Comhairle Cathrach na Gaillimhe
Galway City Council

Don an Mhéara agaus na Comhairleoirí

RIALACHA RIALTAIS ÁITIUIL

PART 8 PLANNING & DEVELOPMENT REGULATIONS 2001-2026

Part VIII Chief Executive Report

Under Planning and Development Regulations 2001-2026.

LA 5/2026

Monivea Road (East) Active Travel Scheme

The format of this Part 8 Planning Report is as follows:

i. Nature and extent of the proposed development and the principal features.
ii. Evaluation of the proposed development.
iii. Environmental Impact Assessment Screening.
iv. Screening for Appropriate Assessment
v. List the persons or bodies who made submissions or observations.
vi. Summary of the issues in submissions or observations and response.
vii. Recommendation.

i. Nature and Extent of the Proposed Development and the Principal Features.

The proposed development is to provide a segregated high-quality cycle route along the R339 Monivea Road Galway; entitled “Monivea Road (East) Active Travel Scheme”.

The site is located on the R339 Monivea Road, from its junction with the R865 Ballybane Road to the junction with the L5028 Old Ballybrit Road.

The existing Monivea Road is a single lane two-way carriageway, widening in places to two lanes at junctions to allow for turning lanes. Monivea Road has no existing cycling infrastructure but has footways on both sides of its length. The section of Monivea Road under consideration is approximately 1.7km long.

The development will consist of:

- The provision of a typically 3mwide two-way cycle track, reducing in places where constraints exist.
- Reduction in road carriageway widths (typically 3.2m wide lanes).
- Junction realignments and the introduction of raised crossings on all side roads to prioritise pedestrian and cyclist movements.
- Straight through cycle lane/track crossings on all side road junctions to prioritise cyclists' movements.
- The provision of signalised crossings for pedestrians and cyclists.
- The introduction of pedestrian and shared crossing points at several locations.
- The provision of landscaping along the routes.

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.

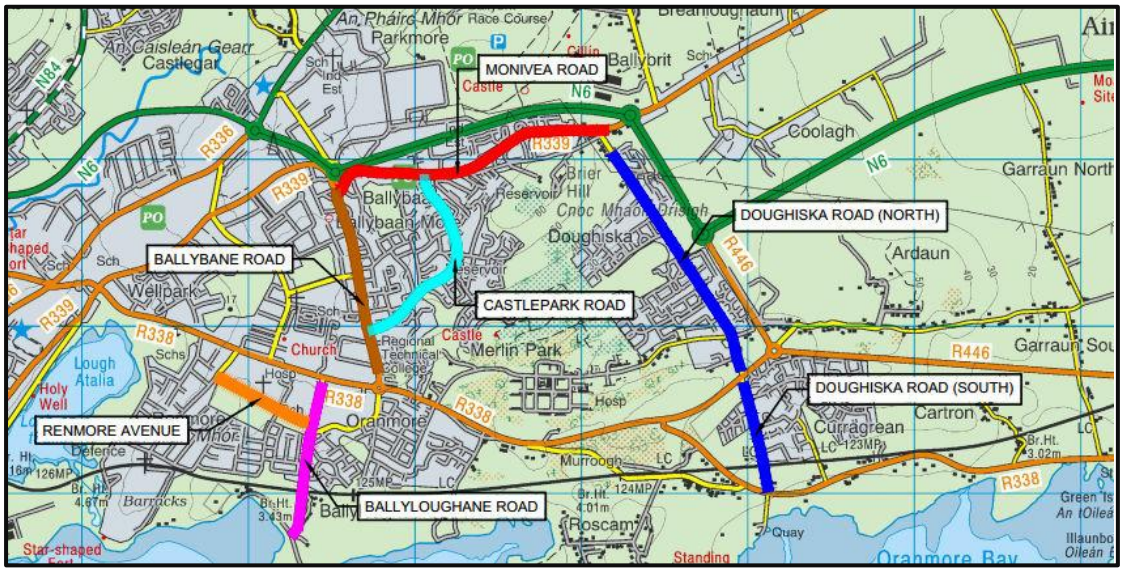


Figure 1 Galway Cycle Network Phase 1 Routes including the currently proposed Monivea Road (East) Active Travel Scheme (indicated by red line). Map taken from *Part 8 Report Galway Cycle Network – Monivea Road (East) Active Travel Scheme* (Atkins Réalis Ireland Ltd. July 2026).

ii. Evaluation of the Proposed Development

Section 1.2 Strategic Vision for Galway City under the City Development Plan 2023-2029 states that a strategic goal for the city is to integrate land use and transport planning to maximise opportunities for active travel and public transport usage and enable key transport projects included in the Galway Transport Strategy (GTS) which will deliver multi modal usage, smart mobility, and accessibility for all.

Policy 1.4 Core Strategy of the City Development Plan states that the Council will support the compact growth of Galway City through appropriate policies that promote co-ordination between land use and locations that can be served by public transport and the walking and cycling networks and enables the delivery of 50% of all new homes within the

existing built footprint on lands as set out in the Core Strategy. The delivery of the identified GTS Cycle Network is supported in the Core Strategy of the City Development Plan as it will play a critical element in developing a high quality, dedicated cycling network which is linked with existing and targeted settlement and employment areas. This will increase active travel, that is walking and cycling and usage of public transport.

The proposed cycle route is part of a dedicated cycling network in the city that will give priority to cyclists, both for commuting and as a leisure activity and will when delivered encourage the uptake in cycling, see figure no. 2. The proposed infrastructural works also incorporate improvements to pedestrian facilities providing safer crossing points and pedestrian prioritised raised crossings on all side roads.

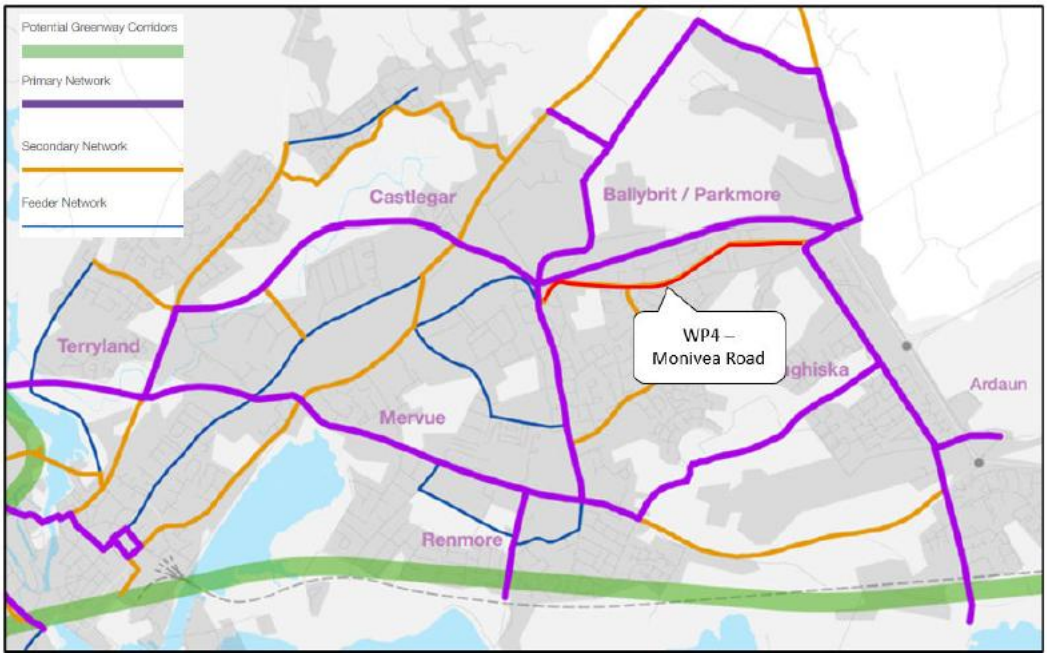


Figure 2 GTS - Proposed Cycle Network, Source: Galway Transport Strategy 2016 – Proposed cycle route is part of the secondary cycle network denoted by orange line within the eastern suburbs of the city. Map taken from *Part 8 Report Galway Cycle Network – Monivea Road (East) Active Travel Scheme* (Atkins Réalis Ireland Ltd. July 2026).

