Monivea Road (East) Active Travel Scheme

Part 8 Submission

2nd November 2026

.PART 8 TIMELINES.



01

SUBMISSION DATE

Thursday
23 July 2026

02

PUBLIC DISPLAY PERIOD

For 4 weeks
until Friday
28 August 2026

03

SUBMISSION DEADLINE

Friday
04 September 2026

04

PRESENTED TO COUNCILLORS FOR THEIR VOTE

at November
Plenary Council
Meeting

Scheme Background & Need: Policy

Policy-led

National Policy

- National Planning Framework
- National Development Plan 2021–2030
- National Investment Framework for Transport in Ireland (NIFTI)
- National Sustainable Mobility Policy
- Climate Action Plan
- NTA CycleConnects

Regional & Local Policy

- Regional Spatial and Economic Strategy
- Galway Transport Strategy 2016
- Galway City Development Plan 2023–2029
- Parkmore Area Strategic Transport Framework

Guidelines & Standards

- NTA Project Appraisal Guidelines
- Design Manual for Urban Roads & Streets (DMURS)
- NTA Cycle Design Manual

Scheme Background & Need: Policy

Policy-led

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- Clima
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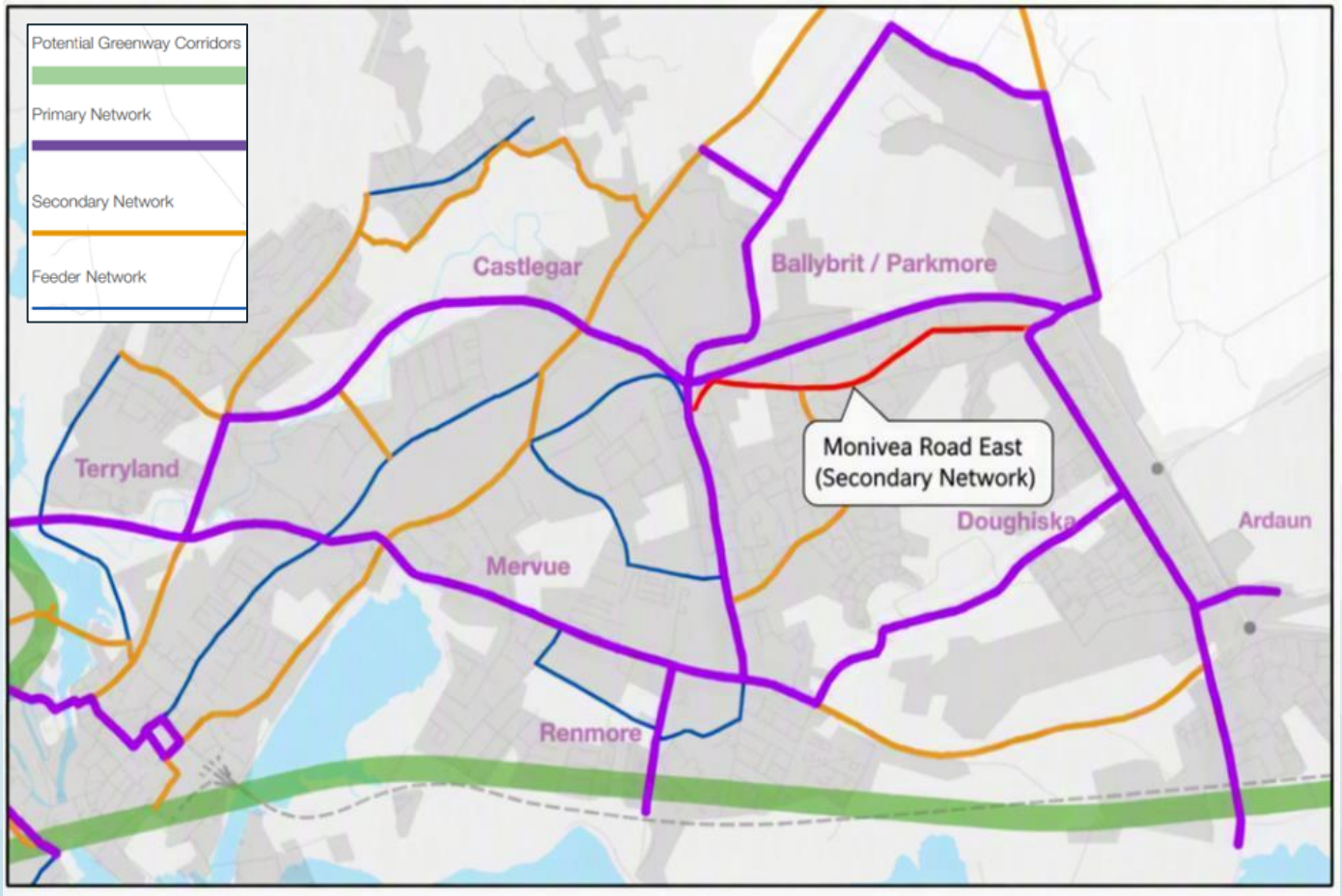




Scheme Background & Need: Policy

Galway Transport Strategy

- Provide a primary cycle network for safe, convenient commuter and leisure trips.
- Provide a secondary cycle network linked to the primary network for local and longer journeys.
- Expand cycling options within and across the city centre.
- Enhance pedestrian facilities in line with the Galway Transport Strategy.

