



Clifton Scannell Emerson
Associates

Part 8 Planning Report

Bóthar Stiofáin Cycle Network Scheme



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1 Introduction & Background

Clifton Scannell Emerson Associates (CSEA) were engaged by Galway City Council (GCC) to carry out consultancy services and PSDP role for the design of approximately 850m in length of cycle infrastructure along Bóthar Stíofáin, from the junction with Ragoon Road to the junction with Western Distributor Road. The Bóthar Stíofáin route is identified as part of a Primary Network in the Proposed Cycle Network from the Galway Transport Strategy.

1.1 Project Background

Galway City is undergoing an exciting and continual process of change in order to adapt and anticipate the needs of its current and growing population. Significant traffic management changes are proposed that will change the culture and expectation of mobility within the city. Such changes will contribute greatly to increased use of active travel, public transport and better utilisation of the public realm. The challenge is to reconcile the complex and often competing demands for the available space through innovative design and engineering, and to secure stakeholder buy-in through robust analysis, effective communications, and certainty of quality of delivery.

The overall aspiration of the proposed active travel scheme is to provide a safe and comfortable environment for all self-propelled travel in the city and surrounding areas. Active travel is defined as 'travelling with a purpose using your own energy' and is most commonly observed as walking and cycling. As an area with relatively flat topography and a compact city centre, Galway is well positioned to capitalise on active travel as a meaningful form of commuting.

The route typifies both the opportunity and the challenges of urban cycling in Galway City. At present, there is a latent demand for good cycle facilities in the west of Galway City. The route is recognised as lacking the provision of quality cycle facilities, which discourage people from cycling within this area of Galway and to and from the city centre. Cyclists must share the road with the general traffic in traffic lanes that are wide enough to encourage unreasonably high speeds for the residential nature of these roads. The lack of proper cyclist facilities discourages some people from cycling even for short journey trips (e.g. less than 15 minutes trips).

1.2 Description of the Scheme

The proposed scheme is identified as part of a Primary Network in the Proposed Cycle Network from the GTS. The cycle network proposed in the GTS is intended to maximise the provision of high-quality dedicated cycling facilities and to improve measures giving priority to cyclists, encouraging uptake in cycling both for commuting and as a leisure activity in the city and surrounding areas. Appendix F of the GTS deals specifically with Cycle network and Infrastructure Development. This Appendix sets out the development of the proposed cycle network for Galway City, including an audit process undertaken to identify engineering constraints, evaluate the feasibility and suitability of each cycle link with regard to these constraints and propose alternative facilities or mitigation measures to enable the implementation of the overall network.

Appendix D of the GTS details an audit process undertaken to evaluate the feasibility and appropriateness of the proposed bus network developed for Galway City. In addition, Appendix B proposes a cross city public transport network serving east-west movements.

2 Project Concept

The overriding purpose of the project is the delivery of continuous and consistent two-way cycle links or traffic calmed roads along the route (and for all routes comprising Stage 2 of the Galway Cycle Network). These links will be safe and attractive premium cycle routes that cater for commuting, leisure, tourist and family cycling, as well as improved accessibility for pedestrians.

The proposed scheme must not only increase accessibility and permeability within the immediate study area, but also provide enhanced and safer connectivity with other areas and routes. Ultimately the route should be delivered to improve safety, reduce vehicle speeds, reduce journey times, and contribute towards increased numbers of trips being made by bicycle and by foot in the local catchment.

2.1 Aims

The aims of the Bóthar Stiofáin Cycle Network Scheme are

- to provide a safe, direct, cohesive, comfortable and attractive cycle route on Bóthar Stiofáin, from the junction with Ragoon Road to the Western Distributor Road; and
- to support increased accessibility and permeability on foot/ by bike, along, and through, the route – enhancing connections to homes, workplaces, schools, leisure facilities, public transport and services nearby.

2.2 Objectives

These aims will be achieved through delivery of the following scheme objectives:

- To provide safe, accessible and functional pedestrian network through improvement of footpath & crossing facilities for vulnerable road users and pedestrians, e.g. continuous and consistent pedestrian facilities; reduced crossing delays; and additional crossing locations for pedestrians;
- Reduced carriageway widths on self-enforcing traffic calmed roads where cycle facilities are on the carriageway;
- To provide a safe and legible route for commuter, leisure and delivery cyclists to access the retail and residential premises along the route;
- To provide a connection to the cycle facilities on the Western Distributor Road;
- To introduce traffic calming measures (tree lining, reduced carriageway width, toucan crossings etc) to enhance safety for vulnerable road users and reduce traffic speeds;
- To provide a route that can cater for demand – this route in particular has a large residential catchment, therefore users are likely to have a highly varied age, cycling ability and trip purpose;
- To develop the route to cater for cyclists as well as bus priority, with the associated measures outlined with the BusConnects Galway project; and
- To maintain, and enhance where possible, the residential identity of the street and corresponding visual cohesion to avoid a 'built-up' streetscape whilst giving public transport and active modes priority where practicable. i.e. bollards instead of guard rails, providing shelter from wind/rain where possible, provision of smooth surfaces that are free from obstructions, routes that minimise inclines, reducing conflict points for cyclists by providing cyclist priority, avoidance of street clutter and removal of on street parking.

2.3 Target Users

The target users of the scheme are local residents, delivery cyclists, commuter cyclists, leisure cyclists, students/staff of Gaelscoil Mhic Amhlaigh, staff/customers of Gateway Retail Park and members/visitors of Galway Bohemians FC.

The proposed solutions will achieve the above objectives, whilst providing the best value-for-money design for the medium to long-term.

A multi-disciplinary approach, reflecting the vision of the Design Manual for Urban Roads and Streets (DMURS) for an integrated design process and providing opportunities for improvement of the public realm for all, is being taken in the design of this cycle route.

3 Policy Context and Design Guidance

The proposed facilities are to be implemented within an existing road corridor that is recognised as needing to cater for a variety of transport modes and uses. The existing infrastructure is considered substandard for some road users, particularly for cyclists. As such, the design of the dedicated cycle facilities on multi-modal corridor, will need to comply with a number of other relevant standards and guidance documents.

The following local, regional and national policy documents and relevant national design guidelines have been reviewed.

3.1 Local Policy

3.1.1 Galway City Development Plan 2023-2029

The Galway City Development Plan 2023-2029, published by GCC sets out policies for the sustainable development of Galway City. The plan has been developed against a background of significant national policy changes to promote sustainable transport and reduce transport related greenhouse gas emissions. Travel demands for Galway City are increasing in conjunction with population growth and improvements to the transportation network will be essential if Galway is to become a sustainable, compact and connected city in line with national and regional policy direction.

Policy 4.4 of the Plan relates to 'Sustainable Mobility – Walk and Cycle'. The relevant policy points to this Scheme are outlined as:

1. Support the Galway Transport Strategy proposals for a primary cycle network to facilitate safe and convenient medium distance journeys.
2. 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.
4. Implement a structured programme of improvements across the whole city pedestrian network and at street crossings.
8. Promote, facilitate and maintain maximum connectivity and permeability for pedestrians and cyclists in the design and management of new public and private projects and in upgrading and retrofitting existing developments in accordance with the Design Manual for Urban Roads and Streets (2019) and Permeability a Best Practice Guide, NTA (2015).
9. Ensure facilities for pedestrians and cyclists are designed in accordance with national standards.
10. Promote the implementation of a Wayfinding Scheme with provision of directional information and signage at appropriate locations across the city as part of the implementation of the Public Realm Strategy.

3.1.2 BusConnects Galway

BusConnects Galway is an infrastructure project underpinned by the Galway City Development Plan, Project Ireland 2040 and the RSES with the aim to transform the city bus services. The objectives of the BusConnects projects are to:

- Connect – with 4km of multi-modal routes, creating new connections and links;
- Bus Patronage – Increase bus passenger numbers by 8% (average annual increase);
- Time – Bus priority to ensure journey saving times of up to 9 minutes;
- Opportunity – Service future developments and create a network of connected amenities and services; and
- Growth – Cater for Galway's predicted population growth to reach 120,000 by 2040.

3.1.3 Galway Transport Strategy, August 2016

The GTS is an integrated transport management programme for Galway City and environs which was published in August 2016. *This Transport Strategy will facilitate Galway with an opportunity to grow both physically and economically, offering better transport choices, and creating a public realm to be enjoyed by residents and visitors alike.*

The Current Issues with respect to the movement of people and goods outlined in this Strategy that are particularly relevant to the proposed Galway Cycle Network Stage 2 scheme include:

- An over-reliance on private cars;
- Large amounts of residential development located proximate to major employment and educational destinations city-wide, but not readily accessible by walking, cycling or public transport, thereby encouraging travel by private car;
- Limited roadspace on most of the principal roads, which reduces opportunities for safe and comfortable cycling.

The Transport Strategy for Cycling includes that *‘For cycling to provide a means of ‘mass’ movement in the city, it will be necessary to provide a ‘core’ network combining good segregation from traffic where practical, and traffic management elsewhere. Feeder networks will also need to be defined to fill the gaps between core corridors.’*

Chapter 7 of the Strategy relates to Cycling, Walking and Public Realm and Section 7.1 explains how the strategic objectives of the Strategy can be met as follows: *‘overall aspiration of the proposed cycle network is to provide a safe and comfortable environment for cyclists in the city and surround areas, in turn supporting an increase in the number of cyclists and encouraging a greater modal shift from the private car to cycling.’*

It also notes that: *‘As area with relatively flat topography and a compact city centre, Galway is well suited to cycling as a means of transport. However, the existing cycling facilities in the city and surrounding areas are limited and discontinuous. The cycle network proposed in this Transport Strategy is intended to maximise the provision of high quality dedicated cycling facilities and to improve measures giving priority to cyclists, encouraging uptake in cycling both for commuting and as a leisure activity in the city and surrounding areas.’*

Figure 1, below, is an extract from Figure 7.1 of the GTS showing the Proposed Cycle Network for the west of Galway City.

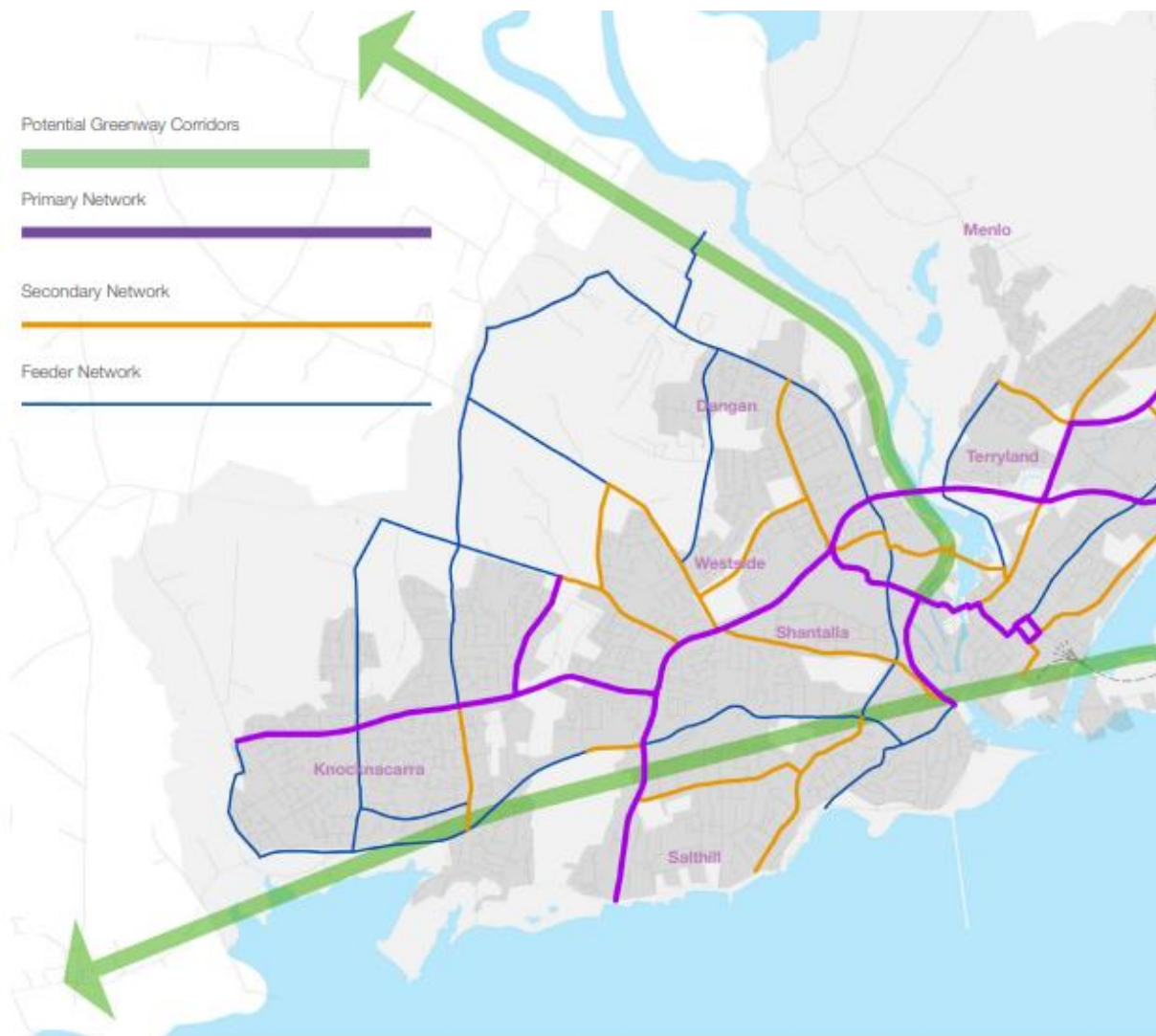


Figure 1: An extract from Figure 7.1 Proposed Cycle Network from the GTS

Bóthar Stíofáin is a Primary Route that ties into the Primary Route on the Western Distributor Road and Secondary/Feeder Route on Ragoon Road.

Figure 2, below, is an extract from Figure 5.1 of the GTS showing the Proposed Public Transport Network for the west of Galway City. Whilst Bóthar Stíofáin is not a proposed bus route, the scheme interacts with the proposed bus routes at Ragoon Road and Western Distributor Road.



Figure 2: An extract from Figure 5.1 Proposed Bus Routes from the GTS

Appendix F of the GTS sets out the development of the proposed cycle network for Galway City, including an audit of constraints, evaluation of feasibility and suitability of each link with regard to the constraints and proposals for alternative facilities or mitigation measures to enable implementation of the overall network.

Appendix F proposes the following cycling infrastructure summary for the proposed Bóthar Stíofáin route as part of Galway Cycle Network Stage 2:

Primary	Bóthar Stíofáin	Currently no facility in place. Proposal to install on-road cycle lanes on both sides of this section of road.	870 m
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Figure 3: Extract from Section F4.5 Knocknacarra North & Bushypark of Appendix F of the GTS

Appendix D of the GTS details an audit process undertaken to evaluate the feasibility and appropriateness of the proposed bus network developed for Galway City. This Appendix D proposes the public transport infrastructure summaries that interact with the proposed cycling scheme.

Although, Appendix B which proposes a cross city public transport network does not note Bóthar Stiofáin as being a part of the proposed BusConnects network.

3.1.4 Metropolitan Area Strategic Plan: Galway County Development Plan 2022 -2028

Chapter 6 of the Metropolitan Area Strategic Plan: Galway County Development Plan 2022 -2028 outlines aims to “encourage investment and improvements across all sectors of transport that will support targeted population, economic growth and more sustainable modes of travel including, walking, cycling and public transport”.

The plan recognises the benefits to the promotion of both walking and cycling including a reduction of congestion in urban areas, reduced greenhouse gas emissions, a healthier population, enhanced quality of life and more sustainable communities.

The relevant policy objectives for walking and cycling are:

- **WC 1 - Pedestrian and Cycling Infrastructure**

To require the design of pedestrian and cycling infrastructure to be in accordance with the principles, approaches and standards set out in the National Cycle Manual and the Design Manual for Urban Roads and Streets.

- **WC 3 - Sustainable Transport Movement**

To require sustainable transport movement to be given priority at the earliest design stage of development proposals.

- **WC 4 - Modern Network of Walking and Cycling Infrastructure**

To continue to work and engage with the National Transport Authority, the Department of Transport and other agencies in developing a modern network of walking and cycling infrastructure in the County.

3.2 Regional Policy

3.2.1 Regional Planning Guidelines for the West Region (2010-2022)

SG2 of the Regional Planning Guidelines for the West Region aims to *‘put in place an integrated sustainable transport and access infrastructure’* that, among other advantages, *‘minimises the need for car-based travel’*.

These RPGs include the following relevant policy objectives:

IO9: Support the sustainable development of an integrated transportation system for Galway City and County Areas;

IP13: Promote on-going Traffic Management policies and plans... ..with particular emphasis on measures to facilitate public transport, walking and cycling;

IP21: Promote a better environment for pedestrians, cyclists and persons with disabilities... ..so as to facilitate increased mobility and access for citizens;

IO32: Promote the development of safe and convenient pedestrian and cycling facilities in Galway City... ..to minimise the dependence on private motor vehicles and to encourage an active and healthy lifestyle.

3.2.2 Regional Spatial and Economic Strategy for the Northern and Western Region (RSES)

The RSES 2020-2032 for the Northern and Western Assembly is a strategic development framework published by the Northern and Western Regional Assembly and sets out a vision for the sustainable physical, economic and social development of the region and provide guidance for local level policies. The relevant priorities from the RSES are;

- Provision of a core, secondary and feeder cycle network which includes segregated cycle routes, on-road cycle lanes and /or wide bus lanes to cater for both buses and cyclists along the same route;
- Provision of a primary network of cycle routes comprising of two greenways connecting into the county settlements – the Oranmore to the City Centre and onwards to Bearna Greenway and City Centre to Oughterard Greenway;
- Provision of additional primary routes including cross-city routes to the north of the city and some key north –south links;
- Develop a secondary cycle network that will comprise connections from residential areas and areas of employment to the primary network accessing key destinations;
- Promotes appropriate public transport services – rail or bus transport and other sustainable modes of travel such as walking and cycling;
- Provide for Park and ride facilities on the periphery of the city linked in with the bus network to reduce the amount of commuter traffic entering into the city;
- Development of a cross-city network of bus services which can serve the major trip attractors with five core bus routes to provide a minimum 15-minute frequency service during the peak periods and sustain a high-frequency service throughout the day; and
- Support the extension of the public transportation options available to the travelling public throughout the region through the pursuit of a variety of options, including new/additional Quality Bus Corridors, commuter rail service, and appropriately located park and ride facilities, particularly in relation to the Gateway, the Tuam Hub, the Linked Hub Castlebar/Ballina and other towns such as Ballinasloe, Gort and Claremorris. Consideration should also be given, where appropriate, to the creation of additional lanes or alteration to existing lanes for Quality Bus Corridors on the main commuter routes into the Gateway, Hub and Linked Hub

3.3 National Policy

3.3.1 National Investment Framework for Transport in Ireland (NIFTI)

The National Investment Framework for Transport in Ireland (NIFTI) is the Department of Transport's framework for prioritising future investment in the land transport network to support the delivery of the National Strategic Outcomes. This will ensure that investments made will contribute to Ireland's decarbonisation efforts, support vibrant and successful communities, deliver a high-performing transport system, and promote a strong and balanced economy. NIFTI has been developed to ensure sectoral investment is aligned with the National Planning Framework (NPF) and supports the delivery of the ten National Strategic Outcomes (NSOs).

Having been identified as the second largest source of Irish greenhouse gas emissions, the transport sector will have to significantly decarbonise in the decades ahead for Ireland to meet its climate change goals and minimise the damage from climate breakdown, such as more frequent extreme weather events, rising sea levels and population displacement. As the economy has grown in recent years, transport activity and emissions have risen also, and the correlation between emissions and economic growth must be broken. This will require considerable investment in walking, cycling and public transport, which will also bring environmental benefits in terms of air quality and noise pollution. Tackling

congestion through the provision of sustainable mobility also lessens the amount of time people spend commuting each day and leads to improvements in public health.

Section 2.4 of the NIFTI Framework states that one of its main purposes is to “*Deliver Clean, Low-Carbon and Environmentally Sustainable Mobility*”. Furthermore, the reduction in greenhouse gas emissions is a foremost priority. It is a national objective to achieve a low-carbon, economically competitive and environmentally sustainable economy by 2050. NIFTI will support investment in public transport, walking and cycling within cities and large towns to encourage modal shift away from the private car.

3.3.2 National Sustainable Mobility Policy

The National Sustainable Mobility Policy sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It is accompanied by an action plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce the journeys taken by private car.

The policy aims to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars. It will make it easier for people to choose walking, cycling and use public transport daily instead of having to use a petrol or diesel car.

The National Sustainable Mobility Policy Action Plan has included the following as part of its *Core Actions* in achieving its goal of “*Expanding availability of sustainable mobility in regional and rural areas*”:

- *Develop pedestrian enhancement plans for the regional growth centres and key towns.*
- *Develop and publish cycle network plans for all counties.*

The policy supports *Safe and Green Mobility* by:

- *Continuing to protect and maintain the safety of existing walking, cycling and public transport networks and ensuring that new sustainable mobility infrastructure meets the highest safety standards.*
- *Developing pedestrian enhancement plans and cycle network plans to guide investment in new active travel infrastructure and retrofitting of existing infrastructure.*

Cycle network plans will be developed for all counties to guide investment in cycling infrastructure, including both new infrastructure and retrofitting of existing infrastructure, in order to develop a network of cycle routes for each county. In tandem with this, a strategic national cycle network will be identified, providing key inter-urban links and enabling the continued development and delivery of that network. The rollout of active travel infrastructure projects in local communities will be supported by staff resources dedicated to active travel projects in local authorities and National Roads Offices around the country.

The five benefits of Active Travel that can be capitalised on are identified as:

- Environmental - reduced levels of carbon emissions and greenhouse gases;
- Health - improved levels of fitness and public health generally from increased activity;
- Safety - increased levels of active travel can stimulate the increased provision of quality footpaths and cycle paths by public authorities;
- Economic - increased active travel usage can lead to reduced congestion levels and improved accessibility in urban areas; and
- Social - increased provision for active travel modes can drive improved transport equity.

The road user hierarchy, as set out in the National Sustainable Mobility Policy, states that the order of consideration to encourage sustainable travel patterns and safer streets is shown in Figure 3-1.

