



GALWAY CYCLE NETWORK - MONIVEA ROAD (EAST) ACTIVE TRAVEL SCHEME

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1. Project Description

Galway City Council (The Client/GCC) as the Contracting Authority and National Transport Authority (NTA), appointed AtkinsRéalis (the Consultant) to provide Engineering-led Multi-disciplinary Consultancy and Design services for the preliminary design and statutory processes of active travel provisions and associated works on the “Galway Cycle Scheme Phase 1 - Work Package 04 (WP-04) Monivea Road”, henceforth also referred to as the “Monivea Road (East) Active Travel Scheme”.

The Monivea Road (East) Active Travel Scheme is part of the wider Galway Cycle Network Phase 1 work package illustrated below in Figure 1-1, which consists of 5 routes located to the east of Galway City:

- Ballyloughane Road and Renmore Avenue;
- Doughiska Road (North¹ and South);
- Ballybane Road;
- Castlepark Road;
- Monivea Road.

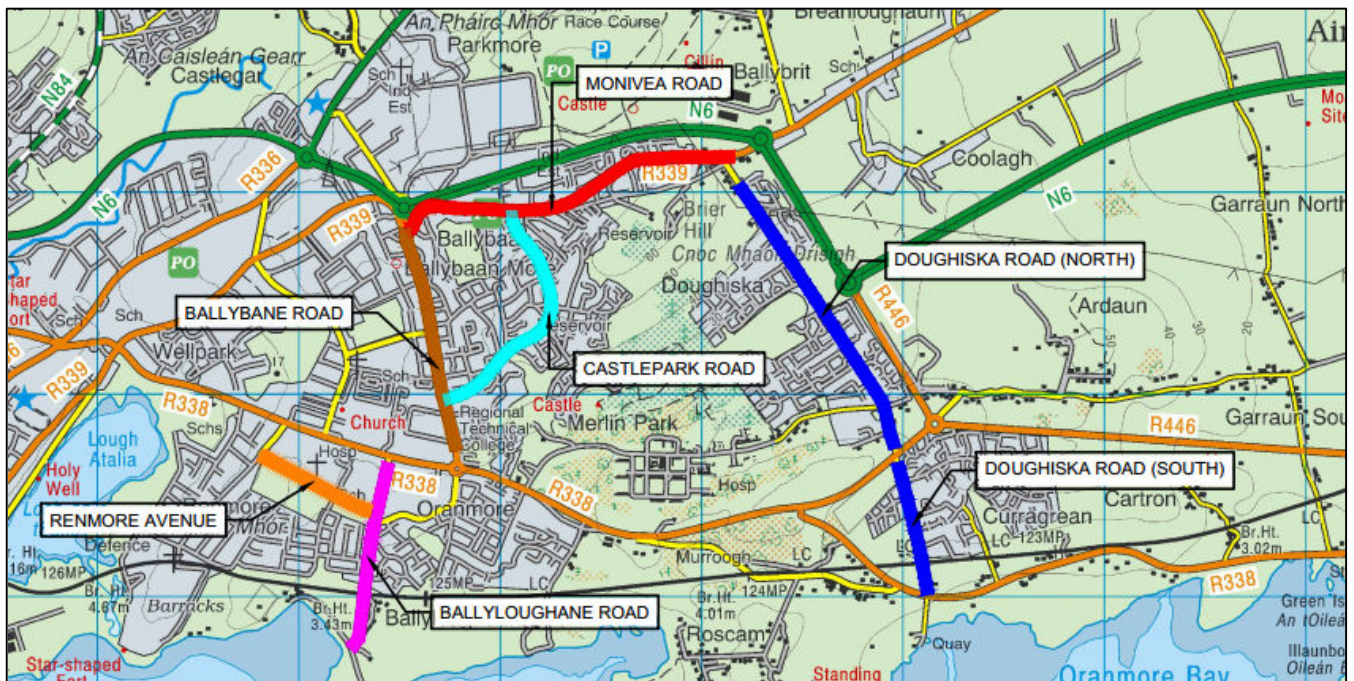


Figure 1-1 – Galway Cycle Network Phase 1 Routes

The purpose of this report is to present the Part 8 Planning Report for Work Package 04 (WP-04) of the Galway Cycle Network Phase 1 scheme which is Monivea Road from East of the Clayton Hotel to the Ballybane Road Junction and is approximately 1.7km in length. The scheme extents are shown in Figure 1-2. In line with the NTA Project Approval Guidelines (2024), this project is defined as a Capital Investment Project (Band 2: €0.5 - €20 million).

¹ Progression of Doughiska Road (North) has been paused, due to the overlap of the proposed Galway BusConnects scheme.

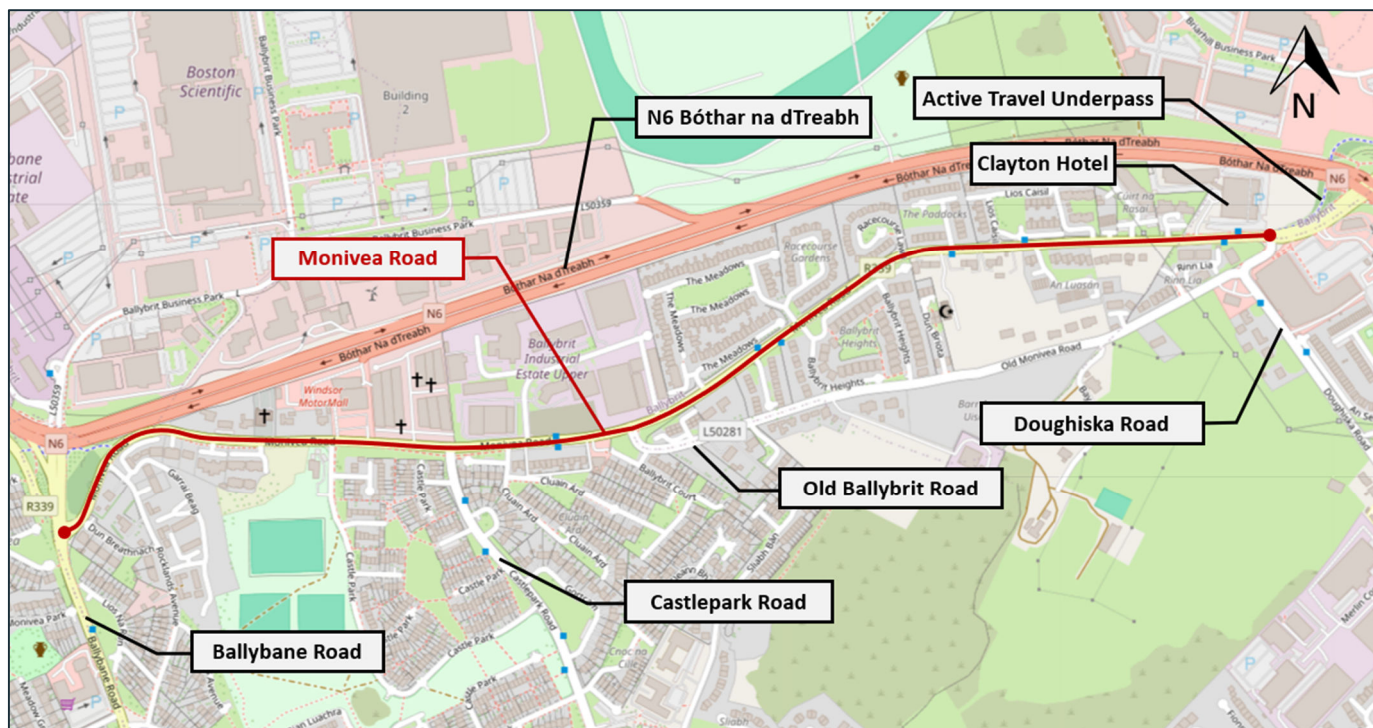


Figure 1-2 - WP-04 - Monivea Road (East) Scheme Extents

2. Project Aims & Objectives

Galway City Council (GCC) propose to deliver a high-quality cycle route to the east of the city along Monivea Road (east of the Ballybane Road). The proposed scheme will aim to deliver a level of service in line with the Cycle Design Manual (2023). It will provide optimal balance of provisions between the various competing transport modes along the route, while taking cognisance of constraints, and competing demands for space along the route.

The main aims of this project are:

- **Route Development:** 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.
- **Public Transport:** To provide for improvements to bus stop infrastructure for the existing bus services on all routes.
- **Other Schemes:** To allow for future tie-ins with the proposed schemes in the area (i.e. WP3 Cycle Scheme on Ballybane & Castlepark Road, Bus Connects Galway and any proposed cycle improvements on Bóthar na dTreabh).
- **Statutory Process:** To meet planning, statutory and procurement requirements.

The objectives for the scheme are based on multi criteria requirements outlined by the Department of Transport in their report '*Transport Appraisal Framework (June 2023)*' (TAF). The multi-criteria headings are as follows:

- **Transport User Benefits and Other Economic Impacts:** To improve economic welfare of transport network users measuring the connectivity with existing and proposed public transport facilities as well as other economic impacts related to costs of construction and maintenance.
- **Accessibility Impacts:** To improve accessibility to key services, such as retail, healthcare and educational facilities and other high employment areas. Improvements for all road users and bring social inclusion benefits to those for whom non-motorised means are the predominate form of transit. This criterion will also assess four of the five main requirements for cycle-friendly infrastructure according to the Cycle Design Manual, which are: coherence, directness, comfort and attractiveness.
- **Social Impacts:** To improve accessibility for the socially, economically and physically disadvantaged groups; to provide increased health benefits by raising activity levels and to ensure gender impacts are addressed.
- **Land Use Impacts:** To integrate the scheme into strategic land use planning / strategies as set out in national and regional policies and guidelines.
- **Safety Impacts:** 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. The Scheme will seek to:
 1. Improve safety and provide a better environment for vulnerable road users within the study area
 2. Improve security by providing adequate lighting and visibility to deter anti-social behaviour.
- **Climate Change Impacts:** To reduce gas emissions in the transport sector by encouraging active travel through improved infrastructure and also to improve the robustness of infrastructure to be able to resist effects of climate change (extreme weather events).
- **Local Environmental Impacts:** To minimise impacts on the receiving environment, considering air quality, noise and vibration, biodiversity, water resources and soil quality, landscape and visual quality and cultural and heritage impacts.

In tandem with the above objectives, the aim of the Galway Transport Strategy (GTS) is to address the current and future transport needs of the city. A shift is required towards sustainable travel, reducing the dependence on the private car. The cycle network proposed in the GTS is intended to maximise the provision of high-quality dedicated



cycling facilities and to improve measures giving priority to cyclists, encouraging uptake in cycling both for commuting and as a leisure activity in the city and surrounding areas.

In order to achieve this, a set of objectives have been set out in the GTS as follows:

- To provide a primary ‘trunk’ cycle network which will provide a convenient and safe route for medium-distance radial commuter / leisure journeys.
- To provide a secondary cycle network which will provide a recognisable grid network for local journeys and will be connected to the primary network for longer journeys.
- To increase options for cycling in and across the city centre.
- Pedestrian facilities will also be enhanced along these routes, in line with the Galway Transport Strategy.

The primary, secondary and feeder networks on the east side of the city are shown in Figure 2-1.

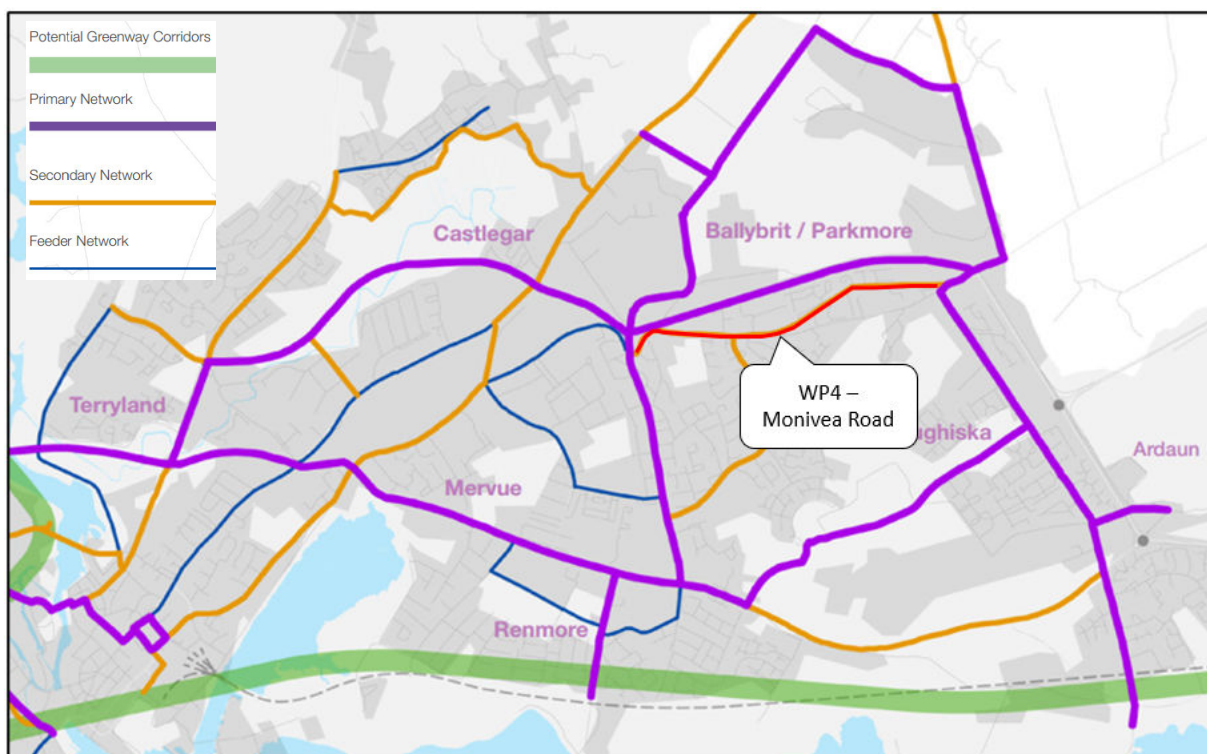


Figure 2-1 - Extract from GTS Executive Summary Fig. 7.1

As can be seen from the above, the Monivea Road (East) Active Travel Scheme connect to a number of other routes; notably:

- Bóthar 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 Road / **Monivea Road**).
- Galway Cycle Network Phase 1 – Work Package 3 which will provide new cycling infrastructure along Ballybane Road and Castlepark Road.
- Other future primary, secondary, feeder and greenway routes.

3. Scheme Context

3.1 Policy Review

This chapter outlines the review of the relevant transport policies, guidance, and studies for the development of the Monivea Road (East) Active Travel Scheme. Many long-lasting plans and policy objectives at all levels have been used to complete the policy review element of the Transport and Mobility Strategy. Furthermore, these will be used to inform the design decisions and to achieve the goals and objectives of the proposed network. The breakdown of the policies reviewed and detailed in this section are listed in the following order:

- National Level Policy;
- Regional Level Policy, and
- Design Guidance

3.2 National Policy

3.2.1 National Planning Framework (Project Ireland 2040)

Project Ireland 2040 – National Planning Framework (NPF) provides a high-level strategic planning framework to guide development and investment. Galway, which is located at the Western Region, has been recognised as the fastest growing city the past 50 years and is a key driver for the west of Ireland. A population of just over 1 million is forecast by 2040 in the Northern and Western Region; 180,000 more people that lives there at present.

The following policy objectives are relevant to the Monivea Road (East) Active Travel Scheme:

- **National Policy Objective 12:** Ensure the creation of attractive, liveable, well-designed, high-quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.
- **National Policy Objective 14:** Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets that can accommodate changing roles and functions, increased residential population and employment activity, enhanced levels of amenity and design and placemaking quality, in order to sustainably influence and support their surrounding area to ensure progress toward national achievement of the UN Sustainable Development Goals.
- **National Policy Objective 15:** Apply a tailored approach to urban development, linked to the Rural and Urban Regeneration and Development Funds, with a particular focus on:
 - The four cities of Cork, Limerick Galway and Waterford.
 - Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or improved sustainable transport links to the cities, together with a slower rate of population growth in recently expanded commuter settlements of all sizes.
- **National Policy Objective 36:** Support the objectives of public health policy including the Healthy Ireland Framework and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.
- **National Policy Objective 37:** Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.
- **National Policy Objective 93:** Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion



of energy efficient buildings and homes, heating systems with zero local emissions, green and blue infrastructure planning and innovative design solutions.

3.2.2 National Development Plan 2021 – 2030

The National Development Plan 2021-2030 (NDP) sets out the investment priorities that will underpin the successful implementation of the NPF. The NDP steers planning policy and guides investment decisions at a national, regional, and local level. Relevant priorities identified in the NDP are summarized below.

- **NSO 2 Enhanced Regional Connectivity:** The NDP lists the strategic investment priorities with active travel being the most important, followed by public transport, and finally national roads. In line with this prioritisation, the plan highlights the need to deliver high-quality greenways and additional walking and cycling infrastructure across Ireland to support the shift to active travel modes.
- **NSO 4 Sustainable Mobility:** The NDP puts the highest priority for mobility investment on active travel. It notes that increasing modal share of walking and cycling is critical in ensuring Ireland meets its climate action goals.
- **NSO 8 Transitioning to a Climate-Neutral and Climate-Resilient Society:** The NDP commits to encouraging a significant modal shift away from fossil-fuel based transport. A key part of this is the provision of cycling and walking routes to provide sustainable transport options.

3.2.2.1 National Development Plan Review 2025

The National Development Plan Review 2025 was published in July 2025 and provides a review/update to the National Development Plan 2021 – 2030 for the period of 2026 to 2030. The review has not changed the National Strategic Outcomes (NSO) outlined in section 3.2.2 but has provided changes to the capital allocations in different sectors.

3.2.3 National Investment Framework for Transport in Ireland (NIFTI)

The purpose of NIFTI is to plan for how Ireland will invest in its transport system over the coming years and decades. As part of Project Ireland 2040, it notes that the population of Ireland will grow to almost 5.7 million people by 2040. This framework aims to improve the transport system while focusing on the most environmentally sustainable modes of transport so that the increase in demand brought on by the increased population is met sustainably.

NIFTI notes that decarbonising the transport sector is an urgent priority in the context of our climate change targets, and so aims to support sustainable mobility wherever it is feasible and encourage modal shift to these modes, namely active travel, and public transport. The Framework recognises that many of the same measures that reduce greenhouse gas emissions can also have a beneficial impact for other elements of environmental sustainability. Increased public transport and alternative fuel usage can help to improve air quality and reduce noise pollution, while active travel brings health benefits.

The four NIFTI Investment Priorities, which identify what will be invested in, are supplemented by modal and Intervention Hierarchies, which set out how NIFTI will undertake investment. It can be seen below in Figure 3-1 and Figure 3-2 that active travel is a core element of the four identified Investment Priorities and that NIFTI emphasises active travel as the most desirable mode of transport in the framework.





Figure 3-1 - NIFTI Four Investment Priorities (source: gov.ie/transport)

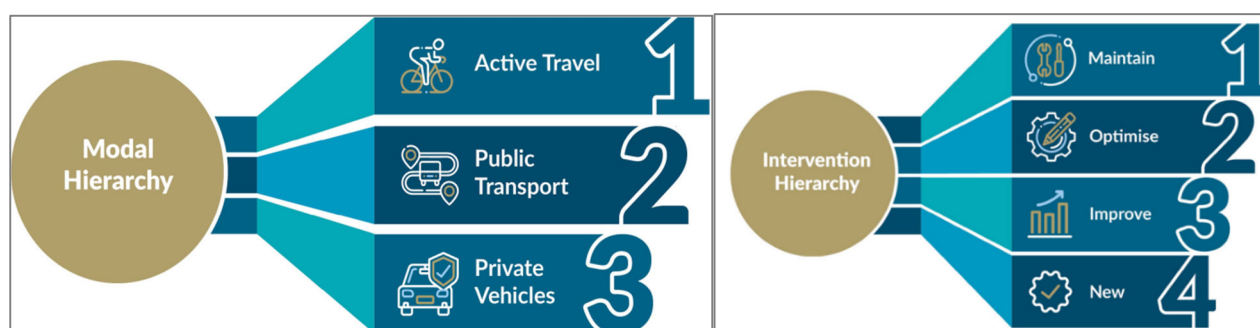


Figure 3-2 - NIFTI Modal and Intervention Hierarchies (source: gov.ie/transport)

As per the Intervention Hierarchy, NIFTI places emphasis on the use of existing assets (through maintenance, optimisation, or improvement), over the development of new. NIFTI recognises that investments in transport networks and services, and the policies that drive these investments, can impact on the environment, and several environmental assessments have been carried out in parallel with its development, which includes a Strategic Environmental Assessment (SEA), which highlighted several potential impacts associated with the outcomes, Investment Priorities and Hierarchies proposed by NIFTI, as follows:

- Negative Impacts include, but are not limited to:
 - Short-term/localised negative impacts on water quality and increased noise pollution during construction.
 - Localised increases in pollution or increased CO2 emissions, or localised climate vulnerability such as flooding.
 - Long-term impacts on biodiversity, landscape, or cultural heritage features because of new infrastructure developments.
 - Long-term impacts because of land-take and changes in land use required for new developments.
- Positive Impacts include, but are not limited to:
 - Positive impacts to population and human health because of increased safety, with improvements to signage, adequate road surfacing, junction upgrades or realignment works.
 - Benefits for the economy, tourism and regional connectivity providing better social inclusion.
 - Reduced carbon emissions and improved air quality because of sustainable mobility developments.

- Reduction in localised noise pollution and vibration because of development in sustainable and active travel modes and actions to promote electric vehicles.

3.2.4 National Sustainable Mobility Policy

The Department of Transport published the National Sustainable Mobility Policy (NSMP) in April 2022. The Policy sets out the policy framework for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in greenhouse gas emissions by 2030. The new policy will primarily focus on measures to promote and facilitate active travel and public transport for all thereby encouraging less private car usage nationally to support the Government's climate commitment.