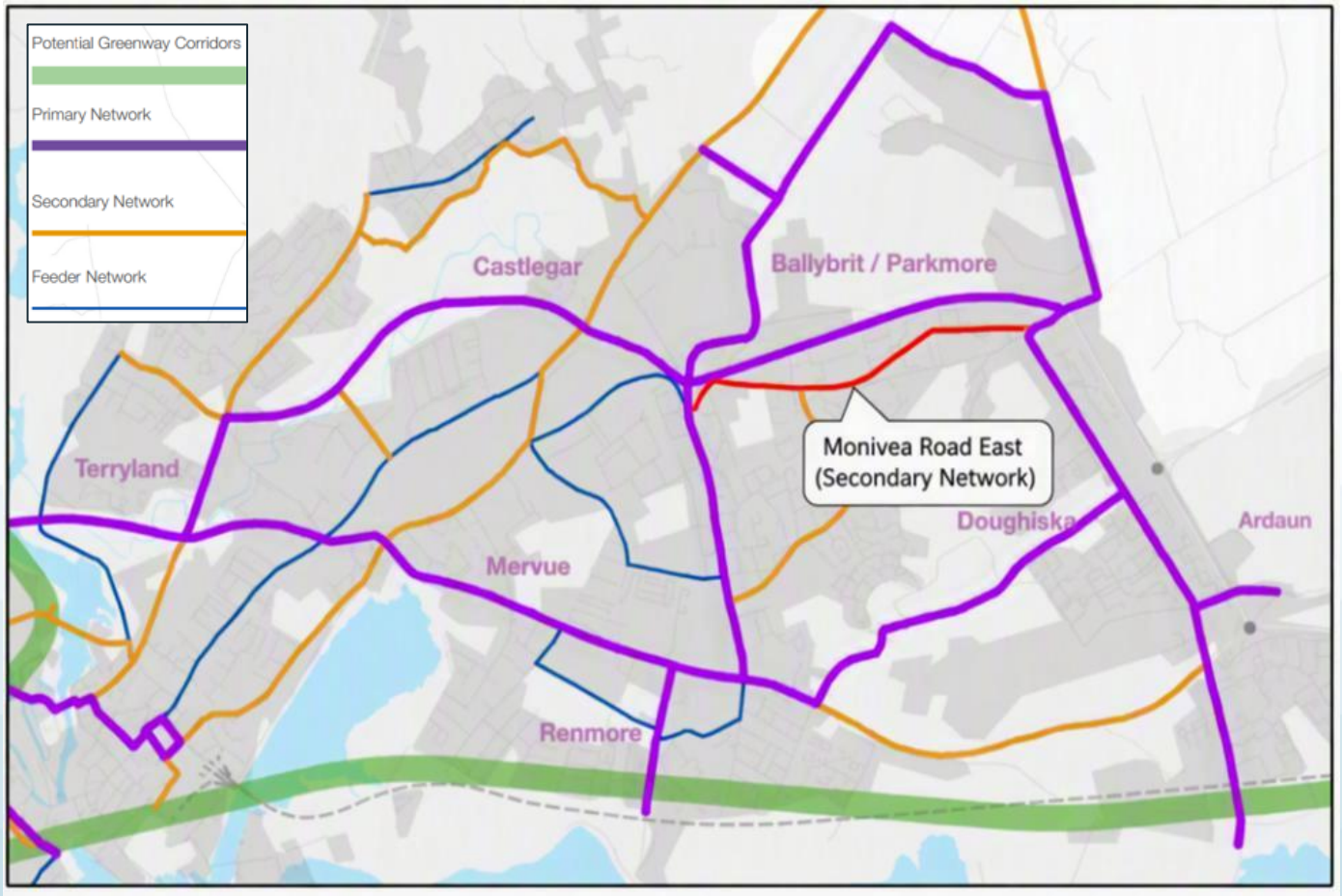


Scheme Background & Need: Policy

Galway Transport Strategy

- This project has been directly 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

