

Appendix A.1.3

Public Consultation No. 3

A.1.3 Public Consultation No. 3

Galway County Council
N6 Galway City Transport Project
Public Consultation No. 3

GCOB - 4.03-17.3-001 (PC3 Report)_Issue 2.docx

Issue 2 | 16 March 2016

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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 239855-00


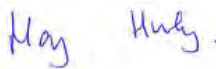
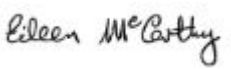

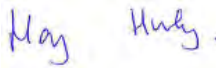
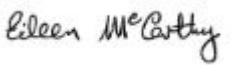
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ARUP

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Display Boards

1 Introduction

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.

Galway City and County Councils remain committed to developing a solution to the existing congestion on the national road network and on the R336. In 2013 following competitive tender Arup were appointed to examine studies, documents and court rulings relating to the unsuccessful scheme, and undertake feasibility studies, route selection, design and planning for a revised scheme.

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 cooperation and understanding of the project and to capture local knowledge as part of the EIA process. The public display comprised an Information Brochure in combination with a public exhibition.

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

2 Public Consultation Process

2.1 Extent of public display

A comprehensive route option development was undertaken by the Design Team which culminated with six routes being displayed at the previous public consultation sessions. Moving on from the previous consultation, the Design Team identified the Emerging Preferred Route Corridor (EPRC). Details of the EPRC and the route selection process formed the first part of the public display. The second part of the display comprised of details of the Integrated Transport Management Programme (ITMP), carried out by Galway City Council in conjunction with the National Transport Authority (NTA). The aim of the public display was to receive feedback from the public and gain invaluable information from their local knowledge that may have been overlooked. This information informed the design process.

2.2 Advert

An advert was placed in the Connaught Tribune on the week prior to the public consultation on 25 May 2015. A copy of the advert is contained in **Appendix A**.

2.3 Brochure

A colour Brochure was prepared, in both Irish and English. The Brochure gave a brief introduction to the scheme, highlighted the objective of the route selection process, detailed the possible components of the transport solution and outlined the proposed schedule for key milestones.

The Brochure was available to the public on the project website and at the public display. A copy of the Brochure is available in **Appendix B**.

The public were given over a three week period to submit commentary on the constraints study, route selection and the EPRC via a dedicated project email address or by post.

2.4 Public Display

Two public display sessions were held to facilitate residents from the east and west of the city. The first public display was held on Monday 25 May in the Menlo Park Hotel, Headford Road from 2:00pm to 8:00pm. The second public display was held on Tuesday 26 May 2015 in the Westwood Hotel, Dangan from 2:00pm to 8:00 pm. Representatives from Arup, Galway County Council, Galway City Council and the National Transport Authority were in attendance to assist the public in explaining the material on display.

The sessions were well attended with over 400 people signing the attendance register.

The Emerging Preferred Route Corridor was shown on three different types of mapping background namely Aerial Photography, Discovery mapping and OS mapping at a scale of 1:5,000. The maps were mounted on display boards for ease of visibility. Other information displayed at the public display included:

- Route Options Development;
- Emerging Preferred Route Corridor and the six route options with the ecological habitat mapping; and
- Posters:
 - Transport vision for Galway;
 - Summarising the current transport issues;
 - Route Selection Process;
 - Habitat Directive Article 6;
 - Project Framework; and
 - Integrated Sustainable Transport Solution.

The display boards were moved to the N6 Galway City Transport Project Office following the public display sessions. At the time of writing this report, the display boards are still available for unattended viewing between 9.30am to 5.30pm daily. A copy of the display boards is included in **Appendix D** of this report. The display boards for the Integrated Transport Management Programme were moved to City Hall for unattended viewing following the public display sessions.

3 Feedback from Public Consultation

3.1 Debriefing

Following the public display a debriefing session involving the staff from the exhibition was held in order to capture information in terms of comments from the public. Some of the most common themes included:

- Implementation of improved public transport and smarter mobility should be prioritised over a road scheme;
- Greater importance given to the protection of environmental habitats over humans;
- Viability of going back to the route of the N6 Galway City Outer Bypass, 2006 (2006 GCOB) in the Bearna area;
- Impacts of demolition to homes and businesses; and
- Impact to communities and cultural heritage of many townlands e.g. Castlegar, Coolagh, Dangan/Bushypark and Bearna.

3.2 Submissions

A total of 70 individual submissions were received following the public display by post, email, or were dropped into the project office. **Appendix C** contains a summarised version of each individual submission. Each submission is categorised by the general theme of the comments. **Figure 1** contains a pie chart showing the percentage breakdown of the following categories.

- Public Transport/Smarter Mobility;
- Design;
- Habitat vs. Humanity;
- Community/Cultural Heritage;
- Environment;
- 2006 GCOB;
- Need for Scheme;
- Material Asset;
- Recreation/Amenity;
- Economy;
- Health;
- Safety;
- Public Consultation; and
- Other.