The policy will outline a set of actions to increase active travel infrastructure provision and improve public transport capacity and services across the country. These will be supported by behavioural change and demand management measures to make sustainable modes the preferred choice for as many people as possible. The Climate Action Plan sets out additional measures to promote other complementary transport mitigation measures such as the switch over to electric car usage and greater use of renewable fuels for transport. The Monivea Road (East) Active Travel Scheme is in alignment with this plan and would contribute to the implementation of several key actions identified in the plan.

Figure 3-3 below illustrates the benefits of sustainable mobility which will be achieved by delivering the Monivea Road (East) Active Travel Scheme.



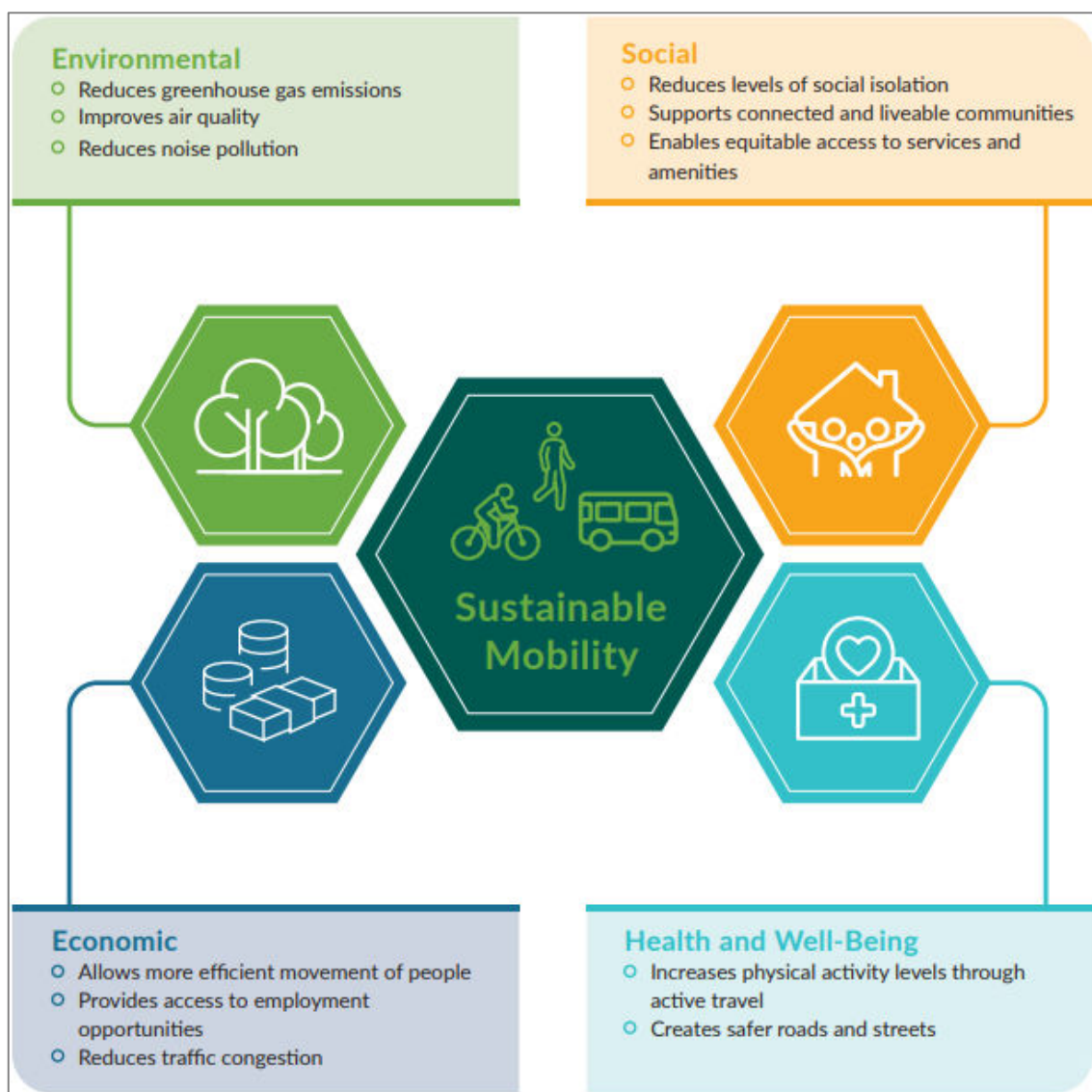


Figure 3-3 - Benefits of Sustainable Mobility

According to the NSMP, the above benefits can be achieved through ten goals, all of which are guided by three key principles, shown in Table 3-1.

Table 3-1 - NSMP Principles and Goals (source: National Sustainable Mobility Plan)

Principles	Goals
Safe and Green Mobility	1. Improve mobility safety.
	2. Decarbonise public transport.
	3. Expand availability of sustainable mobility in metropolitan areas.
	4. Expand availability of sustainable mobility in regional and rural areas.
	5. Encourage people to choose sustainable mobility over the private car. People Focused Mobility.

Principles	Goals
People Focused Mobility	6. Take a whole of journey approach to mobility, promoting inclusive access for all.
	7. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.
	8. Promote sustainable mobility through research and citizen engagement. Better Integrated Mobility.
Better Integrated Mobility	9. Better integrate land use and transport planning at all levels.
	10. Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.

3.2.5 Climate Action Plan 2024

The Climate Action Plan (CAP24) sets out a course of action over the coming years to address climate disruption, which is acknowledged as having diverse and wide-ranging impacts. The document outlines the aims for each sector of industry in Ireland. Electricity, Transport, Built Environment, Industry, Agriculture and Land use have all been assessed in the document with a roadmap laid out to deliver a reduction of emissions in each of these sectors between 2021 and 2030, and to reach net zero nationally by no later than 2050.

As part of the plans for a significant cut in transport emissions, the CAP24 states an objective of 125,000 extra walking, cycling and public transport journeys per day by 2030.

The promotion of walking, cycling and public transport, and a modal shift from the use of private vehicles will all contribute to the achievement of the targets set out in relation to climate action. The CAP24 also mentions how the projects will be delivered meeting key criteria as health, well-being, place-making, permeability and universal design.

Specific actions identified in the plan that relate to the Monivea Road (East) Active Travel Scheme are listed below.

- **Action TR/24/11:** Advance roll-out of walking/cycling infrastructure in line with National Cycle Network and CycleConnects plans.
- **Action TR/24/08:** Support and promote a modal shift towards healthy active and sustainable mobility and sustainable mobility in the design and delivery of Land Development Agency (LDA) developments. Plan to reduce travel by private car and design to optimise connectivity and access to sustainable and active travel. Promote mobility management planning and e-mobility as well as options for car sharing/clubs.

3.2.6 Healthy Ireland Strategic Action Plan 2021 – 2025

The vision of the 'Healthy Ireland Strategy 2021-2025' is to create a healthy Ireland, where everyone can enjoy physical and mental health and wellbeing to their full potential, where wellbeing is valued and supported at every level and is everyone's responsibility.

This policy is developed to encourage walking and cycling by developing physical activities into daily life and decreasing dependency on private cars and replacing this trip with cycling and walking includes public transport as well which will also improve local air quality. This can play a vital role in overall obesity reduction programme which also supports demand management study. This measure comprises of health, environmental and urban land aids. The document sets out four central goals for improved wellbeing and outlines clear routes and strategies to achieve these goals. These goals are as listed below:

- Increase the proportion of people who are healthy at all stages of life;



- Reduce health inequalities;
- Protect the public from threats to health and wellbeing; and
- Create an environment where every individual and sector of society can play their part in achieving a healthy Ireland.

3.2.7 NTA CycleConnects

The National Transport Authority (NTA) has opened the public consultation process for proposals to develop new cycle networks across 22 counties, forming part of the CycleConnects: Ireland's Cycle Network programme. This includes an urban cycle network in Galway City and further networks in the rest of County Galway.

The Galway City network includes proposed greenways along with primary, secondary, and feeder routes. Primary urban routes are seen as high-quality cycle routes that can accommodate a high volume of cyclists typical in most urban areas. These will look to feature on major desire lines in town centres and form radial and orbital cycle routes in the major towns and cities. The inter urban routes are on-road cycle routes to link all key settlements and destinations outside urban areas both within the county and into adjacent counties. These may have potential to provide off-road/segregated routes parallel to the existing road in later years.

The draft proposals envisage an extensive cycling network across the 22 counties, complementing the cycling plans already developed for the Greater Dublin Area (Meath, Kildare, Wicklow and Dublin itself). Together these plans will create an overall comprehensive cycle network for Ireland.

This Proposals are in line with Action 28 of the Government's "National Sustainable Mobility Action Plan 2022-2025". They were developed following consultation with all local authorities and align with Transport Infrastructure Ireland's (TII) proposed National Cycle Network. The Monivea Road (East) Active Travel Scheme forms part of the following links, identified as a secondary route within the NTA's "Proposed Galway Urban Cycle Network", as shown in Figure 3-4.

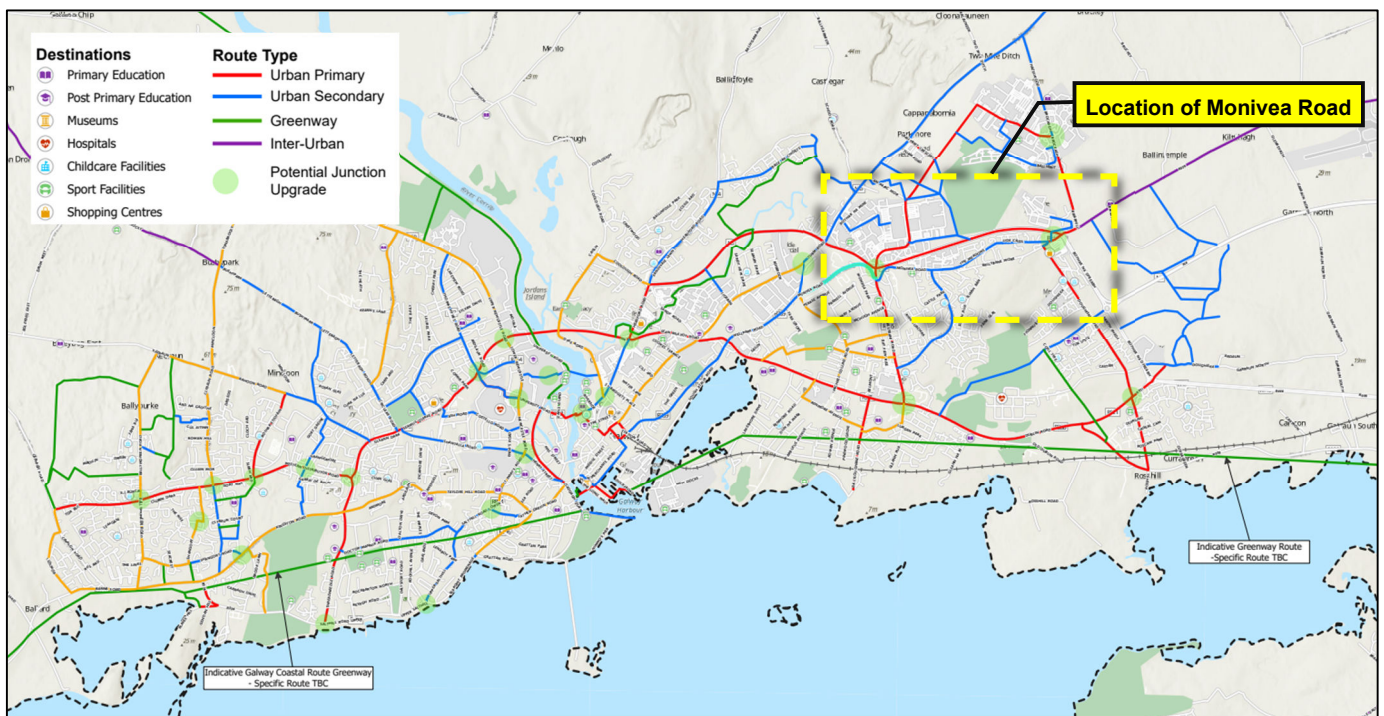


Figure 3-4 – NTA CycleConnects Routes in Galway City

The scheme extents form part of the following links as identified within the NTA's "Proposed Galway Urban Cycle Network", as highlighted below for Monivea Road.

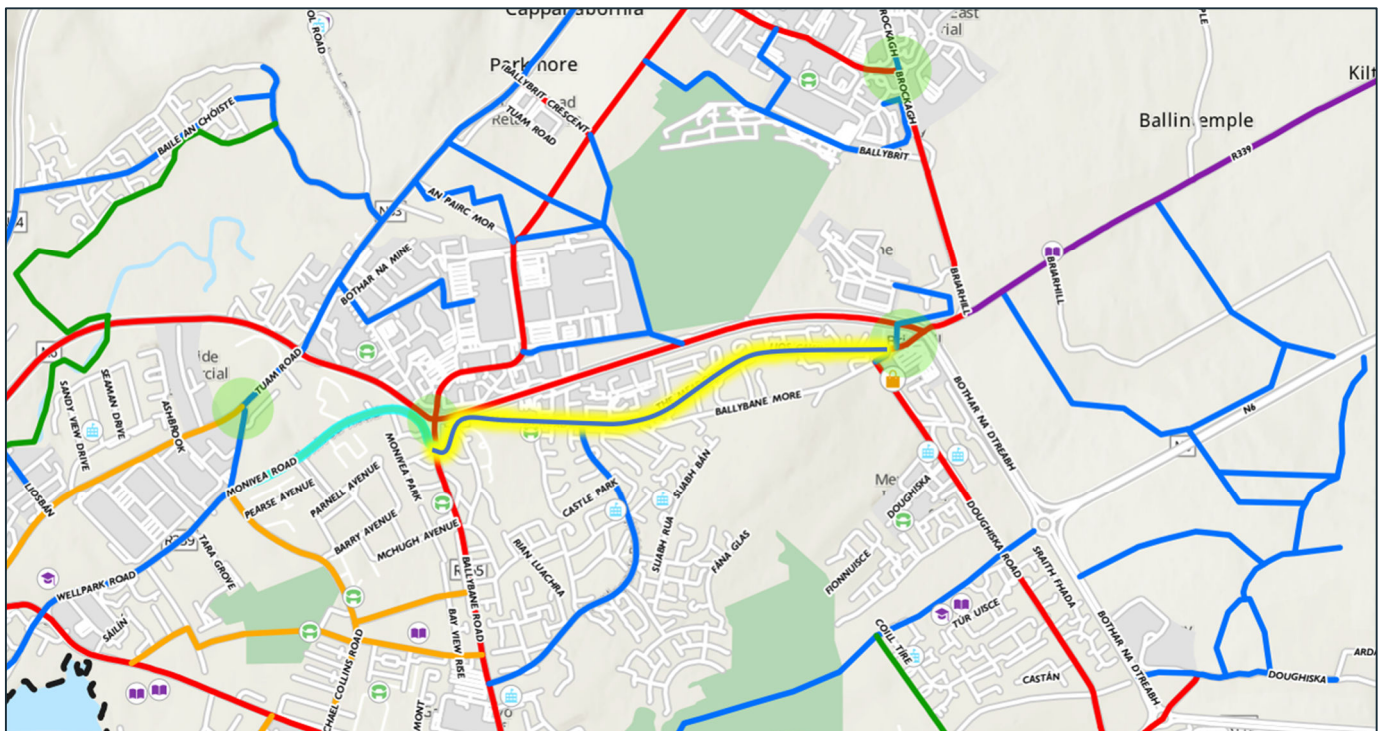


Figure 3-5 – NTA CycleConnects Routes for Monivea Road

3.2.8 National Cycle Policy Framework (NCPF) 2009 – 2020

The backdrop to this policy is the government's transport policy for Ireland. The NCPF sets out a suite of interventions to improve the ease and safety of cycling to achieve greater mode share going forward. The framework states that the focus needs to be on:

- Reducing volumes of through-traffic, especially HGVs, in city and town centres and especially in the vicinity of schools and colleges.
- Calming traffic/enforcing low traffic speeds in urban areas.
- Making junctions safe for cyclists and removing cyclist-unfriendly multi-lane one-way street systems.
- Paying special attention to integrating cycling and public transport.

Other interventions include the following:

- Schools will be a strong focus of the NCPF.
- Supporting the provision of dedicated signed rural cycle networks for Cycling Tourism.
- Ensuring surfaces used by cyclists are maintained to a high standard and are well lit.
- Ensuring that all cycling networks are sign-posted to a high standard.
- Supporting the provision of secure cycle parking at all destinations of importance.
- Integrating cycling and public transport, including cycle parking at stations, and the capability to carry bikes on Public Transport services.
- Creation of municipal bike systems to complement an improved Public Transport system.
- Ensuring proposals cater for a 10% modal share of cyclists.

The NCPF states that making provision for cyclists in the urban environment does not merely consist of providing dedicated cycling facilities, but also involves wider traffic interventions that benefit all vulnerable road users.

3.2.9 Get Ireland Active, 2016

- Healthy Ireland, a Framework for improved health and wellbeing 2013-2025 is the national framework to improve the health and wellbeing of people in Ireland. The framework identifies a number of inter-sectoral actions, one of which commits to the development of a plan to promote increased physical activity levels.
- Get Ireland Active aim is to increase physical activity levels across the entire population thereby helping to improve health and wellbeing. Get Ireland Active has developed a plan which will seek to ensure that no group is disadvantaged and recognises that targeted interventions are required to address and overcome barriers to participation which are experienced by some people.
- Get Ireland Active acknowledges the role that cycling can play in achieving physical activity targets. The plan highlights the importance of good planning to promote the use of cycling, stating that the layout of the environment has a significant impact on the levels of physical activity undertaken across age groups.
- “The built environment is an important determinant of physical activity behaviour. The way the built environment is designed, planned, and built can also act as a barrier to being active and can reinforce sedentary behaviour and car dependence.”
- Cycling for transport or leisure is a form of physical activity that can easily be incorporated into the daily activities of many people, including travelling to work and school.
- The development of cycling facilities in Galway is a positive example of how the built environment can be developed to promote physical activity, improving the health and well-being of those that choose to travel by bike.

3.3 Regional/Local Policy

3.3.1 Regional Spatial and Economic Strategy (RSES) for the Northern and Western Region, 2020-2032

The Regional Spatial and Economic Strategy is a strategic plan and investment framework to shape and manage growth in the Northern and Western Region. The RSES provides a roadmap for effective regional development identifying key strategic assets, opportunities and challenges and sets out policy responses to ensure the people's needs are met.

The document delivers a combination of response, design, and innovation on how the Northern and Western Region approaches housing, transport, health, education, environment and land-use – creating healthy places and promoting sustainable communities. The RSES introduces the concept of a Growth Framework to achieve this integration as it is considered that regional growth cannot be achieved in linear steps.

The Strategy promotes cycling and walking as environmentally friendly, fuel efficient and healthy modes of transport to work, school, shopping and for recreational purposes. There are several Regional Policy Objectives (RPO) specifically promote the development of greenways in both urban and rural areas, as follows:

- **Regional Policy Objective (RPO) 3.5:** Identify and develop quality green infrastructure, within and adjacent to City, Regional Growth Centres and Key Towns.
- **RPO 3.6.6:** The Assembly supports the delivery of the infrastructure projects outlined below to develop the MASP: Galway City Ring Road (Short Term) and Galway Transport Strategy (Short/Medium/Long Term)



- **RPO 4.6:** To ensure provision is made for the expansion in accommodation and facilities within Destination Towns. Supporting infrastructural investment will also be provided, including improvements to the public realm, transport links, accommodation, night-time economy and the sustainable development of our natural and built heritage.
- **RPO 4.11:** To upgrade Public Transport infrastructural facilities in Destination Towns, including the provision of Transport Hubs/Links, and additional accommodation.
- **RPO 4.14:** Promote the development of integrated walking, cycling and bridle routes throughout the region as an activity for both international visitors and local tourists in a manner that is compatible with nature conservation and other environmental policies.
- **RPO 5.18:** The Regional Assembly shall collaborate with Local Authorities, Fáilte Ireland, Waterways Ireland, DTAS, and other relevant stakeholders in developing an integrated network of Greenways across the region's catchments. To support, and enable the development of sustainable Greenway projects, the NWRA will encourage and promote:
 3. The advancement and growth of Greenways through several Key National and Regional Greenway Projects, which are high capacity, and which can in the medium/long term be extended and interlinked across County Boundaries and with Local Greenways, and other cycling/walking infrastructure.
 4. Prioritisation of Greenways of scale and appropriate standard that have significant potential to deliver an increase in activity tourism to the region and are regularly used by overseas and domestic visitors, and locals, thereby contributing to a healthier society through increased physical activity.
 5. The appropriate development of local businesses, and start-ups in the vicinity of Greenway Projects.
 6. The development of Greenways in accordance with an agreed code of practice.
 7. Collaborative development of Greenways and Blueways, including feasibility and route selection studies to minimise impacts on environmentally sensitive areas.
- **RPO 6.23:** To provide sustainable travel which will be supported by providing walking and cycling facilities (including Greenway and Blueway projects) as a priority across the region.
- **RPO 6.26:** The walking and cycling offer within the region shall be improved to encourage more people to walk and cycle, through:
 8. Preparation and implementation of Local Transport Plans for Galway Metropolitan Area, Regional Growth Centres and Key Towns, which shall encourage a travel mode shift from private vehicular use towards sustainable travel modes of walking, cycling and use of public transport.
 9. Safe walking and cycle infrastructure shall be provided in urban and rural areas, the design shall be informed by published design manuals, included the Design Manual for Urban Roads and Streets (DMURS) and the NTA Cycle Manual.
 10. Development of a network of Greenways.
- **RPO 6.29:** The management of space in town and village centres should deliver a high level of priority and permeability for walking, cycling and public transport modes to create accessible, attractive, vibrant and safe, places to work, live, shop and engage in community life.
- **RPO 6.30:** Planning at the local level should promote walking, cycling and public transport by maximising the number of people living within walking and cycling distance of their neighbourhood or district centres, public transport services and other services at the local level such as schools.
- **RPO 6.32:** Invest in transport networks and services in the region that are socially inclusive and provide a quality of service, connectivity and facilities to meet all societal needs, disabilities (including mobility, sensory and cognitive impairments) and meet the needs and opportunities of an ageing population.
- **RPO 6.50:** Continue to encourage Active Travel initiatives and where possible leverage technology and digital platforms to enhance the delivery of cycleway and walking infrastructure, particularly in our urban centres.
- **RPO 7.12:** Ensure local planning, housing, transport/ accessibility and leisure policies are developed with a focus on meeting the needs and opportunities of an ageing population and people with disabilities and younger persons.