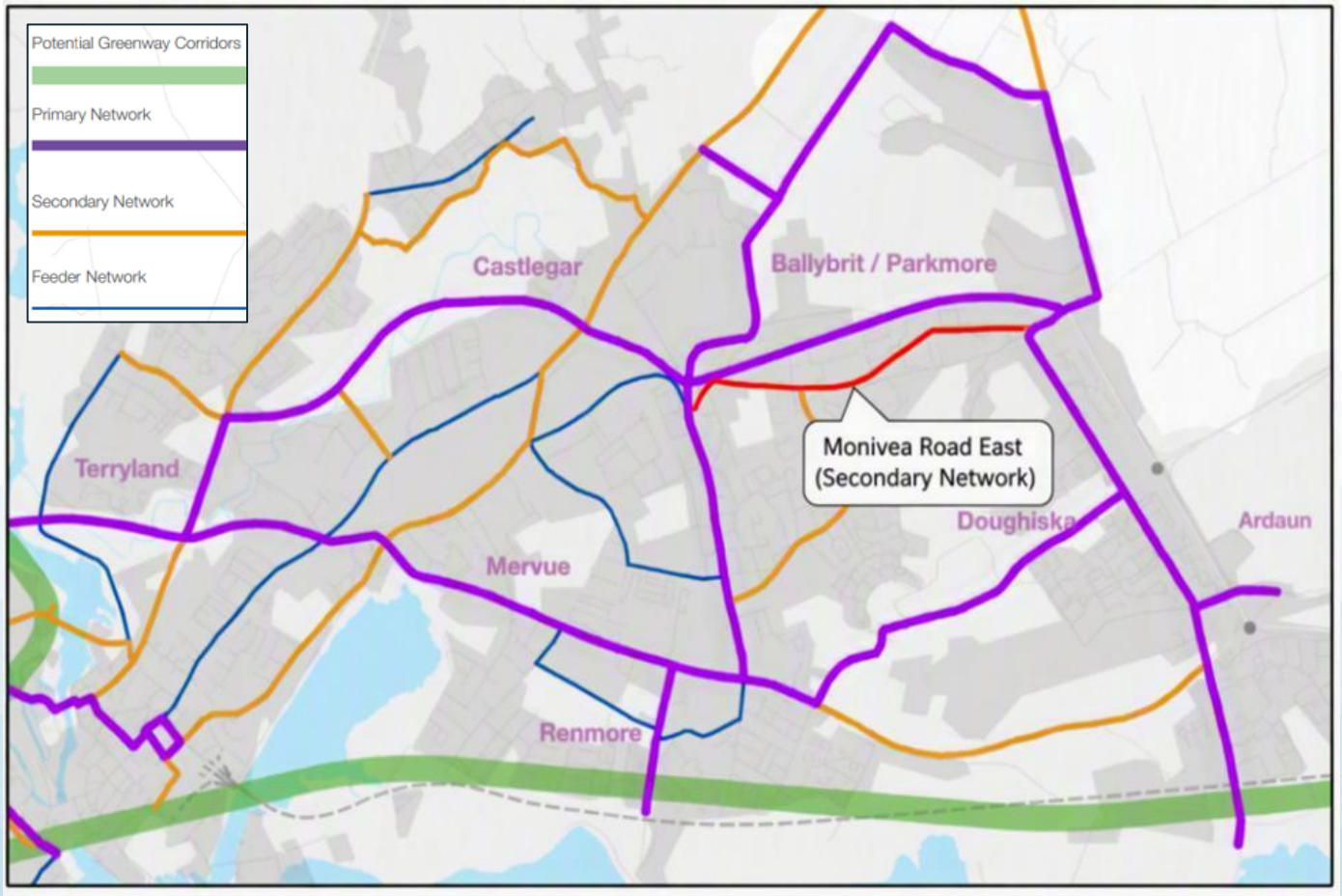
  “…those which connect to more local areas or those where bus priority cannot be achieved”.



