

# Appendix A.1.1

**Public Consultation No. 1**

A.1.1 Public Consultation No. 1

Galway County Council  
**N6 Galway City Transport Project**  
Public Consultation No. 1

GCOB – 4.03-17.1-001 (PC1 Report)\_Issue 2.docx

Issue 2 | 16 March 2016

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 233985-00

**Arup**  
Corporate House  
City East Business Park  
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Galway  
Ireland

**ARUP**

# Document Verification

# ARUP

<b>Job title</b>		N6 Galway City Transport Project		<b>Job number</b>		233985-00	
<b>Document title</b>		Public Consultation No. 1		<b>File reference</b>		4-04-03	
<b>Document ref</b>		GCOB – 4.03-17.1-001 (PC1 Report)_Issue 2.docx					
<b>Revision</b>	<b>Date</b>	<b>Filename</b>	GCOB-4.03-17.1-001 (PC1 Report)_Issue1.docx				
Issue 1	12 Sept 2014	<b>Description</b>	Issue 1				
			Prepared by	Checked by	Approved by		
		Name	Eimear Keane	Mary Hurley	Eileen McCarthy		
		Signature	<i>Eimear Keane.</i>	<i>Mary Hurley.</i>	<i>Eileen McCarthy.</i>		
Issue 2	16 Mar 2016	<b>Filename</b>	GCOB-4.03-17.1-001 (PC1 Report)_Issue 2.docx				
		<b>Description</b>	Issue 2				
			Prepared by	Checked by	Approved by		
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Signature	<i>Eimear Keane.</i>	<i>Mary Hurley.</i>	<i>Eileen McCarthy.</i>				
		<b>Filename</b>					
		<b>Description</b>					
			Prepared by	Checked by	Approved by		
		Name					
		Signature					
		<b>Filename</b>					
		<b>Description</b>					
			Prepared by	Checked by	Approved by		
		Name					
		Signature					
<b>Issue Document Verification with Document</b>							<input checked="" type="checkbox"/>

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# 1 Introduction

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The N6 Galway City Transport Project is intended to address the transportation issues within Galway City and environs which are having a negative impact on the National and Regional road network. The resolution of the transportation issues in Galway is compatible with the Government's objectives in the National, Regional and Local policy documents.

In accordance with the National Roads Authorities Project Management Guidelines, consultation is required with the public at key stages. The purpose of these consultations is to engage the public in the scheme delivery process, inform the public of the statutory process and the likely time scales, seek the public's co-operation and understanding of the project and to capture local knowledge as part of the EIA process. The public consultation comprised an Information Brochure with an accompanying Comment Sheet in combination with a public exhibition.

This report details the process and records feedback from the commentary received during consultation.

# 1 Public Consultation Process

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## 1.1 Extent of Public Consultation

A comprehensive Constraints Study which addresses all constraints including human beings, archaeology and cultural heritage, agriculture, landscape and visual, hydrology, hydrogeology, ecology, geology, material assets, planning policy, noise, air and climate was undertaken by the design team.

The results of this Constraints Study were displayed to the public at the consultation sessions. The aim of this was to receive feedback from the public and gain invaluable information from their local knowledge of constraints that may have been overlooked.

## 1.2 Advert

An advert was placed in the Galway Advertiser, Connaught Tribune, Tuam Herald and City Tribune on the week prior to the public consultation on 9 July 2014. A copy of the advert is contained in **Appendix A**.

## 1.3 Brochure

A colour Brochure and Comment Sheet were prepared, in both Irish and English. The Brochure gave a brief introduction to the scheme, it details the status of the previous scheme, highlights the need for a new scheme and invites submissions from the public.

The Brochure and Comment Sheet were available to the public on the Galway County Council website and at the public consultation. A copy of the Brochure and Comment Sheet are available in **Appendix B**.

The public were given a two week period to submit commentary on the Constraints Study via a dedicated project email address or by post. This submission deadline was later extended to the 14 August.2014.

## 1.4 Public Consultation

Two Public Consultation (PC) sessions were held to facilitate residents from the east and west of the city. The first PC was held on Monday 14 July in the Westwood Hotel, Dangan from 10:00am to 9:00pm. The second session was held on Tuesday 15 July 2014 in the Pillo Hotel, Headford Road from 10:00am to 9:00pm. Representatives from Arup and Galway County Council were in attendance to assist the public in explaining the material on display.