3.3.2 Galway Transport Strategy

The Galway Transport Strategy (GTS) was developed by Galway City Council, in partnership with the National Transport Authority and Galway City Council and published in August 2016. The GTS was adopted by Galway City Council into the Galway City Development Plan (2017 – 2023) in 2017, and sets out the proposed cycle network for the Greater Galway Area. There are a number of proposals within the Galway Transport Strategy (GTS) relating to the routes and road network within the study area. The summary of measures proposed in Appendices D and F of the GTS are presented in Table 3-2.

Table 3-2 - GTS Proposed Infrastructure (Source: GTS Appendix D & F)

Route	Scheme Extents	GTS Proposals (including some areas outside of the scheme extents)
Monivea Road	Monivea Road / Connolly Avenue Junction to St James Road / Ballybane Road Junction	GTS Appendix D – D2.2.16 Monivea Road Concept Design for Junctions: <i>There are no major junction upgrades proposed.</i> Concept Design for Links: <i>The principal objectives along this section of the network is to provide priority for cyclists, and to provide additional pedestrian facilities where necessary and feasible. For public transport, the principal objective is to provide priority in the vicinity of the N6 junction at Briarhill, and priority through this junction through the use of ITS.</i> GTS Appendix F - F4.11 Ballybane & Doughiska Proposals: <i>Currently no cycle facility in place. Proposal to install raised adjacent cycle lanes on both sides from Ballybane Road to Castlepark Road, and on-road cycle lanes on both sides from Castlepark to the junction with the Old Ballybrit Road at Briarhill.</i>

3.3.3 Galway City Development Plan (2023 - 2029)

The Galway City Development Plan 2023-2029 sets out to promote and facilitate movement within and to the City through the integration of land use with a sustainable transport system, with priority given to walking, cycling and public transport. There are several relevant chapters in the Development Plan which relate to walking and cycling. The main objectives relevant to this scheme are summarised below:

- Support the Galway Transport Strategy proposals for a primary cycle network to facilitate safe and convenient medium distance journeys.
- Support the Galway Transport Strategy proposals for a secondary cycle network and feeder links to facilitate safe and convenient local journeys and to afford linkage into the primary cycle network.
- Improve bicycle parking at key destinations and near bus stops / interchanges.
- Ensure facilities for cyclists are designed in accordance with national standards.
- Introduce segregated cycle lanes across the city, where possible.
- Prioritise improvements to pedestrian movements and safety within the city centre including extension of pedestrianisation, provision of wider footpaths and shared streets.
- Continue to encourage an increase in the use of sustainable transport modes including public transport through targeted promotion.



- Support the concept of having safe routes to school.

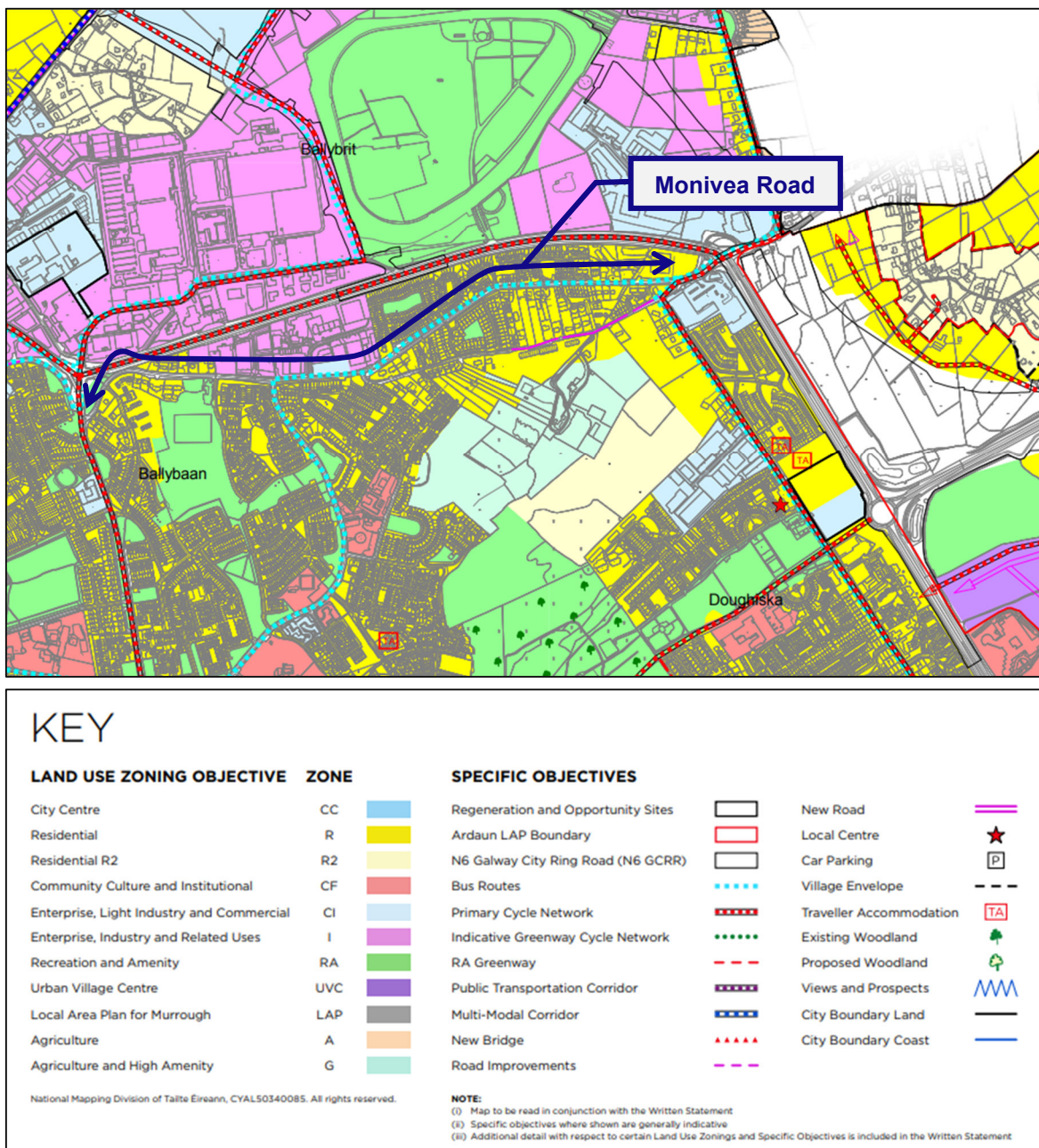


Figure 3-6 - Extract from the Galway Development Plan map (2023-2029)

3.3.4 Parkmore Area Strategic Transport Framework

The Parkmore Area Strategic Transport framework is a transport framework for the Parkmore area of Galway City which looks at enabling the efficient movement of people and goods. The Parkmore area is a key area of the City with high employment numbers. The aim of the strategy is to increase the number of people commuting to and from the area while reducing single car journeys and travel time in the area. In relation to the Galway Cycle Network scheme the following has been set out as an objective of the strategy:

- Enhancement of existing cycling facilities.

- Improved junction design, with acceptable pedestrian and cycling provisions for both signalised and non-signalised junctions.
- Continuity of footpaths and cycle tracks along routes.
- The delivery of new cycle routes in the east of the city to provide a network that will provide a link for the residents in East Galway to the Parkmore area.

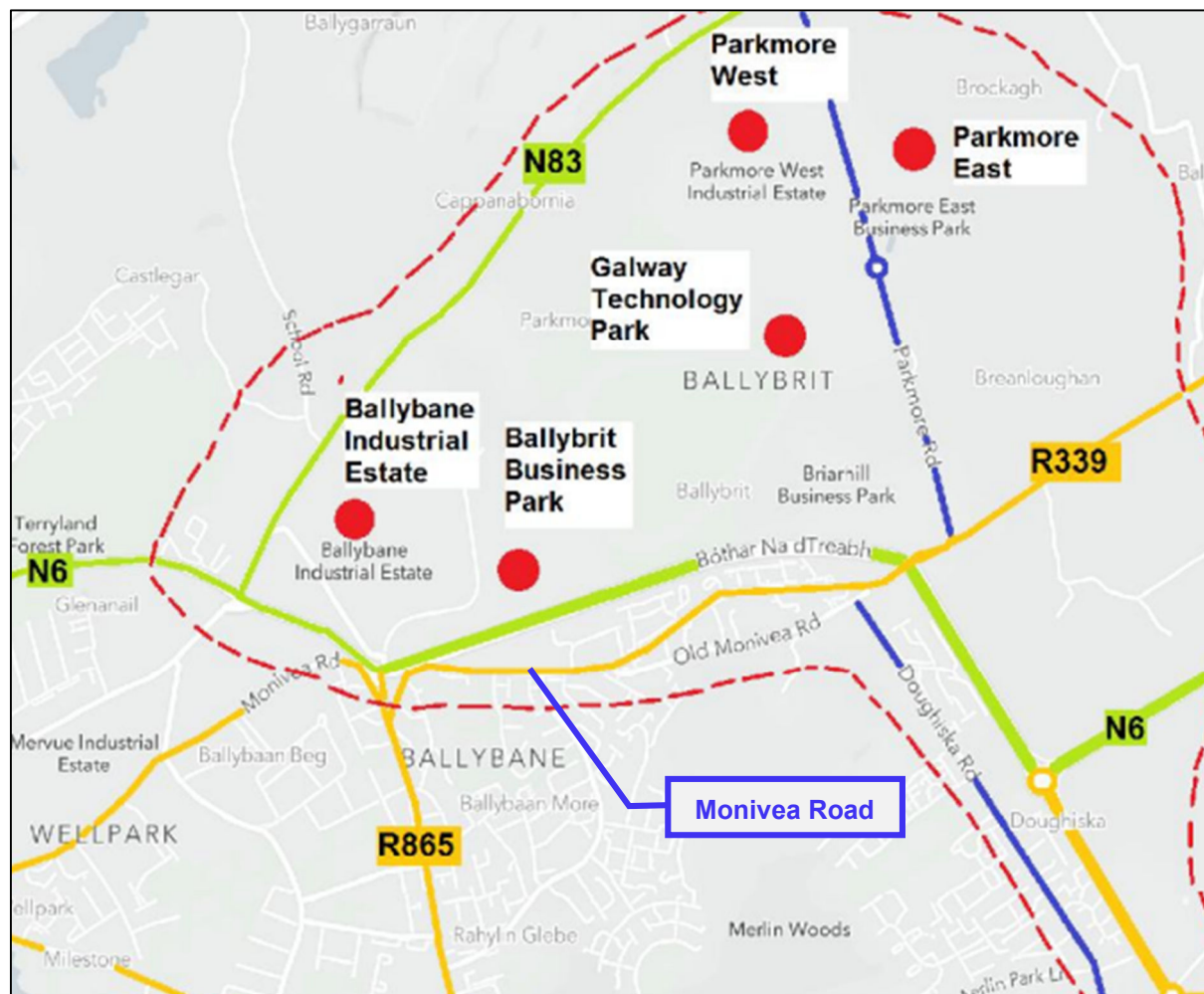


Figure 3-7 – Parkmore Area Strategic Transport Framework Overview

3.4 Design Guidance

3.4.1 Design Manual for Urban Roads and Streets

The Design Manual for Urban Road and Streets (DMURS) was updated in 2019 by the Department of Transport, Tourism and Sport. This document provides guidance regarding the integrated design approach for urban roads and streets focused on balancing the needs of all users and creating places that people want to live and spend time.

DMURS seeks to put well-designed streets at the heart of sustainable communities and supports boarder government policies on the environment, planning and transportation. DMURS provides the practical measures to achieve:

- Highly connected street which allow people to walk and cycle to key destinations in a direct and easy-to find manner.

- A safe and comfortable street environment for pedestrians and cyclists of all ages.
- Streets that contribute to the creation of attractive and lively communities.
- Streets that calm traffic via a range of design measures that make drivers more aware of their environment.

DMURS also supports Government policies on climate change by facilitating more sustainable forms of transportation such as walking, cycling and public transport so the need for car-borne trips is minimised in order to reduce greenhouse gas emissions and promote healthier lifestyles.

3.4.2 Cycle Design Manual

The Cycle Design Manual (CDM) was published by the NTA in September 2023 and provides guidance on the design of both on-road and off-road cycle facilities for both urban and rural locations. The CDM is to be used for the design of all new or improved cycle facilities in Ireland unless otherwise agreed with the relevant oversight body (e.g., NTA, TII, DoT, Local Authority).

The CDM outlines the context of designing cycle facilities in Ireland and the increased emphasis on segregation of facilities from motor traffic and provides information on what designers need to be aware of in regard to every aspect of cycle infrastructure design.

The CDM outlines the five main requirements for a cycle-friendly infrastructure, which are: safety, coherence, directness, comfort and attractiveness. These requirements shall be followed to attract new users and to fulfil the needs of existing cyclists. Throughout the option selection and design process of this scheme the CDM is used.

3.4.3 Rapid Build Guidance

In February 2023, the NTA published the advice note 'Rapid Build Active Travel Facilities' to provide guidance on cost-effective measures to provide high-quality walking and cycling infrastructure using rapid-build methods. Since the publication of the note, all active travel schemes are required to include rapid build options in the Feasibility Report.

Rapid build options are typically faster to implement on the ground than traditional construction methods and do not typically involve major construction works, mostly being accommodated within kerb-to-kerb boundary of the existing roadway, with limited effect on existing drainage. These options may include road marking, traffic restrictions, narrowing the carriageway, conversion of on-street parking into active travel facilities, among others.

The proposal to use rapid build options rather than traditional construction methods has been proposed in order to increase the rollout of active travel schemes in a cost-effective manner in conjunction with goals set under the Climate Action Plan and the National Investment Framework for Transport in Ireland (NIFTI).

There are five principles that guide the rapid build process:

- **Network Approach:** A focus to develop an interconnected walking and cycling network;
- **Segregation:** Provide fully segregated walking and cycling facility to attract more users into active travel;
- **Everyday Mobility:** Provide infrastructure suitable for everyday activities;
- **Inclusive Mobility:** Design that is suitable for all users of different ages and abilities;
- **Place Making and Biodiversity:** Provide facilities that protect the biodiversity and enhance the public realm.

The rapid build options process should include as a minimum:



1. The implementation of traffic calming measures, e.g., chicanes, build-outs, ramps, raised tables, etc, to reduce traffic speeds and volumes in order to accommodate pedestrians and increase safety for cyclists in mixed traffic with motorised vehicles;
2. The reduction of the carriageway width for vehicle traffic to introduce one-way or two-way protected cycle lanes;
3. The rebalance of the road space, e.g., removal of on-street parking, introduction of a one-way system, etc, to improve safety for pedestrian and cyclists and introduce dedicated cycle lanes.

3.4.4 Other Relevant Design Guidelines

In addition to guidelines from above mentioned documents, the following documents were also referred for the analysis:

- Traffic Sign Manual by Department of Transport
- Traffic Management Guidelines by Department of Transport
- Part M of the Building regulations by Department of Housing, Local Government and Heritage
- Rapid Build SRTS Front of School Improvements Advice Note by NTA
- Roundabout Retrofit – Including Rapid Build Options by NTA
- Zebra Crossing Pilot Scheme Technical Literature Review by NTA
- Greening and Nature-based SuDS for Active Travel Schemes by NTA
- Draft Protected Cycle Lanes by NTA
- TII Standards Publications
- Safe Route to School Design Guide by NTA
- Permeability Best Practice by NTA
- Building for Everyone by the National Disability Authority
- UK DETR Guidance on the use of Tactile Paving Surfaces.



4. Existing Transport Network

4.1 Existing Route

The site extents for this scheme consists of Monivea Road, which is classified as a Regional Road (R339) and commences from the Ballybane Road Junction and terminates just east of the Clayton Hotel's entrance, thereby connecting to the existing active travel facility that crosses under Bóthar na dTreabh. The total route length is approximately 1.7m. The site extents are indicated below in Figure 4-1.

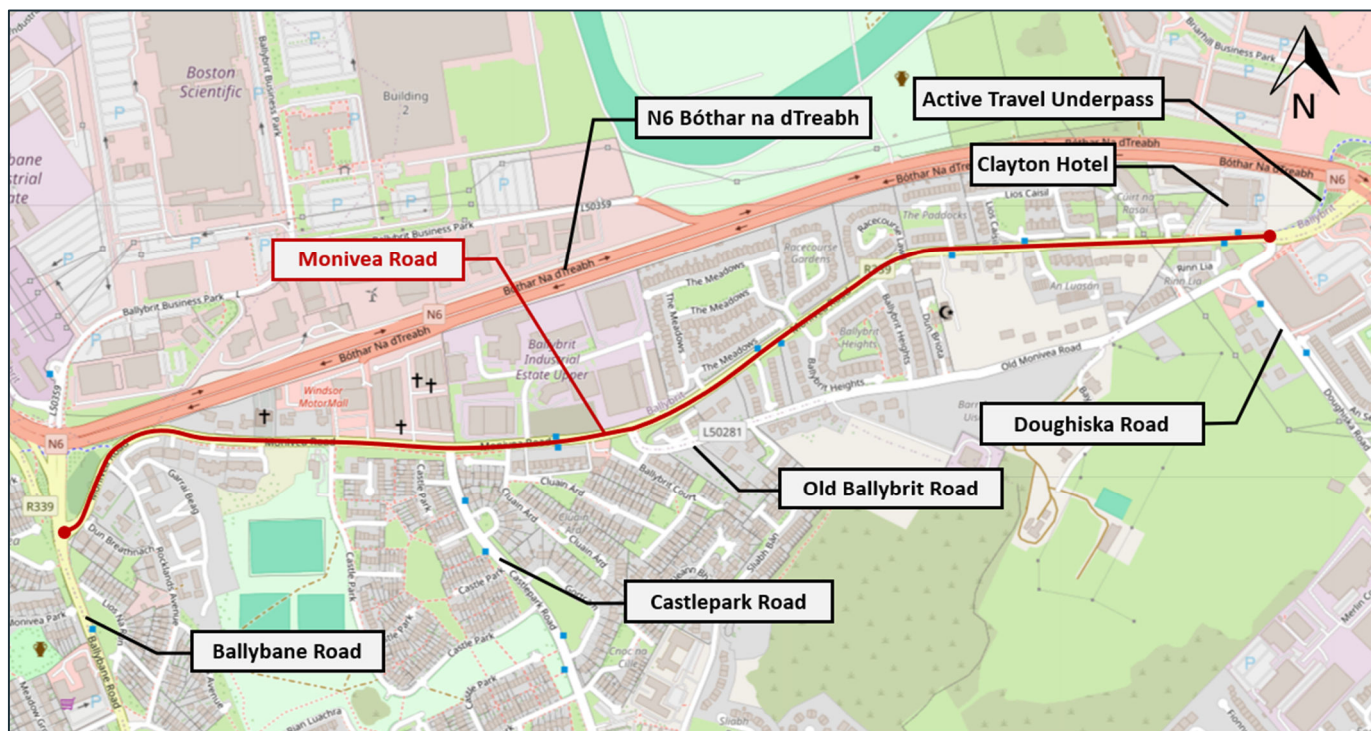


Figure 4-1 – Site Extents

The typical cross section of Monivea Road within the scheme's extents is a single carriageway circa 7.0m wide kerb to kerb, predominantly with footways on both sides of the carriageway, with the occasional provision of on-street parking bays, bus laybys, and grass verges. Public lighting columns are typically located towards the back of the footway. The scheme is predominantly bounded by residential and commercial properties. Figure 4-2 illustrates examples of the existing cross section of Monivea Road.



Figure 4-2 - Examples of Existing Cross Section of Monivea Road (Source: Google Maps)

4.2 Junctions

There are a number junctions along this route, all of which are unsignalised² and typically serve to provide access to residential housing areas (i.e. cul-de-sacs, apartment blocks), large parking spaces or commercial properties. These junctions generally have large junction radii and lack adequate crossing provisions that will facilitate all vulnerable road users.

In addition to these junctions, there are also commercial entrances and residential entrances (i.e. driveway access) along the route.

