall length of approximately 3.9km commencing at the Moneenageisha Junction in the west and tying into the Doughiska Junction in the east with junctions at Renmore Park, Renmore Road, Michael Collins Road, Ballyloughane Road, Skerritt Junction, Merlin Park Hospital, Lios an Uisce (Galway Crystal), Rosshill Road, Coast Road and Doughiska Road. The Proposed Development will tie in with the Galway BusConnects: Cross City Link scheme at the western extremity.

### **Legislative Context**

Projects listed in Annex I of Directive 2011/92/EU of the European Parliament and the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (as amended by Directive 2014/52/EU of the European Parliament and the Council of 16 April 2014 (the “**EIA Directive**”), automatically require an environmental impact assessment (“**EIA**”).

Further, Section 50(1)(a) of the Roads Act 1993 (as amended) (the “**Roads Act**”) and Article 8 of the Roads Regulations 1994 (S.I. No. 119 of 1994) (as amended) (the “**Roads Regulations**”) sets out certain “road development”, which automatically requires an EIA. The Proposed Development falls within any of the categories of “road development” set out in section 50(1)(a) of the Roads Act or Article 8 of the Roads Regulations.

Section 50(1)(a)(iv) of the Roads Act provides:

*“Any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road”.*

The prescribed types of proposed road development for the purposes of Section 50 (1)(a)(iv) are set out in Article 8 of SI 119 of 1994 Roads Regulations, as amended:

*“(a) The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area*

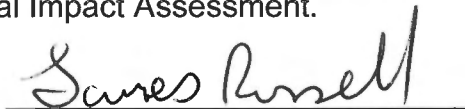
*(b) The construction of a new bridge or tunnel which would be 100 metres or more in length”*

The Proposed Development is a linear road development consisting of permanent works along 3.9 kilometres of road involving the realignment and widening of existing road so as to provide four or more lanes in an urban area. The proposed road development exceeds the mandatory threshold detailed in Section 50 (1)(a)(iv) of the Roads Act 1993 and the Roads Regulations, 1994, as amended - Part V (Article 8) (S.I. No.119 of 1994) (8a).

### **EIA Screening Determination**

The Proposed Development exceeds the threshold outlined in Section 50(1)(a)(iv) of the Roads Act 1993, as amended, and Article 8 of the Roads Regulations 1994, as amended. Therefore, the Proposed Development does trigger the need for a mandatory Environmental Impact Assessment.

pSigned:



James Russell,

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Dated:

