

MEMO

TO:

Galway City Council

FROM

AtkinsRéalis

REF

5193732DG0540 rev 2

DATE

May 2026

SUBJECT

Galway Cycle Network - WP4 - Monivea Road (East) Active Travel Scheme - Public Event Outcome

Introduction

This memo has been prepared to summarise the public consultation event held in relation to the Monivea Road (East) Active Travel Scheme. The purpose of the consultation was to provide stakeholders and members of the public with information on the proposed scheme, outline its key objectives and potential impacts, and to gather feedback to help inform the ongoing design and decision-making process prior to the Part 8 process. A Statutory Consultation will be undertaken during the NTA Phase 4 Planning Process, when the project progresses to Part 8 planning. This memo outlines the format of the information event in March 2026, the level of engagement achieved, and the key themes raised by participants.

Consultation Event

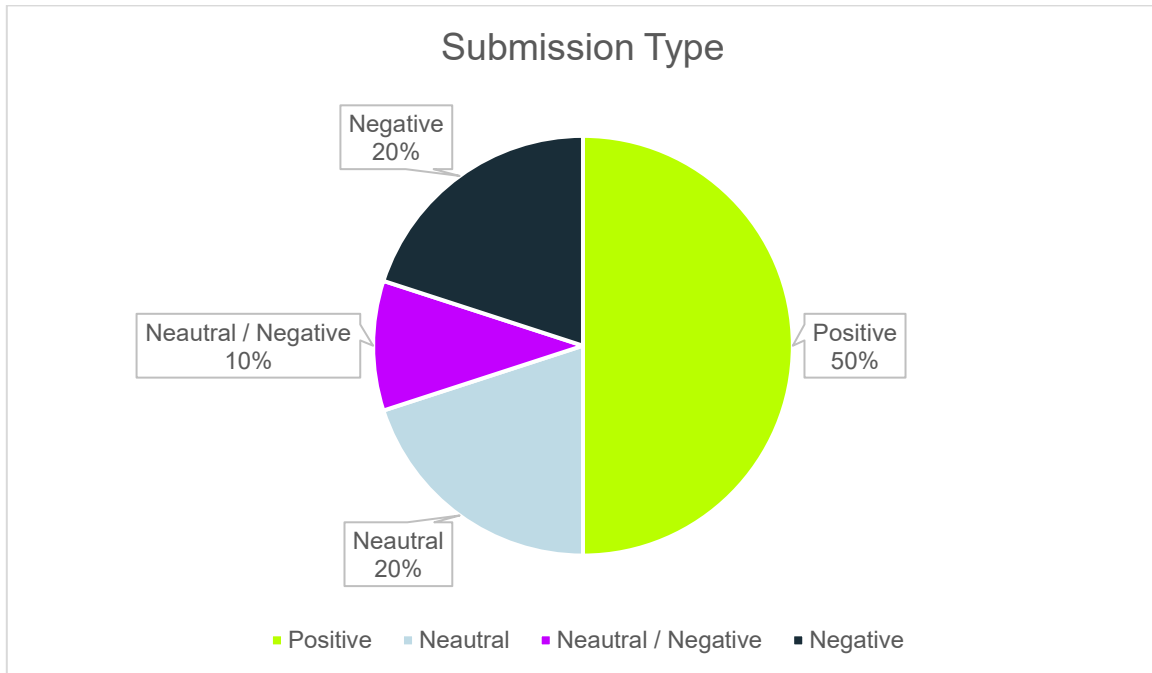
The public consultation event for the Monivea Road (East) Active Travel Scheme took place on the 19th March 2026 at the Clayton Hotel in Galway. The event was advertised to the public through multiple channels including the Galway City Council (GCC) Website, GCC social media accounts, in the Galway Advertiser newspaper and through letter drops to local residents. The event was held on a drop-in basis and was attended by members of the public and local stakeholders. Local elected members were invited to drop in at anytime throughout the day and also had the opportunity to view the information prior to the public viewing. Drawings and photomontages were on display outlining the proposed scheme, its objectives, and key design elements, with members of the project team available throughout the event to answer questions and discuss the proposals. Attendees were invited to provide feedback through handwritten submissions, emails or online submissions, ensuring that a range of views could be captured and considered.

The consultation event was well attended, with over 50 people in attendance.. A total of 12 formal responses were received through written submission forms. While the level of attendance indicated strong interest in the scheme, the number of formal responses submitted was lower than anticipated given the volume of attendees present. This is

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considered to reflect the informal nature of many interactions on the day, with a significant proportion of feedback provided verbally rather than through written submissions.

In total, 12 written submissions were received following the consultation event. Of these, two submissions were not related to the proposed scheme and have therefore been excluded from the assessment. The remaining submissions comprised five positive comments (50%) expressing support for the scheme, two neutral comments (20%), one comment that raised both neutral and negative observations (10%), and two submission that was wholly negative (20%). Overall, the feedback received reflected a range of views, with the majority of relevant submissions indicating a generally positive or neutral response to the proposed works.



The key themes raised across the submissions related to the reduction to carriageway widths, footpath widths, and bus priority. At the event general discussions were had between the Project Team and attendees which were both negative and positive in nature, however many of these were not formalised in submissions, and so it is not possible to include these here.

The written comments received and subsequent responses have been included in Appendix A of this memo.

Conclusion

All comments and submissions received as part of the public consultation process were reviewed and considered by the design team. Having assessed the feedback received, it was concluded that no changes to the proposed scheme design were required at this stage although they may be considered further during detailed design. The project will therefore proceed to the next statutory phase. It is intended that the scheme will be advanced to Part 8 planning, with the Part 8 application to be submitted in May 2026, subject to URDF/NTA approvals to proceed. In accordance with statutory requirements, the application will be placed on public display for a period of four weeks, followed by a further two-week period during which submissions and observations may be made.

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Appendix A – Submissions & Responses



No.	Online / On the Day	Key Points Raised	Response	Positive / Negative / Neutral
1	On the Day	<ul style="list-style-type: none"> 1. Scheme is brilliant 2. Wished that shared space could be reduced 3. Bus Priority preferred 	<p>2. Following an option selection process (undertaken as per the NTA guidelines), which looked at constraints, a two way track with some shared areas was proposed as it provided the best combination of quality of service for cyclists whilst negating the need for landtake.</p> <p>3. Bus lanes would require the acquisition of private land/property. The project brief required improvements to cycle facilities along the route. Bus lanes were not part of the brief. The brief was developed from the Galway Transport Strategy.</p>	Positive
2	On the Day	<ul style="list-style-type: none"> 1. Excellent Scheme really happy with the extent of improvements 2. Happy with no bus stop setbacks to keep bus priority and cycle lanes 		Positive
3	On the Day	<ul style="list-style-type: none"> 1. Left hand turns onto Ballybane Rd. could be more rounded. Have to cross to oncoming traffic to go left. 	Comment is not in relation to the scheme.	N/A
4	On the Day	<ul style="list-style-type: none"> 1. Bus to be able to pull in on the road. 2. Cycle lane to be much smaller than Ballybane 3. Footpaths Lower 4. Proper access for wheelchair users 5. Less traffic lights 	<p>1. The guidance from the NTA is that inline bus stops are preferable, as with laybys the bus can be delayed waiting for a gap in passing traffic. The delays experienced by private vehicles due to inline bus stops is considered to be minimal. The hierarchy outlined in Design Manual for Urban Roads and Streets (DMURS) is as follows Active Travel > Public Transport > Private Vehicles.</p> <p>2. The proposed cycle lane width has been designed in accordance with the Cycle Design Manual (CDM).</p> <p>3 & 4. All footpath gradients will be designed further during the detailed design phase of the project. All footpaths and cycle tracks will be designed in accordance with DMURS and the CDM. Raised crossings across the main road and side roads will particularly benefit wheelchair users (no change in level at the crossing).</p> <p>5. Traffic lights have been provided at key crossing points on the scheme to aid pedestrian movement. The majority of these signals will only impact vehicles when pedestrians trigger the lights via a push button, so the additional signals will have little impact on traffic flow.</p>	Neutral
5	On the Day	<ul style="list-style-type: none"> 1. Monivea Park Ramp accessibility for wheelchairs 	Comment is not in relation to the scheme.	N/A

No.	Online / On the Day	Key Points Raised	Response	Positive / Negative / Neutral
6	On the Day	<ol style="list-style-type: none"> 1. Overall the scheme is good 2. Would have preferred a cycle lane on both sides 3. Would like to see the use of wildflowers in greenspaces 4. Can road markings be applied on approach to junctions to slow traffic down. 5. Relocation of the crossing at the N6 shared surface path to be closer to the Ballybane Road. 	<ol style="list-style-type: none"> 2. Due to restrictions in the available cross section width the construction of cycle lanes on both sides of Monivea Road was not feasible. Following an option selection process (undertaken as per the NTA guidelines), which looked at constraints, a two-way track was proposed as it provided the best combination of quality of service for cyclists whilst negating the need for landtake. 3. The provision of wildflowers in greenspaces will be further considered during Detailed Design. 4. The proposed tightened junctions, narrowed lane widths and raised table crossings all encourage slower speeds by vehicles along the route. The use of further road markings and signage will be assessed in Detailed Design. 5. As part of the Ballybane Road Active travel scheme a signalised crossing will be put in place at the Ballybane / Monivea Road junction. There will be an additional crossing then installed at the N6 shared surface path as part of the Monivea Road Scheme. Relocating this closer to the Ballybane Road would bring it too close to that at the Ballybane / Monivea Road junction. 	Positive
7	Online	<p>The theory is that facilitating cycling by construction of dedicated lanes will encourage people to embrace this mode of travel. However, theory and reality often collide. For many, cycling is not an option due to distance or having to drop children off en route to work. The biggest barrier to cycling in Ireland, especially along the Western Seaboard is our notorious weather. We get an average of 234 wet days per annum. Much of the time, this is heavy wind blown rain from the Atlantic. The Roman name for Ireland, Hibernia< translates from Latin as the land of eternal Winter. At time of writing, we are on a break after suffering almost relentless heavy rain since Christmas and we get many years without a Summer. It is unreasonable to think that people will choose cycling or transporting children on bicycles in these conditions. It is also fanciful to expect places of work or education to provide mass showers and drying facilities.</p> <p>The fact that few will cycle means that poor value for money for the taxpayer. It is highly unlikely that many, if indeed any, would stand up to a cost benefit analysis.</p> <p>I do not cycle but, as a pedestrian and a motorist, I regularly witness the poor behaviour of cyclists. Having cycle lanes will likely encourage more of them to ride without lights, high viz jackets, to text whilst cycling and to use headphones, making them oblivious to the world around them. These factors present obvious dangers where general traffic or pedestrians intersect with bicycles.</p> <p>Cycle lanes make it more difficult and dangerous for locals to drive in or out of their own homes.</p> <p>The design used is a typical example of ideology and theory overriding practicality. This DeMURS manual seems to purposely frustrate car users and cause delays for us in the hope that people will change travel mode. In theory, this may work but in practice it will fail as our weather is so bad that people will elect to drive rather than cycle or walk. The resultant traffic delays will only exacerbate the congestion which the project is supposed to address. This would result in several negatives including increased costs, road rage causing more risky behaviour and also more exhaust and noise emissions to cover the same distance.</p> <p>Sadly, the record of Galway City Council in addressing traffic snarl ups is not good. Most projects simply backfire. We have seen the Moneenageisha Mess, "solved" only by the prohibition of right turns at inconvenience to many. The (Galway) Clinic Cock Up is another example. Some lanes are unnecessarily narrow and poorly marked (especially on wet nights), resulting in several accidents. The Menlo (Park) Muck Up, vaunted to end rat running</p>	<p>The scheme is being promoted and progressed in line with National, Regional and Local policies, and has been designed in accordance with current standards. A Business Case for the scheme will be prepared at various stages to ensure that the scheme represents value for money and which also assesses the impact on all road users.</p>	Negative