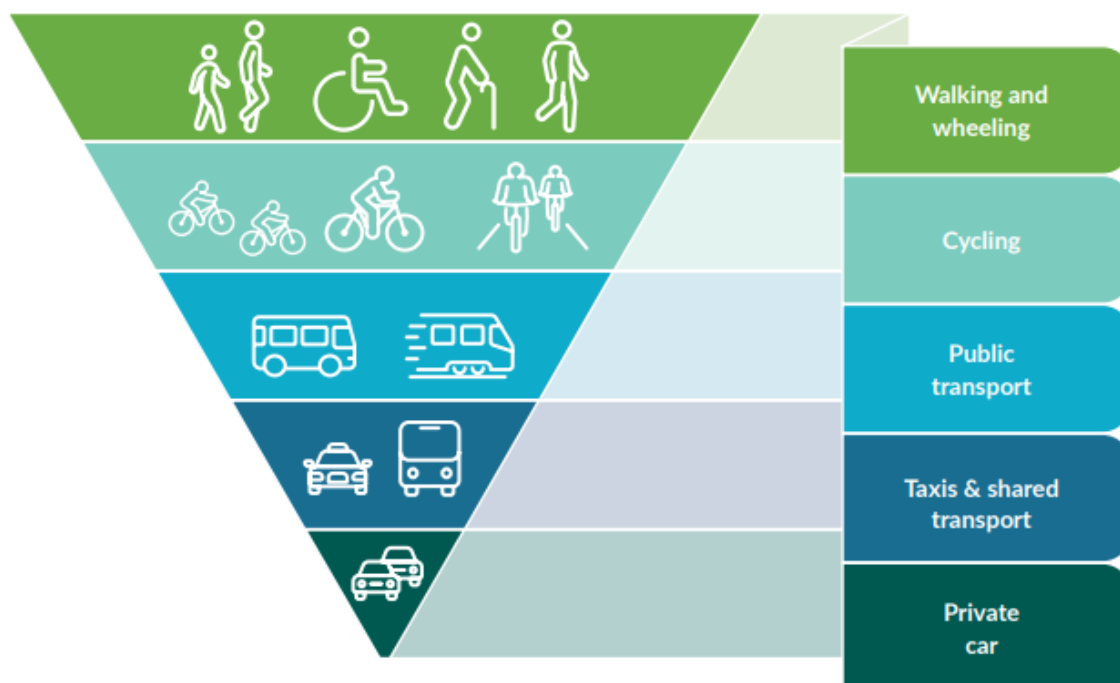


Figure 3-1 Road User Hierarchy from the National Sustainable Mobility Policy

Walking is recognised as the most sustainable form of transport. Furthermore, all journeys begin and end on foot. By prioritising design for pedestrians first, the number of short journeys taken by car can be reduced and public transport made more accessible.

3.3.3 National Development Plan 2018-2027

The National Development Plan sets out the investment priorities that will underpin the successful implementation of the new National Planning Framework (NPF). This will guide national, regional, and local planning and investment decisions in Ireland over the next two decades.

The NDP emphasises the need to provide “safe alternative active travel options such as segregated cycling and walking facilities can also help alleviate congestion and meet climate action objectives by providing viable alternatives and connectivity with existing public transport infrastructure”.

The NDP encourage a significant “modal shift through greater levels of investment and further development of meaningful alternatives to private car uses, such as new urban cycling and walking routes which will provide additional sustainable travel options.”

3.3.4 Climate Action Plan 2023

The Climate Action Plan 2023, published by the Department of the Environment, Climate and Communications, outlines the Irish Government’s plan for tackling the negative impacts that have been brought about as a result of climate breakdown, such as the risk of more frequent extreme weather events and flooding. It outlines the current state of play across key sectors including Electricity, Transport, Built Environment, Industry and Agriculture and charts a course towards ambitious decarbonisation targets. The Climate Action Plan sets a roadmap for taking decisive actions to halve

Ireland's omissions by 2023 and reach net zero emissions by 2050 and aims to create a more resilient, vibrant and sustainable country.

Under the Climate Action and Low Carbon Development (Amendment) Act 2021, Ireland's national climate objective requires the State to pursue and achieve, by no later than the end of the year 2050, the transition to a climate-resilient, biodiversity-rich, environmentally sustainable and climate-neutral economy. The Act also provides for a reduction of 51% in GHG emissions by 2030, compared to 2018 levels. Our statutory national climate objective and 2030 targets are aligned with Ireland's obligations under the Paris Agreement and with the European Union's objective to reduce GHG emissions by at least 55% by 2030, compared to 1990 levels and to achieve climate neutrality in the European Union by 2050.

Climate Action Plan 2023 action measures related to active travel include:

- Action No. TR/23/29: Advance roll out of 1,000km walking / cycling infrastructure.
- Action No. TR/23/30: Advance roll out of National Cycle and Greenway Networks.
- Action No. TR/23/31: Advance widespread and consistent implementation of National Cycle Manual guidance and the Design Manual for Urban Roads and Streets (DMURS) with the Department of Housing, Local Government and Heritage (DHLGH).
- Action No. TR/23/32: Leverage of Protection and Renewal road infrastructure programme to enhance safety of sustainable mobility users.
- Action No. TR/23/34: Identify and implement mechanisms for improved multiple Local Authority delivery of strategic, network-based Active Travel projects (e.g., NTA-led projects, Section 85 agreements under the Local Government Act 2001) in line with the objective of CycleConnects pathfinder project.

Ireland's EU Climate Targets

In its approach to decarbonising, the EU has split GHG emissions into two categories, the Emissions Trading System (ETS) and the non-ETS.

Emissions from electricity generation and large industry in the ETS are subject to EU-wide targets which require that emissions from these sectors be reduced by 43% by 2030, relative to 2005 levels. Within the ETS, participants are required to purchase allowances for every tonne of emissions, with the amount of these allowances declining over time to ensure the required reduction of 43% in GHG emissions is achieved at EU-level.

Emissions from all other sectors, including agriculture, transport, buildings, and light industry are covered by the EU Effort Sharing Regulation. This established binding annual GHG emission targets for Member States for the period 2021–2030. Ireland is required to reduce its emissions from these sectors by 30% by 2030, relative to 2005 levels.

Under the EU Green Deal, the targets for the ETS and non-ETS sectors will be revised upwards in order to achieve the commitment, at EU level, to reach an economy-wide 2030 reduction in emissions of at least 55%, compared to 1990 levels. Legislative proposals to implement these targets were published in July 2021. Tripartite negotiations between representatives of the European Parliament, Council and Commission commenced in the second half of 2022. Provisional agreement has been reached on a number of proposals with a view to reaching agreement as soon as maybe on all proposals to underpin the EU's enhanced ambition.

3.3.5 Healthy Ireland Strategic Action Plan 2021 – 2025

Healthy Ireland is the national framework for action to improve the health and wellbeing of everyone living in Ireland.

Keeping Active is one of the priority focus areas for Healthy Ireland for 2021–2023 and includes encouraging workplaces to facilitate workers who walk, cycle or run to work. Other actions include increasing the Cycle Right Programme to ensure that all children are offered cycling training in primary school, widening the eligibility of the Bike to Work scheme to provide an increased proportionate allowance for e-bikes and cargo bikes and promoting the take up of walking and cycling in urban areas. Healthy Ireland actions also include investing in strategies for the development at local level of walking, swimming, cycling and running, in partnership with Sport Ireland.

As part of the Action Plan, the following are outlined as part of the Healthy Cities and Counties Setting which is relevant to this project scheme:

- Promote the implementation of the Design Manual for Urban Roads and Streets (2013) which incorporates good planning and design practice to support and encourage active travel (walking and cycling) in urban areas.

- Strengthen the Healthy Cities and Counties Infrastructure to deliver on the Healthy Cities and Counties goals.

3.3.6 National Cycle Policy Framework (NCPF)

The NCPF framework provides a common, integrated basis for the long-term development and implementation of cycling policies among various sectors and levels of government and is a powerful tool to encourage cycling in urban areas. There are 19 objectives developed in the NCPF framework which are classified under the headings of Infrastructure, Communication/Education, Financial Resources, Legislation and Enforcement, Human Resources and Coordination and Evaluation and Effects. The objectives are as follows:

- Objective 1: Support the planning, development and design of towns and cities in a cycling and pedestrian-friendly way.
- Objective 2: Ensure that the urban road infrastructure (with the exception of motorways) is designed/ retrofitted so as to be cyclist-friendly and that traffic management measures are also cyclist-friendly.
- Objective 3: Provide designated rural cycle networks especially for visitors and recreational cycling.
- Objective 4: Provide cycling-friendly routes to all schools, adequate cycling parking facilities within schools, and cycling training to all school pupils.
- Objective 5: Ensure that all of the surfaces used by cyclists are maintained to a high standard and are well-lit.
- Objective 6: Ensure that all cycling networks – both urban and rural – are signposted to an agreed standard.
- Objective 7: Provide secure parking for bikes.
- Objective 8: Ensure proper integration between cycling and public transport.
- Objective 9: Provide public bikes in cities.
- Objective 10: Improve the image of cycling and promote cycling using “soft interventions” such as promotional campaigns, events, etc.
- Objective 11: Improve cyclists’ cycling standards and behaviour on the roads.
- Objective 12: Improve driver education and driving standards so that there is a greater appreciation for the safety needs of cyclists.
- Objective 13: Support the provision of fiscal incentives to cycle.
- Objective 14: Provide appropriate levels of, and timely, financial resources towards implementing the NCPF.
- Objective 15: Introduce changes to legislation to improve cyclist safety.
- Objective 16: Improve enforcement of traffic laws to enhance cyclist safety and respect for cyclists.
- Objective 17: Develop a structure that can coordinate the implementation of activities across the many Government Departments, Agencies and NGO’s.
- Objective 18: Provide design professionals with suitable training/guidance to develop and implement the policies of the NCPF. Support the deepening of knowledge of the subject of planning for cyclists in Ireland.
- Objective 19: Evaluate the cycling policy and monitor the success as the measures are implemented.

The NCPF’s vision is that all cities, towns, villages and rural areas will be bicycle-friendly, and cycling will be a normal way to get about, especially for short trips. Next to walking, cycling will be the most popular means of getting to school, work and other purposes and will become the transport mode of choice for all ages.

3.4 Design Guidance

3.4.1 Design Manual for Urban Roads and Streets

This document provides guidance relating to the design of urban roads and streets. It outlines principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to street networks and individual streets. This Manual sets out an integrated design approach influenced by the type of place in which the street is located and balance the needs of all users. It also aims to put well designed streets at the heart of sustainable communities creating physical, social and transport networks that promote real alternatives to car journeys, namely walking, cycling and public transport. The manual key design principles are as follows:

- To support the creation of integrated street networks, which promote higher levels of permeability and legibility for all users, and in particular more sustainable forms of transport.
- The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment.
- The quality of the street is measured by the quality of the pedestrian environment
- Greater communication and co-operation between design professional through the promotion of a plan-led, multidisciplinary approach design.

This document was published by the Irish Government as a high-level strategic plan for shaping the future growth and development of Ireland out to the year 2040. It has been created as a guide for public and private investment to help create and promote economic opportunities and sustainable cities.

The NPF aims to “*Enable more effective traffic management within and around cities and re-allocation of inner-city road-space in favour of bus-based public transport services and walking/cycling facilities*”.

The following objectives, relevant to the design of cities and sustainability, are listed within the NPF:

National Objective 4 - *Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.*

National Objective 6 - *Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.*

National Objective 27 - *Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.*

Project Ireland 2040 was launched as part of the National Planning Framework (NPF) with the purpose to provide a high-level strategic plan to improve transport, tourism and sport infrastructure by 2040. These goals are expressed in this Framework as National Strategic Outcomes (NSOs), which includes:

- Compact Growth
- Enhanced Regional Accessibility
- Strengthened Rural Economies and Communities
- Sustainable Mobility
- A Strong Economy, supported by Enterprise, Innovation and Skills
- High-Quality International Connectivity
- Enhanced Amenities and Heritage
- Transition to a Low Carbon and Climate Resilient Society
- Sustainable Management of Water, Waste and other Environmental Resources

- Access to Quality Childcare, Education and Health Services

3.4.2 Cycle Design Manual

The Cycle Design Manual, published in 2023 by the National Transport Authority (NTA) and approved by the Department of Transport, sets out the best practice design of cycle infrastructure in Ireland. The documents guides the delivery of safe cycling infrastructure to encourage more people to cycle as a regular mode of transport is strongly supported by a preceding national policies and plans.

It notes that for cycle infrastructure to cater for the needs of people who currently cycle and to also attract new cycle users to the network, there are five main requirements which designs should fulfil under the headings of:

1. Safety
2. Coherence
3. Directness
4. Comfort
5. Attractiveness

There are six key design principles that allow for the planning, designing, implantation and maintenance of a cycle network that can cater to all types of cycle vehicles and cycle abilities by means of links with appropriate facilities and width. The key design principles are;

1. Safe system approach
2. Promoters of cycle facilities should cycle
3. Network approach
4. Segregation
5. Everyday mobility
6. Universal Design and Inclusive Mobility

The manual offers detailed typical layouts for cycle facilities and therefore serves as the leading guidance for cycle infrastructure nationwide.

3.4.3 Traffic Signs Manual

The Traffic Signs Manual provides details of the traffic signs which may be used on roads in Ireland, including their layout and symbols, the circumstances in which each sign may be used and rules for positioning them for the efficient operation of the road network. It also provides guidance on the temporary traffic measures required at roadworks.

To be effective, traffic signs must be readily recognized as such and must:

- Have messages which can be quickly read and understood;
- Be co-ordinated with the geometric road layout so they are conspicuous by day and night; and
- Be located far enough in advance of the situation to give sufficient time for the road user to take the appropriate action.

The Traffic Signs Manual is published into nine chapters namely:

- Chapter 1: Introduction and Sign Location
- Chapter 2: Directional Information Signs
- Chapter 3: Variable Message Signs
- Chapter 4: Other Information Signs
- Chapter 5: Regulatory Signs

Chapter 6: Warning Signs

Chapter 7: Road Markings

Chapter 8: Temporary Traffic Measures and Signs for Roadworks

Chapter 9: Traffic Signals

The overseeing organisation for the purposes of this Manual is either Transport Infrastructure Ireland (TII) for national roads or the Department of Transport, Tourism and Sport (DTTAS) for regional and local roads.

3.4.4 Traffic Management Guidelines and Accessibility Guidance

The purpose of this guideline is to provide guidance on a variety of issues including traffic planning, traffic calming and management, incorporation of speed restraint measures in new residential designs and the provision of suitably designed facilities for public transport users and for vulnerable road users such as cyclists, motorcyclists and pedestrians including those with mobility/sensory impairments. It also focuses on how these issues must be examined and implemented in the context of overall transportation and land use policies.

4 Options Assessment

4.1 Options Development

7 no. options, as shown in Table 1, were developed for the Bóthar Stiofáin Cycle Network Scheme. Bóthar Stiofáin is currently two-way for all traffic and has a footpath on the eastern side and no cycle facilities. It is 850m long, 7m wide kerb to kerb and 11-23m wide from boundary to boundary. The 'Do Nothing' option, Option 1, proposes no changes to the existing layout and serves as a basis of comparison to assess the effects of the proposed options.

Table 1: Options developed for Bóthar Stiofáin

Option 1	Do Nothing
Option 2	Do Minimum - Install zebra crossings with raised platforms at suitable intervals, buildout to reduce road width to 6m at crossing points
Option 3	14m cross-section with 2m raised adjacent cycletracks on both sides of the road with some landtake required from eastern side, zebra crossings on raised platforms at suitable intervals
Option 4	14m cross-section with 2m on road cyclelane on both sides of the road with some landtake required from eastern side, zebra crossings on raised platforms at suitable intervals
Option 5	As above but with pinchpoints instead of landtake
Option 6	14m cross-section with 4m two-way cycletrack on the eastern side of the road with some landtake required from eastern side, zebra crossings on raised platforms at suitable intervals
Option 7	As Option 4, but retain on-street parking on the western side

4.2 Assessment Methodology

This section outlines the methodology used in the assessment of five scheme options. The proposed options were assessed using 'Multi Criteria Analysis' (MCA) as outlined in the 'Common Appraisal Framework for Transport Projects and Programmes' published by the Department of Transport, Tourism and Sport (DTTAS), March 2016.

The required criteria are as follows:

- Economy
- Safety
- Physical Activity
- Environment
- Accessibility and Social Inclusion
- Integration

Each option was appraised under the criteria outlined above and compared based on a five-point scale, ranging from having significant advantages to having significant disadvantages over other route

options. Table 2 below shows the colour coding of the five-point scale, with advantageous routes graded “dark green” and disadvantageous routes graded “red”.

Table 2: Options Colour Coded Ranking Scale

Colour	Description
	Significant advantages over other options.
	Some advantages over other options.
	Neutral compared to other options.
	Some disadvantages to other options.
	Significant disadvantages to other options.

4.3 Options Assessment

Table 3 summarises the options assessment for the MCA criteria.

Table 3 Route Options Assessment Summary Clybaun Road

Assessment Criteria	1	2	3	4	5	6	7
Economy							
Safety							
Physical Activity							
Environment							
Accessibility & Social Inclusion							
Integration							
Residential Identity and Visual Cohesion							

4.4 Preferred Option

Having examined the multiple options using a multi criteria analysis, the following emerged as the preferred option:

Route

**Preferred
Option**

Bóthar Stíofáin, from the junction with Ragoon Road to the junction with Western Distributor Road

Option 3, 14m cross-section with 2m raised adjacent cycletracks on both sides of the road with some landtake required from eastern side, zebra crossings on raised platforms at suitable intervals

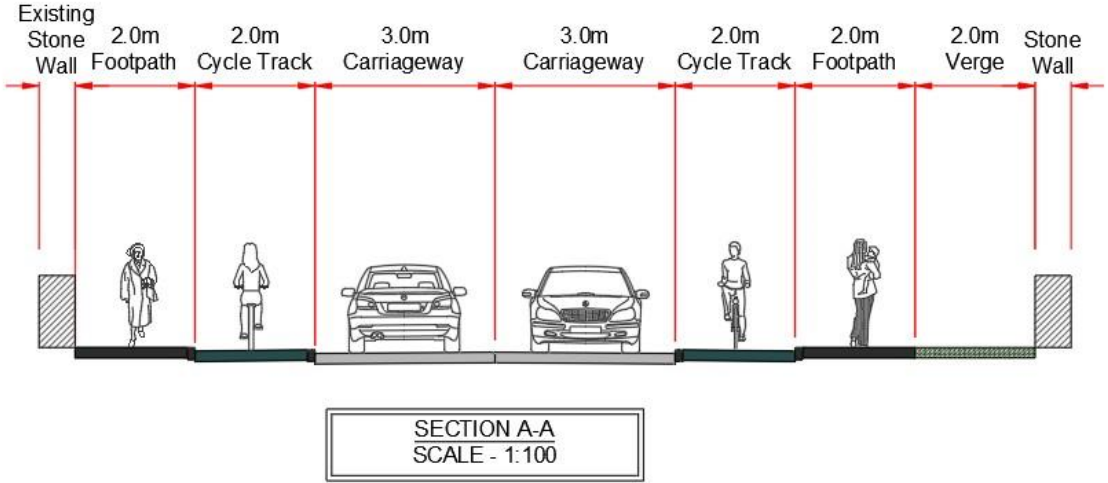
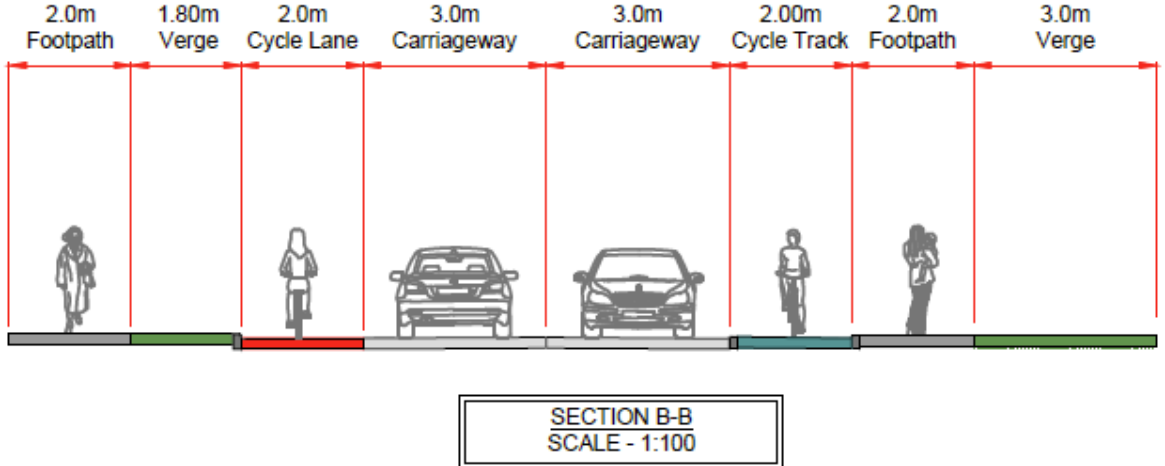
5 Description of the Proposed Works

5.1 Proposed Works

The route mostly provides for pedestrian and cyclists with limited vehicular access to private properties and on-street parking facilities. The works include installation of a 14m cross-section with 2m raised adjacent cycletracks on both sides of the road with some landtake required from eastern side, zebra crossings on raised platforms at suitable intervals. The route can be broken into four no. sections to illustrate the traffic arrangements, as described in Table 5 and shown CSEA Drawing No's. 19_151-CSE-GEN-XX-DR-C-2107- 2109 (Appendix A). Indicative cross section locations are shown in Figure 5.



