



Comhairle Cathrach na Gaillimhe
Galway City Council

Galway City Cycle Network

Doughiska Road South

Report to Council

May 2022

1 Introduction

The Galway City Cycle Network, adopted in 2016 as part of the Galway Transport Strategy, proposes a hierarchy of cycle route in Galway City, including Greenways, Primary, Secondary and Feeder routes.

The overall aspiration of the Network is to provide a safe and comfortable environment for cyclists in the city and surrounding areas, supporting an increase in cycling and encouraging modal shift from the private car to cycling. Walking facilities will also be provided along the network.

This report relates to the development of the Doughiska Road South project, in particular the preliminary design stage, and Section 38 process, including public consultation.

2 Doughiska Road South Project Description

Doughiska Road (South) has no formal cycling facilities at present. The scheme commences south of the Dublin Road Junction to the north as far as the Coast Road to the South. The proposed scheme along this route will look to improve cycle linkage between a number of residential, retail, and recreational sites, in line with National, Regional and Local Policies including the National Cycle Manual and the Galway Transport Strategy (GTS) (2016).



3 Project Aims and Objectives

3.1 Doughiska Road South – Aim

The proposed scheme aim is to deliver a ‘Quality of Service’ in line with the National Cycle Manual.

3.2 Doughiska Road South - Objectives

The proposed Doughiska Road scheme will provide an optimal balance of provisions between the various competing transport modes along the routes.

The route-specific objectives for Doughiska Road (South) include:

- **Route Development:** To develop this Route as a Primary Route, as per the GTS proposals.
- To provide for improvements for those pedestrian and cycle users accessing **Castlegar GAA club** (accessed from Doughiska Road).
- **Retail & Medical Practices:** To provide for improvements for those pedestrian and cycle users accessing the retail units and medical/dental practices at the junction of Doughiska Road and Roscam.
- To allow for future tie-ins to, or connectivity to **Other Schemes:**
 - Dublin Road, which in turn provides a direct link to the city centre.
 - Ballybane Road, Doughiska Road (North and South) and Ballyloughane Road each connect to this corridor.
 - Bothar na dTreabh (N6) which provides linkage east to west and will eventually tie-in to the Ballybrit and Briarhill junctions (i.e., Ballybane Road, Doughiska/Monivea Road).
 - The Galway to Athlone Greenway, will provide trans-county linkage, and subject to the preferred route is envisaged to link with Doughiska Road (South) and Ballyloughane Road

4 Scheme Options

4.1 National Cycle Manual - Hierarchy of Provision

The scheme has been designed in accordance with the National Transport Authority’s National Cycle Manual (NCM) – June 2011. In particular, the scheme has been developed in accordance with the requirements of section 1.7.3 of the NCM which outlines the hierarchical order of design required for cycle related infrastructure.

Figure 1 below details the hierarchical order that designers are required to follow in the design of cycle infrastructure.

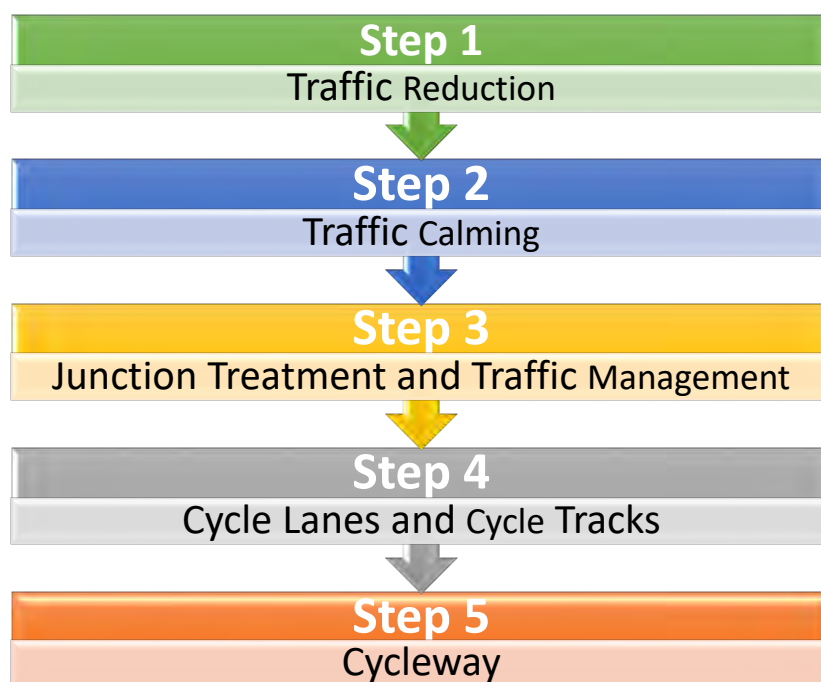


Figure 1 Hierarchy of Provision - National Cycle Manual Section 1.7.3

4.2 Common Appraisal Framework for Transport Projects and Programmes

All significant publicly funded transport capital projects must be assessed under the 'Common Appraisal Framework for Transport Projects and Programmes' (Department of Transport 2016)'.

Several options are developed e.g., different junctions or crossing options; and a '**multi-criteria assessment**' is undertaken, under the following headings:

Safety:	<p>To reduce the potential for conflict between all road users along the routes through the provision of a facility which is in line with the current standards.</p> <p>The Scheme will seek to reduce the frequency of conflict between all road users by:</p> <ul style="list-style-type: none"> • Providing a safer route for all users. • Allow priority for cyclists at junctions. • Improve safety for vulnerable road users and provide a better environment for vulnerable road users within the study area.
Physical Activity:	Provide improved opportunities for pedestrians and cyclists thereby promoting physical activity.
Environment:	To minimise impacts on the receiving environment.
Accessibility & Social Inclusion:	To improve accessibility for all road users and bring social inclusion benefits to those for whom non-motorised means are the predominate form of transit.

Integration:	To support the strategies set out in national and regional policies and guidelines.
Economy:	To provide an investment that offers good value for money.

