

Salthill Temporary Cycleway

Public Consultation Report
February 2022



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Background

Salthill Temporary Cycleway Public Consultation

Background

The Elected Members of Galway City Council passed a motion at the September 2021 Ordinary Council Meeting of the City Council, calling for the creation of a temporary cycleway in Salthill.

Having considered the motion and feedback of the Elected Members, GCC Transport section conducted a number of studies, and considered possible effects that the cycleway would have on current users of the area.

Having regard to the National Cycle Manual and the Design Manual for Urban Roads and Streets (DMURS), two options were developed for public consultation.

Option 1

One Way Vehicular Traffic along the R336 (From the Grattan Road Junction to the Barna Road Junction)

Option 2

Two Way Vehicular Traffic along the R336 (From the Grattan Road Junction to the Pollnarooma West Junction) and One Way Vehicular Traffic (From the Pollnarooma West Junction to the Barna Road Junction)

Both options meet the specifications of the NOM passed by Elected Members

An aerial photograph of a coastal town. On the left is a large body of water with a sandy beach. A road runs along the coast. To the right of the road is a large complex of buildings with red roofs, possibly a school or government building. Further back, there is a Ferris wheel and other smaller buildings. The town extends into the background with more houses and greenery.

Public Consultation

Summary

Public Consultation

Non Statutory Public consultation was undertaken to:

- Identify the preferred option to deliver the NOM – Option 1 or Option 2
- Receive feedback from the public and key stakeholders (e.g. emergency services, bus providers) for consideration by the Design Team

Public Consultation

- Preference for 'Do Nothing/ Neither' could also be expressed to the Design Team
- 'Do Nothing' / 'Do Minimum' is the 'base case' in Common Appraisal Framework for Transport Projects and Programmes
- However, 'Do Nothing/ Neither' does not deliver NOM passed by Council

Public Consultation

- Commenced Friday 14th January 2022, until 28th January 2022
- In-person public meetings not possible due to Covid restrictions and tight timeframe for delivery of NOM per Council discussions in Oct 2021 (delivery for 6 months from March 2022)
- Emergency Services & public transport operators meetings undertaken
- Drawings available in City Hall, and online
- Notice advertised in Advertiser and Tribune for two weeks

Public Consultation

- Consultation publicised on social media over the two weeks of consultation period
- FAQs document developed to detail the scheme – available online/ in City Hall
- Invite to make a submission sent to wide database incl. bus operators, emergency services, community groups, cycling groups, business groups
- Feedback welcome online, by post or by email

www.galwaycity.ie/SalthillTemporaryCycleway

An aerial photograph of a crowded beach. A road with cars runs along the left side of the beach. In the background, there are buildings and a parking lot. The beach is filled with many people, and the ocean is visible on the right side.

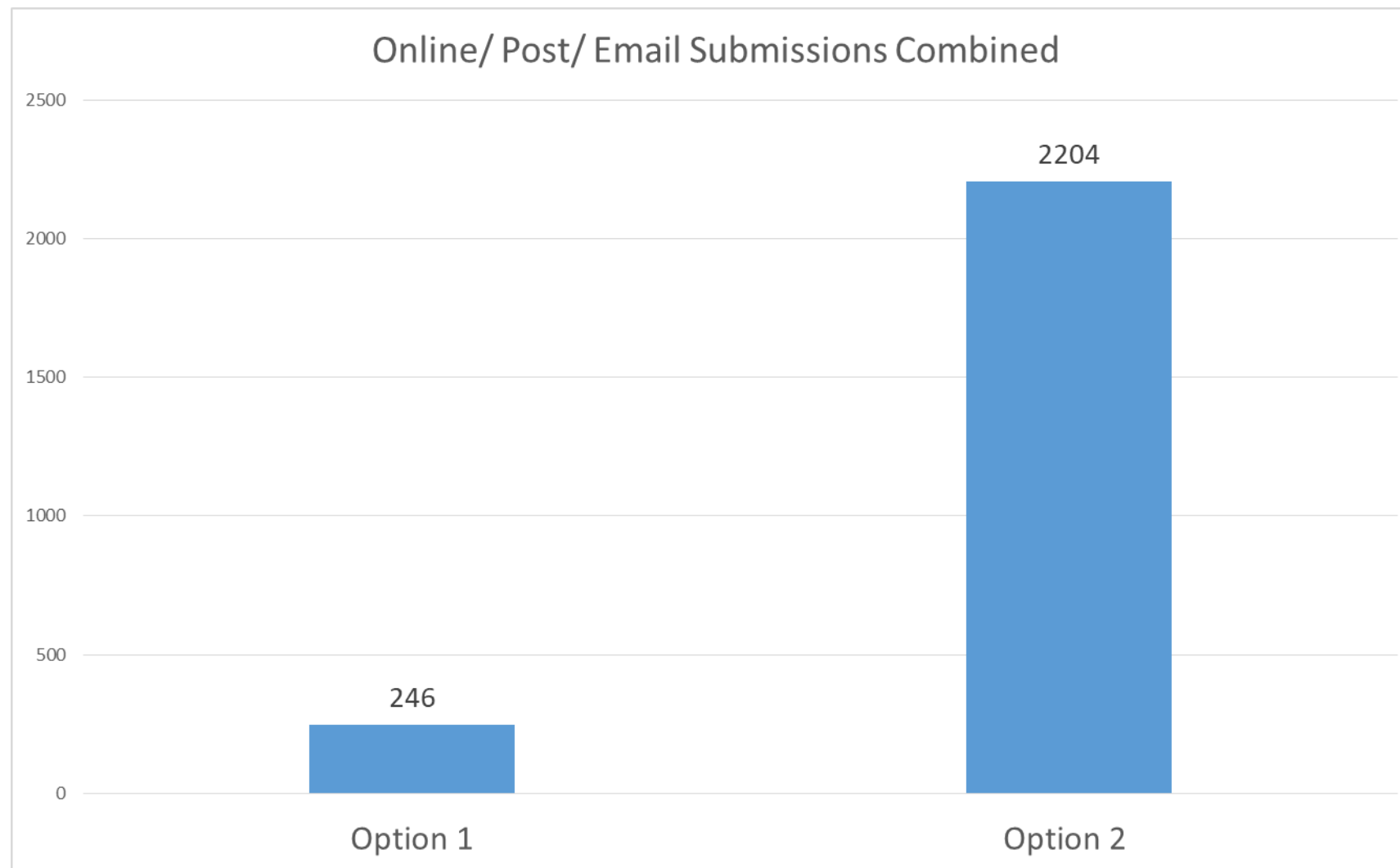
Submissions

Summary

Submissions

- Significant level of submissions, online, by post, by email
- 1,740 submissions received by post/ email
- 4,978 submissions received online

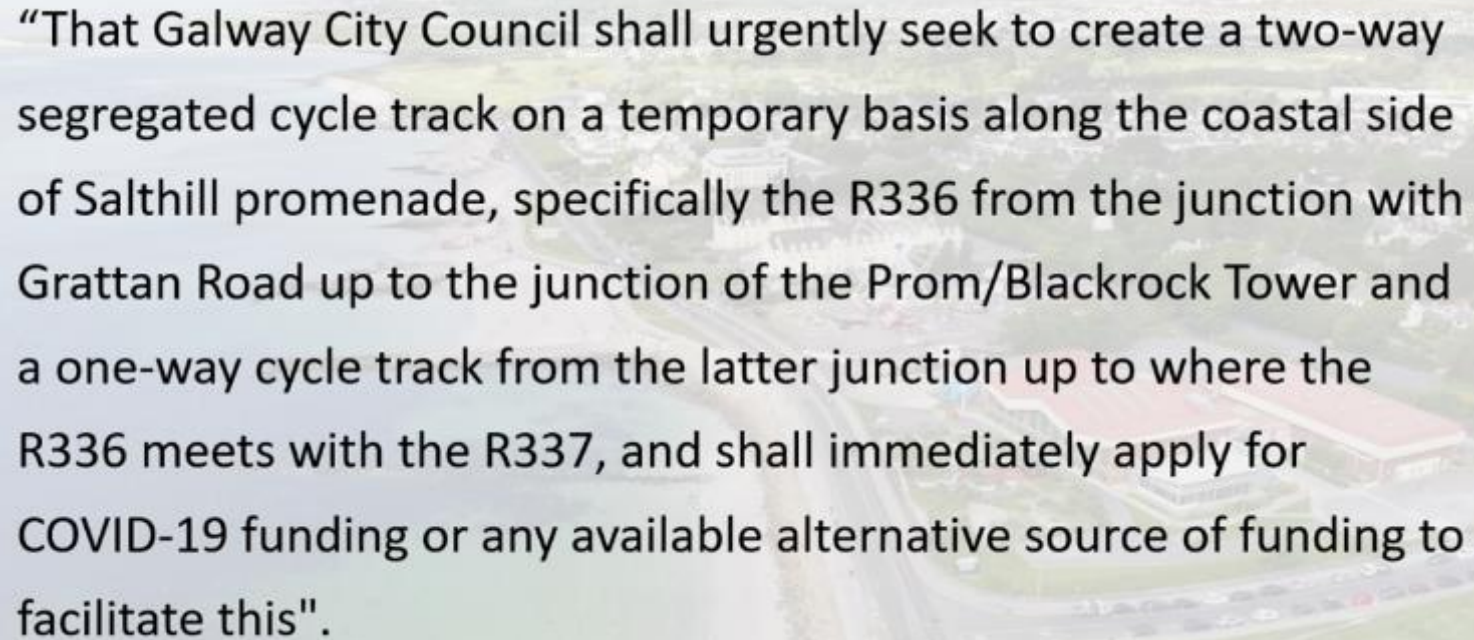
Preferred Option – Combined Submissions



4,236 submissions did not express a preference for Option 1, nor Option 2 ('Neither/ Do Nothing')

Public Consultation - Conclusion

Analysis of post, email, and online submissions from the public indicate that Option 2 is the emerging preferred option to deliver the NOM.

An aerial photograph of a coastal promenade, likely Salthill in Galway, Ireland. The image shows a wide, paved path along the water's edge, with a road (R336) running parallel to it. A cycle track is visible, and the surrounding area includes some buildings and greenery. The text is overlaid on this image.

"That Galway City Council shall urgently seek to create a two-way segregated cycle track on a temporary basis along the coastal side of Salthill promenade, specifically the R336 from the junction with Grattan Road up to the junction of the Prom/Blackrock Tower and a one-way cycle track from the latter junction up to where the R336 meets with the R337, and shall immediately apply for COVID-19 funding or any available alternative source of funding to facilitate this".



