

**BusConnects Galway:  
Dublin Road**

December 2024

**Environmental  
Impact  
Assessment  
Report**

**Screening  
Report**

**BUS  
CONNECTS**

SUSTAINABLE TRANSPORT FOR A BETTER CITY.

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## APPENDIX A: SCHEME LAYOUT

## SECTION 1: Introduction

Barry Transportation has prepared this Environmental Impact Assessment (EIA) Screening Report on behalf of Galway City Council for the proposed BusConnects Galway: Dublin Road development, hereafter referred to as the 'proposed road development'.

This EIA Screening Report has been prepared so as to enable Galway City Council in forming an opinion as to whether the proposed road development should be subject to an Environmental Impact Assessment, in accordance with the provisions of the EIA Directive.

This document sets out the information necessary for the competent authority, An Bord Pleanála, to undertake the EIA screening assessment in respect of the proposed development and to make an EIA Screening determination.

The proposed road development starts at the junction with Doughiska Road, tying into the Martin Junction Upgrade and follows R338 Dublin Road to the Moneenageisha Junction where it ties into the proposed BusConnects Galway: Cross City Link scheme. Refer to Figure 1-1 for the extent of the proposed road / public transport corridor development.



**Figure 1-1: Extent of the proposed road development in Galway City (Not to Scale)**

### 1.1 Galway Transport Strategy

In 2016, Galway City Council & Galway County Council, in partnership with the National Transport Authority, developed the Galway Transport Strategy (GTS)<sup>1</sup>, an Integrated Transport Strategy for Galway City & Environs. The GTS sets out a series of actions and measures, covering infrastructural, operational and policy elements to be implemented in Galway over the next 20 years and sets out a framework to deliver the projects in a phased manner.

<sup>1</sup> Galway City Council (2016) Galway Transport Strategy. Available at [www.galwaycity.ie/services/roads-and-transport/galway-transport-strategy](http://www.galwaycity.ie/services/roads-and-transport/galway-transport-strategy)

Galway City has a transport problem, due to its reliance on the private car, which has been influenced by the existing public transport network, limited cycling facilities, a large rural hinterland and as a result of it being the key gateway in and out of Connemara.

Combined with this, Galway City has a road and street network which is ill-suited to the high traffic flows currently prevalent, which are contributing to increased congestion and delay, affecting quality of life and impacting on the functionality of the city.

To address this, a fundamental shift is needed towards sustainable travel, reducing the dependency on the private car and taking action to make Galway City more accessible and connected, enhancing quality of life within the city for all. To address these problems, Galway City Council's strategic objectives for transport are:

- to promote and encourage a modal shift to sustainable transport and active travels modes,
- to improve accessibility and permeability of pedestrians, cyclists and public transport users,
- to manage the traffic in a way which maximises mobility and safe movement, and
- to maintain and develop/upgrade Infrastructure.

The Galway Transport Strategy (GTS) is a package of measures which seeks to support those living, studying, working and visiting Galway to move around the city more easily on foot, by bike and on public transport. Those seeking to travel by private car will still be facilitated; however, the priority will be to cater for the modes of transport above. The Galway City Development Plan 2023-2029 implements a framework to implement the Galway Transport Strategy (GTS).

The proposed road development ('BusConnects Galway: Dublin Road' which forms part of the Proposed Core Bus Routes as set out in the GTS framework,) ties into the BusConnects 'Cross-City Link', an orbital traffic route around Galway City centre for two-way traffic flow (referred to as the 'City Centre Access Network' project); and an inner distributor road for localised traffic movements (referred to as the 'Inner City Access Route' project). The BusConnects Programme is a key part of Government policy to improve public transport and address climate change<sup>2</sup>.

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<sup>2</sup> Draft Galway City Development Plan 2023-2029. Available at <https://www.galwaycity.ie/development-plan-2023-2029>



**Figure 1-2 Proposed Core Bus Routes (Galway Transport Strategy 2016)**

The overall objective of BusConnects Galway: Dublin Road is to provide enhanced walking, cycling and bus infrastructure which will deliver efficient, safe and integrated sustainable transport from the east of Bohermore to Roscam which aligns with the strategic aim of the GTS. Specific proposals for the Proposed Road include the provision of bus lanes along the full length of the road, provision of cycling facilities, and improvements and upgrades to footpaths and pedestrian crossings. The primary aim of this project is to enhance bus provision on this corridor, remove current delays on the bus network and enable a reliable bus service that can provide a faster alternative to car traffic along these routes, making bus transport a more attractive alternative to car travel. An added benefit is that it will make the overall bus system more efficient, faster bus journeys means that more people can be moved with the same level of vehicle and driver resources.