4.3 Emerging Preferred Option

Each of the potential options for Doughiska Road South were assessed based on their performance in terms of the needs of the cyclist and impacts on the community and environment (e.g., 'multi-criteria assessment', see table above). The following options were assessed:

- Option 1 - Do Nothing
- Option 2 – Shared Street
- Option 3 – Mandatory Cycle Lane
- Option 4 – Raised Adjacent Cycle Lane
- Option 5 – Raised Cycle Track

Each option was assessed in a comparative manner to each other and ranked.

The highest ranked option carried forward to become part of the 'Preferred Option'.

The Emerging Preferred Option for Doughiska Road (South), identified through the multi-criteria assessment, is **Option 4**.

Option 4 comprises

- A raised cycle lane to be implemented to the north of the level crossing.
- A shared cycle facility to be implemented south of the level crossing, to reduce the requirement for landtake.
- Reduction of speed along the route is required (assisted by the provision of a narrower carriageway).
- Junction treatments to be applied throughout the route.



Figure 2 Raised Cycle Lane - National Cycle Manual



Figure 3 Shared Street - National Cycle Manual



Figure 4 Priority Junctions with Raised Crossings (Raised Entry)

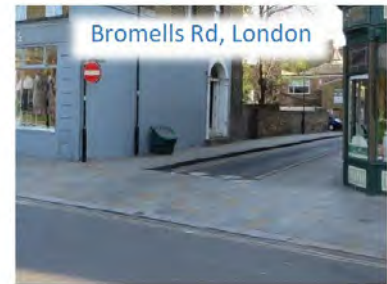


Figure 5 Priority Junctions with Continuous Footpaths



Figure 6 Priority Junctions with Tight Corner Radii and Dished Crossings

Rankings of all options can be found in Appendix A. Plan drawings of the proposed scheme are included in Appendix B.

5 Preliminary Design

The Emerging Preferred Option route has been designed to provide the highest quality of service possible for all users, within the constraints identified.

Segregation along the majority of the route allows for minimal conflicts between pedestrians and cyclists, increasing comfort and attractiveness for both.

Where shared streets are proposed, measures to control speed are proposed to ensure that cyclists and motorised vehicles can safely use the same space.

The resulting design is envisaged to result in a Quality-of-Service Level B.

6 Public Consultation

Galway City Council commenced a non-statutory Public Consultation on the proposed scheme in October 2021, as part of a 'Section 38' Consent process for the scheme.

The public consultation was advertised on the Galway City Council website, social media pages, the local press, through email to a broad range of stakeholders, and through a letter which was distributed to residents and business owners along the route.

The consultation for the scheme took place online from Friday 1st October 2021 to Friday 29th October 2021. Submissions or observations could be submitted online, via email or in writing by Friday 29th October 2021.

The plans for the proposed scheme are available on appointment in City Hall, or online at www.galwaycity.ie/activetravel

6.1 Submissions Summary

A total of 22 No. submissions were received before the 29th of October 2021 deadline. 19 No. submissions were received via the online feedback form and 3 No. submissions were received via email.

The majority of respondents **were supportive of the provision of walking and cycling facilities** on Doughiska Road South.

The following aspects of the proposals received positive comments during the consultation process:

1. The majority of respondents thought that the upgraded route will make it **safer for cyclists (60%) and pedestrians (74%)**.
2. Maintaining the height of the cycle tracks and footways across minor junctions and private entrances.
3. Use of bevelled kerbs to slow vehicles turning across cycle tracks and footways to enter/exit minor side-roads and entrances.
4. Providing additional bollards on the roadside of raised cycle tracks to prevent their obstruction in areas potential for illegal car-parking.
5. Use of a signalised right-turn facility for those entering Ros Caoin coming from the south. In addition to this the online feedback form showed that:
 - 11 out of 19 (58%) of respondents liked the improved footpaths and pedestrian crossings.
 - 12 out of 19 (63%) of respondents liked the safer cycling environment proposed.
 - 14 out of 19 (74%) of respondents would use, or know someone who would use, the route for walking or cycling.
 - 14 out of 15 (93%) of those that responded to Question 9 were supportive of the provision of walking and cycle facilities on the route.

6.2 Comments by Theme

During the review of the public consultation 38 submissions, concerns were grouped into common "themes", as outlined below, to enable them to be addressed holistically by the design team.

Theme	No. of times raised	Percentage of Submissions
Concerns over the proposed shared street arrangement south of the level crossing and the existing traffic levels.	3	13%
Incomplete connectivity (for cyclists) to the Dublin Road.	3	13%
Traffic tailbacks from the Dublin Road and Ros Caoin Junctions at peak hours, with Doughiska Road (South) noted as being used as a link between the Coast Road and the Dublin Road.	5	21.8%
Concerns that the limited extent of the scheme is not sufficient for connectivity.	3	13%

6.3 Responses to Concerns/ Themes

The design team considered all submissions with respect to the emerging preferred option.

Where a submission was generally beneficial for the scheme, and within scope, it is proposed to incorporate the change in the Detailed Design stage. Where a proposal was not possible, the reasons for this are outlined below, on a thematic basis.

➤ **Concerns over the proposed shared street arrangement south of the level crossing and the existing traffic levels.**

Response: In line with the National Cycle Manual (NCM) a shared street is appropriate considering the existing AADT of 2,753 (south of the railway crossing) together with the proposed reduction in speed limit from 50km/h to 30km/h (in tandem with carriageway narrowing and speed ramps, to reinforce the speed limit).

As part of the Drawings submitted for public display, an optional “shuttle system” was noted as being under consideration. Notwithstanding the fact that the proposals are in line with the current NCM, the design will implement a shuttle system, or similar, along the section of shared street South of the Railway Crossing, to further reduce traffic speeds.

➤ **Incomplete connectivity (for cyclists) to the Dublin Road.**

Response: The requirement for connectivity for cyclists on the Dublin Road will be forwarded on to the design consultants for the BusConnects Galway: Dublin Road scheme, which is a proposed multi- model corridor project which seeks to improve walking, cycling and public transport. Other schemes in the area are being progressed independently and will improve cycling connectivity.