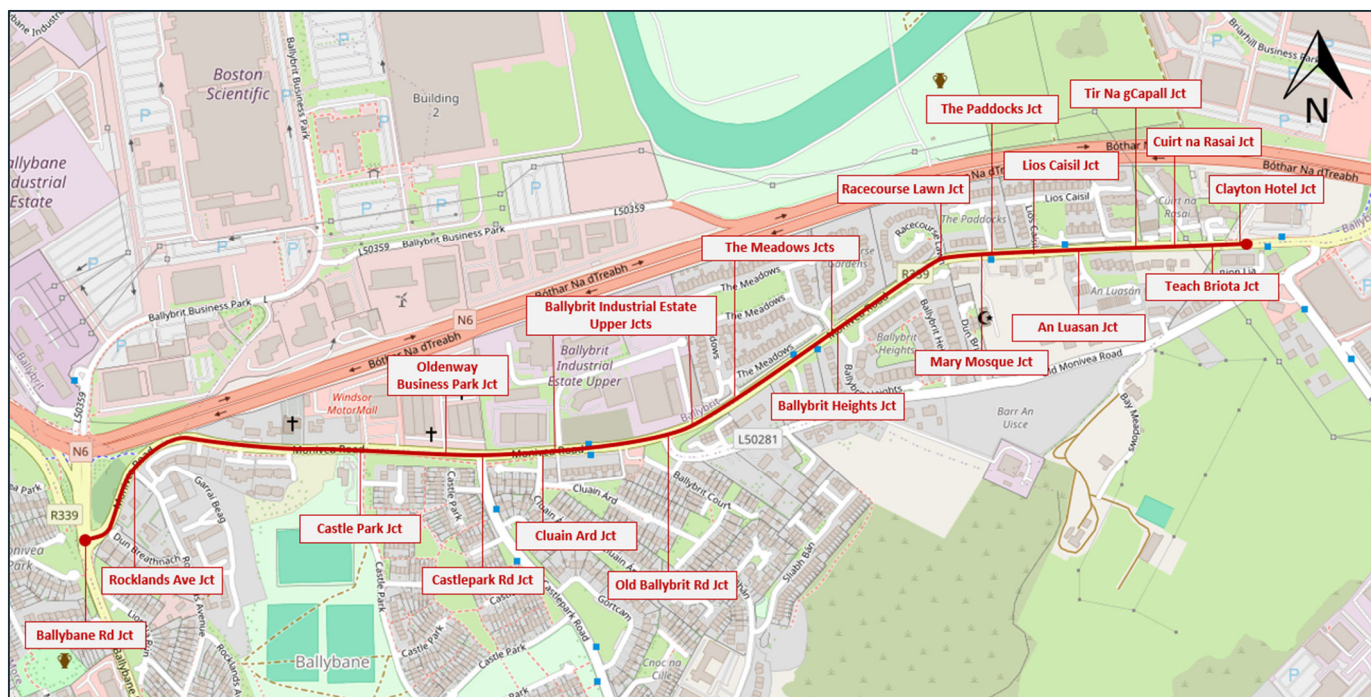


Figure 4-3 – Monivea Road Junctions

The Castlepark Road Junction, along with the Ballybane Road Junction at the western edge of the scheme, is part of the Galway Cycle Network Phase 1 - Work Package 3 scheme that is currently at its Construction stage at the time of writing of this report. Tie-in proposals to the two junctions will be assessed during the Detailed Design stage of this scheme.

² The Ballybane Road & Castlepark Road scheme, under construction at the time of writing, will include a new signalised junction at the Monivea Road / Castlepark Road junction, however, it is currently unsignalised.

4.3 Public Transport

9no. bus stops are located within the site extents, one of which is unmarked and confirmed by GCC Bus Network team to be decommissioned. Only one bus route operates through the area within the site extents (Route 401). Existing bus stop details and bus routes are outlined in the table below:

Table 4-1 - Public Transport Details

Bus Stop	Stop ID	Bus Route	Direction
Unmarked Bus Stop	Unknown	None	Westbound
Ballybrit Ind Est	523491	401	Eastbound
Ballybrit Ind Est	523381	401	Westbound
Ballybrit Heights	523391	401	Eastbound
Ballybrit Heights	523481	401	Westbound
An Luasán	530421	401	Eastbound
The Paddocks	523471	401	Westbound
Clayton Hotel	520321	401	Eastbound
Clayton Hotel	523461	401	Westbound

The bus routes within the site extents are shown in Figure 4-4 below:

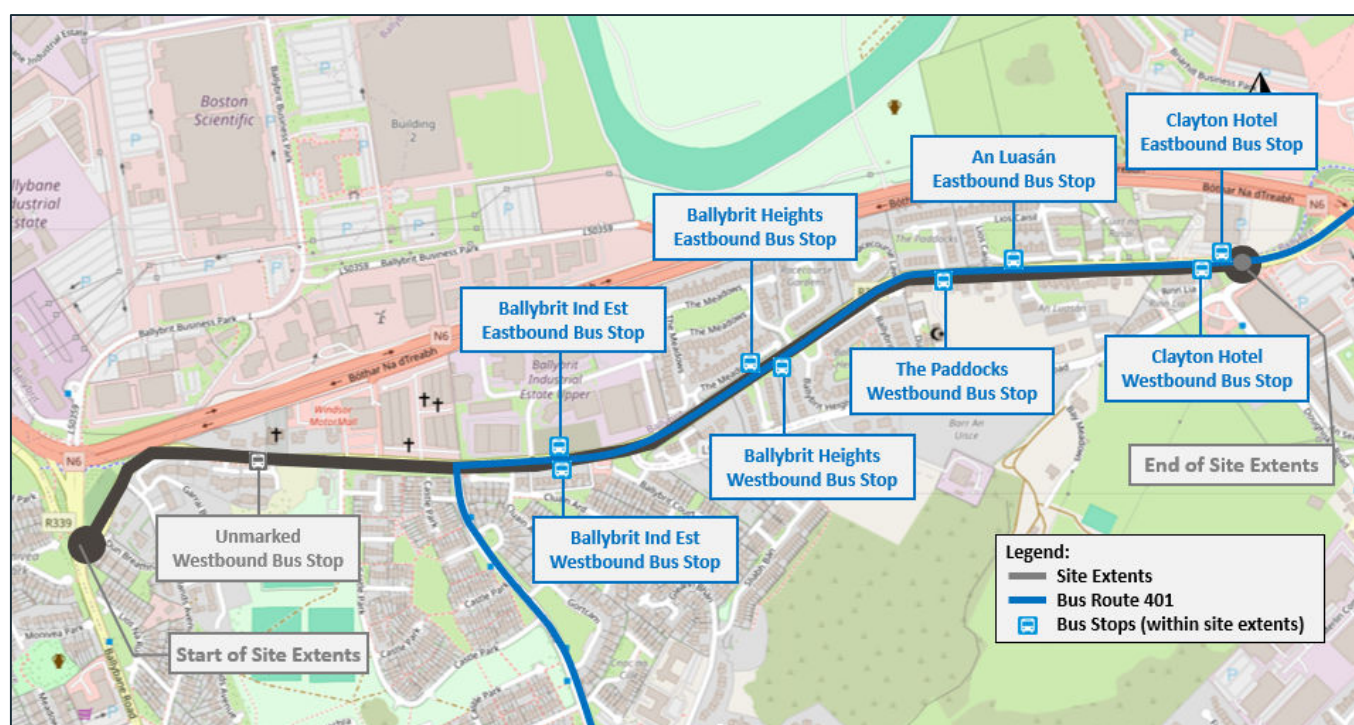


Figure 4-4 – Existing bus Routes on Monivea Road

4.4 Pedestrian & Cycle Facilities

There are formal pedestrian footways present throughout this route on both sides of the carriageway. However, there are no cycling facilities. Hence, cyclists are presumed to be using the carriageway along with vehicular traffic.

There are only three formal pedestrian crossings located along this route, two of which are uncontrolled crossings and the third a signalised pedestrian crossing adjacent to the Clayton Hotel entrance. The use of tactile paving and dropped kerbs are inconsistent, with the provision at some but not all side road crossings.

4.5 Road Collision Data

There was a total of 7 collisions recorded along this section of Monivea Road. All collisions were classed as non-serious in severity and are list below in Table 4-2

No.	Year	Severity	Impacted
1	2019	Non-Serious	Motorcyclist
2	2023	Non-Serious	Pedestrian
3	2016	Non-Serious	Cyclist
4	2018	Non-Serious	Cyclist
5	2018	Non-Serious	Driver
6	2019	Non-Serious	Pedestrian
7	2017	Non-Serious	Cyclist

Table 4-2 - Collision History (Source: Road Safety Authority)

It is noteworthy that of the 7 listed that 71 % impacted either pedestrians or cyclists, with a cluster of collisions impacting cyclist noted at the Monivea Road / Castlepark Road junction (in 2016, 2017 and 2018).

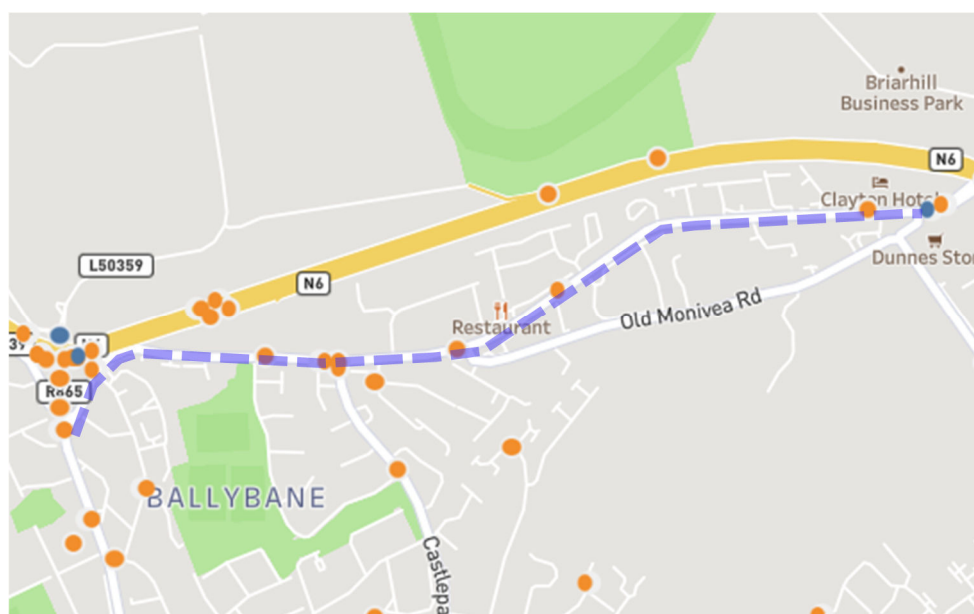


Figure 4-5 - Collision Map (Source: Road Safety Authority)

5. Options Assessment Process

5.1 Options Assessment

In February 2020, AtkinsRéalis developed an Option Selection Report (*AtkinsRéalis Ref: 5193732DG0437*) for Monivea Road. The report was carried out based on design details provided in the National Cycle Manual which has since been superseded by the Cycle Design Manual. The report found that a raised adjacent cycle lane was the preferred option at the time for the route. Following the introduction of the Galway BusConnects scheme, the progression of the Monivea Road scheme was paused in late 2021.

In April 2023, AECOM undertook a review of the options considered for the cycle route along Monivea Road with the aim of identifying a preferred route option to be advanced. An Option Selection Memo was developed by AECOM which carried out a review of the area along with the relevant background documentation that was made available in order to develop the options to be brought forward for the Multi-Criteria Analysis (MCA) process to determine the Emerging Preferred Option (EPO).

AtkinsRéalis have since reviewed the memo carried out by AECOM and compiled a separate Option Selection Memo (*AtkinsRéalis Ref: 5193732DG0450*) which outlines the Option Selection Process of the Monivea Road (East) Active Travel Scheme.

5.2 Methodology for Options Assessment

As outlined above, each option considered by AECOM were brought through the Multi-Criteria Analysis (MCA) process to determine the Emerging Preferred Option (EPO). The following options were considered:

Existing 2-way traffic with shuttle system³:

- Option 1 – Shared path on one side.
- Option 2 – One-way cycle facilities on both sides.
- Option 3 – Two-way cycle lane on one side.

One way system and considering bus gates:

- Option 4 – Shared path on one side.
- Option 5 – One-way cycle facilities on both sides.
- Option 6 – Two-way cycle lane on one side.

Options 1 to 3 looked to retain the 2-way traffic flow along Monivea Road and would utilise a shuttle system in locations where the required road width could not be achieved to facilitate the proposed option. Options 4 to 6 looked to incorporate a one-way system along Monivea Road from West to East to facilitate the cross section required for the options.

³ A shuttle system is where two-way traffic is locally reduced to alternating one-way traffic, controlled through the use of yield signs or traffic lights (the latter being the case considered for this project, given the lengths required).



An MCA was carried out on the six options considering the 5 standard criteria headings - economy, safety, environment, accessibility and integration. Each heading had several sub-criteria and all options were compared and ranked using a colour rank system.

5.3 Emerging Preferred Option

Following the MCA process it was found that the EPO is Option 3, the provision of a two-way cycle track along Monivea Road with a shuttle system considered. This option will provide a 6m road carriageway with a 3m two-way cycle track on the northern side and a 2m footpath on either side of the road. A shuttle system will be employed to reduce the width of the cross section where constrained.

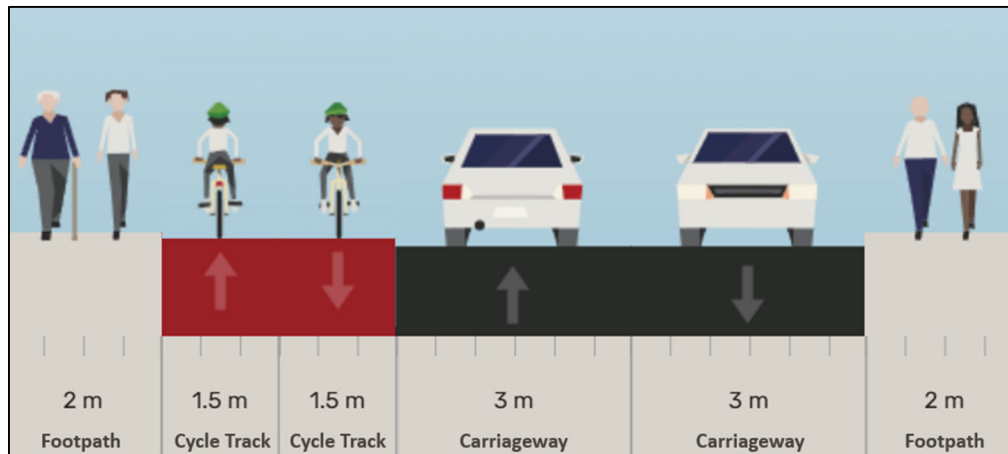


Figure 5-1 - Emerging Preferred Option

The EPO was brought through the Preliminary Design stage outlined in Section Figure 5-1 in order to expand on the details of the design and review the requirement for the proposed shuttle system.

6. Preliminary Design

The following sections discuss the key design features that have been developed for the Emerging Preferred Option including but not limited to the link designs, junction and entrance treatments, pedestrian crossings, and interaction with public transport and utility services.

The Preliminary Design Drawings are indicated in Appendix A.

6.1 Link Design

The Emerging Preferred Option, as noted in Section 5.3 and in alignment with the link types outlined in CDM Section 2.5, are as follows:

Table 6-1 - Link Types by Route

Route	Link Type	CDM Ref.	Existing Speed Limit	Proposed Speed Limit
Monivea Road	Standard Two-Way Cycle track	Table 2.1	50kph	50kph

It shall be noted that whilst the above Link Type is applied to the route. However due to significant existing constraints on the design or certain features require this link type may change locally, as described further in this chapter, and as shown on the Preliminary Design Drawings.

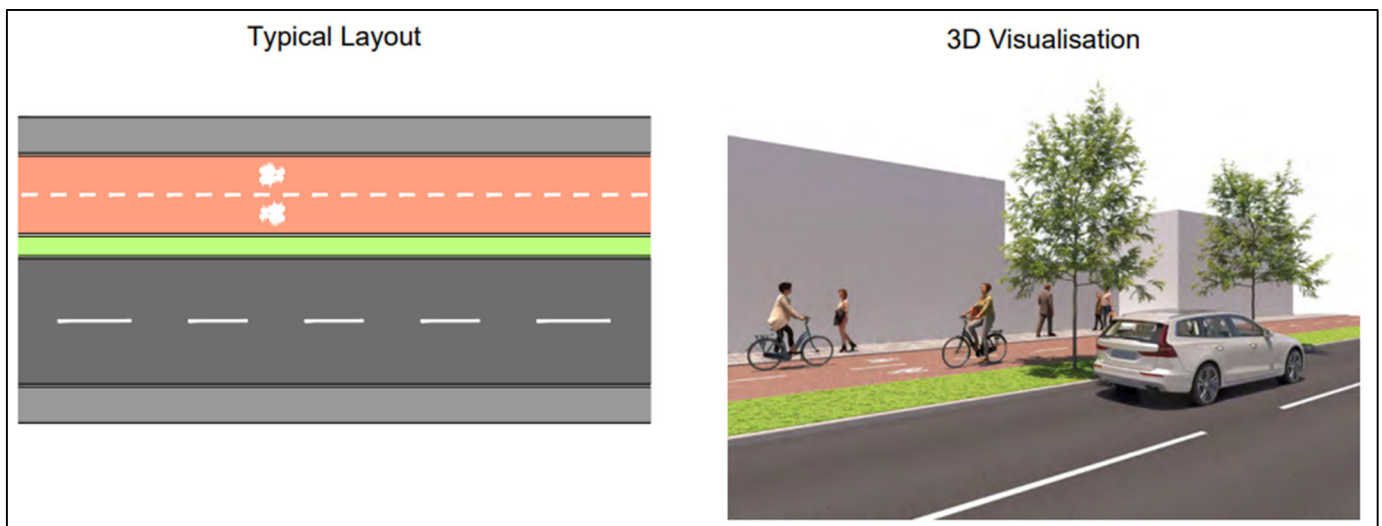


Figure 6-1 – Two-Way Cycle Track Layout (extract from CDM - page 197)

The desirable widths of each element of the link shall be as per Table 6-2 below. The absolute minimum widths which still comply with the design standards (CDM and DMURS) are denoted in brackets. The desirable widths are achieved at a minimum, unless noted otherwise within the Preliminary Design Drawings.

Table 6-2 – Desired Minimum / Absolute Minimum Widths

Link Type	Footpath Width	Cycle Track Width	Buffer Zone	Traffic Lane Width	Total Width
Standard Two-Way Cycle Track	2m (abs. min. 1.8m)	2 x 1.5m lane (abs. min. 1.35m)	0.5m (abs. min. 0.3m)	2 x 3.2m lane	13.9m (abs. min. 13.0m)

Due to the existing cross-sectional constraints identified at several locations along the route, a shuttle system was proposed within the Option Selection Memo outlined in Section 5. However, during the Preliminary Design of the scheme, it was determined that the proposal of one-way traffic systems along several points across the route may prove to be too disruptive to traffic flow along Monivea Road which has an average weekday Passenger Car Unit (PCU) of circa. 4,000 per lane, and is a key east-west route for Galway City.

Instead, it was proposed that shared active travel facilities would be implemented at these constrained sections where pedestrians and cyclists would utilise the same space to navigate through the constrained area. The design would accommodate for both pedestrians and cyclists while segregating both parties from live traffic. To further alert pedestrians on the presence of cyclists within the area, the use of additional road markings, traffic signs, and tactile paving would be implemented in the proposals in accordance with the CDM and Traffic Signs Manual. In total 370m (22%) of shared active travel facilities will be implemented over the total length of the scheme. Table 6-3 below outlines the locations which requires the use of shared active travel facilities.

In addition to this change a review was carried on the 3m traffic lane widths detailed in the Option Selection Memo. This review was carried out due to the existing environment along Monivea Road (East) being made up of commercial units and residential estates with several single residence entrances along the road. The commercial aspect consists of 3no. business parks and 1no. car dealership, all of which require Heavy Vehicles (HV) deliveries potentially on a daily basis; and to which there is no alternative access route. The outcome of this review was that although there is some impact on the active travel facilities due to the increased 3.2m carriageway lane widths the change is seen as minimal and one which will greatly help HV's using Monivea Road, which has HV destinations unreachable by other routes.

Table 6-3 – Locations of Shared Active Travel Facilities

Chainage	Length	Notes
0+125 to 0+195	70m	Shared active travel facilities for 70m due to a pinch point with the existing N6 boundary wall. The centreline of the carriageway has been realigned as best as possible to help maximise the width available in the shared area, with a minimum width of 2.2m through this section over a distance of 20m. Outside of this pinch point 3m wide shared areas are provided with the provision increasing the further from the pinch point you get in either direction up to a maximum of 5m in width. The shared area also joins with the existing shared area which links the N6 and Monivea Road. At the location where the two shared paths meet the facility is 5m in width.
1+250 to 1+370	120m	Shared active travel facilities along Monivea Road through minor junctions including side street accesses to Racecourse Lane and The Paddocks. Within this section of shared area the required 3m width has been achieved and where feasible the width has been increased further. A maximum width of 3.7m has been achieved through some parts of this shared area.
1+505 to 1+685	180m	Shared active travel facilities along Monivea Road through minor junctions including side street accesses to Tir Na gCapall, Cuirt na Rasaí, Teach Briota and Clayton Hotel. Between CH 1+560 and 1+610 the width of the shared path is reduced to between 2.8m and 2.9m in width. Outside of this pinch point the required 3m width has been achieved and where feasible the width has been increased further to a maximum of 5m in some locations.

6.2 Junctions & Entrances

6.2.1 Junctions

For the purposes of consistency, two junction types were defined for the scheme i.e. major junctions and minor junctions. Two existing major junctions are present within the site extents, namely the Ballybane Road Junction and Castlepark Road Junction. It should be noted, however, that both junctions are considered part of the Galway Cycle Network Phase 1 - Work Package 3 scheme which has gone through Detailed Design and is currently at its Construction stage at the time of writing of this report. It is proposed that the Monivea Road scheme will tie in to the work done at the Ballybane Road junction with some minor kerblines amendments on approach. The junction with Castlepark Road will require substantially more work as it proposes to tie in the proposed 2-way cycle track on the northern side of Monivea Road with the junction.

Minor junctions have been developed in accordance with the junction types set out in the CDM Section 4. The minor junctions typically include entrances to commercial/industrial areas, large car parks, residential cul-de-sacs, or large to mid-sized apartment blocks. These minor junction arrangements are based on the requirements set out in the CDM, specifically TL408 Two-Way Cycle Track Crossing Side Road with Priority - Partial Set Back, or TL409 Two-Way Cycle Track Crossing Side Road with Priority - No Set Back, where cross-sectional constraints are present.

The proposed features for a standard minor junction will include:

- Tightened junction radii
- Raised pedestrian crossings with continuation of footway surface
- Raised cycle track to footway level at crossings where cycle track is provided
- Tactile paving provisions
- Short ramps/entrance kerbs at both sides of the crossing for vehicular access
- Additional warning signs and road markings

In the event that the proposed shared active travel facility crosses a minor road junction a deviation from the Cycle Design Manual is required. In such cases, a raised shared crossing is proposed at the junction which aims to retain the continuity of shared use facilities. Other proposed features will be similar to a standard minor junction including tightened junction radii, tactile paving, ramps/entrance kerbs, and warning signs/road markings. Figure 6-2 below outlines the crossing arrangement for shared active travel facilities through minor junctions. It is acknowledged that the use of raised shared crossings at minor junctions are not specified in the NTA Cycle Design Manual, therefore a Departure from Standards will be required. This Departure is outlined in Section 6.12 and will be applied for NTA approval as part of the Preliminary Design stage.