## 1.2 GMATS

The National Transport Authority (NTA) has commenced the development of a transport strategy (“Transport Strategy”) for the Galway Metropolitan Area (“GMA”) covering a twenty-year period and addressing all land transport modes. The Transport Strategy will provide a long-term strategic planning framework for the delivery of transport and the integrated development of transport infrastructure and services in the GMA and will replace the existing ‘Galway Transport Strategy’ 2016.

## 1.3 Overview of the Proposed Development

This section provides an overview of the proposed road/public transport corridor development. Currently, Galway City experiences congestion problems partially as a result of over reliance on the private car and lack of alternative modes of transport which impacts upon the journey time reliability of existing public transport services and limits the available road space for introducing bus and cycle lanes (GTS Appendix

B, Modelling and Appraisal Report, 2016)<sup>3</sup>. The proposed road development is anticipated to have a transformational effect on Galway city and eastern suburbs changing the way people travel and access the city centre.

The proposed road development starts at the junction with Doughiska Road, tying into the Martin Junction Upgrade and follows Dublin Road to a point east of the Moneenageisha Junction where it ties into the BusConnects Galway: Cross City Link proposals. For the full length (approximately 3.9km) of the route a dedicated bus lane, segregated cycle lanes and footpaths are proposed on either side of the road. Dublin Road remains two-way for general traffic. All major junctions along the route, including the Skerrit Roundabout, are proposed to be upgraded to include for bus priority measures, signalised pedestrian crossings and segregated cyclist facilities.

The proposed road development consists of the alteration of existing road layouts, including junction layouts, footpaths, signalling, pedestrian crossings, drainage and other associated works. An overview of the likely scheme construction phasing and the necessary construction works associated with each phase is outlined below. For the majority of the works associated with the scheme, it is envisaged that normal working hours (07:00 – 19:00) will be followed. In specific circumstances, such as road crossings or road resurfacing, the works will be carried out at night.

The works on the proposed road development comprise the installation of inbound and outbound bus lanes, reconfiguration of traffic movements to facilitate improved pedestrian, cyclist and bus, taxi/emergency services accessibility, and movement, infrastructural works at certain roads and junctions. This is to be achieved via a combination of carriageway widening, repurposing of existing traffic lanes and setting back the existing footpath. Additional land will be required throughout the scheme. A summary of the works include:

- Construction works to facilitate road widening for the construction/installation of footpaths, cycle tracks and bus lanes;
- Construction works for the construction compound establishment;
- Drainage works including the provision of Petrol Interceptors / Bypass oil separators;
- Construction and installation of new footpaths (including reinstatement of existing footpaths to be amended), comprising of a mix of in-situ concrete, concrete paving, concrete setts and natural stone setts;
- Removal and upgrade of existing public lighting and installation of new lighting;
- Construction works to facilitate the installation of new or amendment to existing traffic signal-controlled junctions;
- Construction works to facilitate the installation of new or amendments to existing bus stops with associated bus shelters;
- Removal of existing mature trees (no. 395), planting of replacement trees and any additional landscaping;
- Diversion, relocation and protection of multiple underground and overground utilities;
- Widening is required along the length Dublin Road which will require up to 6m from adjacent lands impacting the following locations:
  - Greenspace and paved area outside of Brothers of Charity Services Galway
  - Greenspace by Wellpark Grove
  - Parking area in front of Bathroom World
  - Greenspace in The Connacht Hotel Car Park
  - Garden and driveway of 18 Dublin Road
  - Approximately 3 parking spaces outside of Duggan's Spar

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<sup>3</sup> Galway Transport Strategy, Appendix B, Modelling and Appraisal Report, 2016. Available at: [www.galwaycity.ie/services/roads-and-transport/galway-transport-strategy](http://www.galwaycity.ie/services/roads-and-transport/galway-transport-strategy)

- Public Greenspace south of Glenina Heights
  - Greenspace by Galwegians Rugby Football Club
  - Greenspace in Flannery’s Hotel Car Park
  - Industrial area to the west of Ballyloughane Road
  - Greenspace in Belmont Estate
  - Gaelscoil Dara sports field
  - Greenspace outside of ATU Galway Campus
  - Greenspace to the north of the carriageway to the east of Skerrit Roundabout
  - Greenspace outside Woodhaven Estate
  - Greenspace to the north of the carriageway through Merlin Park Meadows.
- Reconfiguration of traffic movements to facilitate improved pedestrian, cyclist and bus accessibility and movement.

The proposed road development ties in with the Galway BusConnects: Cross City Link scheme at the western extremity. Additional land for the proposed cross-section widening and construction of new footpaths and cycleways is primarily to the south of the existing R338 at this location and towards the junction with Renmore Park. Between Renmore Park Junction and Ballyloughane Road junction the additional land required is primarily to the north which impacts on Galway City Council lands, the landscaped green area at the front of the Connacht Hotel, the green area at the front of Glenina Heights housing estate, the Galwegians RFC sports grounds and the landscaped green area at the front of Flannery’s Hotel. There is an impact to the south on the car park of a convenience store at the R338 junction with Renmore Road where a property to the north of the road creates a pinch point.

