

To the Members of Galway City Council

Ref. No. LA2/2024



- (a) Section 179 of the Planning and Development Act 2000 (as amended) and Planning and Development Regulations 2001 (as amended) (Part 8)
- (b) Local Government Act 2001 (as amended)

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This Part 8 is made in accordance with the requirements of Section 179(3) b of the Planning and Development Act 2000 -2010 and in compliance with the provisions of the Local Government Act 2001 and pursuant to the requirements of the above, notice is hereby given of Galway City Council's intention to carry out the following works:

**(a) Nature and Extent of development:**

The proposed development is located as follows:

- The Bóthar Stiofáin Pedestrian and Cycle Scheme is 870m in length.
- From the junction with Western Distributor Road at the south to the junction with Ragoon Road at the north.
- The proposed scheme involves the provision of a 14m wide cross-section with 2m raised adjacent cycle tracks on both sides of the road which will require some landtake from the eastern side
- The existing zebra crossing, at the approach of Bóthar Stiofáin to the roundabout junction with Western Distributor Road, is proposed to be retained.
- 4m wide raised zebra crossings with red tactiles, belisha beacons and flashing amber signals are proposed at an average rate of 1 every 130m along Bóthar Stiofáin, at the following approximate locations:
  - South of the junction of Linn Bhuí;
  - At the pedestrian access to RSA Ireland/Aviva;
  - South of drop off area,
  - south of the junction with Riasc Na Rí;
  - South of the junction with Caiseal Úr;
  - North of the junction with Sliabh Ard.
- The existing public lighting and services are proposed to be upgraded. 8 no. trees are proposed to be removed with 18 no. trees proposed to be planted
- The scheme will involve limited realignment of the existing carriageway to facilitate the new cycle infrastructure.
- New road marking and signage.
- Other necessary associated works including improved landscaping.

**(b) Evaluation of the proposed development**

Section 1.2 Strategic Vision for Galway City under the City Development Plan 2023-2029 states that a strategic goal for the city is to integrate land use and transport planning to maximise opportunities for active travel and public transport usage and enable key transport projects included in the Galway Transport Strategy (GTS) which will deliver multi modal usage, smart mobility, and accessibility for all.

Policy 1.4 Core Strategy of the City Development Plan states that the Council will support the compact growth of Galway City through appropriate policies that promote co-ordination between land use and locations that can be served by public transport and the walking and cycling networks and enables the delivery of 50% of all new homes within the existing built footprint on lands as set out in the Core Strategy. The delivery of the identified GTS Cycle Network is supported in the Core Strategy of the Development Plan as it will play a critical element in developing a high quality, dedicated cycling network which is linked with existing and targeted settlement and employment areas. This will increase active travel, that is walking and cycling and usage of public transport.

The proposed cycle route is part of a dedicated cycling network in the city that will give priority to cyclists, both for commuting and as a leisure activity and will when delivered encourage the uptake in cycling, see figure no. 1. The proposed infrastructural works also incorporate improvements to pedestrian facilities providing safer crossing points and pedestrian prioritised raised crossings on all side roads.



**Figure 1 GTS - Proposed Cycle Network, Source: Galway Transport Strategy 2016 – Proposed cycle route is part of the primary and secondary cycle network within the eastern suburbs of the city.**

The Bhothar Stiofain Road cycle route is part of the primary cycle network which focuses on the provision of segregated safe routes and connections from dedicated cycleways and footpaths to existing networks linking schools, workplaces and residential areas as alternatives to vehicular transport. These are designed to accommodate medium distance journeys. Cycling and electric cycling combined have enormous potential to facilitate a high proportion of daily trips. To maximise this potential the appropriate infrastructure, as currently proposed, is required.

Policy 4.4 Sustainable Mobility - Walk and Cycle states it is the policy of the Council to support the Galway Transport Strategy proposals for a primary cycle network to facilitate safe and convenient medium distance journeys, support the Galway Transport Strategy proposals for a secondary cycle network and feeder links to facilitate safe and convenient local journeys and to afford linkage into the primary cycle network and implement a structured programme of improvements across the whole city pedestrian network and at street crossings.

Upon evaluation, the proposed cycle route is consistent with the strategic vision, Core Strategy, sustainable mobility and climatic mitigation policies and provisions of the City Development Plan,



as outlined under Chapter 1 Introduction, Strategic Contest & Core Strategy, Chapter 2 Climate Action, Chapter 4 Sustainable Mobility and Transportation and Chapter 5 Natural Heritage, Recreation and Amenity, the GTS and also national sustainable mobility policy, *National Sustainable Mobility Policy 2022*, and is consistent with the proper planning and sustainable development of the area.