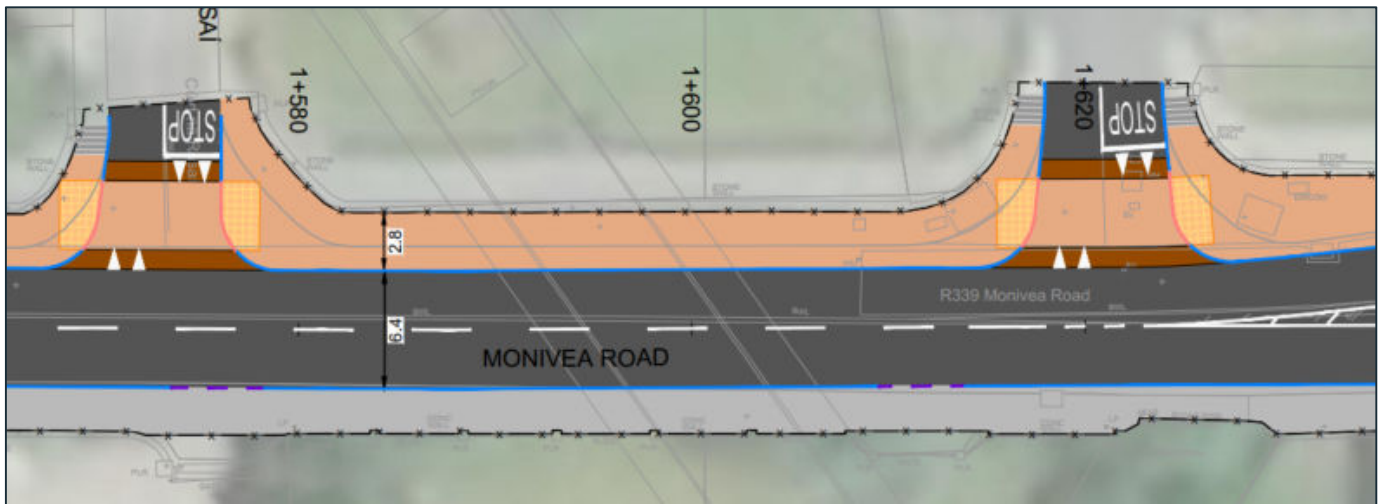


Figure 6-2 – Raised Shared Crossing at Minor Junctions

6.2.2 Private Entrances

Across all private entrances for single-unit housing, and small multi-unit developments, footways, cycle lane/tracks and shared spaces shall be continuous. This shall ensure that pedestrians, wheelchair users, cyclists, etc. have a facility without frequent and localised level changes at each entrance. To enable vehicles and bicycles cross the kerbs along these facilities, bevelled kerbs shall be provided at these locations.

6.3 Pedestrian Crossings

Existing pedestrian crossings within the site extents are to be retained and improved with standard facilities including raised tables and tactile paving where appropriate. Additional controlled crossings are to be included at several locations within the site extents as denoted within the Preliminary Design Drawings. All controlled crossings shall be either signalised pedestrian crossings across the main corridor or uncontrolled pedestrian crossings/toucan crossings across side roads at minor junctions.

The widths of crossings shall be as per the minimum required within DMURS (Section 4.3.2) and the Traffic Sign Manual (Section 7.16):

- 2.4m min. width at uncontrolled pedestrian crossings (3.5m at shared area crossings);
- 2.4m min. width at signalised pedestrian crossings.

The locations of crossings are generally based on the principle of providing “mid-block” crossings (as per DMURS Section 3.3.2 and 4.3.2), and with due consideration of key trip-attractors (e.g. retail units). For the routes which form part of this scheme this is deemed most appropriate, given the frequency of junctions.

All proposed crossings are shown within the Preliminary Design Drawings, and tabulated in Table 6-4.

Table 6-4 - Pedestrian Crossings

Chainage	Proposed Type	Notes
0+125	Signalised pedestrian crossing	▪ Upgrade of existing uncontrolled crossing to a raised signalised pedestrian crossing to improve accessibility for pedestrians onto the proposed footpath linkage to the N6 Bóthar Na dTreabh.

Chainage	Proposed Type	Notes
0+385	Signalised pedestrian crossing	- Proposed raised signalised crossing to provide safe and accessible linkage to existing bus stop along westbound lane. - Crossing to improve connectivity between residential areas, football club and the church adjacent to the crossing.
0+585	Signalised junction (3x Signalised pedestrian crossing)	- Upgrade of existing uncontrolled junction to a signalised junction consisting of three new signalised pedestrian crossings (one on each arm). - Proposed signalised pedestrian crossings to provide safe connectivity across the junction and improve accessibility for pedestrians.
0+760	Signalised pedestrian crossing	- Proposed raised signalised crossing to provide safe and accessible linkage to bus stops on each side of the road. - Crossing to improve connectivity between south side residential areas and north side industrial estate.
1+010	Signalised pedestrian crossing	- Proposed raised signalised crossing to provide safe and accessible linkage to bus stops on each side of the road. - Crossing to improve connectivity between residential areas on each side of Monivea Road.
1+410	Signalised pedestrian crossing	- Proposed raised signalised crossing to provide safe and accessible linkage to bus stops on each side of the road. - Crossing to improve connectivity between residential areas on each side of Monivea Road.
1+645	Signalised pedestrian crossing	- The existing signalised pedestrian crossing will be retained to facilitate access between residential areas on both sides of the road and also the Clayton Hotel on the north side. - The crossing will also provide safe linkage to the bus stops at CH 1+710 on both sides of Monivea Road.

6.4 Public Transport

6.4.1 Bus Routes

All existing bus routes are denoted in Section 4.3.

6.4.2 Bus Stops

All existing bus stops within the site extents have been examined as part of the Preliminary Design. Each stop has been assessed in terms of its position, and where required and practicable, new positions have been proposed. The need for relocation is predominately due to, but not limited to:

- The bus stop being directly opposite a junction (and hence may restrict turning movements for vehicles entering/exiting the junction);
- The bus stop being in a position whereby a stopped bus may impede forward visibility to a pedestrian crossing;
- The bus stop being in a position whereby a stopped bus may impede on the visibility from an adjacent junction.



All proposed bus stops are denoted within the Preliminary Design Drawings.

Generally, bus stops as per CDM TL202 Shared Bus Stop Landing Zone shall be provided as depicted in Figure 6-3 (with two-way cycle facilities, rather than one-way, as shown). This maintains cyclist progression and segregation from pedestrians and vehicles. Pedestrians shall have priority over cyclists when crossing the cycle track and cyclists shall be advised to yield to pedestrians in this regard with the use of road markings.

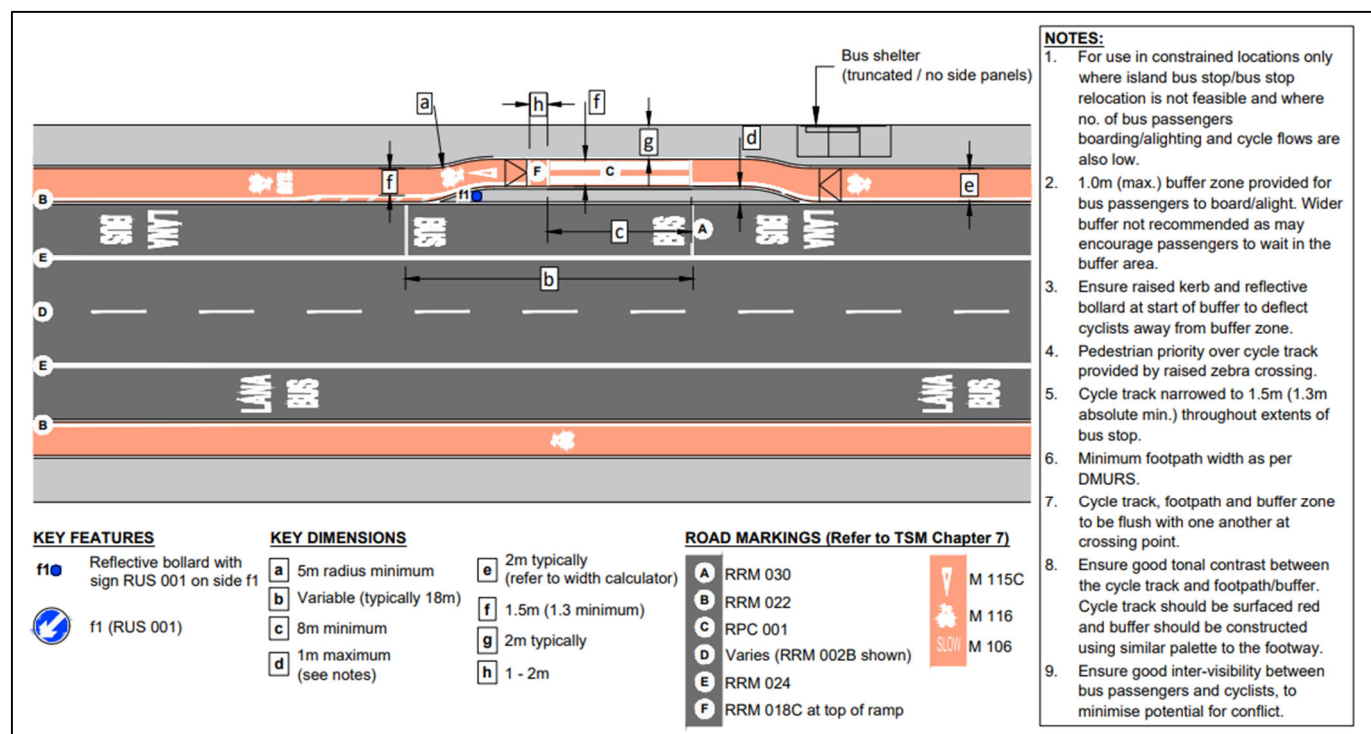


Figure 6-3 – Shared Bus Stop Landing Zone (extract from CDM - page 211)

6.5 Drainage

Typically, drainage will be provided using the existing surface water drainage system with existing gullies relocated into the realigned carriageway channel. The new footpaths and cycle tracks will generally slope towards the road in order to remove the need for additional drainage collection measures. Alternatively, and where the proposed scheme results in a marked increase in catchment area (due to an increased hard-standing area), sections of footway and/or cycle track will be constructed using either porous surfacing; or where appropriate, the cross-fall will fall towards an adjacent grass verge (thus not discharging into the surface water network). The details of this will be developed as part of the detailed design.

A strategic flood risk assessment (Stage 1 and Stage 2) was completed as part of the GTS (refer to Appendix K of the GTS). This recommended that for all applicable GTS projects a “*Stage 3 site specific detailed flood risk assessment should be carried out at the detailed design stage to ensure sustainable development in flood risk areas*”. Flood risk areas are defined in the OPW Flood Maps (2025), and following a review of these it is noted that the site extents are not within a flood risk area, and therefore no further flood risk assessments are required for the route.

6.6 Lighting

All footpaths, cycle tracks and roads will be lit, in line with current best practice and design guidance in relation to public lighting.

All existing lighting within the scheme will be upgraded to new energy-efficient LED lighting; the details of which will be developed as part of the detailed design.

6.7 Pavements

To give the highest quality of service for cyclists, it is envisaged that a smooth asphalt surface course will be used as recommended by the Cycle Design Manual, with sufficient base and foundation layers to prevent failure.

Shared spaces and footpaths are intended to be a concrete surface, to provide colour-contrast when compared to road and cycle surfaces, to aid people with visual impairments.

The exact construction depth for the footpath and cycle track pavements is subject to detailed design. The exact construction depth for the road construction in areas that need targeted interventions is subject to detailed design.

6.8 Services

At the outset of the project, utility companies were contacted seeking information relating to their plant and ducting within the route corridor. The following information was received:

Table 6-5 - Existing Utilities in Galway

Utility Provider	Description
Electricity Supply Board (ESB)	Electricity
Eircom Ltd. (EIR)	Telecoms
Gas Networks Ireland	Gas distribution and transmission
Uisce Eireann	Water Main and Wastewater
E-net	Telecoms
Aurora Telecoms	Telecoms
Virgin Media	Telecoms
BT Telecoms	Telecoms

A Ground Penetrating Radar (GPR) survey was procured and undertaken to determine the location of services to the most accurate extent possible. Any service diversions or protection works will be determined during the Detailed Design phase. Given the nature of the scheme, which is contained within the existing boundary extents for the majority of the length of the routes, service diversions are expected to be minimal.

6.9 Land Take

The proposed route has been developed to avoid the requirement for land take, and no private land take is required.



6.10 Tree Removal and Proposed Landscaping

To accommodate the provision of the necessary pedestrian and cyclist infrastructure, the proposed scheme might require the removal of some trees. A targeted tree survey procurement will be undertaken based on the preliminary design and the expert advice of an arboriculturist has been used to determine the value, age, and condition of all trees along the proposed route and any mitigation required where affected.

A full landscaping design of the scheme will be carried out with all existing trees that are removed to be replaced. As part of the design proposals, landscaping in the form of replacement trees, new trees, new hedging and street furniture, will be proposed at selected locations at junctions and along the segments in the Detailed Design Drawings in order to enhance the aesthetics of Monivea Road.

6.11 Key Features

The proposed scheme will provide a segregated two-way cycle track along the north side of the road, together with standard footways on both sides of the road. Localised sections of shared active travel paths (approx. 370 metres in total) are required due to constrained widths at certain segments of the route. Table 6-6 shows an overview of the key features of the proposed scheme.

Table 6-6 – Key Features

Chainage	Details
0+000 to 0+020	The route will tie into the existing Ballybane Road Junction which is part of the proposed Galway Cycle Network Phase 1 – Work Package 3 Cycle Scheme currently under construction. The junction will remain as a priority junction with toucan crossings provided to facilitate pedestrians and cyclist movements through the junction. The tie-in will require minor works to the kerblines constructed as part of WP-03.
0+020 to 0+120	This section of the route will propose a standard two-way cycle track along the eastbound side of the carriageway with standard footways provided on both sides of the road. The existing shared path link between Monivea Road and the N6 Bóthar na dTreabh at CH 0+110 will be improved as part of the works.
0+120 to 0+195	Shared active travel facilities are proposed on the eastbound side of this section due to the limited cross-sectional widths available when approaching CH 0+170 (constrained by the existing boundary wall to the N6 Bóthar na dTreabh). Additional road markings, signages, and tactile paving will be proposed to alert pedestrians to the presence of cyclists along this short section of the route. The existing uncontrolled crossing at CH 0+125 will be upgraded to a signalised pedestrian crossing to improve accessibility for pedestrians.
0+195 to 0+570	This section of the route will revert back to a standard two-way cycle track along the eastbound side of the carriageway with standard footways provided on both sides of the route. This section has a number of minor junctions and private entrances which will be accommodated via standard approaches as set out in this Section 6.12 of this report i.e. raised uncontrolled crossings, bevelled kerbs, etc.

Chainage	Details
	A new signalised crossing will be proposed at CH 0+385 to facilitate safe and accessible pedestrian movement.
0+570 to 0+605	The route will tie into the existing Castlepark Road Junction which is part of the proposed Galway Cycle Network Phase 1 – Work Package 3 Cycle Scheme currently under construction. The existing junction will be upgraded to tie-in the proposed 2-way cycle track on the northern side with the proposed cycle lanes on Castlepark Road. The existing Monivea Road centreline will be shifted south by up to 2.5 metres to accommodate this.
0+605 to 0+770	This section continues with a standard two-way cycle track along the eastbound side of the carriageway with standard footways provided on both sides of the route. The existing cross-sectional width in this section is relatively wide. Landscaping proposals may be considered along the footways at the westbound side of the carriageway between CH 0+605 to CH 0+660 and at CH 0+750. Additional parking spaces can also be provided between CH 0+680 to 0+730 for the use of nearby residences. The Ballybrit Industrial Estate has bus stops on each side of the road at CH 0+740 and are proposed to be retained, with the eastbound bus stop to be upgraded to a TL202 Shared Bus Stop Landing Zone to accommodate for the adjacent proposed cycle track. A new signalised pedestrian crossing will be provided at CH 0+760 to improve accessibility to both bus stops and nearby shops.
0+770 to 1+250	This section also continues with a standard two-way cycle track along the eastbound side of the carriageway with standard footways provided on both sides of the route. Additionally, verges will be provided between the cycle track and carriageway where cross-sectional widths would allow it. There are several pinch points between CH 0+770 and CH 0+860 where the footway and cycle track vary in width due to constraints in width through this section. Following the constrained section a buffer zone of 0.5m has been added between CH 0+890 and 1210. This section has a number of minor junctions and private entrances which will be accommodated via standard approaches as set out in Section 6.2 of this report i.e. raised uncontrolled crossings, bevelled kerbs, etc. Similar to the previous bus stops, the Ballybrit Heights bus stops located at CH 1+050 are also proposed to be retained at their current locations, with the eastbound bus stop upgraded to a TL202 Shared Bus Stop Landing Zone to accommodate for the adjacent proposed cycle track. A new signalised pedestrian crossing will be provided at CH 1+010 to improve accessibility to both bus stops.
1+250 to 1+370	Shared active travel facilities are provided on the eastbound side of this section due to the limited cross-sectional widths available. Additional road markings, signs, and tactile paving will be used to alert pedestrians to the presence of cyclists along this short section of the route. Raised uncontrolled crossings will be utilised at the minor junctions on the northern side of this section to allow crossing movement for both pedestrians and cyclists. The existing westbound bus stop (The Paddocks) will be relocated slightly eastward in order to distant itself from the minor junctions adjacent to it.
1+370 to 1+505	Standard two-way cycle track are proposed along the eastbound side of the carriageway with standard footways provided on both sides of the route.



Chainage	Details
	The existing eastbound bus stop (An Luasán) will be retained at its current location, however, will be upgraded to a TL202 Shared Bus Stop Landing Zone to accommodate the adjacent proposed cycle track. A new signalised pedestrian crossing will be provided at CH 1+410 to improve accessibility to the two bus stops adjacent to it.
1+505 to 1+680	Shared active travel facilities will be proposed at the eastbound side of this section due to the limited cross-sectional widths available when approaching CH 1+565. Additional road markings, signs, and tactile paving will be provided to highlight to pedestrians to the presence of cyclists along this section of the route. Raised uncontrolled crossings will be utilised at the minor junctions for this section to allow crossing movement for both pedestrians and cyclists. The existing staggered controlled crossing at CH 1+640 will be upgraded to a raised table with inline controlled crossing.
1+680 to 1+780	Standard two-way cycle track are proposed along the eastbound side of the carriageway with standard footways provided on both sides of the route. The existing bus stops on each side of the road are retained at their current locations, however, the Eastbound bus stop will be upgraded to a TL202 Shared Bus Stop Landing Zone to accommodate for the adjacent proposed cycle track. The proposed two-way cycle track and footways will transition to a Shared facility at approx. CH 1+750 to tie-in with the existing, just west of the existing segregated facilities that cross under Bóthar na dTreabh.

6.12 Environmental Impacts

As part of the Preliminary Design Phase an Environmental Impact Assessment (EIA) Screening Report was prepared (AtkinsRéalis ref. 5193732DG0479). This found no significant adverse impacts to the receiving environment will arise as a result of the proposed development.

Also, as part of the Preliminary Design Phase a Screening for Appropriate Assessment (AA) Report was undertaken (AtkinsRéalis ref. 5193732DG0466). The report concluded that due to the scope and nature of the proposed project, it is considered that the proposed project, either alone or in combination with other plans or projects, will not result in likely significant effects on the Galway Bay Complex SAC or Inner Galway Bay SPA, or any other European site, in view of their conservation objectives.

Note: The EIA and AA screening determinations will be made by Galway City Council after the Part 8 process.

6.13 Departures from Standards

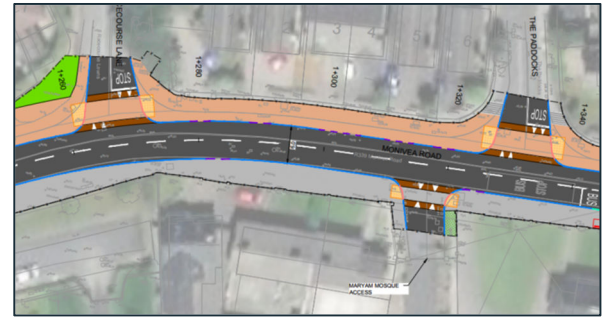
In accordance with the requirements of the Cycle Design Manual, a schedule of departures will be submitted to the NTA for approval. The departures are outlined below in Table 6-7.

Table 6-7 – NTA Departures from Standards

Ref.	CDM Ref.	Locations	Details	Layout Example
------	----------	-----------	---------	----------------



1	4.3.3	CH 1+270	Priority Junction Layout
		CH 1+330	In some locations where
		CH 1+520	proposed shared active
		CH 1+570	travel facility crosses a
		CH 1+620	minor road junction, a
		CH 1+660	raised shared crossing is
			proposed at the junction
			which aims to retain the
			continuity of the shared
			active travel facility.



