The Galway City Council Mobility Team (GCCMT) met on Thursday 16th July. Progress for the week ending 17th July 2020 is summarised below.

**Phase 1 Implementation**

**Mapping Resources**

Two maps have been developed to provide more information to the public and to businesses about changes implemented in Phase 1, including traffic management changes, installation of new cycle parking, and availability of loading bays in the city.

- Traffic Management Changes are available from [https://arcg.is/q8zD8](https://arcg.is/q8zD8)
- Details of loading bays in the City are available from [https://arcg.is/1OK145](https://arcg.is/1OK145)
- PDF versions of these maps are also available from [www.galwaycity.ie/mobilityteam](http://www.galwaycity.ie/mobilityteam)

**Tables and Chairs Licences**

Additional applications for Temporary Covid-19 Tables and Chairs Licences have been received this week, and are under review. Applications will be reviewed on a case by case basis, with the maximum duration to the end of September 2020.

Application forms remain available for any eligible businesses wishing to apply at: [https://www.galwaycity.ie/mobilityteam](http://www.galwaycity.ie/mobilityteam)

**Proposal for Covid-19 Temporary/ Pop-Up Cycle lane in Salthill**

A statement was released by the City Council earlier this week, a copy of which is attached.

**NTA Funding**

An application has been made to the National Transport Authority to fund the following Covid-19 related measures:

- Phase 1 & Phase 2 measures (bollards/ lining/ signage)
- Ballyloughane - cycle parking and planter boxes
- Park and Stride for Cappagh Park/ Barna Woods to Silverstrand Beach
- Galway Mobility Dashboard
- Touchless pedestrian push button units
- Parklets
Phase 2 Implementation Plan

Phase 2 Measures

Following consideration of submissions from the public and from businesses, a number measures are being investigated as part of Phase 2 of the Implementation Plan. Street audits have taken place, with areas under review including:

- Dyke Road (per weekly update w/e 10.07.2020);
- Middle Street and Augustine Street;
- Provision of additional cycle parking across the city.

Further detail will be made available as these plans/designs progress.

Engaging with Businesses

Submissions have been received from a number of business representative groups in the city, and are under review as part of Phase 2 interventions.

Whilst normal consultation processes are not possible during the COVID-19 pandemic, engagement with businesses and relevant stakeholders on specific interventions will continue through the various Implementation Teams on the ground, which vary from project to project.

Please note all interventions due to their temporary nature will be under constant review and adjustments or changes may be required at short notice when required.

Race Week Preparations

Galway City Council convened a meeting last week with our Principal Emergency Response Agency partners, An Garda Síochána, the Health Service Executive and the Fire Service, to discuss joint concerns for the safety of the public visiting the city centre during Race Week, during a public health pandemic. Although the Races this year are behind closed doors, it is anticipated that large numbers may visit Galway City and congregate in the city centre area.

The Director for Public Health in the HSE West outlined the risk of coronavirus transmission in densely populated urban city centre locations. With Galway’s narrow streets, it will be difficult to achieve and maintain social distancing for the public if numbers are not limited.

Given the risk of the spread of infection associated with social gatherings, as well as the evidence of outbreaks from bars and pubs in other countries, the Government has announced that pubs, bars, hotel bars, nightclubs and casinos will remain closed until 10th August. Pubs and bars, which are currently operating while serving food, can remain open once they are fully compliant with the public health guidance.

Galway City Council and An Garda Síochána met on Thursday to review the Government restrictions and to consider what measures are required for the city centre area for Race Week. Due to the delay in Phase 4 until the 10th August, the footfall in the city centre during Race Week will be reduced and the consequential impact on public health risks will also be reduced. An Garda Síochána will police the area during Race Week to enforce the drinking bye-laws and Galway City Council will have additional Community Wardens on duty. The area of the Spanish Arch and Claddagh Quays will remain open for now but will be continuously under review. The City Council will be on standby to close this area at short notice if requested to do so by An Garda Síochána.
St. Nicholas’ Market

The St Nicholas Market continues this week for food and nursery products stalls. This Saturday, the Market will operate across two sites - the traditional market area adjacent to St Nicholas’ Church, and in the car park of St Pat’s NS. Traders will operate in the traditional market area on Sunday.

The Environment Department continue to engage with the Traders Committee to identify solutions to enable all traders to resume operations.

Mobility Dashboard

Footfall counts continued to increase slightly on the previous week, with car traffic also increasing.

Analysis of 14 day footfalls in the city show that footfall is gradually increasing in the city centre.

![14 Day Totals](https://mytrafficcounts.com/dashboard-galway-public)

Charts and figures are available through the Galway City Mobility Dashboard. The dashboard can be viewed at: https://mytrafficcounts.com/dashboard-galway-public. Please note, this site is best viewed in the Chrome browser.

Keep up to date with the work of the City Mobility Team through the website at:

https://www.galwaycity.ie/mobilityteam

Ends
Appendix 1

Statement on Galway City Council proposal for Covid-19 Temporary/
Pop-Up Cycle lane in Salthill

14th July, 2020

In May 2020, a transport led City Mobility Team was set up in Galway City Council (GCCMT) for the purposes of considering and agreeing short/medium term temporary mobility interventions in the city. This was done in the context of the Government's response to COVID-19 which resulted in changed travel patterns and a requirement for safe social distancing in public spaces. To facilitate this, local authorities were charged with reallocating some road space specifically for walking and cycling purposes.

An extensive public engagement exercise was undertaken on-line from the outset by the GCCMT, which resulted in over 1400 submissions being received. There was overwhelming support for the provision of dedicated cycling infrastructure with over 200 submissions alone specifically requesting the installation of a temporary ‘pop-up’ cycle lane in Salthill. The GCCMT agreed that the delivery of this temporary facility would benefit a significant number of users so its progression was agreed as a priority in the Phase 1 Implementation Plan.

An in-house team was established to design the temporary cycle lane in full consultation with the Gardaí. A Safety Audit was completed and funding was committed by the National Transport Authority under their special Covid-19 Interim Mobility Measures Fund. The dedicated cycle lane was proposed on both sides of the road from the Grattan Road junction near the Galway Business School to Sea Point and onwards to Blackrock. Cycle specific traffic calming measures, signage and road markings were also proposed from Grattan Road to Wolfe Tone Bridge to give greater priority to cyclists sharing this road with vehicles.

Following extensive engagement with businesses in the Salthill area, who were not in favour of the temporary cycle lane proposals as advanced, Galway City Council at a Council Meeting that took place on the 13th July, 2020, rejected these proposals. The Chief Executive has indicated that the City Council can still implement this cycle lane as designed if consensus can be achieved, subject to funding still being available in accordance with the provisions of the roads act.

The Chief Executive also indicated that the 2016 Preliminary Report on the Proposed Barna Greenway can no longer be implemented as was proposed at that time. Work on a new design for this project will take place as part of the proposed flood defence scheme (CFRAM) for Salthill as well as a revised traffic management plan for the area including an upgraded public transport route. Due to the complexity of the several legislative processes involved in delivering these cross cutting infrastructural projects in an environmentally sensitive area, it will take several years to significantly advance progress the formal planning of these projects including the delivery of the proposed Greenway towards Barna which will also have to link to the proposed new Dublin to Galway Greenway as part of the cross city element of this.

ENDS