



**Clifton Scannell Emerson**  
Associates

## Part 8 Report

# The Crescent / Sea Road Junction Upgrade Works



Comhairle Cathrach na Gaillimhe  
Galway City Council

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**Client: Galway City Council**

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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 re-design of the junction of The Crescent, Salthill Road Lower, Taylor's Hill and St. Mary's Road. The Scheme also includes the upgrading of the junctions of Crescent Green, Palmyra Park and Sea Road with The Crescent as well as the adjacent pedestrian facilities. The scheme is approximately 270m in length (Figure 1-1).



Figure 1-1 Scheme Location

### 1.1 Project Background

An aspiration of the Galway Transport Strategy (GTS) is to develop a city centre access network to ensure that the transport system can cater for the projected future demand. This includes the provision of continuous bus priority from Salthill Road Lower to Saint Mary's Road and Newcastle Road. To achieve this objective, the junction of The Crescent, Salthill Road Lower, Taylor's Hill and St. Mary's Road is included and a series of junctions subject to revision to enable this. The Crescent, Taylor's Hill and St. Mary's Road are identified in the GTS as potential feeder cycle routes.

The proposed solution, which emerged as the preferred option from an options study commissioned by GCC, proposes to maintain a rationalised level of on-street parking and removing the left slip-lane from The Crescent to Salthill Road Lower. The proposal also includes to resurface the route and install crossing points with zebra crossings, buildouts and raised platforms at the junctions of the Crescent with Crescent Green, Palmyra Park and Sea Road. This solution will achieve the scheme objectives whilst providing the NTA and GCC with the best value-for-money design for the medium to long term.

The current route of the Bus Eireann service 401 uses the slip lane between The Crescent and Salthill Road Lower. Within the re-modelled bus routes under the GTS, the bus routes will go directly between lower Salthill and St Mary's Road. This scheme will precede the implementation of the GTS.

## 2 Project Concept

The overriding purpose of the project is the delivery of continuous and consistent traffic calmed roads and pedestrian facilities.

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, reduced vehicle speeds, reduce journey times, and contribute towards increased numbers of trips being made by foot and by public transport in the local catchment.

### 2.1 Aims

The aims of The Crescent / Sea Road Junction Upgrade Works are:

- To develop the area in line with the GTS through the delivery of the core city centre access area and the supply and management of parking to facilitate travel demand;
- To provide a safe, direct, cohesive, comfortable and attractive pedestrian network;
- 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: and
- To maintain access to local services and amenities that residents are accustomed to.

### 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;
- To provide a level of parking that is sufficient to facilitate access to local businesses but not to encourage commuter parking;
- Reduced carriageway widths on self-enforcing traffic calmed roads where cycle facilities are on the carriageway;
- 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;
- 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 and provision of smooth surfaces that are free from obstructions.

### 2.3 Target Users

The target users of the scheme are local residents, students/staff of Scoil Fursa, and staff/customers of the numerous small businesses along the route.

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

### 3 Policy Context and Design Guidance

As the existing infrastructure within the study area is considered substandard for some road users, particularly for cyclists, a review of current policy was undertaken so that necessary changes to comply with these current requirements can be proposed.

The relevant policy documents have been reviewed with respect to all road users however the highest level of consideration was given to the provision of a safe and accessible cycle network. Subsequent modes have been assessed in the context of prioritising for cyclists and what policies will best complement those proposed for the cycle network within Galway City. This ensures that the objectives of the cycle network are met at the foremost and that objectives relating to walking, public transport and private car are achieved where practical.

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

#### 3.1 Draft Galway City Development Plan 2023-2029

The Draft Galway City Development Plan 2023-2029, published in 2022 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.

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### **3.2 Galway City Development Plan 2017-2023**

'The City Development Plan is centred on a vision for Galway City to be a successful, sustainable, socially inclusive regional capital. It aspires to create prosperity while also being environmentally responsible.'

These goals can be achieved through the following policies and objectives relevant to this report:

- *Continue to progress a sustainable transport solution for the city through the implementation of measures included in the GTS and required supporting projects...* (Policy 3.3)
- *Support the GTS proposals for a primary cycle network to facilitate safe and convenient medium distance journeys.* (Policy 3.6)
- *Support the GTS 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.* (Policy 3.6)
- *Implement a structured programme of improvements across the whole city pedestrian network and at road crossings.* (Policy 3.6)
- *Promote, facilitate and maintain maximum connectivity and permeability for pedestrians and cyclists in the design of new developments and in upgrading existing developments in accordance with the Design Manual for Urban Roads and Streets (2013) and Permeability a Best Practice Guide, NTA (2015).* (Policy 3.6)
- *Ensure facilities for pedestrians and cyclists are designed in accordance with national standards.* (Policy 3.6)
- *Implement traffic management and infrastructural changes to facilitate the development of a cycle network including for a core, secondary and feeder network in accordance with the GTS (GTS).* (Specific Objective, Cycling)
- *Develop pedestrian and cycle ways at Knocknacarra, Doughiska and Castlegar linking residential areas with existing and future services and amenities as supported in the GTS.* (Specific Objective, Community Spaces)

### **3.3 Metropolitan Area Strategic Plan: Draft Galway County Development Plan 2022 -2028**

Chapter 6 of the Metropolitan Area Strategic Plan: Draft 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.