Key Learnings

Public Consultation

Key Learnings – Public Consultation

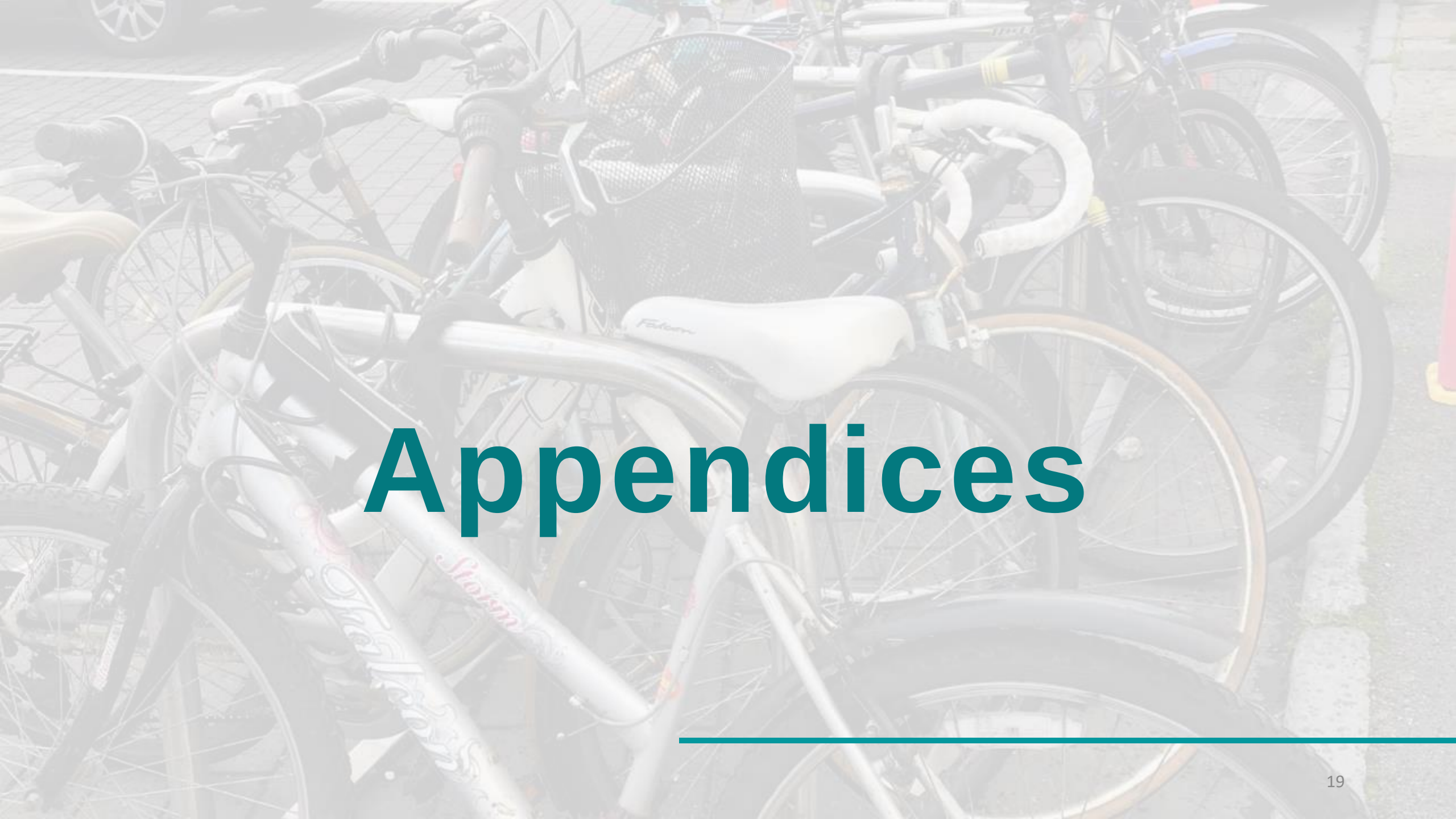
- Of those who are in favour of a temporary cycleway in Salthill, Option 2 is the Emerging Preferred Option
- Submissions from 'Blue Light' Services raise concerns re emergency response times, in relation to the proposed temporary cycleway
- Submissions from Bus Éireann raise their concerns about impacts on service delivery (delays, catchment)
- Public consultation has raised local, isolated issues, as would typically have been identified in a constraints study
- 63% of submissions were not in favour of a temporary cycleway, as outlined in Option 1 or Option 2

Key Learnings from Public Consultation

Impact on traffic – one way system – impact on emergency services, bus operations and residents

Impact on parking and residents – loss of parking, overflow parking, creation of rat runs, additional traffic in residential areas

Access for mobility impaired/ older amenity users – including access for swimming



Appendices

Appendix 1

Online form

Submissions Summary

Online Form

English Survey

- 5,931 submissions received, of which 960 were blank (nothing entered for any question)
- 1,279 responded to Q1 only and did not give further feedback on the two Options (Option 1 - 75; Option 2 - 517, Do Nothing/ Neither – 687)

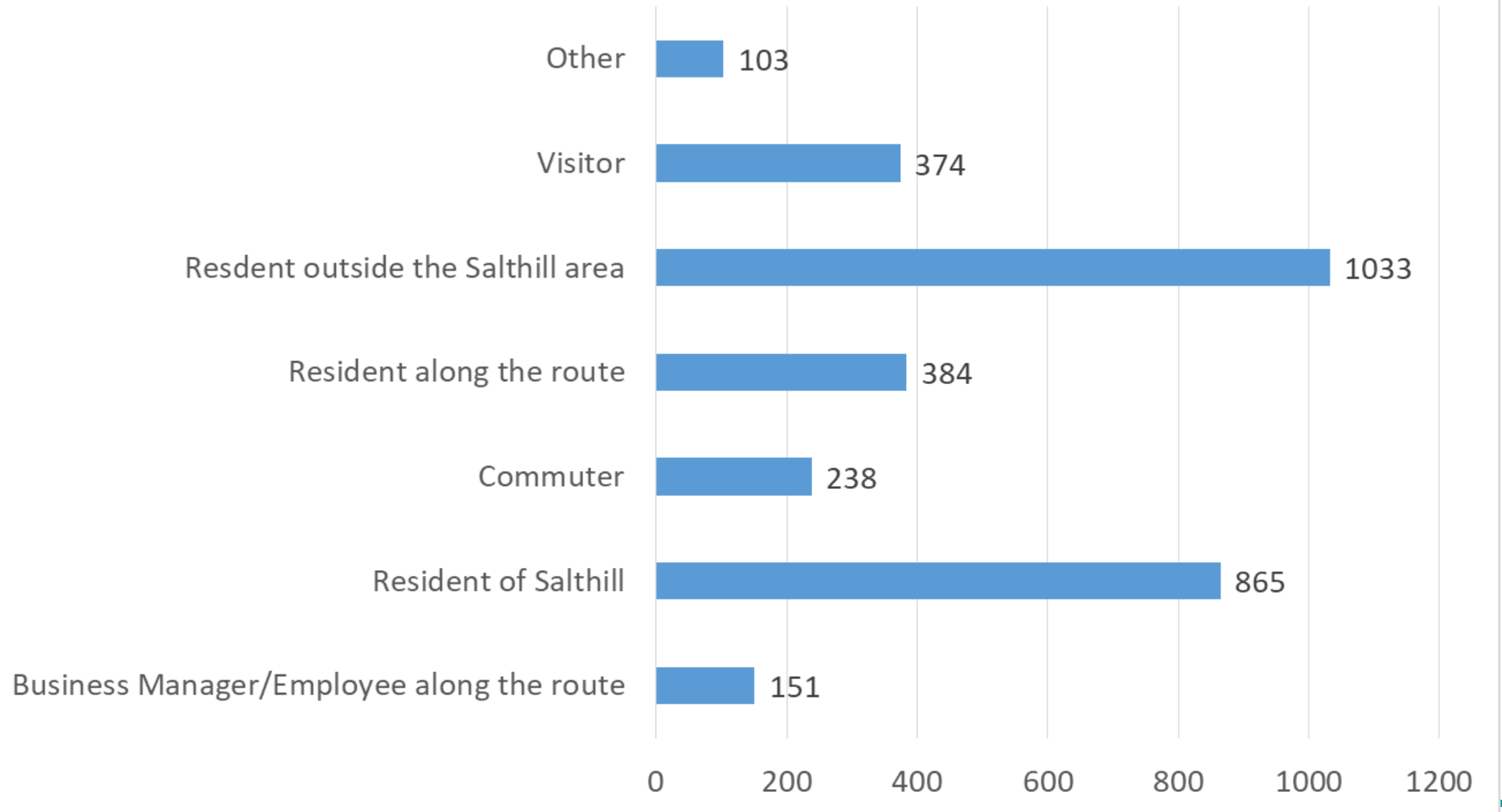
Irish Survey

- 7 submissions received, of which 1 was blank
- 4 responded to Q1 only and did not give further feedback on the two options (Option 1 – 2; Option 2 – 2)

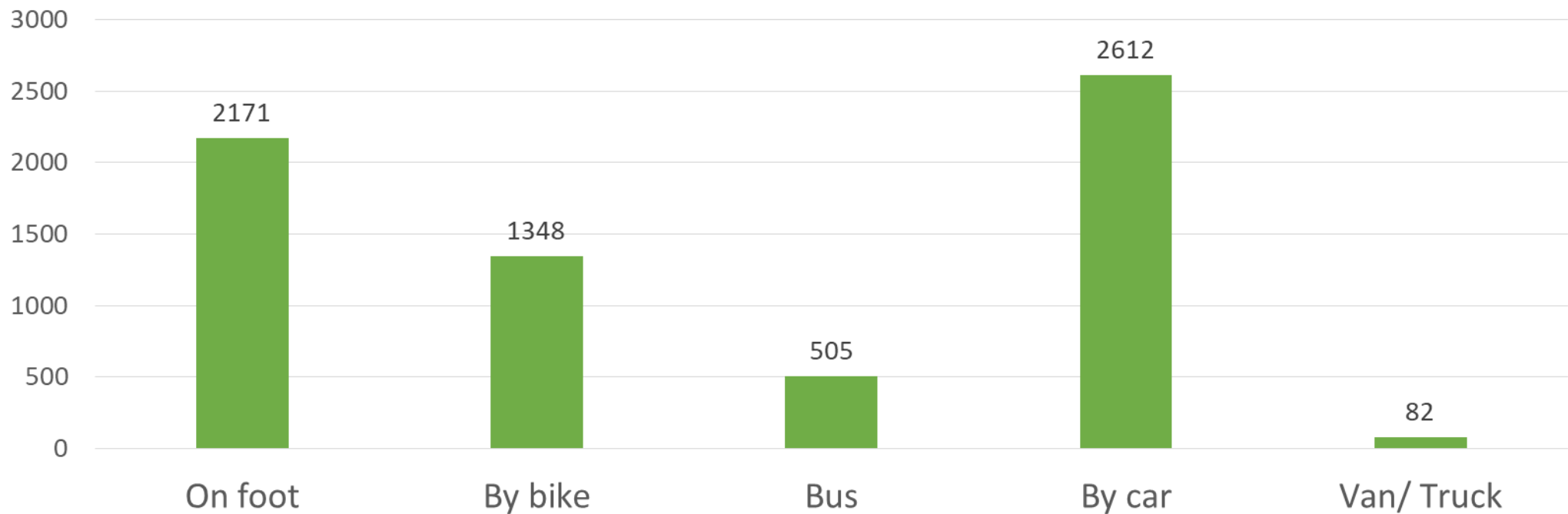
Respondents Profile

Online form

Online Form - Respondent Profile



Online Form - How do you currently travel within the Salthill Area?
(Pick all that apply)