Scheme Background & Need: Policy

Main Objectives

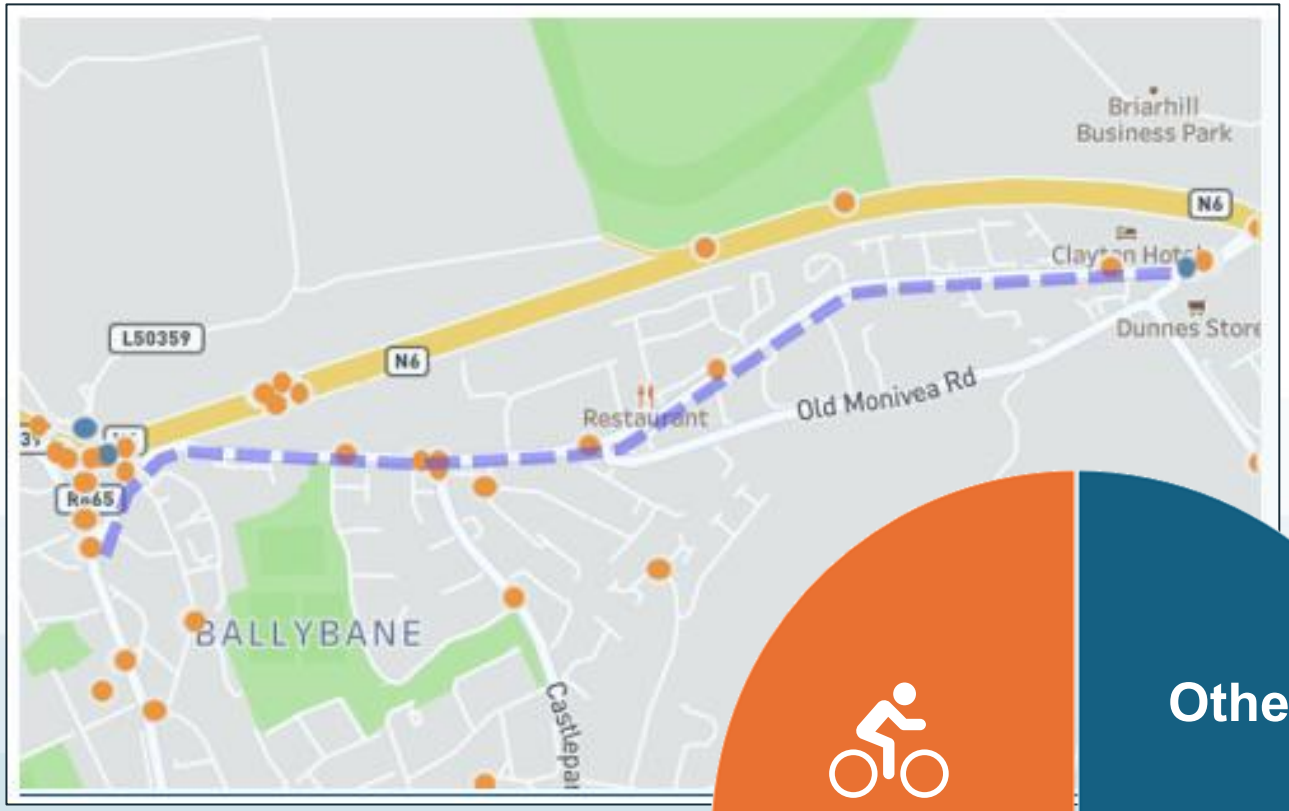
- To provide high-quality and safe cycling and pedestrian facilities, segregated from traffic.
- To provide for improvements to bus stop infrastructure for the existing bus services
- To allow for future tie-ins with other existing and proposed active travel schemes in the area

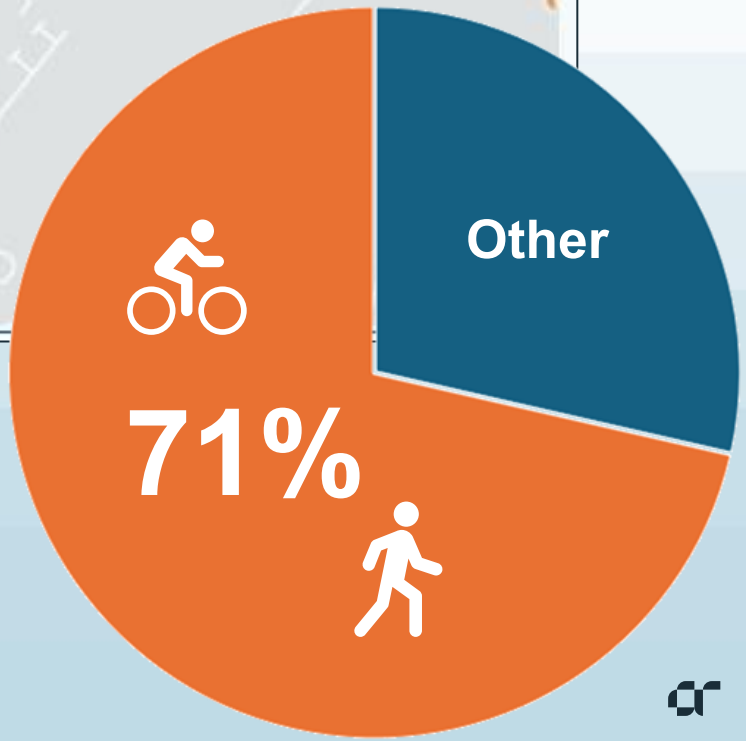


Scheme Background & Need: Safety

RSA Casualty Data (2016-24)