### **3.4 Galway Transport Strategy**

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 GTS proposes a Cross-City Link Concept comprising of bus priority, a city centre access network, improved pedestrian/cycle network and access to car parking facilities. The Crescent is proposed to form part of the city centre access network to reduce through-car movement and traffic speeds in the city centre.

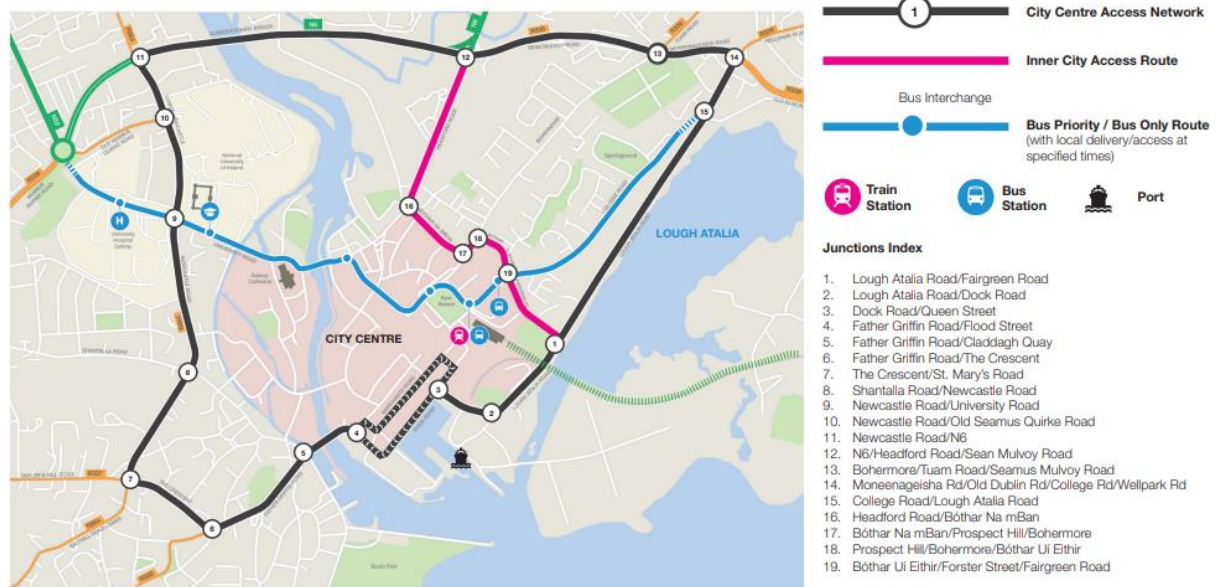


Figure 3-1 Galway City Centre Access Network, GTS

The Crescent is also a component of the core city centre access which seeks to promote active travel and public transport to facilitate public realm improvements.

The GTS recognises that the supply and management of parking is a critical factor in a transport network and proposes to retain access to all car parks and implement a parking strategy to provide for efficient city centre access, sufficient parking pricing so that it is not cheaper than public transport and to minimise the impact of on-street parking.

Appendix F of the GTS proposes a cycle network and infrastructure development taking cognisance of the existing facilities, previous proposals, journey types most suited to cycling and travel desire lines. Taylors Hill, St Mary's Road and The Crescent are identified as Feeder Routes within the network (Figure 3-2). The proposed infrastructure is to improve pedestrian facilities and provide traffic calming measures and signage to reduce vehicular speeds to create an environment more conducive to cycling.

|        |                     |                                                                                                                                                                                                                        |        |
|--------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Feeder | Taylor's Hill       | Currently no facility in place. Proposal to improve pedestrian facilities in this area, and to provide traffic calming measures and signage to reduce motorised traffic speeds and advertise the presence of cyclists. | 1570 m |
|        | St Mary's Road      | Currently no facility in place. Proposal to provide traffic calming measures and signage to reduce motorised traffic speeds and advertise the presence of cyclists.                                                    | 440 m  |
|        | The Crescent        | Currently no facility in place. Proposal to provide traffic calming measures and signage to reduce motorised traffic speeds and advertise the presence of cyclists.                                                    | 350 m  |
|        | Whitestrand Road    | Currently no facility in place. Proposal to provide traffic calming measures and signage to reduce motorised traffic speeds and advertise the presence of cyclists.                                                    | 680 m  |
|        | Father Griffin Road | Currently no facility in place. Proposal to provide traffic calming measures and signage to reduce motorised traffic speeds and advertise the presence of cyclists.                                                    | 450 m  |

Figure 3-2 Proposed Infrastructure, Appendix F of the GTS

### 3.5 Smarter Travel – A Sustainable Transport Future

This policy document is A New Transport Policy for Ireland 2009-2020 and includes five key aims, such as:

- Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport,
- Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks,
- Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions,
- Reduce overall travel demand and commuting distances travelled by the private car,
- Improve security of energy supply by reducing dependence on imported fossil fuels.

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- Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions,
- Reduce overall travel demand and commuting distances travelled by the private car,
- Improve security of energy supply by reducing dependence on imported fossil fuels.

These aims are underpinned by four principal themes:

1. Reduce distance travelled by private car by focusing population and employment growth in urban areas, combined with fiscal measures to encourage behavioural change;
2. Ensure alternatives to the car are more widely available, through improved public transport, cycling and walking;
3. Improve the fuel efficiency of motorised transport through improved fleet structure, energy efficient driving and alternative technologies; and
4. Strengthen institutional arrangements to deliver the Smarter Travel targets.