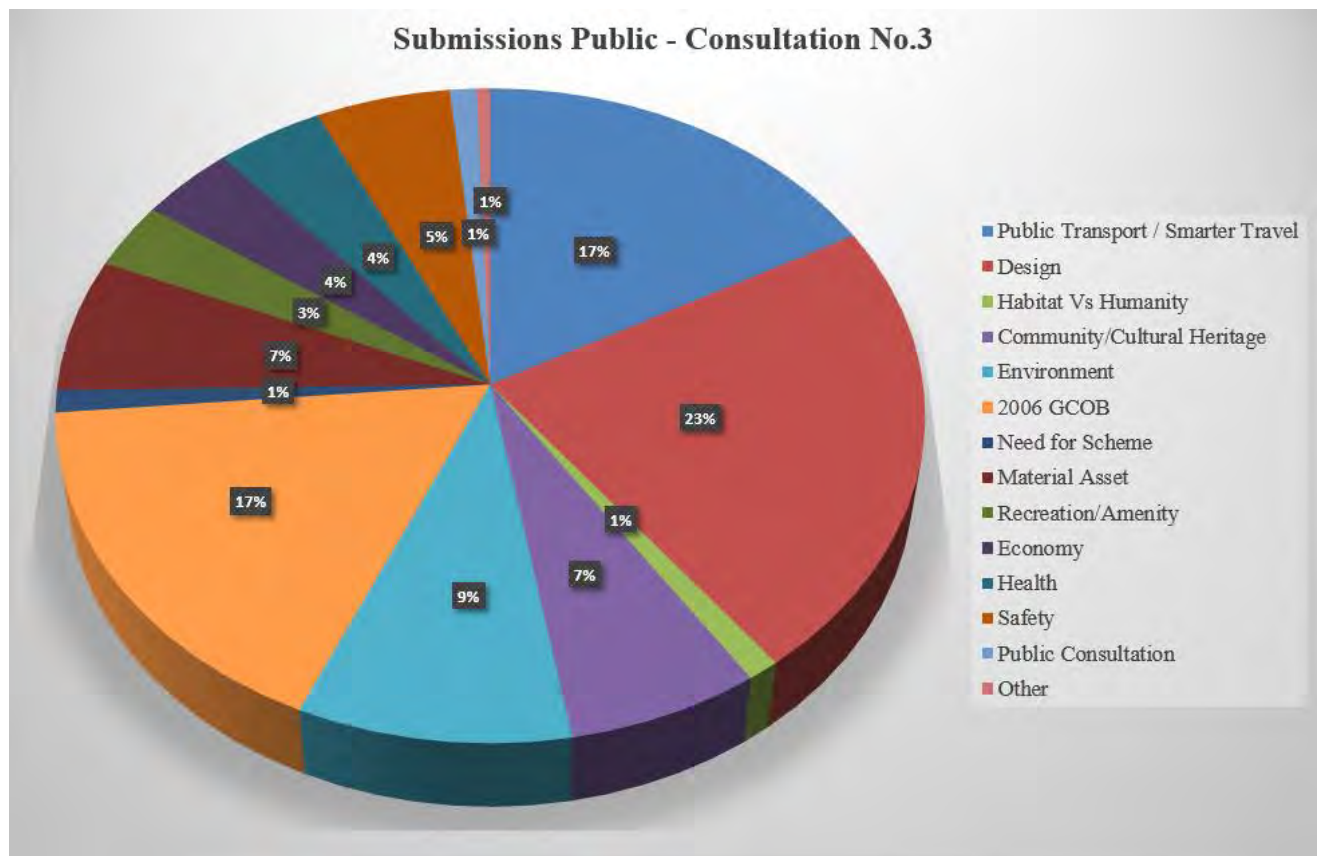


Figure 1 Percentage breakdown of submission theme categories

Appendix A

Advertisement

A1



CLÁR BAINISTÍOCHTA COMHTHÁITE IOMPAR CHATHAIR NA GAILLIMHE
AGUS

N6 TIONSCADAL IOMPAIR CHATHAIR NA GAILLIMHE COMHAIRLIÚCHÁN POIBLÍ UIMHIR 3

Tá Comhairle Chontae na Gaillimhe ag comhordú an fhorbairt ar réiteach iompair do Ghaillimh i ndiaidh don Chúirt Uachtarach buntionscadal N6 Seachbhóthar Seachtrach Chathair na Gaillimhe a chur ar neamhní i 2013. Tá an scéim reatha faoi stiúir ag Oifig Tionscadail Bóithre Náisiúnta (OTBN) de chuid Chomhairle Chontae na Gaillimhe ar son an dá comhairle mar chuid den chomhaontú de bhun Alt 85 de an Acht Rialtais Áitiúil 2001. Tá oifig tionscadail thiomnaithe bunaithe in aice leis an OTBN i mBaile an Bhriotaigh, ina bhfuil na comhairleoirí ceaptha Arup lonnaithe.

Is é aidhm an comhairliúcháin phoiblí seo ná chun an t-eolas is deireanaí a chur ar fáil faoin Clár Bainistíochta Comtháite Iompar tionlactha, chun cuireadh a thabhairt roimh tuairimí faoi an staidéar leanúnach ar na ball inbhuanaithe de an réiteach iompar iomlán, chun cur síos ar an modh ina a roghnaítear an Bhealaigh is Dealraithe a Roghnófar and chun na sonraí ar chur ar fáil faoi an Bhealaigh is Dealraithe a Roghnófar de Tionscadal Iompair Chathair na Gaillimhe.

Tá páirt tábhachtach ag an gcomhairliúchán poblí sa dul chun cinn ar an bpróiseas deartha agus tugann sé deis don phobal pháirt a glacadh i bhforbairt an dearadh agus chur isteach go dtí an Measúnacht Tionchair Timpeallachta. D'fhoill deis a thabhairt don phobal a bheith ar an eolas go hiomlán faoin scéim agus ionas go mbeidh said in ann ceisteanna, ábhair inní agus tuairimí a chur in iúl lena mbreithniú amach anseo, reáchtálfar seisiúin chomhairliúcháin phoiblí ag na hionaid seo a leanas:

Dáta	Am	Ionad
Dé Luain, 25 Bealtaine 2015	2.00in-8.00in	Óstán an Menlo Park, Tír Oileáin
Dé Máirt, 26 Bealtaine 2015	2.00in-8.00in	Óstán Westwood, An Daingean

Beidh léaráidí de an rogha forbartha agus na roghanna iompair phoiblí ar taispeáint ag na seisiúin chomhairliúcháin phoiblí.

