



**Galway Cycling Campaign**  
**Feachtas Rothaíochta na Gaillimhe**

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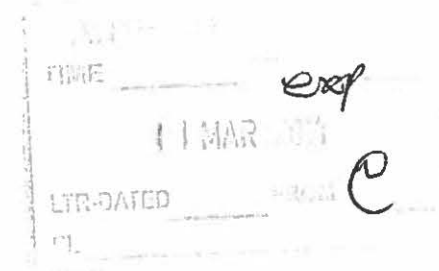
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CQ-50  
B123553

FAO: An Bord Pleanála

**Re: PA0033: Renmore and Townparks Townlands, Galway**

**Galway Harbour Redevelopment**

To whom it may concern



On behalf of the committee I wish to make an observation on the above planning application. We request that an oral hearing be held into the scheme where we might explore our concerns in greater detail.

### 1. Traffic impacts

It is our view that if this development is to proceed a necessary prerequisite is the provision of alternative road links serving the harbour. In our view, the provision of the Dublin Port Tunnel and the associated city centre HGV ban has had a transforming effect on Dublin City Centre as a cycling and walking environment. The lessons of Dublin need to be learned in Galway. On a related issue, the extensive construction traffic associated with this development could have a strong negative impact within key cycling routes in Galway City unless alternative routes are developed and stringent movement restrictions imposed.

Previous Galway city development plans have included a provision for a bus corridor following the railway line and coming in from the east of the city. (See 3.5 "Specific objectives" in the Galway City plan 2005-2011). The development of this road, as already proposed by the city council, would provide an alternative route for construction traffic. When construction is complete this road would also provide a means for heavy freight traffic to avoid the city centre. A HGV ban for the city centre will be a necessary part of a viable walking and cycling strategy for Galway. The provision of an alternative route for HGVs might also enable the development of a freight redistribution centre in the harbour area. This would allow goods brought to the city by HGV to be transferred to more suitable vehicles for final delivery.

Section 4.5.2.21 (Construction Machinery) of the EIS sets out predicted movements of heavy Construction Vehicles HCVs during construction. Including in Stage 1 - 300 HCV movements per day for 9 months, during Stage 2 - 100 HCV movements per day for 6 months, during Stage 3 100 HCV movements per day for 6 months. Figures given in Table 4.5.3 (Principle Quantities for Construction) suggest the movement of 1,114,650cu.m of material from local quarries through city roads that also function as cycling routes and school routes. In addition to the alternative road proposed above it may be necessary to prohibit the use of quarries to the

west of the city. We would also urge a prohibition on HCV movements during school travel hours 8:30 to 9:30 am and 3:00 to 5:30pm.

## **2. Coastal walking and cycling route**

There is a longstanding proposal for a coast walking and cycling route incorporated into the existing promenade on the west of the city and eventually extending east and west. Typically such routes consist of a two-way cycle track running along the coastal edge. While two-way cycle tracks have safety problems in other situations, they are standard treatment for following coastal or river alignments. The harbour scheme should include provision to tie in with any coastal cycle route using a similar design to provide a continuous route through the site. It may be that two-routes will need to be provided for depending on the nature of activity at the port. Thus a route as close as possible to the water's edge for use when cruise liners etc are present and an alternative route for use when freight loading or unloading takes place.

## **3. Railway line path**

As proposed, this development will include works on the railway line embankment that bounds the north of the site. This embankment includes a railway line footpath that is acknowledged in city development plans as a cycling and walking route into the city. Despite this, works by CIE have significantly reduced its width and greatly reduced its attractiveness. If additional works are now to be carried out these should include the restoration and improvement of the railway line path.

## **4. Footpath Cycle Lanes**

Drawing number 2139-2132 shows footpath-type cycle lanes running along roads with side roads and access points. This is a highly questionable design as it encourages "wrong-way" or cycling - where cyclists use a cycle facility to cycle on the right hand side of the road. This is associated with significantly increased risk of collisions with motor traffic at junctions. This feature should be dropped unless two-way use is intended. If two-way use is intended then this will require increased path width and other works such as raised ramps and advisory signage at all junctions.

## **5. Bridge Archway**

The EIS drawings show the existing archway under the railway embankment being used as an "escape gateway". This archway also ties in with a natural demand alignment for cycle and walking traffic between Renmore, Mervue, Wellpark and the city centre this role should also be accounted for in the design.

I enclose EU50 to cover the cost of making this observation.

Yours faithfully,



Shane Foran M.Sc.