7. Key Performance Indicators

Table 7-1 - Logic Path Model

OBJECTIVES	INPUTS	ACTIVITIES	OUTPUTS	RESULTS	IMPACTS	KEY PERFORMANCE INDICATORS
Project Goals	Resources	Actions	Physical Changes	Intermediate Changes	Long Term Changes	
Transport User Benefits and Other Economic Impacts Accessibility Impacts Social Impacts Land Use Impacts Safety Impacts Climate Change Impacts Local Environmental Impacts	Material Products and Technology Technical Knowledge Human Labour - Project Management and Delivery Public Funding Time Allocation Stakeholder Engagement	Design Public Consultation Planning / Statutory Process Construction Maintenance	1.7km of continuous segregated active travel facilities (footpaths and cycle tracks) Upgraded junctions and links Upgraded bus stops Improvement in public lighting Improvement in drainage	Improved cycle journey quality and perception of safety Reduced risks of conflicts between active travel users and vehicles Improved bus boarding experience Improved pedestrian journey quality, safety and accessibility Increased awareness of active travel benefits Support of Safe Routes to School programme Improved urban environments	Increase in the number of cyclists Increase in the diversity of cyclists Increase in the number of pedestrians Environmental benefits due to reduction in private car usage and carbon emissions Physical and mental health benefits for active travel users Reduction in collisions and casualties, especially at junctions Improved urban environments	Increase in the number of active travel users Improvement in journey time and quality Improved connections with key amenities Improved accessibility for all users Integration with other plans and guidelines for the town Improvement in safety for all users, especially at junctions Inclusion of additional crossing points Reduction in the reliance of private vehicles and reduction in carbon emissions Minimal impact to the adjacent areas Improved green areas



8. Summary & Conclusion

8.1 Pedestrian, Cyclist & Vehicular Impacts

The new route will provide a safe, accessible and attractive route for cyclists. The provision of this high-quality cycle infrastructure will provide an attractive route for cyclists linking a number of residential, recreational and educational areas. In addition to the improvements along the route for cyclists the scheme will also provide benefits for pedestrians by including new and improved crossings.

In general, there will be limited impacts to the existing vehicular traffic on the surrounding road network, however given the nature of the proposals (e.g. reduction in carriageway width, reduction in junction radii and an increase in pedestrian crossings) there will be a slowing of traffic speeds compared to the existing, and therefore some increase in journey time. This however is a necessity in order to provide a scheme which is safe and in line with best practice and guidelines.

8.2 Conclusion

The preliminary design for the scheme has been undertaken in line with DMURS and the NTA Cycle Design Manual, developing the preferred options as outlined in the *Galway Cycle Network Phase 1 – Work Package 4 Monivea Road Option Selection Memo*.

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

- Safety (Conflict)
 - The potential for conflicts shall be reduced through the provision of formalised crossing facilities throughout.
 - Where traffic volumes and speeds require it, 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 vast majority of the scheme.
- Safety (Priority)
 - Cyclist priority shall be improved at all junctions.
- Safety (Vulnerable Road Users)
 - 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.
- Physical Activity
 - The provision of the proposed facilities shall bring enhancements for pedestrians and cyclists, thereby promoting physical activity, particularly for those travelling to the adjacent residential, recreational, commercial and educational areas.
- Accessibility and Social Inclusion
 - Likewise, as with Physical Activity, accessibility and social inclusion shall be improved for those road users who rely on a non-motorised means of transport.
- Environment
 - The impact on the environment will be minimal, and the scheme is recommended to be screened-out for EIAR and AA.
- Integration and Economy



- From these benefits the proposals will offer good value for money, both at a strategic level, and also to those individual users for whom the scheme shall enable a modal switch from the private car to walking / cycling; and aligns with national, regional and local policies, as outlined in Section 3.
- Localised objectives
 - The scheme will 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.
 - The scheme will provide improvements to bus stop infrastructure for the existing bus services on all routes.
 - The scheme will tie-in with other proposed schemes in the area (i.e. WP3 Cycle Scheme on Ballybane & Castlepark Road, Bus Connects Galway and any proposed cycle improvements on Bóthar na dTreabh)

The scheme will bring about improvements in the urban space / public realm, along the route.



APPENDICES

Appendix A. Drawings



A1

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File: 5193732-ATK-04-XX-06-CE-900002.dwg
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MONIVEA ROAD (EAST) ACTIVE TRAVEL SCHEME

Risk Level	X	Atkins Base Line - Low Risk
		Atkins Sensitive - Medium Risk
		Atkins Private - High Risk
		Client Critical - Already Marked



Rev	Description	By	Date	Chk'd	Rev'd	Auth
CO1	ISSUED FOR PART 8 SUBMISSION	XX	22.05.26	XX	XX	XX



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Client
GALWAY CITY COUNCIL
Project
MONIVEA ROAD (EAST)
ACTIVE TRAVEL SCHEME

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- 60mm BEVELLED KERB
- 100mm CONCRETE KERB
- KASSEL KERB
- FLUSH KERB
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- CARRIAGEWAY
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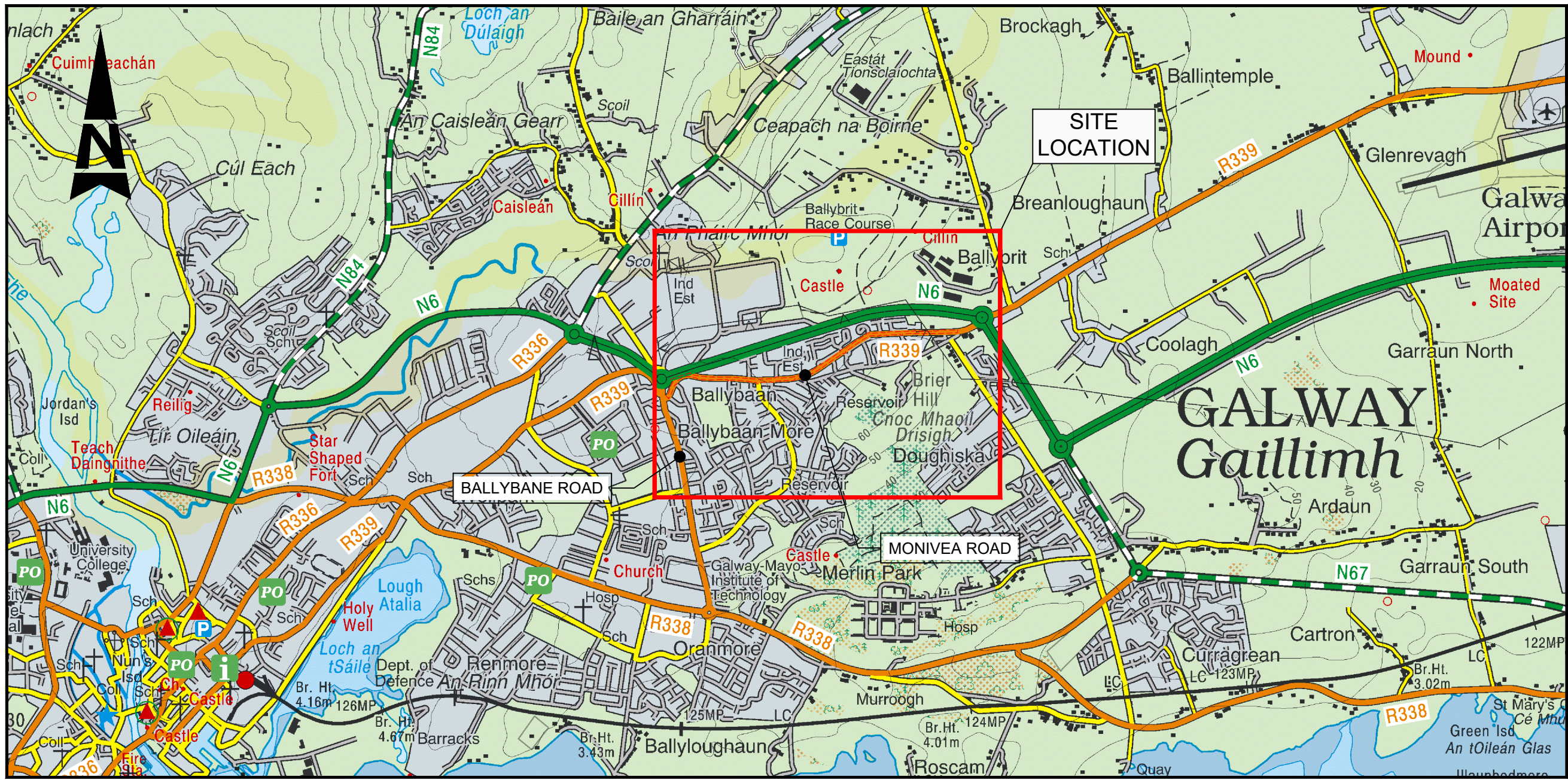
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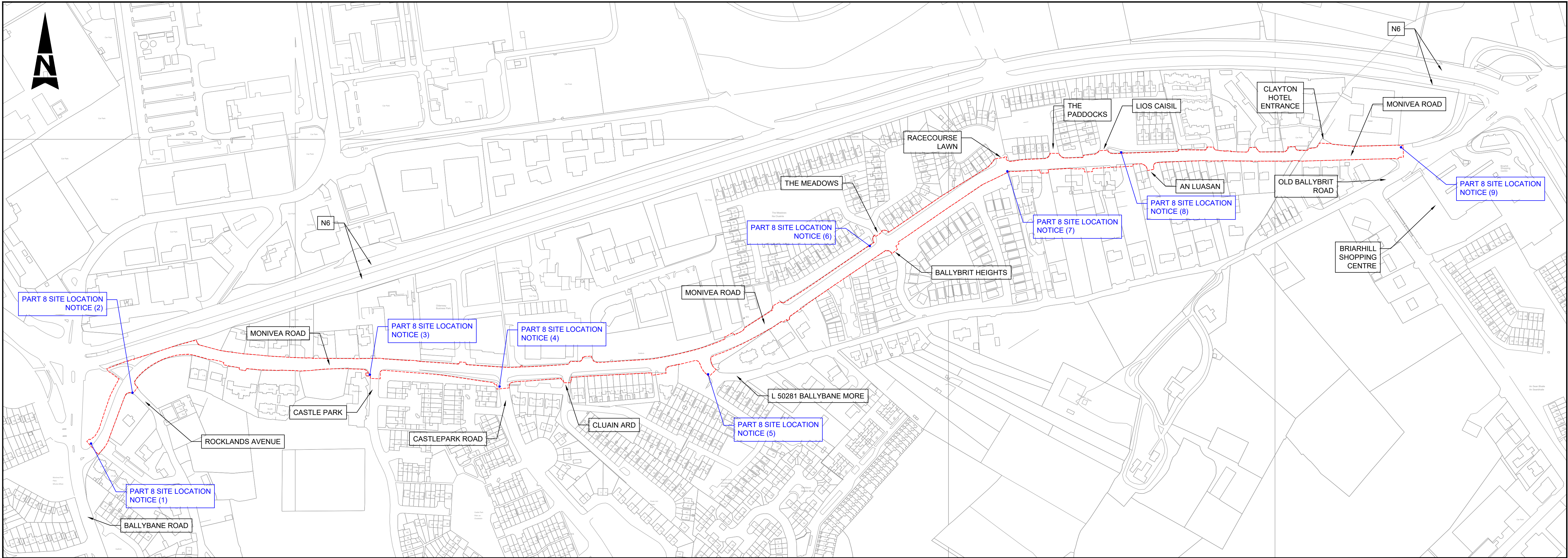
Title
MONIVEA ROAD (EAST)
KEY PLAN

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Status A2	Drawing Number 5193732-ATK-04-XX-DR-CE-900002	Rev C01		



SITE MAP - MONIVEA ROAD (EAST) ACTIVE TRAVEL SCHEME

Scale at A1 1:25,000
Scale at A3 1:50,000



SITE LOCATION MAP - MONIVEA ROAD (EAST) ACTIVE TRAVEL SCHEME

Scale at A1 1:2500
Scale at A3 1:5000

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C02	ISSUED FOR PART 8 SUBMISSION	XX	13.07.26	XX	XX	XX
C01	DRAFT FOR PART 8	XX	22.05.26	XX	XX	XX
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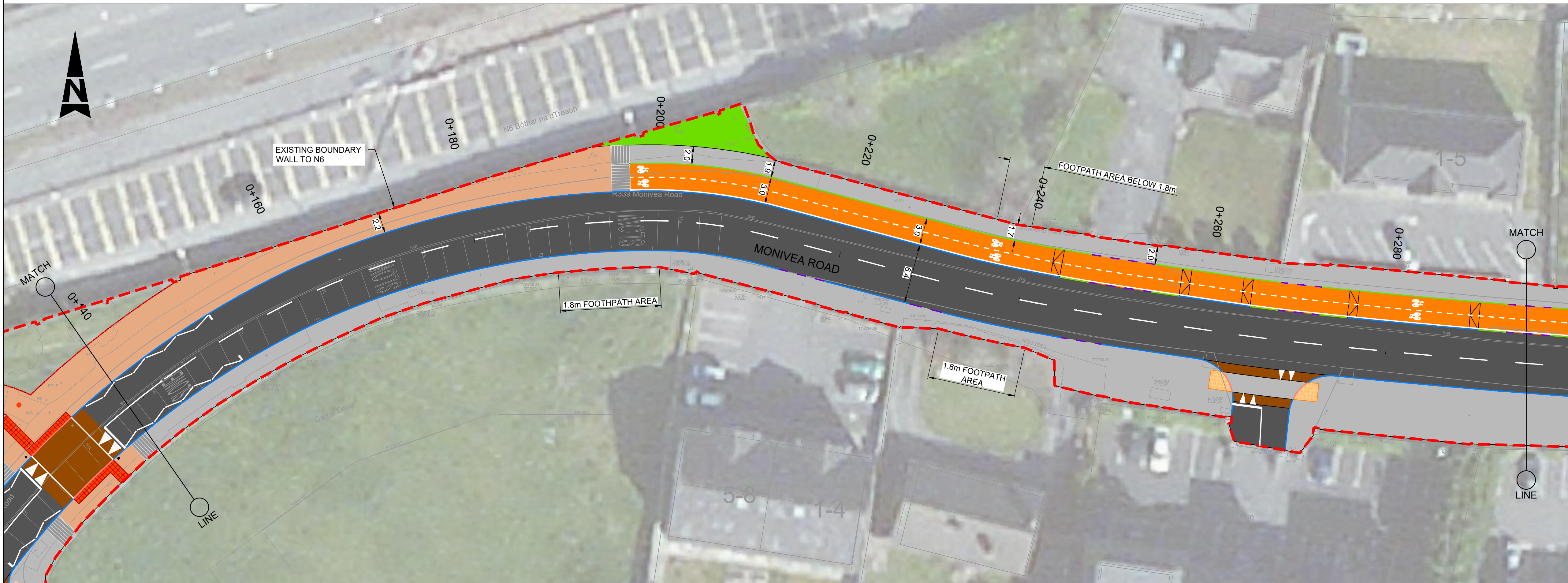
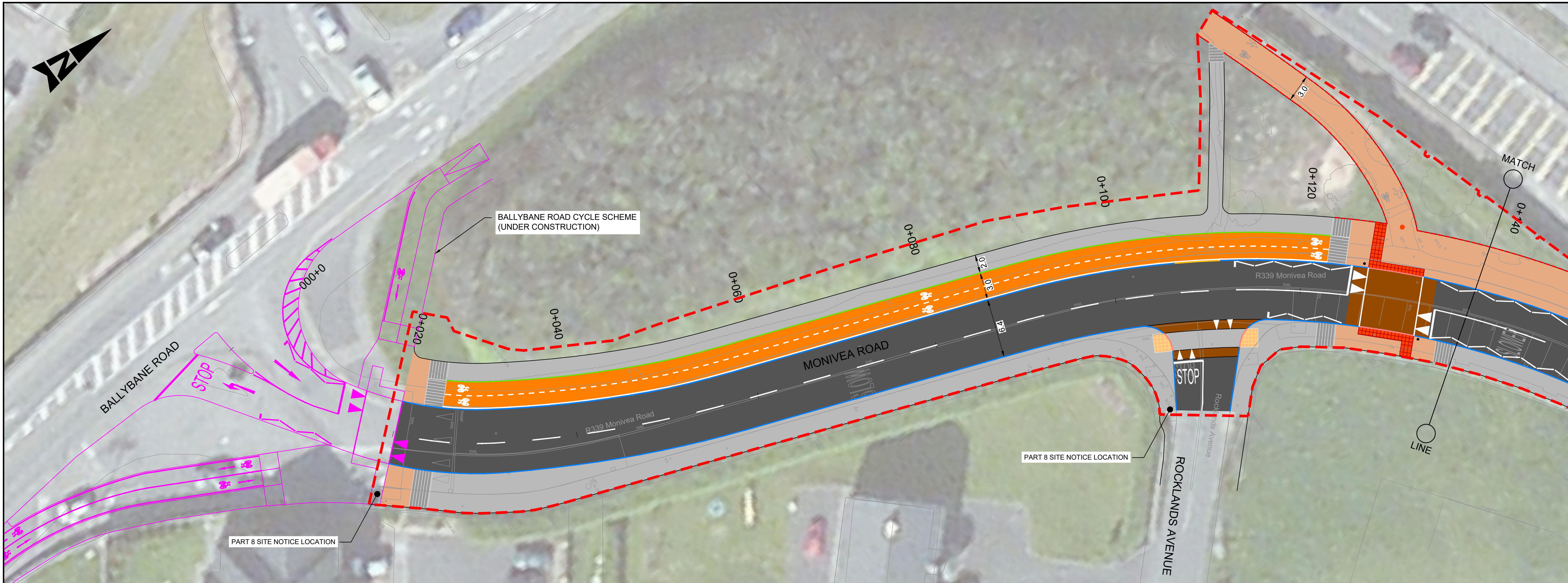
Project
MONIVEA ROAD (EAST)
ACTIVE TRAVEL SCHEME

Purpose
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Title
MONIVEA ROAD (EAST)
SITE CONTEXT AND SITE LOCATION MAP

Original Scale AS SHOWN	Drawn XX Date 22.05.26	Checked XX Date 22.05.26	Reviewed XX Date 22.05.26	Authorised XX Date 22.05.26
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Status A2	Drawing Number 5193732-ATK-04-XX-DR-CE-900003	Rev C02
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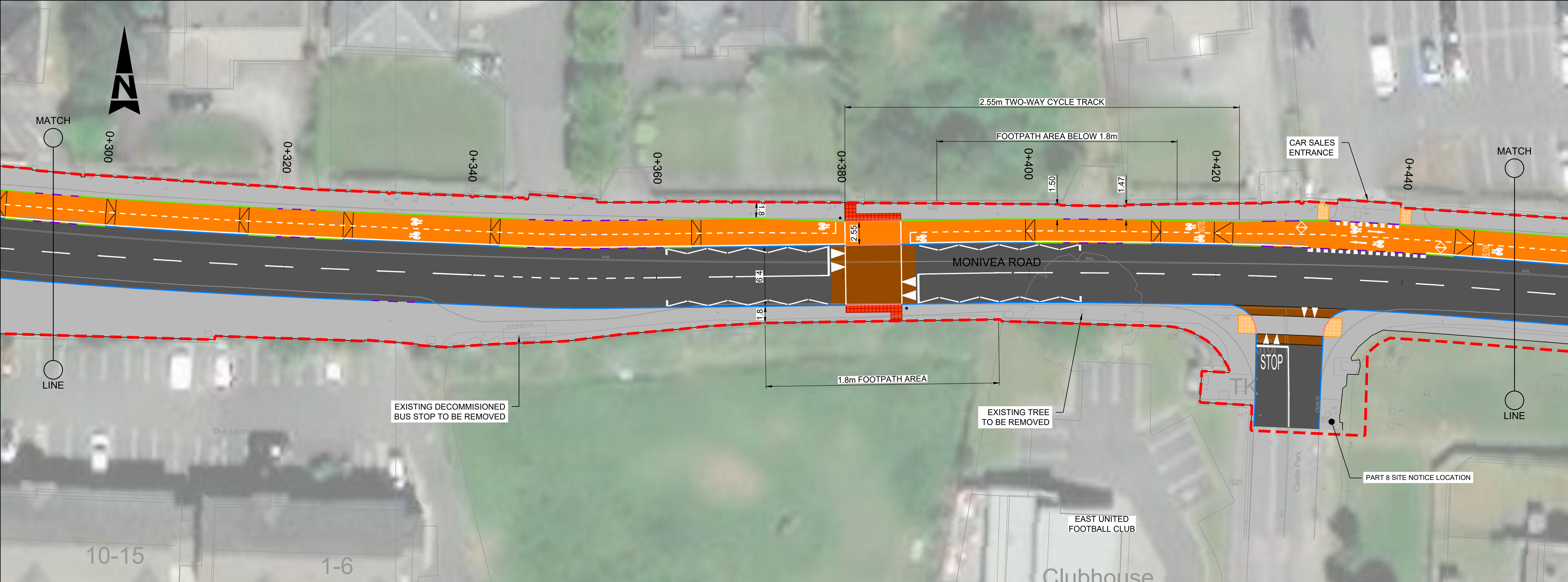
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Client	GALWAY CITY COUNCIL	
Project	MONIVEA ROAD (EAST) ACTIVE TRAVEL SCHEME	

Purpose		FOR PART 8 SUBMISSION			
Title		GENERAL ARRANGEMENT SHEET 1 OF 6			
Original Scale		1:250 @ A1	1:500 @ A3		
Status		Drawn XX	Checked XX	Reviewed XX	Authorised XX
Drawing Number		Date 22.05.26	Date 22.05.26	Date 22.05.26	Date 22.05.26
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A1