Figure 5: Indicative Cross Section Locations

Section	Location (approx.)	Length (approx.)	Traffic Arrangement
A-A	Bóthar Stíofáin (From Rahoon Road to Riasc Na Rí)	340m	Two-way vehicular access on a carriageway of width 3.0m. A 2.0m cycle track and 2.0m footpath is provided in each direction.
 <p>Existing Stone Wall 2.0m Footpath 2.0m Cycle Track 3.0m Carriageway 3.0m Carriageway 2.0m Cycle Track 2.0m Footpath 2.0m Verge Stone Wall</p> <p>SECTION A-A SCALE - 1:100</p>			
B-B	Bóthar Stíofáin (From Riasc Na Rí to Clochard)	140m	Two-way vehicular access on a carriageway of width 3.0m. The west side provides a 2.0m footpath, 1.80m verge and a 2.0m cycle lane. The east side provides for a 2.0m cycle track 2.0m footpath and 3.0m verge.
 <p>2.0m Footpath 1.80m Verge 2.0m Cycle Lane 3.0m Carriageway 3.0m Carriageway 2.00m Cycle Track 2.0m Footpath 3.0m Verge</p> <p>SECTION B-B SCALE - 1:100</p>			



Section	Location (approx.)	Length (approx.)	Traffic Arrangement
C-C	Bóthar Stíofáin (From Clochard to Gateway Retail Park Access)	300m	Two-way vehicular access on a carriageway of width 3.0m. The west side provides a 2.0m footpath, 1.86m verge and 2.0m cycle track. The east side provides for a 2.0m cycle track, 2.0m footpath and 1.65m verge.
<p>2.0m Footpath 1.86m Verge 2.0m Cycle Track 3.0m Carriageway 3.0m Carriageway 2.0m Cycle Track 2.0m Footpath 1.65m Verge</p> <p>SECTION C-C SCALE - 1:100</p>			
D-D	Bóthar Stíofáin (From Gateway Retail Park Access to Western Distributor Road)	70m	Two-way vehicular access on a carriageway of width 3.0m. 2.0m cycle track and 2.0m footpath provided on the west and east side.
<p>Existing Stone Wall 2.0m Footpath 2.0m Cycle Track 3.0m Carriageway 3.0m Carriageway 2.0m Cycle Track 2.0m Footpath</p> <p>SECTION D-D SCALE - 1:100</p>			

Table 5: Proposed Road Type and Mainline Cross Section

The scheme, which runs in a north-south direction, encompasses east-west junctions with the following minor junctions:

- Linn Bhuí;
- Riasc Na Rí;
- Cloch Ard;
- Caieal úr;
- Sliabh Ard; and
- Gateway Retail Park Access Road.

These junctions are all priority t-junctions and are proposed to be realigned in accordance with DMURS.

The major junctions include:

- Ragoon Road; and
- Western Distributor Road.

The corner radii at these junction approaches have also been realigned in accordance with *Section 4.3.3 Corner Radii* of DMURS to allow for rigid body trucks/commercial vehicles to turn corners without crossing the centre line of the intersecting road.

The junction crossings have been realigned to allow for installation of raised tables, buff tactile paving and road markings at the uncontrolled crossing as per *Section 4.3.2 Pedestrian Crossings* of DMURS.

5.2 Construction Methodology

5.2.1 Pre-Construction Works

Additional geotechnical investigation will also be carried out pre-construction. This will be confined to the area of required landtake. A geotechnical investigation will typically comprise of the supervised excavation of boreholes and trial pits. Moderately sized plant will be used and consist of small to medium sized excavators, cable percussive rigs, rotary drilling rigs, compressors, water bowsers, low loaders and 4-wheel drive vehicles.

Slit trenches will also be required at selected locations in order to confirm the location of buried services. Saw cutting of the existing pavement and the subsequent hand excavation, photographing and logging of the uncovered services will be the main activities. Archaeological test trenches under licence will also be excavated pre-construction, within the land take area.

All works undertaken as part of the ground investigation contract will be undertaken in accordance with recognised best practice procedures in order to ensure that they do not result in any environmental impacts. All works will take place in existing road bed, and brownfield sites.

5.2.2 Main Construction Works

5.2.2.1 Construction Compounds

A construction compound(s) will be required for the duration of the construction works. Compound locations will be determined by the appointed Contractor subject to the approval of GCC.

5.2.2.2 Potential Impacts on Adjacent Landowners

Residents in the area, and other nearby developments, closest to the construction works will experience some level of noise, vibration and dust arising from general works and construction traffic in close proximity to their properties.

Access to properties is not envisaged to be unduly impacted by the works.

5.2.2.3 Traffic Management

The impact of construction on users of the existing road network will be likely to include shuttle systems while the works are on site, however, these would be short term in nature.

5.3 Access to Site

Primary access to the site, and site compound, will be via the local road network.

6 Impact of the Proposed Works

6.1 Environmental Assessment

A Screening Report for Appropriate Assessment (AA) and Environmental Impact Assessment (EIA) have been prepared in support of this planning application. The AA and EIA Screening Reports are shown in Appendix B and Appendix C respectively.

The Screening Report for Appropriate Assessment concludes that the project is not likely, alone or in combination with other plans or projects, to have a significant effect on any European Sites.

6.2 Flood Risk Assessment

A preliminary flood risk assessment has been undertaken by reviewing information from the Office of Public Works (OPW) Natural Flood Hazard Mapping (www.floodinfo.ie), the Western CFRAM Study. A Strategic Flood Risk Assessment (Stage 1 and 2) was also undertaken along the route as part of a GCC study of all GTS routes. No notable flood risk was identified.

6.3 Built Heritage

A Stage 2 Architectural Conservation survey of the proposed scheme was carried out in relation to the stone walls along the north-eastern edge of the route, near the junction of Ragoon Road.

The assessment determined that:

“There are no buildings or other structures of architectural heritage significance along the proposed route for the cycleway in this location, other than the possibility that there are surviving sections of the field boundary walls concealed beneath vegetation.”

In view of the above it is not considered that there will be any architectural heritage impact arising from the proposed cycleway along Bóthar Stiofáin.”

7 Conclusion

From an economic, safety, physical activity, environmental, accessibility and social inclusion and integration perspective the proposed works are an important development for Bóthar Stiofáin and the Galway Cycle Network. Following a review of constraints, alternatives, and environmental impacts, planning permission is being sought for the works as shown in CSEA Drawing No's. 19_151-CSE-GEN-XX-DR-C-2107- 2109 (Appendix A).

Cunnane Stratton Reynolds (CSR) have been engaged to carry out the landscaping design for the scheme. The proposed landscaping design is shown in Appendix D.

There is an opportunity with this scheme to support a walking and cycling culture by delivering a high-quality pedestrian and cycling facility along this popular route and, in doing so, to reinforce the qualities and successes of the places through which it passes. The proposed scheme will not only increase accessibility and permeability within the study area but will also provide enhanced and safer connectivity with other areas and routes. Ultimately, the route should be delivered to improve safety, reduce journey times, and contribute towards increased numbers of trips being made by active travel modes in the local catchment.

This project provides improved safety by delivering a facility to current design standards and best practice, and will provide high quality infrastructure for all active transport users including the mobility impaired and those with other disabilities.

The proposed scheme will provide increased opportunity for the residents of Bóthar Stiofáin and Galway City to engage in physical activity through the provision of high quality cycle and pedestrian facilities. This will assist in encouraging modal shift from vehicular traffic to healthier and sustainable modes of travel such as walking and cycling.

8 Legislation

Walking, cycling and public transport schemes are primarily subject to the requirements of Section 38 of the Road Traffic Act 1994 (as amended) as supported by Section 46 of the Public Transport Regulation Act 2009 (as amended). As landtake is required for the Bóthar Stiofáin Cycle Network Scheme, it is not in compliance with Section 46 (2). Therefore, the scheme is subject to the planning procedure required by the Planning and Development Act 2000 (as amended), in accordance with the requirements of Part 8 of the Planning and Development Regulations 2001 (as amended).

GCC are now submitting the proposed scheme for the necessary planning procedure. The following extract is taken from the Planning and Development Regulations 2001

‘PART 8

Requirements in respect of Specified Development by, on Behalf of, or in Partnership with Local Authorities

Development which relates to establishment to which the Major Accident Regulations apply.

79. Any development of a type referred to in article 145 shall be subject to the requirements of Chapter 4 of Part 11 in addition to the requirements of this Part.

Development prescribed for purposes for section 179 of Act.

80. (1) Subject to sub-article (2) and sub-section (6) of section 179 of the Act, the following classes of development, hereafter in this Part referred to as “proposed development”, are hereby prescribed for the purposes of section 179 of the Act—

- (a) the construction or erection of a house,
- (b) the construction of a new road or the widening or realignment of an existing road, where the length of the new road or of the widened or realigned portion of the existing road, as the case may be, would be—
 - (i) in the case of a road in an urban area, 100 metres or more, or
 - (ii) in the case of a road in any other area, 1 kilometre or more,
- (c) the construction of a bridge or tunnel,
- (d) the construction or erection of pumping stations, treatment works, holding tanks or outfall facilities for waste water or storm water,
- (e) the construction or erection of water intake or treatment works, overground aqueducts, or dams or other installations designed to hold water or to store it on a long-term basis,
- (f) drilling for water supplies,
- (g) the construction of a swimming pool,
- (h) the use of land, or the construction or erection of any installation or facility, for the disposal of waste, not being—
 - (i) development which comprises or is for the purposes of an activity in relation to which a waste licence is required or
 - (ii) development consisting of the provision of a bring facility which comprises not more than 5 receptacles,
- (i) the use of land as a burial ground,
- (j) the construction or erection of a fire station, a library or a public toilet, and

(k) any development other than those specified in paragraphs (a) to (j), the estimated cost of which exceeds €126,000, not being development consisting of the laying underground of sewers, mains, pipes or other apparatus.

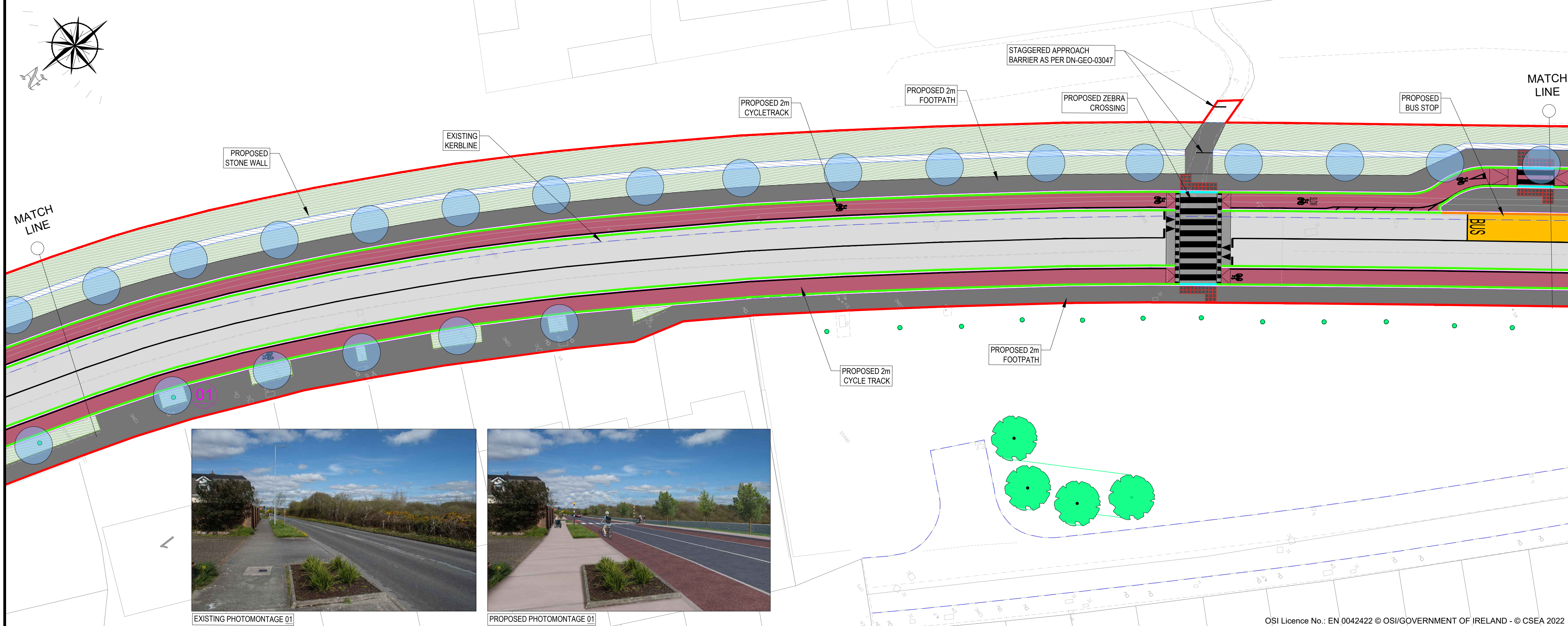
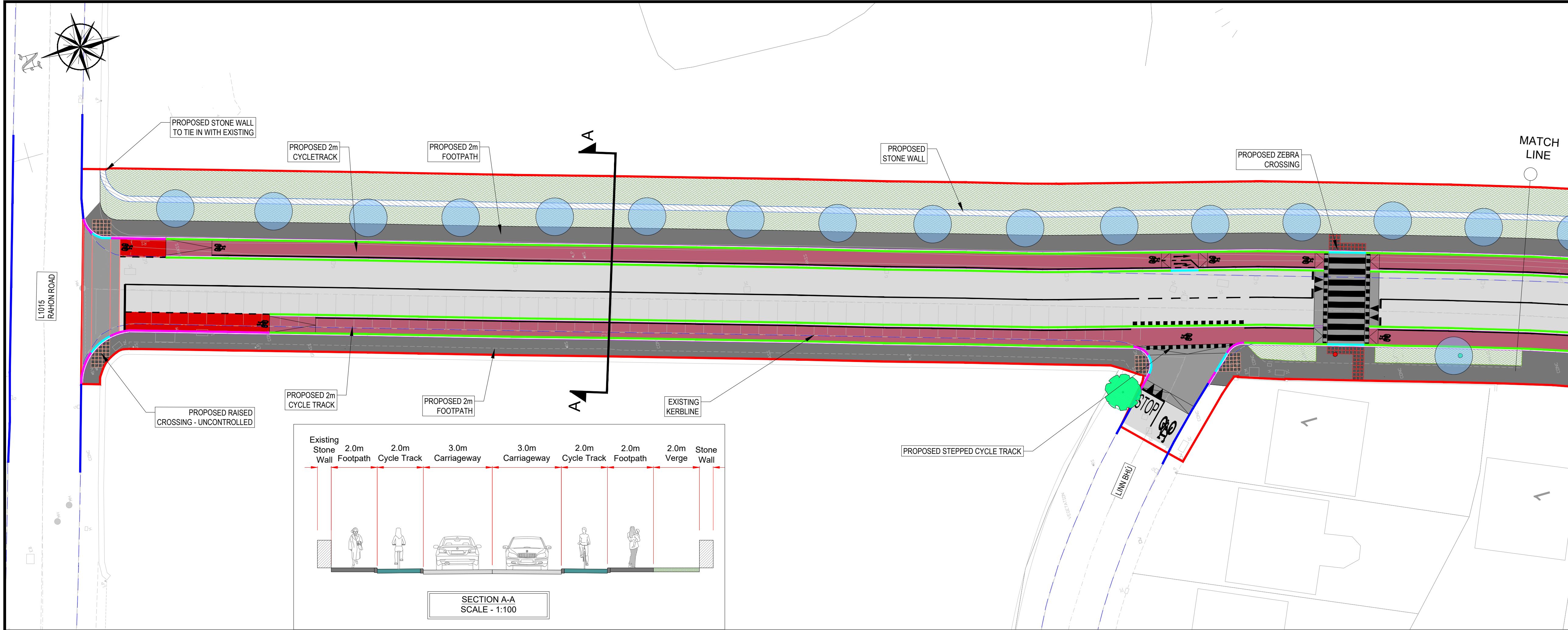
- (2) *(a) Subject to paragraph (b), this Part shall not apply to proposed development that a local authority that is a planning authority proposes to carry out outside its functional area.*

(b) This Part shall apply to development of a class specified in sub-article (1) (b) or (c) that a local authority that is a planning authority proposes to carry out outside its functional area.

(c) This Part shall also apply to development which is carried out within the functional area of a local authority that is a planning authority, on behalf of, or in partnership with the local authority, pursuant to a contract with the local authority.'

Appendix A

CSEA Drawing No's. 19_151-CSE-GEN-XX-DR-C-2107- 2109



DRAWING IS PRODUCED USING THE
IRISH TRANSVERSE MERCATOR (ITM)
GEOGRAPHIC COORDINATE SYSTEM

A1

Project Ireland 2040
Building Ireland's Future

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Comhairle Cathrach
na Gaillimhe
Galway City Council

Key Plan
Scale : NTS

LEGEND :

- SITE BOUNDARY -
- CARRIAGEWAY -
- PROPOSED CONCRETE PATH -
- LANDSCAPED AREA -
- RAISED CROSSING -
- PROPOSED CYCLE PATH -
- PROPOSED BUS LANE / STOP -
- HIGH FRICTION SURFACING -
- EXISTING KERB LINE -
- PROPOSED 125mm IN SITU UPSTAND EXTRUDED CONCRETE KERB TO TII CC-SCD-01102 -
- IN SITU BEVELLED DROPPED KERB TO TII CC-SCD-01102 -
- PROPOSED 60mm IN SITU KERB TO TII CC-SCD-01102 (BEVELLED EDGE AT ENTRANCES AND SIDE ROADS) -
- PROPOSED KASSEL KERB -
- PROPOSED TACTILE PAVING -
- PROPOSED CORDROY PAVING -
- PROPOSED TREE -
- EXISTING TREES TO BE RETAINED -
- EXISTING TREES TO BE REMOVED -
- EXISTING BELISHA BEACONS TO BE RETAINED -

Rev	Description	Drawn	Checked	Date
P01	FOR PLANNING	KF	CB	-

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COMHAIRLE CATHRACH NA GAILLIMHE
GALWAY CITY COUNCIL

Client

BOTHAIR STIOFAIN
CYCLE NETWORK SCHEME

Project

PROPOSED ROAD LAYOUT NO RB OPTION
SHEET 1 OF 3

Dwg. Title

Drawn By MR Date OCT 2023

Checked By CB Scale 1:250 @ A1 CSEA Job No.

Project Code Originator Zone/Phase Level Type Role Dwg. No.

19_151D - CSE - GEN - XX - DR - C - 2107

S2 FOR PLANNING

Status Code Suitability Description

P01 FOR PLANNING

Revision Project Status

EXISTING PHOTOMONTAGE 01

PROPOSED PHOTOMONTAGE 01

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SITE BOUNDARY

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| 001 | FOR PLANNING | KF | CB | - |
| Rev | Description | Drawn | Checked | Date |

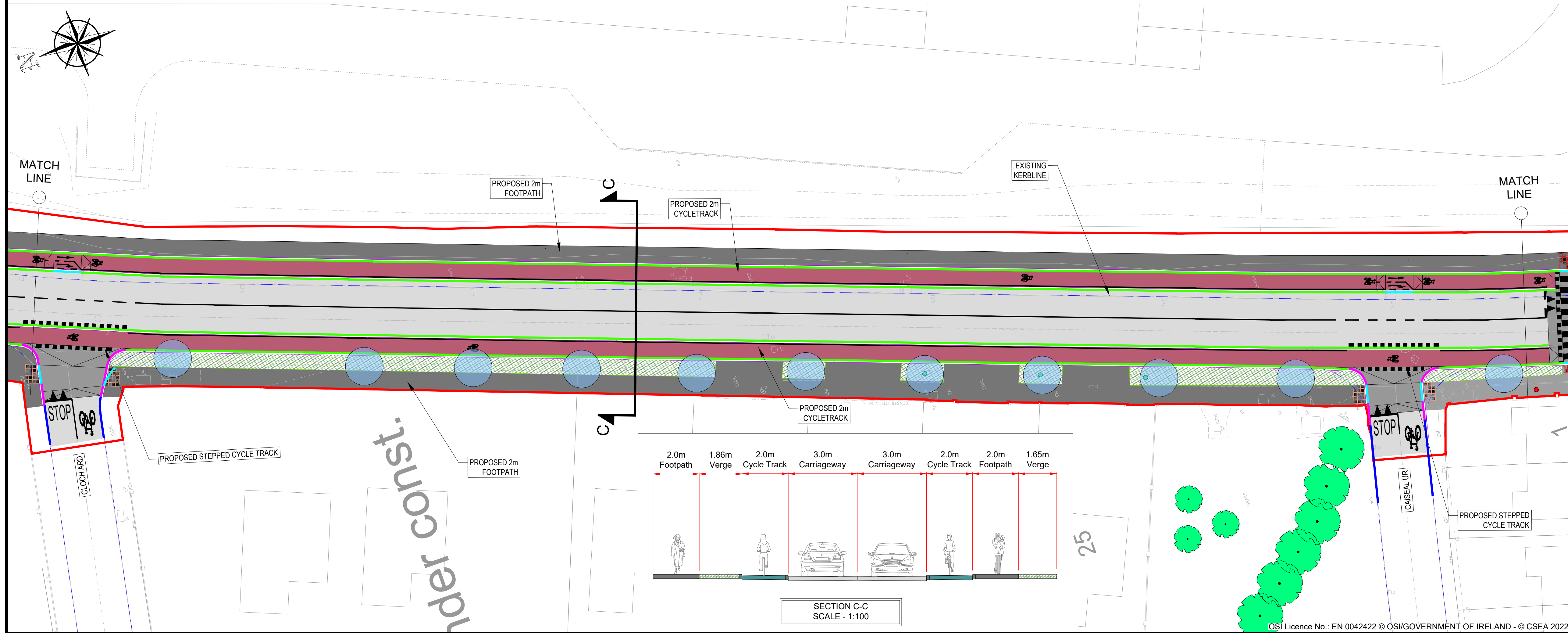
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Project	BOTHAIR STIOFAIN CYCLE NETWORK SCHEME
Dwg. Title	PROPOSED ROAD LAYOUT NO RB OPTION SHEET 2 OF 3