These four principal themes were supported by a total of 49 actions to be delivered over the lifetime of the policy and an overview of the current implementation status of those individual actions is being published alongside the nine background papers for public consultation.

Action 15 of Smarter Travel relates to cycling and commits toward the publication and implementation of a National Cycle Policy Framework (NCPF) that will address issues such as –

- The creation of traffic-free urban centres to facilitate cycling;
- Investment in a national cycle network with urban networks given priority;
- Cycle training for schoolchildren; and
- Integration of cycling with other transport modes, e.g. carriage of bicycles on public transport.

Action 16 relates to walking and outlines a number of proposed initiatives designed to create a culture of walking in Ireland. These include –

- The creation of larger traffic-free areas in urban centres;
- Providing safe pedestrian routes;
- Improving the surface quality of footpaths;
- Introducing 30 km/h zones in central urban areas where appropriate; and
- Publication of a national walking policy.

### **3.7 National Cycle Policy Framework 2009-2020**

This plan sets out a substantial suite of interventions to improve the ease and safety of cycling in order to achieve greater mode share going forward. It states that making provision for cyclists in the urban environment does not merely consist of providing dedicated cycling facilities but also involves wider traffic interventions that benefit all vulnerable road users. It acknowledges that investment in a cycling network has an impact on an entire geographical area not just the liner corridor where the cycle facility is installed. It has an impact on road safety within that area as well as a positive impact on the health of the population using the whole network which amounts to a societal effect.

### **3.8 National Cycle Manual**

The National Cycle Manual (NCM) is a national guidance document to guide planners and engineers in their work to improve cycling provision in urban areas.

Cycling as a vulnerable mode of transport should be supported by a good design with principles of sustainable safety applied.

There are five principles, which should be followed in every design:

- Functionality – cycle facility design is fit for purpose and follows movement related functions and place related functions.
- Homogeneity – reduction in the relative speed, mass and directional differences of different road users sharing the same space.
- Legibility – self-evident, self-explanatory and self-enforcing road environment.
- Forgivingness
- Self-awareness

The NCM also notes that pedestrians are the most vulnerable road users and recognises the need for integration between walking and cycling to create a sustainable transport network. This is to be achieved through pedestrian priority to be reinforced by signage and cycling alignment and speed reduction measures. The Hierarchy of Provision within a network, as proposed by the NCM is as follows:

1. Traffic Reduction;
2. Traffic Calming;
3. Junction treatment and traffic management;
4. Redistribution of carriageway;
5. Cycle lanes and cycle tracks; and
6. Cycleway (public roads for the exclusive use of cyclists and pedestrians)

### **3.9 Sustainable Mobility Policy Review**

The Sustainable Mobility Policy Review, Background Paper 2, Active Travel was published by the Department of Transport, Tourism and Sport to inform public consultation on Ireland's sustainable mobility policy. The purpose of the paper is to provide an opportunity to review public transport policy 'to ensure services are sustainable into the future and area meeting the needs of a modern economy' and by reviewing the role of Active Travel modes in the context of the wider transport network while raising some issues for consideration in developing future policy.

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 3-3.

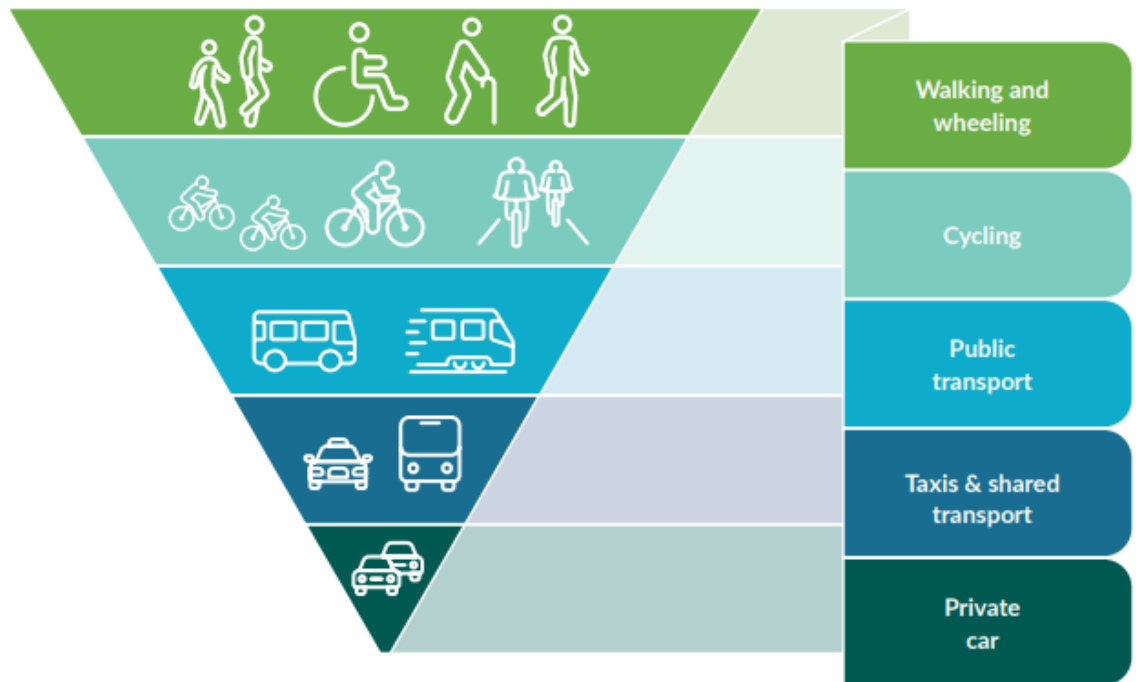


Figure 3-3 Road User Hierarchy from the National Sustainable Mobility Policy

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.