The access to Belmont estate is proposed to be realigned to tie in with the Ballyloughane Road junction. Further east at ATU Galway City, the alignment of the cycle lane and footpath to the north is set behind the existing tree line. A new “cyclops” (Cycle Optimised Protected Signals) junction is proposed to replace the Skerritt roundabout which is designed to separate pedestrians and cyclists from traffic at the junction, reducing the possibility of collisions or conflict. Between the Skerritt junction and the eastern extremity of the scheme the additional required land is primarily to the north of the existing R338. This impacts brownfield site (the demolished former Corrib Great Southern Hotel site), green space at the front of Woodhaven estate, agricultural land and HSE lands as part of Merlin Park Hospital including The Meadows which is being treated as a mosaic of an Annex I grassland habitat. At the eastern end beyond a realigned Doughiska Road junction, the scheme ties in with the Martin junction which has completed the construction phase and is currently under Defects Period.

Throughout the scheme and where possible existing signage will be retained or relocated. Additional new signage will also be required at locations throughout the scheme. Typical excavation depths for installation of new signage will be approximately 1.0m.

New road markings will be applied throughout the scheme following resurfacing works. Utility covers will be raised to match new ground heights where applicable.

Adjustment or upgrade works will be required to service chambers and manholes, gullies, etc. Drainage gullies will be relocated to the new kerb edge and will connect back to existing drainage or a new drainage network. Drainage of newly paved areas includes SuDS measures to treat and attenuate any additional run-off. These measures will ensure that there is no increase in existing run-off rates from newly paved areas and provide appropriate treatment to ensure run-off quality. There is one retaining wall to be constructed along the proposed route. Two attenuation tanks/pumping stations are proposed at low points in Section 2.

Works will involve the diversion of utilities where present. These will be either retained, protected or diverted as required. Carriageway widening works will require the existing footpath to be broken out, full road build-up to be constructed and jointed to the existing adjacent carriageway, and replacement footpath/raised adjacent cycle lane to be constructed.

## SECTION 2: Legislation, Guidance and Requirement for EIA Screening

### 2.1 Overview

This section outlines the relevant legislation and guidance reviewed in the compilation of this EIA Screening Report. This section also compares the proposed road development against the list of projects which legally require EIA and compares it against their mandatory trigger thresholds.

### 2.2 Legislation

The following legislation has been considered during the preparation of this EIA Screening Report:

- Directive 2011/92/EU<sup>4</sup> 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 of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment <sup>5</sup> (the “EIA Directive”);
- Roads Act 1993 Regulation (Roads Act), as amended;
- Roads Regulations, 1994 (S.I. No. 119 of 1994) (as amended);
- European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019 (S.I. No. 279 of 2019).
- Planning and Development Act 2000, as amended;
- Planning and Development Regulations 2001, as amended; and
- European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, as amended (S.I. No. 296 of 2018).

### 2.3 Guidance

The following guidance and consultation documents have also been considered during the preparation of this report:

- Department of Housing, Planning, Community and Local Government (2018) Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (August 2018);
- Department of the Environment, Heritage and Local Government (2003) Environmental Effect Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development;
- Environmental Protection Agency (2022) Guidelines on the Information to be contained in Environmental Impact Assessment Reports;
- Environmental Impact Assessment Screening - OPR Practice Note PN02 (Office of the Planning Regulator (OPR), 2021);
- Environmental Impact Assessment Projects. Guidance on the preparation of the environmental impact assessment report (Directive 2011/92/EU as amended by 2014/52/EU)";
- European Commission (2015) Interpretation of definitions of project categories of annex I and II of the EIA Directive;

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<sup>4</sup> Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (codification).

<sup>5</sup> Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment.

- National Transport Authority (2023) Guidance on EIA and AA screening of Active Travel Projects Funded by the NTA; and
- Transport Infrastructure Ireland (TII) (2008) Environmental Impact Assessment of National Road Schemes – A Practical Guide, Revision 1.

## 2.4 Requirement for Screening under the EIA Directive and Roads Acts 1993, as amended

The EIA Directive sets out the requirements of the EIA process, including screening the need for an EIA. Projects listed in Annex I of the EIA Directive (as transposed in Part 1 of Schedule 5 to the Planning and Development Regulations 2001 (as amended)), and projects listed in Annex II of the EIA Directive (as transposed in Part 2 of Schedule 5 to the Planning and Development Regulations 2001 (as amended)) that equal or exceed the thresholds set out in Part 2 of Schedule 5 to the Planning and Development Regulations 2001 (as amended), require a mandatory EIA, whilst projects listed in Annex II, that do not equal or exceed the thresholds set out in Part 2 of Schedule 5 to the Planning and Development Regulations 2001 (as amended), require screening to determine whether an EIA is required. Articles 4(4) and 4(5) of the EIA Directive set out the requirements for EIA screening of Annex II projects as set out below. Annex III of the EIA Directive (as transposed in Schedule 7 to the Planning and Development Regulations 2001 (as amended)) sets out the criteria to be examined when carrying out EIA screening as set out below.