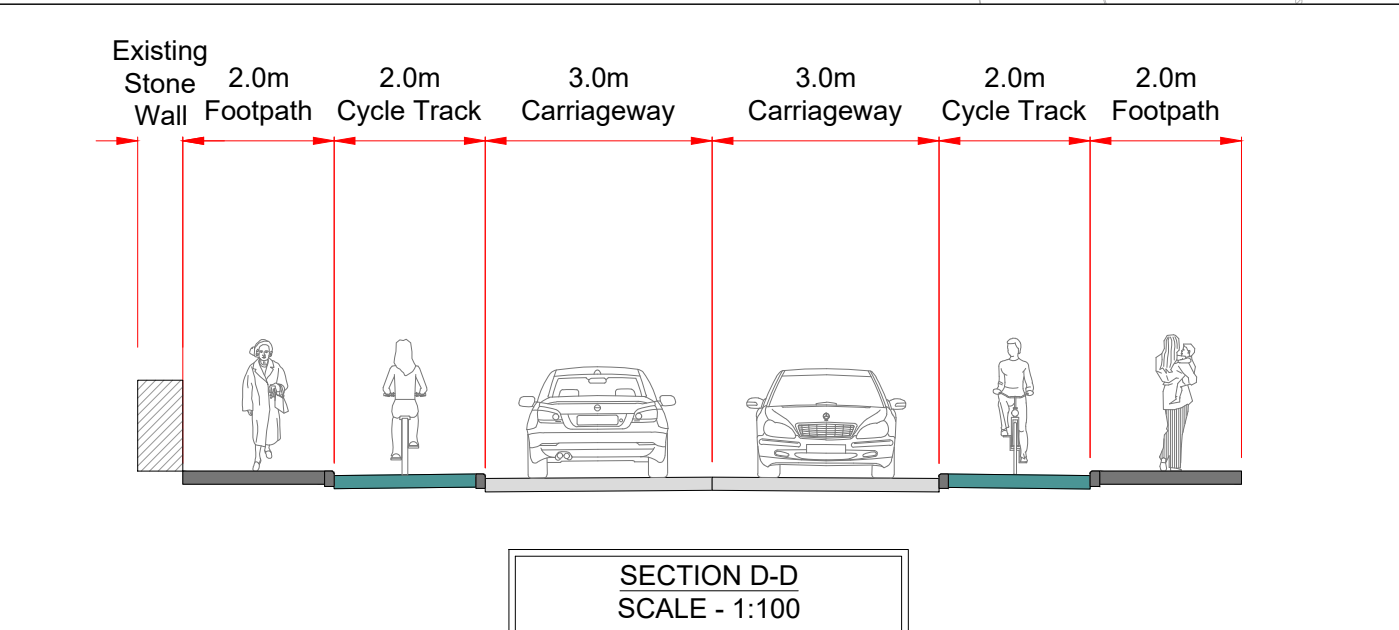
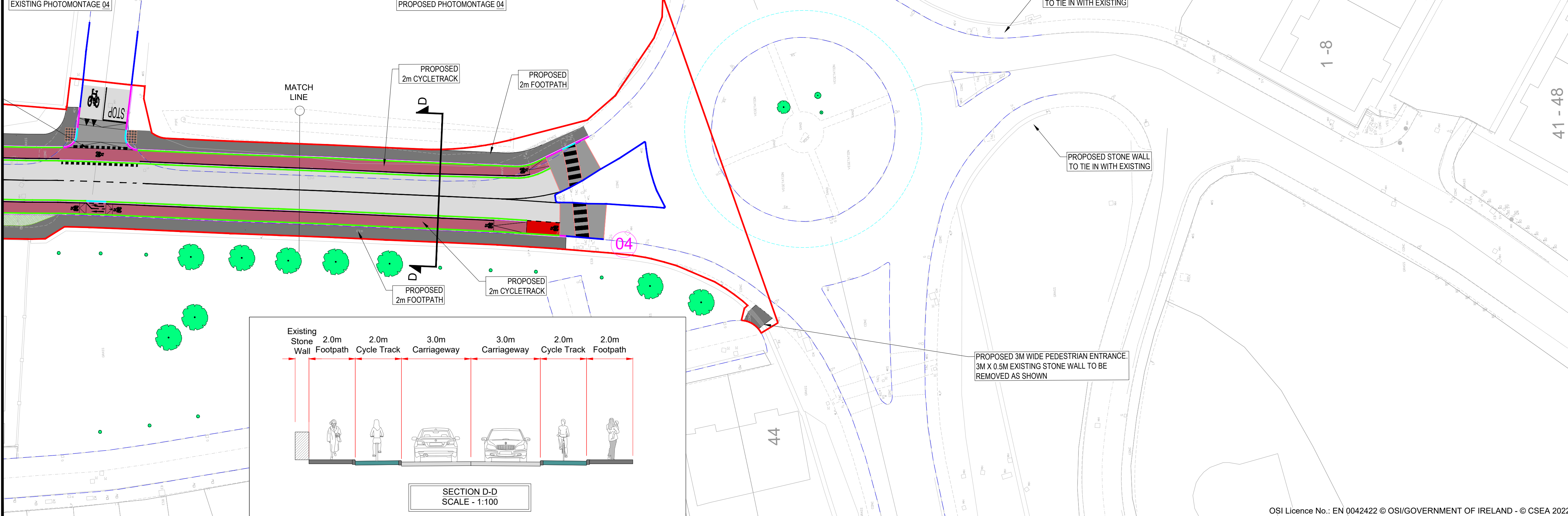
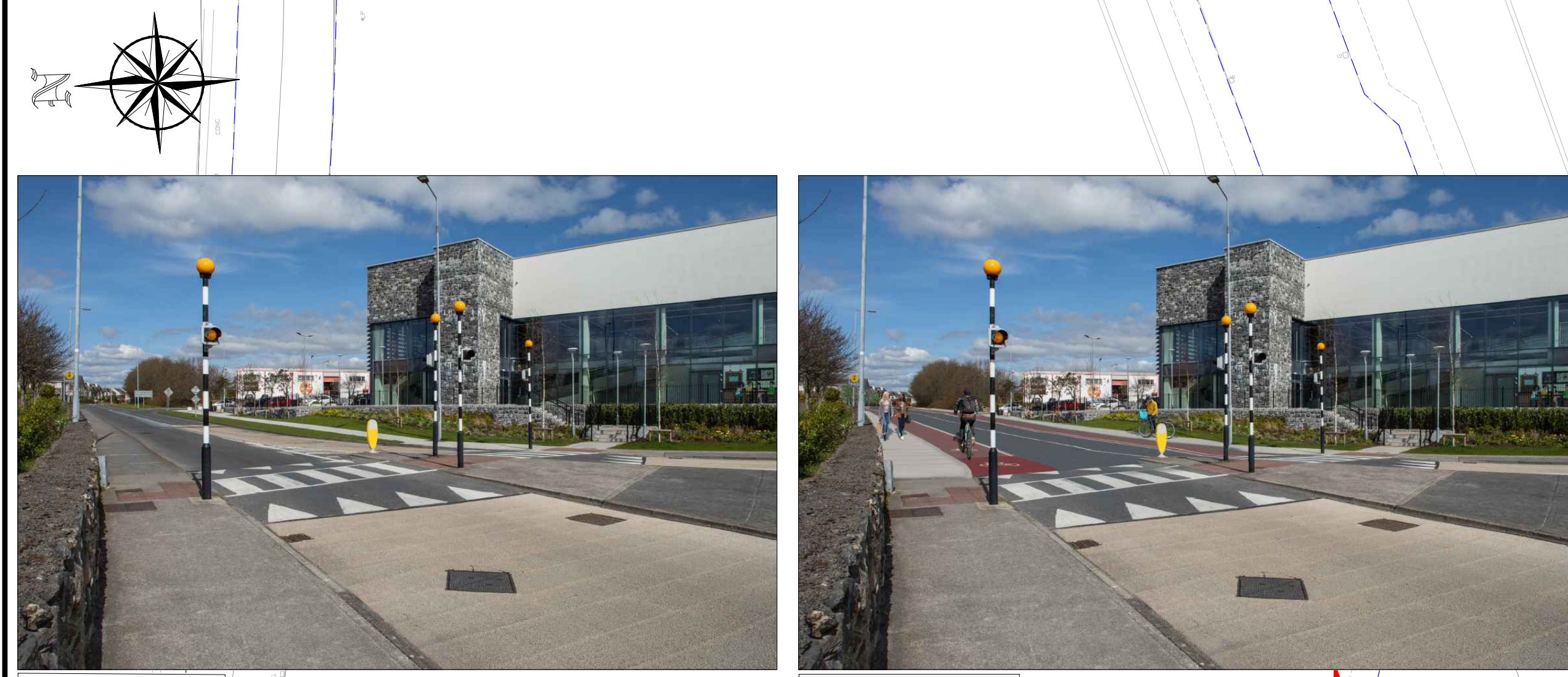
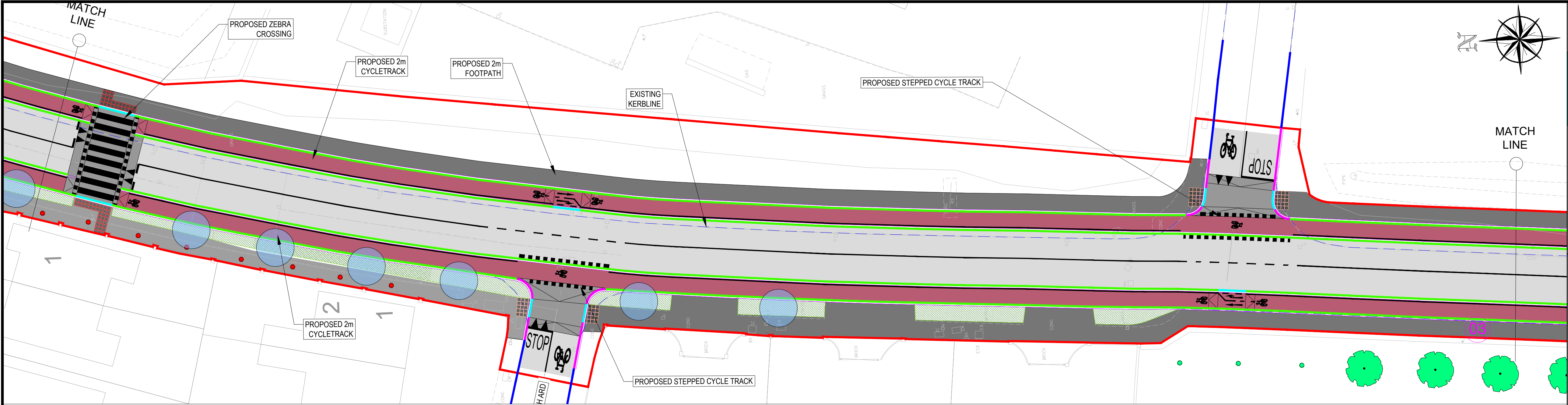
Drawn By	MR	Date	OCT 2023	19_151D
Checked By	CB	Scale	1:250 @ A1	CSEA Job No.

Project Code	Originator	Zone/ Phase	Level	Type	Role	Dwg. No.
19_151D - CSE - GEN - XX - DR - C - 2108						

S2 FOR PLANNING	
Status Code	Suitability Description

P01	FOR PLANNING
Revision	Project Status





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A1

Project Ireland 2040
Building Ireland's Future

NTA
Udarás Náisiúnta Iompair
National Transport Authority

Comhairle Cathrach na Gaillimhe
Galway City Council

Key Plan
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- PROPOSED 125mm IN SITU UPSTAND EXTRUDED CONCRETE KERB TO TII CC-SCD-01102 -
- IN SITU BEVELLED DROPPED KERB TO TII CC-SCD-01102 -
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- EXISTING TREES TO BE REMOVED -
- EXISTING BELISHA BEACONS TO BE RETAINED -

Rev	Description	Drawn	Checked	Date
P01	FOR PLANNING	KF	CB	-

Clifton Scannell Emerson
Associates

COMHAIRLE CATHRACH NA GAILLIMHE
GALWAY CITY COUNCIL
BOTHAIR STIOFAIN
CYCLE NETWORK SCHEME
PROPOSED ROAD LAYOUT NO RB OPTION
SHEET 3 OF 3

Client

Project

Dwg. Title

Drawn By: MR Date: OCT 2023

Checked By: CB Scale: 1:250 @ A1

Project Code: 19_151D- CSE - GEN - XX - DR - C - 2109

Status Code: S2 Suitability Description: FOR PLANNING

Revision: P01 Project Status: FOR PLANNING

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Appendix B

Appropriate Assessment Screening Report



Bóthar Stiofáin Cycle Network

Screening Report for Appropriate Assessment

Doherty Environmental Consultants Ltd

April 2023

Bóthar Stiofáin

Cycle Network Scheme

Screening Report for Appropriate Assessment

Document Stage	Document Version	Prepared by
Draft	1	Pat Doherty MSc, MCIEEM

This report has been prepared by Doherty Environmental Consultants Ltd. with all reasonable skill, care and diligence. Information report herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

This report is prepared for Galway City Council and we accept no responsibility to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at their own risk.

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1.0 INTRODUCTION

Doherty Environmental Consultants (DEC) Ltd. have been commissioned by Galway City Council to undertake a Screening Report for Appropriate Assessment for a proposed Cycle Network Scheme along Bóthar Stiofáin between the Western Distributor Rd. and Rahoon Rd. Galway City (see Figure 1.1 for location and Figure 1.2 for aerial imagery showing the extent of the project).

This Screening Report for Appropriate Assessment forms Stage 1 of the Habitats Directive Assessment process and is being undertaken in order to comply with the requirements of the Habitats Directive Article 6(3). The function of this Screening Report is to identify the potential for the project to result in likely significant effects to European Sites and to provide information so that the competent authority can determine whether a Stage 2 Appropriate Assessment is required for the project.

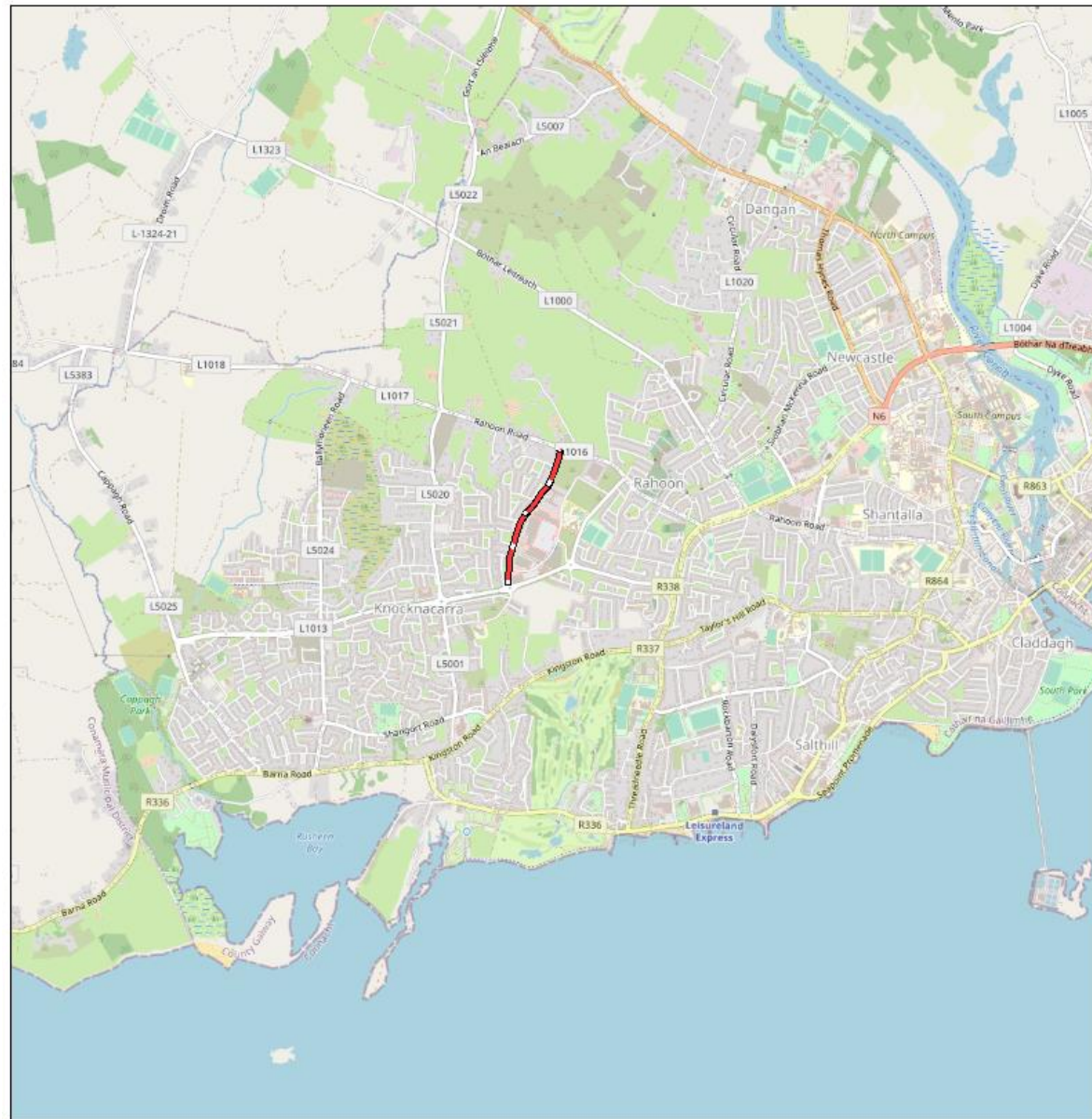
1.1 LEGISLATIVE CONTEXT

This Screening Report for Appropriate Assessment is being prepared in order to enable the competent authority to comply with Article 6(3) of Council Directive 92/43/EEC (The Habitats Directive). It is prepared to assess whether or not the project alone or in combination with other plans and projects is likely to have a significant effect on any European Site in view of best scientific knowledge and in view of the conservation objectives of the European Sites and specifically on the habitats and species for which the sites have been designated.

1.1.1 *Requirement for an Assessment under Article 6 of the Habitats Directive*

According to Regulation 42(1) of the European Communities (Birds and Natural Habitats) Regulations 2011 – 2021, the competent authority has a duty to:

- Determine whether the proposed Project is directly connected to or necessary for the management of one of more European Sites; and, if not;
- Determine if the Project, either individually or in combination with other plans or projects, would be likely to have a significant effect on the European Site(s) in view of best scientific knowledge and the Conservation Objectives of the site(s).



Bothar Stiofain Pedestrian & Cycle Scheme

Figure 1.1

Route Location

Proposed Route

0 0.225 0.45 0.9 Km



Drawn By	PD
Date	19/04/2023
Data Source	Bing



Bothar Stiofain Pedestrian & Cycle Scheme

Figure 1.2

Aerial View of Route Location

Proposed Route

0 0.03 0.06 0.12 Km



Drawn By	PD
Date	19/04/2023
Data Source	Bing

This Report contains a Screening for Appropriate Assessment and is intended to assess and address all issues regarding the construction and operation of the Project and to inform and allow the competent authority to comply with the Habitats Directive. Article 6(3) of the Habitats Directive defines the requirements for assessment of projects and plans for which likely significant effects on European Sites may arise. The European Communities (Birds and Natural Habitats) Regulations, 2011 – 2015 (the Habitats Regulations) transpose into Irish law Directive 2009/147/EC (the Birds Directive) and Council Directive 92/43/EEC (the Habitats Directive) lists habitats and species that are of international importance for conservation and require protection. The Habitats legislation requires competent authorities, to carry out a Screening for Appropriate Assessment of plans and projects that, alone or in combination with other plans or projects, would be likely to have significant effects on European Sites in view of best scientific knowledge and the Site's conservation objectives. This requirement is transposed into Irish Law by Part 5 of the Habitats Regulations and Part XAB of the Planning and Development Act, 2000 (as amended).

1.2 STAGE 1 SCREENING METHOD

This Screening Report has been prepared in order to comply with the legislative requirements outlined in Section 1.1 above and aims to establish whether or not the project, alone or in combination with other plans or projects, would be likely to have significant effects on European Sites in view of best scientific knowledge and the Site's conservation objectives. In this context “likely” means a risk or possibility of effects occurring that **cannot** be ruled out based on objective information and “significant” means an effect that would undermine the conservation objectives of the European sites, either alone or in-combination with other plans and projects (Office of the Planning Regulator (OPR), 2021) .

The nature of the likely interactions between the project and the Conservation Objectives of European Sites will depend upon:

- the ecological characteristics of the species or habitat, including their structure, function, conservation status and sensitivity to change; *and/or*
- the character, magnitude, duration, consequences and probability of the impacts arising from land use activities associated with the plan, in combination with other plans and projects.

This Screening Report for Appropriate Assessment has been undertaken with reference to respective National and European guidance documents: Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities (DEHLG 2010) and *Assessment of Plans and Projects Significantly Affecting Natura 2000 sites – Methodological Guidance of the Provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC*; Office of the Planning Regulator – OPR Practice Note PN01: *Appropriate Assessment Screening for Development Management*, and recent European and National case law. The following guidance documents were also of relevance during the preparation of this Screening Report:

- Assessment of Plans and Projects Significantly Affecting Natura 2000 Sites – Methodological Guidance of the Provisions of Article 6(3) and (4) of the Habitats Directive 92/42/EEC. European Commission (2021).
- Managing Natura 2000 Sites – The provisions of Article 6 of the Habitats Directive 92/43/EEC. European commission (2018).

The EC (2021) guidelines outline the stages involved in undertaking a Screening Report for Appropriate Assessment for projects. The methodology adopted during the preparation of this Screening Report is informed by these guidelines and was undertaken in the following stages:

1. Describe the project and determine whether it is necessary for the conservation management of European Sites;
2. Identify European Sites that could be influenced by the project;
3. Where European Sites are identified as occurring within the zone of influence of the project identify potential effects arising from the project and screen the potential for such effects to negatively affect European Sites identified under Point 2 above; and
4. Identify other plans or projects that, in combination with the project, have the potential to affect European Sites.

2.0 PROJECT DESCRIPTION

2.1 OVERVIEW OF THE PROJECT

The objective of the scheme is to enhance the cycle facilities along the route and provide direct cycle access from the Western Distributor Rd. and Ragoon Rd. to the north by improving the legibility of the route, the quality of the paving and lighting, and formalising the crossing of the roads that intersect with the route and introduce traffic calming measures on the intersecting roads at crossing points (reduced carriageway width, zebra crossings etc) to enhance safety for vulnerable road users. The entire route is approximately 860m in length.

2.1.1 Surface Type

The existing surface of Bóthar Stiofáin will be upgraded to provide a continuous asphalt surface along its length.

2.1.2 Trail Surface Construction Materials

Materials for construction of the surface upgrade will be imported and stockpiled at the construction compound, which will be located on a site that is buffered from the canal or any other watercourse by a minimum distance of 50m. The materials to be employed shall principally consist of:

- Geotextile ground reinforcing cloth
- Granular sub-base material (NRA clause 804)
- Asphalt.

2.1.2.1 Construction Methodology

Sections of the road and current footpath will be closed to the public for the duration of the construction phase, which is expected to last for approximately 6-months. Construction materials will be transported from stockpiled areas at the construction compound in 6-ton dumper trucks for construction of the trail and cable ducts. A total of 2 no. dumper trucks will be required throughout the duration of the construction phase.

Excavations, using one 8-ton excavator, will be required for the removal of the existing path surface. Excavation of the existing surface will be kept to a minimum, only comprising the footprint of the path surface and land take on the eastern side that is to be upgraded. It is estimated that a minimal amount of surplus spoil will be generated for offsite disposal. Such spoil will be disposed of at an appropriately licenced facility.

Works will be undertaken on a section-by-section basis with only one section being commenced and completed at any one time. The sections will be kept to a minimum to reduce the potential for disturbance to adjacent ecological receptors.

Works will be undertaken on a section-by-section basis with only one section being commenced and completed at any one time.