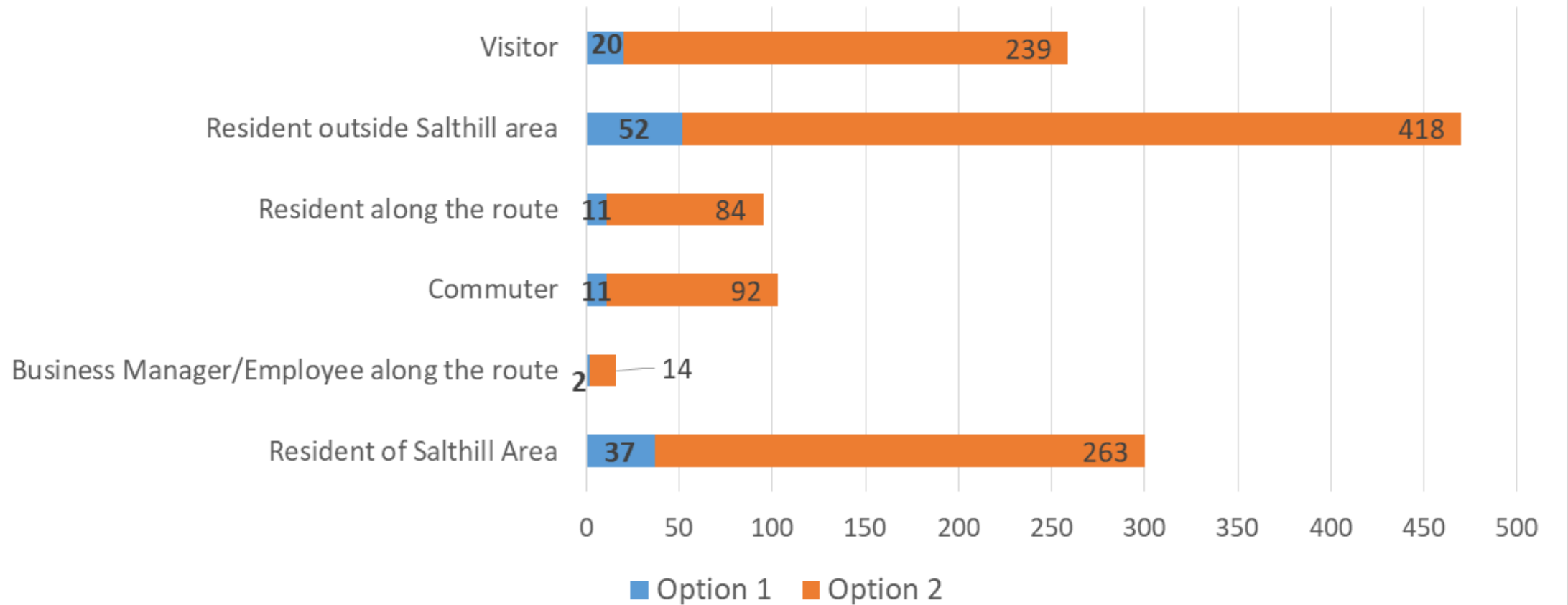


Online form – Rating of Options

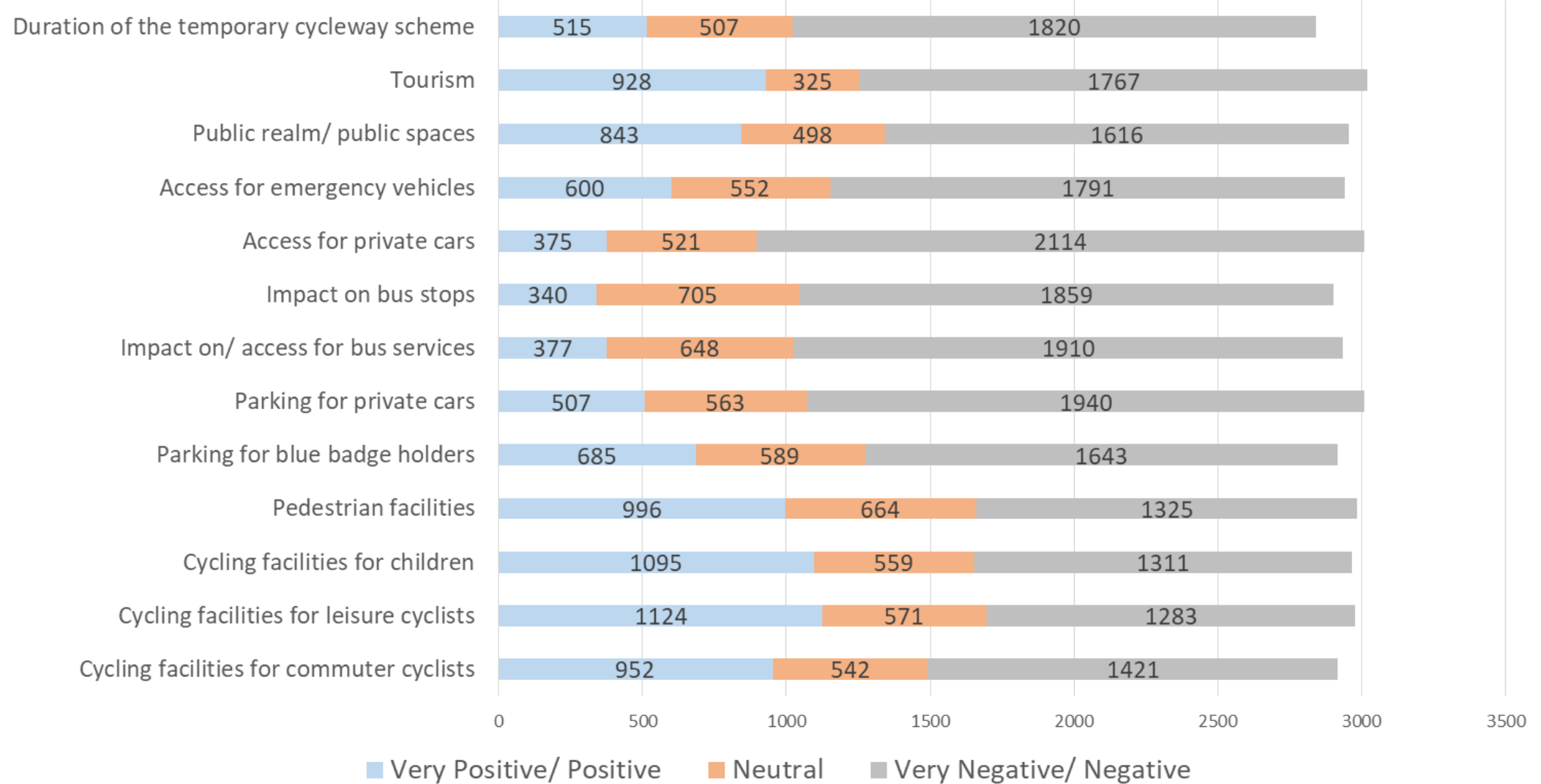
Online Form

Respondents were asked to identify their preferred option, and to rate options on potential impacts

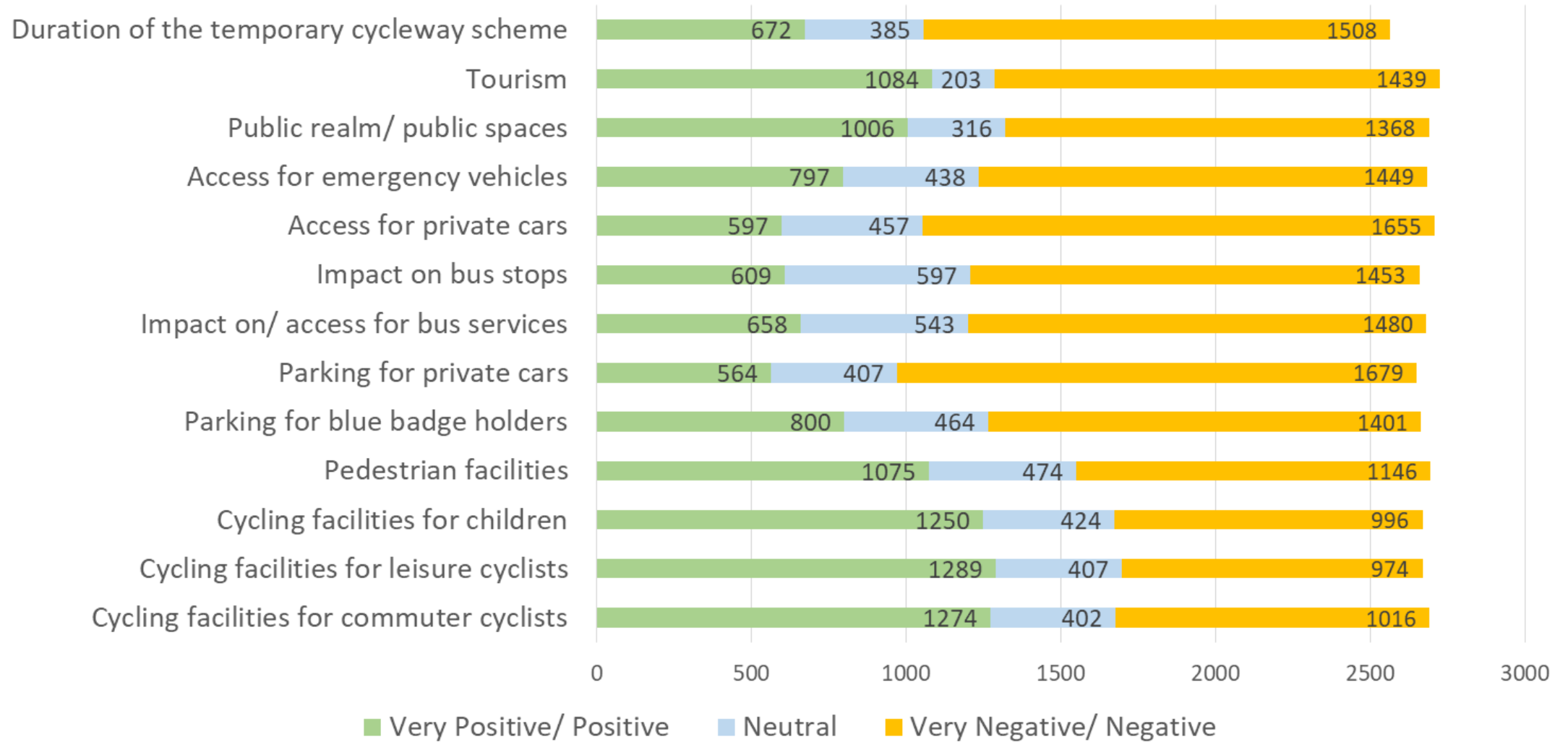
Online Form - Preferred Option by Respondent Type