➤ **Traffic tailbacks from the Dublin Road and Ros Caoin Junctions at peak hours, with Doughiska Road (South) noted as being used as a link between the Coast Road and the Dublin Road.**

Response: The primary aim of this scheme is to promote and improve the cycling and pedestrian

facilities along the route, in accordance with the Galway Transport Strategy (GTS), which has been directed by National policy. Where quality pedestrian and cycle infrastructure in line with best practice is provided on existing sections of road networks, it is not unusual for there to be impacts to vehicular traffic, considering the physical constraints and available space.

Notwithstanding, traffic volumes may reduce as a direct result of the measures being implemented (i.e., to slow traffic speeds, thereby discouraging the use of the road by through-traffic). Additionally, as noted in the GTS, the implementation of improvements to the pedestrian and cycling infrastructure in Galway will encourage a modal shift away from the private vehicle towards more sustainable modes of transport, including walking and cycling. This in turn will have a positive impact on existing traffic volumes.

The signalisation of the Ros Caoin junction will enable emerging traffic to get priority (i.e., during a green signal), whereas currently this traffic is required to “Stop” to Doughiska Road traffic. There may be an increase in delay time for left turning vehicles at the Ros Caoin junction, however this is seen as a small portion of the traffic, with only 30% of vehicles turning left and 70% turning right at this junction.

The traffic signals at the Dublin Road and the Ros Caoin junctions will be linked to enable them to work in-tandem to best manage both junctions holistically.

It has been noted that vehicles informally create two parallel lanes of queuing traffic on approach to the Dublin Road junction, in advance of the 2no. marked traffic lanes. The existing lengths of these 2no. lanes on the approach to Dublin Road are not being reduced in length. However, due to the carriageway width being reduced, any informal double-stacking of vehicles in the single approach lane south of here will be less likely due to the reduced width available. This will help to formalise driver behaviour on approach, and therefore may reduce any associated collisions. Wide approaches to junctions are generally not in line with current best practice, where the aim is to slow approach speeds and re-balance priority and space to pedestrians and cyclists over private vehicles.

➤ **Concerns that the limited extent of the scheme is not sufficient for connectivity.**

Response: The extents of the scheme are defined by the Scope of works and noted as being from the Dublin Road to the Coast Road, excluding both junctions. Further improvements may be carried out as part of other schemes (e.g., BusConnects Galway: Dublin Road Scheme or other future cycle infrastructure improvement schemes).

Other design suggestions submitted as part of the responses have been considered as part of the Preliminary Design Phase. Where these suggestions are in line with current best practice and feasible, they will be adopted as part of the design. These include but are not limited to:

- The installation of additional bollards locally at the northern end of the scheme, to protect cyclists from vehicles turning left onto Dublin Road, as shown in Figure 2.
- The extension of the southbound cycle lane closer to the Dublin Road junction, as shown in Figure 2.

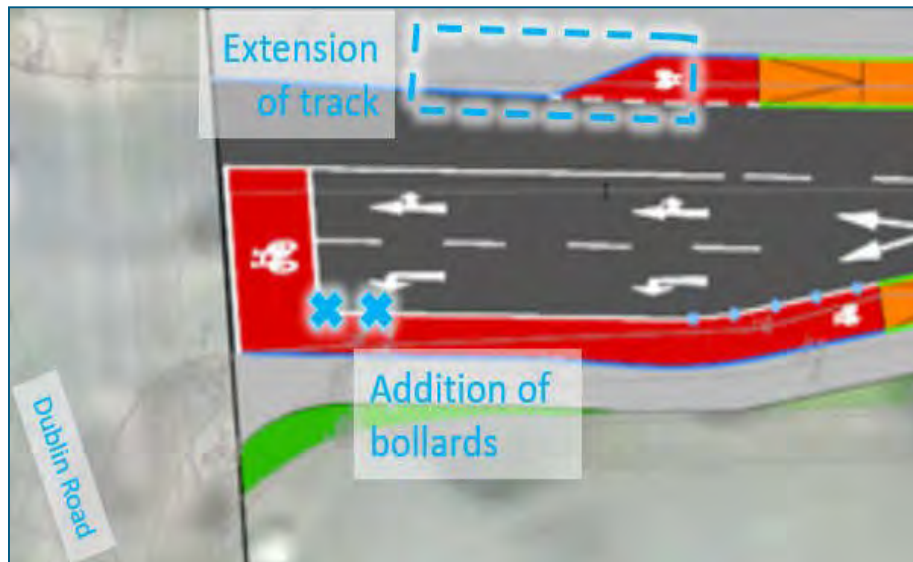


Figure 2 - Additional bollards proposed, and extension of cycle lane

6.4 Public Consultation Conclusion

The Design Team concludes that there have been no significant items submitted as part of the process to date that warrants a delay or significant change to the proposal at this stage, notwithstanding that a number of minor design elements have been incorporated following the Public Consultation process, and as such the Preliminary Design Drawings are reflective of these.

7 Conclusion and Recommendation

7.1 Conclusion

The preliminary design for the Doughiska Road South scheme has been undertaken in line with the Design Manual for Urban Streets and the National Cycle Manual, developing the preferred option as outlined in the Option Selection process.

The proposed improvements realised as part of the scheme align with the aims and objectives, as follows:

- The potential for conflicts shall be reduced through the provision of formalised crossing facilities throughout.
- Where traffic volumes and speeds require, the potential for conflicts shall be reduced by the segregation of cyclists from vehicular traffic.
- The potential for conflicts between cyclists and pedestrians shall be reduced through the implementation of segregated facilities for the majority of the scheme.
- Vulnerable road users shall be catered for through formalised crossing facilities, footways, and the provision of kerbing and tactile paving in line with best practice.
- The provision of the proposed facilities shall bring enhancements for pedestrians and cyclists, thereby promoting physical activity. The route will provide improvements for those pedestrian and cyclists accessing the Castlegar GAA Club and the retail and medical practices at Roscam.