The Monivea Road cycle route is part of the secondary cycle network which provides for connections from residential areas and areas of employment to the primary network accessing key destinations. Cycling and electric cycling combined have enormous potential to facilitate a high proportion of daily trips. To maximise this potential the appropriate infrastructure, as currently proposed, is required.

Policy 4.4 Sustainable Mobility - Walk and Cycle of the City Development Plan states it is the policy of the Council to 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 and implement a structured programme of improvements across the whole city pedestrian network and at street crossings.

The proposed Monivea Road cycle route passes through the Established Suburb Neighbourhoods of Ballybane and Ballybrit. The active travel scheme will serve the residents of the Ballybane, Ballybrit and Monivea Road. The proposed cycle route and its related infrastructural improvements will encourage active travel including cycling and walking, support modal shift, encourage healthier mobility choices, relieve traffic congestion, improve the urban environment of Monivea Road and contribute to lower carbon emissions.

As seen from figure no. 2 the Monivea Road (East) Active Travel Scheme will connect to other routes as follows:

- 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.

The proposed cycle route complies with and contributes to the following policies and specific objectives of the City Development Plan including as follows:

Policy 4.4 Sustainable Mobility - Walk and Cycle

- 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.

Policy 3.3 Sustainable Neighbourhood Concept

- Support through policy and design standards the concept of a ’15-minute city’ where the daily needs of communities can be accessed within a 15-minute walk, cycle or by public transport.

Specific Objectives 4.8 - Sustainable Mobility-Walk and Cycle

- Implement traffic management and infrastructural changes to facilitate the development of a cycle network including for a core, secondary and feeder network in accordance with the Galway Transport Strategy (GTS) and support any

additional land requirements where deemed necessary through design along the associated routes and acknowledge that the objective to deliver the cycle network and associated traffic management and infrastructural changes has priority over other objectives including land use zoning objectives along identified routes, where they are in accordance with the proper planning and sustainable development of the area.

- Introduce segregated cycle lanes across the city, where possible.

Upon evaluation, the proposed Monivea Road (East) Active Travel Scheme is consistent with the strategic vision, Core Strategy, sustainable mobility and climatic mitigation policies and provisions of the City Development Plan, as outlined under Chapter 1 Introduction and Strategic Context & Core Strategy, Chapter 2 Climate Action, Chapter 4 Sustainable Mobility and Transportation and Chapter 5 Natural Heritage, Recreation and Amenity, the GTS and also national sustainable mobility policy[1] and is consistent with the proper planning and sustainable development of the area.

iii. Environmental Impact Assessment Screening

An Environmental Impact Assessment Screening Report has been prepared in respect of the proposed development and in accordance with Article 120(1)(b)(1) of the Planning and Development Regulations 2001-2026 and the Roads Act 1993-2024. The purpose of this report is to determine whether the project requires the preparation of an Environmental Impact Assessment Report (EIAR). The project has been screened to generate a summarised overview of the potential impacts on the receiving environment, and in the context of relevant statutory requirements. The impact of the Proposed Development in conjunction with committed developments in the surrounding area is also assessed.

Based on all available information, and taking account of the scale, nature, and location of the proposed development, it is concluded that the preparation of an EIAR is not a mandatory requirement. The project does not fall within any category of development requiring a mandatory EIA; hence the preparation of an EIAR is not required under Schedule 5 Part 1 of the Planning and Development Regulations 2001-2026.

The project is deemed to be a sub-threshold development; hence the potential for significant environmental effects arising because of the proposed project has been evaluated, in accordance with the requirements of Schedule 7A and Schedule 7 of the Planning and Development Regulations 2001-2026.

Key findings are summarised as follows:

- Due to the limited nature of the works, it is considered that there will be no significant cumulative impacts with other developments in the general area;

[1] See Section 3.2 National Policy of the accompanying *Part 8 Report Galway Cycle Network – Monivea Road (East) Active Travel Scheme* (Atkins Réalis Ireland Ltd. July 2026) which demonstrates that the proposed development complies with national planning, climate action/mitigation and transportation policy including National Planning Framework (Project Ireland 2040), National Development Plan 2021 – 2030, National Investment Framework for Transport in Ireland (NIFTI) National Sustainable Mobility Policy 2022, Climate Action Plan 2024, and NTA Cycle Connects.

- Limited noise, vibration and dust emissions may be generated during construction; however, this is anticipated to be minimal in effect and will cause no significant impacts;
- There will be no significant impact on biodiversity, groundwater, surface water or traffic; and,
- There will be no significant impacts on recorded monuments or historic features.
- In summary, no significant adverse impacts to the receiving environment will arise because of the proposed development.

Accordingly, the Environmental Impact Assessment Screening Report concludes that the preparation of an Environmental Impact Assessment Report (EIAR) is not required for the proposed Monivea Road (East) Active Travel Scheme.

Environmental Impact Assessment Screening Conclusion and Determination in accordance with Article 120(1)(b)(1) of the Planning and Development Regulations 2001-2026

The Planning Authority has completed the environmental impact assessment screening of the proposed development and considers that the Environmental Impact Assessment Screening Report, identifies and describes adequately any likely direct, indirect, and cumulative effects of the proposed development on the environment.

Having regard to:

- The findings of the Environmental Impact Assessment Screening Report,
- the nature and scale of the proposed development on an urban site predominantly along the existing Monivea roadway, pathways and verges,
- the absence of any significant environmental sensitivities in the area,
- having regard to the criteria set out in Schedule 7 of the Planning and Development Regulations 2001-2026,
- the location of the development outside of any sensitive location specified in Article 103(3) of the Planning and Development Regulations 2001-2026.

It is concluded that, by reason of the nature, scale and location of the subject site, the proposed development would not be likely to have significant effects on the environment. It is decided, therefore, that an EIAR for the proposed development is not necessary in this case.

iv. Screening for Appropriate Assessment

Policy 5.2 Protected Spaces: Sites of European, National and Local Ecological Importance of the City Development Plan states that it is the policy of the Council to:

1. Protect European sites that form part of the Natura 2000 network (including Special Protection Areas and Special Areas of Conservation) in accordance with the requirements in the EU Habitats Directive (92/43/EEC), EU Birds Directive (2009/147/EC) and associated national legislation.

2.Ensure that all plans or projects within the Plan area will only be authorised and / or supported after the competent authority has ascertained based on scientific evidence, screening for appropriate assessment and /or a Habitats Directive Assessment that:
i. The plan or project will not give rise to an adverse direct, indirect or secondary effect on the integrity of any European site (either individually or in combination with other plans or projects); or
ii. The plan or project will have an adverse effect on the integrity of any European site (that does not host a priority natural habitat type/and or a priority species) but there are no alternative solutions, and the plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of a social or economic nature. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of Natura 2000; or
iii. The plan or project will have an adverse effect on the integrity of any European site (that hosts a natural habitat type and/or a priority species) but there are no alternative solutions and the plan or project must nevertheless be carried out for imperative reasons for overriding public interest, restricted to reasons of human health or public safety, to beneficial consequences of primary importance for the environment or, further to an opinion from the Commission, to other imperative reasons of overriding public interest. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of Natura 2000.