Road developments, and in particular consideration of whether an EIA is required or not, fall to be considered under the Roads Act 1993, as amended, and the Roads Regulations 1994, as amended.

The Roads Act 1993, as amended, has been amended to take account of the requirements of the the EIA Directive.

Annex III of the EIA Directive is specifically referenced in Section 50(1)(e) of the Roads Act 1993, as amended, to be considered when carrying out EIA Screening.

### Articles 4(4) and 4(5) of the EIA Directive

*“4(4). Where Member States decide to require a determination for projects listed in Annex II, the developer shall provide information on the characteristics of the project and its likely significant effects on the environment. The detailed list of information to be provided is specified in Annex IIA. The developer shall take into account, where relevant, the available results of other relevant assessments of the effects on the environment carried out pursuant to Union legislation other than this Directive. The developer may also provide a description of any features of the project and/or measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.*

*4(5). The competent authority shall make its determination, on the basis of the information provided by the developer in accordance with paragraph 4 taking into account, where relevant, the results of preliminary verifications or assessments of the effects on the environment carried out pursuant to Union legislation other than this Directive. The determination shall be made available to the public and:*

*(a) where it is decided that an environmental impact assessment is required, state the main reasons for requiring such assessment with reference to the relevant criteria listed in Annex III; or*

*(b) where it is decided that an environmental impact assessment is not required, state the main reasons for not requiring such assessment with reference to the relevant criteria listed in Annex III, and, where proposed by the developer, state any features of the project and/or measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.”*

## **ANNEX II A of EIA Directive**

### **ANNEX IIA INFORMATION REFERRED TO IN ARTICLE 4(4) (INFORMATION TO BE PROVIDED BY THE DEVELOPER ON THE PROJECTS LISTED IN ANNEX II)**

1. *A description of the project, including in particular: (a) a description of the physical characteristics of the whole project and, where relevant, of demolition works; (b) a description of the location of the project, with particular regard to the environmental sensitivity of geographical areas likely to be affected.*
2. *A description of the aspects of the environment likely to be significantly affected by the project.*
3. *A description of any likely significant effects, to the extent of the information available on such effects, of the project on the environment resulting from: (a) the expected residues and emissions and the production of waste, where relevant; (b) the use of natural resources, in particular soil, land, water and biodiversity. The criteria of Annex III shall be taken into account, where relevant, when compiling the information in accordance with points 1 to 3.*

## **ANNEX III of the EIA Directive**

### **SELECTION CRITERIA REFERRED TO IN ARTICLE 4(3) (CRITERIA TO DETERMINE WHETHER THE PROJECTS LISTED IN ANNEX II SHOULD BE SUBJECT TO AN ENVIRONMENTAL IMPACT ASSESSMENT)**

#### **1. Characteristics of projects**

*The characteristics of projects must be considered, with particular regard to:*

- (a) the size and design of the whole project;*
- (b) the cumulation with other existing and/or approved projects;*
- (c) the use of natural resources, in particular land, soil, water and biodiversity;*
- (d) the production of waste;*
- (e) pollution and nuisances;*
- (f) the risk of major accidents having regard in particular to substances or technologies used and/ or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge;*
- (g) the risks to human health (for example due to water contamination or air pollution).*

#### **2. Location of projects**

*The environmental sensitivity of geographical areas likely to be affected by projects must be considered, having regard in, with particular regard to:*

- (a) the existing and approved land use;*
- (b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;*
- (c) the absorption capacity of the natural environment, paying particular attention to the following areas:*
  - (i) wetlands, riparian areas, river mouths;*

- (ii) coastal zones and the marine environment;*
- (iii) mountain and forest areas;*
- (iv) nature reserves and parks;*
- (v) areas classified or protected under Member States' national legislation; special protection Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;*
- (vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation have already been exceeded and relevant to the project, or in which it is considered that there is such a failure;*
- (vii) densely populated areas;*
- (viii) landscapes and sites of historical, cultural or archaeological significance.*

### **3. Type and characteristics of the potential impact**

*The potential likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, and having with regard in particular to the impact of the project on the factors specified in Article 3(1), taking into account:*

- (a) the magnitude and spatial extent of the impact (for example geographical area and size of the affected population likely to be affected);*
- (b) the nature of the impact;*
- (b) the transboundary nature of the impact;*
- (c) the intensity and complexity of the impact;*
- (d) the probability of the impact;*
- (f) the expected onset, duration, frequency and reversibility of the impact;*
- (g) the cumulation of the impact with the impact of other existing and/or approved projects;*
- (h) the possibility of effectively reducing the impact.*

## SECTION 3: EIA Screening

Environmental Impact Assessment (EIA) is the process for anticipating the effects (both positive and negative) from a proposed development or project on various environmental receptors. If the anticipated effects are unacceptable, design measures or other relevant mitigation measures can be taken to reduce or avoid those effects. The Environmental Impact Assessment Report (EIAR) is the output which records the details of this assessment.