**(c) Environmental Impact Assessment Screening**

An Environmental Impact Assessment Screening Report has been prepared in respect of the proposed development and in accordance with Article 120(1)(b)(1) of the Planning and Development Regulations 2001, as amended. The purpose of this report is to determine whether the project requires the preparation of an Environmental Impact Assessment Report (EIAR). The project has been screened to generate a summarised overview of the potential impacts on the receiving environment, and in the context of relevant statutory requirements.

Based on all available information, and taking account of the scale, nature, and location of the proposed development it is concluded that the preparation of an EIAR is not a mandatory requirement (under Section 50 of the Roads Acts 1993-2022). The project is deemed a sub-threshold development; hence the potential for significant environmental effects arising as a result of the proposed project has been evaluated, in accordance with the requirements of Schedule 7A and Schedule 7 of the Planning and Development Acts 2000, as amended.

The report states *“Given the scale and nature of the project and taking account of all available information, the overall probability of impacts on the receiving environment arising from the proposed development (during the construction or operational phases) is considered to be low, as summarised in Table 5.3 above. No significant environmental impacts will occur and the implementation of best practice measures outlined in this Report will further reduce the potential for such impacts to arise”*.

Environmental Impact Assessment Screening Conclusion and Determination in accordance with Article 120(1)(b)(1) of the Planning and Development Regulations 2001, as amended

The Planning Authority has completed the environmental impact assessment screening of the proposed development and considers that the Environmental Impact Assessment Screening Report, identifies and describes adequately any likely direct, indirect, and cumulative effects of the proposed development on the environment. Having regard to:

- The findings of the Environmental Impact Assessment Screening Report,
- the nature and scale of the proposed development on an urban site predominantly along the existing roads and verges,
- the absence of any significant environmental sensitivities in the area,
- having regard to the criteria set out in Schedule 7 of the Planning and Development Regulations 2001, as amended,
- the location of the development outside of any sensitive location specified in Article 103(3) of the Planning and Development Regulations 2001, as amended,

It is concluded that, by reason of the nature, scale and location of the subject site, the proposed development would not be likely to have significant effects on the environment. It is decided, therefore, that an EIAR for the proposed development is not necessary in this case.

**(d) Screening for Appropriate Assessment**

Policy 5.2 Protected Spaces: Sites of European, National and Local Ecological Importance of the City Development Plan states that it is the policy of the Council to:

1. Protect European sites that form part of the Natura 2000 network (including Special Protection Areas and Special Areas of Conservation) in accordance with the requirements in the EU Habitats Directive (92/43/EEC), EU Birds Directive (2009/147/EC) and associated national legislation.



2. Ensure that all plans or projects within the Plan area will only be authorised and / or supported after the competent authority has ascertained based on scientific evidence, screening for appropriate assessment and /or a Habitats Directive Assessment that:
  - a. The plan or project will not give rise to an adverse direct, indirect or secondary effect on the integrity of any European site (either individually or in combination with other plans or projects); or
  - b. The plan or project will have an adverse effect on the integrity of any European site (that does not host a priority natural habitat type/and or a priority species) but there are no alternative solutions, and the plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of a social or economic nature. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of Natura 2000; or
  - c. The plan or project will have an adverse effect on the integrity of any European site (that hosts a natural habitat type and/or a priority species) but there are no alternative solutions and the plan or project must nevertheless be carried out for imperative reasons for overriding public interest, restricted to reasons of human health or public safety, to beneficial consequences of primary importance for the environment or, further to an opinion from the Commission, to other imperative reasons of overriding public interest. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of Natura 2000.

Galway City Council has carried out an Appropriate Assessment (AA) Screening Report (stage 1) of the proposed development. The Screening for AA Report has been prepared by competent experts to ensure its completeness and quality and provides the best available scientific knowledge, and objective information. This Report was prepared with reference and due consideration to relevant European and national legislation and guidance, as outlined under Section 3.1. Guidance Documents of the Report, including the Habitats Directive 92/43/EEC, Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities (2010 DEHLG), and Appropriate Assessment Screening for Development Management Office of the Planning Regulator Practice Note PN01 (2021).