Tá ardmheas ag Comhairle Chontae na Gaillimhe ar dhearcadh an phobail faoin scéim agus fáilteofar roimh thuairimí ón bpobal nó ó pháirtithe leasmhara. Beidh foireann ó Chomhairle Chontae na Gaillimhe (Oifig Tionscadail Bóithre Náisiúnta na Gaillimhe) agus ó Arup ar fáil chun ceisteanna a fhreagairt ag an dá ionad.

Chun tuilleadh eolais a fháil déan teagmháil le:

An tInnealtóir Tionscadail, Oifig N6 Tionscadal Iompair Chathair na Gaillimhe, Oifig Tionscadal Bóithre Náisiúnta na Gaillimhe, Teach Corparáideach, Páirc Gnó Oirthear na Cathrach, Baile an Bhriotaigh, Gaillimh

Guthán: 091 509594; Seoladh ríomhphoist: nrdo@galwaycoco.ie

Tá eolas breise faoin tionscadal le fáil ar an suíomh idirlín seo: www.N6GalwayCity.ie

GALWAY CITY INTEGRATED TRANSPORT MANAGEMENT PROGRAMME
AND

N6 GALWAY CITY TRANSPORT PROJECT PUBLIC CONSULTATION NO. 3

Galway County Council is co-ordinating the development of a transportation solution for Galway following the quashing of the original N6 Galway City Outer Bypass project by the Supreme Court in 2013. 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 appointed consultant, Arup, has been established beside the NRPO in Ballybrit.

The purpose of this public consultation is to provide an update on the accompanying Integrated Transport Management Programme, invite comment on the ongoing studies on the sustainable elements of the overall transport solution, outline the method of selection of the Emerging Preferred Route Corridor and provide details of the Emerging Preferred Route Corridor for the N6 Galway City Transport Project.

Public consultation forms an important part of advancing the design process and allows the involvement of the public in developing the design and informing the Environmental Impact Assessment. 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:

Time	Venue	Date
Monday 25 May 2015	2.00pm-8.00pm	Menlo Park Hotel, Terryland
Tuesday 26 May 2015	2.00pm-8.00pm	Westwood Hotel, Dangan

At the public consultation sessions, drawings of the developed option and public transport options will be on display.

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

For further information contact:

The Project Engineer, N6 Galway City Transport Project Office, Galway National Roads Project Office, Corporate House, Ballybrit, Galway.

Phone: 091 509594; Email address: nrdo@galwaycoco.ie.

Further information regarding this project is available at the following website: www.N6GalwayCity.ie

Appendix B

Brochure

B1

The Transport Vision for Galway

All elements of transport
working together...



...to achieve an integrated
sustainable solution.

Introduction

Galway City Council and Galway County Council wish to continue to develop the transport vision for Galway where all elements of transport are working together to achieve an integrated sustainable solution. This vision recognises that the West Region has a significant and valuable resource in its natural heritage environment with a wide variety of species and habitats of local, national and international importance, whilst also being conscious of the need to establish effective communication links to ensure that the region continues to thrive and to offer an alternative to the east coast corridor. To get Galway City and environs working and functioning in a sustainable manner for the future is key to this vision.

Galway City experiences significant transport problems such as:

- Peak hour congestion and journey time unreliability;
- Over reliance on private cars;
- Lack of alternative transport modes; and
- Lack of road space for the development of Smarter Mobility and Public Transport.

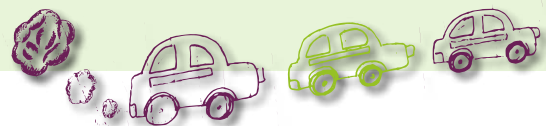
The transport vision being developed to address these issues includes Smarter Mobility, Public Transport and a new River Corrib Crossing.

Galway City Council have established that there is a need to provide relief from traffic congestion to implement smarter mobility and public transport measures. Previous studies have indicated that this cannot be achieved without another River Corrib bridge crossing.

The N6 Galway City Transport Project confirms that such a crossing is possible and has identified a preferred location for this crossing.

This important milestone now allows a more considered programme of measures to be developed to deliver a transport vision for Galway. Galway City Council, in partnership with the National Transport Authority (NTA), is undertaking a process to review and consolidate transport proposals for the city, in order to form a coherent and integrated 'transport strategy'- which is to be formulated as an **'Integrated Transport Management Programme' for Galway**. This programme will set out the smarter mobility, public transport and infrastructure measures required and allow planning and funding applications to be made.

The Integrated Transport Management Programme for Galway will inform how the new River Corrib bridge crossing and the **N6 Galway City Transport Project** may contribute to the development of an integrated transport solution for Galway. Galway County Council supported by Galway City Council and the National Roads Authority (NRA) are committed to intertwine this corridor, within which new road infrastructure can be implemented, with the package of measures evolving from the public transport and smarter mobility projects to deliver a final solution which is sustainable and achievable.