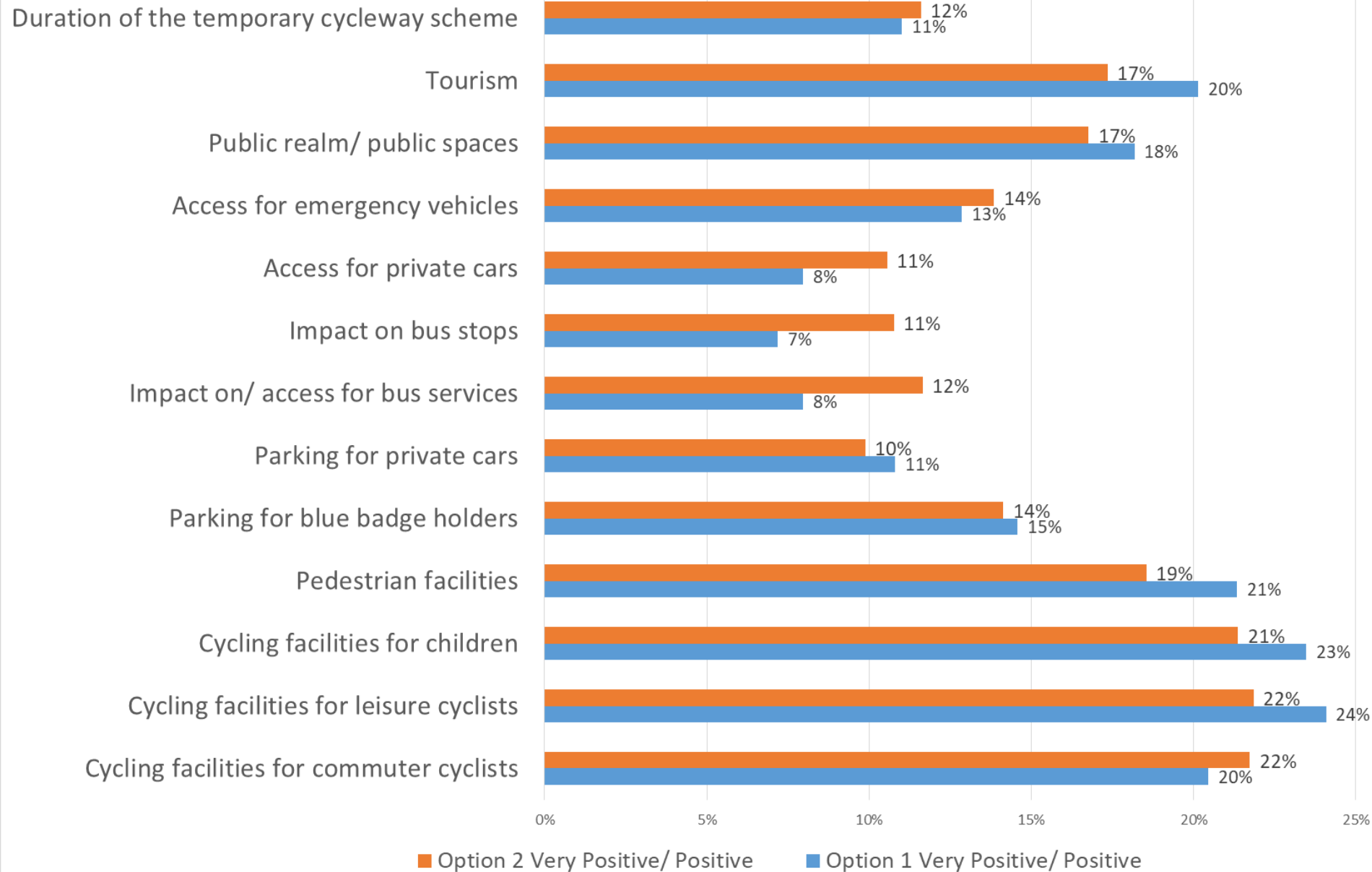
Online Form - Considering **Option 1** - Please rate the proposal on the following:



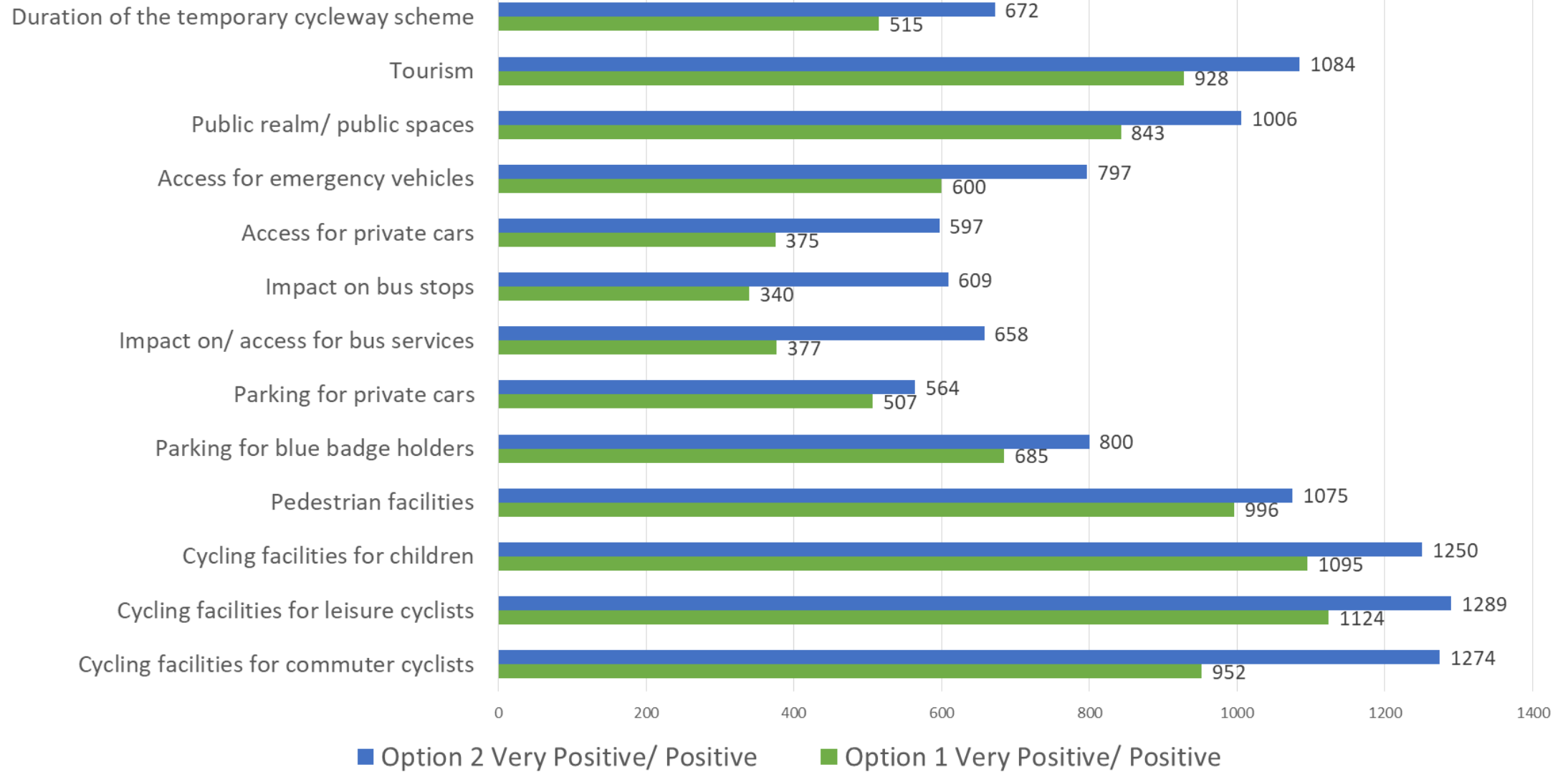
Online Form - Considering **Option 2** – Please rate the proposal on the following



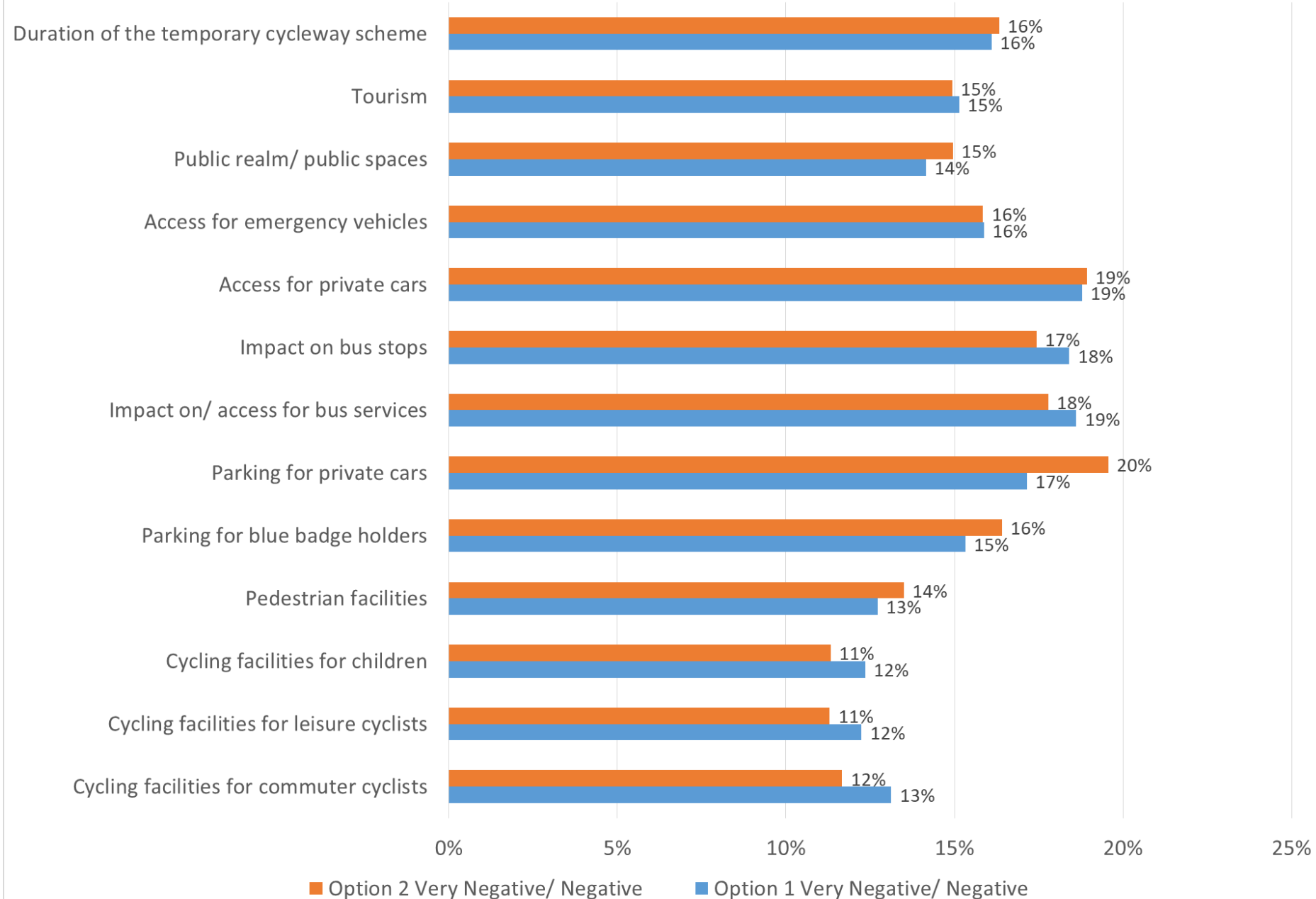
Online Form - Option 1 Vs Option 2 - Rating of Positive Impacts