The Planning Authority, as the competent authority, has carried out an Appropriate Assessment (AA) Screening Report (stage 1) of the proposed development. The Screening for AA Report for the proposed project has been prepared by competent experts to ensure its completeness and quality and provides the best available scientific knowledge, and objective information. This Report was prepared with reference and due consideration to relevant European and national legislation and guidance, as outlined under Section 3.1. Guidance Documents of the Report, including the Habitats Directive 92/43/EEC, Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities (2010 DEHLG), and Appropriate Assessment Screening for Development Management Office of the Planning Regulator Practice Note PN01 (2021). Following the precautionary principle, the potential for the proposed project to impact on the Galway Bay Complex Special Area of Conservation SAC (site code 000268) and Inner Galway Bay Special Protection Area for Birds SPA (site code 004031), the two European sites identified within the zone of influence of the proposed Monivea Road Active Travel Scheme cycle route project site is assessed in Screening for AA Report.

In summary, the Screening for AA Report finds that the proposed cycleway route alignment avoids intersecting with Galway Bay Complex SAC and does not encroach into any of the qualifying interest habitats associated with the SAC nor does it encroach on any qualifying interest habitats and species of Galway Bay Complex SAC. There is no overlap of the proposed cycle route with the Inner Galway Bay SPA site and as such direct and indirect impacts on the foraging or roosting sites within the SPA are not anticipated.

The AA Screening Report finds that given the nature, scale and location of the proposed cycleway route it is considered that the construction and operation of the proposed

project will not have a likely significant effect on the qualifying interest habitats and species of Galway Bay Complex SAC and Inner Galway Bay SPA. No proposed projects or plans were identified that would, in-combination with the proposed project, have likely significant effects on the European sites within the zone of influence of the proposed project, or any other European site. The Report concludes on the basis of objective information and in view of best scientific knowledge and applying a precautionary principle, with the absence of any mitigation measures the proposed project, either alone or in-combination with other plans or projects, will not result in likely significant effects on Galway Bay Complex SAC or Inner Galway Bay SPA or any other European site. An Appropriate Assessment (stage 2) is therefore not required in respect of this proposed Monivea Road (East) Active Travel Scheme project.

AA Screening Conclusion and Determination in accordance with Article 6(3) of the EC Habitats Directive and Part XAB of the Planning and Development Act 2000 (as amended):

Having regard to the submitted screening for AA and Article 6(3) of the EC Habitats Directive and Part XAB of the Planning and Development Act 2000 (as amended) the Planning Authority as the competent authority, agrees with the Screening for AA conclusions. The Planning Authority has completed the Appropriate Assessment screening exercise in relation to the potential effects of the proposed development on designated European Sites, considering the following:

- the nature, scale, and location of the proposed Monivea Road (East) Active Travel Scheme,
- no recorded presence of Annex I habitat on site or vicinity of site,
- no evidence of species listed under Annex I of the EU Birds Directive or Annex II of the EU Habitats Directive use the site,
- no watercourses and no evidence of groundwater close to the surface along the site of the cycleway project,
- the site is at a sufficient distance from identified European Sites to conclude that significant effects on groundwater and surface water quality are not likely.
- the analysis and conclusions of the Screening for AA Report submitted with the Part 8 application.

In completing the screening exercise, the Planning Authority has determined that, by itself or in combination with other development in the vicinity, the proposed Monivea Road (East) Active Travel Scheme would not be likely to have a significant effect on any identified European Site and their qualifying interests and special conservation interests, alone and or in-combination with other plans and projects and that a Stage II Appropriate Assessment is not, therefore, required.

v. List the Persons or Bodies who made Submissions or Observations.

The closing date for written submissions or observations with respect to the proposed development dealing was 4th of September 2026. A total of 14 no. submissions were received.

Reference no.	Received From
1	Alan Sheran 97 Ros Caoin, Roscam.
2	Ann Beirne, 11 Lakeshore Drive, Renmore.
3	Jimmy & Anne Ryan, Ballybrit.
4	Sandra Ferguson, no. 15 Ard an Choiste, Headford Road.
5	Uisce Éireann, Colvill House, 24–26 Talbot Street, Dublin 1.
6	Tom Coyle Director, Lizamber Ltd., Unit 3C Deerpark Business Centre, Claregalway Road, Oranmore.
7	Andrius Sirvys, 146 An Fiodan Doughhiska.
8	Shane Foran, 68 Gort Greine, Rahoon.
9	Ray & Catriona O'Connell, 27 Lios Caisil, Ballybrit.
10	Martha Folan and Pauline Folan, 7 Ballybane Cottages, Monivea Road.
11	Cathal Lawlor, Chair, Galway Commuter Coalition.
12	Feargal O'Neill, 2 Racecourse Lawn Ballybrit.

13	Emmet Gavan, The Meadows, Ballybrit.
14	Andrea Moran, 4 Lios Caisil, Ballybrit.
15	Eoin Ferguson, no. 140 Lios An Uisce.

vi. Summary of the Issues in Submissions or Observations and Response.

Reference no.	Received From	Submission Summary	Response
1	Ann Beirne, 11 Lakeshore Drive, Renmore.	• Questions whether traffic will be delayed at bus stops like Ballybane Road. • Queries whether the bus serving this road will have a bay to pull in off the road to allow passengers to mount and dismount. • States the bus should take preference over a wide cycle lane in terms of the numbers of the public using both modes of travel. • States that bike lane could be narrowed at the back of any bus stop. • Contends the number of bikes being used on the Ballybane Road is currently non-existent and to encourage people to use public transport it should run in an efficient way.	NTA guidance supports the use of inline bus stops, as bus lay-bys results in delays to bus services attempting to re-enter the traffic stream and is prohibited by other traffic. There is also a cumulative delay across any given route associated with the manoeuvre to enter a bus lay-by. Any resulting delay to general traffic from an inline stop is expected to be minimal. This approach is also consistent with the Design Manual for Urban Roads and Streets (DMURS) hierarchy, which gives priority to active travel and public transport over private vehicles. Bus stop arrangements as proposed are as per those outlined in the NTA Cycle Design Manual (CDM). All other comments are related to another scheme.
2	Alan Sheran 97 Ros Caoin, Roscam.	• Supports the proposed Monivea Road (East) Active Travel Scheme. • Endorses the two-way segregated cycle track planned for the northern side of the road as keeping the cycling infrastructure dedicated and physically separated from traffic makes the area safer and more accessible for everyday commuters. • The infrastructure will make daily commute to work journeys and leisure cycles much smoother and safer and will encourage increased cycling.	Supportive of proposals and no issues raised in the submission that require a response.