### 3.10 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.

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### **3.11 Project Ireland 2040**

This document is the Government's high-level strategic plan to improve transport, tourism and sport infrastructure by 2040. Project Ireland 2040 seeks to achieve ten strategic outcomes, building around the overarching themes of wellbeing, equality and opportunity. Two of these ten shared priorities are Sustainable Mobility and Enhanced Amenity and Heritage.

Sustainable Mobility's special focus is on the provision of safe alternative active travel options to alleviate congestion and help to meet climate action objectives, where Enhanced Amenity and Heritage aims to invest in high-quality infrastructure to create living space with defined character and attractiveness. Active travel is a feature of the two overarching policy documents – the National Planning Framework and the ten-year National Development Plan (NDP) 2018-2027 .

Investment in active travel infrastructure will support the realisation of a number of National Strategic Outcomes (NSOs) as identified in Project Ireland 2040, namely:

- NSO 1 – Compact Growth
- NSO 3 – Strengthened Rural Economies and Communities
- NSO 4 – Sustainable Mobility
- NSO 7 – Enhanced Amenity and Heritage
- NSO 8 – Transition to a Low Carbon and Climate Resilient Society

Project Ireland 2040 states the Government's objective to *"ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages."*

This document supports an ambitious growth target to enable a city like Galway to grow by 50-60% by 2040. The relevant key future growth enablers for Galway are:

- Improving access and sustainable transport links to, and integration with, the existing employment areas to the east of the City at Parkmore, Ballybrit and Mervue;
- Development of a strategic cycleway network with a number of high capacity flagship routes;
- Provision of a Citywide public transport network, with enhanced accessibility between existing and proposed residential areas and the City Centre, third level institutions and the employment areas to the east of the city; and
- Development of a strategic cycleway network with a number of high capacity flagship routes,

### **3.12 Climate Action Plan 2023**

This document is the Government's plan for tackling climate breakdown. 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 2023 (CAP23) builds on the Climate Action Plan 2021 (CAP21) with the objective to achieve a net zero carbon energy system and create a resilient, vibrant and sustainable country.

To meet the required level of emissions reduction as set out in the CAP21 by the Government of Ireland, transport related emissions are set to reduce by 51% by 2030. The CAP23 calls for a significant cut in transport emissions by 2030 in order to meet this sectoral emission ceiling. This includes a 20%

reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips and modal share.

The CAP23 highlights that meeting the 2030 transport abatement targets will require transformational change and accelerated action across all key decarbonisation channels. The CAP21 targets have been revised to meet this higher level of ambition, including a 20% reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips and modal share.

This is to be done through active travel infrastructure, improved public transport, planning, innovation and financial supports for improved system, travel, vehicle and demand efficiencies.

As outlined in the CAP23, the approach to achieve a more sustainable transport sector is based on the Avoid-Shift-Improve principle (Figure 3-4).

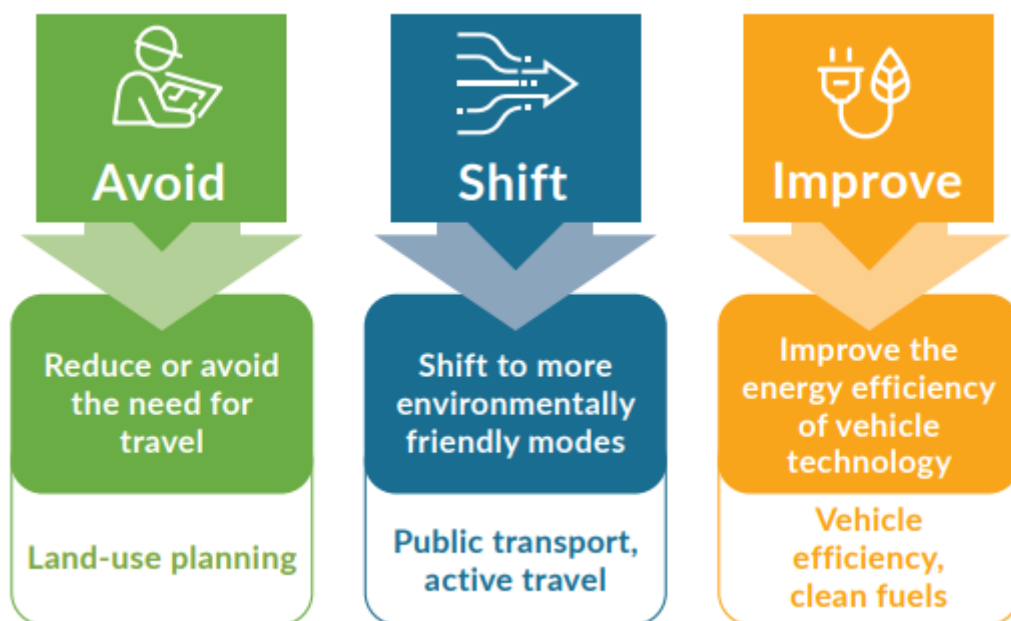


Figure 3-4 'Avoid-Shift-Improve' Principle from the National Sustainable Mobility Policy

### 3.13 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.

### ***3.14 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

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### **3.15 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.