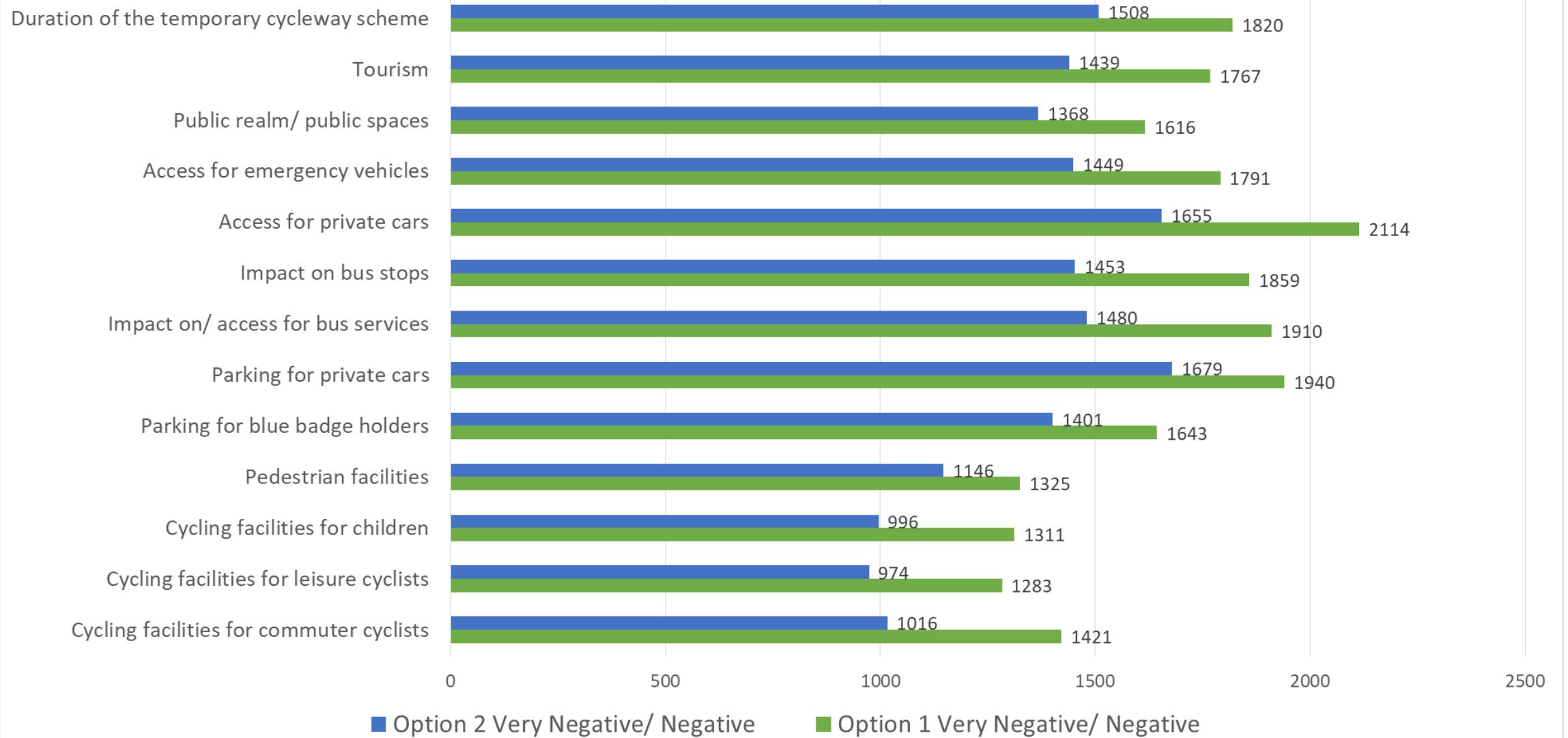
Online Form - Rating of Potential Positive Impacts Option 1 Vs Option 2



Online Form - Option 1 vs Option 2 - Rating of Negative Impacts



Rating of Potential Negative Impacts - Option 1 vs Option 2



Sample Comments – Online

Option 1 is a good option, but I feel should incorporate more pedestrian crossings on the Prom itself. Far too dangerous as it is.

This will be a big step forward in safe cycling facilities through Salthill, encouraging sustainable active travel for commuters as well as local and visiting leisure users.

As a cyclist based in Barna it's very positive to finally see some infrastructure being put in place. That said the closure of a lane of private car traffic on the Gention hill/pollnarooma stretch seems inappropriate given the minimal cycling traffic it gets currently. I do not believe this stretch would be adequately utilised as it leads to a very busy road with no cycling infrastructure.

Galway City Council is not thinking of the inconvenience this is going to have on traffic going towards the R336. We are alive and travelling in and out of the City here too.

This scheme should be supported, but should be a long-term intervention. As it is, impacts will not be measurable since by the time people are beginning habitual use of the cycle routes the pilot will nearly be over. If Galway wants to be a city that makes positive impacts on climate change and attracts more tourists, redeveloping Salthill as a local beauty spot is a must- getting rid of cars is an important first step.

Access to the prom for the elderly and those with impaired mobility is severely impacted.

Access to residential areas off and along Dr. Mannix Road & Threadneedle Road will be severely impacted due to the increased traffic volume

Access to carers and other professional services in all residential areas affected by this will be negatively impacted

Please ensure that bollards or some other kind of physical barrier (planters would be really attractive) is present all the way so that motorists will respect the cycle way.

Taking away the parking on the main prom near Ladies Beach will have a huge negative impact on people who meet there on a daily basis, many of whom are older and have mobility issues and for whom the interaction there is a life line. It will also impact people with young families. Negative impact on tourism, especially those with mobility issues.

I am a resident who lives on a road off Dr Mannix Road - we as residents will be severely impacted by cars diverted from the prom onto our road - there are two large sports clubs, two secondary and one primary school which will all be directly impacted - this will be a serious issue for endangering children and adults in a very built up residential area

Tá géar-gá le roghanna eile taistil seachas carranna i gcathair agus contae na Gaillimhe, ar mhaithe lenár sláinte, lenár bpobal agus leis an aeráid. Seachnaíonn mé gnóanna Bhóthar na Trá de bharr an méid carranna atá ann, agus rachadh mé ann níos minicí dá mbeadh níos lú daoibh ann. Séanaim cathair na Gaillimhe de bharr an méid tráchta carranna agus an ghlór, an truailliú agus an droch-atmasféar a chothaíonn siad.

I'm a middle aged mum of teenagers who go to school in Knocknacarra. I swim in Salthill twice a week most of the year and often walk the prom with my dog. I cared for my mum who was in her 90s for 10 years. I am thrilled with option two. Most cyclists are drivers so more people cycling means less traffic for buses and ambulances. Segregated cycle lanes mean more cyclists. At the moment cycling in Salthill is terrifying, even for an experienced cyclist like myself. Segregated cycle lanes are essential for a modern north European city- otherwise cycling is the preserve of the lunatic fringe. Narrowing the carriage for cars will also calm the traffic. I have never had a problem getting parking behind leisure land. It's completely insane that person can abandon their car on the prom indefinitely and occupy 5m of carriageway for the day for free, while vulnerable road users grapple with HGVs and car doors. Also as a cyclist I always shop in Salthill and usually have a coffee as not worrying about traffic congestion, but rarely if in car. (Name), Renmore

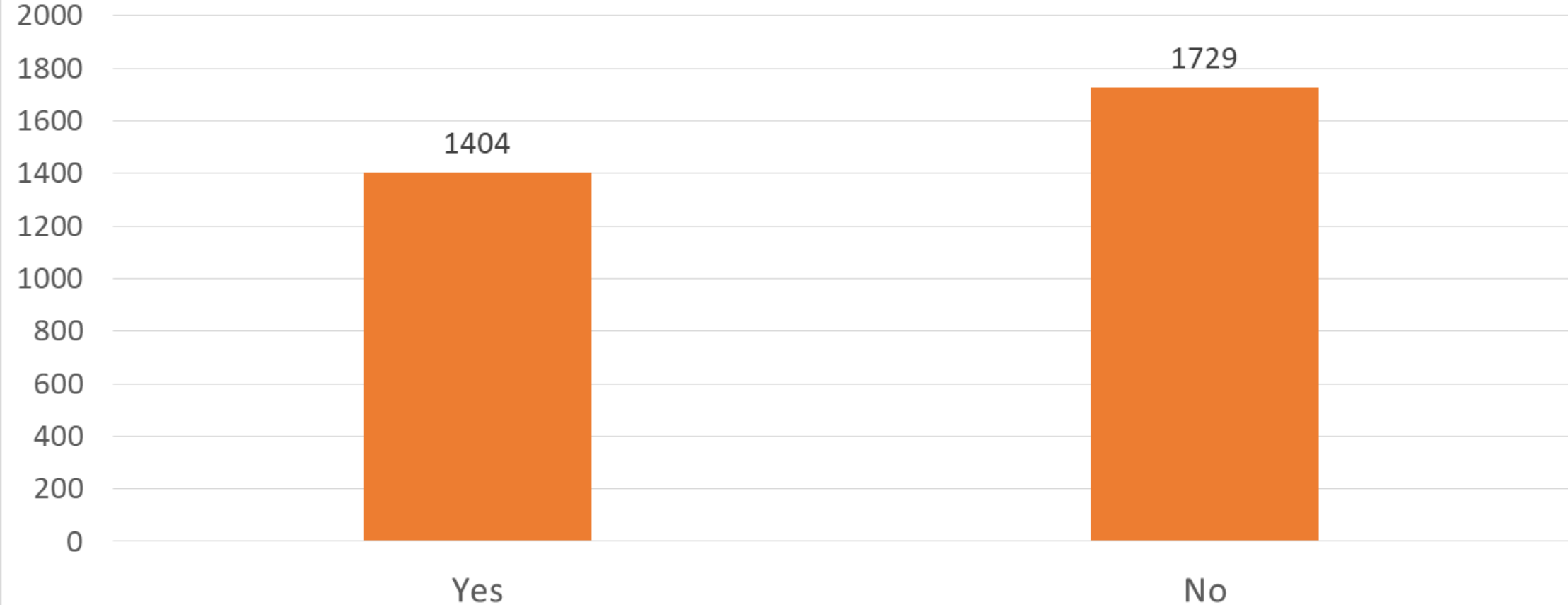
Salthill does NOT need cycle lanes, they won't be used enough to justify and it will be a waste of money

As a cyclist, I dont believe its a good idea at all to disrupt west bound traffic at Pollnaroom onwards. Honestly guys, its a really bad idea.

Just get on with building it already!!!

Cycled with my 7 and 9 years Summer of 2020 from Salthill to Dublin port. The most difficult and dangerous part of our 5 day journey was from Salthill to Ballybrit. Shocking lack of cycling infrastructure so something in Salthill would at least make part of trips like this somewhat safer.

Online Form - Having reviewed the details of the proposed Salthill Temporary Cycleway, will you use the route for cycling?



Post/ Email Submissions

Breakdown & Themes

Post/ Email Submissions

- 1,740 submissions received by post/ email
- Submissions reviewed by preferred option, and frequency of themes.

Post/ Email - Themes

- Submissions included suggestions for amendments to the Options presented, as well as detailed personal experiences and insights
- Benefits for children/ families having space to cycle were a frequent theme, with positive impacts for tourism, business, access to swimming, and environmental benefits (air/ noise) also cited

Sample Comments

Well done on trying to provide a safe place to cycle for Galway residents. I think it is worth the slight inconvenience of a one way driving system (option one) in place to do this, speaking as a cyclist and driver. Plenty of people are afraid to cycle due to drivers encroaching upon cyclists. This would make it safer to cycle and lead to healthier lifestyles.

Can you please remember to think of people who are not very mobile but do not have a blue badge. I was unaware of blue badges and found access to places to be a real issue when I was driving my mother places when she was terminally ill. I often brought her to the cafe kiosk for example and would have been very upset if parking was not allowed near Jungle Café. I think many swimmers/ people who dip into the water would be affected

I am primarily a motorist.

Safe cycling infrastructure means more people cycling and less cars on the roads.

Salthill has the potential to be an even better amenity with the reduction in cars.

Galway can only benefit from increasing cycling infrastructure. There is nothing to lose and everything to gain by trialing this cycle lane. We have surrendered so much public space to the car we can't see the alternatives any more.

Please ensure there is sufficient access for wheelchairs at ladies beach, and that disabled/blue badge parking and elderly specific parking is adequate. Removal of car parking spaces (some, not all) is to be encouraged because this will in turn entice more people to get around by bike, on foot or by bus. The traffic in Galway is terrible for everyone, especially bikes. Any reduction in car use will help everyone, including those still in cars. As a frequent visitor to Galway, from Clare, I'd love to visit Galway and travel by bike safely.