*The report states “This screening report has examined the potential for pathways to connect the project site to these surrounding European Sites and has found that there are no pathways connecting project to these European Sites. Given the absence of any pathways and the potential for interactions between the project and these European Sites there will be no potential for the project, alone or in-combination with other plans or projects, to result in likely significant effects to these European Sites. In light of the findings of this report it is the considered view of the authors of this Screening Report for Appropriate Assessment that it can be concluded by Galway City Council that the project is not likely, alone or in-combination with other plans or projects, to have a significant effect on any European Sites in view of their Conservation Objectives and on the basis of best scientific evidence and there is no reasonable scientific doubt as to that conclusion”.*

In summary, the AA Screening Report states that the development is aligned predominantly along roadways and associated pathways and does not encroach into any protected habitats. The proposed project site does not lie within any European site, while there are 10 no. identified European sites within the potential zone of influence of the project; 6 no. SACs and 4 no. SPAs.

Following the precautionary principle, the potential for the proposed project to impact on the Galway Bay Complex SAC and Inner Galway Bay SPA is assessed in Screening for AA report, due



to their proximity to the proposed project. The AA Screening Report finds that given the nature, scale and location of the proposed cycleway route it is considered that the construction and operation of the proposed project will not have a likely significant effect on the qualifying interest habitats and species of Galway Bay Complex SAC and Inner Galway Bay SPA. No proposed projects or plans were identified that would, in-combination with the proposed project, have likely significant effects on the European sites within the zone of influence of the proposed project, or any other European site. The Report concludes that due to the scope and nature of the proposed project, it is considered that the proposed project, either alone or in combination with other plans or projects, will not result in likely significant effects on the Galway Bay Complex SAC or Inner Galway Bay SPA, or any other European site, in view of their conservation objectives and an Appropriate Assessment (stage 2) is therefore not required in respect of this proposed development.

AA Screening Conclusion and Determination in accordance with Article 6(3) of the EC Habitats Directive and Part XAB of the Planning and Development Act 2000 (as amended): Having regard to the submitted screening for AA and Article 6(3) of the EC Habitats Directive and Part XAB of the Planning and Development Act 2000 (as amended) the Planning Authority as the competent authority, is in agreement with the Screening for AA conclusions. The Planning Authority has completed the Appropriate Assessment screening exercise in relation to the potential effects of the proposed development on designated European Sites, taking into account the nature, scale and location of the proposed development, the Screening for Appropriate Assessment Report submitted with the Part 8 application. In completing the screening exercise, the Planning Authority has determined that, by itself or in combination with other development in the vicinity, the proposed development would not be likely to have a significant effect on any identified European Site and their qualifying interests and special conservation interests, alone and or in-combination with other plans and projects and that a Stage II Appropriate Assessment is not, therefore, required.

***(e) Summary of submissions:***

A total of 22 submission were received and the following is a synopsis of the issues raised:

- The submission received all welcomed the proposed scheme subject to a number of concerns and issues which are highlighted below.
- Most of the submissions received stated a concerned with regards to the existing drop off point by the District Centre and its use as an illegal parking area and would encourage more illegal parking in the vicinity and would jeopardise the proposed pedestrian and cycle lanes/access proposed as currently cars are left in the bay and park onto the footpath and if left unaddressed may block the cycle path.
- Concern raised regarding lack of buffer between the cycle path and traffic,
- Lack of control or enforcement of parking around the drop off bay is a serious issue for pedestrians and cyclists,
- Concerns regarding the wider cycle infrastructure, considered deficient, and how it would tie in with the proposed element.
- The speed limit should be reduced along this roadway,
- Concern that the Zebra crossing would match the actual desire line to cross the road, positioned further south may be more appropriate,
- There should be a pedestrian crossing at the northern end of the roadway,
- There should be a greater tie in from the cycle path to the Ragoon Road and onto the WDR,
- Wish to maintain the wildflowers along the roadway,
- There should be a bus stop provided along the western side of the roadway.
- Reference to S254 Masts should not be permitted along this roadway.