The first step in the EIA process is to determine if an EIA needs to be undertaken or not. An initial determination establishes whether the proposal is a 'project' as understood by the EIA Directive, i.e. does it comprise development, works or activity, as defined in the relevant Irish legislation. The relevant classes of developments that require an EIA are set out in Schedule 5 of the Planning and Development Regulations 2001 (as amended).

### 3.1 Requirement for Mandatory EIA

For road developments, the legislative process of ascertaining whether a project or development requires an EIA is determined by reference to provisions set out in the Roads Act 1993 as amended; Roads Regulations 1994, as amended; S.I. No. 93/1999 - European Communities (Environmental Impact Assessment) (Amendment) Regulations, 1999, as amended; Planning and Development Act 2000, as amended; Planning and Development Regulations 2001, as amended; and S.I. No. 477/2011 - European Communities (Birds and Natural Habitats) Regulations 2011, as amended.

#### 3.1.1 Relevant definitions under Section 2 of Roads Act, 1993, as amended

A "road" is defined under Section 2 of Roads Act 1993, as amended as:

*"(a) any street, lane, footpath, square, court, alley or passage,*

*(b) any bridge, viaduct, underpass, subway, tunnel, overpass, overbridge, flyover, carriageway (whether single or multiple), pavement or footway,*

*(c) any weighbridge or other facility for the weighing or inspection of vehicles, toll plaza or other facility for the collection of tolls, service area, emergency telephone, first aid post, culvert, arch, gully, railing, fence, wall, barrier, guardrail, margin, verge, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve, channeliser, roundabout, gantry, pole, ramp, bollard, pipe, wire, cable, sign, signal or lighting forming part of the road, and*

*(d) any other structure or thing forming part of the road*

*(i) used, or the use of which is reasonably required, for the safety, convenience or amenity of road users or for the construction, maintenance, operation or management of the road or for the protection of the environment, or (ii) prescribed by the Minister";*

A road authority is defined under Section 2 of Roads Act 1993, as amended as:

*"road authority", except in Part V, means a local authority;*

*Proposed road development"* means any proposed road development which is subject to an environmental impact assessment under section 50.

A "public road" is defined under Section 2 of Roads Act (1993), as amended as:

*"public road" means a road over which a public right of way exists and the responsibility for the maintenance of which lies on a road authority.*

The proposed road development is a “road” development as defined under Section 2 (a) of Roads Act 1993, as amended. Galway City Council (GCC) is a “road authority” under the Roads Act 1993 and the proposed road development consists of works to a “public road” as defined under Section 2 of the Roads Act 1993. “Development” is defined under section 3(1) of the Planning and Development Act 2000, as amended, as “the carrying out of any works in, on, over or under land, or the making of any material change in the use of any land or structures situated on land”.

The following table summarises the legislative context where an EIA is mandatory for a road scheme.

**Table 3-1 Summary of Legislative Requirements for EIA Screening**

Road Projects where an EIA is Mandatory		Regulatory Reference
(1) Construction of a motorway.		S. 50(1)(a)(i) of the Roads Act 1993
(2) Construction of a busway.		S. 50(1)(a)(ii) of the Roads Act 1993
(3) Construction of a service area.		S. 50(1)(a)(iii) of the Roads Act, 1993
(4) any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road		S. 50(1)(a)(iv) of the Roads Act, 1993
(4) Any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road, namely:	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;	Article 8 of the Roads Regulations, 1994 (Part V Environmental Impact Assessment)
	The construction of a new bridge or tunnel which would be 100 metres or more in length.	Article 8 of the Roads Regulations, 1994 (Part V Environmental Impact Assessment)
(5) If An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies, 1 to 4 above) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment it shall direct that the development be subject to an environmental impact assessment.		S. 50(1)(b) of the Roads Act 1993
(6) Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (S. 50(1)(a) applies, (i) to (iv) above) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála		S. 50(1)(c) of the Roads Act 1993

Road Projects where an EIA is Mandatory		Regulatory Reference
in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.		
(7) Where a proposed development (other than development to which paragraph (S. 50(1)(a) applies, (i) to (iv) above) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on	(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011)	S. 50(1)(d) of the Roads Act 1993
	(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act, 1976 (No. 39 of 1976)	
	(vi) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act, 1976 (No. 39 of 1976)	
	(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000.	