Reference no.	Received From	Submission Summary	Response
		• States that this is a much-needed upgrade for Galway, and requests the Council progress the scheme to the construction phase as quickly as possible.	
3	Jimmy & Anne Ryan, Ballybrit.	• Objects to the proposed Monivea Road (East) Active Travel Scheme. • States that bus lanes and not cycle lanes are needed as there is not enough cyclists to warrant a continuation of the scheme. • Observes that there are long delays behind buses in Castlepark. • Excessive traffic lights so close together and worse of all narrowing the roads while given wide footpaths/cycle lanes and grass margins • Questions the placement of a bicycle lane in front of a bus stop. On the Castlepark road if you exit the bus at a stop you step into a bicycle lane which poses a risk. • States that if a car or bus breaks down, there is nowhere to pull in creating tailbacks and delays. • Requests that the Council reviews these design flaws, consults more closely with residents. • Recommends that the money should be spent on resurfacing footpaths and roads. • Contends that there is no cycling culture in the city.	**1. Provision of Cycle Facilities** – The provision of dedicated cycling infrastructure is not determined solely by existing cyclist numbers – which are low, however there is no existing facilities. Provision of cycle facilities is driven by policy (including the Galway Transport Strategy). In accordance with the principles of DMURS and the NTA Cycle Design Manual (CDM), the scheme in conjunction with connected schemes seeks to provide a safe, continuous and accessible environment for pedestrians and cyclists and to support sustainable modes of transport. DMURS specifically promotes streets that facilitate walking, cycling and public transport, while the CDM places emphasis on safe cycling facilities for people of all ages and abilities. A comprehensive survey within the NTA's "Galway Metropolitan Region Walking and Cycling Index 2025" demonstrates a strong desire for the provision of improvements to Active Travel facilities with 44% of residents wanting to walk more, and 38% wanting to cycle more in the future. 82% of residents support building cycle tracks physically separated from traffic and pedestrians, even where that means less room for other traffic. Note: The data in this Index *"comes from 2025 and includes local walking, wheeling and cycling data, modelling and an independent, demographically representative survey of 1,112 residents aged 16 or above. The survey was conducted from April to August 2025. Independent market research company Ipsos B&A conducted the survey, which is representative of all residents, not just those who walk, wheel or cycle."* **2. Vehicle Breakdown and Traffic Delay** – The potential for an occasional vehicle breakdown is acknowledged. However, the carriageway is designed to accommodate normal traffic operations and it would not be appropriate to provide additional continuous road width solely for exceptional breakdown events, particularly where this would compromise pedestrian and cycling facilities or require additional land. Notwithstanding, as the existing carriageway is typically 7.0m wide, this width would not typically facilitate space for three

Reference no.	Received From	Submission Summary	Response
			vehicles abreast (i.e. one breakdown and two passing). The proposed road width is 6.4m throughout. **3. Bus Lanes** – The project was developed from the Galway Transport Strategy (GTS) which was adopted into the City Development Plan. The GTS identified Monivea Road (East) as a "Secondary Route", with cycle infrastructure proposed. Secondary Routes were defined in the GTS as "…those which connect to more local areas or those where bus priority cannot be achieved". Bus lanes were not identified in the GTS for this route. Notwithstanding, as part of the project, the potential to include bus lanes was examined. It was concluded that the provision of bus lanes would require the acquisition of a very significant number of private lands and /or properties along the majority of the route. **4. Carriageway width and Road being narrowed** – The proposed 3.2 m lane widths reflect the need to accommodate heavy vehicle movements serving the commercial areas along Monivea Road East, where alternative access routes are not available. In general, narrowed roads are proven to reduce vehicle speeds. Narrowing the road widths also allows for the reallocation of road space to more vulnerable users (pedestrians, wheelers, and cyclist) while still facilitating traffic. The road surface and the existing footpaths will be reconstructed to give a high-quality surface for users. **5. All other comments relate to another scheme.**
4	Sandra Ferguson 15 Ard an Choiste Headford Road.	• Objects to the proposed scheme in its current form, particularly the extent to which existing road space is being reallocated and the proposed reduction in carriageway width. • Believes the Council should reconsider the design and investigate whether the objectives of improving walking and cycling can be achieved while retaining substantially more road capacity for residents,	**1. The Existing Footways should be upgraded before reducing road capacity** – The project was developed from the Galway Transport Strategy (GTS) which was adopted into the City Development Plan. The GTS identified Monivea Road (East) as a "Secondary Route", with cycle infrastructure proposed. Existing footpaths will be reconstructed to give a high-quality surface for users. The existing provision of footways on both sides of Monivea Road does not remove the requirement to provide suitable cycling infrastructure. In the absence of dedicated facilities, cyclists are required to travel within the carriageway or

Reference no.	Received From	Submission Summary	Response
		businesses, buses, deliveries, emergency services and people who depend on private vehicles. • The existing footways should be upgraded before reducing road capacity. • Questions the introduction of typically 3-metre-wide two-way cycle track while reducing the road carriageway to typically 3.2-metre-wide lanes and whether this is the most proportionate use of the existing road corridor. • Believes if the objective is to improve accessibility and safety for pedestrians, a significant proportion of the investment could instead be directed towards upgrading the existing footways. • Concerned about the reduction of the carriageway to approximately 6.4 metres and the effect this will have on the capacity and operation of Monivea Road. • Requests the Council to provide the traffic modelling used to establish that the proposed reduction in carriageway width will not result in unacceptable increases in traffic congestion, queue lengths, journey times, delays at junctions, delays for buses, emergency vehicles, commercial and delivery vehicles. • The cumulative impact on local estates and business must be properly assessed. • Concerned that the combined effect of these schemes could progressively reduce road capacity and make it	may be encouraged to use pedestrian footways, neither of which provides the desired level of separation between pedestrians, cyclists and motor vehicles. Collision data from the Road Safety Authority (for the years 2016-2023), notes that there is a high proportion of injuries to pedestrians and cyclists along this route, compared to other road users (equating to 71% of all collisions recorded). **2. Reduction of the carriageway to approximately 6.4 metres** – The proposed carriageway width has been developed in line with DMURS and seeks to provide an appropriate balance between the movement of vehicular traffic and the provision of safe and accessible facilities for sustainable modes of transport. Narrowed roads are proven to reduce vehicle speeds. Narrowing the road widths also allows for the reallocation of space to more vulnerable users (pedestrians, wheelers, and cyclist). The road widths proposed are as per national design standards (e.g. DMURS and CDM). The narrowing of lane widths does not reduce the ability of the road to accommodate the traffic volume, rather reduces traffic speeds, therefore improving road safety. **3. The cumulative impact on local estates and business must be properly assessed** – The concerns regarding the cumulative impact of the proposed schemes are noted. The Monivea Road scheme has been developed having regard to the adjoining Ballybane Road & Castlepark Road Cycle Network Scheme and its connection to the wider active travel network. As a whole, the proposals within the Galway Transport Strategy (GTS) have been tested using transport modelling. For the Ballybane Road & Castlepark Road scheme and the Monivea Road (East) scheme, which are all part of the GTS, the signalised junctions proposed for each scheme have undergone more detailed traffic modelling. As noted in the Part 8 Report there will be 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. Reduction in road width does not affect

Reference no.	Received From	Submission Summary	Response
		more difficult for vehicles to move efficiently through the area. • Asks the Council to demonstrate that it has assessed the cumulative traffic impact of the Ballybane Road, Castlepark Road and proposed Monivea Road schemes, particularly for traffic entering local estates. • Questions whether giving continuous priority to cyclists across all side-road junctions is necessary in every location. The Council should provide evidence demonstrating how this arrangement will affect vehicles turning movements, traffic queues; visibility, pedestrian and cycle safety; emergency vehicle access. deliveries and servicing. Asks the Council to consider whether appropriately designed controlled crossings or alternative junction arrangements could provide the required safety benefits without creating delays for other road users. • Concerned that reducing road capacity while prioritising cycling movements could disproportionately affect those who have no realistic alternative to using a car. • The Council should assess the effect of the proposed road narrowing and junction changes on businesses and employment areas. • Questions how bus reliability and journey times will be protected when the general traffic carriageway is being reduced.	traffic volume capacity. These measures are a necessity in order to provide a scheme which is safe and in line with best practice and guidelines. **4. Cyclist priority at side roads** – The proposed junction treatments have been developed in accordance with the NTA Cycle Design Manual (CDM) and DMURS, with the objective of providing safe and continuous pedestrian and cycle facilities while maintaining appropriate visibility and vehicular access. The detailed junction arrangements will ensure that the requirements of all road users are appropriately accommodated. The provision of consistent junction arrangements across the network is important for pedestrians / cyclist progression and safety (rather than a mix of continuous and non-continuous crossings). The hierarchy in DMURS is applicable (Active Travel > Public Transport > Private Vehicles). **5. Impact on people who cannot cycle or walk** – The proposed scheme seeks to provide an inclusive and balanced transport corridor while maintaining vehicular access for residents, businesses, public transport and essential services. The provision of improved walking and cycling facilities is intended to increase transport choice to those who have the desire to do so and will not remove access for those who depend on private vehicles. The proposals are not reducing road capacity for vehicles – rather allocating space to other users. The reduction in lane widths, tightening of junctions and introduction of traffic signals will slow vehicular movements but does not reduce the number of vehicles that can use the road. **6. Impact on businesses and employment areas** – The proposed scheme will maintain vehicular access to existing businesses and employment areas, including access for commercial, delivery, service and emergency vehicles. The proposed scheme seeks to balance the operational requirements of Monivea Road with improved walking and cycling connectivity, while maintaining access for all road users.