Over 100 people signed the attendance register.

The constraints were shown on three different types of mapping background namely aerial photography, discovery mapping and OS mapping at a scale of 1:10,000, with the aerial mapping also shown at a scale of 1:5000. The maps were mounted on display boards for ease of visibility. The constraints maps displayed at the public consultation included:

- Technical Mapping
  - Engineering, Gas, ESB and Cultural Heritage Constraints (discovery mapping);
  - Landscape and Agriculture Constraints (aerial mapping);
  - Socio Economic, Noise, Geology and Hydrogeology Constraints (OS mapping); and
  - Ecological constraints (aerial mapping).
- Posters
  - Summarizing the current transport issues;
  - Detailing the options available to solve transport issues;
  - Habitat Directive Article 6; and
  - Outlining our next steps in the development of a transportation solution.

## 1.5 Public Display

The display boards were moved to the N6 Galway City Transport Project Office following the public consultation sessions. The unattended viewing was available for public viewing until the 31 July 2014. The material from this public consultation is still available to view on the project website, [www.n6galwaycity.ie](http://www.n6galwaycity.ie). A copy of the display boards is included in **Appendix D** of this report.

## 2 Feedback from Public Consultation

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### 2.1 Debriefing

Following the Public Consultation a debriefing session involving the staff from the exhibition was held in order to capture information in terms of comments from the public. Some general comments received include the following:

- Requests for the study area to be extended further north;
- Many concerns rose regarding the implications of the previous scheme and landowners with “frozen” lands explained their current predicament;
- Ballindooley residents fear a new road scheme would split the community;
- Suggested that an additional river crossing was required;
- Any works carried out should not adversely affect the navigation of the River Corrib;
- The flaws in the current public transport network were highlighted and the need to improve bus routes and infrastructure and the frequency of commuter trains were expressed;
- Provide a link to the R336 west of Bearna;
- Many suggested that tunnelling of routes under the limestone pavement;
- Residents described the current traffic and congestion issues within Galway;
- Advised of additional constraints omitted from the mapping;
- Expressed an opinion that the house of Fr Peter Daly, Albano Cottage near Bushypark should be designated as a protected structure; and
- The introduction of school buses would provide a safe mode of transport for children and ease congestion at peak morning hours.

### 2.2 Submissions

A total of 17 submissions were received following the public consultation. A summary of these are included in **Appendix C**.

## **Appendix A**

### **Advertisement**

# A1

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## **N6 Galway City Outer Bypass Constraints Study Public Consultation No.1**

Galway County Council is co-ordinating the development of a transportation solution for Galway following the quashing of the original project by the Supreme Court last year. The current project is being managed by the National Roads Project Office (NRPO) of Galway County Council on behalf of both Councils under an agreement made pursuant to Section 85 of the Local Government Act 2001. A dedicated project office staffed by the newly appointed consultant, Arup, has been established beside the NRPO in Ballybrit.

The purpose of this public consultation is to inform the public of the study area for this scheme, the constraints identified to date and the implications of the EU Habitats Directive and the programme for advancement of the new project.

Public consultation forms an important part of advancing the design process towards the development of route corridor options and allows the involvement of the public in identifying key constraints. In order to afford an opportunity for the public to be fully informed and to raise questions, concerns and comments for future consideration, public consultation sessions will be held at the following locations:

<b>Date</b>	<b>Time</b>	<b>Venue`</b>
Monday 14 July 2014	10.00am-9.00pm	(Westwood Hotel, Dangan)
Tuesday 15 July 2014	10.00am-9.00pm	(Pillo Hotel, Headford Road)

At the public consultation sessions, drawings of the study area and known constraints will be on display.

Galway County Council values the opinion of the community on the project and welcomes comment from the public and interested parties. Staff from Galway County Council (Galway National Roads Design Office) and Arup will be available to answer questions at both venues.