No.	Online / On the Day	Key Points Raised	Response	Positive / Negative / Neutral
		<p>and improve traffic flow. The opposite has occurred. However, the Ballybane (Road) Botch must take the oscar. This road was already congested but the installation of super wide cycle lanes and footpaths narrowed it to the point where large vehicles cannot pass each other without making illegal maneuvers. The narrowing of the junctions has made them dangerous. I have seen many vehicles being forced to mount kerbs to avoid encroachment in traffic lanes. This road has been the subject of multiple comments in the media but also in general conversation and the feedback is 100% negative. Many of the comments made are unprintable.</p> <p>I hear numerous comments from many stating that cycle lanes are used by very few and therefore a scandalous waste of public money. Many go on to say that this waste is insulting, especially in view of the fact that we are being taxed to the hilt, especially as motorists. Irish motorists are amongst the most unfairly and excessively taxed in Europe.</p> <p>I fail to see how the National Transport Authority came up with the figure that 64% would favour more expenditure on such infrastructure. The commentary I hear is negative and the Ballybane Road project has thrown petrol on the fire of this negativity. The fact that the Monivea Road proposal comes from the same design manual bodes very badly. It was no less a person than Albert Einstein who defined insanity as doing the same thing over again and expecting to get a different result.</p> <p>It is my strong opinion that this proposal should not go ahead. Reducing road space will further exacerbate Galway's already notorious traffic problems, to the detriment of locals, commuters, visitors and businesses. It is my belief that no net reduction in traffic space should take place until the outer bypass is under way. However, I concede that some bus lanes may be warranted but these should be built, where possible, without reducing other road space.</p> <p>Many say that cycle lanes are expensive vanity projects, insulting to hard pressed taxpayers. The broad opinion is that taxes should be lower, or that the money would be much better spent repainting the road markings, many of which are dangerously worn. Spending the money on pothole repairs would benefit motorists, pedestrians and cyclists and this would be favoured by many. Considerably more funding will be required for this purpose in the future due to the introduction of the fleet of electric buses. Their very heavy weight has destroyed the roads in housing estates in Limerick since their introduction there and a similar outcome is likely here. The Galway populus would be happier to see expenditure in this area than the destruction of another route. in a similar manner to the Ballybane Road.</p>		
8	Online	<ol style="list-style-type: none"> 1. 2m wide footpaths on both sides of the road - According to the development standards in Galway City Council's own Development plan, the required width of footpaths is 1.8m. Please can you clarify why the plans do not adhere to the Council's own Development Plan width. While on the surface, a reduction of 40cm may seem trivial, it would be better offered in the main vehicular carriageway to reduce pressure on passing HGVs and Coaches. 2. Reduction in Carriageway widths to 6.4m - Please can you confirm that the well-publicised failings on the Ballybane Road scheme have been taken on board and this 6.4m width will comfortably accommodate two passing HGVs or large Coaches. 3. Junction tightening and the introduction of raised pedestrian crossings - Please can you explain the benefit of junction tightening. We have again seen from the Ballybane Road scheme the problems that this causes for traffic joining the main carriageway from adjacent roads. Tight junctions force vehicles into the middle of the road when turning left, or alternatively it causes the inside wheels to mount the kerb at the apex of the junction causing 	<ol style="list-style-type: none"> 1. Monivea Road is classed as a Link Road within the DMURS National Guidance. The guidance relating to the 1.8m footpath width in the current Galway City Development plan (Section 11.3.1) relates to local streets only such as housing estates. The development plan outlines that a 2.5m footpath is generally required for a Link Road however due to the constrained existing cross section of Monivea Road a 2m wide footpath width has been adapted. 2. Due to Monivea Road having a significant commercial area, where Heavy Vehicles must access, without any alternative access route available, the lane widths are proposed as 3.2m to give additional space for their movements. This lane width aligns with DMURS and the Cycle Design Manual. Swept path analysis has confirmed that the space is sufficient for Heavy Vehicle movements as per DMURS. 	Neutral

