



## Lauren Griffin

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**From:** Lauren Griffin  
**Sent:** Monday 11 November 2024 16:39  
**To:** 'Julie.Galbraith@nationaltransport.ie'  
**Subject:** RE: NTA Submission - JP61.320938 Part 10, enhancements to Woodquay Park, Galway

A Chara,

The Board acknowledges receipt of your email, official correspondence will issue in due course.

Kind regards,

Lauren

**From:** Julie Galbraith <[Julie.Galbraith@nationaltransport.ie](mailto:Julie.Galbraith@nationaltransport.ie)>  
**Sent:** Friday 8 November 2024 08:39  
**To:** LAPS <[laps@pleanala.ie](mailto:laps@pleanala.ie)>  
**Subject:** NTA Submission - JP61.320938 Part 10, enhancements to Woodquay Park, Galway

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Dear All,

Please find attached submission from the NTA relating to JP61.320938 Part 10, enhancements to Woodquay Park, Galway.

I would appreciate it if you could confirm receipt.

Kind regards,  
Julie Galbraith



### Julie Galbraith

Land Use & Transport Planner, Strategic Planning

National Transport Authority | Údarás Náisiúnta Iompair  
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I gcomhréir leis an mbeartas maidir leis an gCeart chun Dísceangail de chuid an ÚNI, má tá an ríomhphost seo á fháil agat taobh amuigh de ghnáthuaireanta oibre, níl ag súil le freagra ná gníomh uait taobh amuigh de d'uaireanta oibre féin.  
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An Bord Pleanála,  
64 Marlborough Street,  
Dublin 1,  
D01 V902

8<sup>th</sup> October 2024

**RE: Ref. JP61.320938 Part 10, enhancements to Woodquay Park, Galway**

Dear Sir/Madam,

The National Transport Authority (NTA) acknowledges receipt of referral of the above proposal and outlines the following observations for consideration.

### **1. Overview**

The subject site is located to the north of the R338/Headford Road and Woodquay Street. It is bordered by Waterside and the River Corrib to the northwest, Riverside to the northeast, and Corrib Terrace to the southwest. The proposed development seeks to enhance the existing Woodquay Public Park and surrounding public realm. The NTA would support the development in principle as it would improve public realm at this located to the benefit of sustainable modes.

### **2. Bus Operations**

The NTA notes that, under the current bus network, the Headford Road is an important radial route for buses in and out of Galway City. The importance of this road for supporting bus operations will continue following the implementation of the new BusConnects network redesign with route 7 Cappagh Road to Castlegar operating along here at a 20 minute frequency. The redline boundary of the proposed development stops at the boundary of the proposed Bus Connects Cross City Link scheme. In the event of a grant of permission, liaison with the Cross-City Link Team should continue at detailed design stage and prior to the commencement of development to ensure that the proposed development can integrate fully with the Cross City Link Scheme.

### **3. Cycling**

The proposal includes for the existing TFI Bike Rental station to *'be reduced from 20 to 10 docks and relocated to the area east of Riverside....The reduction in spaces has been agreed in principle by the NTA, due to the relatively low use of the station currently.'* (Planning Cover Report, pg 14)

It is the view of the NTA that a TFI Bike Rental station should be maintained in this area with an appropriate level of docking stations provided relative to demand. Notwithstanding the proposed

reduction in the number of TFI Bike Rental docking stations, the NTA notes that it appears that the proposed redesign of the park does not include for the provision of standard bicycle parking. It is the view of the NTA that well located and secure bicycle parking should be provided as part of the scheme to encourage and support travel to and from the park by private bicycle and consideration should be given to providing for a range of bicycle types in particular cargo bikes.

#### **4. Recommendations**

Regarding the above, the NTA recommend the that:

- In the event of a grant of permission, a condition should be attached requiring that liaison with the Cross-City Link Team continues at detailed design stage and prior to the commencement of development to ensure that the proposed development can integrate fully with the Cross City Link Scheme.
- Cycle parking should be provided as part of the scheme, to support travel to/from the park by sustainable modes. (The NTAs Cycle Design Manual provides guidance in the provision of appropriate cycle parking.)

I trust that the views of the NTA will be considered in the assessment of the proposed development.

Yours sincerely,



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Michael Mac Aree  
Head of Strategic Planning