- Likewise, accessibility and social inclusion shall be improved for those road users who rely on a non- motorised means of transport.
- The proposals integrate with national and local policies and strategies, and in particular meet the minimum objectives for the cycle routes as outlined in the Galway Transport Strategy. The proposals also facilitate the future tie-in / connectivity to other proposed cycle schemes within the GTS (namely those on the Dublin Road, and the Galway to Athlone Greenway).
- The impact on the environment will be minimal.
- From these benefits the proposals will offer good value for money, both at a strategic level, and to those individual users for whom the scheme shall enable a modal switch from the private car to walking / cycling.

Public consultation supports the progression of this scheme, as the majority of respondents thought that the upgraded route will make it **safer for cyclists (60%) and pedestrians (74%)**.

7.2 Recommendation

It is recommended that the scheme is approved in accordance with Section 38 of the Road Traffic Act 1994, inclusive of the amendments adopted by Design Team as a result of the public consultation comments as outlined above.

Following approval by Galway City Council, the Appropriate Assessment Screening Report, Environmental Impact Assessment Screening Report and Stage 1 Road Safety Audit should be completed, taking cognisance of the changes incorporated as part of the completed Non-Statutory Public Consultation.

Appendix A –

Ranking of All Options

		Options				
		Option 1	Option 2	Option 3	Option 4	Option 5
Criteria	Sub Criteria	Do Nothing	Shared	Mandatory Cycle Lane	Raised Adjacent Lane	Raised Cycle Track
Safety	Traffic					
	Conflicts					
Engineering	Directness					
	Coherence					
	Attractiveness					
	Comfort					
	Operational Impacts					
Environmental	Local Business Impacts					
	Local Resident Impacts					
	Receiving Environment Impacts					
Physical Activity	Health Impacts					
	Ambience					
Accessibility & Social Inclusion	Accessibility					
	Social Inclusion					
Integration	Transport					
	Policy					
Economics	Cost Impacts					
	Programme Impacts					

Appendix B

Preliminary Design Drawings utilised for Non-Statutory Public Consultation.