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		<p>damage to landscaping and road furniture. Further evidence of this can be seen at the Martin Junction where vehicles turning left onto the N67 from the old Dublin Road cannot remain in the inside lane.</p> <p>4. Continuous cycle track crossings on all side road junctions to prioritise cyclists' movements - Please can you provide the data on the number of cyclists using this route currently and the projected increase in numbers after the completion of the works. I am supportive of cycle infrastructure; however it needs to be implemented in a balanced way that reduces any unintended tensions between cyclists and motorists.</p> <p>5. The provision of pedestrian and cyclist crossings at signalised junctions - I am supportive of signalled pedestrian crossings, but please can you share the data on the current crossing points used and how this influences the positioning of the new signalled crossings.</p>	<p>3. The proposed tightened junctions encourage slower speeds by vehicles and also shorten the crossing distance for walkers and wheelers and cyclists. The junctions are designed to current national standards (in this case the Cycle Design Manual), with raised crossings to further reduce speeds and give a level surface (rather than dishing).</p> <p>4. At present there are no cycling facilities along Monivea Road which in turn leads to lower number of cyclists along the route in general. The aim of the scheme is to provide high-quality cycling facilities along the route identified that will make a significant contribution to meeting Galway City Council and the National Transport Authority's objectives to encourage the continued modal shift from car use to active travel modes. Continuous footways and cycleways across junctions are the preferred arrangement as per the NTA's Cycle Design Manual, in urban areas. They provide a safer and more direct crossing for these vulnerable users</p> <p>5. There is currently only 1 signalised crossing point on Monivea Road which is located outside the entrance to the Clayton hotel, this crossing will be retained as part of the project. All proposed crossings are located in areas which facilitate movements from surrounding estates and adjacent bus stops along the route.</p>	
9	Online	<p>My main concerns are as follows:</p> <p>1. The reduction in road width to 6.4 meters on the Monivea Road as someone who drives a commercial vehicle full time where there is commercial activity and businesses who use the Monivea Road for deliveries and collections.</p> <p>2. The totally unnecessary reduction in width of entrances into private estates like what has been done in Ballybane, Castlepark and Bóthair Stiofáin (Rahoon) recently. A wider turning arc is required for people who drive vans and rigid trucks that deliver to both domestic houses and commercial premises. With the reduction in width into estates this is causing commercial drivers great hassle as you have to wait until all entrances and the main road to be totally clear in order to enter for delivery of home heating oil or other commercial deliveries for example. And I would like to see "statistics" on where pedestrians have been kept from road danger by reduction in these estate entrance widths.... Also in the Ballybane/Castle Park Scheme kerbs at entrances to roads/estates have been damaged by both domestic and commercial vehicles as the entrances are too narrow to accommodate larger vehicles...</p> <p>3. There is no dedicated place for city buses services to pull in to pick up passengers with these active travel plans. And now if you as a driver are behind a bus you cannot pass the bus with the reduction in the road width like in Ballybane/Castle Park to 6 Meters. Friends & family of mine who live in Ballybane and Rahoon think what has been done with these Active Travel Plans is a disgrace between Galway City Council and Coffey Construction with the taxpayers footing the bill, long duration of works and we in Galway don't live in Spain for example with all the wet weather in Galway most of the year to warrant such gross expenditure and only a handful of cyclists using these wide cycle lanes at the detriment/frustration to the common & commercial motorist who pays road taxes etc. Please do not reduce the entrance width to Racecourse Gardens/The Meadows as lots of commercial vehicles parked outside private houses/homes and in the common areas owned by residents who do not drive domestic cars.</p> <p>4. With Emergency Vehicles like Ambulances & Fire Engines etc being comparable in size to Commercial Vehicles reduction in road width & estate entrance width is counter productive to</p>	<p>1. Due to Monivea Road having a significant commercial area, where Heavy Vehicles must access, without any alternative access route available, the lane widths are proposed as 3.2m to give additional space for their movements. This lane width aligns with DMURS and the Cycle Design Manual. Swept path analysis has confirmed that the space is sufficient for Heavy Vehicle movements as per DMURS.</p> <p>2. The proposed tightened junctions encourage slower speeds by vehicles and also shorten the crossing distance for walkers and wheelers and cyclists. The junctions are designed to current national standards (in this case the Cycle Design Manual), with raised crossings to further reduce speeds and give a level surface (rather than dishing).</p> <p>3. The guidance from the NTA is that inline bus stops are preferable, as with laybys the bus can be delayed waiting for a gap in passing traffic. The delays experienced by private vehicles due to inline bus stops is considered to be minimal. The hierarchy outlined in DMURS is as follows Active Travel > Public Transport > Private Vehicles.</p> <p>4. The proposed lane widths will still allow 2 large vehicles to pass by each other on the road. The 3.2m lane width aligns with DMURS and the Cycle Design Manual.</p>	Neutral / Negative