### **3.16 Healthy Ireland Framework 2019-2025**

The Healthy Ireland Framework 2019-2025 is a roadmap published by the Department of Health. Its vision is to create a society in which an individual's physical and mental wellbeing is valued and realised to its full potential. It provides guidance for building a healthier Ireland around the following four key goals:

- To increase the proportion of people who are healthy at all stages of life;
- To reduce health inequalities;
- To protect the public from threats to health and wellbeing; and
- To create an environment where every individual and sector of society can play their part in achieving a healthy Ireland.

## 4 Description of the Proposed Works

### 4.1 Proposed Works

The route mostly provides for pedestrian and general traffic with limited vehicular access to private properties and on-street parking facilities. The works include installation of a 7m carriageway (ie; one 3.5m lane in each direction), a provision of on-street parking and improved pedestrian crossing facilities. The proposed scheme is identified as part of a necessary series of junction revisions needed to facilitate the implementation of the GTS. The proposed layout is shown in CSEA Drawing No. 19\_151A-CSE-GEN-XX-DR-C-3190 (Figure 4-1 and Appendix A).

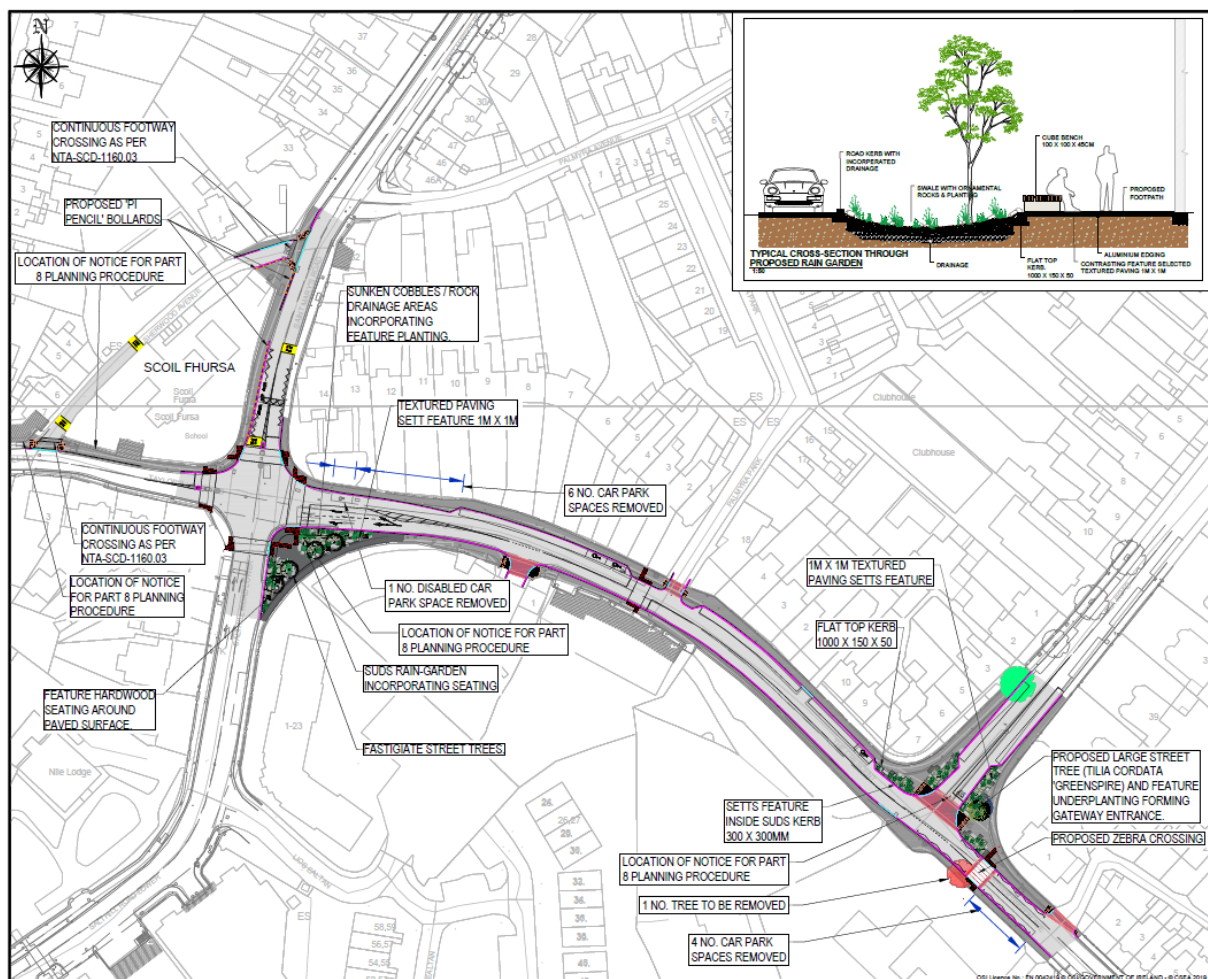


Figure 4-1 Proposed Layout

The scheme is proposed to include;