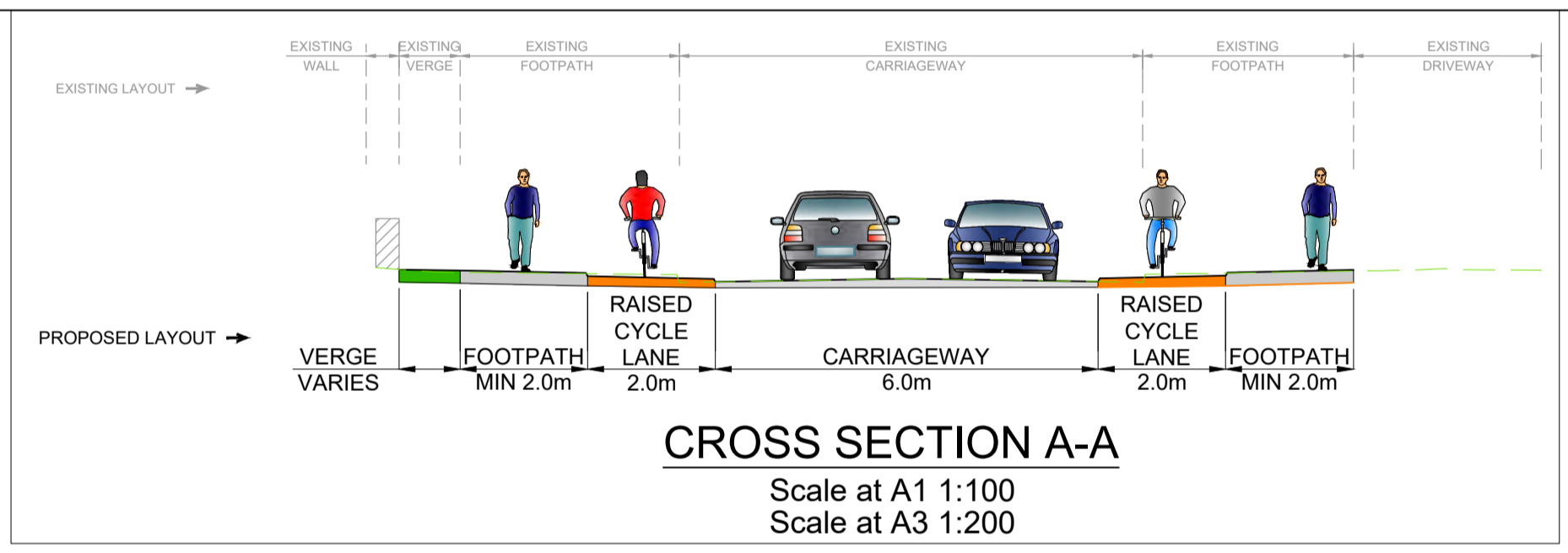
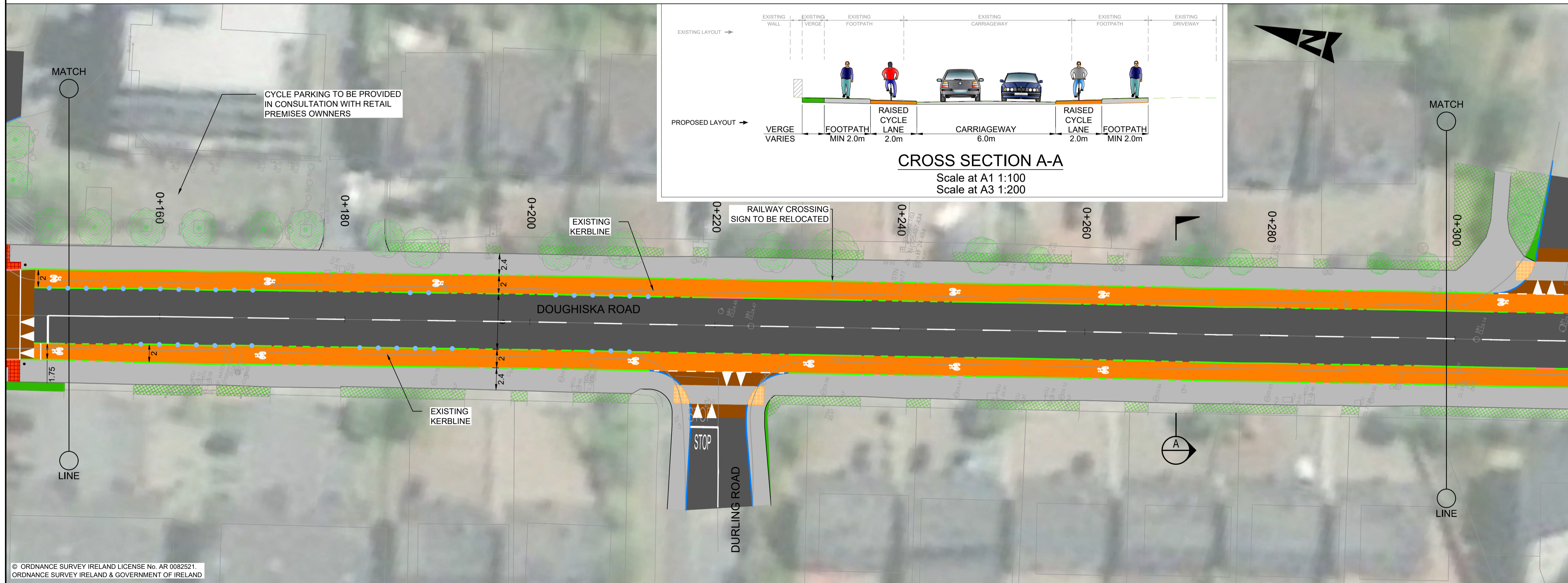
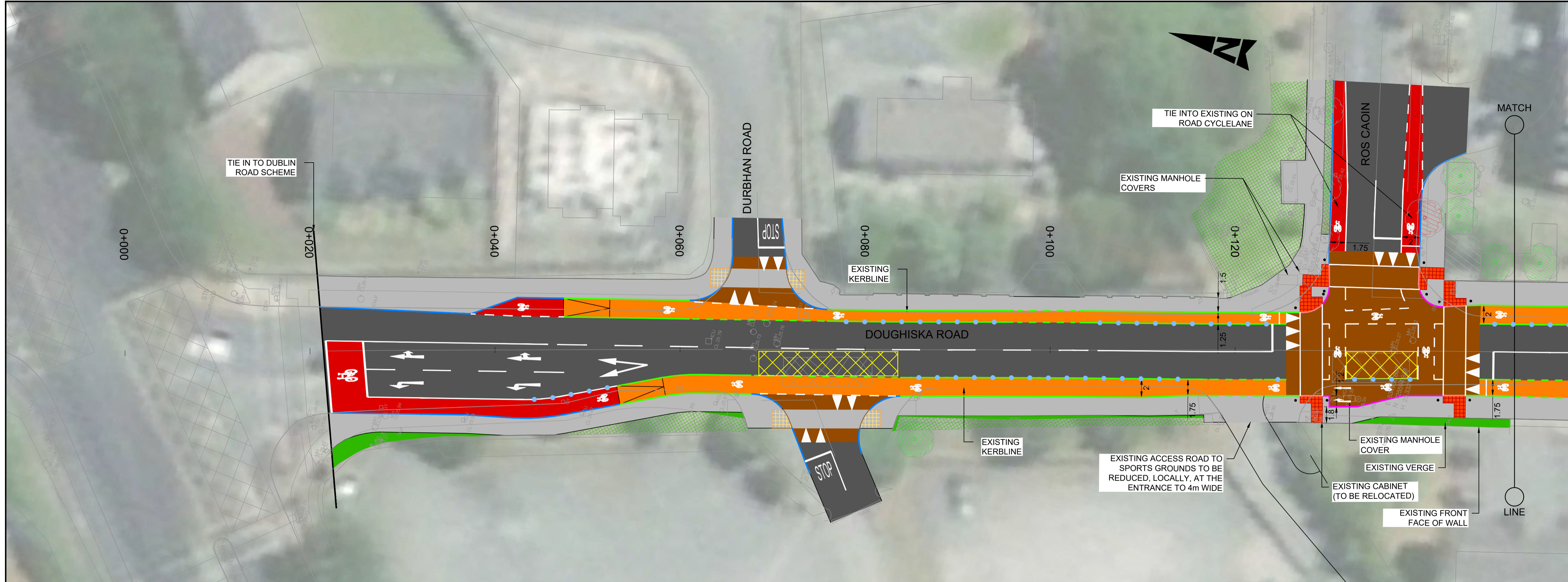
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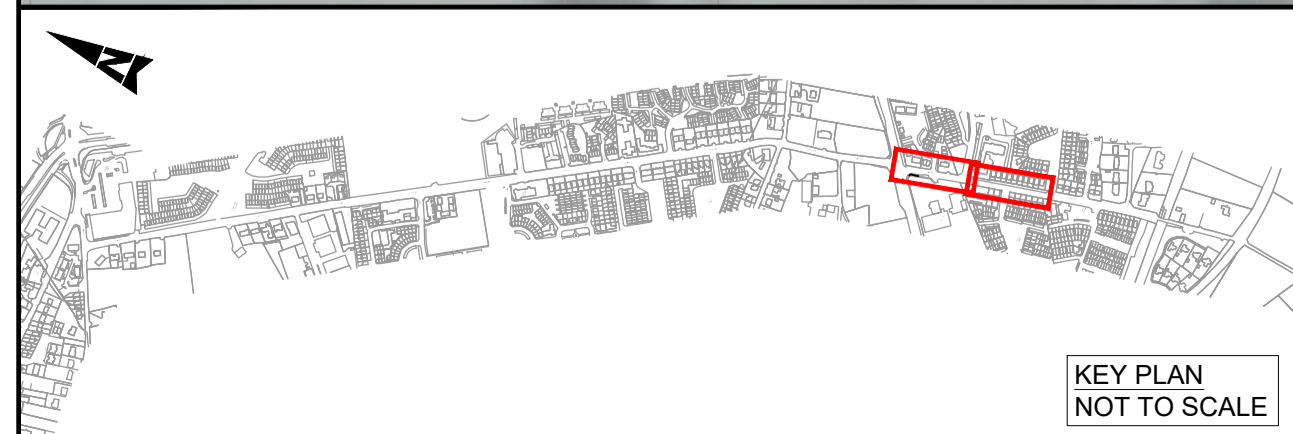