Reference no.	Received From	Submission Summary	Response
		• Requests the Council to examine whether a high-quality pedestrian and cycling solution could be achieved by substantially upgrading the existing footways, improving pedestrian crossings; providing appropriate cycling infrastructure where genuinely required, improving bus-stop accessibility, retaining greater carriageway width, avoiding unnecessary junction tightening while maintaining efficient access for vehicles, buses and emergency services. • Asks the Council to demonstrate why the proposed allocation of road space is necessary and why a less disruptive alternative has not been adopted. • Seeks a consideration of design alternatives for the scheme. • Believes that improving active travel should not automatically mean reducing the road capacity available for everyone else. Priority should be to bring existing footways up to a high standard while carefully considering how much road space is necessary for cycling.	Reduction in road width does not affect traffic volume capacity, as outline in Item 3. These measures are a necessity in order to provide a scheme which is safe and in line with best practice and guidelines. **7. Bus movements** – The scheme will maintain two-way traffic and existing bus services, with upgraded bus stop facilities, while providing improved active travel infrastructure. The carriageway width (6.4m) will be sufficient for bus movements. Bus priority will be improved through the use of inline bus stops (rather than bus bays) where buses do not have to wait for a gap in passing vehicles to rejoin the traffic stream. **8. Better Value from the existing road corridor** – Many of the suggested improvements in the submission (e.g. footway improvements, retaining sufficient road space, improving pedestrian crossings, providing cycling infrastructure where required, improving bus stop accessibility) will be incorporated into the scheme, in line with current design standards to improve safety for all road users. The proposed carriageway width (6.4m) is sufficient for all vehicle movements along the route. It has been established in the GTS that this road requires improved cycling facilities. **9. Proper considerations of alternatives** – Alternatives design options were considered during the development of the scheme in line with NTA requirements with the preferred layout selected to provide an appropriate balance between pedestrian and cyclist safety, accessibility, vehicular movement and the requirements of the existing road corridor. Each alternative was assessed from an engineering, environmental and economic perspective. **10. Request to reconsider the scheme** – The comments and request to reconsider the scheme are noted. The proposed layout has been developed to provide a balanced allocation of road space, maintaining access and two-way vehicular movement while delivering safe, continuous and accessible pedestrian and cycling facilities in accordance with current design guidance. As noted in the

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			Part 8 Report there will be 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 while promoting a safer environment for vulnerable road users. Reduction in road width does not affect traffic volume capacity. These measures are a necessity in order to provide a scheme which is safe and in line with best practice and guidelines.
5	Uisce Éireann Colvill House, 24–26 Talbot Street, Dublin 1.	• Uisce Éireann has no objection in principle to the proposal, however our records indicate the presence of water services infrastructure which may be impacted by the proposed development. • Uisce Éireann requests the applicant to liaise with Uisce Éireann during the final design stage of the proposed development works to ascertain the potential impacts on the existing Uisce Éireann network infrastructure so that protection works or replacement works can be agreed and carried out as appropriate. • Uisce Éireann requests that prior to any works being undertaken, that the location of any / all watermain(s) / sewer(s) and any associated fittings shall be confirmed on the ground with the local water curator. • The new kerb-lines should be set out on site so that the local water curator can ensure that the new kerb-line will not be sitting on top of the existing water main and/or sewer line as the new kerb-lines may be in close proximity to this infrastructure in the submitted drawings.	The design team has already commenced liaison and will continue to liaise with Uisce Éireann and Galway City Council Water Services Department in relation to the detailed design of the scheme. The conditions specified by Uisce Éireann shall be complied with in line with standard and proper procedure. The Local Authority shall liaise with Uisce Éireann regarding existing water services infrastructure in the vicinity of the proposal prior to and during construction to ensure that the integrity of Uisce Éireann infrastructure shall be protected both during and after the completion of the works relating to this proposal. All development shall be carried out in compliance with Uisce Éireann Standards codes and practices. Any proposals by the Local Authority to divert or build over existing water or wastewater services shall be submitted to Uisce Éireann for written approval prior to works commencing. All Uisce Éireann infrastructure affected by the works shall be reinstated in accordance with Uisce Éireann Standards.

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		• Uisce Éireann requests that the integrity of the infrastructure shall be protected during the works and the Council's water service's engineer consulted prior to and during construction. • The applicant shall liaise with Uisce Éireann regarding existing water services infrastructure in the vicinity of the proposal prior to and during construction to ensure that the integrity of Uisce Éireann's infrastructure shall be protected both during and after the completion of the works relating to this proposal. • Any proposals by the applicant to divert or build over existing water or wastewater services shall be submitted to Uisce Éireann for written approval prior to works commencing. • Separation distances between the existing Uisce Éireann assets and proposed structures, other services, trees, etc. shall be in accordance with the Uisce Éireann Codes of Practice and Standard Details. • All development shall be carried out in compliance with Uisce Éireann Standards codes and practices. • All Uisce Éireann infrastructure affected by the works shall be reinstated in accordance with Uisce Éireann Standards.	
6	Tom Coyle Director, Lizamber Ltd	• Supports the proposed Monivea Road (East) Active Travel Scheme.	Supportive of the proposals.

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	Unit 3C Deerpark Business Centre Claregalway Road, Oranmore.		
7	Andrius Sirvys 146 An Fiodan Doughiska	• Supports the proposed Monivea Road (East) Active Travel Scheme. • Galway is small enough to cycle everywhere, but do not have safe infrastructure to do so, the segregated lanes and the Monivea Road upgrade would be perfect to complement the recently completed Castlepark/Ballybane Road cycling upgrades and will create a network that is usable for commuting. • The Castlepark/Ballybane has been a great addition for cyclists and making these connections is what makes cycling a real option for commuting rather than just one-off projects. • It will directly connect to the Doughiska estate and enable all the residents of Doughiska to benefit from these upgrades. • The roads will finally be safe for everyone not just cars. • Galway is a very car centric city, and fears that most of the objections to any active travelling infrastructure come from drivers who feel that they should be prioritised to drive in an urban environment. Which is unfortunate as a city should focus on active travel and making people get out of their cars.	Supportive of proposals and no issues raised in the submission that require a response.