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		<p>emergency response times to major time critical incidents like a house fire or heart attack, stoke etc as emergency vehicles cannot turn into estates until all vehicles clear entrances and the main road and Emergency Vehicles will also get pinned behind buses in busy traffic and have no way to safely overtake city buses with the narrow carriageway..</p>		
10	Online	<p>I note with some alarm that the designs seem to be proposing wider roads (now 3.2m wide) along the Monivea Road. This could result in tragedy as has happened before in this city. The narrow roads mean motorists have to be more careful, slow down and sometimes even stop before taking a turn. This is good. Can you confirm please how these changes have been suggested, and how they can be reversed so that the design conforms with an ambitious interpretation of the Cycle Design Manual? https://www.galwaycity.ie/services/active-travel/active-travel-services/monivea-road-east-active-travel-scheme I attach a photograph of Bóthar Stiofáin from today, which shows that the standard widths of 3.0m are perfectly adequate for large motor vehicles, being driven by licenced drivers, despite an online narrative to the contrary. As a comment, the negative publicity around these schemes during construction and absence of robust defence from the Roads section of the council (flippant replies have been given to my neighbours saying that Active Travel schemes have nothing to do with Roads) risk undermining these vital safety projects.</p>	<p>Due to Monivea Road having a significant commercial area, where Heavy Vehicles must access, without any alternative access route available, the lane widths are proposed as 3.2m to give additional space for their movements. This 3.2m lanewidth is still a significant reduction to the existing carriageway which is approximately 7m - 9m in width. This lane widths proposed align with both DMURS section 4.4.1 and the Cycle Design Manual section 4.2.9 which states the preferred value is between 3.0m and 3.25m. In addition to the reduced width there will be 100mm high kerbs separating non-motorised users from traffic; and minimum 300mm wide buffer between two-way cycle tracks and the road.</p>	Negative
11	Online	<p>I recently attended the information evening that was held in the Clayton Hotel on the Monivea road. I was generally impressed with the design put forward for the active travel scheme for the road. A segregated cycling facility is what needs to be in place to encourage more people to cycle. Cycling facilities that share space with heavy traffic or pedestrian traffic are not ideal and create a conflict between these road users which ultimately discourages people cycling as they feel it is unsafe, inconvenient or unusable. I would highlight the obvious pinch points in the plan where the cycling facility and the pedestrians have to share space, this is not ideal and creates a conflict between cyclists and pedestrian traffic. The pinch point that bounds Bóthar na dTreabh could be removed, by utilizing some of the space the other side of the wall which would seem to be seldom used. There are plenty of examples of new roads that are built without any hard shoulders even when there is sufficient space to do so. I would hope that that section of the plan could be improved in this plan. If the cycle scheme length is 1700meters and (assuming) there is 150meters of shared cycle/pedestrian facilities, then the plan is ~91% ideal and significantly improves the cycling facilities in the area. There are many miles of segregated cycling facilities that need to be built around Galway before cycling will become a usable alternative for the average person. Keep up the good work. I have seen the kissing gate at the back of castle park/Merlin woods was removed, that's a great help. Thank you!</p>	<p>Although the removal of the wall at the pinch point of Monivea Road and Bóthar na dTreabh would increase the width of the shared path at the pinch point, the removal and redesign of the N6 is not part of the project scope. It has the potential to introduce a high-risk safety issue on the N6, as the relocation of the wall would remove the required safe working width to the hazard / obstacle should the safety barrier be struck by a vehicle (i.e. the barrier would not have sufficient space to deflect clear of obstruction)</p>	Positive
12	Online	<p>I am extremely pleased to see the details of this scheme, and my support is guaranteed. I'd like to commend the team for continued investment in active travel schemes all over the city. Please see below some questions and comments I have on particular design elements of the project.</p>	<p>1. Due to Monivea Road having a significant commercial area, where Heavy Vehicles must access, without any alternative access route available, the lane widths are proposed as 3.2m to give additional space for their movements. This 3.2m lanewidth is still a significant reduction to the existing carriageway which is</p>	Positive