### 3.1.2 EIA Screening of Road Development under the Roads Act 1993

The provisions of the Roads Act 1993 have been considered for the proposed road development. Section 50 (1)(a) [Environmental Impact Assessment Report] requires a road development comprising any of the following road development types listed in Table 3-1 above to be subject to an environmental impact assessment. For clarity, Galway City Council are considered to be the Road Authority for the purposes of Section 50 (1) of the Roads Act 1993.

Analysis of thresholds under the Roads Act 1993 and European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019) is outlined in Table 3-2 below.

**Table 3-2 EIA Requirements under Section 50(1) of the Road Act**

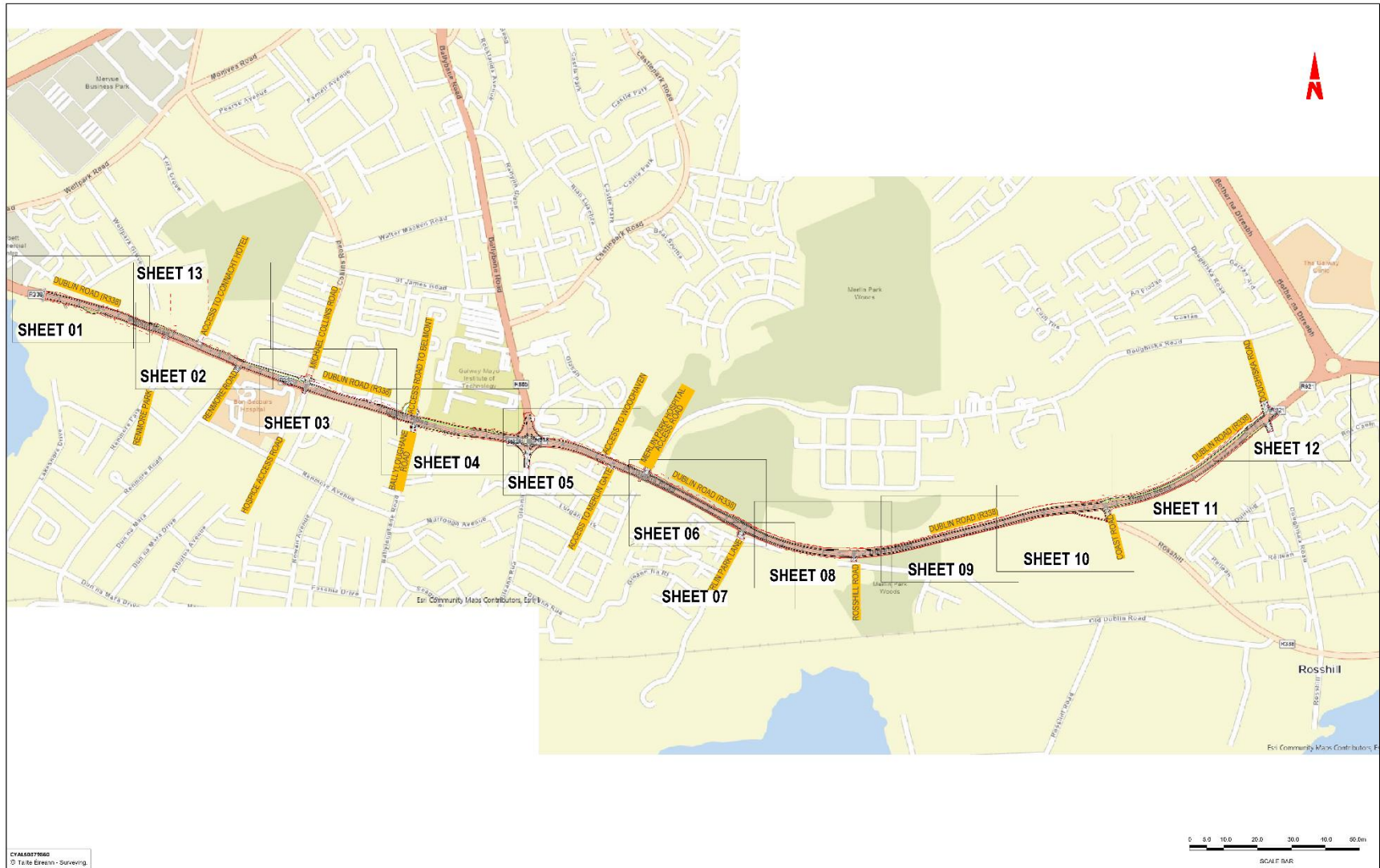
Road Projects where an EIA is Mandatory	Regulatory Reference	EIA Requirements (Yes/No)
(1) Construction of a motorway.	S. 50(1)(a)(i) of the Roads Act, 1993	<b>No.</b> The proposed project development is not a Motorway.  <b>Mandatory Threshold Trigger not applicable.</b>
(2) Construction of a busway.	S. 50(1)(a)(ii) of the Roads Act, 1993	<b>No.</b> The project does not provide for the development of a busway.  <b>Mandatory Threshold Trigger not applicable.</b>
(3) Construction of a service area.	S. 50(1)(a)(iii) of the Roads Act, 1993	<b>No.</b> The proposed project is not a Service Area.  <b>Mandatory Threshold Trigger not applicable.</b>
(4) Any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road.	Prescribed by Article 8 of the Roads Regulations, 1994 (Road	<b>Yes.</b> The proposed project provides for the widening and realignment of approximately 3.9km of existing road in an urban area. The widened road will provide four or more lanes.