### **For further information contact:**

The Project Engineer  
N6 Galway City Outer Bypass Project Office  
Galway National Roads Project Office  
Corporate House  
City East Business Park  
Ballybrit  
Galway

Phone: 091 509594

Email: [nrdo@galwaycoco.ie](mailto:nrdo@galwaycoco.ie)

Further information regarding this project is available at the following website:

[www.galway.ie /Major Road Projects](http://www.galway.ie/Major%20Road%20Projects)

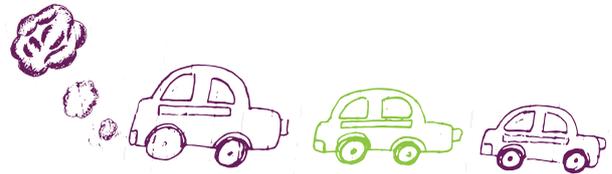
## **Appendix B**

### **Brochure & Comment Sheet**

# B1

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## What is the problem?



It is essential at the outset to establish the cause of the existing problems and issues in order to develop appropriate and effective solutions. Initial work has focused on extensive data collection, travel surveys, traffic analysis and delay assessment on the existing network to establish a set of tangible measurable indicators or key performance indicators (KPI) to define the existing problems and ultimately with which to compare future potential solutions. The outcome of this initial examination of the transportation issues in Galway City and environs has shown that the following are worthy of further study and analysis:

- Congestion on routes in the city;
- Journey time unreliability due to uncertain quantum of delay;
- Journey time variability throughout the day;
- Peak hour traffic delays;
- By-passable traffic is in conflict with internal traffic;
- Inadequate transport links to access markets within the city;
- Inadequate transport connections from Galway onwards to Connemara, and
- Lack of accessibility to the Western Region as a whole.

In essence the existing network is congested, with substandard provision in terms of capacity both on links and junctions, all of which leads to unreliable journey times, delay and a lack of access. The provision of a good quality route from the east to the west of Galway will allow Galway function as a unit to become the gateway of the Western Region and become an effective counter pole to the Greater Dublin Area. This is compatible with Government policy at national, regional and local level, as is reflected in policies in the National Spatial Strategy, Smarter Travel, Regional Planning Guidelines and Galway City and County Development Plans.

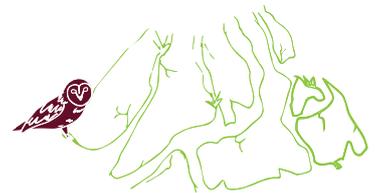


### Constraints Study

A comprehensive constraints study has been carried out which addresses all constraints including human beings, archaeology and cultural heritage, agronomy, landscape and visual, hydrology, hydrogeology, ecology, geology, material assets, planning policy, noise, air and climate. However, it is evident from this study that ecology as well as the physical form of the city is a key constraint. This has necessitated extensive ecological surveys to prepare detailed habitat mapping, which is on-going throughout the study area.



**TELL US  
YOUR VIEWS**  
by returning the  
comment sheet by  
**31 July 2014**



Solution focused on public transport including BRT is likely to leave substantial congestion.

Reuse of existing N6 is technically challenging and requires further design to fully consider impacts.

Outer option is likely to impact on designated habitat.



## What Happens Next?

- Following this Constraints Study options to solve the transportation problems for Galway will be developed.
- Another public consultation will be held later this year to show details of the developed options.
- Options will be compared and a solution recommended.

**If you are unable to attend the public consultation exhibition the proposals may be viewed by appointment, at the address below until 31 July 2014.**

### **N6 Galway City Outer Bypass Project Office**

Galway National Roads Project Office  
Corporate House  
Ballybrit Business Park  
Ballybrit  
Galway

**Email:** N6GCOB@arup.com



## Appendix C

### Submissions

# C1

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N6 Galway City Transport Project