***(f) Response to Submissions:***





A response to the issues, 'Reports on Part 8 Submissions Bóthar Stiofáin Cycle Network Scheme', has been forwarded by the proposing Department and the responses are outlined below:

Reference	Received From	Response
1	E Davis	1. The drop off facility is proposed to be retained as part of the proposed Scheme as it is a condition of planning for the Phase 2 of Galway West District Centre (GCC Planning Ref 08/567). Condition no. 10 of grant of Planning Ref 08/567 dated 08/09/2008, states that "the crèche shall include provision for a drop in facility to service the short term needs of shoppers at the centre" with the prescribed reason stated as "In the interest of the proper planning and sustainable development". To mitigate conflicts, the drop off area has been moved northwards and the crossing has been moved to before the drop off zone. The drop off zone is designed similar to Cycle Design Manual TL202 Shared Bus Stop Landing Zone
2	J A Davis	1 A landscape architect is engaged on the scheme to ensure maximum retention/remediation of greenspace. The Part 8 layout drawings are Preliminary Design drawings and the Scheme is subject to Phase 5 Detailed Design and Procurement Stage. GCC recognise the request for consultation and look forwarded to same as the scheme progresses. 2 The drop off facility is proposed to be retained as part of the proposed Scheme as it is a condition of planning for the Phase 2 of Galway West District Centre (GCC Planning Ref 08/567). Condition no. 10 of grant of Planning Ref 08/567 dated 08/09/2008, states that "the crèche shall include provision for a drop in facility to service the short term needs of shoppers at the centre" with the prescribed reason stated as "In the interest of the proper planning and sustainable development". To mitigate conflicts, the drop off area has been moved northwards and the crossing has been moved to before the drop off zone. The drop off zone is designed similar to Cycle Design Manual TL202 Shared Bus Stop Landing Zone
3	J Sheerin	1 The drop off facility is proposed to be retained as part of the proposed Scheme as it is a condition of planning for the Phase 2 of Galway West District Centre (GCC Planning Ref 08/567). Condition no. 10 of grant of Planning Ref 08/567 dated 08/09/2008, states that "the crèche shall include provision for a drop in facility to service the short term needs of shoppers at the centre" with the prescribed reason stated as "In the interest of the proper planning and sustainable development". To mitigate conflicts, the drop off area has been moved northwards and the crossing has been moved to before the drop off zone. The drop off zone is designed similar to Cycle Design Manual TL202 Shared Bus Stop Landing Zone
4	P Strange	1 The drop off facility is proposed to be retained as part of the proposed Scheme as it is a condition of planning for the Phase 2 of Galway West District Centre (GCC Planning Ref 08/567). Condition no. 10 of grant of Planning Ref 08/567 dated 08/09/2008, states that "the crèche shall include provision for a drop in facility to service the short term needs of shoppers at



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		<p>the centre" with the prescribed reason stated as "In the interest of the proper planning and sustainable development". To mitigate conflicts, the drop off area has been moved northwards and the crossing has been moved to before the drop off zone. The drop off zone is designed similar to Cycle Design Manual TL202 Shared Bus Stop Landing Zone.</p> <p>2 No designated street parking is proposed as part of the Scheme. Cars are not permitted to park on the side of the road as a single white line is proposed as per Section 55 of the Road Traffic Act, 1961. GCC/An Garda Síochána will be responsible for enforcement when the Scheme is operational.</p> <p>3 Cars are not permitted to park on cycle lanes as per Section 55 of the Road Traffic Act, 1961. GCC/An Garda Síochána will be responsible for enforcement when the Scheme is operational.</p> <p>4 Parking is not permitted on grass verges as per Section 55 of the Road Traffic Act, 1961. GCC/An Garda Síochána will be responsible for enforcement when the Scheme is operational.</p> <p>5 Parking is not permitted on pedestrian crossings as per Section 55 of the Road Traffic Act, 1961. GCC/An Garda Síochána will be responsible for enforcement when the Scheme is operational.</p> <p>6 The existing wall at the north-eastern extent of Bóthar Stiofáin is proposed to be set back. This will improve the existing sightlines for right turners. During the Phase 5 Detailed Design and Procurement Stage of the Scheme, the junction layout will be assessed and reviewed as necessary to provide the required sightlines</p>
5	J Caldwell	Noted - no issues raised that require a response
6	J Burke	Noted - no issues raised that require a response
7	S Kelly	<p>1 The request for a pedestrian crossing at the Ragoon Road junction is noted as being outside the scope of the proposed Scheme. GCC will take cognisance of same for inclusion in a planned future scheme incorporating the Ragoon Road Junction in consultation with the Funding Authority at the time.</p> <p>2 At the time of Phase 3 Preliminary Design of the Scheme under the NTA PAG, there was only a bus route utilising the eastern extent of Bóthar Stiofáin and as such this bus stop is proposed to be retained. As part of Phase 2 Concept Development and Options Development of the scheme, a request to service providers and GCC departments was issued to allow coordination with future proposed works. Bóthar Stiofáin is not a designated bus route as part of the GTS. At Phase 5 Detailed Design and Procurement, further consideration of coordination of public transport services for future proofing of the Scheme will be undertaken by GCC in consultation with the Funding Authority for inclusion in the scheme.</p> <p>3 A landscape architect is engaged on the Scheme and the scheme will be maintained by GCC Parks Department.</p> <p>4 GCC are in consultation with the developer of the identified land to the east of Westgate to ensure practical tie-in with the Scheme</p>
8	O Galvin	Noted - no issues raised that require a response