- The resurfacing of Sherwood Avenue from Taylor's Hill Road to Scoil Fursa;
- The redesign of junction of The Crescent, Salthill Road Lower, Taylor's Hill and St. Mary's Road to include the tightening of the junction facilitated by the removal of some on-street parking;
- The removal of the left slip lane from The Crescent to Salthill Road Lower;
- Resurfacing of the space to facilitate enhanced pedestrian facilities and public realm.
- The upgrade to the traffic signals at this junction and linkages with the UTMC so as to provide better control on this Junction, CCTV, and add bus priority;
- The provision of raised tables at the junctions of Crescent Green, Palmyra Park and Sea Road;
- The narrowing of the Sea Road junction facilitated by build-out and the removal of 1 no. lane of traffic from the Sea Road approach;
- The provision of a toucan crossing of The Crescent, directly west of the junction with St Pauls Road;
- The provision of an uncontrolled crossing of The Crescent, directly east of the junction with Palmyra Park ; and
- Resurfacing of adjacent pedestrian facilities of length approximately 330m.

In addition, Bus priority could be provided at the junction by use of a smart micro radar.

## **4.2 Construction Methodology**

### **4.2.1 Pre-Construction Works**

There are no pre-construction works envisaged.

### **4.2.2 Main Construction Works**

#### **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.

#### *4.2.2.1 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.

#### *4.2.2.2 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.

### **4.3 Access to Site**

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

## 5 Impact of the Proposed Works

### 5.1 Environmental Assessment

A Screening Report for Appropriate Assessment (AA) and Environmental Impact Assessment (EIA) Screening Report have been prepared, and are given in support of this planning application.

The AA and EIA Screening Reports have concluded that the project is not likely, alone or in-combination with other plans or projects, to have a significant effect on any European Sites.

#### 5.1.1 Tree Removal

A tree located on the footpath at the southern extent of the junction of The Crescent, Sea Road and Father Griffin Road (Figure 5-1) has been subject to an independent arborist assessment.



*Figure 5-1 Tree Located at the Southern Extent of the Junction of The Crescent, Sea Road and Father Griffin Road*

The report concluded that:

*“..it is also possible to retain the tree and integrate into any new designs. If the proposed design allowed for the extending of the footpath into the road and creating a traffic calming effect in conjunction with the zebra crossing the tree could potentially be retained. Care would need to be taken when removing the existing hard surface so as not to cause undue damage to the trees root system. Geocells and permeable resin-bound surfaces could be used around the tree to protect the roots and prevent the lifting of any surfaces in the future”.*

The report also notes that tree is acknowledged as “restricting pedestrian access and inevitably forces people onto the road” (Figure 5-2) as well as having “outgrown its local area and that a species with the potential to grow to such a large mature height was the wrong option for such a restricted area”. This is demonstrated by the roots of the tree displacing the kerbing (Figure 5-3). Additionally, the tree also obstructs visibility for pedestrian crossing at the junction which is particularly notable as it is in close proximity to a bus stop. The full Arbor Assessment Report is shown in Appendix B. In the context of pedestrian and road safety, it is proposed to remove the tree to create a more accessible, continuous and functional pedestrian network.



Figure 5-2 Restricted Pedestrian Access at the Location of the Tree



*Figure 5-3 Tree Roots Displacing the Kerbing*

## **5.2 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](http://www.floodinfo.ie)) , the Western CFRAM Study. The area is not subject to flooding.

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## 6 Conclusion

From an economic, safety, physical activity, environmental, accessibility and social inclusion and integration perspective the proposed works are an important development for The Crescent and Sea Road Junction. Following a review of constraints, alternatives, and environmental impacts, planning permission is being sought for the works as shown in CSEA Drawing No 19\_151A-CSE-GEN-XX-DR-C-2100 (Appendix A).

There is an opportunity with this scheme to support mode shift to sustainable transport modes by delivering a high-quality pedestrian and bus 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 The Crescent, Sea Road and Galway City to engage in physical activity through the provision of high quality pedestrian facilities. This will assist in encouraging modal shift from vehicular traffic to healthier and sustainable modes of travel.

## 7 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). However, the Crescent/Sea Road Junction Upgrade Works are not in compliance with this legislation. 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—*