"I live in Salthill with my husband, and 6 year old son. (Son Name) cycles or scoots each morning to school. We would like to be able to cycle alongside our son on his journey to school using a safe cycleway rather than have to run along side him while he cycles on a footpath as it would be too dangerous to have him cycle on the road...

At the weekends and in the evenings after school/ work we would love to be able to cycle as a family down for a swim, to play football on the beach, to go to the cinema, to have an ice cream/ coffee/ meal in Salthill village, or simply to be able to cycle down to the village and pop into our local shops/bakery/ post office/ pharmacy/optician...

Unfortunately, during a leisurely family cycle into town on a Saturday last June, I had a bad fall from my bike after a motorist failed to slow down as I was indicating to take a right turn. I sustained an arm fracture and shoulder dislocation... my son who witnessed the accident was really upset by it and it has left us all anxious about cycling on roads as we had no control over what happened (e.g. all wearing helmets, high vis jackets, bike lights, used clear hand signals)...

As a family we are excited at the prospect of us finally being able to enjoy cycling safely together in our own locality and within our community and are hopeful that this project will now be progressed.

I would like to express my support for Option 2 of the Salthill CycleWay. I would also request that more pedestrian crossings, blue badge and age-friendly parking be included in the plan. I would also like to express support for making the CycleWay 2-way from Pollnaroona to Knocknacarra Cross by allocating the full existing outbound lane. This would offer an express-lane for emergency services vehicles to travel inbound and outbound. This access for emergency access vehicles has been found to work well in Dun Laoghaire.

As a Threadneedle Road resident I can say that I'm extremely excited about this new cycleway right beside my house.

I am a resident along the route age 66.

I support making it better for people, walking & cycling. The motor car has dominated for too long. We will get over any 'pain' in the transition period. We know that it is the right thing to do. Vested interests will articulate as they did before the pedestrianisation of Shop St. Let's just get on with it. Neither option is perfect but I would go for Option 2.

My wife is a nurse in UCHG and would love to cycle to work too but she is too nervous as the road is quite dangerous for cyclists in parts. She instead drives, compounding the rush hour traffic issues in the area. A cycle lane is badly needed.

As a disabled resident of Salthill the sheer volume of traffic and the speeding of same is a huge problem. I successfully had extra time added to the pedestrian crossing at Toft Park/Grattan Road but cars still speed through. I sincerely appreciate any shift towards active travel and removing parking along the prom it will greatly enhance the area and make the public spaces less hostile for those of us who are disabled

I'm a disabled person who lives on (name). I depend on walking, cycling and public transport for travelling around the city. I use a mobility aid as walking long distances isn't possible for me, but I can cycle far longer than I can walk. I even created a mechanism where I can attach my mobility aid to my bike for these journeys!

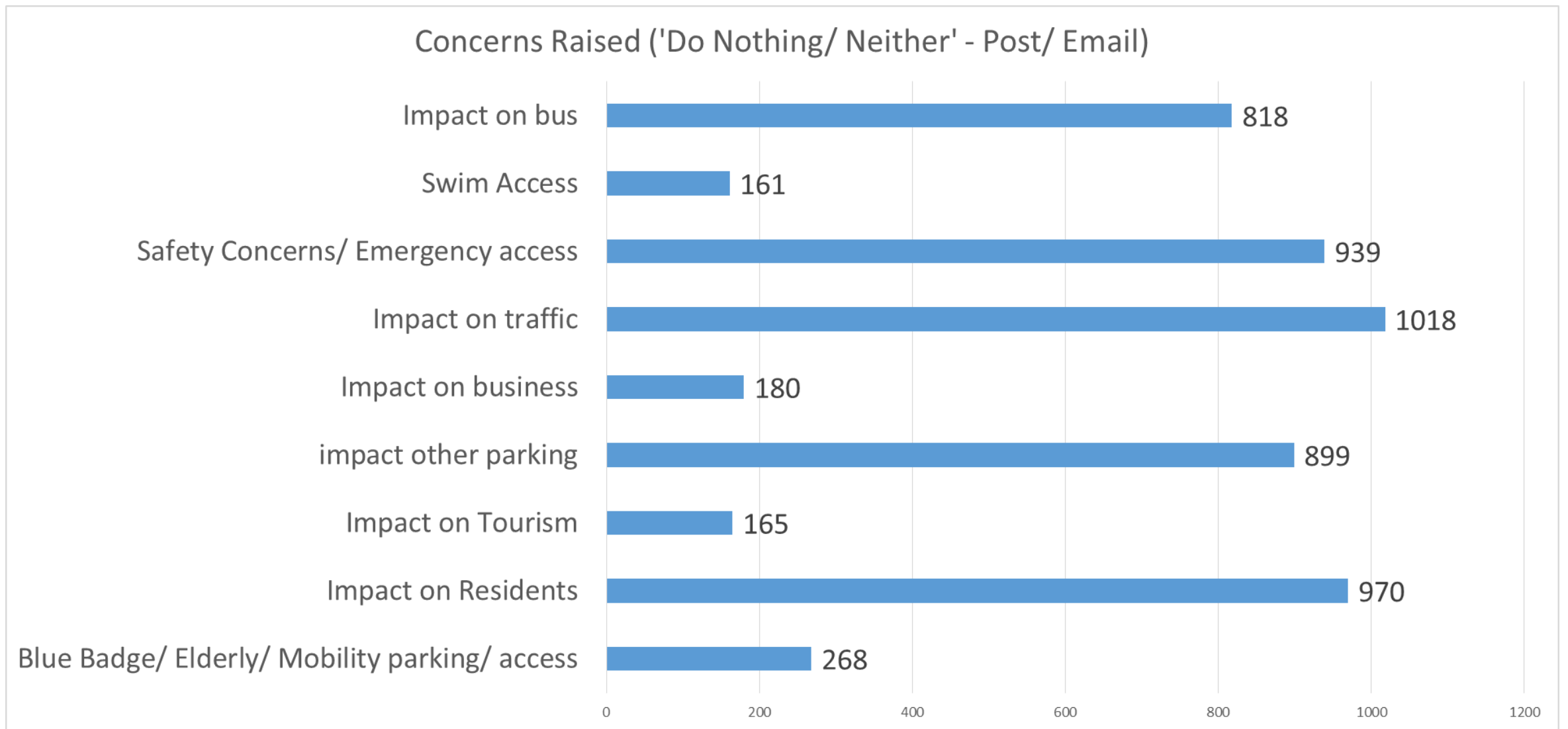
I currently am unable to cycle to and from Salthill due to hostility from drivers on these routes. I'm not able to cycle the quickest due to my mobility issues, so I often get heckled, close passed, or intimidated by drivers along these routes in particular, despite the fact that I don't deal with this behaviour nearly as often in other parts of the city. It's taken one of the most beautiful parts of the city away from me for active travel, where I'm now forced to bus to Salthill and walk between the areas that I want to attend.

Disability access is very often not prioritised in Galway City, and much more needs to be done to improve accessibility across our city. This 2 lane cycleway and increased disabled parking is a great move for disabled people. Many disabled people cycle, or use wheeled mobility aids like power chairs, scooters, or bicycles. For many of us, our bike is very much another mobility aid for us.

I have seen lots of discussion online regarding this cycleway, and how the tokenist shouts of "but disabled people" is used as a cry from certain drivers against the cycleway. I want to clarify that many disabled people ARE in favour of the proposed cycleway, and would much prefer Option 2 to be enabled.

Post/ Email – ‘Do Nothing/ Neither’ Feedback

- For those who expressed a preference for ‘Do Nothing/ Neither’, many were cyclists, and were in favour of provision of cycling infrastructure in Salthill - but not as specified in the NOM
- Many had concerns about the impact of delivery of the NOM
- Impacts on traffic, residents, parking, access for mobility impaired persons, bus services and safety/ emergency access were frequently mentioned
- These are summarised by theme below



Other concerns raised in relation to access to Golf club, amenities such as Leisureland, or by visitors such as carers.

Sample Comments – Post/ Email ‘Do Nothing/ Neither’

We would strongly object to both Option 1 and Option 2. Our sense is that a proposal of this magnitude needs more planning, a lot more discussion, a lot more interaction with residents and the local and business community, and before a scheme of this undertaking is launched, Solutions and a, 'Thinking through' of the consequences eg. the impact of parking for both visitors and residents, impact on emergency services, the impact on the elderly and the infirm, the current residents in the community, the number of schools in the area and our bus service, need to be investigated thoroughly before any final decisions are sanctioned.

I am a residence in Renmore and most evenings drive there to walk my little dog on the prom. If this goes ahead I will no longer be able to do this along with many others

We live outside the city and travel by car to the prom for our walks, I have a child with special needs who can't walk long distances, but doesn't qualify to use a designated parking space so we use the prom regularly due to the ease of parking and direct access.

"I wish to object to the temporary cycle lane proposed for Salthill on several grounds. I have a business in Salthill and such a disruption to traffic which is already at a standstill is not in anyone's interest. Increased traffic congestion at the top of Dr Mannix Road, Threadneedle road and the Kingston road. Loss of parking spaces at the Prom is a HUGE issue. Our elderly look-forward to parking and going for a stroll and a sit down. This is going to be taken away from them. What impact will this have on our tourism, I can't see any positive thing for our tourism. It will definitely have a negative impact on our own business in Salthill. Already there is a problem with double parking at the bottom of Threadneedle road, this is only going to get worse for everyone and this makes driving dangerous. I really do wish you leave our prom alone. As it is there is traffic congestion, this needs to be improved and not worsened,"

We have a business here and to be honest we rely on passing traffic, we also have a number of collections and orders placed here during the day and our delivery driver also comes and goes throughout the day so as to enable us to give a delivery service as part of our overall business. How can we work with such restrictions.

...It would restrict our elderly customers from getting to and from the shop, a majority of which have been our loyal customers for many years. Traffic in the area would be chaos and would have a hugely negative impact on our business. A majority of our trade is reliant on tourists who use this road to access other tourist amenities, including two local caravan parks. It would seriously impact visitors to the area, including family members, carers etc.

"I would like to object to the proposed cycle lane in Salthill mainly because it will remove the ability for people to park alongside the seafront which in turn would leave drivers with no alternative option but to park in the adjacent residential areas. This would remove residential parking and will adversely impact the residence at Dalysford Road. I along with other members of my family stay with my father on occasion and it has been difficult to find parking at times especially adjacent to our house. This change would adversely impact our ability to pick up our father who is very elderly and needs to go to hospital on occasion. Without adequate ability to park on Dalysford road outside our house, it is an almost impossible task to sit in a car and introduces unwanted hazardous situations. This change could be seriously exacerbated on days where there are events being held in Pearse Stadium notably GAA matches. Will removing this parking also adversely impact the ability to hold events at Pearse Stadium? ...I'm not opposed to cycleways, I welcome the introduction and I just think it should be done in a smart, effective and efficient way."

"Most collisions involving cyclists occur at junctions if I am going to use this cycle lane coming from Knocknacarra I have to cycle on the very busy Barna Road with no cycle lane and position myself in the middle of a very busy road to make a right hand turn I would be very lucky to be alive if I was crazy enough to even think of doing this insane act.... It is illogical to discontinue cycling provision near busy destinations ie Barna Road . This route does not connect to any other cycle route in the city it is a stand alone and serves little purpose does not serve schools safe connectivity to other residential areas There is a cycle adjacent to the golf course which should be promoted as is safe and very beautiful

Emergency Services/ Bus Éireann

Submissions

Emergency Services

- Meetings held with Emergency Services and PT Operators
- Meeting invites issued to
 - RNLI, Coastguard, Farraghers International Tour Coach, - Declined meeting
 - Bus Éireann, HSE Regional Emergency Management Unit, HSE Ambulance Service, Fire Brigade, Lally Coaches – Held Meeting
- Submissions from Emergency Services **flag risks to delivery** of NOM

Garda North Western Region HQ

Option 1 states 'Restricted access for emergency vehicles with one-way traffic flow.