Reference	Received From	Response
9	N Corcoran	Noted - no issued raised that require a response
10	M E McHugh	1 As part of Phase 2 Concept Development and Options Development of the Scheme under the NTA PAG, a request to utility providers and GCC departments was issued to allow coordination with future proposed works.
11	P Hickey	2 The Scheme has been designed in accordance with the relevant design standards (Design Manual for Urban Streets and Roads and the Cycle Design Manual) and best practice guidelines and is fully compliant with same
12	D O'Brien	1 The design speed limit and specific traffic management measures have been designed in accordance with the relevant design standards (Design Manual for Urban Streets and Roads and the Cycle Design Manual) and best practice guidelines and is fully compliant with same. Segregated cycle facilities are proposed in accordance with the 50km/hr posted speed limit of the route. 2 A landscape architect is engaged on the Scheme and trees are proposed on the north-eastern extent where there is available space. 3 Engagement with effected landowners has been progressed by GCC.
13	S Comer	1 The drop off facility is proposed to be retained as part of the proposed Scheme as it is a condition of planning for the Phase 2 of Galway West District Centre (GCC Planning Ref 08/567). Condition no. 10 of grant of Planning Ref 08/567 dated 08/09/2008, states that "the crèche shall include provision for a drop in facility to service the short term needs of shoppers at the centre" with the prescribed reason stated as "In the interest of the proper planning and sustainable development". To mitigate conflicts, the drop off area has been moved northwards and the crossing has been moved to before the drop off zone. The drop off zone is designed similar to Cycle Design Manual TL202 Shared Bus Stop Landing Zone
14	B McBrien	1 The drop off facility is proposed to be retained as part of the proposed Scheme as it is a condition of planning for the Phase 2 of Galway West District Centre (GCC Planning Ref 08/567). Condition no. 10 of grant of Planning Ref 08/567 dated 08/09/2008, states that "the crèche shall include provision for a drop in facility to service the short term needs of shoppers at the centre" with the prescribed reason stated as "In the interest of the proper planning and sustainable development". To mitigate conflicts, the drop off area has been moved northwards and the crossing has been moved to before the drop off zone. The drop off zone is designed similar to Cycle Design Manual TL202 Shared Bus Stop Landing Zone
15	S Foran	1 The Scheme is in line with the GCC Development Plan 2023-2029, which shows the lands to the north zoned Enterprise, Industry and Related Uses. As such, to future proof the scheme, a through route is necessary to access these lands. Traffic calming measures are proposed, including tightening of the