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

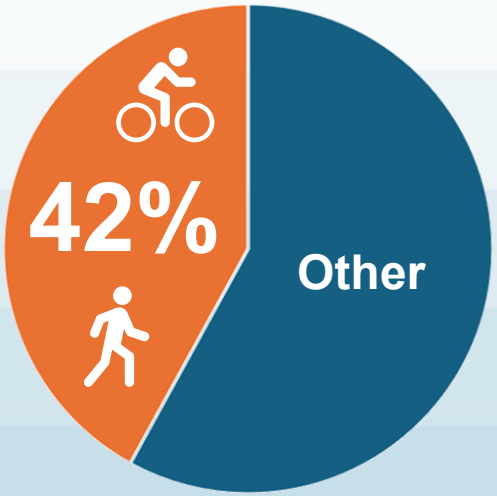




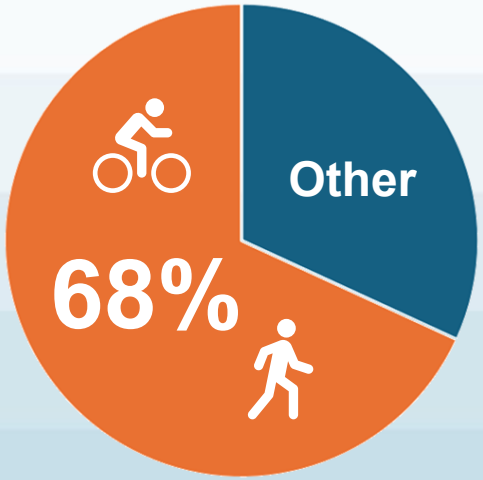
Scheme Background & Need: Safety

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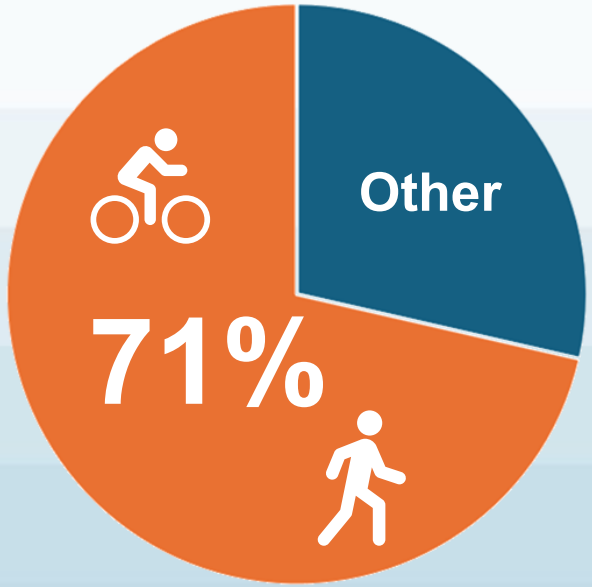
Galway City & County



Galway City



Monivea Road (East)



Scheme Background & Need: Safety



Vision Zero requires road design around human vulnerability. *“Safe System”*

With pedestrians and cyclists accounting for 71% of recorded collision injuries on Monivea Road, improving their safety is a key justification for intervention

VISION ZERO RSA

Scheme Background & Need: Safety

Galway City & County Road Safety Strategy 2026–2030

- The **Galway City & County Road Safety Strategy** 2026–2030 targets a 15% reduction in deaths and serious injuries by 2027 and a 50% reduction by 2030
- **Safe and Healthy Modes of Travel** is a core pillar of the Safe System.
- Strategy commits to **continued development of improved active travel infrastructure**.
- Strategy specifically supports implementation of the **Galway Transport Strategy** to improve active travel and public transport infrastructure

"…to promote and protect road users engaging in public and active transport."

source: Galway City & County Road Safety Strategy 2026–2030

Overview of Proposals



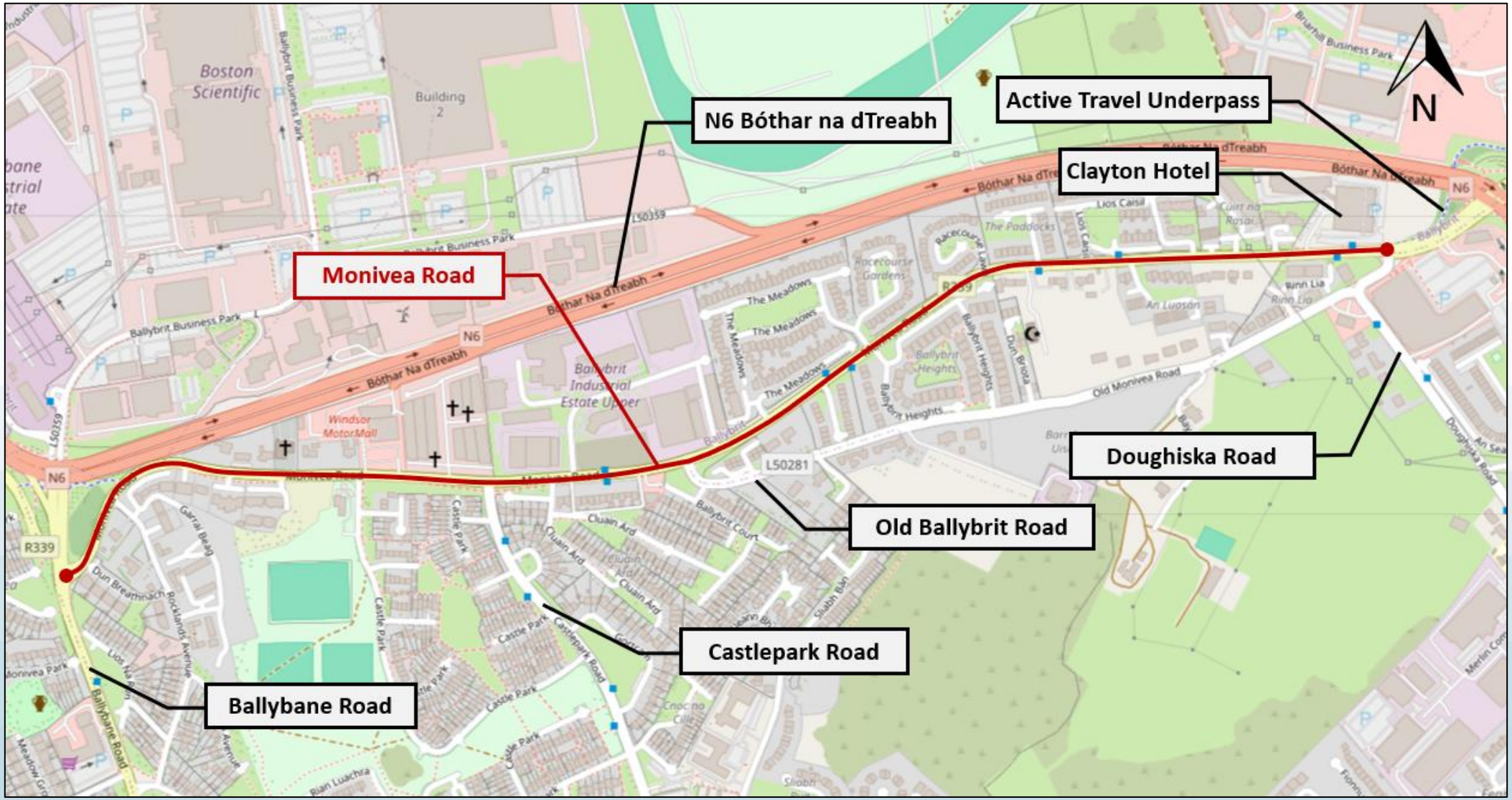
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Údarás Náisiúnta Iompair National Transport Authority