Option 2 is silent on the matter.

The Seapoint Promenade and Salthill Road Upper is the principal vehicular route to the Salthill Promenade, Beaches, Blackrock diving tower and walkway enjoyed by thousands of local persons throughout the year and extending to large numbers of visitors to Galway city during holiday seasons to enjoy the Wild Atlantic Way. As a substantial body of open water, which attracts large number of visitors, it is my view that immediate emergency access without any restriction on a 24 hour basis must be a priority to service the area when required.

An Garda Síochána



Chief Superintendent
Garda North Western Region
Headquarters
Dublin Road
Galway
H91 F62K

Garda Community Engagement Section

Option 1

An Garda Síochána feel that this option cannot proceed, emergency access to Upper Salthill will be severely impeded by a one way system along the Salthill Promenade. Access and egress from the Garda Station on Dalysfort Road onto the Salthill Promenade travelling westward will be limit our ability to provide an emergency service.

AN GARDA SÍOCHÁNA



Superintendent's Office,
Community Engagement Section,
Salthill and Clifden Districts
An Garda Síochána
Salthill,
Galway.
H91W2X2

Garda Community Engagement Section

Option 2

An Garda Síochána feel that this option cannot proceed, emergency access to Upper Salthill Road and onto the Barna Road will be severely restricted. Judging by the plans posted emergency access to the Barna Road and West Galway will only be available via Threadneedle Road. Threadneedle Road is a two way road with parking on both sides of the road. The junction at Kingston Road/Taylor's Hill is governed by traffic lights. There are two schools located on this road. Given the volume of traffic that already use this road, couple with the anticipated additional traffic generated by the plan, it will cause a substantial backlog of traffic, seriously impeding the free movement of Garda vehicles. This will in turn have a negative impact on response times, significantly impacting the service provided. In an emergency situation, where an emergency response is required, such a scenario would create an unacceptable risk to the public and Gardaí. Access to the Barna Road and Upper Knocknacarra is achieved via Upper Salthill Road, limiting access Garda vehicles along this national route is an unacceptable.

AN GARDA SÍOCHÁNA



Superintendent's Office,
Community Engagement Section,
Salthill and Clifden Districts
An Garda Síochána
Salthill,
Galway,
H91W2X2

Fire Service



Comhairle Chontae na Gaillimhe
Galway County Council
Seirbhís Dóiteáin
Fire Service

Both Option 1 and Option 2 provide for one-way traffic in a West to East Direction between the Barna Road and the Pollnarooma West junction. **Both options presented would create serious challenges to the mobilisation of Fire and Rescue Services to the west side of the city, Knocknacarra, Barna and the areas beyond.**

Fire Service



Option 1

With regard to Option 1, GFRS would be forced to travel via Taylors Hill for west bound travel, as the prom would be restricted to a one way system.

GFRS do not use Taylors Hill for west bound travel unless absolutely necessary, and on several occasions have had to reverse back on this road due to meeting oncoming buses, or traffic congestion. With regard to the size of our appliances Taylor's Hill is extremely narrow in parts, with ESB Poles on the road edge, and a large wall at St Anne's Centre, leaving very little room to manoeuvre. It also leaves very little room for any traffic to move out of the path of Fire Appliances as there is nowhere to go. Buses are regularly 'parked'/pulled up on this road due to lack of space.

GFRS primarily travel on Taylors Hill to access incidents located on Taylors Hill. Recent and historical experience has repeatedly confirmed that any congestion on this road (which hits peaks several times a day), or meeting any oncoming bus or other HGV would prevent GFRS accessing the west side of the city and beyond. It is of course inappropriate that en-route to an incident, emergency vehicles would be forced to retreat to find an alternative course. This, for obvious reasons presents a significant implication for public safety, and therefore Option 1 proposed does not provide for any timely Fire Service response to the west side of the city, and county by extension.

Fire Service



Comhairle Chontae na Gaillimhe
Galway County Council
Seirbhís Dóiteáin
Fire Service

Option 2

With Regard to Option 2, GFRS would either have to travel via the Prom & Threadneedle Rd to reach Kingston Cross, or via Taylors Hill Road to Kingston Cross (addressed above) for west bound travel. GFRS conducted a number of blue light trial runs of the routes at a quiet time of day, with little congestion on the roads comparative to peak periods. Trials during quiet periods presented up to 45% extended travel times to reach Kingston cross, in some cases taking more than an additional two minutes to reach Kingston Cross from the base station.

There are two secondary schools on Threadneedle Road, and it would be reasonable to expect significantly extended travel times at school opening and closing times, greater than those highlighted already for quiet periods. In addition to this, large numbers of children build up at school drop off, pick up and lunchtimes along Threadneedle Road. Children are more prone to panic and unpredictable behaviour under the pressure of the lights and sirens used by Emergency Services vehicles. On such routes, at such busy periods, there is inevitably an increased risk of collisions with other road users and pedestrians, including children.

Fire Service



Comhairle Chontae na Gaillimhe
Galway County Council
Seirbhís Dóiteáin
Fire Service

Risk Assessment:

It is not unprecedented that roads are inaccessible to the Fire Service. On such occasions it is customary for the emergency services to conduct a Dynamic Risk Assessment of extraordinary peak periods of traffic (for example, matches or concerts in Pearse Stadium, closed routes for running events, etc.). However, such events are risk assessed as of very short duration, and often may require additional measures to be put in place by the Service on a short term basis to protect the provision of Fire and Rescue services to the city and county. It would be reasonable to expect that a six month restriction on one of the main access roads to the west side of the city and county will create significant increases on the current volumes of traffic experienced on Threadneedle Road and Taylors Hill road at peak times, and for prolonged periods. This further heightens the risk of significantly extended response times to the west side of the city and county.

Forced use of cycle lane

As an alternative to travelling via Threadneedle Road or Taylors Hill, it is known that it has been mooted that Emergency Services could utilise the Cycle Lane to access the west side of the city. In the interest of clarity, it would be important to point out that the Fire Services, in the course of carrying out their duties in attending to emergencies are subject to the Road Traffic Act.

Fire Service



Comhairle Chontae na Gaillimhe
Galway County Council
Seirbhís Dóiteáin
Fire Service

Furthermore, an Emergency Services Driving Standard exists for drivers of Emergency Services vehicles under blue lights. Use of a cycle lane for regular access to a large portion of the city and county would be contrary to the ethos of that standard. For that reason, it would not be reasonable or practical to suggest that GFRS could use the temporary cycle lane as an emergency access route for incidents. This presents an unacceptable level of risk to the fire service, and certainly a greater risk to Fire Service personnel and drivers than currently exists, and we believe it also creates a significant risk to the safety of members of the public. Therefore it cannot form a normal part of our response strategies.

Conclusion

It is our view that the current proposals will have significant impact on the ability of Fire and Rescue Services to respond in a timely manner to incidents on the west side of Galway City and County. Both proposals put forward would lead to unacceptable delays in reaching incidents where lives are threatened and significantly increase the risk to members of the public and Fire service personnel. Therefore Galway Fire and Rescue Service cannot support either proposal put forward to date.

HSE West – Regional Emergency Management Unit

At the outset I would like to advise that the HSE welcomes and supports initiatives that promote health and wellbeing including cycle ways. Following on from your briefing of the 24th January 2022 and the information provided, the following are our observations which relates to the proposed traffic management systems outlined in options 1 & 2.

- The consequences of both traffic management systems will potentially affect the NAS response times to the catchment area affected – option 1 is of particular concern
- The reduction of the regional road R336 to a one way system in part as outlined in both options will affect and contribute to increased traffic on the proposed diversions.
- The proposed diversions will send the emergency services to already busy / congested routes and junctions on the west side of the city.

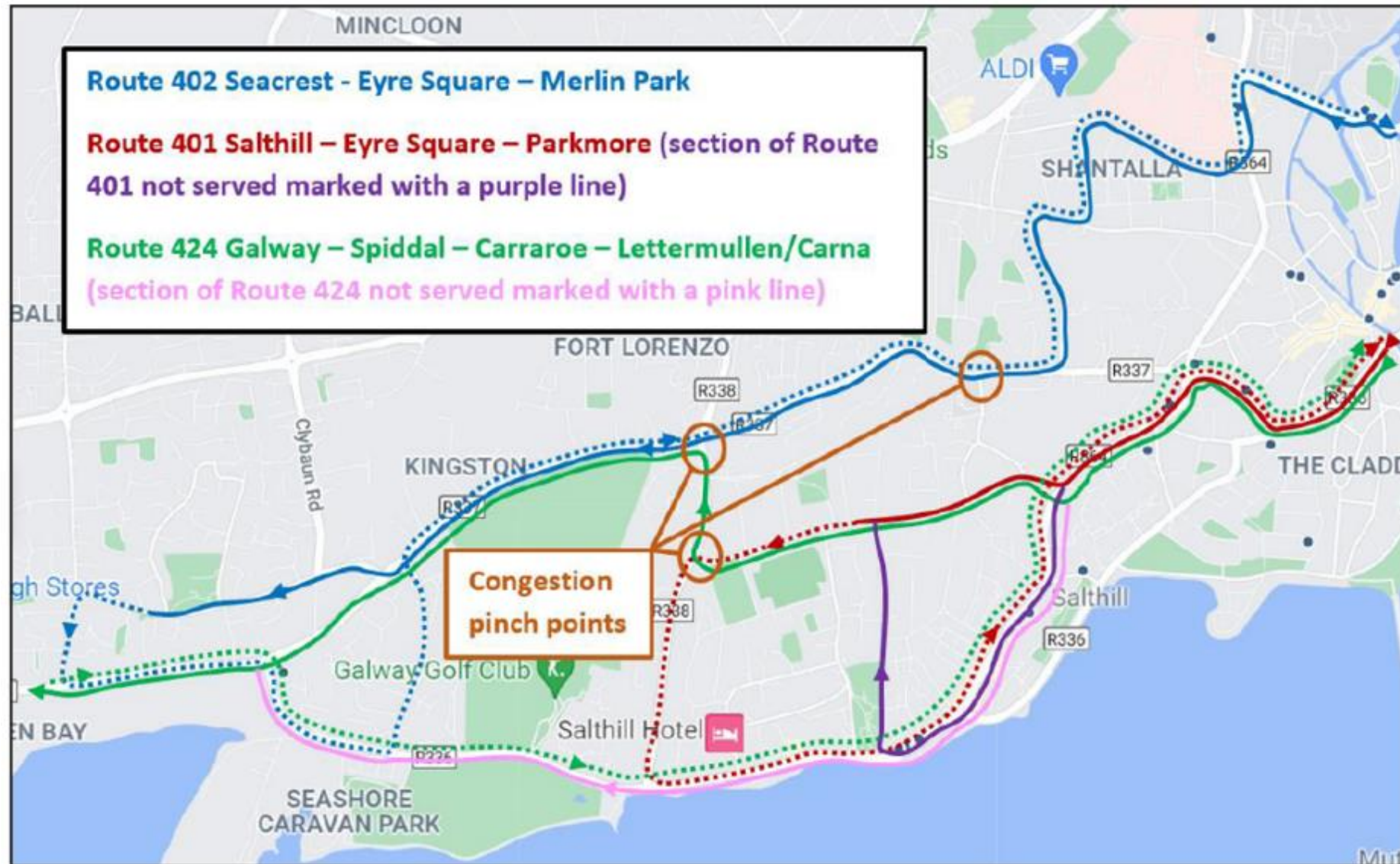
It is our fear that the implementation of these measures as currently proposed will create an increased risk of delayed response times for the National Ambulance Service, therefore we believe further consideration and discussion is required prior to implementation.

