

Appendix **G**

Public Realm Proposals



Straitéis Iompair na Gaillimhe
Galway Transport Strategy

Appendix G

GTS Public Realm Proposals

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G1 Introduction

G1.1 Background

The Galway Transport Strategy recognises that the quality of the pedestrian environment is an important characteristic which influences residents, commuters, tourists and shoppers in their choice of destination and main mode of travel.

The public realm investigations carried out in preparation of the Transport Strategy are necessarily strategic, high-level, and focused on the city centre. As projects are taken forward for delivery, improvements to the public realm will need to be built-in to the design development processes.

This Appendix outlines the approach taken to developing city centre public realm enhancements, and in particular focuses on the proposed ‘Cross-City Link’ (which aims to provide a bus priority corridor together with a much more comfortable and attractive pedestrian environment - as described in Section 4 of the **GTS Technical Report**). This measure provides an opportunity for reallocation of road space to public transport in the city centre and an associated improvement in the public realm – i.e. the receiving environment for passengers’ onward journeys on foot.

G1.2 Guiding Principles

Initial development of outline Public Realm proposals are in line with the strategy’s guiding principles which support the enhancement of the public realm through traffic management and transport interventions according to the following principles:

- To promote and encourage sustainable transport, and in particular to make it convenient and attractive to walk, cycle or use public transport;
- To improve accessibility and permeability to and within the city centre for pedestrians, cyclists and public transport users, while also maintaining an appropriate level of access for vehicular traffic for commercial and retail purposes;
- To maximise the safety and security of pedestrians, cyclists and other transport users, particularly within the core city centre area.

G1.3 Study Process and Outputs

As set out above, the public realm has been considered on an initial, high-level, basis (for the Cross City Link corridor). The process followed was as follows, with outputs described in Sections 2 and 3 of this report:

Establish Existing Characteristics (see Section 2)



Identify Key Connections (see Section 2)



Develop Outline Public Realm Enhancements (see Section 3)

G2 Existing Characteristics & Key Connections

G2.1 Existing Characteristics

An analysis of the study area (see Figures 1 and 2) was carried out to identify five character areas around the city centre. Various key spaces within these character areas were identified with the potential to be enhanced in order to create a better environment for pedestrians and cyclists with a more efficient public transport network which allows people to move freely throughout the city centre.

These new spaces should be attractive, safe and accessible for all users to facilitate activity and movement. To this point, the redesign and improvement of the street design along the primary bus route presents an opportunity to enhance the appearance of the city. By providing an integrated public realm with a continuous theme the user's experience will improve as well as their sense of an identity.

G2.2 Movement

The analysis of movement has been undertaken to assess how the new transport strategy has an impact on the pedestrian, vehicular and bus network since it proposes to designate a route through the city centre which will have continuous priority for buses (see Figure 3).

This improved transport scheme generates more pedestrian friendly streets that allow for:

- Convenient and walkable access to transport and public spaces;
- A safe space for walking and cycling around the city centre;
- An incentive for people to walk rather than drive;
- Improvement to the quality of life; and
- Minimal environmental impact.

G2.3 Key connections

Key spaces for enhancing urban connectivity within the city centre are identified in Figure 4. At these locations it is envisaged that pedestrian will experience safe crossings in the context of also providing good connectivity for buses along the corridor.