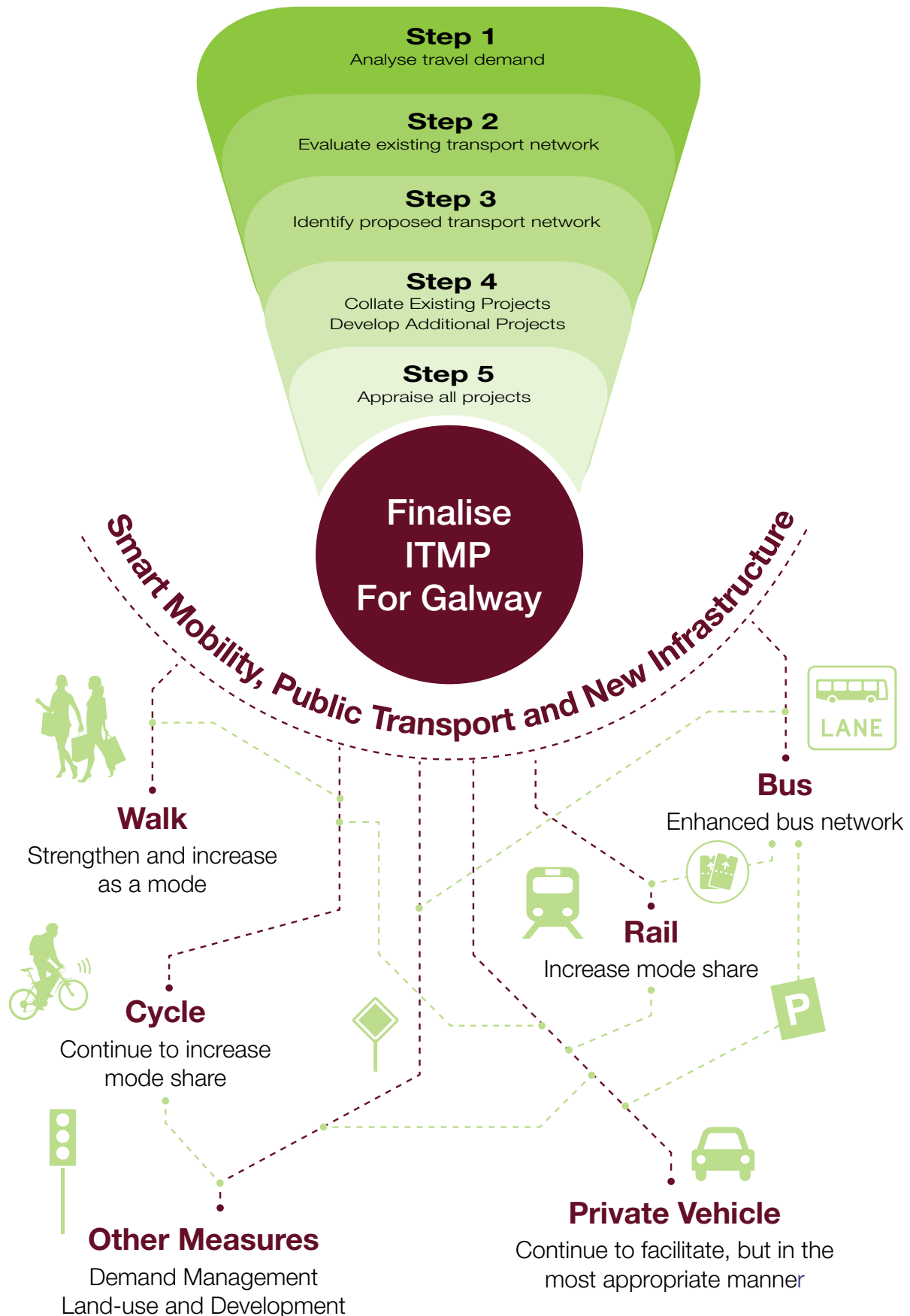
City centre
needs relief
from traffic

Need
space
to progress
smart mobility
and public
transport

Need another
bridge crossing



The strategy includes mapping origin and destination desire lines to establish the optimum provision of public transport to serve this demand and to improve cross city connectivity, identification of infrastructural pinch points, demand management testing and park and ride potential. The final output will represent the optimum approach to an all-inclusive transportation framework that maximises the potential for creating capacity both by modal shift and infrastructure improvements in order to meet both the current and the future needs of Galway.



Key Elements

1. Connection to the west of County Galway and the Gaeltacht region
2. Reduction of through traffic in Bearna Village
3. Provision of connection to Knocknacarra
4. New bridge crossing of the River Corrib connecting west to east
5. Provision of connections between the national roads
6. Provision of access to Parkmore and Ballybrit industrial areas
7. Free-flow junction providing connection to existing N6



Emerging Preferred Route Corridor

The proposed N6 ties into the existing R336 at an at-grade roundabout junction approximately 2km to the west of Bearna Village and then proceeds north and east to the north of Bearna Village and onwards towards Letteragh. An at-grade roundabout is proposed at Na Foráí Maola to minimise impacts to homes at this location. This section delivers an effective single carriageway bypass of Bearna Village and also connects the R336 and Connemara to the National road network.

At-grade roundabouts are also proposed at the crossing point of the Bearna to Moycullen road and at the Ballymoneen Road, which provides connectivity to Knocknacarra and ultimately releases capacity on the existing road network to deliver a public transport corridor from the western suburbs. A dual carriageway is proposed from the townland of Letteragh with a grade separated junction to connect the N59.

A new link road connects the N59 to the north of Bushypark Church and Bóthar Stiofáin with the proposed N6.

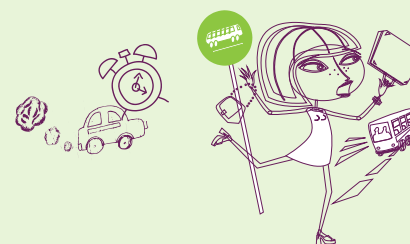
The proposed N6 then continues in sections of cut and fill, travelling over the N59 at Dangan, through National University of Ireland Galway's recreational lands and over the River Corrib on a bridge structure. This location has been identified as the preferred new crossing point on the River Corrib.

To the east of the river, the proposed N6 is generally on embankments or viaduct structures, before entering a section of cut preceding a tunnel at Lackagh Quarry. The provision of these viaducts and the tunnel at Lackagh Quarry enable the proposed N6 Galway City Transport Project to cross the Lough Corrib cSAC without direct impact on Annex I habitat.

After exiting the tunnel, it continues on embankments and passes over the N84. Grade separated signalised junctions are provided at the N84 and the N17. The junction with the

N17 facilitates a high quality access to Parkmore and Ballybrit Industrial Estates, thus releasing capacity on the local road network at Briarhill.

The proposed N6 then proceeds in a cut and cover tunnel to the north of Galway Racecourse before turning south to connect to an all-movement grade separated junction to the south of the existing Briarhill Junction, in the townland of Coolagh. The convergence of all movements at this single junction in an area where the existing N6 already dominates the landscape, reduces the impacts to the receiving environment at Coolagh Village. It also provides a clear terminus to the western end of the M6.