Comhairle Cathrach na Gaillimhe Galway City Council

AtkinsRéalis

Scheme Extents



With the scheme…



Without the scheme…



Measures to be provided

- 1.7km Active Travel Scheme from Ballybane Road to east of Clayton Hotel
- Typically 3.0m wide two-way cycle track, with sections of Shared Space
- 2.0m wide pedestrian footpaths
- 6.4m road width, to promote slower speeds and improve safety for all
- Segregation at junctions
- Speed reduction measures
- Signalised crossings (raised)



◄ Existing





Proposed ►

◄ Existing





Proposed ►

Proposed ▶



◄ Existing





Proposed ►

◄ Existing





Proposed ►



◄ Existing



Proposed ►

Public Engagement



Rialtas na hÉireann
Government of Ireland

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Project Ireland 2040

Údarás Náisiúnta Iompair
National Transport Authority

Comhairle Cathrach na Gaillimhe
Galway City Council

AtkinsRéalis

Public Engagement

- **19th March 2026 – Public Information Event (pre-Part 8) – Clayton Hotel**
  - Pre-information event for Elected Members
  - Over 50 attendees on the day
  - 12 written submissions

- **15th July 2026 – Drop-in Session for Elected Members – City Hall**

- **23rd July to 21st August 2026 – Public Consultation (Part 8)**

- **13th August 2026 - Active Travel team drop-in session to assist with Submission – St James GAA Club**

- **4th September – Part 8 Submission deadline**
  - 15 submissions received

Public Engagement: Submissions Received

Pre-Part 8 Submissions (March 2026)

- Pre-Part 8 consultation feedback was generally positive or neutral (70%), with half of relevant submissions explicitly supportive.
- Key themes included carriageway and junction widths, bus priority, accessibility, and the quality and extent of segregated walking and cycling facilities.
- Negative feedback principally concerned potential traffic impacts, cycling demand and value for money.

Public Engagement: Submissions Received

Part 8 Submissions (September 2026)

- Submissions were mixed.
- 53% opposed to the scheme in its current form (8 of 15); primarily raising concerns regarding congestion, bus priority, carriageway narrowing, reducing capacity, junction safety and the operation of the two-way cycle track.
- Supporters (30% i.e. 5 of 15) highlighted improved safety, connectivity and transport choice.
- A smaller number (2 of 15) adopted a neutral or conditional position, focusing on detailed design, infrastructure protection and operational matters.