Reference	Received From	Response
16	Galway Cycling	<p>junction with Ragoon Road to reduce the appeal of rat running.</p> <p>2 The Scheme ties into the Western Distributor Road Roundabout. Upgrades to the Western Distributor Road Roundabout is being progressed concurrently by GCC under the Western Distributor Road Active Travel Scheme.</p> <p>3 The layout is designed to Cycle Design Manual TL405 Stepped Cycle Track Crossing Side Road with Priority. In accordance with same, the Part 8 Planning Drawings note that a "IN SITU BEVELLED DROPPED KERB TO TII CC-SCD-01102" is proposed at this location, as called up in the drawing legend.</p> <p>4 The location of the combined zebra crossing north of Sliabh Ard is strategically located to serve southbound desire line to the Gateway Retail Park. The request to relocate the crossing closer to the Lidl junction is noted and is considered unfeasible due to the impact on the adjacent houses of the proposed area of relocation.</p> <p>5 The drop off facility is proposed to be retained as part of the proposed Scheme as it is a condition of planning for the Phase 2 of Galway West District Centre (GCC Planning Ref 08/567). Condition no. 10 of grant of Planning Ref 08/567 dated 08/09/2008, states that "the crèche shall include provision for a drop in facility to service the short term needs of shoppers at the centre" with the prescribed reason stated as "In the interest of the proper planning and sustainable development". To mitigate conflicts, the drop off area has been moved northwards and the crossing has been moved to before the drop off zone. The drop off zone is designed similar to Cycle Design Manual TL202 Shared Bus Stop Landing Zone.</p> <p>6 As per Cycle Design Manual guidance from Section 4.2.9.2 Reducing the Speed of Motor Traffic, a centre line is appropriate for the proposed Scheme as the width is greater the 5.5m (proposed width is 6m) and the vehicle speed is greater them 30km/hr (proposed speed limit is 50km/hr).</p> <p>7 The priority junctions are designed Cycle Design Manual TL405 Stepped Cycle Track Crossing Side Road with Priority. In accordance with same, the Part 8 Planning Drawings note that the a "RAISED CROSSING" is proposed at these locations, as called up in the drawing legend.</p> <p>8 Access at the identified location at Sliabh Ard creates conflicts with the turning area in Sliabh Ard, lacks pedestrian connection in Sliabh Ard and providing same is outside the red line boundary of the scheme and will require additional land take/taken in charge area. Such a connection will also take away greenspace and require consultation with the impacted residents.</p> <p>9 Access at the identified location at ArkVets creates lacks a pedestrian connection in the car park and providing same is outside the red line boundary of the scheme and will require additional land take/taken in charge area.</p> <p>1 GCC/An Garda Síochána will be responsible for enforcement of illegal parking as per Section 55 of the Road Traffic Act, 1961</p>



Reference	Received From	Response
	Campaign	<p>when the Scheme is operational.</p> <ol style="list-style-type: none"> <li>2 The Options Assessment undertaken as part Phase 2 Concept Development and Options Development of the scheme under the NTA PAG has been approved by the funding authority. The scheme has progressed to Phase 4 Statutory Process.</li> <li>3 Consideration will be given to Standard Cycle Tracks TL101 with separator kerbs by GCC in consultation with the Funding Authority for inclusion in the Scheme during Phase 5 Detailed Design and Procurement Stage of the Scheme, in accordance with the publication of the Cycle Design Manual which occurred after the Phase 2 approval of the Scheme.</li> <li>4 The drop off facility is proposed to be retained as part of the proposed Scheme as it is a condition of planning for the Phase 2 of Galway West District Centre (GCC Planning Ref 08/567). Condition no. 10 of grant of Planning Ref 08/567 dated 08/09/2008, states that "the crèche shall include provision for a drop in facility to service the short term needs of shoppers at the centre" with the prescribed reason stated as "In the interest of the proper planning and sustainable development". To mitigate conflicts, the drop off area has been moved northwards and the crossing has been moved to before the drop off zone. The drop off zone is designed similar to Cycle Design Manual TL202 Shared Bus Stop Landing Zone.</li> <li>5 The priority junctions are designed Cycle Design Manual TL405 Stepped Cycle Track Crossing Side Road with Priority. In accordance with same, the Part 8 Planning Drawings note that the a "RAISED CROSSING" is proposed at these locations, as called up in the drawing legend. The layout is designed to Cycle Design Manual TL405 Stepped Cycle Track Crossing Side Road with Priority. In accordance with same, the Part 8 Planning Drawings note that a "IN SITU BEVELLED DROPPED KERB TO TII CC-SCD-01102" is proposed at this location, as called up in the drawing legend.</li> <li>6 Consideration will be given to Standard Cycle Tracks TL101 with separator kerbs by GCC in consultation with the Funding Authority for inclusion in the Scheme during Phase 5 Detailed Design and Procurement Stage of the Scheme, in accordance with the publication of the Cycle Design Manual which occurred after the Phase 2 approval of the Scheme.</li> <li>7 The request for improving the tie-in with Ragoon Road junction is noted and will be considered by GCC in consultation with the Funding Authority for inclusion in the scheme.</li> <li>8 The Scheme ties into the Western Distributor Road Roundabout. Upgrades to the Western Distributor Road Roundabout is being progressed concurrently by GCC under the Western Distributor Road Active Travel Scheme.</li> <li>9 Access at the identified locations at Slaibh Ard and Riasc Na Rí creates conflicts with the turning areas, lacks pedestrian connections in Sliabh Ard and Riasc Na Rí and providing same is outside the red line boundary of the scheme and will require additional land take/taken in charge area. Such connections will</li> </ol>