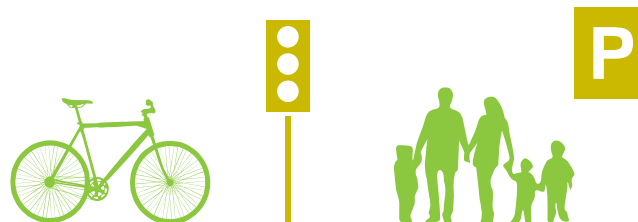


The proposed N6 meets the project objectives and avoids direct impacts on designated priority habitat. The preferred route option, which is 16.5km in length and between 25m and 75m in width, lies within the emerging preferred corridor of 150m in width and has been designed to reduce the impact on residential property as much as possible. The estimated cost of the scheme is in the order of €600M.



What is the purpose of this consultation?

- Provide details of the Emerging Preferred Route Corridor for the N6 Galway City Transport Project.
- Invite comment on the ongoing studies of the sustainable elements of the overall transport solution
- Provide an introduction on the Integrated Transport Management Programme



What Happens Next?

The Integrated Transport Management Programme will set out a long term transport programme for Galway City. Walking, cycling, bus and rail measures will be included in the Programme, as well as mobility management to reduce reliance on private motorised transport and hence increase the use of sustainable travel modes.

Once the Programme has been established in 2015, the individual major schemes within the Programme can be developed and will go through the normal planning processes.

Following this public display of the emerging preferred route corridor for the N6 Galway City Transport Project, submissions received from the public will be processed and incorporated into the design stage where possible. The emerging preferred route corridor will be reviewed and revised where necessary.

A Route Selection Report will be published, recommending the preferred route corridor for the N6 Galway City Transport Project.



If you are unable to attend the public consultation exhibition the proposals may be viewed at the addresses below until 12 June 2015. Please submit submissions by 12 June 2015.

N6 Galway City Transport Project

Corporate House
City East Business Park
Ballybrit
Galway

t 091 460675
e N6GCOB@arup.com

Integrated Transport Management Programme

Galway City Council
City Hall
College Road
Galway

t 091 536400
e gtu@galwaycity.ie

For more information and updates on the N6 Galway City Transport Project please visit our dedicated project website at:

www.n6galwaycity.ie

Appendix C

Submissions

C1

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Asset	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
001	EPR is 100m from their home. The proposed overbridge is 20m from the front of home and the new link road is 50m from the back of their home. Concerned that the new overbridge would encroach on privacy due to the elevated road which will therefore result in the value of the property being depreciated. No consultation process held in Barna. Revisit GCOB. Route justification. Geology and ecological surveys, air quality, loss of amenities	Forramoyle East		✓			✓	✓	✓	✓	✓	✓	✓		✓	
002	Concerns can be addressed as discussed at meeting. Request that land take for proposed road does not encroach on their property, Preferred option is to relocate the proposed road carriageway northwards including associated embankments and land take. Alternative option is to replace side slopes on the south of carriageway with a near vertical embankment as road is in cut and in granite bedrock.	Ballymoneen Road		✓						✓						
003	Concerned that roadway will dominate the skyline. Cannot see why there can't be a roundabout at the Cappagh Road junction. Alternatively, the new road could come as far as the proposed roundabout at the top of the Ballymoneen Road, come down Ballymoneen road to the junction at Western Distributor. The road could then come along Western Distributor to the Cappagh Road roundabout and then proceed through the roundabout to Barna.	Cappagh Road		✓												
004	Public bus passenger service. Bus Service - Service from Knocknacarra to business parks on east of the city. NTA and GTU to decide on timetable. Buses - Buses should be low floor wheelchair accessible in accordance with the Barcelona Declaration. Bus Shelters - Bus shelters at every stop along route. Bus Lanes - Road space should be given to bus lanes wherever possible for service to be punctual.	Rahoon Road	✓													
005	Asks why the need for a "spaghetti junction"? Why can route not commence a further 2km east at Garaun North to avoid "spaghetti junction" ?- see attachments. Would appreciate comments on the safety, noise, visual and congestion impacts of the plan for the junction on the areas of Doughiska and Briarhill. Would appreciate comments regarding the use of City and County lands that may have impacted on the design. Short off ramps with sharp turns at ends will cause tailbacks onto the bypass.	Coolagh		✓			✓							✓		
006	Concerns about proposed roundabout at Forramoyle West - Suggests that the proposed roundabout, access road from Forramoyle West and the link Road to Forramoyle East should be deleted from the scheme. Concerned about heightened risk of rural crime. Concerned that local low quality roads cannot safely sustain the sort of traffic flows which might be attracted by the new road. Concerned about light pollution at proposed roundabout. Concerned about noise pollution.	Forramoyle West		✓			✓							✓		
007	Could N6GCOB mapping assets be published in KML so they can be viewed on Google Earth. Concerns over new bridge over the River Corrib. Concerns over noise, public health, visual, loss of amenities, navigation of river and proportionality. Suggestions - Tunnel under River Corrib	Dangan		✓			✓				✓		✓			
008a	House caters for child's complex medical and care needs. Concerned that if scheme were to proceed they would have to move and the current market value of the house would not allow them to do so. No legal reason why road could not have been built up as far as Glenlo Abbey. Urge GCTP to reconsider current proposals and move the route. Bog cotton protected at people's expense. Loss of amenity	Dangan		✓	✓					✓		✓				
008b	Impacts on property and most importantly impacts to health issues. Child has complex medical and care needs. How will child's safety and wellbeing will be ensured during build and long term? Air pollution issues will be problematic especially for child. Home constructed such that child could have access to independent living. Negative visual impact. N59 link - decimate community and pose safety risks	Dangan				✓	✓			✓			✓	✓		
010	Proposed route shows an access roundabout on the Ballymoneen Road, Ballymoneen not suitable for such a junction for following reasons: Increased traffic volumes will increase potential accidents. New school opening in 2015, increased traffic passing school could increase the potential for accidents. The Ballymoneen Road is not designed for large volumes of traffic. Road is narrow and can be quite dangerous. A number of accidents occur on this road on a regular basis. Either extend the Western Distributor road beyond its current termination point on the Cappagh Road to join up with the proposed N6 route or alternatively join the proposed N6 directly to the roundabout at the Cappagh road roundabout effectively extending the Western Distributor road to the west and providing access to the proposed N6.			✓									✓	✓		
011	Extend Western Distributor Road to City Outer Bypass and reconsider layout at Ballymoneen Road.			✓												
012	Property/Garden is within 150m corridor. Trying sell house for past 9 months - value of house has dropped by 30/40% due to proximity of preferred route. Request that route is reverted back to green route option as to not impact property.	Truskey West								✓		✓				
013	Agrees with most of the Smater Travel Plans for Galway which are mainly positive. Number of weaknesses for the proposed road plans: Focuses on the traffic problem but ignores other problems such as climate change ang peak oil. No Smater Travel Only plan was looked at. Disagrees with projections of uptake in bus usage. Unsafe cycling infrastructure - 3 remaining higher risk junctions in Galway for cyclists, Cemetery Cross, Menlo Park and at the back of UCHG. Questions in relation to public transport.	Letteragh	✓											✓		
014	Would like to reiterate that geology, geological heritage and hydrogeology should be considered in the selection of the preferred route and it would like to be provided information						✓									
015	Impacts on property/environment: Noise - noise from proposed road especially from roundabout where cars will be accelerating/deccelerating. Arup have no noise prediction reports at this stage which make submissions on this topic virtually impossible. Fumes - No report available of potential damage to environment and people. Artificial light - Car lights shining through windows of house. Unable to access proposed road without travelling 2kms even though road is next to house. Community severed - No pedestrian access to neighbours on other side of proposed road - overbridge too obstructive. Wildlife in area - No report from Arup on impact to wildlife. Devauled property due to proximity to road. No real consultation with people of Barna. Public Transport - Not being seriously considered - why no tram/light rail? Compensation - Cases where people in UK have been compensated where no land has been taken - compensated for devalued property	Forramoyle East	✓				✓	✓				✓	✓	✓		
016	Move route further north of Barna and the improvement of public transport systems around Galway	Barna	✓	✓												
017	Request that route is not pushed nearer to Menlo - if possible move further south. Concerened about the potential increased traffic at Ballindooley Cross to Monument Road. Environmental concerns - Noise, pollution, etc. Requested that during the river crossing design that cognisance is shown to potential walkway/greenway	Menlo		✓			✓				✓					
018	Move route further north of Barna and the improvement of public transport systems around Galway	Barna	✓	✓												
019	Arup should have shared more information - archeology, ecology, etc. Should have had public consultation before the 6 proposed routes. Alternative routes further north should be considered.	Barna		✓		✓	✓								✓	
020	Community split in two by road. Increased traffic. Consider original bypass route through Barna.	Barna				✓		✓								
021	Road will negatively effect ecology, views, environment, etc. Has route been chosen on the basis that disruption of people are of a lesser consequence than effecting an SAC. What are landowners rights to appeal proposal?	Barna			✓		✓									
022	Impact on planning permission? Unhappy with notification process. Privacy Impact. Impact on Barna Village - splitting community in two. Impact to Barna travel infrastructure, impact on Barna backroads?	Barna				✓				✓						
023	N6 west of Cappagh road and extending to the R336 between Barna and Furbo should follow the old GCOB. Current proposal lacks public transport proposal. How many people will use road if there is a toll?	Barna	✓					✓								
024	Supports proposal, one change - route be constructed as a dual carriageway all the way to the R336	An Spidéál		✓												
025	Reconsider route - move Barna section of route to the old route by Loch Inch. Consider innovative public transport.	Barna	✓					✓								
026	Move route north to the original route for Barna section	Barna		✓				✓								
027	Move route north to the original route for Barna section, improve public transport	Barna	✓	✓				✓								
028	Move route north to the original route for Barna section, improve public transport	Barna	✓	✓				✓								
029	Move route north to the original route for Barna section, improve public transport	Barna	✓	✓				✓								
030	Move route north to the original route for Barna section, improve public transport	Barna	✓	✓				✓								
031	Disappointed at proposed route. Would like to see more emphasis on public transport	Barna	✓													
032	Route has moved closer to house from the 6 proposed routes. House and views impacted by proposed route. Re-engage with general Barna public in a constructive way.	Barna								✓						
033	Reconsider original route for Barna section	Barna						✓								
034	Move route north to the original route for Barna section, improve public transport	Barna	✓	✓				✓								