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8	Shane Foran, 68 Gort Greine, Rahoon.	• Objects the Monivea Road (East) Active Travel Scheme in its current format. • The Monivea Road (East) Active Travel Scheme creates avoidable risks and junction conflicts because it uses two-way cycle tracks combined with yield (priority) junctions. In the current design there is at least 10 priority junctions or entrances including: Windsor Motors, Oldenway Business Park, two entrances to Ballybrit Industrial Estate Upper, The Meadows, Racecourse Gardens, Racecourse Lawns, The Paddocks, Lios Caisil, Tir Na gCapall and Cuirt Na Rasai. • Dutch and Danish design sources argue against using two-way cycle tracks or argue for restricting their use to particular circumstances. • The safety problems arise because drivers of turning motor vehicles do not expect, and are not trained to look for, cyclists coming from an unexpected direction on the wrong side of the road. • A valid reason for two-way cycle tracks could be to achieve a continuous cycle route where space is limited. This scheme objectively fails to achieve a continuous cycle route and still has sections of shared use footpaths. • Questions why one-way cycle tracks cannot be used on each side with some sections of shared use on each side.	The proposed scheme has been developed in accordance with the current national standards (namely, the NTA's Cycle Design Manual), with road safety considerations incorporated into the design. The provision of two-way cycle facilities, junction and access arrangements, and associated road markings have been incorporated into the Preliminary Design as per the CDM and will be further reviewed and refined through detailed design and the Stage 2 Road Safety Audit process. The current design has undergone a Stage 1 Road Safety Audit, and the problems raised have been addressed. An EIA Screening Report has been completed by specialists. As noted within the Screening Report, the Proposed Development has been screened in accordance with: - Section 3.2 of the 'Guidelines on the information to be contained in Environmental Impact Assessment Reports (EPA, 2022); - European Commission (2017), Environmental Impact Assessment of Projects, Guidance on Screening; - Department of the Environment, Heritage and Local Government (2003), Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Developments; - ORP Practice Note PN02 Environment Impact Assessment Screening (2021); - Environmental Impact Directive (85/337/EEC) and all subsequent relevant amendments; - Planning and Development Regulations (2001-2026); and, - Roads Act, 1993-2021 and the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulation 2019 (S.I. No. 279 of 2019).

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		• The Monivea Road (East) Active Travel proposals are demonstrably inconsistent with best practice and have the objective effect of creating avoidable risk of collisions between cyclists and turning motor vehicles. • Potential legal issues are identified with compliance with the EIA directives and Climate Action Plans. The proposed design of the scheme is inconsistent with the purposes of the Climate Action Plans. The conduct of the environmental impact screening process does not appear to be compliant with the EIAR directives. • Seeks that the consultants (AtkinsRealis) provide drawings showing one-way cycle tracks on both sides of the road and alternative shared space arrangements with the existing and proposed dimensions clearly marked. • Requests that the Council rejects the Monivea Road (East) Active Travel Scheme in its current format.	
9	Ray & Catriona O'Connell, 27 Lios Caisil, Ballybrit.	• Objects to the proposed Monivea Road East Active Travel Scheme. • Believes the proposed scheme will increase the current congestion in the area. Congestion which has already seen an increase due to the building of the Clai Mor estate and the completion of the Castlepark/Ballybane area active plan. • There is no provision for the 401 bus to pull in nor is there any proposed bus lanes which means that traffic will be backed up behind the bus if there is oncoming	**1. Bus movements** – The project was developed from the Galway Transport Strategy (GTS) which was adopted into the City Development Plan. The GTS identified Monivea Road (East) as a "Secondary Route", with cycle infrastructure proposed. Secondary Routes were defined in the GTS as "…those which connect to more local areas or those where bus priority cannot be achieved". Bus lanes were not identified in the GTS for this route. Notwithstanding, as part of the project, the potential to include bus lanes was examined. It was concluded that the provision of bus lanes would require the acquisition of a very significant number of private lands and /or properties along the majority of the route.

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		traffic as has been a problem on the Castlepark/ Ballybane Road. • If coming from Briarhill and wish to turn right into the Lios Caisil estate, will have to cross over the outbound traffic lane and two inbound and outbound cycle lanes to get into the estate. • When traffic is backed up outbound along this road (towards Briarhill) difficult to see cyclists coming from both directions. • No provision for cyclists to have to stop at the junction of Lios Caisil estate and the entrance to the estate also seems to be narrower on the plans making it difficult to enter and exit the estate while trying to navigate across the traffic lane and the cycle lanes. • Questions if there is any proposed pedestrian crossing along the route.	**2. Provision of Cycle Facilities** – The provision of dedicated cycling infrastructure is designed in accordance with the principles of DMURS and the NTA Cycle Design Manual (CDM), the scheme seeks to provide a safe, continuous and accessible environment for pedestrians and cyclists and to support sustainable modes of transport. The Road Safety Authority database identified multiple collisions with cyclists on this route. The provision of cycle lanes across side road junctions has been designed in accordance with the CDM, and cyclists have priority at these continuous crossings; and so, drivers will have to give way to cyclists, and carefully progress across footways, cycle lanes and traffic lanes (as they would if a cyclist were travelling along the inside of traffic on a main carriageway). Cycle lanes provide an alternative mode of transport for the population. Reduction in traffic lane widths does not reduce the capacity of the road. This scheme is a part of the interconnected network proposed in the GTS to promote modal shift and aligns with the Climate Action Plan. **3. Pedestrian Crossings** – A total of six Toucan crossings are proposed and shown along the Monivea Road, located to provide safe and accessible crossing opportunities at appropriate points along the route. The crossings are intended to improve pedestrian and cyclist connectivity and reduce the need for unsafe or uncontrolled crossing movements. Additionally, all side road crossings will give priority to pedestrians.
10	Martha Folan and Pauline Folan, 7 Ballybane Cottages, Monivea Road.	• Objects the Monivea Road (East) Active Travel Scheme in its current format. • A bus stop shelter is depicted outside their dwelling where there is currently a bus stop which generates littering and anti-social behaviour • Objects to the bus stop outside their dwelling as when the proposed scheme is completed there will be no outside parking the front of the dwelling.	**1. Litter** – Existing litter concerns are noted, however are a matter of enforcement (see Litter Pollution Act 1997, and https://www.galwaycity.ie/services/environment/environment-services/litter-and-illegal-dumping). **2. Bus stop position** – the bus stop has been positioned as per the existing bus stop location. A bus shelter has been included for user comfort, as is the preference for all bus stops in the city, upgraded under new schemes. The shelter will be positioned away from the back of the footpath in this case (closer to the road), rather than abutting the boundary wall.

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		• Views of the back of proposed bus stop will devalue their property. • Would be more supportive of this scheme if it was a bus lane. Questions the provision of a double cycle lane to one of the busiest junctions in Galway. Notes there are over 8000 people working in Parkmore, if the bus lane continued to the Parkmore Road, it would a facilitate active travel.	**3. Vehicular access** – The provision of a future access onto a public road would require a property owner to apply for planning permission. **4. Bus lanes** – The project was developed from the Galway Transport Strategy (GTS) which was adopted into the City Development Plan. The GTS identified Monivea Road (East) as a "Secondary Route", with cycle infrastructure proposed. Secondary Routes were defined in the GTS as "…those which connect to more local areas or those where bus priority cannot be achieved". Bus lanes were not identified in the GTS for this route. Notwithstanding, as part of the project, the potential to include bus lanes was examined. It was concluded that the provision of bus lanes would require the acquisition of a very significant number of private lands and /or properties along the majority of the route.
11	Cathal Lawlor Chair, Galway Commuter Coalition.	• Supports the Monivea Road (East) Active Travel Scheme. • Observes the scheme will help establish an active travel network for commuters of all ages across the city. • Any delays or redesigns at this stage would be a significant setback, given the urgent need to work towards Ireland's climate action goals and address Galway's traffic congestion issues. • Acknowledges the constraints in the scheme including: - lack of bus lanes which would require compulsory purchase of privately owned gardens and other lands, - bus priority measures - noting all bus stops will be upgraded along this route to make taking the bus more accessible and reliable.	Supportive of proposals. Regarding comments for response: **1 – Working hours:** the exact restrictions on working hours are subject to the next Phase of the project, however, on schemes such as these the Contractor will generally not be permitted to implement lane closures during peak traffic hours. **2 - Ballybane Road/Mervue Road Junction:** This junction is outside of the scope of the Monivea Road (East) Active Travel project; however, as part of the Ballybane Road and Castlepark Road project it remains under review in terms of illegal right-turners.