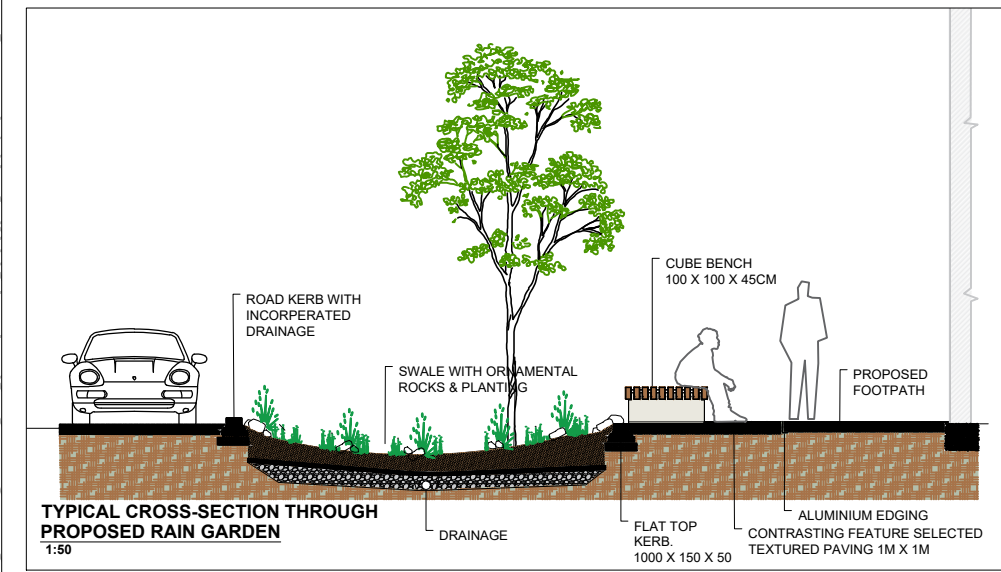
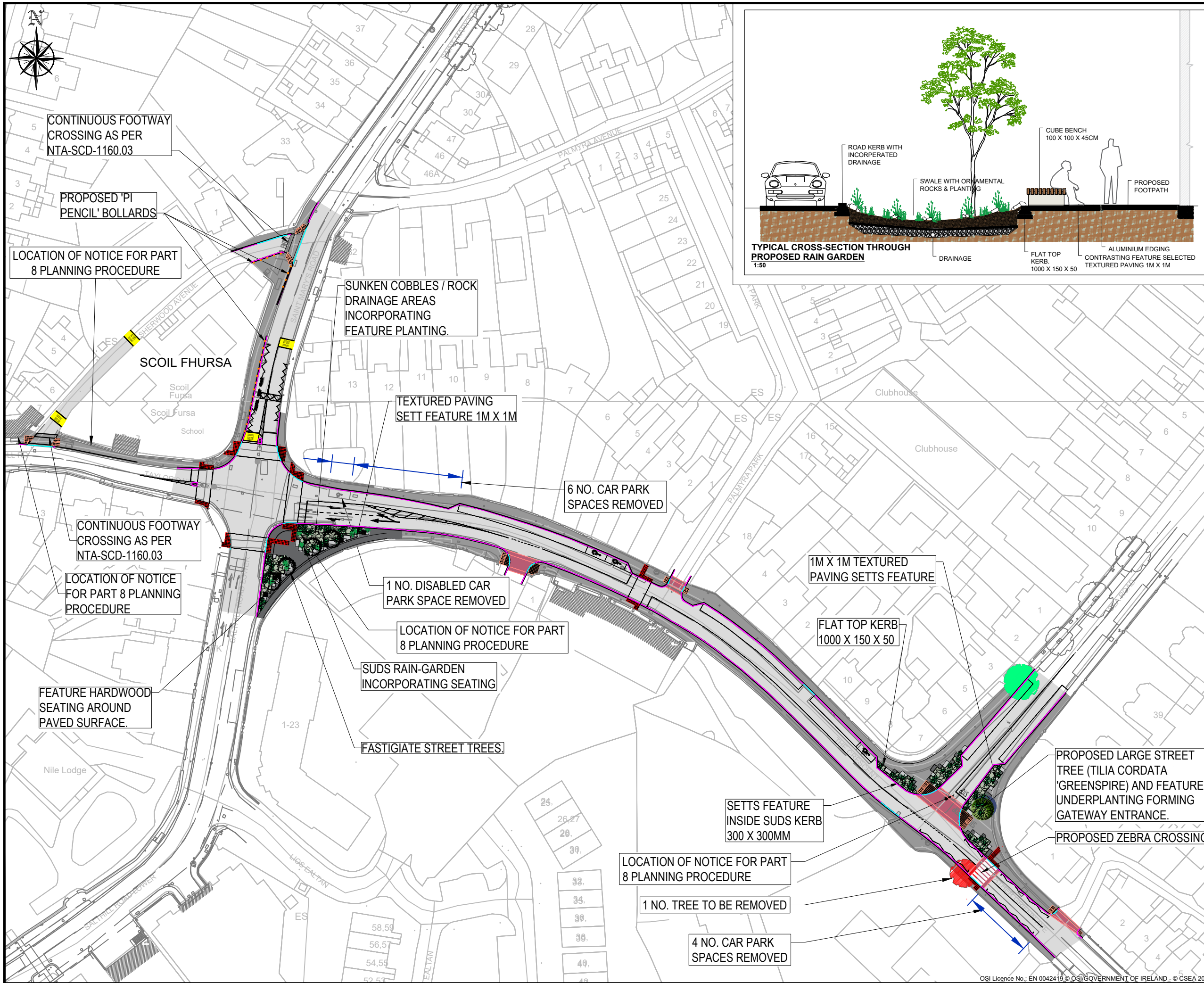
*(i) development which comprises or is for the purposes of an activity in relation to which a waste licence is required or*

- 
- (ii) development consisting of the provision of a bring facility which comprises not more than 5 receptables,*
- (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.'*

In accordance with section 80(1)(k) of the Planning and Development Regulations 2001, Part 8 planning approval is required for the Crescent/Sea Road Junction Upgrade Works.