No.	Online / On the Day	Key Points Raised	Response	Positive / Negative / Neutral
		<p>1. While I understand there are constraints on this road due to the boundary walls on the north of the site, I was disappointed to see that the traffic lanes were expanded from 3m to 3.2m, at the cost of the active travel width. At some points, the path has been reduced to 1.8m. This seems to go against best practice for other active travel schemes in the city such as the new scheme on Bothar Stiofáin where the width of the road is 6m. I would be extremely concerned if we are now setting a precedence for future schemes with this width, as it jeopardises cycle lane widths and feasibility on future planned schemes on Dr.Mannix and Threadneedle Road for example.</p> <p>2.The width of the cycle track as per the CDM, recommends a 2.5m width as an absolute minimum if the flow per hour is less than 300 users. It's my own opinion that we should be aiming for higher ambitions, especially with this linking in with the Ballybane and Castlepark schemes, which should see a massive increase in cycling numbers on this side of the city. The desirable minimum width as per the CDM is 3m for less than 300 cyclists, and 4m if cyclists number over 400. Increasing the road width to 6.4m impacts on this possibility.</p> <p>3.There doesn't seem to be a physical buffer between the active travel lanes and the road for large segments of this route. As per the CDM, "a buffer is always required adjacent to a two-way cycle facility to provide separation between cyclists and on-coming motor traffic and prevent cyclists from veering out onto the carriageway". Will this be addressed in the detailed design?</p> <p>4.Can you confirm whether 'forgiving kerbs' (similar to the Bothar Stiofáin scheme) will be part of this design to help reduce accidents as cyclists unintentionally verge onto the footpath or the road?</p> <p>5.It's clear that there is political backlash against some elements of the scheme, particularly the omission of a bus lane, which in my view is neither necessary nor cost feasible. Has it been communicated to other elected members that the provision of a bus lane would require a significant number of CPO's of residents gardens, resulting in a substantial increase in costs, as well as the inevitable conflict with residents? Could I suggest that the team draft up a simple map showing the consequence of adding bus lanes to this road, and how it would overlap with properties? It may nip that issue in the bud.</p> <p>6.I would also recommend that while outside the red line boundary of this scheme, that traffic calming interventions are a necessity on the Old Ballybrit Road. The steep gradient on this road, and long straight encourage excessive speeds, particularly at the junction of the Monivea Road.</p>	<p>approximately 7m - 9m in width. The proposed lanewidth has had a limited impact on the active travel facilities. This lane widths proposed align with both DMURS section 4.4.1 and the Cycle Design Manual section 4.2.9 which states the preferred value is between 3.0m and 3.25m.</p> <p>2. Where feasible throughout the scheme the width of the active travel facilities have been maximised, however due to the existing cross section of road this was not possible in all locations and the min. width had to be used.</p> <p>3. There will be 100mm high kerbs separating NMUs from traffic; and min 300mm wide buffer between two way tracks and road. This buffer will be assessed further during detailed design.</p> <p>4. The use of forgiving kerbs will be assessed further during detailed design.</p>	