2.2 PLANT & CONSTRUCTION MATERIALS REQUIRED

The type of plant and machinery required will be typical civil engineering road construction plant for earthworks and paving, and is likely to include:

- 360-degree 20 tonne Excavators (crawler track machines)
- Rubber-tyred Excavators 6 tonne JCB
- 3 tonne Mini Diggers
- 30 tonne Dump Trucks
- 6 tonne Dumpers
- 7.5 tonne multi-purpose truck
- 20 tonne and 30 tonne delivery trucks (importation of rock and bitumenous paving materials)
- Teleporter for erection of lighting columns
- Site Vehicles (4x4 wheel short base and vans)
- Compactor plates

- 1 tonne hand roller
- 6 tonne vibrating Rollers
- 10 tonne dead weight rollers
- Blawknex Paving Machine
- Bitumen Boiler/Hot Box
- Oil Tanker/Sprayer
- Road Planing Machine
- Extruded Kerb Laying Machine
- Road Saws/Con Saws/chain saws
- Bark Mulchers
- Air Compressors
- Jack Hammers
- Stihl Saws
- Small tools/hand tools
- Traffic Management Signs, Cones & Barriers
- Herras Fencing
- Mobile Traffic Lights
- Road Sweeper & Water Tank Truck
- PPE

All machinery will be inspected and certified to be free of leaks and weeps prior to mobilisation on site.

The materials will be typical civil engineering road construction materials consisting of cement, sand, gravel of various aggregate sizes, imported and reused top soil and precast concrete kerbs.

2.3 SITE PERSONNEL

The number of site personnel required for the construction phase will be finalised by the appointed contractor but it is estimated that a maximum of 10 site personnel will be required to complete works for the project.

2.4 TEMPORARY CONSTRUCTION COMPOUND

A temporary compound will be provided for the duration of the works. The location will be decided upon appointment of the Contractor and subject to GCC approval.

2.5 SPOIL STORAGE

All spoil excavated during the construction phase of the project will be reused so that the requirement of the import of material is eliminated or minimised to a low level. Any soil material excavated within the area of works or imported to the site will be stored in the area designated for spoil storage.

2.6 DURATION OF CONSTRUCTION PHASE

It is estimated that the construction process will take up to 6 months.

3.0 DESCRIPTION OF THE PROJECT AREA

The Bóthar Stiofáincycle route that will be subject to upgrade works is located along the existing road carriageway and footpath on the western side of the road. The habitats occurring along the route are dominated by artificial surfaces and amenity grassland (Fossitt Habitat Code BL3 & GA2). Along sections of the route flower beds and borders (BC4) occur along the verge between the existing footpath and the road carriageway. The BC4 habitat consists of planted flowerbed that are pre-dominantly non-native flower species. Many of these are pollinator friendly species and provide a foraging resource for pollinators. Some native species have self-

seeded along the flower beds with the presence of pyramidal orchid (*Anacamptis pyramidalis*) being noted as present along one of the flower bed verges.

There are no watercourses crossed by the cycle route. The nearest watercourse to the project site as mapped by the EPA national rivers and streams dataset is a minor first-order un-named stream that occurs approximately 35m to the east of the northern end of the proposed Cycle Network Scheme (see Figure 3.1). The project site is located within the Knock (Furbo_SC_010 sub-catchment of the Owenboliska-Cashla-Screeb-Coastal catchment. The surrounding lands are drained by a network of minor, un-named streams that discharge to the coast at Rusheen Bay. Rusheen Bay is located within the western extent of the Galway Bay Complex SAC and pNHA and the Inner Galway Bay SPA.

4.0 IS THE PROJECT NECESSARY FOR THE CONSERVATION MANAGEMENT OF EUROPEAN SITES

The project has been described in Section 2 of the Screening Report and it is clear from the description provided that the project is not directly connected with or necessary for the future conservation management of any European Sites.

5.0 EUROPEAN SITES WITHIN THE ZONE OF INFLUENCE OF THE PROJECT

Current guidance informing the approach to screening for Appropriate Assessment defines the zone of influence of a proposed development as the geographical area over which it could affect the receiving environment in a way that could have significant effects on the Qualifying Interests of a European site. It is recommended that this is established on a case-by-case basis using the Source-Pathway-Receptor (SPR) framework.

As a first step in identifying the European Sites that could be connected to the project via SPR pathways all European Sites occurring in the wider surrounding area were identified. As can be seen in Figures 5.1 three European Sites, comprising Inner Galway Bay SPA, Galway Bay Complex SAC and Lough Corrib SAC, occur within the wider area surrounding the project site. All other European Sites are located at a remote distance from the project site and are not connected to it via any SPR pathways.



Bothar Stiofain Pedestrian & Cycling Scheme

Figure 3.1

Watercourses in the surrounding area

- Proposed Route
- EPA Rivers & Streams

0 0.03 0.06 0.12 Km



Drawn By	PD
Date	18/04/2023
Data Source	Bing; EPA

As the nearest European Sites (Lough Corrib SAC/Galway Bay Complex SAC) are located approximately 1.2km (as the crow flies) overland to the south, the project will not have the potential to result in direct impacts to European Sites. Thus, this Screening exercise focuses on investigating whether it can or cannot be excluded, on the basis of objective information, that the project will have the potential to result in indirect effects to European Sites or effect mobile species associated with European Sites beyond the boundaries of their designated conservation areas.

Using the SPR framework, the project as described in Section 2 of this Screening Report, represents the source of potential impacts to European Sites.

Potential for impact pathways to occur are examined in Table 5.1 below. These impact pathway include hydrological pathways and mobile species pathways. Other pathways that can function as impact vectors such as noise disturbance, visual disturbance and lighting are not examined in Table 5.1 due to the distance of over 1km separating the project site from the nearest European Sites and due to the location of the project in an urban environment.

The receptors represent European Sites and their associated qualifying features of interest.

European Sites and their associated qualifying features are likely to occur in the zone of influence of the project only where hydrological pathways establish a link between the project and the European Site.

Table 5.1 provides a determination as to whether the European Sites in the wider area surrounding the project site occurs within its zone of influence.

5.1 CONSERVATION OBJECTIVES

Generic conservation objectives have been published for all three European Site occurring within the wider area surrounding the project site. These generic conservation objectives aim to maintain or restore the favourable conservation condition of the Annex I habitat(s) and/or the Annex II species for which SACs and SPAs has been selected.

Favourable conservation status of a habitat is achieved when:

- its natural range, and area it covers within that range, are stable or increasing, and
- the specific structure and functions which are necessary for its long-term maintenance exist and are likely to continue to exist for the foreseeable future, and
- the conservation status of its typical species is favourable.

The favourable conservation status of a species is achieved when:

- population dynamics data on the species concerned indicate that it is maintaining itself on a long-term basis as a viable component of its natural habitats,
- the natural range of the species is neither being reduced nor is likely to be reduced for the foreseeable future, and
- there is, and will probably continue to be, a sufficiently large habitat to maintain its populations on a long-term basis.

Site Specific Conservation Objectives have been published for the three European Sites occurring in the surrounding area. Details of the Site Specific Conservation Objectives for each of these European Sites can found on the NPWS website at <https://www.npws.ie/protected-site>.

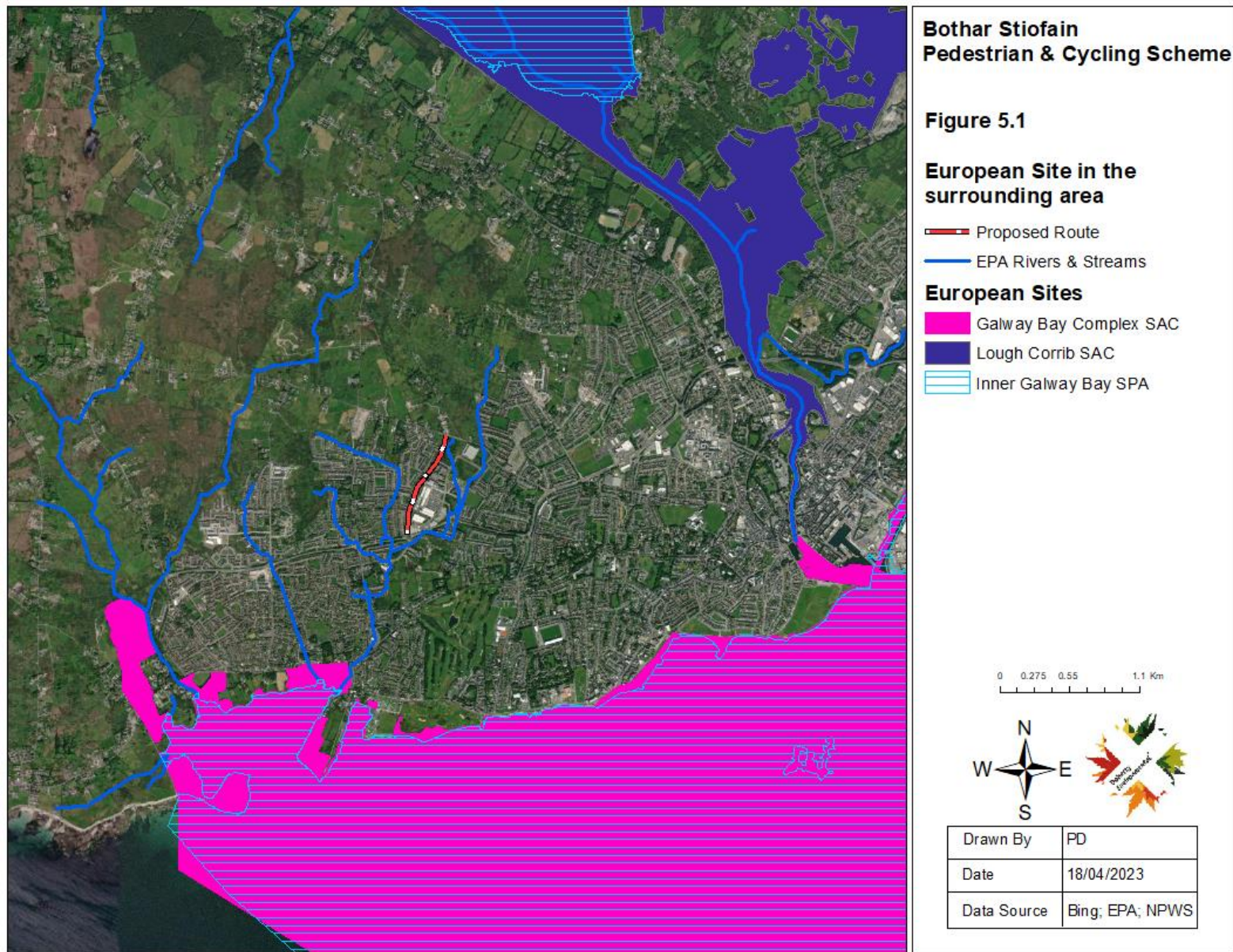


Table 5.1: European Sites occurring within the Wider Area Surrounding the Project Site

European Sites	Distance from Project	Qualifying Features of Interest/Special Conservation Interests	Relationship with the project site
Galway Bay Complex SAC	1.2km	<p>Mudflats and sandflats not covered by seawater at low tide [1140]</p> <p>Coastal lagoons [1150]</p> <p>Large shallow inlets and bays [1160]</p> <p>Reefs [1170]</p> <p>Perennial vegetation of stony banks [1220]</p> <p>Vegetated sea cliffs of the Atlantic and Baltic coasts [1230]</p> <p>Salicornia and other annuals colonising mud and sand [1310]</p> <p>Atlantic salt meadows (<i>Glauco-Puccinellietalia maritimae</i>) [1330]</p> <p>Mediterranean salt meadows (<i>Juncetalia maritimi</i>) [1410]</p>	<p>None of the qualifying habitats of this SAC are connected to the project site. As noted in Section 3 above no watercourses are crossed by the project. The nearest watercourse to the project site is located approximately 35m to the east of the northern end of the project. This watercourse is buffered from the project by the existing Bothair Stiofain road, kerbing along the east side of the road, a stone wall along the east side of the road and vegetated ground between the stone wall and the watercourse. The kerb and the stone wall function as impermeable barriers between Bóthar Stiofáin and the watercourse to the east. In light of the above there are no hydrological pathways connecting the project site to the terrestrial and freshwater habitats of the SAC. No example of the coastal habitats of the SAC are located within the vicinity of the project site or connected to the project site via a hydrological pathway. Given the absence of any pathways between the project site and these qualifying habitat there will be no potential for the project, alone or in-combination with other plans or projects, to influence the conservation status of these habitats and negatively affect their favourable conservation status.</p> <p>The project site does not provide suitable habitat for the 2 qualifying species, otters and harbour seal</p>

European Sites	Distance from Project	Qualifying Features of Interest/Special Conservation Interests	Relationship with the project site
		<p>Turloughs [3180]</p> <p>Juniperus communis formations on heaths or calcareous grasslands [5130]</p> <p>Semi-natural dry grasslands and scrubland facies on calcareous substrates (Festuco-Brometalia) (* important orchid sites) [6210]</p> <p>Calcareous fens with Cladium mariscus and species of the Caricion davallianae [7210]</p> <p>Alkaline fens [7230]</p> <p>Limestone pavements [8240]</p> <p>Lutra lutra (Otter) [1355]</p> <p>Phoca vitulina (Harbour Seal) [1365]</p>	of this SAC and these species do not rely on the project site for breeding or resting site or for foraging.
Lough Corrib SAC	2.5km	Oligotrophic waters containing very few minerals of sandy plains (Littorelletalia uniflorae) [3110]	None of the qualifying habitats of this SAC are connected to the project site. There are no hydrological pathways connecting the project site to the terrestrial and freshwater habitats of the SAC. Given the absence of any pathways between the project site and these qualifying habitats there will be no potential for the project, alone or in-

European Sites	Distance from Project	Qualifying Features of Interest/Special Conservation Interests	Relationship with the project site
		<p>Oligotrophic to mesotrophic standing waters with vegetation of the Littorelletea uniflorae and/or Isoeto-Nanojuncetea [3130]</p> <p>Hard oligo-mesotrophic waters with benthic vegetation of Chara spp. [3140]</p> <p>Water courses of plain to montane levels with the Ranunculion fluitantis and Callitriche-Batrachion vegetation [3260]</p> <p>Semi-natural dry grasslands and scrubland facies on calcareous substrates (Festuco-Brometalia) (* important orchid sites) [6210]</p> <p>Molinia meadows on calcareous, peaty or clayey-silt-laden soils (Molinion caeruleae) [6410]</p> <p>Active raised bogs [7110]</p> <p>Degraded raised bogs still capable of natural regeneration [7120]</p> <p>Depressions on peat substrates of the Rhynchosporion [7150]</p>	<p>combination with other plans or projects, to influence the conservation status of these habitats and negatively affect their favourable conservation status.</p> <p>The project site does not provide suitable habitat for the 2 qualifying species, otters and harbour seal of this SAC and these species do not rely on the project site for breeding or resting site or for foraging. There are no hydrological pathways connecting the project site to any watercourses and nor are there are hydrological pathways connecting the project site to the Lough Corrib SAC.</p> <p>The project does not occur within the core sustenance zone of the lesser horseshoe bat population supported by this SAC and will not result in any changes to the surrounding environment that could result in changes to its potential to support lesser horseshoe bats.</p> <p>There are no hydrological pathways connecting the project site to any watercourses and nor are there are hydrological pathways connecting the project site to the Lough Corrib SAC.</p> <p>The freshwater and terrestrial plant species of the SAC are supported by habitats located at remote distances to the project site and are unconnected to</p>

European Sites	Distance from Project	Qualifying Features of Interest/Special Conservation Interests	Relationship with the project site
		<p>Calcareous fens with <i>Cladium mariscus</i> and species of the <i>Caricion davallianae</i> [7210]</p> <p>Petrifying springs with tufa formation (<i>Cratoneurion</i>) [7220]</p> <p>Alkaline fens [7230]</p> <p>Limestone pavements [8240]</p> <p>Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [91A0]</p> <p>Bog woodland [91D0]</p> <p><i>Margaritifera margaritifera</i> (Freshwater Pearl Mussel) [1029]</p> <p><i>Austropotamobius pallipes</i> (White-clawed Crayfish) [1092]</p> <p><i>Petromyzon marinus</i> (Sea Lamprey) [1095]</p> <p><i>Lampetra planeri</i> (Brook Lamprey) [1096]</p>	the project site via any pathways. The habitats occurring at the project site do not have the potential to support these plant species.

European Sites	Distance from Project	Qualifying Features of Interest/Special Conservation Interests	Relationship with the project site
		<p>Salmo salar (Salmon) [1106]</p> <p>Rhinolophus hipposideros (Lesser Horseshoe Bat) [1303]</p> <p>Lutra lutra (Otter) [1355]</p> <p>Najas flexilis (Slender Naiad) [1833]</p> <p>Hamatocaulis vernicosus (Slender Green Feather-moss) [6216]</p>	
Inner Galway Bay SPA	1.4km	<p>Black-throated Diver (Gavia arctica) [A002]</p> <p>Great Northern Diver (Gavia immer) [A003]</p> <p>Cormorant (Phalacrocorax carbo) [A017]</p> <p>Grey Heron (Ardea cinerea) [A028]</p> <p>Light-bellied Brent Goose (Branta bernicla hrota) [A046]</p> <p>Wigeon (Anas penelope) [A050]</p>	<p>None of the qualifying habitats of this SAC are connected to the project site. As noted in Section 3 above no watercourses are crossed by the project. The nearest watercourse to the project site is located approximately 35m to the east of the northern end of the project. This watercourse is buffered from the project by the existing Bothair Stiofain road, kerbing along the east side of the road, a stone wall along the east side of the road and vegetated ground between the stone wall and the watercourse. The kerb and the stone wall function as impermeable barriers between Bóthar Stiofáin and the watercourse to the east. In light of the above there are no hydrological pathways</p>

European Sites	Distance from Project	Qualifying Features of Interest/Special Conservation Interests	Relationship with the project site
		<p>Teal (<i>Anas crecca</i>) [A052]</p> <p>Red-breasted Merganser (<i>Mergus serrator</i>) [A069]</p> <p>Ringed Plover (<i>Charadrius hiaticula</i>) [A137]</p> <p>Golden Plover (<i>Pluvialis apricaria</i>) [A140]</p> <p>Lapwing (<i>Vanellus vanellus</i>) [A142]</p> <p>Dunlin (<i>Calidris alpina</i>) [A149]</p> <p>Bar-tailed Godwit (<i>Limosa lapponica</i>) [A157]</p> <p>Curlew (<i>Numenius arquata</i>) [A160]</p> <p>Redshank (<i>Tringa totanus</i>) [A162]</p> <p>Turnstone (<i>Arenaria interpres</i>) [A169]</p> <p>Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179]</p>	<p>connecting the project site to the coastal wetland habitats of this SPA.</p> <p>There is no suitable habitat for these wetland bird species of the SPA occurring along or in the vicinity of the proposed Cycle Network Scheme.</p>

European Sites	Distance from Project	Qualifying Features of Interest/Special Conservation Interests	Relationship with the project site
		Common Gull (Larus canus) [A182] Sandwich Tern (Sterna sandvicensis) [A191] Common Tern (Sterna hirundo) [A193] Wetland and Waterbirds [A999]	

Table 5.2: Relationship between the Project Site and European Sites in the surrounding area

European Sites	Distance from Project Site	Is there a Hydrological Pathway and does it have the potential to function as an Impact Pathway	Do the Project have the potential to interact with Mobile Species	Is the project connected to the European Site?
Galway Bay Complex SAC	1.2km to the south	No. No surface watercourses are crossed by the proposed Cycle Network Scheme and no watercourse occur immediately adjacent to the route. The nearest watercourse is buffered from the project site by approximately 35m.	No. There is no suitable habitat to support mobile Annex 2 species of this SAC along the footprint of the project or immediately adjacent to the project.	No. For the reasons outlined in Column 3 and 4 opposite the project is not connected to European Sites.

Site Code: 000210		<p>This buffer zone comprises a Bóthar Stiofáinroad, roadside kerbing, a stone wall and densely vegetated scrub and grassland cover that will retard and attenuate any flood runoff from the project site to this stream. In addition the presence of a kerb and stone wall along the eastern side of the existing carriageway will prevent surface water runoff from the footprint of the project site to this stream. Finally all surface water generated in this area is directed to existing road drains, which convey surface water to the combine sewerage network serving Galway City and is directed to the municipal wastewater treatment plant for final treatment prior to discharge to the receiving environment.</p> <p>Given the above there will be no potential for surface waters generated at the footprint of the project site to discharge to the existing surface water network and for connection to be established between the project site and the section of this SAC at Rusheen Bay via the minor stream network of the Knock/Furbo sub-catchment.</p>		
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Lough Corrib SAC Site Code: 000297	2.5m to the east	No. The project site is located within a separate surface water catchment to this SAC and there are no hydrological pathways connecting the project to this SAC.	No. There is no suitable habitat to support mobile Annex 2 species of this SAC along the footprint of the project or immediately adjacent to the project.	No. For the reasons outlined in Column 3 and 4 opposite the project is not connected to European Sites.
Inner Galway Bay SPA Site Code: 004031	1.4km to south	No. No surface watercourses are crossed by the proposed Cycle Network Scheme and no watercourse occur immediately adjacent to the route. The nearest watercourse is buffered from the project site by approximately 35m. this buffer zone comprises densely vegetated scrub and grassland cover that will retard and attenuate any flood runoff from the project site to this stream. In addition, the presence of a kerb along the eastern side of the existing carriageway will prevent surface water runoff from the footprint of the project site to this stream. Finally all surface water generated in this area is directed to existing road drains, which convey surface water to the combine sewerage network serving Galway City and is directed to the municipal wastewater	No. No suitable habitat for special conservation interest bird species of this SPA occurs along or adjacent to the project site. All special conservation interest bird species of the SPA are wetland species and no suitable habitat for these species occurs along the route. In addition, the location of the project site in an urban setting further limits the potential for any of these bird species to occur in the vicinity of the route.	No. For the reasons outlined in Column 3 and 4 opposite the project is not connected to European Sites.

		<p>treatment plant for final treatment prior to discharge to the receiving environment.</p> <p>Given the above there will be no potential for surface waters generated at the footprint of the project site to discharge to the existing surface water network and for connection to be established between the project site and the section of this SPA at Rusheen Bay via the minor stream network of the Knock/Furbo sub-catchment.</p>		
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Table 5.1 and 5.2 above outlines the relationship between the project site and the European Sites occurring within the surrounding area. The three European Sites that have been identified in the wider surrounding area are not connected to the project site via potential impact pathways and as such there will be no potential for the project to interact with the qualifying features of interest of these three European Sites

The absence of any potential impact pathways will ensure that this project does not have the potential to result in likely significant effects to European Sites or the local environment surrounding the project site. A Screening Matrix, in line with European Commission (2021) guidelines is provided below in Table 5.2.