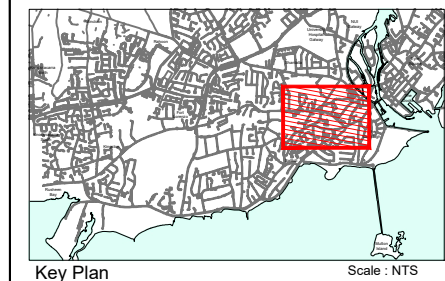
## **Appendix A**

*CSEA Drawing No 19\_151A-CSE-GEN-XX-DR-C-3190*



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

A1



- LEGEND :**
- CARRIAGEWAY -
  - PROPOSED CONCRETE PATH -
  - LANDSCAPED AREA -
  - PROPOSED RAISED CROSSING -
  - PROPOSED 125mm IN SITU UPSTAND EXTRUDED CONCRETE KERB TO TII CC-SCD-01102 -
  - IN SITU DROPPED KERB TO TII CC-SCD-01102 -
  - PROPOSED TACTILE PAVING -
  - PROPOSED 'PI-PENCIL' BOLLARDS
  - EXISTING TREES TO BE RETAINED -
  - EXISTING TREES TO BE REMOVED -

**CUNNANE STRATTON REYNOLDS LAND PLANNING & DESIGN**

GALWAY OFFICE  
ARDA CONG, BALLYTRASNA, TUAM, CO GALWAY  
TEL (01) 6610419  
EMAIL galwayinfo@cslrlandplan.ie  
www.cslrlandplan.ie

|     |                 |       |         |            |
|-----|-----------------|-------|---------|------------|
| P01 | PLANNING PART 8 | KF    | CB      | APRIL 2023 |
| Rev | Description     | Drawn | Checked | Date       |

Clifton Scannell Emerson Associates Limited  
Consulting Engineers,  
Seaford Lodge,  
Castledareen Avenue,  
Blackrock, Co. Dublin,  
Ireland, A94 P768  
T: +353 1 288 5006  
F: +353 1 283 3466  
E: info@csea.ie  
W: www.csea.ie

COMHAIRLE CATHRACH NA GAILLIMHE  
GALWAY CITY COUNCIL  
THE CRESCENT / SEA ROAD JUNCTION  
UPGRADE WORKS  
THE CRESCENT / SEA ROAD JUNCTIONS  
PART 8

|                                          |                         |                |            |      |      |          |
|------------------------------------------|-------------------------|----------------|------------|------|------|----------|
| Drawn By                                 | KF                      | Date           | APRIL 2023 |      |      | 19_151A  |
| Checked By                               | CB                      | Scale          | 1:500 @ A1 |      |      |          |
|                                          |                         | CSEA Job No.   |            |      |      |          |
| Project Code                             | Originator              | Zone/<br>Phase | Level      | Type | Role | Dwg. No. |
| 19_151A - CSE - GEN - XX - DR - C - 3901 |                         |                |            |      |      |          |
| S2                                       |                         |                | PLANNING   |      |      |          |
| Status Code                              | Suitability Description |                |            |      |      |          |
| P01                                      |                         |                | PLANNING   |      |      |          |
| Revision                                 | Project Status          |                |            |      |      |          |

## **Appendix B**

### *Arbor Assessment Report*

## Tree 0950 – Junction of Sea Rd & The Crescent

T0950 is a Mature *Tilia Cordata* (Small-Leaved Lime). Measuring a DBH (Diameter at Breast Height) of 49.3cm and Root Area radius of 5.9 m. The RPA of this tree will not have a root area radius of 5.9m in all directions due to the hard surface and underground services to the north and east along the verge of the road.

The tree itself is in good health with a dense canopy and good extension growth on all lateral branching systems. It is a twin stemmed tree from approx. 3m with bark inclusion evident on the southern side of the trunk – bark inclusion is a weak attachment point where two or more stems have not formed a whole growth ring and grow from a single point of origin with no direct connect between the stems. This creates a weakness that has the potential to lead to stem failure. If the T0950 is to be retained it is recommended that the stem to the north-east over the road be pruned by 30-40% to reduce stresses on this weak union.

T0950 also has a large wound on the east side of the stem over the road. It is highly possible that the wound was caused by direct damage from a large vehicle as the stem is growing out over the road.

T0950 is also causing damage to the footpath and edge kerbing. The roots of the tree are pushing the kerbing towards the road and lifting the tarmac around the base of the tree on footpath.

The tree also acts as a barrier to pedestrian traffic along the footpath, especially to a child's buggy or wheelchair bound people. The restricted access around the tree on the footpath side will inevitably force people onto the road.

It would seem that the tree has outgrown its local area and that a species with the potential to grow to such a large mature height was the wrong option for such a restricted area. If the tree is to be removed consideration should be given to planting another in its place. A similar smaller growing species of the same genera such as *Tilia Cordata* 'Greenspire' or *Carpinus betulus* 'Fastigata' could be viable options.

However, it is also possibly to retain the tree and integrate into any new designs. If the proposed design allowed for the extending of the footpath into the road and creating a traffic calming effect in conjunction with the zebra crossing the tree could potentially be retained. Care would need to be taken when removing the existing hard surface so as not to cause undue damage to the trees root system. Geocells and permeable resin-bound surfaces could be used around the tree to protect the roots and prevent the lifting of any surfaces in the future.



Fig 1 – full canopy tree with restricted access



Fig 2 – bark Inclusion



Fig 3 – Roots displacing kerbing



Fig 4 – Large Wound on stem over road



Fig 5 – Restricted access on footpath

**Clifton Scannell Emerson Associates Limited**, Civil & Structural Consulting Engineers  
Mentec House, Bakers Point, Pottery Road, Dun Laochaire, Co Dublin.  
T. +353 1 288 5006 F. +353 1 283 3466 E. [info@csea.ie](mailto:info@csea.ie) W. [www.csea.ie](http://www.csea.ie)