Salthill Cycleway - Option 1

"This option would result in a major change to the operation of routes 401 and 424 westbound. Salthill Village would not receive westbound service from both routes under the proposal (7 bus stops would be missed on Route 401 and 6 bus stops would be missed on Route 424).

The change of traffic patterns would also most likely lead to increased congestion at pinch points, hence resulting in poor punctuality performance on both routes. Route 402 would operate the normal licenced route under this proposal, but would be subject to increased westbound congestion on Taylors Hill Rd; approaching the junctions with Rosary Lane and Threadneedle Rd. The changes to operation on routes 401 and 424 under this proposal, and congestion pinch points of concern, are outlined in 'Fig 2'."

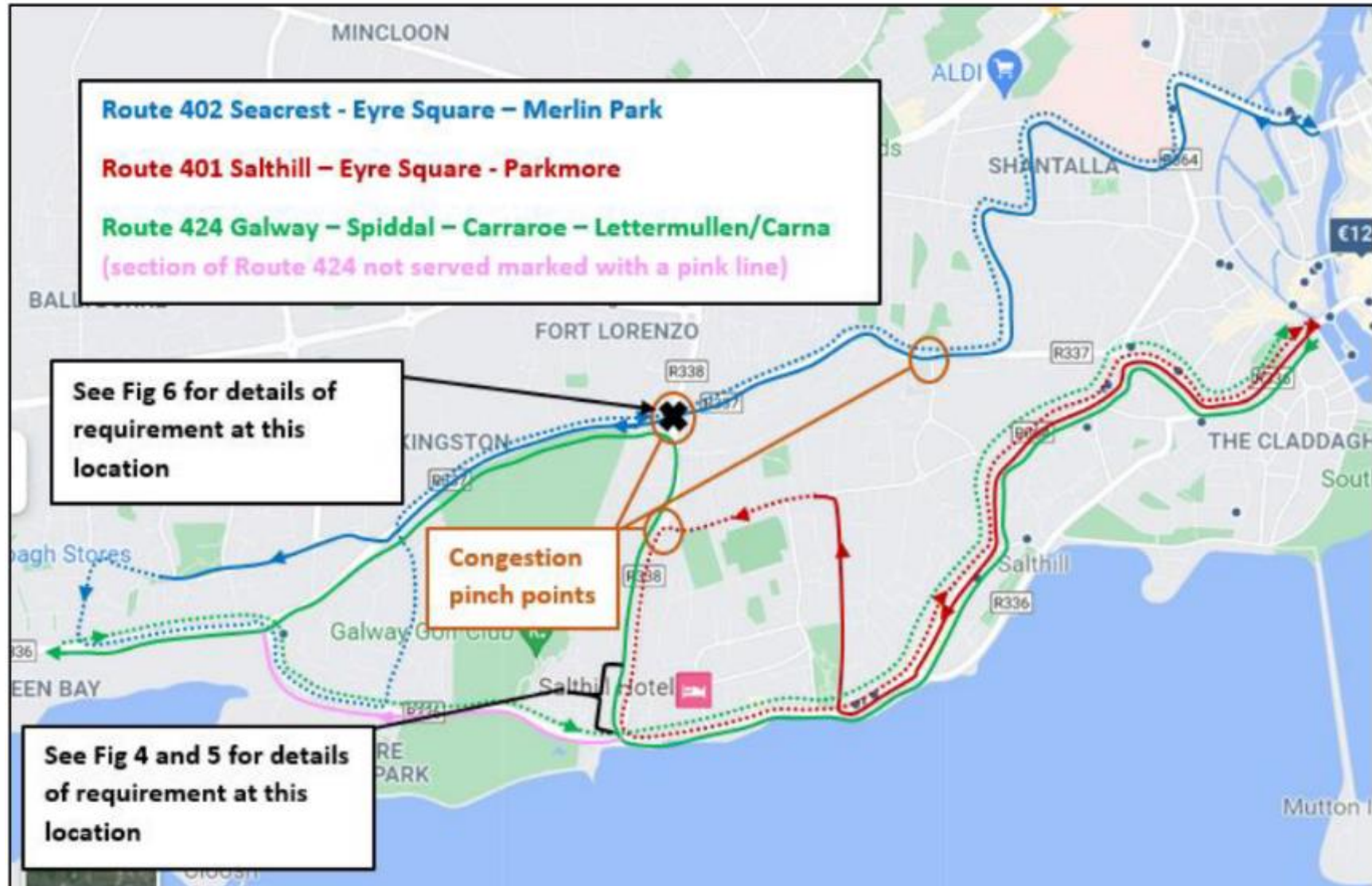
Bus Éireann - Figure 2



Salthill Cycleway - Option 2

Of the 2 options given, option 2 is the preferred option for Bus Éireann operations. Routes 401 and 402 would operate the full licenced routes and the changes to Route 424 would be kept to a minimum (see Fig 3).

Bus Éireann – Figure 3



Salthill Cycleway - Option 2

"Under option 2, infrastructural additions will be required at two locations to facilitate safe vehicle movement. The vehicles allocated to Route 424 are 14 meters long so are less manoeuvrable than city vehicles. It is assumed that the removal of parking on Salthill Promenade would lead to increased parking on Threadneedle Road. This was an issue during the original lockdown in spring/summer of 2020 when parking was removed from Salthill Promenade. Therefore, we will be requesting a significant extension to the double yellow lines on the western side of Threadneedle Road (beginning at the Blackrock junction) to allow vehicles operating routes 401 and 424 to pass safely and without delay (see Fig 4 overleaf). If this cannot be facilitated, sporadic double yellow lines with flexi bollards will be required at regular intervals for vehicles to weave around parked vehicles (see fig 5 overleaf). The vehicles operating Route 424 are 14 meters long so a span of 30 meters would be required in each location to allow sufficient manoeuvrability. Flexi bollards would be essential for this proposal as one illegally parked vehicle would have the potential to create a major blockage."

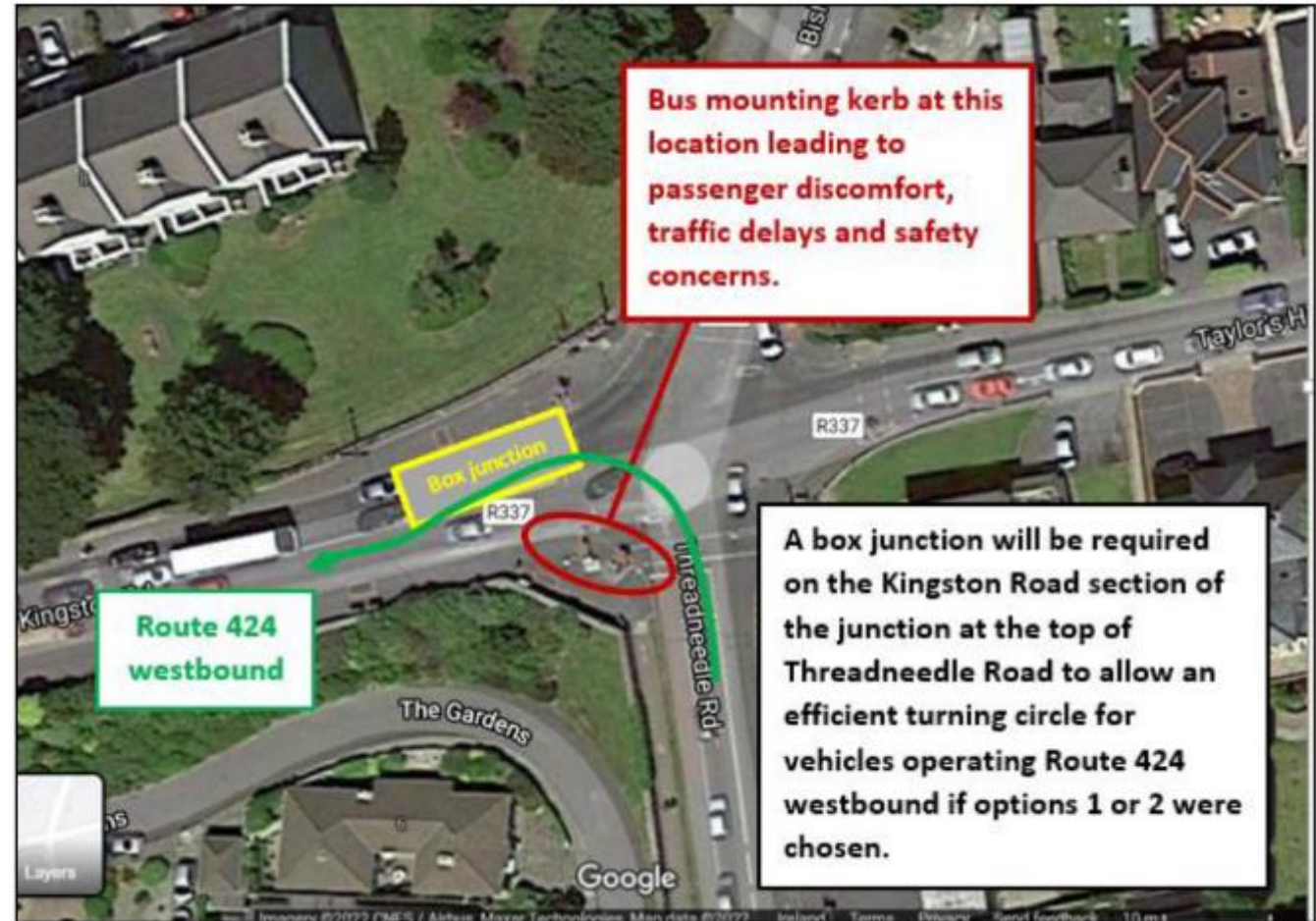
Bus Éireann



Bus Éireann

Salthill Cycleway - Option 2

In addition to the infrastructural requirements on Threadneedle Road, a box junction would be required on the Kingston Road section of the junction at the top of Threadneedle Road to allow an efficient turning circle for vehicles operating Route 424 westbound (see Fig 6).



Bus Éireann

Salthill Cycleway - Option 2

This turn was trialled on 27/01/22 (using the relevant vehicle) and despite oncoming traffic reversing to facilitate the turn, the bus had to mount the kerb (see fig 7 overleaf).

The ideal remedy to this issue would be realignment of the kerb (circled in red on Fig 6) but I'm aware that hard engineering would incur increased planning and cost. Given that the proposed cycle lane is a temporary measure, the box junction might be a more fitting option.



Salthill Cycleway - Option 2

In conclusion, this outlines the impacts that both options in the temporary cycle lane proposal would have on Bus Éireann routes. Increased congestion issues resulting from the removal of road space, and diversions to traffic, under the proposed changes would lead to delays to service. It is proposed that the trial will run from March to September of 2022 which is the busiest time of the year in the area. Any impacts to bus routes resulting from congestion delays would have a knock on effect on other locations served by these routes ie.

- Eyre Square, Old Mervue and Parkmore on Route 401.
- Shantalla, Eyre Square, Renmore and Merlin Park on Route 402.
- Spiddal, Carraroe, Lettermullen and Carna on Route 424.

Therefore, we believe option 2 would lead to far less issues, thus a decreased impact on the service received by our customers.

Report Ends

GREENWAY
An Bealach Glas
→