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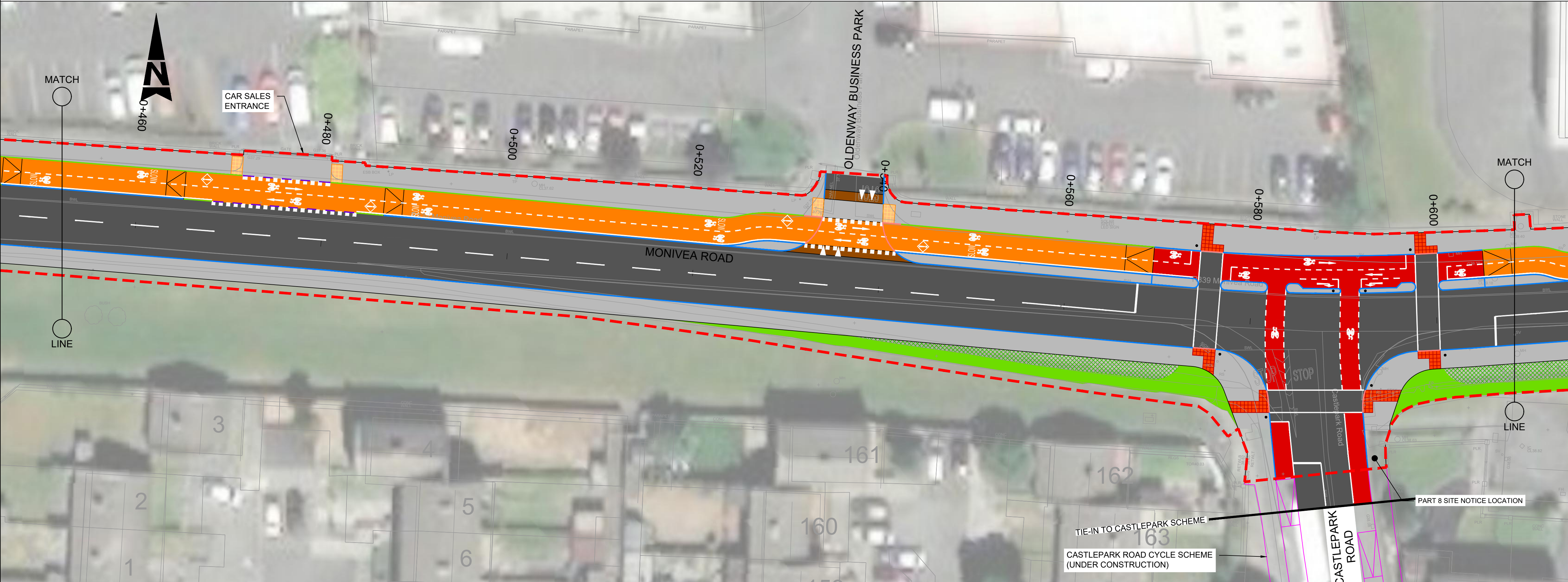


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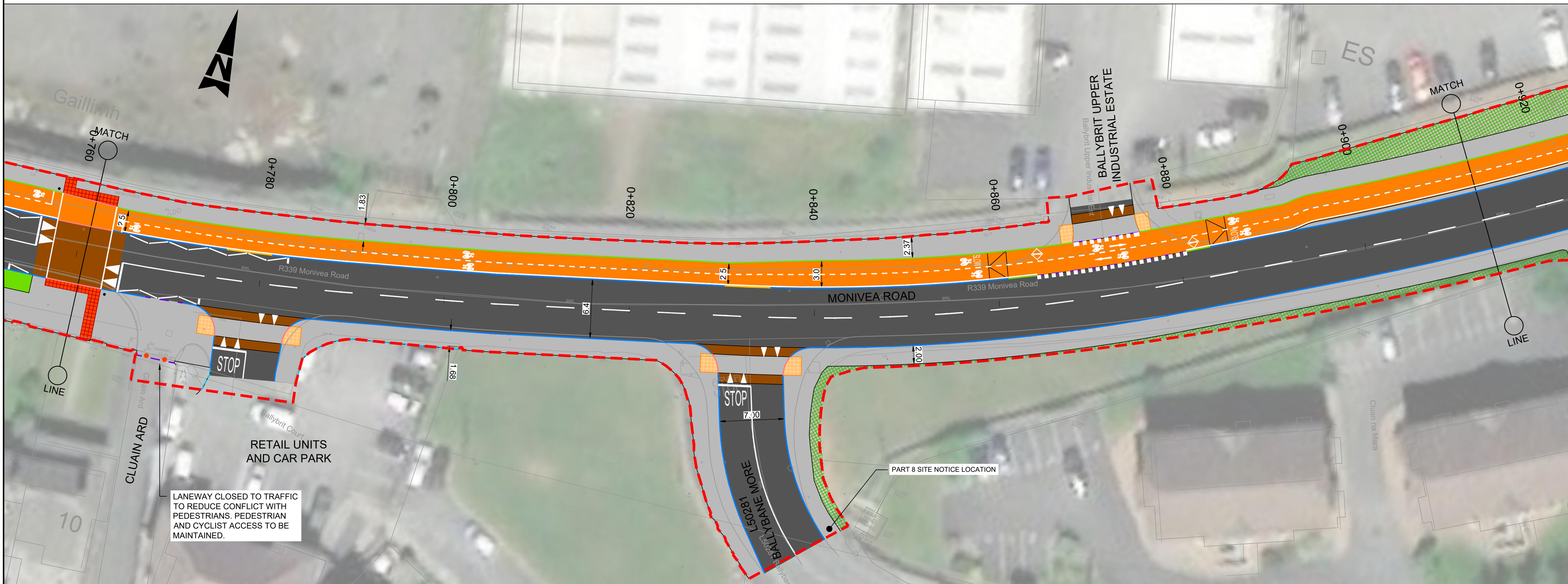
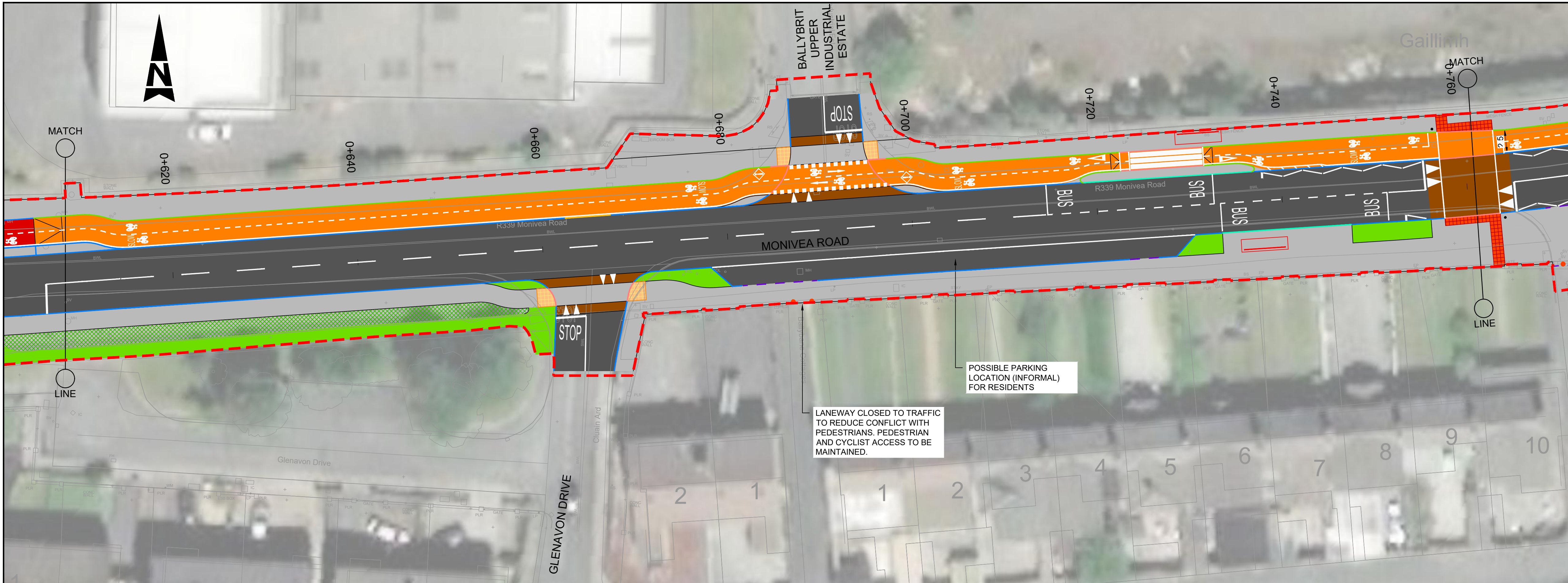
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MONIVEA ROAD (EAST) ACTIVE TRAVEL SCHEME

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Status A2	Drawing Number 5193732-ATK-04-XX-DR-CE-900122	Rev C03			

File: 5193732-ATK-04-XX-DR-CE-900122.dwg
Date: Jul 13, 2026 - 9:58am
Plotted by: BREF4515

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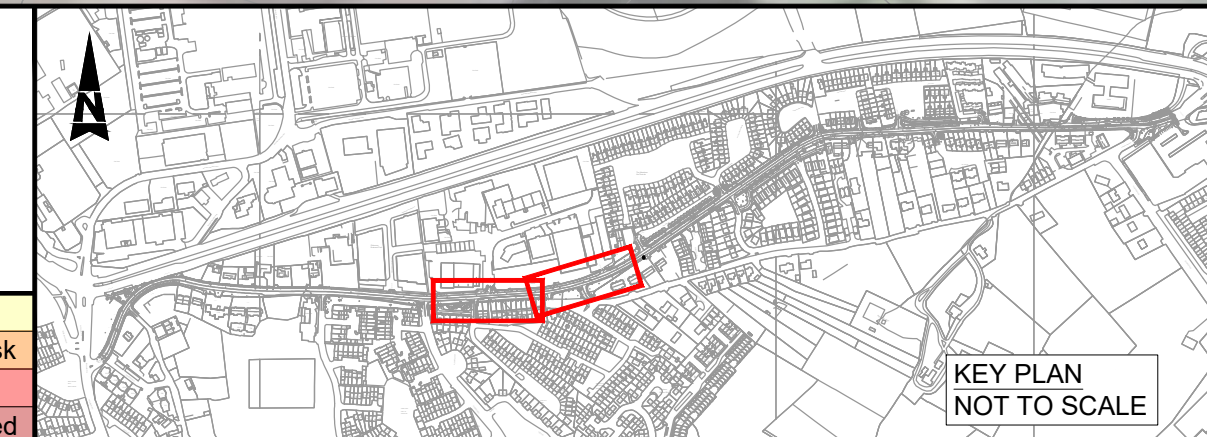
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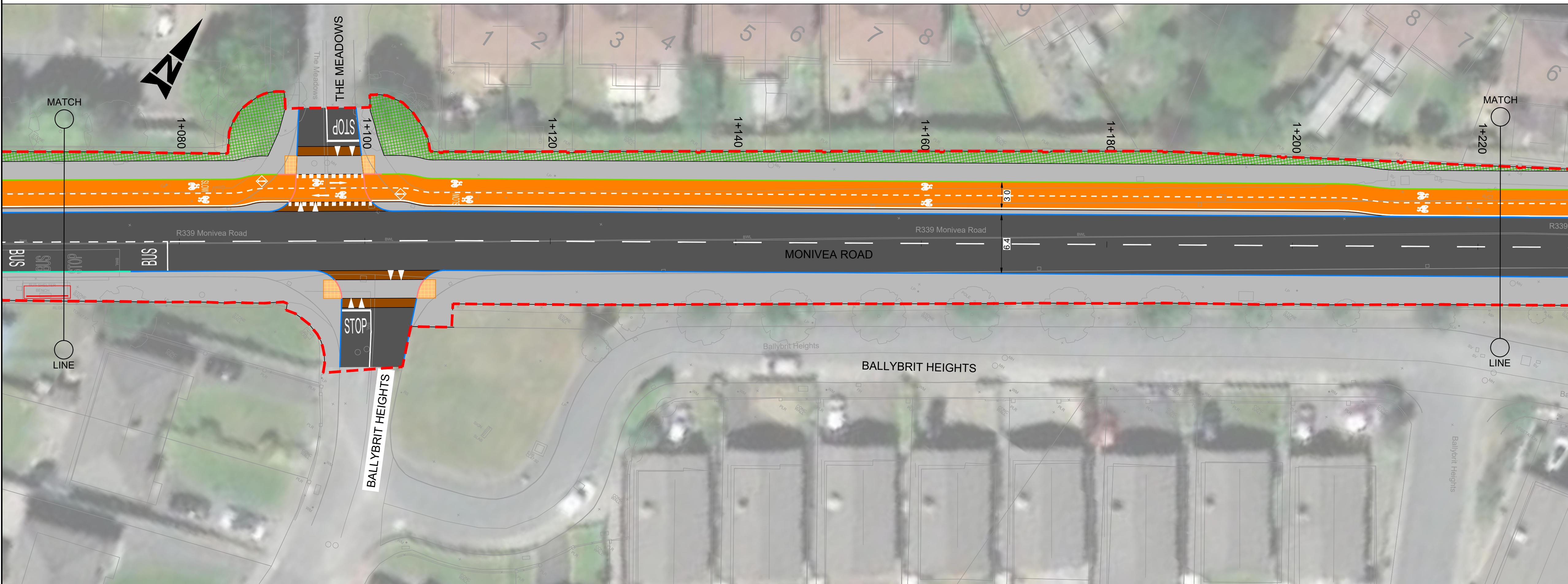
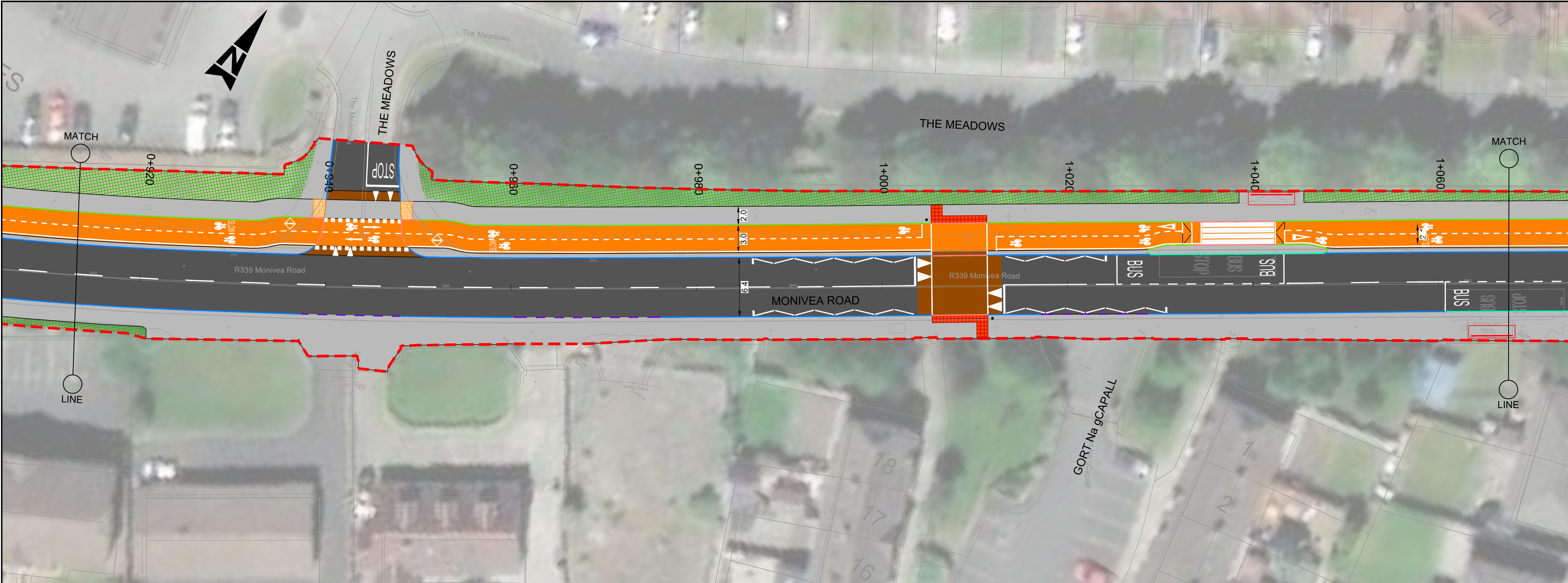
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MONIVEA ROAD (EAST)
ACTIVE TRAVEL SCHEME