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Asset	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
035	9 page submission on public transport - light rail	Barna	✓													
036	As Gaelige - Reconsider the old route for Barna section, improve public transport	Barna	✓					✓								
037	Move route north to the original route for Barna section, improve public transport	Barna	✓	✓				✓								
038	Reconsider original route for Barna section	Barna		✓				✓								
039	Move route north to the original route for Barna section, improve public transport	Barna	✓	✓				✓								
040	Too near home - 150ft away making life intolerable and disruptive. Will be impossible to live beside and will impact heavily on daily life.	Dangan								✓						
041	Dividing a village and depriving people of tranquility.	Barna				✓					✓					
042	Move route north to the original route for Barna section, improve public transport	Barna	✓	✓				✓								
043	Need for bypass? Need to extend past Knocknacarra area? Pollution, noise, visual etc. Request that sewage scheme is not included as part of road.								✓							✓
044	Move route further north of Barna	Barna		✓				✓								
045	6 page report. Headings: Transport planning, cycle of car dependance, crucial role of parking,		✓													
046	Move route north to the original route for Barna section	Barna		✓				✓								
047	It would destroy Barna. Move route north to the original route for Barna section, improve public transport	Barna	✓	✓		✓		✓								
048	Extend tunnels, tunnel under communities. Move route north to the original route for Barna section, improve public transport	Barna	✓	✓				✓								
049	Reconsider original route for Barna section	Barna						✓								
050	Move route north to the original route for Barna section, improve public transport	Barna	✓	✓				✓								
051	Move route north to the original route for Barna section, improve public transport	Barna	✓	✓				✓								
052	Move route north to the original route for Barna section, improve public transport	Barna	✓	✓				✓								
053a	Points on: impact on Keeraun, noise disturbance, air quality, traffic safety and ecology.	Keeraun				✓	✓						✓	✓		
053b	18 page report. Main headings: Executive summary, Impacts on human family habitat, Community of Keeraun, Air quality, Noise pollution, Ecological impacts on village of Keeraun, Species and habitats,and Traffic intensification.	Keeraun				✓	✓				✓		✓	✓		
054	Reconsider original route for Barna section	Barna		✓				✓								
055	Move route north to the original route for Barna section, improve public transport	Barna	✓	✓				✓								
056	List of topics: Development - Health and safety, Sensitive landscape, Impact to children, Pollution, Road design - noise and health, Environment, House value and Security. Move route to original route for Barna section	Barna		✓		✓	✓	✓		✓		✓	✓	✓		
057	Reconsider original route for Barna section	Barna						✓								
058	Move route north to the original route for Barna section, improve public transport - light rail	Barna	✓	✓				✓								
059	New road won't alleviate Galway's traffic problems. Retain Lough Atalia one-way system. Don't allow traffic to cross the N6 on the Newcastle Road. No right turns on Seamus Quirke and Bishop O'Donnell Roads. Introduce bus lane over Quincentennial Bridge to Briarhill. Light rail		✓	✓												
060	Concerned by noise. Move route further north at Barna section	Barna		✓												
061	Concerned by impacts to property - proximity, structures, noise, visual, pollution and environmental. Wish to know mitigation measures if not included in CPO	Aughnacurra					✓			✓						
062	Move route further north of Barna, improve public transport	Barna	✓	✓												
063	Improve public transport - Shuttle buses, park and rides etc.		✓													
064	Move route north to the original route for Barna section, improve public transport	Barna	✓	✓				✓								
065	Detrimental effect on privacy, noise and visual impacts. Property devaluation. Elevated link road and flyover is intrusive and out of scale with existing environment.	Barna					✓			✓		✓				
066	Take what has been learned by other cities that applied innovative thought to making public transport, cycling and walking more convenient than cars.		✓													
067	Old GCOB affected less properties and did not separate residents from Barna village or local amenities. Use old GCOB route or realign new route to be further north. List of negative impacts on areas. Legal right of access issue due to private road section (Anne Gibbons Road) Address disturbance and disconnect with local facilities. Queries about environmental surveys. Provide design details, alignments, embankment heights etc. so residents can assess them.	Truskey		✓		✓	✓	✓						✓		
068	Environmental/pollution concerns. Greater connectivity to Connemara would be more effectively served if the route were to connect to the coast road west of Spiddal. Traffic congestion on innappropriate local roads. Pollution. Community impact Request that documents of surveys and investigations be provided.	Forramoyle West		✓		✓	✓									
069	Route cutting through one of the city's main amenity areas. Will affect all sports in Dangan. Will affect NUIG's ability to hold Inter-Varsity sports competitions due to less pitch space. No relocation option for NUIG sports grounds. Lobbying should be taken back to Europe on this issue	Dangan									✓					
070	24 page report. Impact to development land. Impact to site infrastructure. Financial impact. Mitigation measures - Move road westward and include overbridge	Bushypark														