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		- 2-way cycle track, acknowledges the many “pinch points” and constrained dimensions in the existing road network. The need to move forward as the scheme will provide a dedicated, segregated cycle track, a significant improvement on the current non-existent provisions for cyclists. Noting that the use of kerb separation for the bike lanes will also improve perceptions of safety for users. - Shared space, seeks the Council to mitigate risks through clear signage, tactile paving, or alternative measures where feasible. • Believes the scheme will greatly increase safety for vulnerable users in the local area. • The implementation of the scheme means residents of the communities to the South, West and East will have access to a safe corridor along which to travel to work or school in an efficient and sustainable manner. Private car use, while recognised as necessary, will no longer be the default mode for travelling safely. • Recommends avoiding works during peak traffic hours. Monivea Road is a major route connecting Ballybane to Parkmore, Ballybane to primary and secondary schools, and Doughiska to ATU. Disruptions during peak times would exacerbate congestion and inconvenience for commuters. • Supports the Kerb separation for the bike lane as a critical safety measure to protect cyclists from vehicular traffic.	

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		• Concerned about the safety and navigability of this junction, where drivers frequently take illegal right turns or are forced to go south through Rocklands Avenue to go north on Ballybane Road, causing friction with residents. To address this, recommends the installation of a permanent raised median at this junction to enforce the no-right-turn rule. Notes Baton bollards are often driven over and do not provide adequate deterrence.	
12	Feargal O'Neill, 2 Racecourse Lawn Ballybrit.	• Supports the Monivea Road (East) Active Travel Scheme. • As a pedestrian, cyclist (commuter) and motorist, sees the value that the active travel measures already implemented in the adjacent Castlepark and Ballybane roads have brought. The traffic calming has restored the feel of residential neighbourhoods to these areas, and it is great to see kids (and adults) being able to cycle in safety. • On the Monivea Road near his estate, cars frequently travel more than the speed limit of 50km/h. As a result, this road is the most dangerous section for his cycle commute from city centre therefore having separated cycle lanes will be transformative. • Expresses concerns about the parts of the route where cyclists and pedestrians will share infrastructure.	Supportive of the scheme proposal. Where the available width is narrow, to the degree that two-standard segregated facilities are not achievable, then shared areas are proposed with appropriate road markings and signs, and tactile paving - which will advise all users that they are entering into shared areas.
13	Emmet Gavan, The Meadows, Ballybrit.	• Object to the current preliminary design because material road-safety, traffic-operation, accessibility and environmental matters have not been	The submission is acknowledged and provides observations across a broad range of design, safety, accessibility, operational and environmental matters. A number of the concerns relate to matters that will continue to be developed

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		demonstrated adequately in the published Part 8 record. • Request the Council does not approve the Part 8 development in its current form and proceed with a varied or modified scheme that resolves the carriageway and turning-operation questions, removes or fully justifies the constrained shared-space sections, verifies the current C03 design through audit and tracking, protects universal access and bus operation, and secures an updated ecological, arboricultural, drainage and environmental-screening record. • Seeks modifications to the proposed scheme: - Demonstrate and, where necessary, revise the traffic cross-section. Publish straight running and turning assessments for opposing HGVs, buses, coaches and emergency vehicles, including mirrors, kerb and buffer clearances, curves, stopped buses and realistic operating speeds. Suggests a minimum 6.8 m kerb-to-kerb carriageway at sections frequently used by large vehicles, or another width and local arrangement shown by evidence to operate safely. - Redesign the constrained shared-space sections. Provide separate pedestrian and cycle facilities at CH0+125-0+195 and CH1+505-1+685 and re-examine CH1+250-1+370. Where segregation is genuinely impracticable, publish the complete A+B+C width schedule, future pedestrian and cycle flows, alternatives appraisal, accessibility review, current-design safety review and expressly approved departure. - Complete the current-design road-safety and departure record. Provide a C03 design-change	during detailed design, including specific details at constrained sections, bus-stop arrangements, accessibility, drainage, landscaping and construction management. Specifically: **1 – Carriageway widths:** The proposed 6.4 m carriageway has been developed, in line with the current national design standard, having regard to the existing corridor constraints and the requirement to accommodate commercial and HGV access. As noted in the consultation documentation, swept-path analysis has confirmed that large-vehicle movements can be accommodated. The specific chainages highlighted have been assessed, as has the entire scheme, to maximise the segregated facilities. However, fixed constraints have resulted in the requirement to provide shared spaces in certain parts of the scheme (which are also compliant with best practice and standards; i.e. DMURS and CDM). The proposals for this scheme stem from the Galway Transport Strategy (GTS) which set out where, and what type, of cycle provision would be appropriate. As part of the GTS transport models were developed to test the Strategy. **2 – Options Assessment:** Various options have been assessed in line with the NTA guidance to date. **3 – Environmental Assessment:** Environmental assessments and reporting have been undertaken in line with best practice. As noted within the Screening Report, the Proposed Development has been screened in accordance with: - Section 3.2 of the 'Guidelines on the information to be contained in Environmental Impact Assessment Reports (EPA, 2022); - European Commission (2017), Environmental Impact Assessment of Projects, Guidance on Screening; - Department of the Environment, Heritage and Local Government (2003), Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Developments;

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		Road Safety Audit addendum addressing the P01-to-C03 changes, Problems 2.1, 2.6 and 2.7, side-road/access visibility, bus stops, end transitions and the complete signed designer/auditor/employer feedback and approval record. - Demonstrate every material side-road and frontage access. Issue a dimensioned C03 access schedule showing priority, crossing setback, visibility to cyclists approaching from both directions, pedestrian clear zones, turning volumes, largest regular vehicle, low-speed swept paths, internal queueing and any shelter, planting, parking or loading obstruction. Modify priority or geometry where the evidence does not support the proposed arrangement. - Protect bus, turning, loading and emergency operation. Publish stop dwell-time and queue analysis, peak turning counts, right-turn queue tests, a frontage servicing/loading survey and emergency-services consultation. Retain or reinstate right-turn pockets at major commercial accesses and provide off-street or properly designed loading arrangements rather than relying on stopping in the live lane or active-travel space. - Complete universal-access and bus-stop design. Provide an independent route-wide accessibility audit and an NTA-agreed stop-by-stop assessment for the four eastbound TL202 shared landing-zone stops, including clear widths, passing places, wheelchair boarding and turning envelopes, shelter offsets, tactile layouts, gradients, crossfalls, intervisibility, lighting and an island/relocation comparison.	- ORP Practice Note PN02 Environment Impact Assessment Screening (2021); - Environmental Impact Directive (85/337/EEC) and all subsequent relevant amendments; - Planning and Development Regulations (2001-2026); and, - Roads Act, 1993-2021 and the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulation 2019 (S.I. No. 279 of 2019).