Purpose		FOR PART 8 SUBMISSION			
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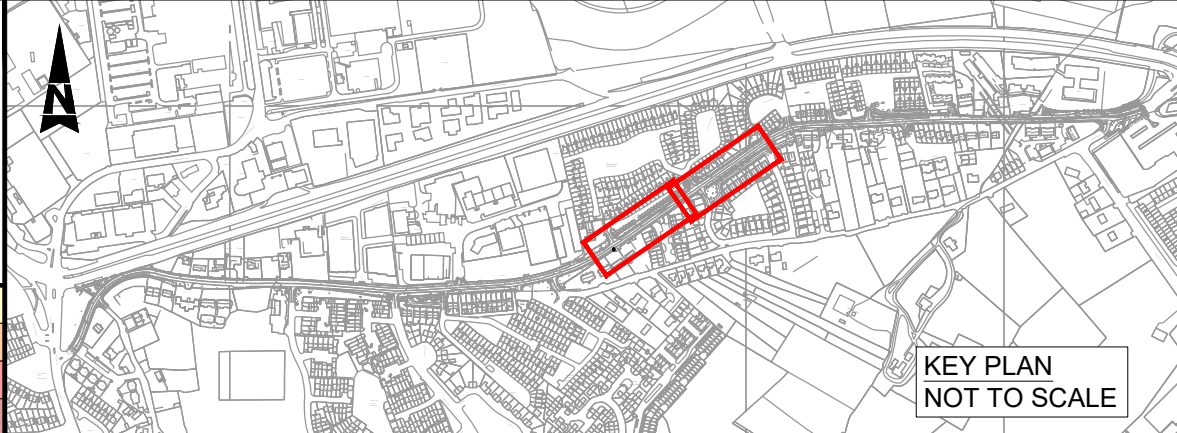
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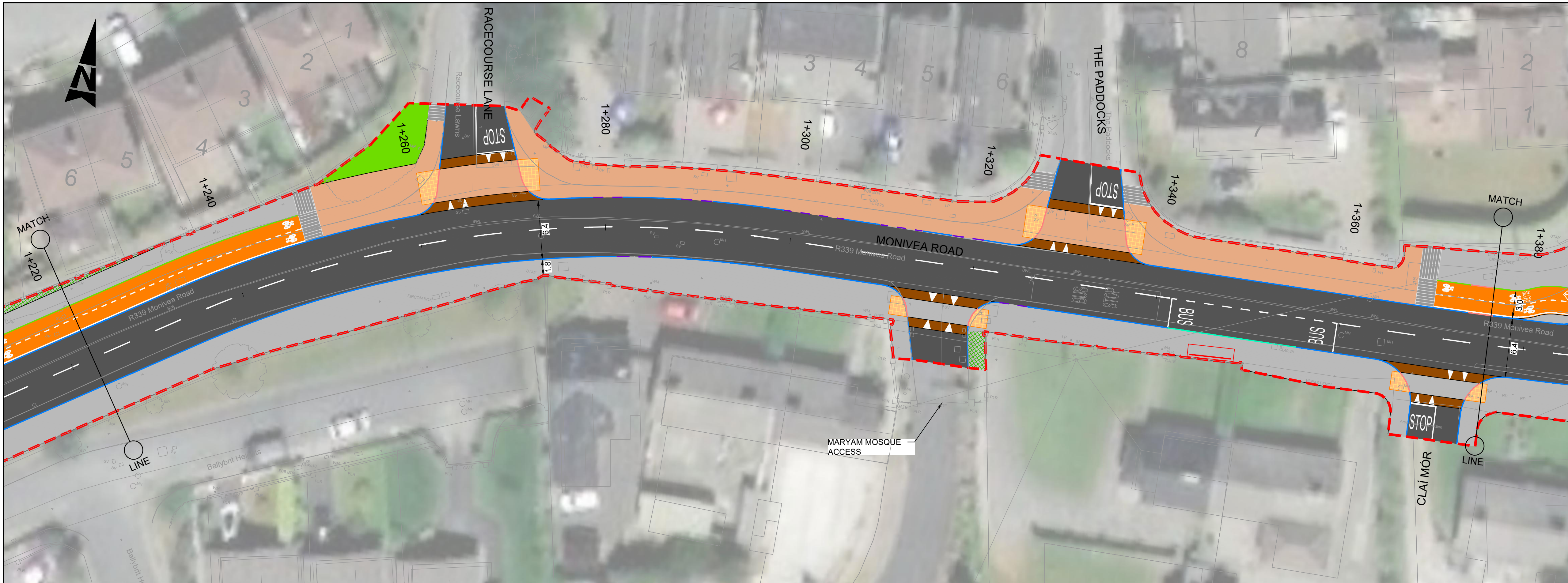
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Original Scale		1:250 @ A1	1:500 @ A3		
Status		Drawn XX	Checked XX	Reviewed XX	Authorised XX
Drawing Number		Date 22.05.26	Date 22.05.26	Date 22.05.26	Date 22.05.26
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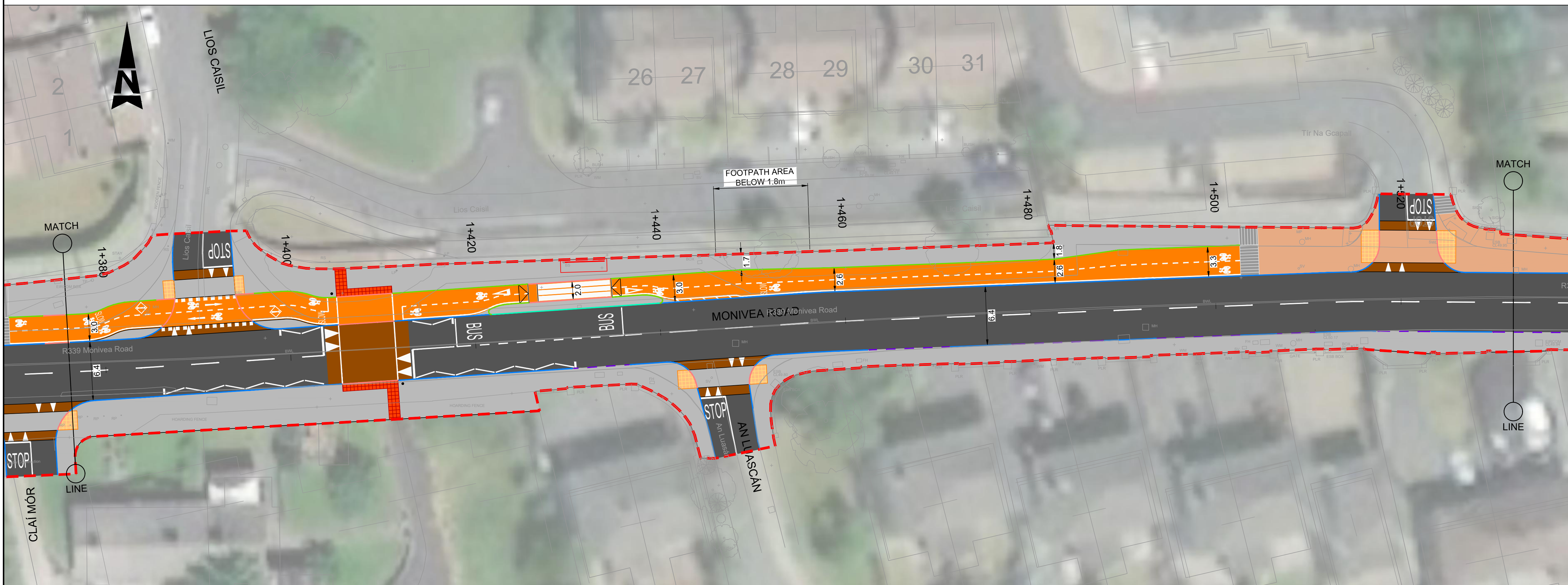
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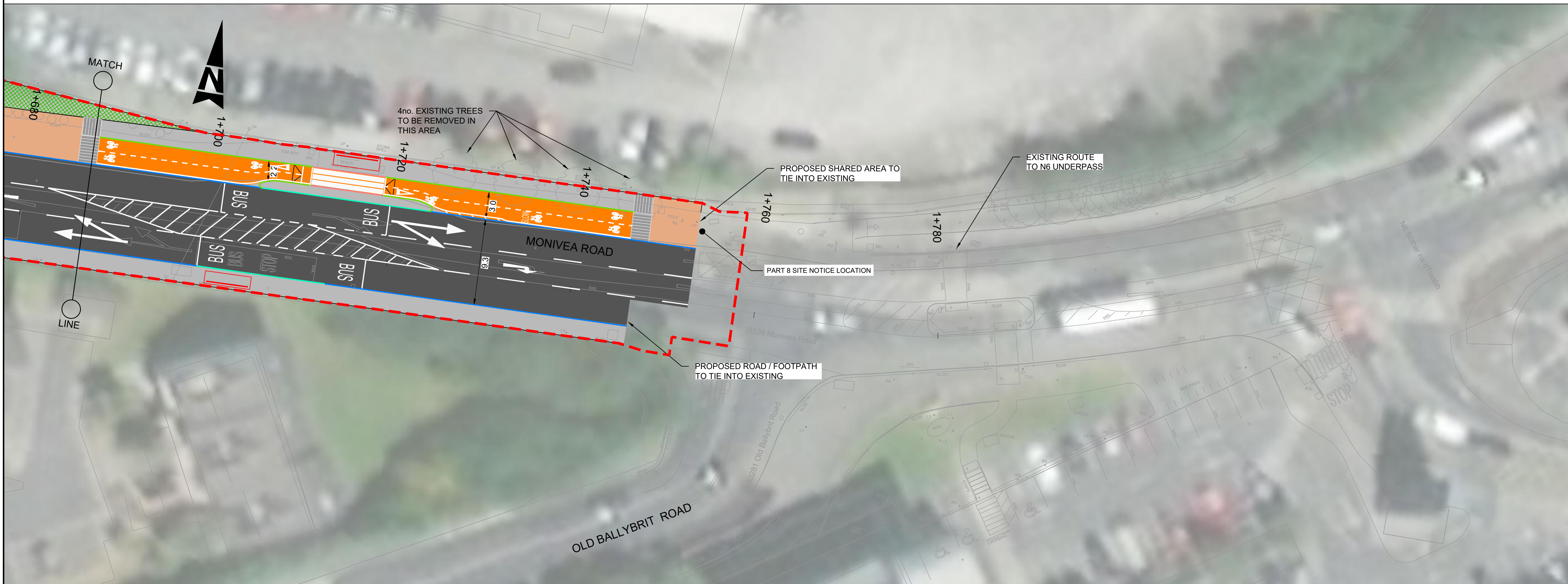
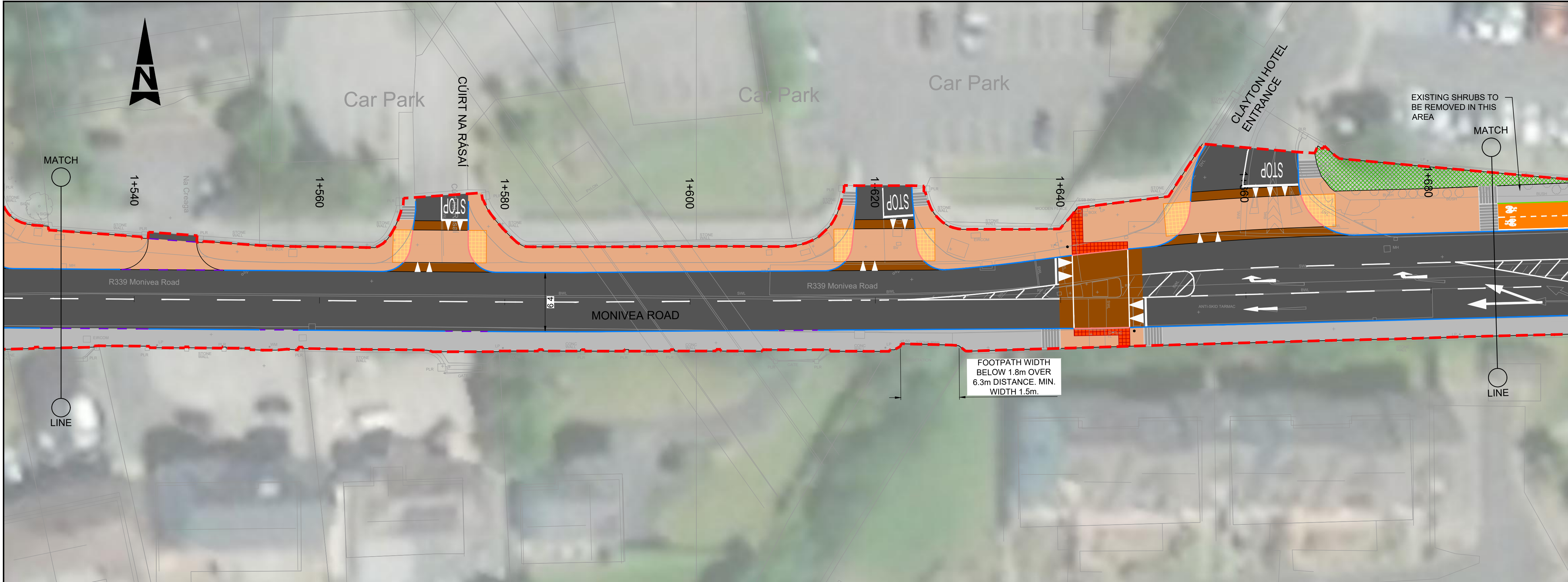
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Status	Drawing Number	Rev			
A2	5193732-ATK-04-XX-DR-CE-900126	C03			

Appendix B. Road Safety Audit



AtkinsRéalis



Stage 1 Road Safety Audit

Galway City Council

August 2025

DG496

GALWAY CYCLE NETWORK PHASE 1: WP4 - MONIVEA ROAD

Notice

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This document has 17 pages including the cover.

Document history

Document title: Stage 1 Road Safety Audit

Document reference: DG496

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
0	DRAFT					August 2025
1	FINAL					October 2025

Client signoff

Client	Galway City Council
Project	GALWAY CYCLE NETWORK PHASE 1: WP4 - MONIVEA ROAD
Job number	5193732
Client signature/date	



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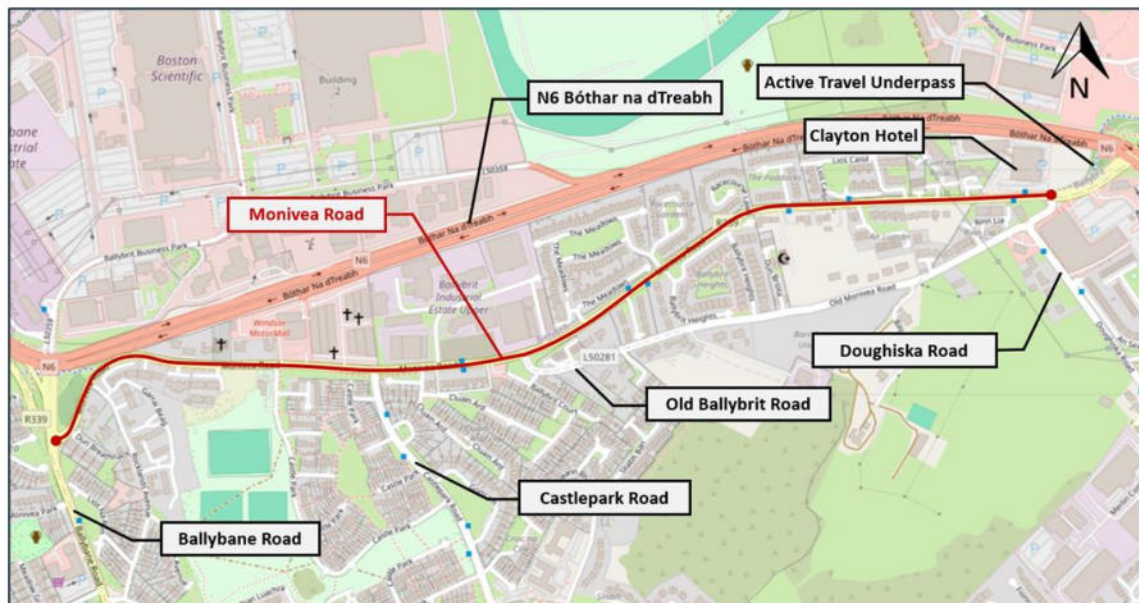


1. Introduction

1.1 Background

This report describes the findings of a Stage 1 Road Safety Audit associated with the Galway Cycle Network Phase 1, Work Package 4 Monivea Road. The scheme comprises design improvements to cyclist and pedestrian facilities on Monivea Road depicted in red below.

Figure 1-1 – Scheme Extents



The Audit has been completed by AtkinsRéalis on behalf of Galway City Council.

1.2 Site Inspection

A site inspection was undertaken during the hours of daylight on 8th of July 2025 by the Audit Team. Weather conditions during the site inspection were dry and warm, road surfaces were dry.

Traffic conditions were moderate to low. Pedestrian and cyclist movements were moderate to low. Higher activity was noted at junctions and commercial properties throughout.

1.3 The Team

The Road Safety Audit Team members were as follows:

- **Team Leader:** [REDACTED] BEng (Hons) CEng MIEI P.Cert (RSA)
- **Team Member:** [REDACTED] BAI MAI MIEI

1.4 The Design

The following drawings were examined as part of the Stage 1 Road Safety Audit process:

Table 1-1 - Design Team Drawings List

Drawing Number	Drawing Title	Revision
5193732-ATK-04-XX-DR-CE-900101	WP4 – MONIVEA ROAD EAST GENERAL ARRANGEMENTS SHEET 1 OF 6	P01
5193732-ATK-04-XX-DR-CE-900102	WP4 – MONIVEA ROAD EAST GENERAL ARRANGEMENTS SHEET 2 OF 6	P01
5193732-ATK-04-XX-DR-CE-900103	WP4 – MONIVEA ROAD EAST GENERAL ARRANGEMENTS SHEET 3 OF 6	P01
5193732-ATK-04-XX-DR-CE-900104	WP4 – MONIVEA ROAD EAST GENERAL ARRANGEMENTS SHEET 4 OF 6	P01
5193732-ATK-04-XX-DR-CE-900105	WP4 – MONIVEA ROAD EAST GENERAL ARRANGEMENTS SHEET 5 OF 6	P01
5193732-ATK-04-XX-DR-CE-900106	WP4 – MONIVEA ROAD EAST GENERAL ARRANGEMENTS SHEET 6 OF 6	P01

1.5 Audit Brief

The background to the scheme and reasons for the audit were identified via a preaudit email by the Design Team.

1.6 Compliance

This Road Safety Audit has been carried out in accordance with the procedures and scope set out in TII publication number **GE-STY-01024 - Road Safety Audit**.

As part of the road safety audit process, the Audit Team have examined only those issues within the design which relate directly to road safety.

The road safety audit process is not a design check, therefore verification or compliance with design standards or any other criteria have not formed part of the audit process.

All problems described in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and minimise the risk of collision occurrence.



2. Road Safety Issues Identified

2.1 Problem: Abrupt Narrowing of Shared Space

Location: Chainage 0+170 (5193732-ATK-04-XX-DR-CE-900101)

The shared space at this location is shown to narrow abruptly from a relatively wide area a short distance away. The sudden narrowing could see pedestrians and cyclists merging to the road and coming into conflict with vehicles. Conflict on the shared area is also more likely due to this narrowing.



Figure 2-1 – Abrupt Narrowing of Shared Space

Recommendation

The Designer should assess options to maximise the shared space such as provision of a shuttle system for traffic to widen the shared space (which also serves as traffic calming) or shift the road to the south as much as possible to increase the space on the north (by decreasing the footpath on the south).

2.2 Problem: Width of Junction

Location: Chainage 0+270 (5193732-ATK-04-XX-DR-CE-900101)

The proposed access below appears wider than necessary. This leaves pedestrians more exposed when crossing the junction and increases the risk of conflict with vehicles. The risk of higher vehicle entry and exit speeds and dual exiting may also exist.



Figure 2-2 – Wide Junction

Recommendation

The design should tie into the internal columns of the access rather than the outer columns.

2.3 Problem: Slips and falls

Location: Chainage 0+755 (5193732-ATK-04-XX-DR-CE-900103)

The proposed grass verge shown below is likely on the natural desire line between the bus stop and pedestrian signal. Over time this will become worn and possibly muddy leading to slips and falls.

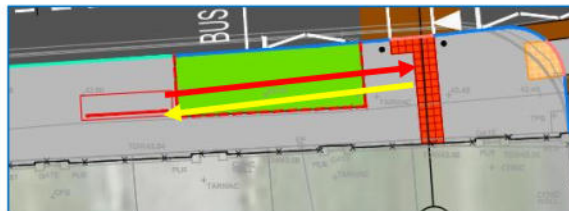


Figure 2-3 – Grass area impacting pedestrian movement

Recommendation

The Designer should curtail the grass area and provide a footpath between these areas.

2.4 Problem: Multiple Movements in Proximity

Location: Chainage 0+770 (5193732-ATK-04-XX-DR-CE-900103)

The laneway serving Cluain Road naturally complicates the junction serving the adjacent retail units. This allows for increased risk of confusion for vehicles moving to and from Monivea Road. More vehicle movements and a longer crossing also increases the risk of conflict between vehicles and pedestrians using the junction.

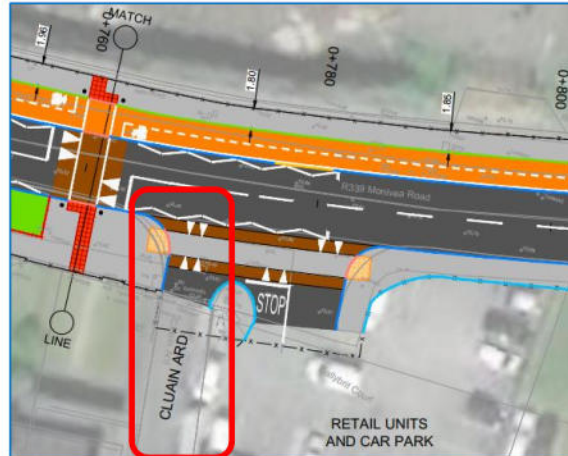


Figure 2-4 – Monivea Rd / Cluain Rd Junction

Recommendation

The laneway serving Cluain Road should be closed to vehicles and allocated for pedestrians / cyclists only. Access to this area is viable from Glenavon Drive.

2.5 Problem: Pedestrian Demand

Location: Chainage 0+920 (5193732-ATK-04-XX-DR-CE-900103 and 900104)

A number of commercial properties are located in the vicinity of chainage 0+900. Pedestrian provision to cross at this location is not proposed. With various housing estates in this area, pedestrians may be at risk of attempting to access this area where provision is not made, which may increase the risk of conflict with vehicles.

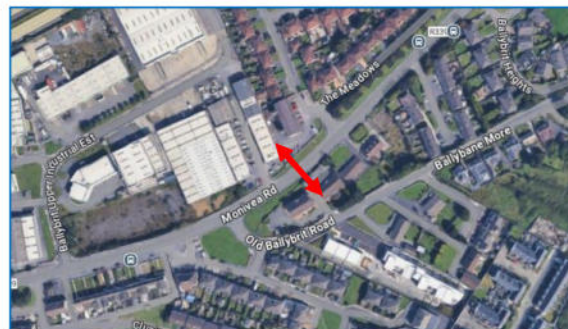


Figure 2-5 – Commercial Properties chainage circa 0+900

Recommendation

The Designer should confirm the proposed crossings are optimally located.

2.6 Problem: Conflict in Shared Space

Location: Chainage 1+250 to 1+370 (5193732-ATK-04-XX-DR-CE-900105)

The proposed shared space may naturally increase the risk of pedestrians coming into conflict with faster-moving cyclists. Additionally, some cyclists may move to the road in attempt to avoid pedestrians and conflict with vehicles when merging from the segregated facilities.



Figure 2-6 – Shared Zone at the Racecourse Lane and the Paddocks

Recommendation

The Designer should assess the viability of shifting the road south, reducing the southern footpath and allocating greater space to the north. A small section of landtake at chainage 1+270 should be investigated to allow segregated provision in this area.

2.7 Problem: Conflict in Shared Space

Location: Chainage 1+530 to 1+690 (5193732-ATK-04-XX-DR-CE-900106)

The proposed shared space appears very narrow with a number of pinch points along its length. This appears to increase the risk of pedestrians coming into conflict with faster-moving cyclists. It appears likely that cyclists will avoid this area and may move to the road in attempt to avoid pedestrians and may conflict with vehicles when merging from the segregated facilities.



Figure 2-7 – Shared Zone from Tir Na gCapall to Clayton Hotel

Recommendation

The Designer should assess measures to increase the space provision for all users along this area.

3. Audit Team Statement

We certify that we have examined the drawings listed in Chapter 1 of this Report.

The Road Safety Audit has been carried out with the sole purpose of identifying any features of the design which could be removed or modified in order to improve the road safety aspects of the scheme.

The problems identified herein have been noted in the Report together with their associated recommendations for road safety improvements. We (the Audit Team) propose that these recommendations should be studied with a view to implementation.

No member of the Audit Team has been otherwise involved with the design of the measures audited.

Road Safety Audit Team

[Redacted Signature]

Audit Team Leader
Road Safety Engineering Team
AtkinsRéalis

Signed:

[Redacted Signature]

Date: 12th August 2025

[Redacted Signature]

Audit Team Member

Road Safety Engineering Team
AtkinsRéalis

Signed:

[Redacted Signature]

Date: 12th August 2025



4. Designers Response

The Designer should prepare an Audit Response for each of the recommendations using the Road Safety Audit Feedback Form attached in Appendix A.

When completed, this form should be signed by the Designer and returned to the Audit Team.

Please return the completed Road Safety Audit Feedback Form attached in Appendix A to:

Road Safety Engineering Team,
AtkinsRéalis,
AtkinsRéalis House,
150 Airside Business Park,
Swords,
Co Dublin,
Ireland.

Tel: 00 353 (0)1 810 8000

Email: [REDACTED]@atkinsrealis.com

The Audit Team will consider the Designers response and reply indicating acceptance or otherwise of the Designers response to each recommendation.

Where the Designer and the Audit Team cannot agree on an appropriate means of addressing an underlying safety issue identified as part of the audit process, an Exception Report must be prepared by the Designer on each disputed item in the audit report.



APPENDICES

Appendix A. Road Safety Audit Feedback Form

Scheme: Galway Cycle Network Phase 1 – Monivea Road WP4

Audit Stage: Stage 1 Road Safety Audit

Date Audit Completed: 12th August 2025

To be completed by the Designer				To be completed by the Audit Team
Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative Measures accepted by Auditors (yes/no)
2.1	Yes	Yes	The design has shifted the road south as far as possible to maximise the space on the northern side of the road. Landtake is not possible. Due to high traffic volumes and the expected low pedestrian and cycle usage a shuttle system (for traffic) is not seen as optimum at this location. Pedestrian and Cyclists counts will be carried out as part of the detailed design to confirm the low volumes.	Yes. To be reviewed at RSA2.
2.2	Yes	Yes		
2.3	Yes	Yes		
2.4	Yes	Yes		
2.5	Yes	Yes	The proposed crossing is located in the optimum location and caters for the adjacent bus stops. The crossing is currently located 260m from the proposed crossing at CH0+760 and 380m from the proposed crossing at CH1+380. The relocation of the crossing west would bring two crossing within 200m of one and other while also increasing the distance to the next crossing to over 450m. Although the relocation may service this particular desire line, the current arrangement is seen as optimum for the entire scheme.	Yes. Noted that the optimum crossings have been identified by the designer.
2.6	Yes	Yes	The designer has currently shifted the road as far south as possible in order to maximise the shared space available on	Yes.



To be completed by the Designer				To be completed by the Audit Team
Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative Measures accepted by Auditors (yes/no)
			the northern side. Landtake is not seen as an option for this project and due to high traffic volumes and the expected low pedestrian and cycle usage a shuttle system (for traffic) is not seen as optimum at this location.	Noted constraints exist at this location and low volumes are expected.
2.7	Yes	Yes	The designer has assessed the potential to increase the provision of shared space through this location.	Yes. Noted constraints exist at this location and the optimum layout is being developed.

Signed by the Designer:



Date: 01st October 2025

Signed by the Audit Team Leader:



Date: 6th October 2025

Signed by the Employer:

Date:



Appendix B. Auditor Approval



AtkinsRéalis



 **AtkinsRéalis Ireland Limited**
150-155 Airside Business Park
Swords
Co. Dublin
K67 K5W4

Tel: +353 1 810 8000

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otherwise

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