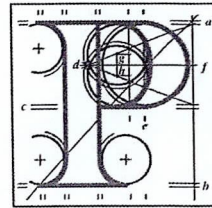


**Our Case Number:** ABP-314597-22



**An  
Bord  
Pleanála**

Diarmuid Croghan  
1 Walshes Terrace  
Woodquay  
Co. Galway  
H91KC7P

**Date:** 05 July 2023

**Re:** BusConnects Galway Cross-City Link Scheme.  
University Road to Dublin Road, Galway City.

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above mentioned case. The contents of your submission have been noted.

If you have any queries in relation to the matter please contact the undersigned officer of the Board.

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Niamh Thornton  
Executive Officer  
Direct Line: 01-8737247

CH08

<b>Teil</b>	<b>Tel</b>	(01) 858 8100
<b>Glaó Áitiúil</b>	<b>LoCall</b>	1800 275 175
<b>Facs</b>	<b>Fax</b>	(01) 872 2684
<b>Láithreán Gréasáin</b>	<b>Website</b>	www.pleanala.ie
<b>Ríomhphost</b>	<b>Email</b>	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

## Niamh Thornton

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**From:** LAPS  
**Sent:** Tuesday 4 July 2023 15:22  
**To:** Niamh Thornton  
**Subject:** FW: Bus Connects Cross-City Link Galway City Case Reference 314597

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**From:** Diarmuid <diarmuidcroghan@gmail.com>  
**Sent:** Tuesday, July 4, 2023 3:13 PM  
**To:** LAPS <laps@pleanala.ie>  
**Subject:** Bus Connects Cross-City Link Galway City Case Reference 314597

To whom it may concern,  
In response to Galway City Council's Observations on Submissions and Objections I wish to comment as follows:-

Galway County Council Observation 2.7 07 Diarmuid Croghan

### Response (1)

I would suggest that it is not just the extra distance involved in certain journeys from Woodquay (an extra 2 km-2.5km to some destinations) but the journey times will be significantly longer and the fact that these impacts are stated to be smaller for journeys originating east or north of the Bodkin Junction is little comfort for city centre residents. The "modal shift" will also take some time to come into effect.

I don't think the response to the question of direct access to the Hospital and A&E addresses the concerns of people in the central area. How do you legally get to the hospital in a private vehicle in an emergency

### Response (11)

Again It's not just the 700km it's the added journey time, the emissions.

### Response (111)

If this local person living near the bridge could traverse the Salmon Weir Bridge it would be so much easier.

### Response (1V)

I suggest that it would facilitate residents and all road users more if the direction of traffic flow was maintained as is. The reason is that traffic coming from the west side heading for Walshes Terrace/Corrib Terrace/Commercial Boat Club areas can simply "slip off" to the left avoiding queues and congestion on the main R863. Traffic travelling in the direction the City Council is now proposing has to cross the R863 to cross the Salmon Weir Bridge. The former option is just better all round from a road user point of view. It's easier and safer to go with the flow. There is no conflict with other traffic.

I would therefore request An Bord Pleanála to condition for maintaining the existing direction of flow.

I also wish to gratefully acknowledge Galway City Councils accommodation on this matter.

### Response (V)

At the present time there is a severe shortage of car parking which is causing a lot of difficulty. People need their cars and need them to be as close as possible to their dwellings. They also want to leave their cars in a relatively safe place, The Dyke Road car park is between 400m at the nearest point to residents in St Brendan's Avenue and up 600m from the furthest extremity of the Black Box which is located in the same car park. people don't feel safe walking those distances at night, particularly women so I say again that the removal of up to 200 car parking spaces from this area is very significant and that residents feel parking spaces are insufficient at present. There is also the

question of house maintenance and the reluctance of tradesmen to come into the city because they can't get parking. This is proving to be a real issue now.

Response (V1)

There was no leaflet drop in this area and any consultation was done online. The whole thing took place during Covid. There was a Cross-City Link Virtual Engagement Room but many of the images including those showing images of traffic flow directions became pixelated when magnified.

The fact remains that most people I have spoken to are unaware of the fact that the Salmon Weir Bridge is to close 7am-7pm. If people even now are unaware the bridge is to be closed you have to ask the question why is that the case.

Even the public notices in the Galway City Tribune and Irish

Independent [galwaycity.ie/gccfiles/?r=/download&path=LORlcGFydG1lbnRzL1RyYW5zcG9ydC9HVFMgUHJvamVidHMvQ3Jvc3MtQ2l0eSBMaW5rL0Nyb3NzIENpdHkgTGluayBXZWJzaXRIL05ld3NwYXBldiBOb3RpY2UgQ2l0eSBUcmliidW5lIC5wZGY%3D](http://galwaycity.ie/gccfiles/?r=/download&path=LORlcGFydG1lbnRzL1RyYW5zcG9ydC9HVFMgUHJvamVidHMvQ3Jvc3MtQ2l0eSBMaW5rL0Nyb3NzIENpdHkgTGluayBXZWJzaXRIL05ld3NwYXBldiBOb3RpY2UgQ2l0eSBUcmliidW5lIC5wZGY%3D)

do not specifically state the closure of the Bridge. Other newspaper advertisements about Bus Connects didn't refer to the closure either.

In my opinion this is materially of huge significance and would bring the whole question of the adequacy of the description of the development into question and therefore the Planning Application itself.

As a general response to (1) - (6) above I hope the project if approved has conditions attached that go some way towards addressing the concerns above. No one is disputing the need for increased use of public transport. A lot of work has gone into it. But it seems the city centre residents are being asked to pay a high price in terms of vehicular restrictions and loss of car parking and I would ask An Bord Pleanála to consider the following:-

- 1) Restricting the hours of operation of the bridge closure to peak hours and phase in the scheme as the modal shift occurs
- 2) Use of Number Plate Recognition Technology to allow Residents in the central area to use the bridge. This is done in other countries. This would be a small cost in relation to the overall cost of the Project
- 3) Since the application was made the city centre speed limits have been reduced to 30km/hr. This should make it easier and safer to use shared space.
- 4) Some plan for Emergency access to the hospital in the event of an emergency

Regards,

Diarmuid Croghan BE, Dip Highway Engineering, Dip Environmental Engineering