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17	J Brennan	<p>also take away greenspace and require consultation with the impacted residents</p> <ol style="list-style-type: none"> <li>1 Consideration will be given to Standard Cycle Tracks TL101 with separator kerbs by GCC in consultation with the Funding Authority for inclusion in the Scheme during Phase 5 Detailed Design and Procurement Stage of the Scheme, in accordance with the publication of the Cycle Design Manual which occurred after the Phase 2 approval of the Scheme.</li> <li>2 The drop off facility is proposed to be retained as part of the proposed Scheme as it is a condition of planning for the Phase 2 of Galway West District Centre (GCC Planning Ref 08/567). Condition no. 10 of grant of Planning Ref 08/567 dated 08/09/2008, states that "the crèche shall include provision for a drop in facility to service the short term needs of shoppers at the centre" with the prescribed reason stated as "In the interest of the proper planning and sustainable development". To mitigate conflicts, the drop off area has been moved northwards and the crossing has been moved to before the drop off zone. The drop off zone is designed similar to Cycle Design Manual TL202 Shared Bus Stop Landing Zone</li> </ol>
18	E Clifford	<ol style="list-style-type: none"> <li>1 Consideration will be given to Standard Cycle Tracks TL101 with separator kerbs by GCC in consultation with the Funding Authority for inclusion in the Scheme during Phase 5 Detailed Design and Procurement Stage of the Scheme, in accordance with the publication of the Cycle Design Manual which occurred after the Phase 2 approval of the Scheme.</li> <li>2 Maintenance will be under the remit of GCC when the scheme is operational.</li> <li>3 The Scheme ties into the Western Distributor Road Roundabout. Upgrades to the Western Distributor Road Roundabout is being progressed concurrently by GCC under the Western Distributor Road Active Travel Scheme.</li> <li>4 Upgrading the Active Travel connection along the access road to the Gateway Retail Park is outside the red line boundary of the scheme and will require additional land take/taken in charge area.</li> <li>5 Noted - no issues raised that require a response</li> <li>6 Noted - no issues raised that require a response</li> </ol>
19	A Curran	<ol style="list-style-type: none"> <li>1 Consideration will be given to Standard Cycle Tracks TL101 with separator kerbs by GCC in consultation with the Funding Authority for inclusion in the Scheme during Phase 5 Detailed Design and Procurement Stage of the Scheme, in accordance with the publication of the Cycle Design Manual which occurred after the Phase 2 approval of the Scheme.</li> <li>2 GCC/An Garda Síochána will be responsible for enforcement of illegal parking as per Section 55 of the Road Traffic Act, 1961 when the Scheme is operational.</li> <li>3 The drop off facility is proposed to be retained as part of the proposed Scheme as it is a condition of planning for the Phase 2 of Galway West District Centre (GCC Planning Ref 08/567). Condition no. 10 of grant of Planning Ref 08/567 dated</li> </ol>



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20	J Connolly	08/09/2008, states that "the crèche shall include provision for a drop in facility to service the short term needs of shoppers at the centre" with the prescribed reason stated as "In the interest of the proper planning and sustainable development". To mitigate conflicts, the drop off area has been moved northwards and the crossing has been moved to before the drop off zone. The drop off zone is designed similar to Cycle Design Manual TL202 Shared Bus Stop Landing Zone.
		4 The priority junctions are designed to Cycle Design Manual TL405 Stepped Cycle Track Crossing Side Road with Priority. In accordance with same, the Part 8 Planning Drawings note that the a "RAISED CROSSING" is proposed at these locations, as called up in the drawing legend. The layout is designed to Cycle Design Manual TL405 Stepped Cycle Track Crossing Side Road with Priority. In accordance with same, the Part 8 Planning Drawings note that a "IN SITU BEVELLED DROPPED KERB TO TII CC-SCD-01102" is proposed at this location, as called up in the drawing legend. The location of the combined zebra crossing north of Sliabh Ard is strategically located to serve southbound desire line to the Gateway Retail Park. The request to relocate the crossing closer to the Lidl junction is noted and is considered unfeasible due to the impact on the adjacent houses of the proposed area of relocation.
		5 The use of bollards are only recommended for cycle lanes, as per the Cycle Design Manual Section 2.4 Types of Cycle Links. Segregated cycle facilities are proposed and with accordance to 1 above, consideration will be given to Standard Cycle Tracks TL101 with separator kerbs by GCC in consultation with the Funding Authority for inclusion in the scheme, in accordance with the publication of the Cycle Design Manual which occurred after the Phase 2 approval of the scheme
		6 See 3 above 7 See 4 above
21	F Silke	1 The drop off facility is proposed to be retained as part of the proposed Scheme as it is a condition of planning for the Phase 2 of Galway West District Centre (GCC Planning Ref 08/567). Condition no. 10 of grant of Planning Ref 08/567 dated 08/09/2008, states that "the crèche shall include provision for a drop in facility to service the short term needs of shoppers at the centre" with the prescribed reason stated as "In the interest of the proper planning and sustainable development". To mitigate conflicts, the drop off area has been moved northwards and the crossing has been moved to before the drop off zone. The drop off zone is designed similar to Cycle Design Manual TL202 Shared Bus Stop Landing Zone.
		2 For clarification, one drop of zone is proposed and one bus stop is proposed
21	F Silke	1 The drop off facility is proposed to be retained as part of the proposed Scheme as it is a condition of planning for the Phase 2 of Galway West District Centre (GCC Planning Ref 08/567). Condition no. 10 of grant of Planning Ref 08/567 dated