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		- Secure species and tree protection before clearance. Undertake a targeted mammal survey including hedgehog protected under the Wildlife Acts, map affected habitat and incorporate species-specific clearance procedures into a binding ecological method statement and CEMP, with an Ecological Clerk of Works where advised. Complete an Arboricultural Impact Assessment, root-protection plan and quantified replacement schedule before the final design is fixed. - Define drainage, SuDS and construction controls. Publish or secure the relevant catchments, outfalls, gully changes, porous-surface and verge-drainage extents, silt and spill controls, compound location, temporary pedestrian/cycle/bus routes, frontage access and delivery arrangements. Any material change from the screened project should be reviewed before works. - Correct and complete the environmental determinations. Ensure the EIA and AA screening determinations expressly assess the C03 design, correct the junction-signal description, use sufficiently current ecological and cumulative-project information, identify any features or measures relied upon and are made by the competent authority before consent and the elected-member decision. • Seeks an alternatives addendum which tests solutions at the affected locations rather than reopen the entire route and should examine the following, alone and in combination: - Targeted land dedication or acquisition, boundary adjustment, or central line realignment to obtain	

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		adequate carriageway, footway, and cycle dimensions without transferring the deficit between users. - A minimum 6.8 m carriageway at frequent HGV/bus sections, or an evidenced equivalent, with local variation only where design-vehicle and operational analysis support it. - Separate pedestrian and cycle facilities at the 2.2 m and 2.8-2.9 m pinch points, including short local widening, wall/interface works or another segregated alignment. - Retention or reinstatement of right-turn pockets at commercial accesses where turning counts and queue analysis justify them, together with access consolidation or one-way internal circulation where feasible. - Bus-stop islands, relocation, selective lay-by retention or another NTA-agreed arrangement where this improves passenger accessibility and corridor operation without undermining bus priority or cycle safety. - Off-street servicing, a properly protected loading bay, delivery-time management or internal circulation changes where frontage loading would otherwise obstruct the live lane or active-travel facilities. - A short-controlled traffic arrangement only where the operational assessment shows it to be safer and less harmful overall than permanent sub-standard shared space. • Observes that the Galway City Development Plan supports the cycle network and allows additional land requirements where necessary, subject to proper planning and sustainable development. That does not compel land acquisition, but it means 'no land take' should not be treated as an overriding objective where	

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		a modest intervention could resolve a persistent safety or accessibility problem. • The Council should state why each realistic local alternative is accepted or rejected at CH0+125-0+195, Oldenway and the commercial frontages, CH1+250-1+370 and CH1+505-1+685.	
14	Andrea Moran, 4 Lios Caisil, Ballybrit.	• Expresses concerns about the proposal as a resident of the area as it will not benefit the area as seen from Castlepark/Ballybane area there was and is still many problems. • Construction of active travel Castlepark/Ballybane Scheme caused significant chaos to residents regularly. Builders left machinery in dangerous locations, blocking drivers view. Temporary traffic lights were not manned causing significant tailbacks. Uneven surfaces and large ramps into estates left cars damaged. • The current proposed plans will not help traffic/cyclists and will make matters worse. • A double cycle lane on one side (Lios Caisil side) will make it very difficult for drivers turning right into any estate to clearly see cyclists coming the same direction as them especially children if cars are blocking views. Traffic is at a standstill here every day and cyclists will not be seen. Electric bikes go fast and there will be no reaction time. • No provision for bus lanes - this should be priority.	**1 – Provision of Cycle Facilities:** The proposed scheme has been developed to provide safer and more accessible facilities for all road users while maintaining two-way traffic, residential access, bus services and access for emergency and service vehicles. The proposed two-way cycle track and associated junction treatments is designed in accordance with the current national design standard, including appropriate visibility and safe interaction between cyclists and turning vehicles. The widths provided are suitable for various cycle types, including cargo bikes. The current CDM specifically emphasises accommodating different types of cyclists and providing suitable visibility on approaches to roads and crossings. The hierarchy in DMURS is applicable (Active Travel > Public Transport > Private Vehicles). A comprehensive survey within the NTA's "Galway Metropolitan Region Walking and Cycling Index 2025" demonstrates a strong desire for the provision of improvements to Active Travel facilities with 44% of residents wanting to walk more, and 38% wanting to cycle more in the future. 82% of residents support building cycle tracks physically separated from traffic and pedestrians, even where that means less room for other traffic. Note: The data in this Index *"comes from 2025 and includes local walking, wheeling and cycling data, modelling and an independent, demographically representative survey of 1,112 residents aged 16 or above. The survey was conducted from April to August 2025. Independent market research company Ipsos B&A conducted the survey, which is representative of all residents, not just those who walk, wheel or cycle."*

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		• No provision for emergency vehicles, similar to Castlepark/Ballybane scheme when traffic is at a standstill (everyday morning and evening) there is no space for cars to let them past. • Larger cargo bikes do not fit in the cycle lane and are therefore on the main road. Drivers will not be above to overtake safely as there will be no space again causing delays and driver frustration. • Council has failed to alleviate any traffic congestion in the city, and the proposed scheme will only add to it. • Cycling is not possible for all, and the proposed scheme is a waste of funds. The majority drive as it is essential with multiple drop offs/greater distances.	**2 – Construction impacts:** With regarding to construction impacts, it will be managed through appropriate traffic management measures during the works. The overall scheme seeks to balance the needs of motorists and public transport with the provision of safe, continuous walking and cycling infrastructure. **3 – Bus Lanes:** The project was developed from the Galway Transport Strategy (GTS) which was adopted into the City Development Plan. The GTS identified Monivea Road (East) as a "Secondary Route", with cycle infrastructure proposed. Secondary Routes were defined in the GTS as "…those which connect to more local areas or those where bus priority cannot be achieved". Bus lanes were not identified in the GTS for this route. Notwithstanding, as part of the project, the potential to include bus lanes was examined. It was concluded that the provision of bus lanes would require the acquisition of a very significant number of private lands and /or properties along the majority of the route. The proposed scheme will maintain vehicular access to existing businesses and employment areas, including access for commercial, delivery, service and emergency vehicles.
15	Eoin Ferguson, no. 140 Lios An Uisce.	• The finished Ballybane Road, and Castle Park Road scheme is a waste of time and money, and the Monivea road will be the same. • As a daily user of the finished roads, rarely see a cyclist use the new lanes, more pedestrians. • Galway does not have enough cyclist to warrant such a scheme, and given the weather, building a few lanes will not convert many.	**1. Bus Laybys** – The guidance from the NTA is that inline bus stops are preferrable, as with laybys the bus can be delayed waiting for a gap in passing traffic. The delays experienced by private vehicles due to inline bus stops is considered to be minimal. The hierarchy in DMURS is applicable (Active Travel > Public Transport > Private Vehicles). **2. Pedestrian Crossings** – A total of six Toucan crossings are proposed along Monivea Road, located to provide safe and accessible crossing opportunities at appropriate points along the route. The crossings improve pedestrian and cyclist connectivity and reduce the need for unsafe or uncontrolled crossing movements.

Reference no.	Received From	Submission Summary	Response
		• There is way too many traffic lights going in, which is now interrupting the flow, leading to more traffic build up, • Concerned over the removal of bus stops where buses can pull in as buses are going to be getting caught up in the new traffic caused by the extra traffic lights, plus the traffic build up caused by the previous buses stopping. • Questions the number of pedestrian crossings provided in the scheme as being too many as people do not use them and cross the road wherever suits them, sometimes within meters from a crossing, especially outside GMIT.	**3. All other comments relate to another scheme.**

vii. Recommendation

All public submissions have been thoroughly examined and responded to in detail in Section vi of this report. It is considered that the scheme does not warrant any significant modification consequent on assessment of these submissions.

The proposed development is fully consistent with the polices, objectives and standards of the Galway City Development Plan 2023 -2029 and the Galway Transport Strategy and would be consistent with the proper planning and sustainable development of the area.

It is recommended that the proposed development should be proceeded with as proposed.

Brian Barrett

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Brian Barrett

A/ Director of Services

20th October 2026