Table 5.3: Screening Matrix for the proposed Bóthar Stiofain Cycle Network Scheme

Brief description of the project or plan	The project and associated activities are described in Section 2 above.
Brief description of the European Sites	The European Sites occurring in the wider surrounding area are identified and briefly described in Figure 5.1 Table 5.1 above.
Describe the individual elements of the project (either alone or in combination with other plans or projects) likely to give rise to impacts on the European Sites.	The elements of the project that could (conceivably) give rise to potential environmental effects relate to emissions from the project in the form of hydrological emissions and the potential for interactions with mobile qualifying species of European Sites. The potential for pathways to connect hydrological emissions or mobile qualifying species to the project have examined in Table 5.1 and Table 5.2 above and it has been found that there is no pathways that could connect hydrological emissions or mobile qualifying species to the project site. Given the absence of potential impact pathways there will be no potential for the project to result in negative impacts to European Site and their conservation objectives in the surrounding area.. Furthermore, there is no potential for the project to interact with

	qualifying species of European Sites and the habitats upon which they rely.
Describe any likely direct, indirect or secondary impacts of the project (either alone or in combination with other plans or projects) on the European Sites site by virtue of: <ul style="list-style-type: none"> • size and scale; • land-take; • distance from the Natura 2000 site or key features of the site; • resource requirements (water abstraction etc.); • emissions (disposal to land, water or air); • excavation requirements; • transportation requirements; • duration of construction, operation, decommissioning, etc.; 	The project will not have the potential to result in direct, indirect or secondary impacts to European Sites. As there are no pathways connecting the project site to surrounding European Sites and as the project will not result in significant negative impacts to the surrounding local environment it will not have the potential to combine with other projects in the surrounding area to result in cumulative significant effects to the local environment or European Sites occurring in the wider surrounding area.
Describe any likely changes to the site arising as a result of: <ul style="list-style-type: none"> • reduction of habitat area; • disturbance to key species; • habitat or species fragmentation; • reduction in species density; • changes in key indicators of conservation value • (water quality etc.); • climate change. 	As there are no pathways between the project site and surrounding European Sites and as the project is not predicted to result in the emission of potentially polluting substances to the surrounding environment it will not have the potential to result in changes to qualifying habitats or qualifying species of European Sites occurring in the wider surrounding area.
Describe any likely impacts on the European Sites site as a whole in terms of: interference with the key relationships that define the structure of the site; interference with key relationships that define the function of the site	For reasons set out above the project will not have the potential to interfere with key relationships that define the structure and function of European Sites. Given the absence of any connections between the project site and the three European Sites in the wider surrounding area, the conservation objectives for these sites, which have been published by the NPWS, will not be undermined by the project.

Provide indicators of significance as a result of the identification of effects set out above in terms of: <ul style="list-style-type: none"> • loss; • fragmentation; • disruption; • disturbance; • change to key elements of the site (e.g. water quality etc.). 	For reasons set out above the project will not have the potential to result in such effects to European Sites.
Describe from the above those elements of the project or plan, or combination of elements, where the above impacts are likely to be significant or where the scale or magnitude of impacts is not known.	The project will not have the potential to result in likely significant effects to European Sites.

6.0 SCREENING CONCLUSION

During the preparation of this Screening Report for Appropriate Assessment of the proposed Cycle Network Scheme to the Bóthar Stiofáinit was found that three European Sites occur within the surrounding area and are connected to the project site via a hydrological pathway.

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.

REFERENCES

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OPR (2021). Office of the Planning Regulator – OPR Practice Note PN01: Appropriate Assessment Screening for Development Management

Appendix C

Environmental Impact Assessment Screening Report



Bóthar Stiofáin Cycle Network Scheme

Screening for Environmental Impact Assessment

Doherty Environmental Consultants Ltd.

April 2023

Bóthar Stiofáin
Cycle Network Scheme

Galway City

Screening for Environmental Impact Assessment

Document Stage	Document Version	Prepared by
Final	1	Pat Doherty MSc, MCIEEM

This report has been prepared by Doherty Environmental Consultants Ltd. with all reasonable skill, care and diligence. Information report herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

This report is prepared for Galway City Council and we accept no responsibility to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at their own risk.

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1.0 INTRODUCTION

Doherty Environmental Consultants (DEC) Ltd. have been commissioned by Galway City Council to undertake a Environmental Impact Assessment Screening Report Assessment for a proposed Cycle Network Scheme along Bóthar Stiofáin between the Western Distributor Rd. and Rahoon Rd. Galway City (see Figure 1.1 for location and Figure 1.2 for aerial imagery showing the extent of the proposed works for the project).

The findings of the EIA Screening assessment for the proposed Cycle Network Scheme (i.e. the project) are presented in this report.

1.1 PURPOSE OF THIS REPORT

This EIA screening report contains necessary information to enable the competent authority, in this case Galway City Council, to undertake an EIA screening assessment and determine whether an EIA is required for the proposed development. The findings of the EIA screening assessment are presented in this report and will inform the determination by Galway City Council for the proposed Cycle Network Scheme along Bóthar Stiofáin between the Western Distributor Rd. and Rahoon Rd. (to be referred to throughout this report as “the project” or “the proposed development”).

The purpose of this Report is to determine whether or not the project is likely to have significant effects on the environment and, as such, requires an EIA to be carried out and an EIAR to be prepared. This screening report provides an overview of the project (section 3), the existing baseline environment (section 4) and then assesses the potential environmental impacts (Section 5) posed by the project.

2.0 LEGISLATIVE CONTEXT

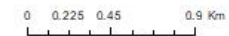
Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive) sets out the requirements for environmental impact assessment (“EIA”), including screening for EIA. Projects listed in Annex I of the EIA Directive require a mandatory EIA while projects listed in Annex II require screening to determine whether an EIA is required. The proposed development does not require a mandatory EIA under the provisions of the EIA Directive as it is not a project listed in Annex I.



Figure 1.1

Route Location

 Proposed Route



Drawn By	PD
Date	19/04/2023
Data Source	Bing



Bothar Stiofain Pedestrian & Cycle Scheme

Figure 1.2

Aerial View of Route Location

Proposed Route

0 0.03 0.06 0.12 Km



Drawn By	PD
Date	19/04/2023
Data Source	Bing

The prescribed classes of development and thresholds or criteria that trigger the need for an EIA are set out in Schedule 5 of the Planning and Development Regulations, 2001, as amended. A review of the classes of development was carried out to determine whether the proposed development falls into any of the development classes which require an EIA. The proposed development does not fall into any of the classes described in Schedule 5 of the Planning and Development Regulations, 2001. The need for an EIA has therefore not been triggered under the requirements of the Planning and Development Regulations, 2001, as amended.

The proposed development also falls under the EIA requirements of the Roads Act 1993 as amended by the Planning and Development Acts (2000-2011) and the Roads Act (2007) as well as regulations made under the Roads Acts, The European Communities (Environmental Impact Assessment) (Amendment) Regulations 1989-2001, and EC Directives 85/337/EC and 97/11/EC referenced above. A road within the 1993 act is defined to include:

- (a) any street, lane, greenway, 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 weighting or inspection of vehicles, toll plaza or other facility for the collection of tolls, services area, emergency, telephone, first aid post, culvert, arch, gully, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve.

Section 50 of the Roads Act 1993 (as amended) outlines the requirements for EIA for “proposed road developments”. An overview of the legislative requirements of section 50 of the Roads Act 1993 (as amended), and its applicability to the proposed development are outlined in Table 2.1 below.

Table 2.1: Screening for Mandatory EIA

Screening Question	Regulatory Reference	Response
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Does the project comprise the construction of a motorway, busway or service area?	S.50(1)(a) of the Roads Act, 1993, as amended.	<p>The proposed development is not a motorway, busway or service area.</p> <p>This requirement for mandatory EIA is not triggered.</p>
<p>Is the project representative of a prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road, where the prescribed types of road development comprise:</p> <ul style="list-style-type: none"> • 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. • The construction of a new bridge or tunnel, which would be 100 metres, or more in length. 	Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993	<p>The proposed development does not involve the provision of a road of four or more lanes for a distance of 8km or more in a rural area or 500m or more in an urban area.</p> <p>The proposed development does not involve the construction of a bridge or tunnel.</p> <p>These requirements for mandatory EIA are not triggered.</p>
Has a direction been issued by An Bord Pleanála (ABP) to the Road Authority to prepare an Environmental Impact Assessment Report (EIAR)?	S.50(1)(b) of the Roads Act, 1993	ABP has not directed the Road Authority (Galway City Council) to prepare an EIAR for the proposed cycleway upgrade.

Where the road authority consider that the proposed road development would be likely to have significant effects on the environment it shall inform ABP in writing and where ABP concurs, it shall direct the road authority to prepare an EIAR?	S.50(1)(c) of the Roads Act, 1993	Where Galway City Council considers the proposed development would be likely to have significant effects on the environment, Galway City council is to inform ABP in writing of this and await direction from the Board.
Is the proposed road development located on 'certain environmental sites' and has the road authority determined whether any significant effects are likely on the environment as a result?	S. 50(1)(d) of the Roads Act, 1993, as amended by reg. 56(7) of the European Communities (Birds and Natural Habitats) Regulations 2011)	<p>No.</p> <p>A Screening Report for Appropriate Assessment has been undertaken for the project and this Report concluded that the proposed development will not have any likely significant effects, whether on its own or in combination with other plans or projects, on any European sites based on the best scientific evidence and taking into account the conservation objectives of the European sites.</p> <p>The project will not have the potential to interact with or negatively affect the conservation status of any Natural Heritage Areas in the wider area surrounding the project site.</p> <p>No geological heritage sites are located in close proximity to the project site.</p>

Pursuant to section 50(1)(c) of the Roads Act 1993 (as amended), Galway City Council are required to turn their attention to whether the proposed development is likely to have significant effects on the environment, such that an EIAR is required.

Section 50(1)(e) of the Roads Act, 1993 (as amended) states “Where a decision is being made pursuant to this subsection on whether a proposed road development would or would not be likely to have significant effects on the environment, An Bord Pleanála or the road authority concerned (as the case may be) shall have regard to the criteria specified for the purposes of article 27 of the European Communities (Environmental Impact Assessment) Regulations, 1989.”

The purpose of this EIA Screening Report is to assist Galway City Council in determining whether the proposed development is likely to have significant effects on the environment.

According to European Commission Guidance (2017¹)

“Screening has to implement the Directive’s overall aim, i.e. to determine if a Project listed in Annex II is likely to have significant effects on the environment and, therefore, be made subject to a requirement for Development Consent and an assessment, with regards to its effects on the environment. At the same time, Screening should ensure that an EIA is carried out only for those Projects for which it is thought that a significant impact on the environment is possible, thereby ensuring a more efficient use of both public and private resources. Hence, Screening has to strike the right balance between the above two objectives.”

¹ **Environmental Impact Assessment of Projects Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU). European Commission 2017. Page 23.**

Recent guidelines from the Department of Housing, Planning and Local Government (2018)² in relation to screening state:

“3.1. Screening is the initial stage in the EIA process and determines whether or not specified public or private developments are likely to have significant effects on the environment and, as such, require EIA to be carried out prior to a decision on a development consent application being made. A screening determination is a matter of professional judgement, based on objective information relating to the project and its receiving environment. Environmental effects can, in principle, be either positive or negative.

3.2. Screening must consider the whole development. This includes likely significant effects arising from any demolition works, which must be carried out in order to facilitate the proposed development. In the case of transboundary developments, screening must consider the likely significant effects arising from the whole project both sides of the boundary. A screening determination that EIA is not required must not undermine the objective of the Directive that no project likely to have significant effects on the environment, within the meaning of the Directive, should be exempt from assessment.”

Annex III of the EIA Directive (as amended)/Schedule 7 to the Planning and Development Regulations 2001, as amended, lists the criteria for determining whether a project should be subject to EIA.

Annex IIA of the EIA Directive (as amended)/Schedule 7A to the Planning and Development Regulations, 2001, as amended, set out the information to be provided for the purposes of EIA Screening. The information set out in Schedule 7A is grouped together under 3 main headings:

Annex IIA requirements	Relevant section of this screening report
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² Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment

<p>A description of the proposed development, including in particular –</p> <p>a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and</p> <p>a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected</p>	<p>Section 3 of this Report describes the characteristics of the project and provides an assessment against the criteria contained in Schedule 7A under this category heading</p>
<p>A description of the aspects of the environment likely to be significantly affected by the proposed development</p>	<p>Section 4 of this Report describes the aspects of the environment that may be affected by the proposed development</p>
<p>A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from— (a) the expected residues and emissions and the production of waste, where relevant, and (b) the use of natural resources, in particular soil, land, water and biodiversity</p>	<p>Section 5 of this Report describes the characteristics of the project and provides an assessment against the criteria contained in Schedule 7A under this category heading.</p>

During the evaluation of the project’s potential to result in significant negative environmental effects to aspects of the environment current Transport Infrastructure Ireland (TII) assessment guidelines have been relied upon. While it is acknowledged that the proposed development does not represent a national road scheme the various environmental assessment guidelines published by TII represent best practice guidance for the assessment of road schemes in Ireland. As such these guidelines have been relied upon during the preparation of this Screening Report.

3.0 CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

The objective of the scheme is to enhance the cycle facilities along the route and provide direct cycle access from the Western Distributor Rd. and Ragoon Rd. to the north by improving the legibility of the route, the quality of the paving and lighting, and formalising the crossing of the roads that intersect with the route and introduce traffic calming measures on the intersecting roads at crossing points (reduced carriageway width, zebra crossings etc) to enhance safety for vulnerable road users. The entire route is approximately 860m in length.

3.1.1 Surface Type

The existing surface of Bóthar Stiofáin will be upgraded to provide a continuous asphalt surface along its length.

3.1.2 Trail Surface Construction Materials

Materials for construction of the cycle way surface will be imported and stockpiled at the construction compound, which will be located on a site. The materials to be employed shall principally consist of:

- Geotextile ground reinforcing cloth
- Granular sub-base material (NRA clause 804)
- Asphalt.

3.1.2.1 Construction Methodology

Sections of the road and current footpath will be closed to the public for the duration of the construction phase, which is expected to last for approximately 6-months. Construction materials will be transported from stockpiled areas at the construction compound in 6-ton dumper trucks for construction of the trail and cable ducts. A total of 2 no. dumper trucks will be required throughout the duration of the construction phase.

Excavations, using one 8-ton excavator, will be required for the removal of the existing path surface. Excavation of the existing surface will be kept to a minimum, only comprising the footprint of the path surface and land take on the western side of Bóthar Stiofáin that is to be upgraded. It is estimated that a minimal amount of surplus spoil will be generated for offsite disposal. Such spoil will be disposed of at an appropriately licenced facility.

Works will be undertaken on a section-by-section basis with only one section being commenced and completed at any one time. The sections will be kept to a minimum to reduce the potential for disturbance to adjacent ecological receptors.

Works will be undertaken on a section-by-section basis with only one section being commenced and completed at any one time.

3.1.3 Plant & Construction Materials Required

The type of plant and machinery required will be typical civil engineering road construction plant for earthworks and paving, and is likely to include:

- 360-degree 20 tonne Excavators (crawler track machines)
- Rubber-tyred Excavators 6 tonne JCB
- 3 tonne Mini Diggers
- 30 tonne Dump Trucks
- 6 tonne Dumpers
- 7.5 tonne multi-purpose truck
- 20 tonne and 30 tonne delivery trucks (importation of rock and bitumenous paving materials)
- Teleporter for erection of lighting columns
- Site Vehicles (4x4 wheel short base and vans)
- Compactor plates
- 1 tonne hand roller
- 6 tonne vibrating Rollers
- 10 tonne dead weight rollers
- Blawknex Paving Machine
- Bitumen Boiler/Hot Box
- Oil Tanker/Sprayer

- Road Planing Machine
- Extruded Kerb Laying Machine
- Road Saws/Con Saws/chain saws
- Bark Mulchers
- Air Compressors
- Jack Hammers
- Stihl Saws
- Small tools/hand tools
- Traffic Management Signs, Cones & Barriers
- Herras Fencing
- Mobile Traffic Lights
- Road Sweeper & Water Tank Truck
- PPE

All machinery will be inspected and certified to be free of leaks and weeps prior to mobilisation on site.

The materials will be typical civil engineering road construction materials consisting of cement, sand, gravel of various aggregate sizes, imported and reused top soil and precast concrete kerbs.

3.1.4 Site Personnel

The number of site personnel required for the construction phase will be finalised by the appointed contractor but it is estimated that a maximum of 10 site personnel will be required to complete works for the project.

3.1.5 Temporary Construction Compound

A temporary compound will be provided for the duration of the works. The location will be decided upon appointment of the Contractor and subject to GCC approval.

3.1.6 Spoil Storage

All spoil excavated during the construction phase of the project will be reused so that the requirement of the import of material is eliminated or minimised to a low level. Any soil material excavated within the area of works or imported to the site will be stored in the area designated for spoil storage.

3.1.7 Duration of Construction Phase

It is estimated that the construction process will take up to 6 months.

3.2 ASSESSMENT OF THE CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

An assessment of the potential characteristics of the Proposed Development as described above against the criteria outlined in Schedule 7 of the Planning and Development Regulations 2001 to 2018 are outlined in Table 3.1 below and a concluding rationale is provided to determine whether these characteristics have the potential to result in likely significant effects to the environment.

Table 3.1: Characteristics of the Proposed Development

Screening Question	Response
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
(a) the size and design of the whole project	<p>The project comprises the enhancement of cycling facilities approximately 860m in length. All construction works will be restricted to the footprint of paved surface in the form of footpaths and roadway, amenity grassland and flower beds that currently occupy the verge between the existing footpath and the roadway. The upgrade works are estimated to be completed within an approximate timeframe of 6 months. The construction phase will be guided by a Construction and Environmental Management Plan (CEMP) that will seek to ensure the construction phase is completed in line with best practice and does not result in negative effects to surrounding receptors.</p> <p>The scale of the proposed development is minor and the completed upgrade works will be in keeping with the existing urban landscape in which the project is situated.</p>
(b) cumulation with other existing and/or approved projects;	<p>A review of the Galway City Council planning portal was completed in August 2021 to identify other projects with which the current project could combine to result in cumulative/in-combination impacts to the surrounding environment. All projects (planning approved or submitted) within the last 5 years along the length of the proposed cycle route are listed below and an evaluation for these to combine with the current project to result in likely significant effects to the environment is provided.</p> <p>Planning Reference No. 18224 for a discount retail store;</p> <p>Planning Reference No. 19251 for a two-storey mixed use development;</p> <p>Planning Reference No. 20252 for proposed alterations to an exiting commercial unit;</p>

Screening Question	Response
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
	<p>Planning Reference No. 19163 for the amalgamation commercial units;</p> <p>Planning Reference No. 2063 for a caged area on existing hardstanding to accommodate WEEE recycables; and</p> <p>Planning Reference No. 17354 to construct a security fence.</p> <p>All of the above projects are located within the curtilage of Gateway Retail Park to the east of the project. Given the small scale of the project and its buffering from the retail park by an existing roadway and screening hedgerow there will be no potential for the project to combine with these projects to result in cumulative negative impacts to the environment.</p>
(c) the nature of any associated demolition works	<p>Minor demolition works are associated with the project such as the breaking out of the existing footpath and roadway surface that will accommodate the cycle route. The demolition associated with this will be minor and will not pose a risk of significant negative effects to the surrounding environment.</p>
(d) the use of natural resources, in particular land, soil, water and biodiversity;	<p>Construction related activities will be restricted to the footprint of the project site. Soil that will be excavated within the project site will be reused for landscaping and filling. Where surplus soil material is generated it will be disposed of at an approved facility.</p> <p>Water required for the construction phase of the project will be supplied by the existing mains water supply.</p> <p>No significant effects to biodiversity are predicted to arise as a result of the construction or operation of the project. No protected Annex I habitats occur along the project footprint. The habitats that do occur along the footprint of the project are representative of made ground/artificial surfaces and landscaped flower beds and are of negligible to low biodiversity value. A feature of local interest occurring along the route include the presence of self-seeded native</p>

Screening Question	Response
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
	<p>orchid species on the flower bed along the route. In order to ensure the continued presence of orchids in the area, the substrate supporting the stand of orchid in the existing flower bed will be translocated to an alternative flower bed verge along Bóthar Stiofáin not under the footprint of the project. This will ensure that this feature of local interest is preserved in the area.</p> <p>Natural resources in the form of hydrocarbons will be required for energy and electricity during the construction phase of the project. Other building raw materials will be required during the construction phase. However the natural resources required will be typical of those required for the development and their provision will not have the potential to result in significant negative effects.</p>
(e) the production of waste;	<p>Solid inert waste in the form of soil and stone will be produced during construction but materials will be only ordered as required. Any wastes from the construction process will either be reused within the scheme, or recycled/disposed of at an authorised waste facility. During the construction phase the waste management hierarchy will be implemented onsite, which prioritises the prevention and minimisation of waste generation.</p> <p>The operation phase is not anticipated to generate large volumes of waste. Litter prevention measures will be put in place along the proposed development.</p>
(f) pollution and nuisances;	<p>The construction phase presents the greatest risk of pollution. Given the absence of any surface watercourses in the vicinity of the project site there will be no potential for the construction phase of the project to result in a significant risk of pollution to surface water bodies occurring in the wider surrounding area.</p> <p>It is also noted that the bulk of all material required for the construction phase will be stored at the proposed construction compound which will be situated on existing made ground that will be located in close proximity to the cycling route. The construction compound will also be situated within Galway city which is serviced</p>

Screening Question	Response
<p>1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:</p>	<p>by an existing combined drainage network that will further eliminate the release of any untreated surface water to receiving water bodies in the wider surrounding area. Furthermore the approach to the cycle route construction works will be completed on a section by section basis, thereby limiting the extent of exposed ground during the breaking out of the existing surface and will in turn limit to a small scale the exist of exposed surface at any one time. As such surface water runoff from any exposed surface will be limited in volume and will not have the potential to result in the generation of significantly polluted surface water runoff.</p> <p>The potential for the construction phase to result in nuisance to surrounding receptors as a result of noise, vibrations and dust generated during construction activities is assessed as being low. This is primarily due to the staged approach that will be adopted to the construction works. This will involve works being undertaken along sections limited in length (e.g. 100m section lengths) with each section being completed prior to the commencement of the next section.</p> <p>In addition to the above and in order to further minimise any potential for noise and vibration nuisance mitigation measures will be implemented during the construction phase. These measures will adhere to the best practice guidelines outlined in BS5228: Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1 Noise (2009 + A1 2014). These standard guidelines offer detailed guidelines on the control of noise and vibration from construction activities. The following mitigation measures will be implemented during the construction phase of the proposed development to ensure noise and vibration limit values are complied with:</p> <p>The hours during which site activities are likely to create high levels of noise will be limited to a set time period;</p> <p>During the construction phase a clear line of communication will be established between the contractor/developer, Local Authority and residents;</p>

Screening Question	Response
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
	<p>A site representative will be appointed to take responsibility of all matters relating to noise and vibration;</p> <p>Plant with low inherent potential for generating noise and/ or vibration will be selected for construction;</p> <p>Noisy plant will be sited as far away from sensitive properties as permitted by site constraints.</p> <p>With the implementation of the measures it is predicted that the nuisance impact of noise generated during the construction phase will be of a short-term and imperceptible nature.</p> <p>There is the potential for dust emissions arising during construction, particularly during dry and/or windy weather conditions. Dust emissions may also be exacerbated by the presence of dry surfaces and uncovered stockpiles during the construction. The quantity of dust is likely to be relatively small and dust emissions would be temporary in nature. Dust effects are likely to create nuisance in the immediate locale rather than significant environmental effects. Best practice mitigation measures will be put in place to minimise adverse effects. The measures will include the following:</p> <p>A dust minimisation measures will be implemented for the construction phase of the project. In order to minimise dust emissions during construction the following measure will be implemented:</p> <ul style="list-style-type: none"> • Hard surface roads will be swept to remove mud and aggregate materials from their surface while any un-surfaced roads will be restricted to essential site traffic. • Furthermore, any road that has the potential to give rise to fugitive dust must be regularly watered, as appropriate, during dry and/or windy conditions.