Figure 1: Existing Situation

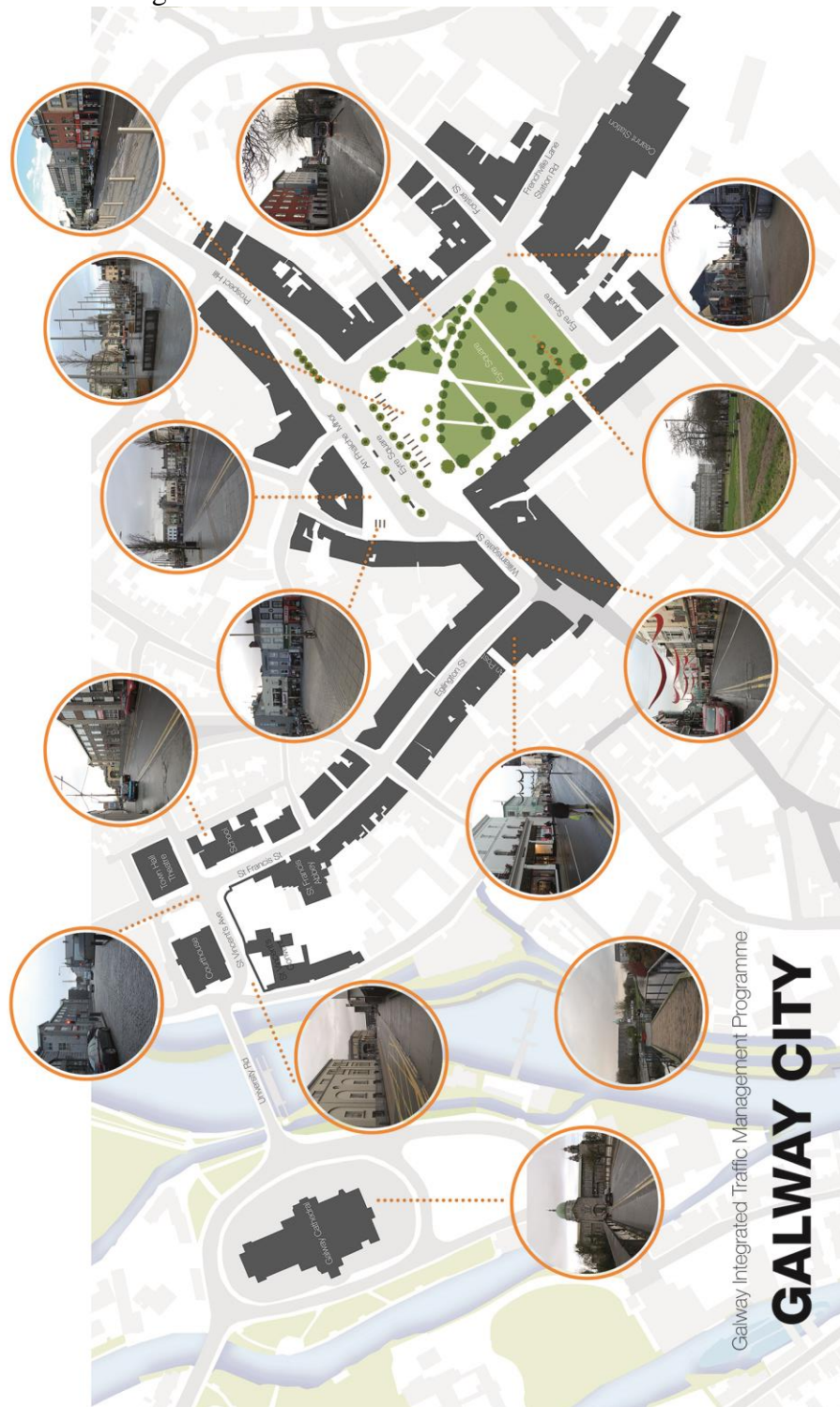


Figure 2: Character Locations

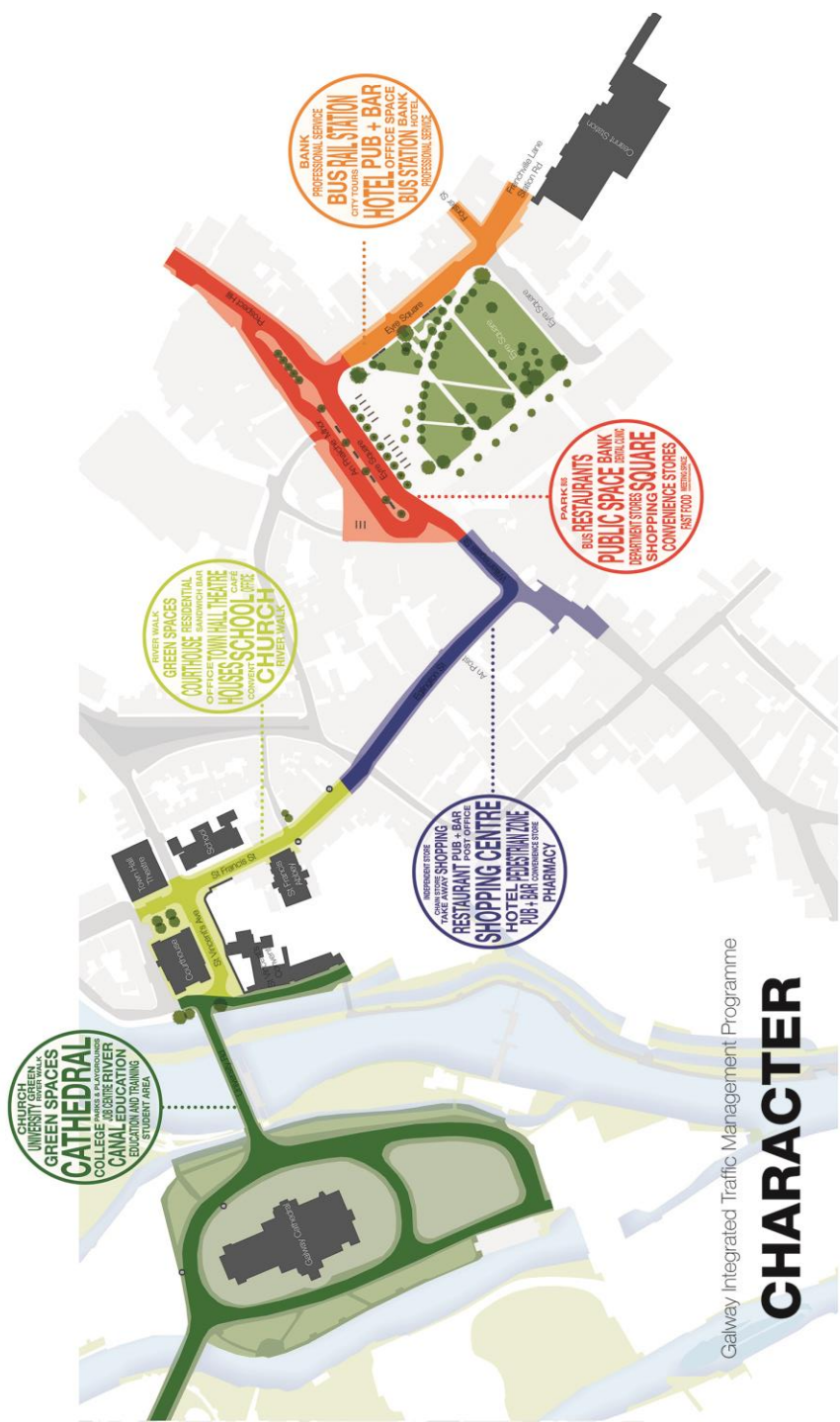


Figure 3: Movement Characteristics

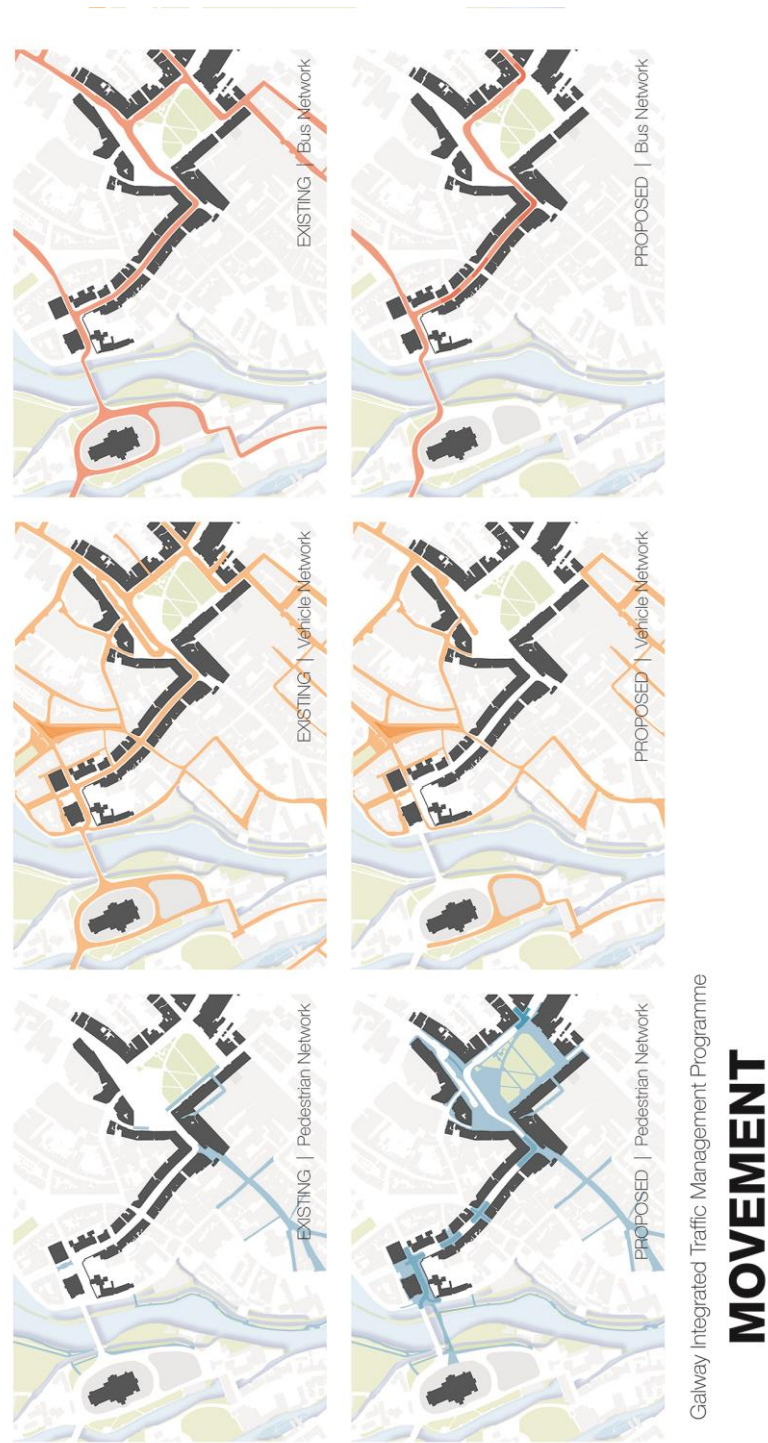


Figure 4: Key Connections



G3 Public Realm Proposals

G3.1 The Cross City Link

The Cross City Link seeks to integrate sustainable land use and transportation while maximising the potential for pedestrian access and movement in the city centre. The proposal is shown (for illustrative purposes only) in Figure 5 – and aims to reflect existing movement patterns to create a coherent corridor / public space that is attractive with a sense of continuity, identity and perception of a safe environment for all users.

The Cross City Link includes:

- Remodelling of several junctions and crossing points