Road Projects where an EIA is Mandatory	Regulatory Reference	EIA Requirements (Yes/No)
<p>(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</p> <p>(b) The construction of a new bridge or tunnel which would be 100 metres or more in length</p>	<p>development prescribed for the purposes of S. 50(1)(a)(iv) of the Roads Act, 1993.</p>	<p><b>Mandatory Threshold has been Triggered</b></p>

### 3.1.3 Summary

The BusConnects Dublin Road project 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 thresholds 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), **therefore the proposed road development exceeds the relevant threshold (500m) and a mandatory EIA is required.**

# Appendix A: Scheme Layout



CFM46079660  
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		<p> <small>           Note: EXACT 50% line figure does not mean that all lines are shared 50/50. Survey taken from 2020. The boundary of the property office's Transport Plan is shared 50/50 with the local authority. The boundary of the local authority's Transport Plan is shared 50/50 with the local authority. The boundary of the local authority's Transport Plan is shared 50/50 with the local authority. The boundary of the local authority's Transport Plan is shared 50/50 with the local authority.         </small> </p>	

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REV	Date	Description	Drawn	Checked

Project Title: BUSCONNECTS GALWAY: DUBLIN ROAD Drawing Title: GENERAL ARRANGEMENT SHEET 01 OF 13 Location: 159 Date: 12/21 Author: JF Scale: 1:5000 Date: 23/07/2024	Status: S4 Rev: P01
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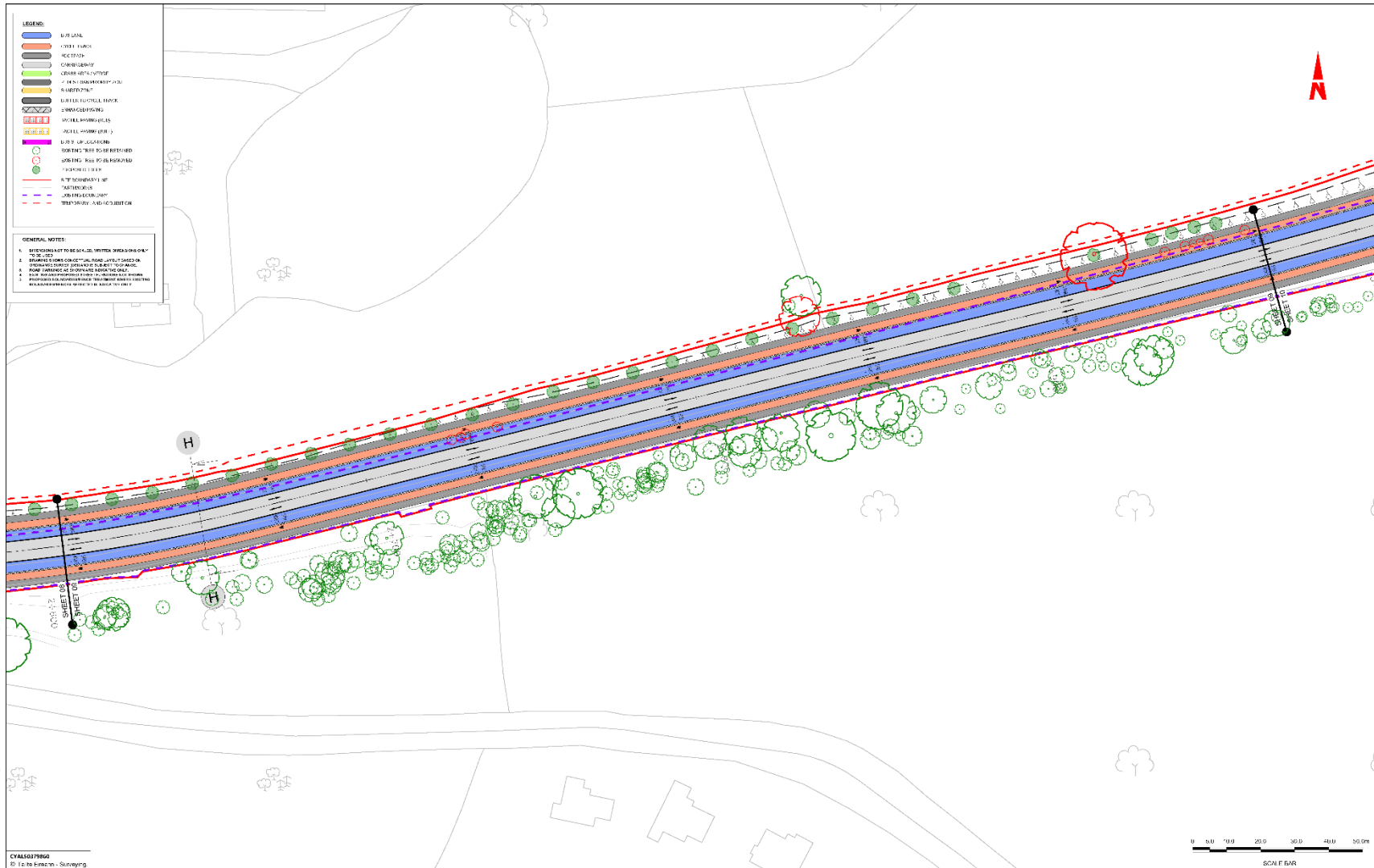