Screening Question	Response
<p>1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:</p>	
	<ul style="list-style-type: none"> • Bowzers or suitable watering equipment will be available during periods of dry weather throughout the construction period. • During periods of very high winds (gales), activities likely to generate significant dust emissions shall be postponed until the gale has subsided. • There will be no stockpiling of materials in public areas within the project footprint. • The Principal Contractor or equivalent will be obliged to monitor the contractors' performance to ensure that the proposed mitigation measures are implemented and that dust impacts and nuisance are minimised; • During working hours, dust control methods will be monitored as appropriate, depending on the prevailing meteorological conditions; • The name and contact details of a person to contact regarding air quality and dust issues shall be displayed on the site boundary, this notice board should also include head/regional office contact details; • Community engagement will be undertaken before works commence on site explaining the nature and duration of the works to local residents and businesses; • A complaints register will be kept on site detailing all telephone calls and letters of complaint received in connection with dust nuisance or air quality concerns, together with details of any remedial actions carried out;

Screening Question	Response
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
	<ul style="list-style-type: none"> It is the responsibility of the contractor at all times to demonstrate full compliance with the dust control conditions herein; At all times, the procedures put in place will be strictly monitored and assessed. <p>With the implementation of these dust minimisation measures in addition to a construction management plan including dust mitigation fugitive emissions of dust from the site will be insignificant and will not pose a nuisance at nearby sensitive receptors.</p>
(g) the risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge;	Provided that all measures outlined above are implemented and that all associated building and environmental regulations are adhered to it is not predicted that the project will not have the potential to result in a major accident or disaster.
(h) the risks to human health (for example due to water contamination or air pollution).	The preceding items to this Table outline the measures that are to be implemented to ensure that the project does not result in pollution to waters or air or nuisance generated by noise, dust or vibration emissions. All best practice mitigation measures outlined in this screening report will represent a minimum requirement to be implemented for the construction phase of the project. With the implementation of these measures the construction phase will not represent a significant risk to human health.

Conclusion: No significant effects likely to arise associated with the characteristics of the proposed development.

Rationale: The scale and extent of the works proposed are representative of a small-scale project and are proposed on habitats of negligible to low ecological value in an area of urban made ground land use and high levels of human activity. Measures that form part of the project will also ensure protection of the receiving environment. The implementation of targeted mitigation measures to minimise noise levels at sensitive receptors will also ensure that the project does not result in nuisance to the receiving population.

4.0 LOCATION OF THE PROPOSED DEVELOPMENT

The Bóthar Stiofáin cycle route that will be subject to upgrade works is located along the existing road carriageway and footpath on the western side of the road. The habitats occurring along the route are dominated by artificial surfaces and amenity grassland (Fossitt Habitat Code BL3 & GA2). Along sections of the route flower beds and borders (BC4) occur along the verge between the existing footpath and the road carriageway. The BC4 habitat consists of planted flowerbed that are pre-dominantly non-native flower species. Many of these are pollinator friendly species and provide a foraging resource for pollinators. Some native species have self-seeded along the flower beds with the presence of pyramidal orchid (*Anacamptis pyramidalis*) being noted as present along one of the flower bed verges.

There are no watercourses crossed by the cycle route. The nearest watercourse to the project site as mapped by the EPA national rivers and streams dataset is a minor first-order un-named stream that occurs approximately 35m to the east of the northern end of the proposed development. The project site is located within the Knock (Furbo_SC_010 sub-catchment of the Owenboliska-Cashla-Screeb-Coastal catchment. The surrounding lands are drained by a network of minor, un-named streams that discharge to the coast at Rusheen Bay. Rusheen Bay is located within the western extent of the Galway Bay Complex SAC and pNHA and the Inner Galway Bay SPA.

Table 4.1 below provides information on the location of the project with respect to the assessment criteria provided in Schedule 7 of the Planning and Development Regulations 2001 to 2018.

The project site is not located within a protected landscape area and no scenic routes are located in the vicinity of the project site.

Table 4.1: Location of the Proposed Development

Screening Criteria	Response
<i>The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:</i>	
(a) the existing and approved land use;	<p>The existing land use within the project site is dominated by existing artificial surfaces in the form of footpath/cycleway surfaces.</p> <p>The project site is located within an area dominated by urban land use.</p> <p>The project is in line with the objectives of the Galway City Transport Strategy.</p>
(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	<p>The project will not result in any changes to the existing environment that will compromise the regenerative capacity of the natural environment. As noted above the footprint of the project is restricted to existing road and footpath/cycleway surfaces.</p>
<p>(c) the absorption capacity of the natural environment, paying particular attention to the following areas:</p> <p>(i) wetlands, riparian areas, river mouths;</p>	<p>The potential for the project to significantly affect the absorption capacity of the environment, with respect to the parameters listed in Column 1 opposite are outlined below.</p> <p>(i) no works are proposed that will affect wetlands, riparian areas or river mouths.</p> <p>(ii) not applicable, the project is located at a remote distance from the coastal zone.</p>

Screening Criteria <i>The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:</i>	Response
(ii) coastal zones and the marine environment; (iii) mountain and forest areas; (iv) nature reserves and parks; (v) areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;	(iii) not applicable, the project is located at a remote distance from mountainous and forested areas. (iv) not application, the project is located at a remote distance from any nature reserves and parks. (v) The Screening Report for Appropriate Assessment that has been prepared for the project has examined the likely significant effects of the proposal on the conservation objectives of European Sites and has concluded in a finding of no likely significant effects. In addition no NHAs or pNHAs are located in the vicinity of the project site and there will be no potential for the project to interact with such areas.
(vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;	No areas along the footprint of the project have been identified as failing to meet environmental quality standards.
(vii) densely populated areas;	The subject lands are located within Galway City. The surrounding area is representative of a densely populated area and the provision of the project will provided enhanced pedestrian and cycling facilities

Screening Criteria	Response
<i>The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:</i>	
	in the area, thereby contributing to sustainable modes of movement and transport.
(viii) landscapes and sites of historical, cultural or archaeological significance	A review of the Historic Environment Viewer at https://maps.archaeology.ie/HistoricEnvironment does not indicate the presence of any landscapes or sites of historical, cultural or archaeological significant along or adjacent to the proposed development.

Conclusion: No significant effects likely to arise associated with the location of the proposed development.

Rationale: The project relates to a relatively small area of approximately 0.3 ha in an area of existing urban land use. A Screening Statement for Appropriate Assessment has determined a finding of no likely significant effects on the conservation management objectives of European Sites within a 15km radius of the study area. The project will represent a positive development for permeability and sustainable movement and transport in the area and is consistent with the land use zoning of this location.

5.0 CHARACTERISTICS OF POTENTIAL IMPACTS

Having considered the above environmental factors the aim of this section is to address likely impacts on the environment by the implementation of the proposed development. Whether an EIA would be deemed necessary relevant to the scale of the project and the environment will then be determined.

The 2014 EIA Directive requires that an assessment of the likely significant effects of a project on the environment must be considered with regard to the factors specified in Article 3(1) of

the Directive and Section 171A(b)(i)(I) to (V) of the Planning and Development Regulations 2001 to 2018, taking into account:

- (a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);
- (b) the nature of the impact;
- (c) the transboundary nature of the impact;
- (d) the intensity and complexity of the impact;
- (e) 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.

The factors outlined in Article 3(1) of the Directive are presented in Table 5.1 below under the heading of “Environmental Factor”. The results of the assessment provided in Table 5.1 are then used to inform an assessment against the criteria evaluating the characteristics of potential impacts.

Table 5.1: Characteristics of Potential Impacts on Environmental Factors

Environmental Topic	Potential Impact
Populations & Human Health	Some short-term, local and negligible effects from noise and air emissions of the construction phase are expected. In addition all construction activities will have to comply with best practice measures as outlined in this screening report. All relevant best practice mitigation measures required for avoiding likely significant effects to populations and human health through potential effects to soils, water, noise, air etc will be

Environmental Topic	Potential Impact
	required to be implemented as part of the construction phase of the project. No negative operational impacts are identified for human beings.
Biodiversity	As the habitats present along the footprint of the project relate to habitats of negligible to low value no significant negative impacts are identified for habitats during the construction or operation phases. A feature of local interest occurring along the route include the presence of self-seeded native orchid species on the flower bed along the route. In order to ensure the continued presence of orchids in the area, the substrate supporting the stand of orchid in the existing flower bed will be translocated to alternative flower bed verge along Bóthar Stiofáin not under the footprint of the project. This will ensure that this feature of local interest is preserved in the area.
Soil and Geology	There will be no significant impact to soils or geology.
Water	Significant negative indirect effects to the water quality of surrounding water bodies will be avoided given the approach to the upgrade works and the management measures to be implemented as part of construction phase of the project, as specified in Section 3 above.
Air Quality and climate	The potential will exist for localised, temporary impacts associated with dust generated from construction plant and machinery such as diggers or excavators. It is noted that given the small scale of the project the potential for such emissions will be low. Emissions during works phase will be minimised through the implementation of best practice mitigation techniques as outlined in this Screening Report.
Noise and Vibration	Noise during the construction phase may result in nuisance however, noise and vibration during works phase will be minimised through best practice and the implementation of mitigation measures outlined in this screening report. It is also noted that given the small scale of the project and the associated works any noise and vibration generated during construction will be minor and short lived. With the implementation of these measures the construction phase will not result in significant noise nuisance to

Environmental Topic	Potential Impact
	<p>sensitive receptors and will be minimised to a short term, slight negative impact.</p> <p>Traffic noise and vibration during the operation phase are not considered likely to be significantly increased as a result of the project.</p>
Cultural Heritage	No features of cultural heritage occur along the proposed development.
Landscape & Visual	The project will not result in any changes to the landscape or visual setting along Bóthar Stiofáin.
Interrelationship between parameters above	The key interrelationship arises between air quality and noise associated with traffic emissions and excavation during construction and human health. The implementation of mitigation measures outlined in this Screening Report will ensure that these emissions are minimised to a level that will not result in significant noise, vibration or dust nuisance to surrounding sensitive receptors.

Table 5.2: Characteristics of the potential impacts

Characteristics of potential impacts (The potential significant effects of proposed development in relation to criteria set out below are informed by the results of the assessment provided in Table 5.1 above)	Potential Impact
(a) the magnitude and spatial extent of the impact (for example	Imperceptible to minor and localized temporary impacts are identified primarily at construction stage only.

geographical area and size of the population likely to be affected);	
(b) the nature of the impact;	The nature of the impact associated with the project to environmental parameters have been set out in Table 5.1 above. It has been concluded that given the small scale of the project and provided all best practice and mitigation measures as outlined in this Screening Report are implemented the project will not have the potential to result in significant environmental effects.
(c) the transboundary nature of the impact;	Given the size, scale and location of the proposed development potential transfrontier impacts will not arise.
(d) the intensity and complexity of the impact;	The project is representative of a small-scale development. The construction phase will be of a short-term duration being completed within an estimated timeframe of 6 months. With the implementation of best practice measures and associated mitigation it will not result in intense or complex impacts to the receiving environment.
(e) the probability of the impact;	Potential impacts during the construction phase associated with nuisance are assessed as being negligible and the implementation of best practice measures and associated mitigation will ensure that these effects are of a short term and slight negative impact. For reasons outlined in Section 4 and Table 5.1 above the project will not have the potential to result in significant negative impacts to biodiversity, cultural heritage, landscape or any other environment receptor.
(f) the expected onset, duration, frequency and reversibility of the impact;	No significant negative environment effects are predicted to arise during the project.

(g) the cumulation of the impact with the impact of other existing and/or approved projects;	As outlined in Table 3.1 given the small scale of the project, the minor works required to deliver the project and the project's location within an area already consisting of roads and footpaths/cycleways there will be no potential for the project to combine with other projects or land uses to result in significant cumulative negative impacts to the environment.
(h) the possibility of effectively reducing the impact.	Measures to minimise any adverse effects to the environment are detailed in this screening report and are derived from best practice guidelines. These measures have been implemented as a best practice approach for the proposed development and are proven to be effective at reducing the potential for adverse environmental impacts to occur.

Conclusion: No significant effects likely to arise associated with the potential impacts on environmental parameters.

Rationale: As outlined in Table 5.1 the project will not have the potential to result in significant adverse effects to biodiversity, soils and geology, water, landscape and cultural heritage. There will be potential for negligible to minor impacts to human beings as a result of noise and air emissions during the construction phase of the project. These impacts have been assessed as being of low significance and measures have been outlined to ensure that these potential impacts are mitigated to an insignificant level. As such no significant residual impacts to environmental parameters as outlined in Table 5.1 are predicted to arise as a result of the proposed development.

Conclusion: No significant effects likely to arise associated with the characteristics of the potential impacts.

6.0 CONCLUSION

The proposed Bóthar Stiofáin cycleway does not trigger the threshold for mandatory EIA/EIAR as set out in the 2001 Regulations (as Amended) and has been assessed as a sub-threshold EIA development. This EIA Screening Assessment has determined that the characteristics of the proposed development are considered not significant due to the scale and nature of the proposed development, the characteristics and sensitivities of the receiving environment and design and mitigation measures that will be implemented as part of the construction phase and operation phase of the proposed development.

The European Guidance on EIA Screening provides a checklist to assist with the decision of whether an EIA is required based on the characteristics of a project and its environment. This screening checklist is presented in Table 6.1 below and have been informed by the various assessments that have been set out in Sections 3, 4 and 5 above.

Table 6.1: Screening Checklist

Questions to be Considered	Yes / No? Briefly describe	Is this likely to result in a significant effect? Yes/No/? – Why?
1. Will construction, operation or decommissioning of the Project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes	No. The construction of the proposed development will involve a minor change in land cover within sections of its footprint. This will involve a small area of physical land cover change. The project has been designed to be in keeping with the surrounding landscape.
2. Will construction or operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non- renewable or in short supply?	Yes	No. The proposed development will require natural resources in the form of standard construction materials. The quantities to be used as part of the proposed development will be relatively small given the scale of the proposed development.

3. Will the Project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?	Yes	No. Standard construction materials for the project will be used during construction, however it is unlikely that this would include any quantity of materials that could be harmful to human health or the environment. Best practice construction will be implemented during the construction phase and all such materials will be stored in secure locations and will be handled in accordance with accepted construction procedures.
4. Will the Project produce solid wastes during construction or operation or decommissioning?	Yes	No. Waste in the form of construction material wrappings and pallets etc. will be generated during the project. In addition waste generated by site operative at the site canteen etc. will be generated. All solid waste will be managed in accordance with relevant waste legislation and all waste would be removed by the site by a licensed contractor and disposed of at a licensed facilities. Efforts will be made to reuse wherever possible soil material generated during excavations at the project site. Where materials cannot be reused (e.g. where soil material is at risk of being contaminated with non-native invasive species seed material) they will be transferred off site by a licensed contractor and disposed of at a licensed facilities. The movement of a soil material from the project site will be subject to the control measures.
5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air?	Yes	No. It is expected that dust and emissions from construction vehicles, plant and equipment may be released temporarily during construction. Mitigation measures as outlined in this Screening Report will be implemented to minimise emissions and prevent discharge. All emissions will be kept within standard air quality limits outlined in the relevant legislation.
6. Will the Project cause noise and vibration or release of	Yes	No. It is expected that noise and vibration will occur during construction of the project.

light, heat energy or electromagnetic radiation?		<p>Mitigation measures have been outlined this Screening Report to minimise the potential impact of noise and vibration.</p> <p>No additional night time lighting is proposed as part of the project.</p>
7. Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	Yes	<p>No.</p> <p>All potential polluting substances will be stored and managed appropriately by the contractor to reduce the risk of accidental spillages and/or discharges. There will be no discharge to surface water; groundwater, coastal waters or the sea and appropriate measures to ensure effective incident control will be provided for the construction phase of the project. The operation phase of the project will not pose a risk of contamination of waters.</p>
8. Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment?	Yes	<p>No. Construction activities would be undertaken with due regard to occupational health and safety. The site manager would be responsible for the management of health and safety on site during construction.</p>
9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?	No	<p>No. The project is not predicted to have the potential to result in social changes in demography, traditional lifestyles or employment.</p>
10. Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?	Yes	<p>This Report undertook a review of the Galway City Council planning portal to identify other existing and approved projects within the wider surrounding area. Projects were identified and an assessment for cumulative effects has been completed. This assessment has found that the proposed development will not have the potential to combine with these other projects to result in significant negative impacts to the environment.</p>
11. Are there any areas on or around the location which are	No	<p>No. European Sites and the Galway Bay Complex NHA occur in the wider area</p>

protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?		<p>surrounding the project site. A Screening report for Appropriate Assessment has examined the potential for the project to result in likely significant effects to the European Sites and has found that there will be no potential for the project, alone or in-combination with other plans or projects, to result in likely significant effects to European Sites. Given that the NHA overlaps the boundary of the European Sites and is designated for the same reasons as the European Sites, it follows that there will be no potential for likely significant effects to the NHA</p> <p>No features of landscape, cultural or other value occur in the vicinity of the proposed development.</p>
12. Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?	No	The habitats occurring under the footprint of the project are dominated by artificial man-made ground of negligible to low value.. There will be no potential for the project to undermine the status of the existing biodiversity baseline conditions occurring at and in the the vicinity of the project.
13. Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the project?	No	No such areas occur along or in the vicinity of the project. Self seeded orchids have been identified as occurring along the proposed development route. These will be translocated to other flower beds no under the footprint of the route so that their presence is maintained in the area.
14. Are there any inland, coastal, marine or underground waters on or around the location which could be affected by the project?	Yes	No.
15. Are there any areas or features of high landscape or	No	No.

scenic value on or around the location which could be affected by the project?		
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes	No.
17. Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	Yes	No. The construction phase will be of a short term duration and will involve a low number of construction vehicular movements that are not predicted to have the potential to result in significant traffic volumes that could lead to congestion. The provision of the project will have positive implications for traffic and transport congestion by offering alternative pedestrian and cycling permeability in the surrounding area.
18. Is the project in a location where it is likely to be highly visible to many people?	Yes	Yes. During the construction phase mitigation measures will be put in place to minimise the visual disturbance caused by the construction works. Once constructed the project will blend in with the surrounding built landscape.
19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?	No	No, there are no areas of historic or cultural importance occurring along the proposed development route. .
20. Is the project located in a previously undeveloped area where there will be loss of greenfield land?	No	No. The project site is located in a developed man made environment. The project will not change the land cover within the project site.
21. Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public	Yes	No. As outlined in this Report the potential exists for at worst minor levels of disturbance and nuisance to properties occurring adjacent to the project site. Mitigation measures have been outlined in this Report and it is predicted

open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?		that, with the implementation of these mitigation measures, potential for disturbance and nuisance to these properties will be minimised.
22. Are there any plans for future land uses on or around the location which could be affected by the project?	No	No.
23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?	Yes	No. The construction phase will be restricted to the project site and with the implementation of a best practice approach to the construction phase and all measures outlined in this Report there will be no potential for significant effects to the population occurring in the surrounding area.
24. Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?	Yes	Yes, such receptors occur in the vicinity of the project, however the construction phase will be restricted to the project site and with the implementation of a best practice approach to the construction phase and all measures outlined in this Report there will be no potential for significant effects to the population occurring in the surrounding area.
25. Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?	No	No.
26. Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	No	No.