Bus Lanes: What the Policy Says

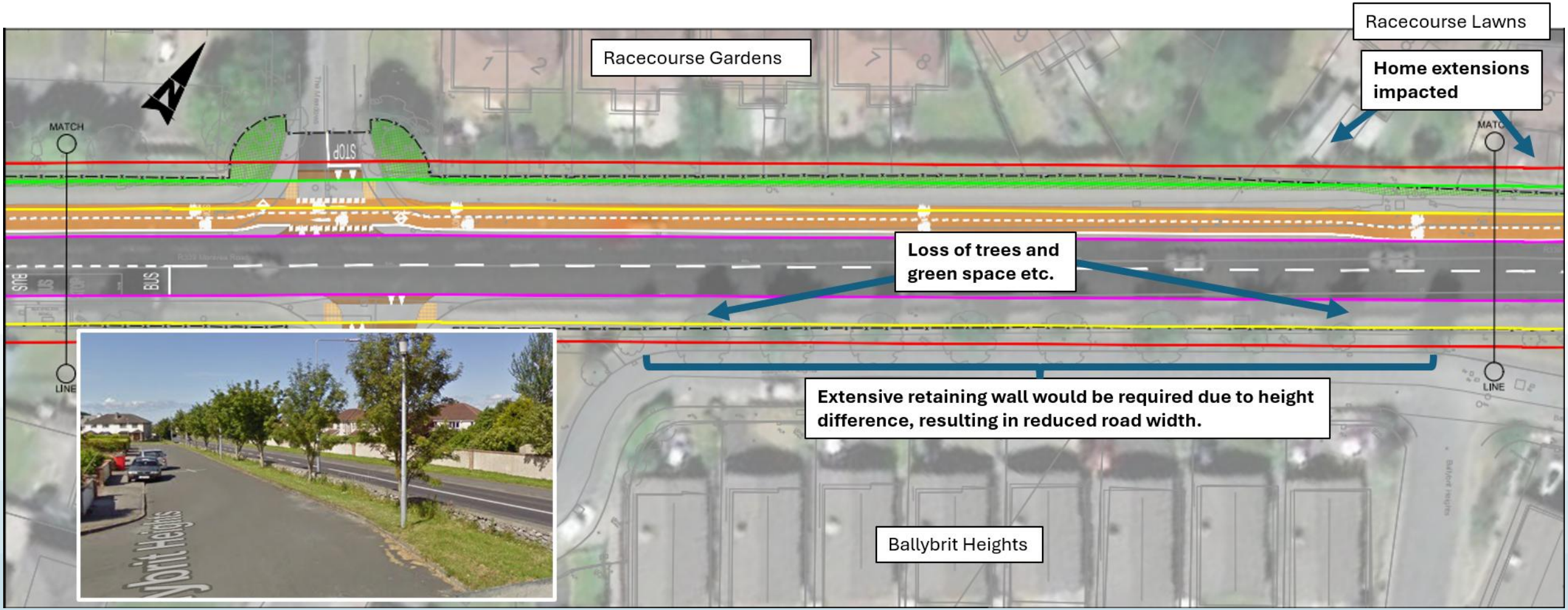
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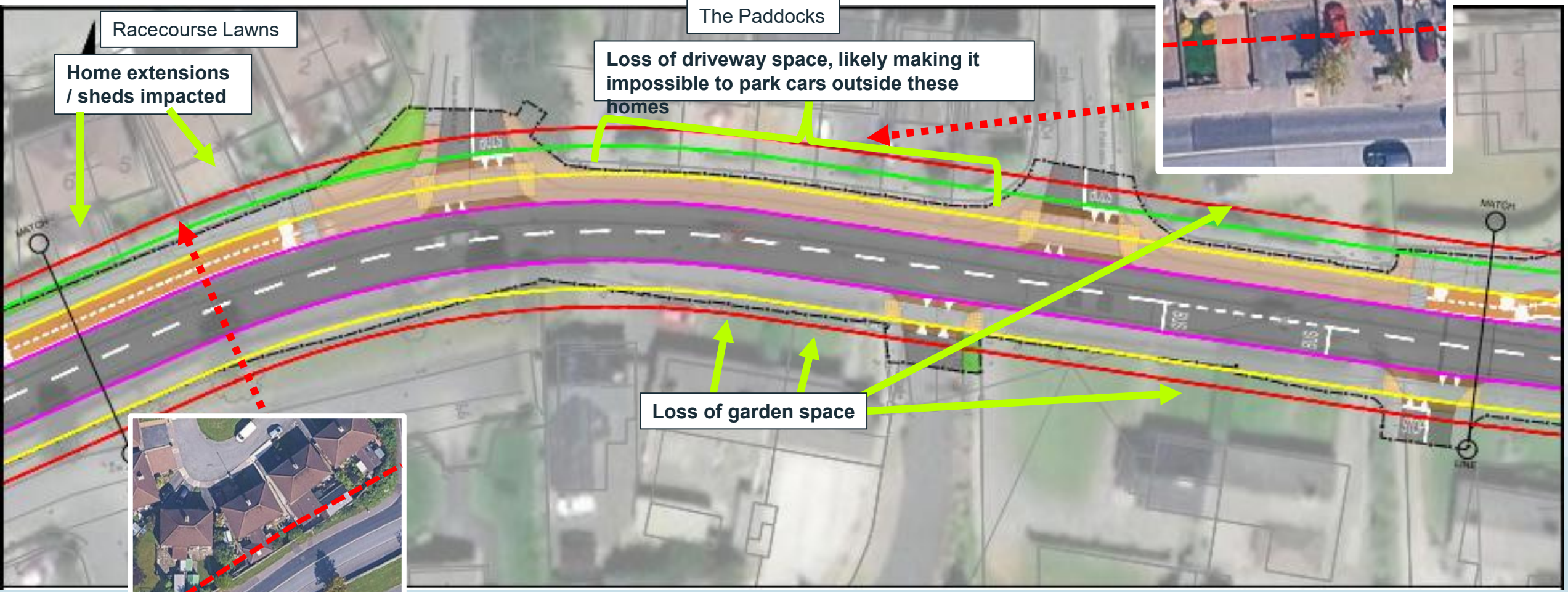
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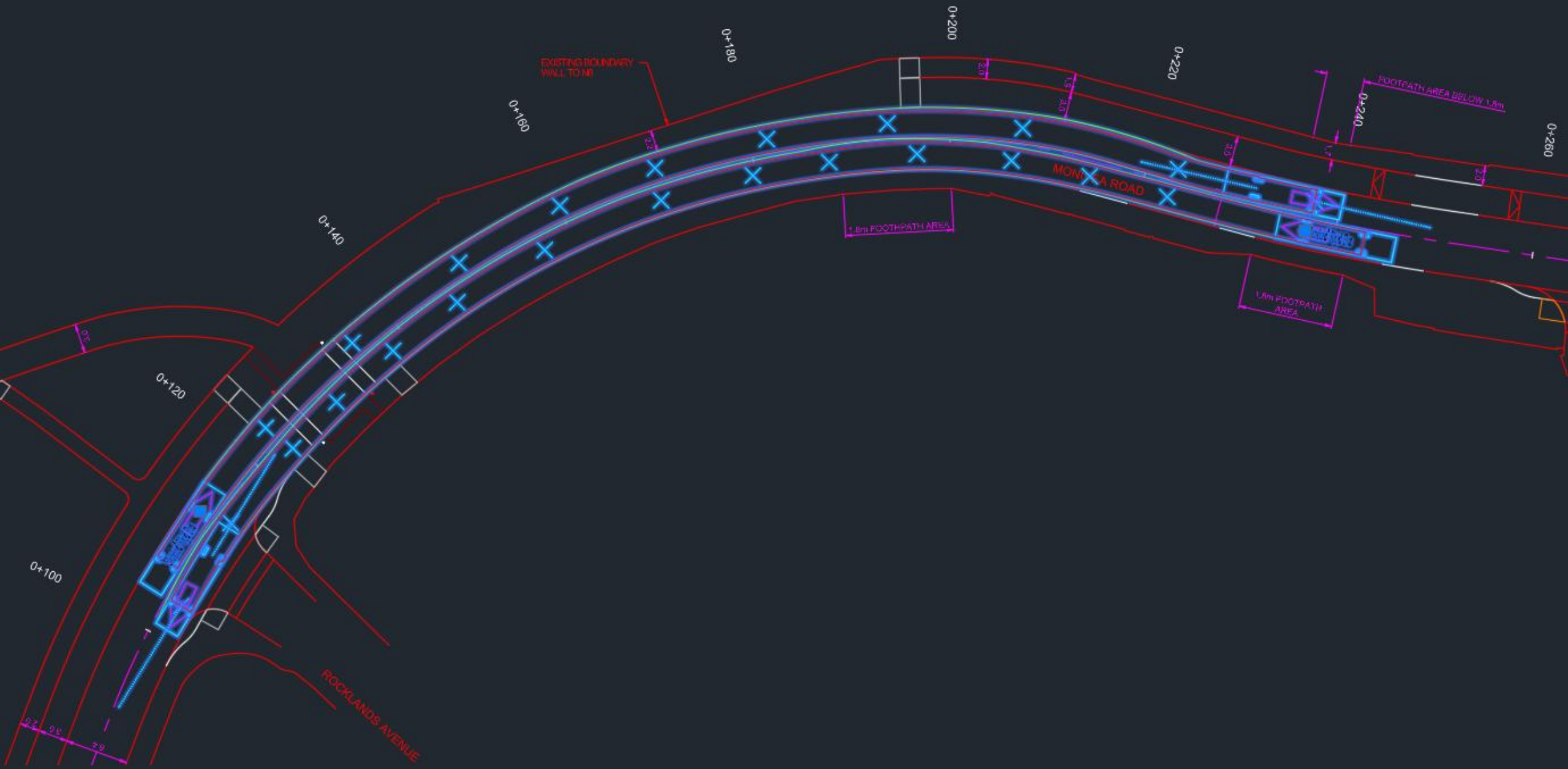
Bus Lanes: Impacts



Bus Lanes: Impacts



Two buses passing at the tightest curve



Conclusions



Conclusions

Part 8

- All public submissions have been thoroughly examined and responded to in detail (*see GCC Planning Department report and Chief Executive's Report*).
- It is considered that the scheme does not warrant any significant modification consequent on assessment of these submissions.
- The scheme is fully consistent with the policies, objectives and standards set out in the Galway City Development Plan & GTS.
- The scheme has been progressed in line with best practice, standards and guidelines.
- It is recommended that the proposed development proceeds as proposed.

Next Steps (subject to progression)

- Detailed Design & Tender Process
- Construction

Go raibh maith agaibh
Thank you



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