Reference	Received From	Response
22	D O'Reilly	<p>08/09/2008, states that "the crèche shall include provision for a drop in facility to service the short term needs of shoppers at the centre" with the prescribed reason stated as "In the interest of the proper planning and sustainable development". To mitigate conflicts, the drop off area has been moved northwards and the crossing has been moved to before the drop off zone. The drop off zone is designed similar to Cycle Design Manual TL202 Shared Bus Stop Landing Zone.</p> <p>2 Plans and particulars of the proposed development were available for inspection online at <a href="https://www.galwaycity.ie/Bothar-Stiofain-Cycle-Network">https://www.galwaycity.ie/Bothar-Stiofain-Cycle-Network</a> and at Galway City Council, City Hall, College Road, Galway, H91 X4K8, between the hours of 9.00am to 4.00pm Monday to Friday for the period of the 25th of January 2024 to the 23rd of February 2024 inclusive (excluding Bank and Public Holidays).</p> <p>3 For clarification, the proposed scheme involves segregated cycle tracks to both sides of the carriageway and to add a footpath to the eastern side of the carriageway</p>
23	F Smyth	<p>1 The drop off facility is proposed to be retained as part of the proposed Scheme as it is a condition of planning for the Phase 2 of Galway West District Centre (GCC Planning Ref 08/567). Condition no. 10 of grant of Planning Ref 08/567 dated 08/09/2008, states that "the crèche shall include provision for a drop in facility to service the short term needs of shoppers at the centre" with the prescribed reason stated as "In the interest of the proper planning and sustainable development". To mitigate conflicts, the drop off area has been moved northwards and the crossing has been moved to before the drop off zone. The drop off zone is designed similar to Cycle Design Manual TL202 Shared Bus Stop Landing Zone.</p> <p>2 The GTS designates Bóthar Stíofáin is a Primary Route that ties into the Primary Route on the Western Distributor Road and Secondary/Feeder Route on Ragoon Road. The Scheme is in line with the GCC Development Plan 2023-2029, which shows the lands to the north zoned Enterprise, Industry and Related Uses. As such, to future proof the scheme, a through route is necessary to access these lands. A Preliminary Business Case was prepared for the Scheme in line with the NTA PAG for Gateway 3.</p> <p>3 Zebra crossings have been placed at desire lines, including the moving of the existing drop-off zone to the north and the pedestrian crossing ahead of the drop-off zone. In line with the Road User Hierarchy as published in the National Sustainable Mobility Policy, pedestrians are assigned the highest priority. Therefore, pedestrians waiting to cross are given equal priority to those already crossing, and that drivers and cyclists 'must' give way to pedestrians</p>

**(g) Recommendation**





All public submissions have been thoroughly examined and responded to in detail in Section (g) of this report and in the *'Reports on Part 8 Submissions Bóthar Stiofáin Cycle Network Scheme'*. It is considered that the scheme does not warrant any significant modification consequent on assessment of these submissions.

The proposed development is fully consistent with the policies, objectives and standards of the Galway City Development Plan 2023 -2029 and the Galway Transport Strategy and would be consistent with the proper planning and sustainable development of the area.

It is recommended that the proposed development should be proceeded with as proposed.

Signed:

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John Doody  
Executive Planner  
8/4/24

Signed: \_\_\_\_\_

James Russell  
Senior Planner  
12/04/24