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 - 50mm BEVELLED KERB
 - 75mm CONCRETE KERB
 - 100mm CONCRETE KERB
 - KASSEL KERB
 - FLUSH KERB
 - CARRIAGEWAY
 - PROPOSED FOOTPATH
 - PROPOSED SHARED SPACE
 - PROPOSED RAISED CYCLE TRACK / LANE
 - PROPOSED ON ROAD CYCLE LANE
 - PROPOSED RAISED TABLE / ENTRY TREATMENT
 - PROPOSED TACTILE PAVING (CONTROLLED)
 - PROPOSED TACTILE PAVING (UNCONTROLLED)
 - PROPOSED TACTILE PAVING (CORDUROY PAVING)
 - PROPOSED GRASS VERGE
 - EXISTING GRASS VERGE TO BE RETAINED
 - EXISTING SHRUB TO BE RETAINED
 - EXISTING FOOTWAY / CYCLEWAY
 - AREA OF LANDTAKE
 - PROPOSED BUS SHELTER
 - EXISTING TREES TO BE REMOVED
 - EXISTING TREES TO BE RETAINED
 - PROPOSED TREES (LOCATION INDICATIVE)
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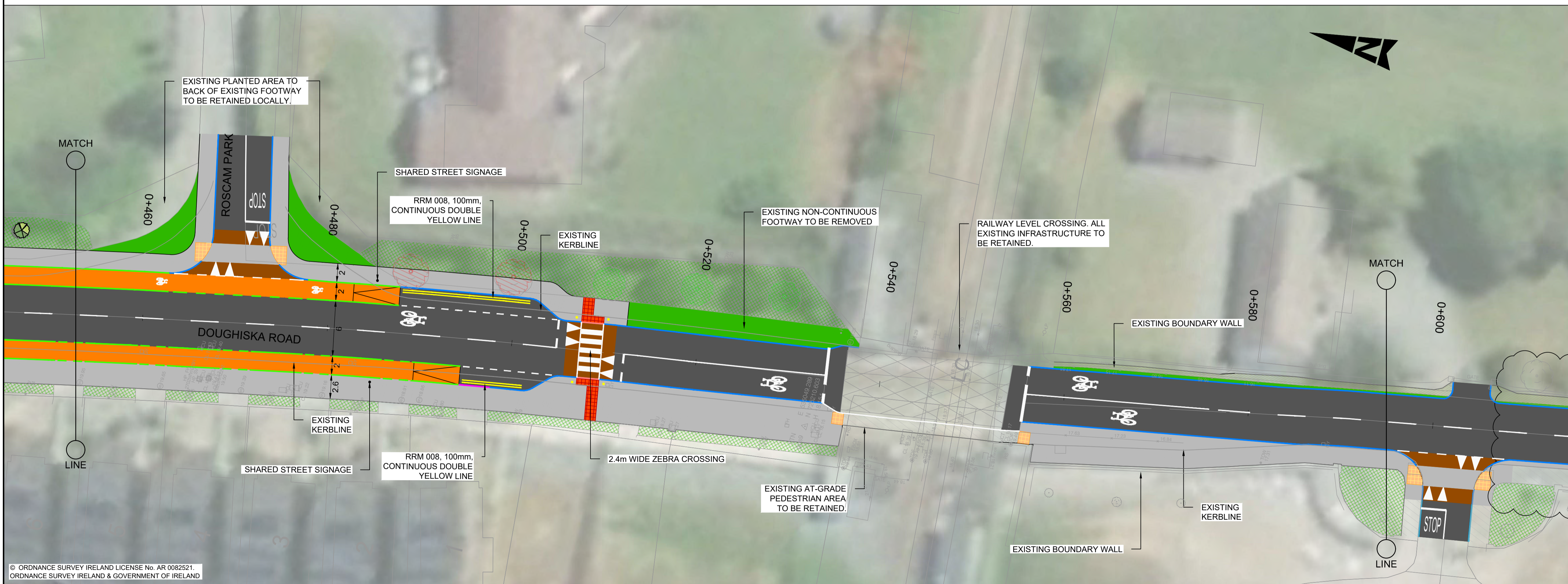
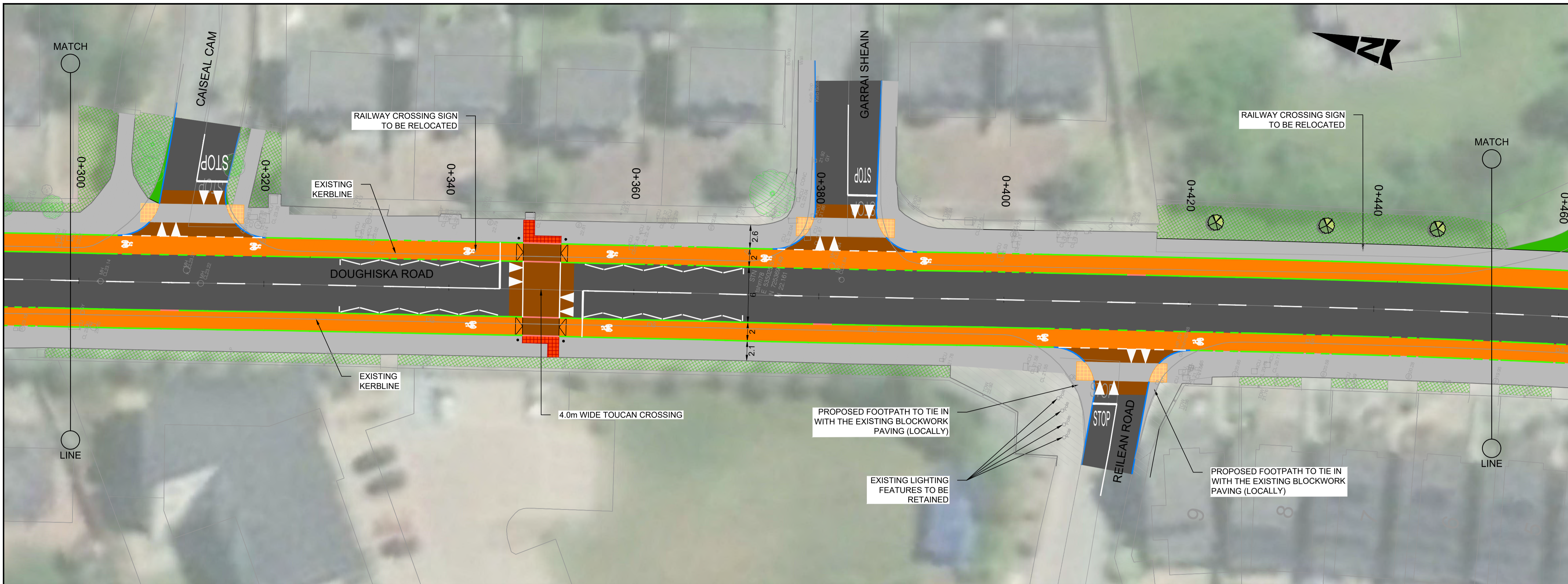
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Project	GALWAY CYCLE NETWORK PHASE 1		