- General public realm upgrade along the whole route
- Provision of a new ‘iconic’ footbridge crossing the river Corrib south of and parallel to the Salmon Weir Bridge.
- Potential for upgrading areas of carriageway/footway into ‘public space’ with more street-level commercial premises to encourage social, cultural and economic activity.

All these interventions shape an improved environment creating safer, healthier and more welcoming places that promote sustainable methods of transportation.

G3.2 Photomontage Illustrations

Preliminary photomontages have been prepared to illustrate potential improvements to the public realm – shown in Figure 6 to Figure 15. It is emphasised that these do not represent initial designs or imply feasibility – but are rather illustrations of potential improvements.



Figure 5: Cross City Link Overview Plan



Figure 6: View looking west towards Galway Cathedral – Existing Layout



Figure 7: View looking west towards Galway Cathedral – Conceptual Layout



Figure 8: View from Eglinton St – Existing Layout



Figure 9: View from Eglinton St –Conceptual Layout



Figure 10: View looking west on Eyre Square – Existing Layout



Figure 11: View looking west on Eyre Square – Conceptual Layout



Figure 12: View looking north on Eyre Square – Existing Layout



Figure 13: View looking north on Eyre Square – Concept Layout



Figure 14: Bus Stop / Interchange Point on West Side of Eyre Square – Existing Layout



Figure 15: Bus Stop / Interchange Point on West Side of Eyre Square – Conceptual Layout

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