DRAWN TO SCALE. Elevation shown on top of all blocks are projected on a 2% slope. Stationing shown in (m).  
 This drawing is for use by the client only. It is not to be used for any other purpose without the written consent of Barry Transportation. Barry Transportation is not responsible for any errors or omissions in this drawing. The client is responsible for the accuracy of the data provided to Barry Transportation. Barry Transportation is not responsible for any errors or omissions in this drawing. The client is responsible for the accuracy of the data provided to Barry Transportation.

REV	DATE	DESCRIPTION	BY	CHECKED
1	16/04/2024	ISSUE FOR CLIENT REVIEW	JL	JL
2	16/04/2024	ISSUE FOR PUBLICITY	JL	JL
3	16/04/2024	ISSUE FOR PUBLICITY	JL	JL
4	16/04/2024	ISSUE FOR PUBLICITY	JL	JL
5	16/04/2024	ISSUE FOR PUBLICITY	JL	JL

Project Title:	BUSCONNECTS GALWAY: DUBLIN ROAD	Status:	S4
Drawing Title:	GENERAL ARRANGEMENT	Rev:	1/0
Drawn By:	WV	Drawn By:	WV
Checked By:	WV	Checked By:	WV
Approved By:	WV	Approved By:	WV
Scale:	1:1000	Date:	APRIL 2023



Tionscadal Éireann Project Ireland 2040

**BUS CONNECTS GALWAY**

NTA **NTA** Údarás Náisiúnta Iompair National Transport Authority



**BARRY** TRANSPORTATION

egis

**REVISIONS**

REV: 001: 01/04/2023: New layout & content added. All content reviewed by the relevant surveying team. Marked.

REV: 002: 01/04/2023: Update to the layout & content added. All content reviewed by the relevant surveying team. Marked.

REV: 003: 01/04/2023: Update to the layout & content added. All content reviewed by the relevant surveying team. Marked.

REV: 004: 01/04/2023: Update to the layout & content added. All content reviewed by the relevant surveying team. Marked.

REV: 005: 01/04/2023: Update to the layout & content added. All content reviewed by the relevant surveying team. Marked.

REV	DATE	DESCRIPTION	STATUS	BY
001	01/04/2023	NEW LAYOUT & CONTENT ADDED	IN PROGRESS	EGIS
002	01/04/2023	UPDATE TO THE LAYOUT & CONTENT ADDED	IN PROGRESS	EGIS
003	01/04/2023	UPDATE TO THE LAYOUT & CONTENT ADDED	IN PROGRESS	EGIS
004	01/04/2023	UPDATE TO THE LAYOUT & CONTENT ADDED	IN PROGRESS	EGIS
005	01/04/2023	UPDATE TO THE LAYOUT & CONTENT ADDED	IN PROGRESS	EGIS

Project Title:	BUSCONNECTS GALWAY: DUBLIN ROAD	Status:	S4
Drawing Title:	GENERAL ARRANGEMENT SHEET 08 OF 15	Rev:	001
Issued by:	EGIS	Approved by:	EGIS
Drawn by:	EGIS	Checked by:	EGIS
Project No.:	NCSDR-0411-SPC-GA-000-DR-GR-00000	Issue Date:	01/04/2023
Issue No.:	001	Issue Date:	01/04/2023









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