27. Is the project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	Yes	No.
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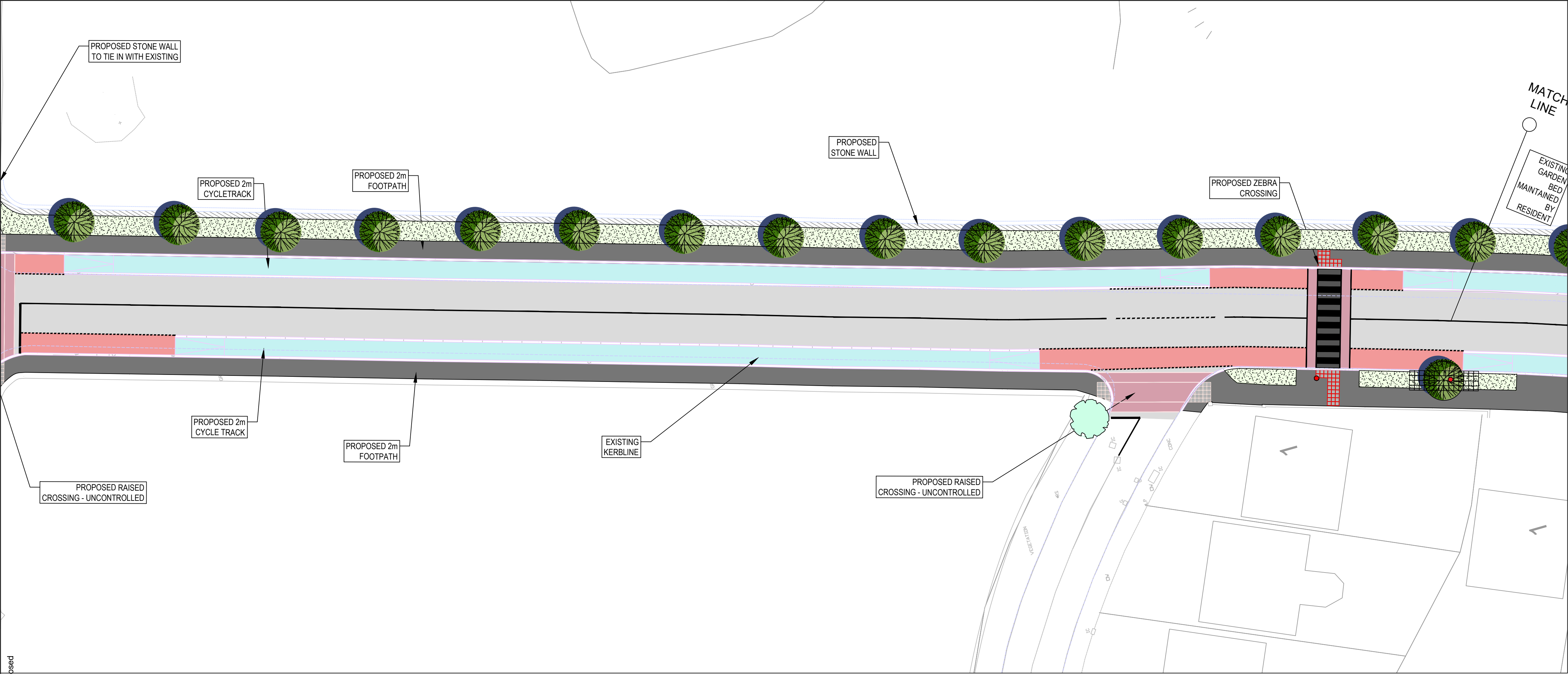
Given the scale and nature of the project and taking account of all available information, the overall probability of impacts on the receiving environment arising from the proposed development (during the construction or operational phases) is considered to be low, as summarised in Table 5.3 above.

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.

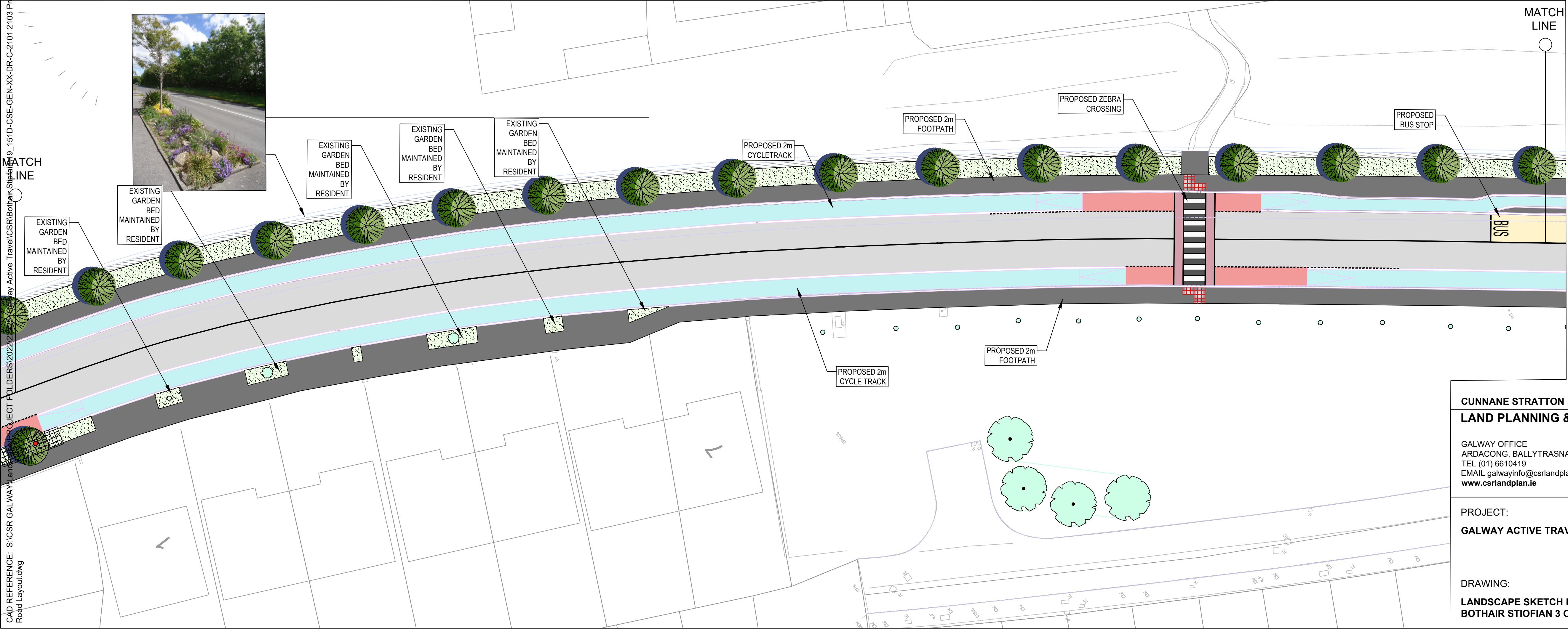
The information provided in this EIA Screening Report can be used by the competent authority, Galway City Council, to conclude and determine that an EIA is not required for the proposed Bóthar Stiofáin Cycle Network Scheme as there will be no significant environmental effects.

Appendix D

CSR Landscape Drawings



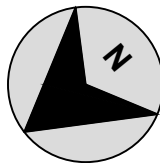
- LEGEND :**
- CARRIAGEWAY -
 - PROPOSED CONCRETE PATH -
 - LANDSCAPED AREA -
 - RAISED CROSSING -
 - PROPOSED CYCLE PATH - OFF ROAD ON ROAD
 - PROPOSED BUS LANE / STOP -
 - HIGH FRICTION SURFACING -
 - EXISTING KERB LINE -
 - PROPOSED 125mm IN SITU UPSTAND EXTRUDED CONCRETE KERB TO TII CC-SCD-01102 -
 - PROPOSED 6mm IN SITU DROPPED KERB TO TII CC-SCD-01102 -
 - PROPOSED KASSEL KERB -
 - PROPOSED TACTILE PAVING -
 - PROPOSED CORDROY PAVING
 - EXISTING TREES TO BE RETAINED -
 - EXISTING TREES TO BE REMOVED -
 - PROPOSED LARGE STREET TREE
 - PROPOSED FASTIGIATE STREET TREE
 - PROPOSED WILDFLOWER / BULB MIX
 - TREE IN RAISED PLANTER



REV	DATE	AMENDMENT
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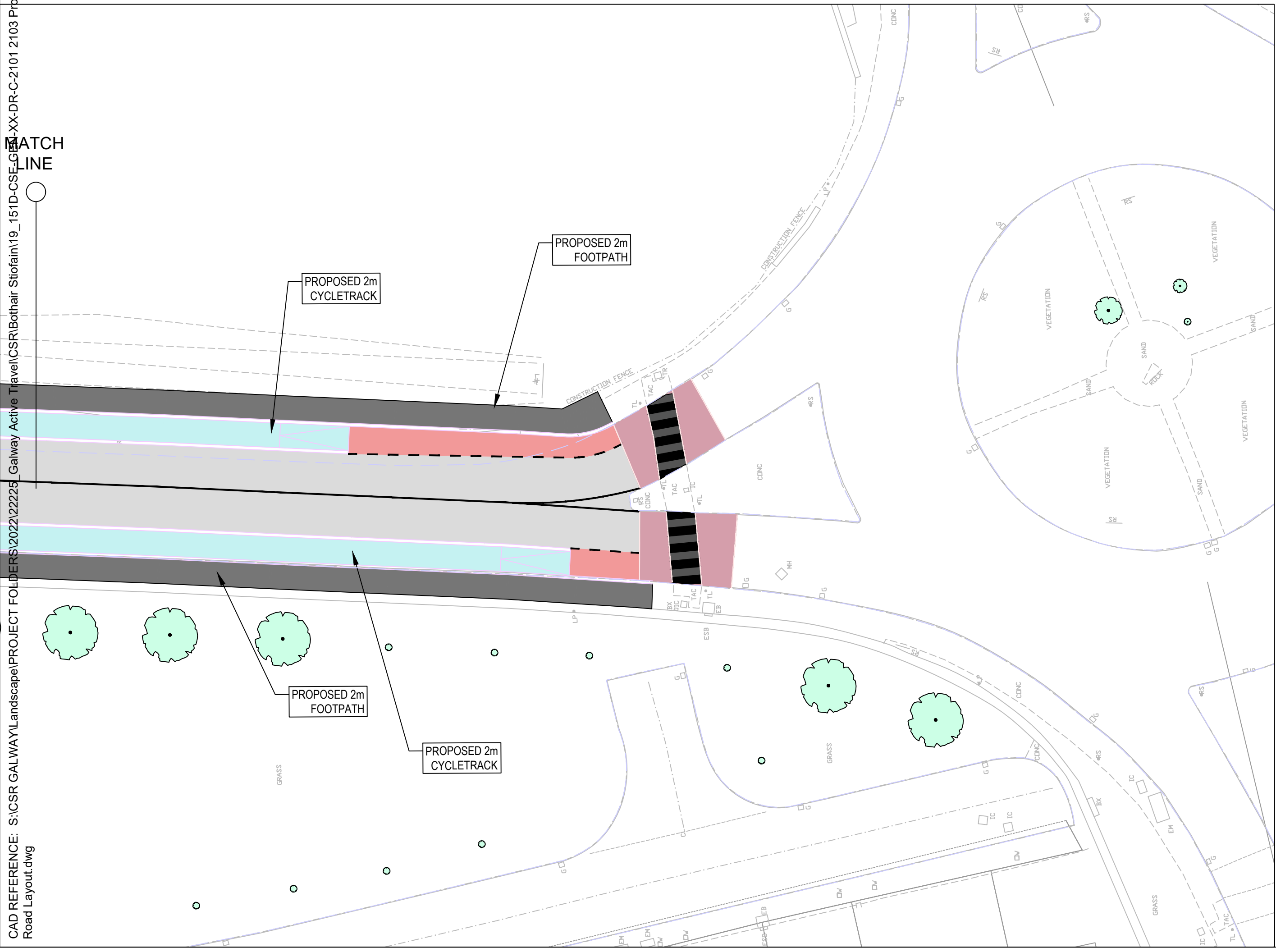
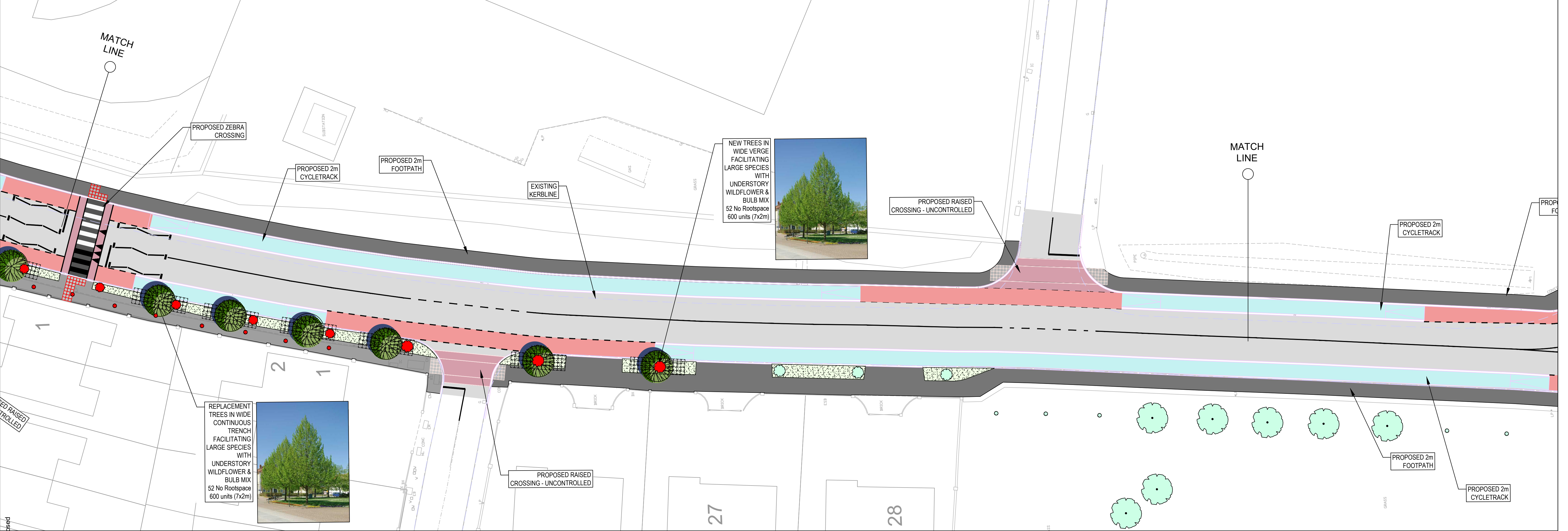
PROJECT:
GALWAY ACTIVE TRAVEL

DRAWING:
LANDSCAPE SKETCH DESIGN
BOTHAIR STIOFIAN 3 OF 3

DATE:	JULY 2022
SCALE:	1:500@A1
DRAWN: CHECKED:	IN KM
DRAWING NO:	22225_3_104C



CAD REFERENCE: s:\CSR GALWAY\Landscapes\PROJECT FOLDERS\2022\22225 Galway Active Travel\CSRR\Bothar Stiofian\19_151D-CSE-GEN-XK-DR-C-2101 2103 Proposed Road Layout.dwg

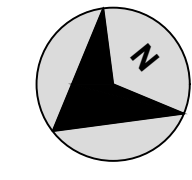


LEGEND :

- CARRIAGEWAY -
- PROPOSED CONCRETE PATH -
- LANDSCAPED AREA -
- RAISED CROSSING -
- PROPOSED CYCLE PATH - OFF ROAD ON ROAD
- PROPOSED BUS LANE / STOP -
- HIGH FRICTION SURFACING -
- EXISTING KERB LINE -
- PROPOSED 125mm IN SITU UPSTAND EXTRUDED CONCRETE KERB TO TII CC-SCD-01102 -
- PROPOSED 6mm IN SITU DROPPED KERB TO TII CC-SCD-01102 -
- PROPOSED KASSEL KERB -
- PROPOSED TACTILE PAVING -
- PROPOSED CORDROY PAVING
- EXISTING TREES TO BE RETAINED -
- EXISTING TREES TO BE REMOVED -
- PROPOSED LARGE STREET TREE
- PROPOSED FASTIGIATE STREET TREE
- PROPOSED WILDFLOWER / BULB MIX
- TREE IN RAISED PLANTER

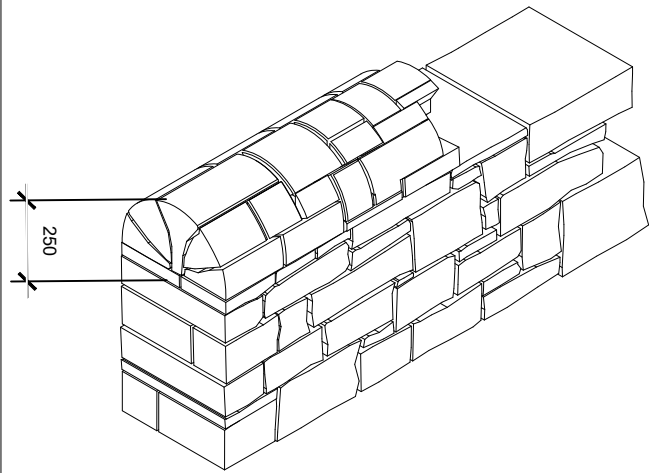
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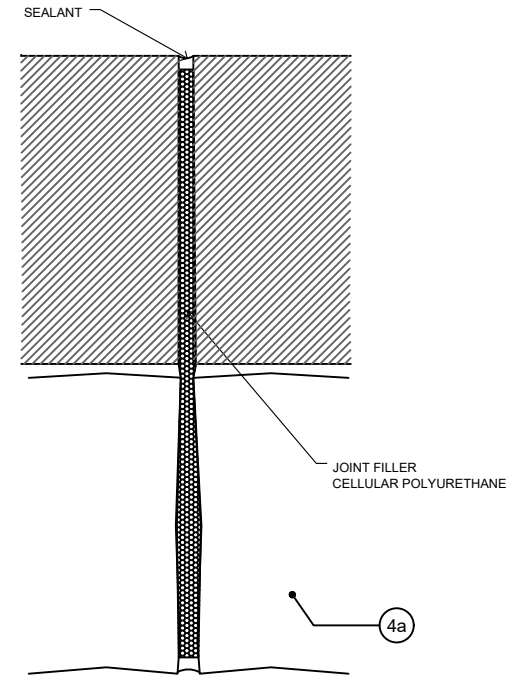


PROJECT: GALWAY ACTIVE TRAVEL	DATE:	JULY 2022
	SCALE:	1:500@A1
DRAWING: LANDSCAPE SKETCH DESIGN BOTHAIR STIOFIAN 3 OF 3	DRAWN:	IN
	CHECKED:	KM
	DRAWING NO:	22225_3_104C

CAD REFERENCE: s:\CSR GALWAY\landscape\PROJECT FOLDERS\2022\22225 Galway Active Travel\CSR\Bothair Stiofian\19_151D-CSE-GLG-XX-DR-C-2101 2103 Proposed Road Layout.dwg



Typical capping detail

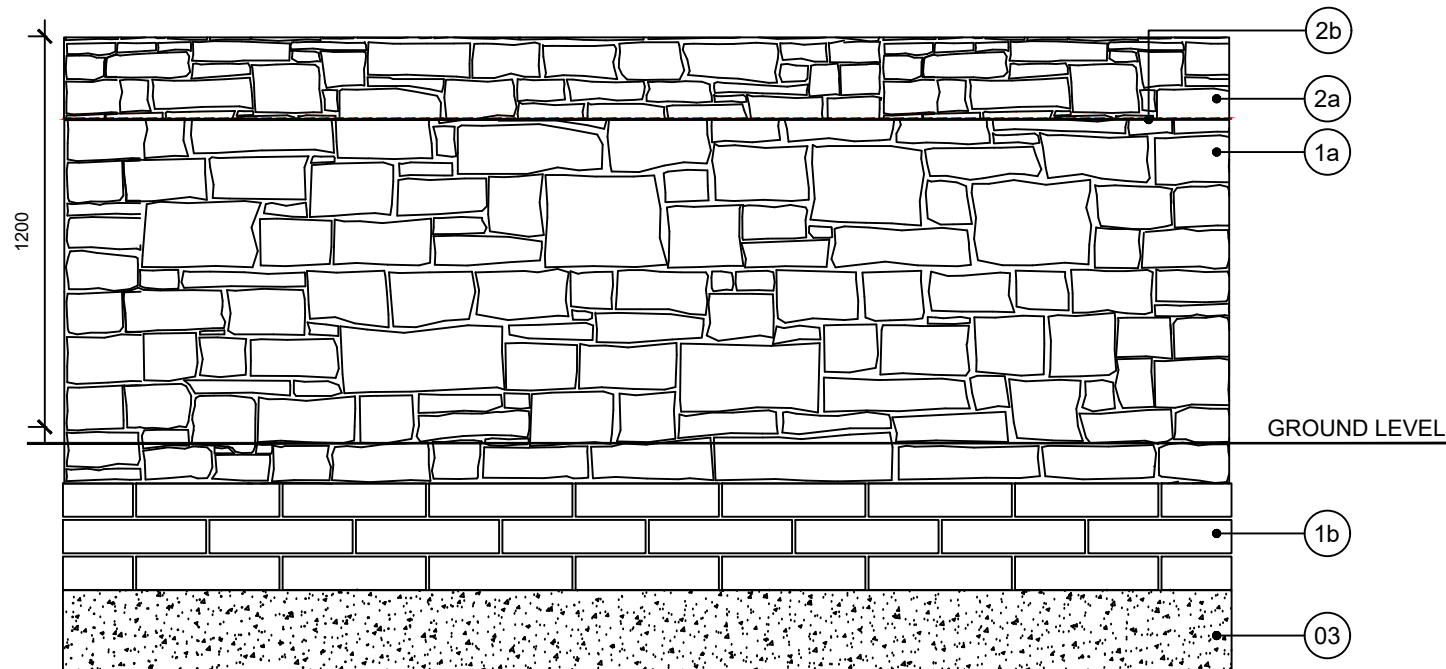


Typical movement joint detail

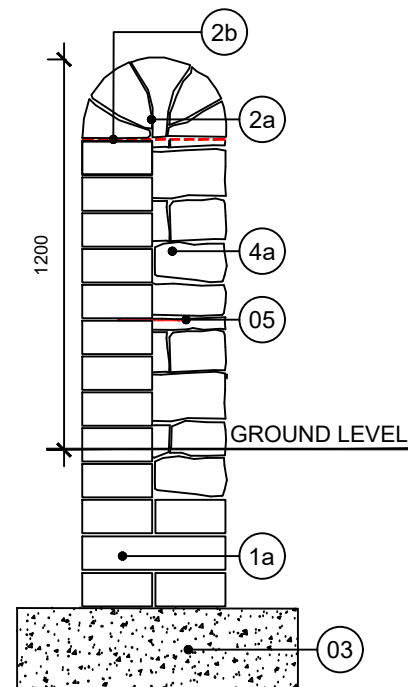
NOTES:

- Concrete block wall**
Free standing solid block wall using standard blocks.
Joint profile; Bucket handle
a) Solid block.
Size; 440x215x100mm
Mortar strength; M6
Compressive strength; >7.5N/mm²
- Capping**
a) Round stone cap
Height; 250mm
Mortar strength; M12
b) High-bond DPC
- Concrete foundation**
Size; See dimensions
To engineers specification
- Stone facing**
a) Stone - Locally Sourced Stone - Similar to existing
Mortar strength; M6
- Wall tie**
Ancon Staifix RT2 Wall Tie
Length; 200mm
Horizontal spacing; 650mm
Vertical spacing; 650mm

Movement joint recommended every 9 meters from foundation level through to capping or coping course. See typical movement joint detail.



BW1 Block wall
SCALE: 1:25@A3



BW1 Block wall - Section
SCALE: 1:25@A3

REV	DATE	AMENDMENT
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PROJECT: GALWAY ACTIVE TRAVEL	DATE: 12/10/2022
DRAWING: STONE WALL DETAIL	SCALE: NTS
	DRAWN: CHECKED: RH KM
	DRAWING NO: 22225_1_105

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