Ref No.	Date	Comments
001	15/07/2014	Preference is for the northern route from the previous scheme, study area should be extended to the north, tunnel beneath the cSAC along the original route.
002	15/07/2014	Train timetable in Oranmore is not sufficient for commuting. There are only two return evening trains from the city.
003	14/07/2014	Support for the project.
004	18/07/2014	Discussion of fundamental questions which need to be addressed. Examples of ways to ease congestion.
005	20/07/2014	All the issues around a meaningful debate on Spatial Planning, and of where Galway, as a 'Gateway City' should be going will be highlighted in any submission An Taisce make. A copy of the letter that was submitted by An Taisce to ABP prior to the oral hearing was provided.
006	25/07/2014	Overview of the GLUAS project
007	28/07/2014	Corrib Branch of the Inland Waterways Association of Ireland (IWAI), expressed his displeasure with receiving the public consultation documents so late and having such a limited timeframe to respond. They are anxious to ensure that the navigation of the River Corrib is not impeded further.
008	28/07/2014	An agreement was made with the NRA during the scheme in relation to access to lands. Looking to have a meeting in relation to this.
009	30/07/2014	A submission on behalf of the Transport and Environment Interest group of the Galway City Community Forum. The Forum acts as an umbrella group for circa 200 community and voluntary groups. Their policy documents on creating sustainable city infrastructure and on promoting public transport were included in the submission and previous submissions on other consultations. This includes an indicative list of projects that draw on forum policy which we put together for the City's 2009 bid under the Smarter Travel Areas Fund competition. Also attached is a proposed list of roadworks that was drafted for the 2010 City Development Plan consultation and a set of proposed recreational cycle routes submitted as part of the same process.
010	31/07/2014	Complimentary of the attending staff and additional questions asked. The data displayed was general and scarce on detail. The maps were without references and were not going to be on the website. The illustration showing a tram style bus had previously been acknowledged as being too big for Galway's medieval streets. There was considerable haste with regard to the time scale of the public consultation. Two out of the four photos show the river crossing point of the previous scheme. No evidence of changed thinking since 1999. Neglected to say that the earlier proposed project was rejected in its entirety by the Inspector. Little or no improvement has taken place in improving public transport in Galway since 1999 and simple and imaginative solutions remain untested. Inadequate time has been allowed to the general public to research and make adequate response to the first Public Consultation.
011	31/07/2014	Sets out a "Hierarchy of Solution" aimed at restoring cycle use. In summary the five measures in decreasing priority were as follows; Traffic speed reduction, Traffic reduction, Junction treatment and traffic management, Increasing road space and overtaking space for cyclists and finally, Hard shoulders, cycle lanes and paths. Mr McKenny also details specific case studies where private motorised traffic has been successfully removed/reduced within cities. The case studies implemented measures such as "traffic cells", restricting private traffic from crossing the city centre, reducing car parking capacity, etc... It is the view of the Campaign that any extra road capacity created through the potential construction of the GCOB should be allocated to non private motorised forms of transport.
012	31/07/2014	Believes the Study Area is too limited to the west of Galway City. It should include the entire Moycullen/Connemara bogs and continue out as far as An Spideal because the GCOB and R336 projects are "inextricably linked".
013	31/07/2014	Believes the Study Area is too limited to the west of Galway City. It should encompass the entire Moycullen Bogs, and the L1320 corridor between the N59 and the R336. Furthermore the R336 and N59 Moycullen Bypass projects should be incorporated into the GCOB constraints study.
014	01/08/2014	Sees the solving the following issues the only solution to Galway's traffic problems. Signalised junctions severely back up traffic, particularly the Moneenageisha and Tuam Road junctions. Traffic lights in the city are not synced right, especially at night. There could be a money generating scheme, to cash in on revenue from traffic violation fines. Regulatory bodies need to give back a bit to drivers who pay thousands in car tax and stop increasing garda quotas, this will give people more money to spend on the wider economy. Sensors at traffic lights need to be implemented. A go left on red (like USA) type of system should be introduced across the city.
015	06/08/2014	Details the impending oil crisis and the climate crisis. Gives suggestions of alternative solutions to roads. Suggested additional constraints. Gave links to references.
016	10/08/2014	There has been unauthorised people on his land, he is unsure if it is in relation to the GCOB project, quotes NRA documentation in relation to entering land. Very limited information was given at the PC and the study area has narrowed which will outrule any options west of Tonabrocky commanage. Explains his situation in which his lands are frozen and how the scheme has effected him so far.
017	03/07/2014	Suggested that a coastal road should be considered and gave a description of where the coastal road should go in detail.