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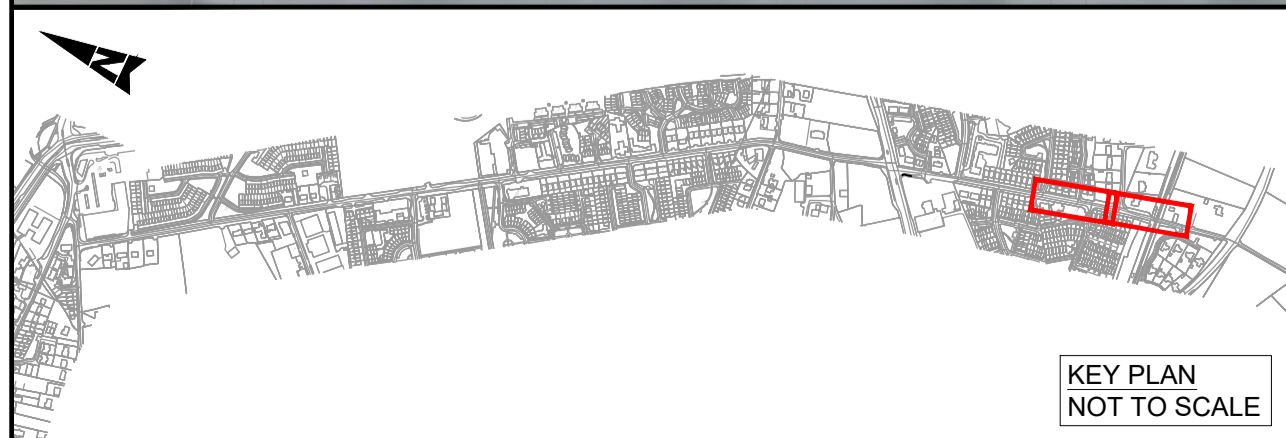


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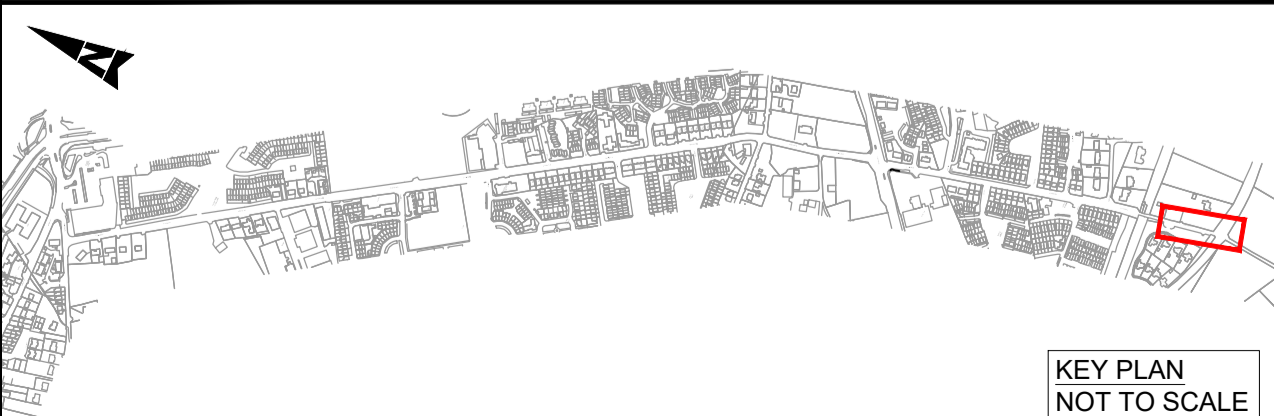
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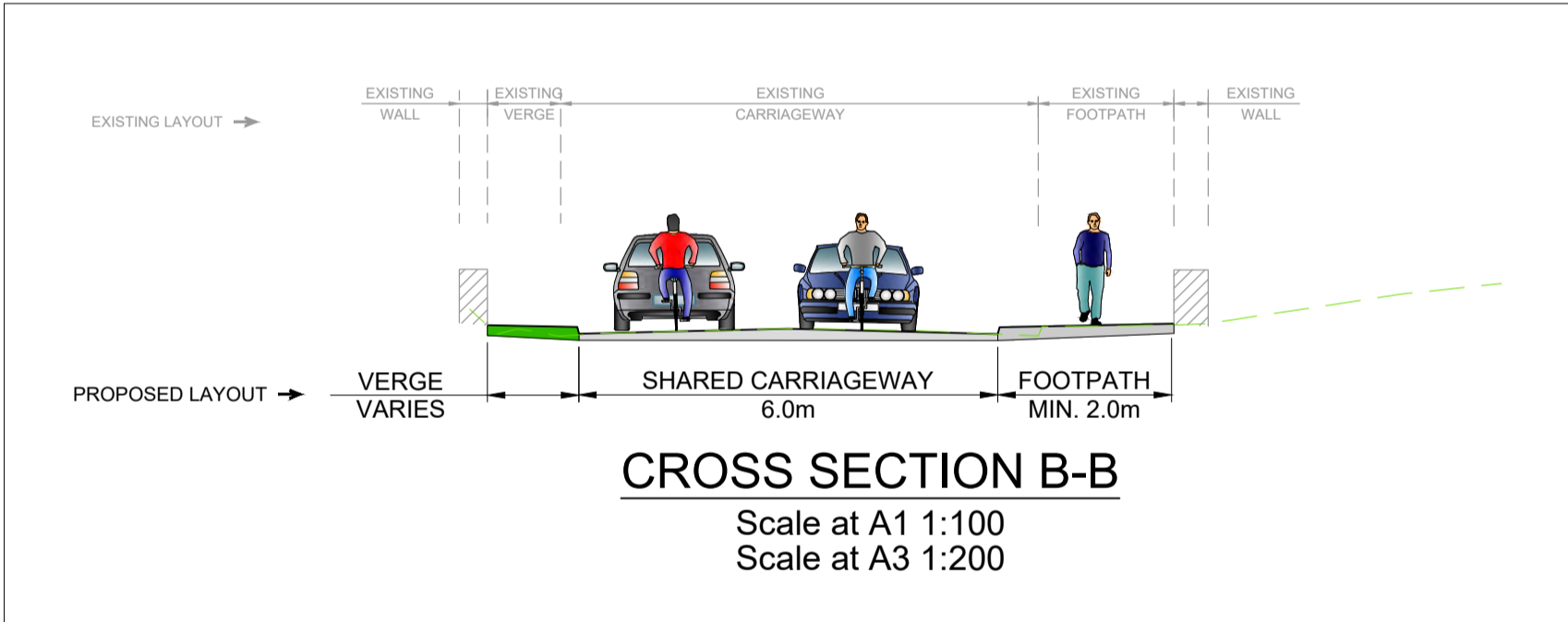
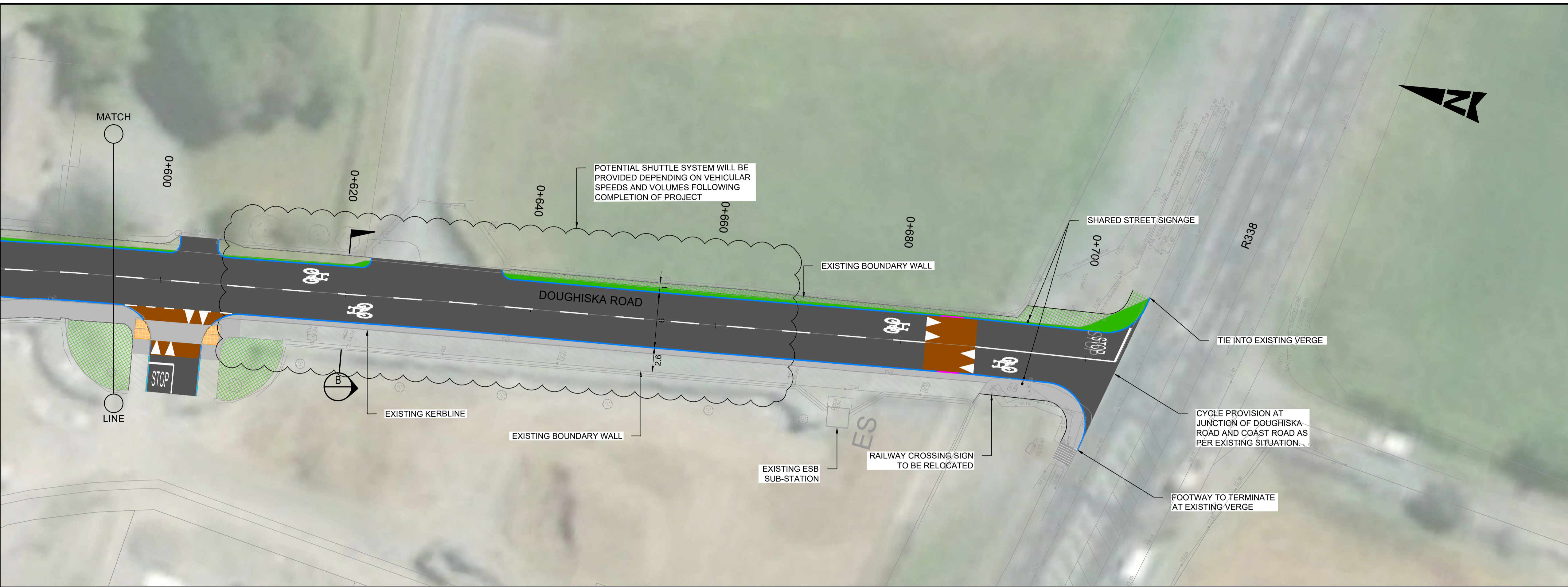
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 - PROPOSED TACTILE PAVING (UNCONTROLLED)
 - PROPOSED TACTILE PAVING (CORDUROY PAVING)
 - PROPOSED GRASS VERGE
 - EXISTING GRASS VERGE TO BE RETAINED
 - EXISTING SHRUB TO BE RETAINED
 - EXISTING FOOTWAY / CYCLEWAY
 - AREA OF LANDTAKE
 - PROPOSED BUS SHELTER
 - EXISTING TREES TO BE REMOVED
 - EXISTING TREES TO BE RETAINED
 - PROPOSED TREES (LOCATION INDICATIVE)
 - DELINEATOR POSTS

- NOTES :
1. DO NOT SCALE FROM DRAWING.
 2. PROPOSED CYCLE TRACKS, CYCLE LANES AND FOOTWAYS SHALL BE MIN. 2m WIDE UNLESS NOTED OTHERWISE