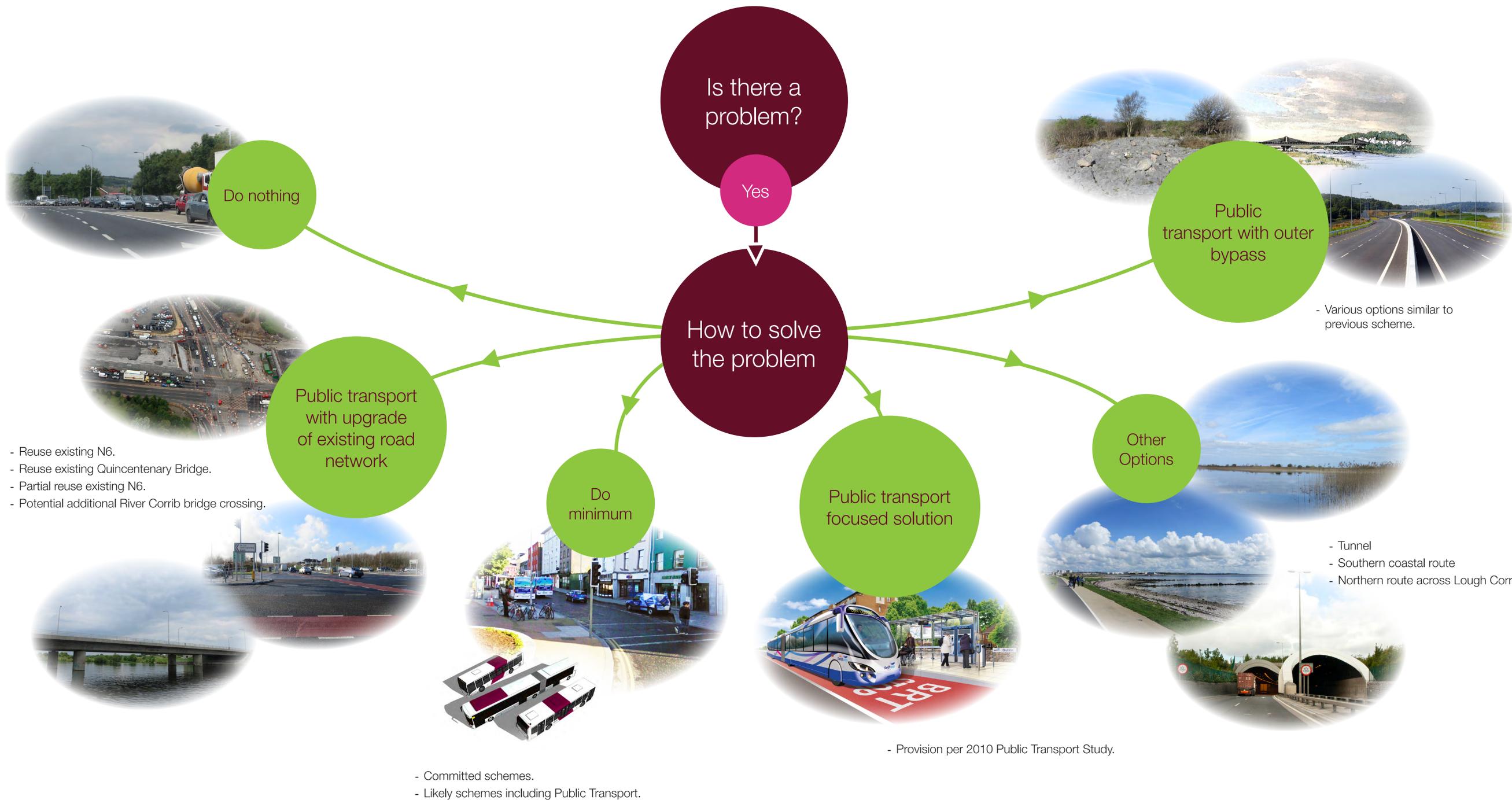
## **Appendix D**

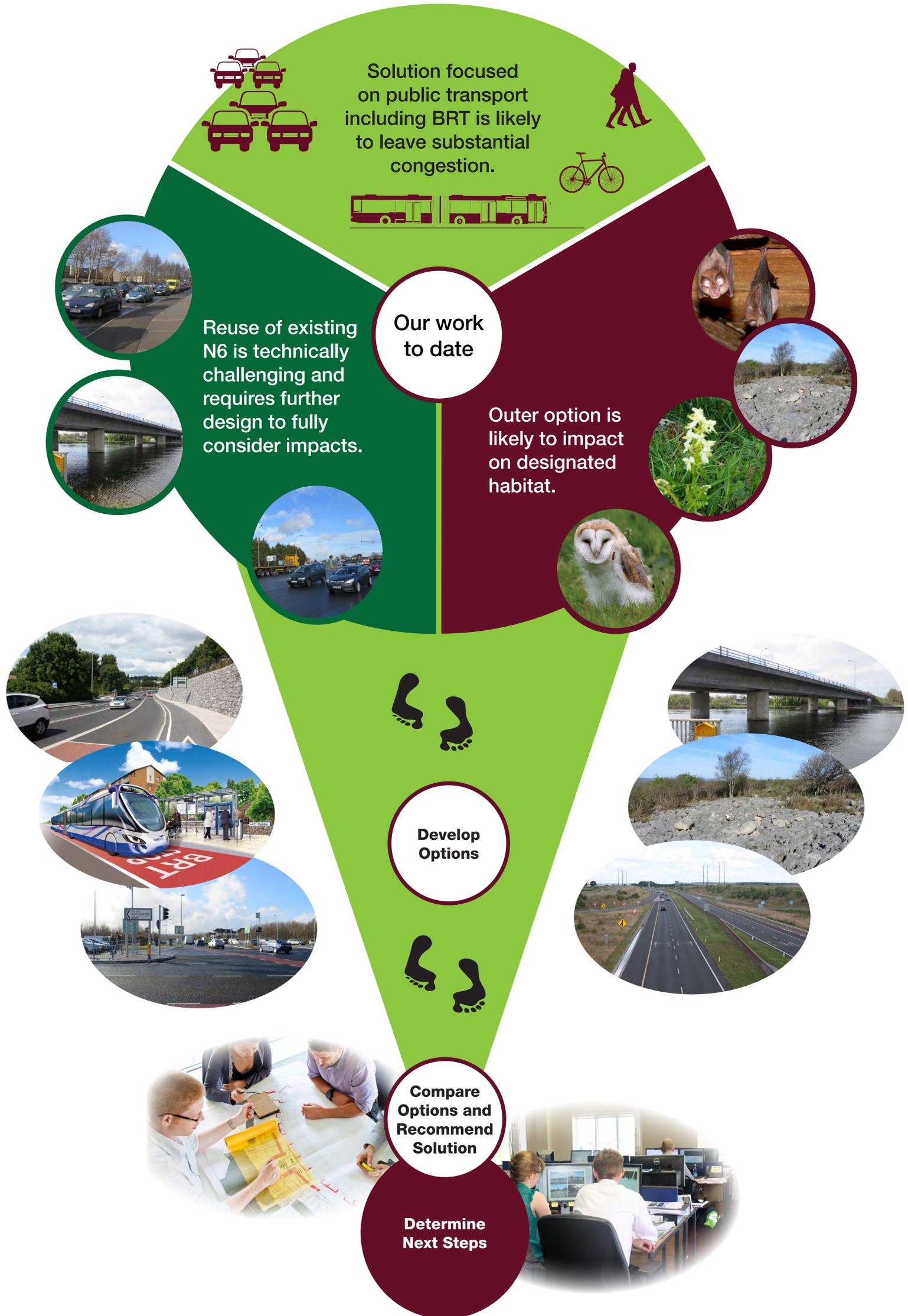
### Display Boards

# D1

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Galway City  
Transport Project

# Public Consultation

July 2014

ARUP

## What are the transport issues?



## Article 6 EU Habitats Directive

Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora



**1.** For special areas of conservation, Member States shall establish the necessary conservation measures involving, if need be, appropriate management plans specifically designed for the sites or integrated into other development plans, and appropriate statutory, administrative or contractual measures which correspond to the ecological requirements of the natural habitat types in Annex I and the species in Annex II present on the sites.

**2.** Member States shall take appropriate steps to avoid, in the special areas of conservation, the deterioration of natural habitats and the habitats of species as well as disturbance of the species for which the areas have been designated, in so far as such disturbance could be significant in relation to the objectives of this Directive.

**3.** Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public.

**4.** If, in spite of a negative assessment of the implications for the site and in the absence of alternative solutions, a plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of a social or economic nature, the Member State shall take all compensatory measures necessary to ensure that the overall coherence of Natura 2000 is protected. It shall inform the Commission of the compensatory measures adopted.

Where the site concerned hosts a priority natural habitat type and/or a priority species, the only considerations which may be raised are those relating to 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.