Appendix D

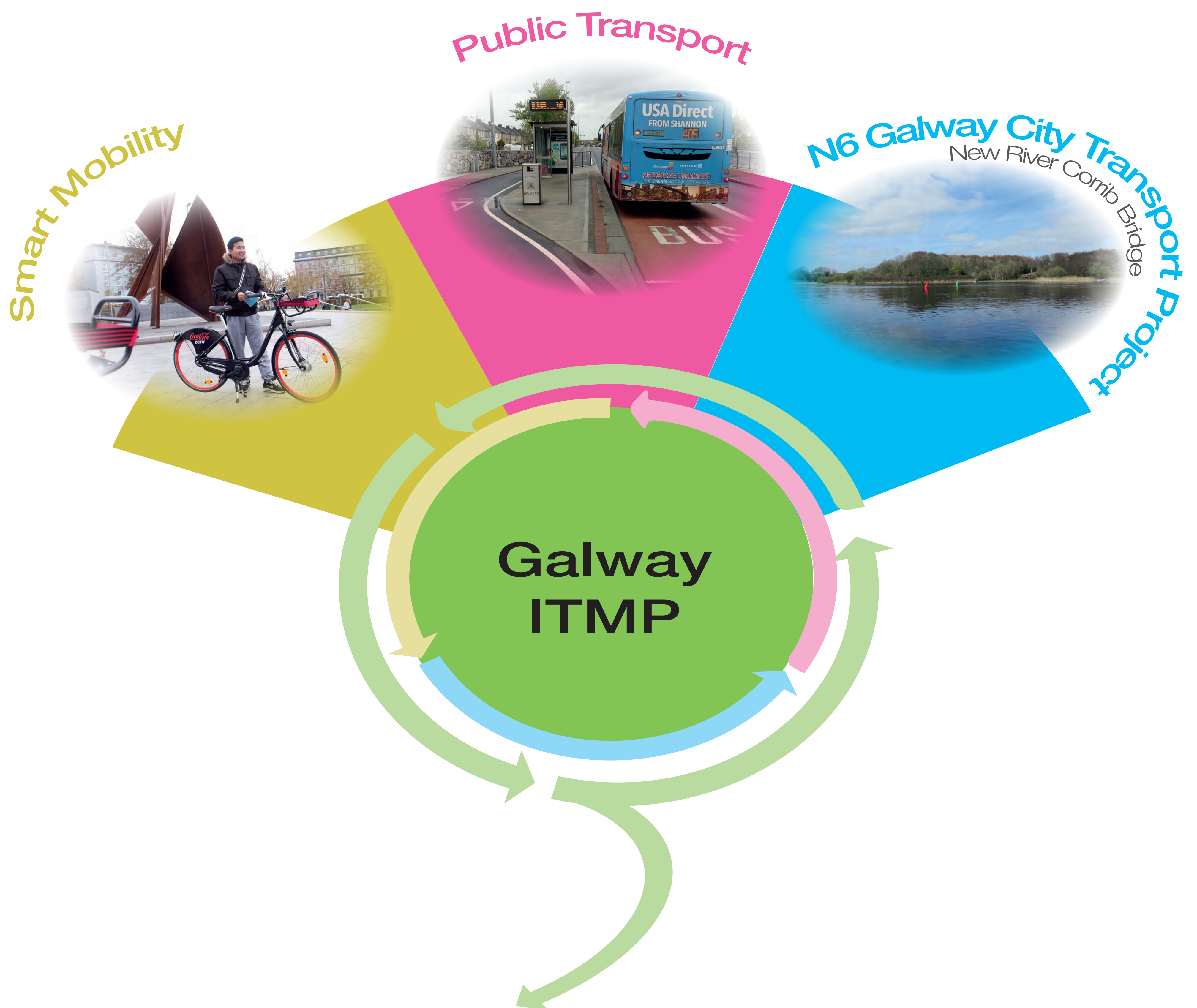
Display Boards

D1

An Integrated Transport Management Programme (ITMP) for Galway

The Transport Vision for Galway

All elements of transport
working together...



...to achieve an integrated
sustainable solution.

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.

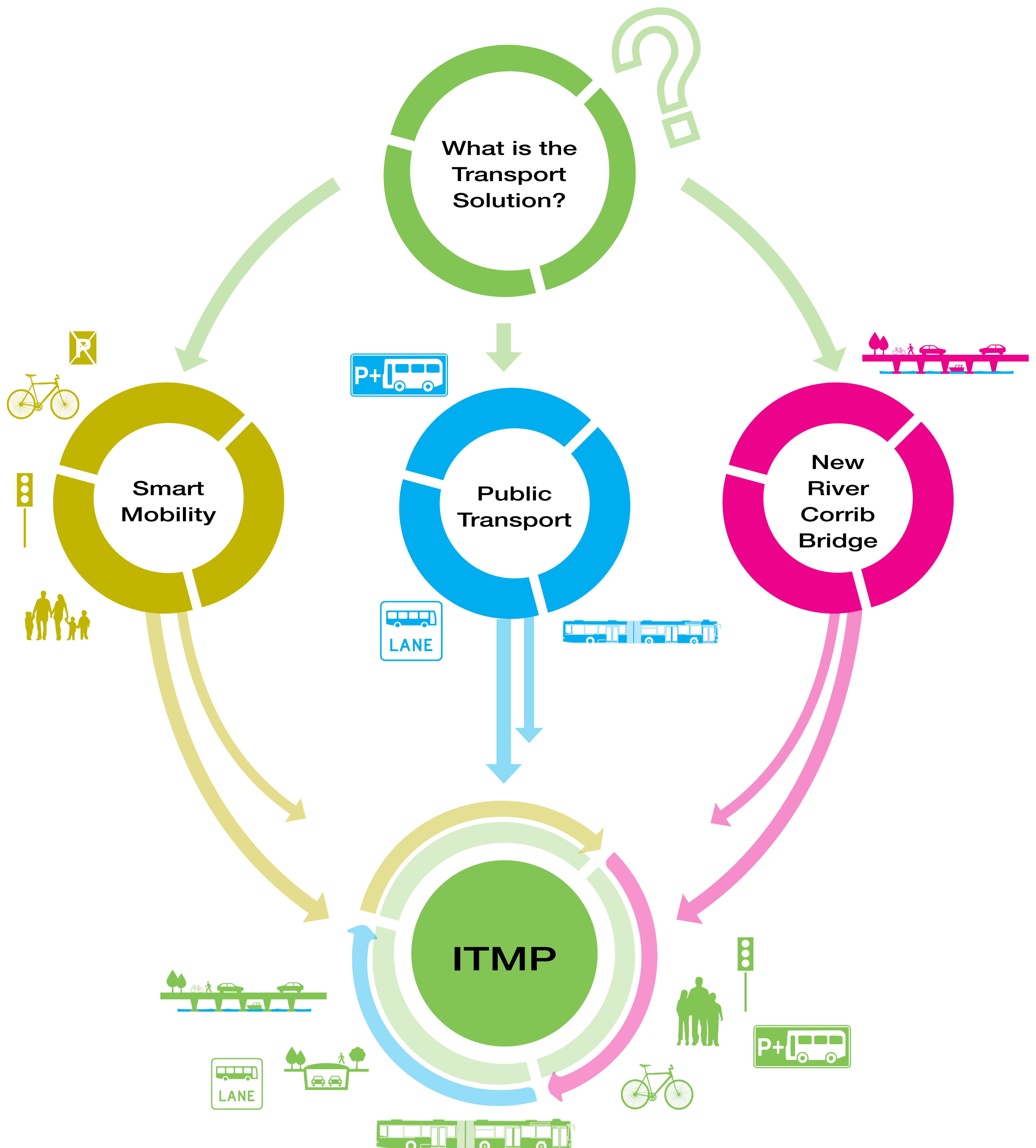


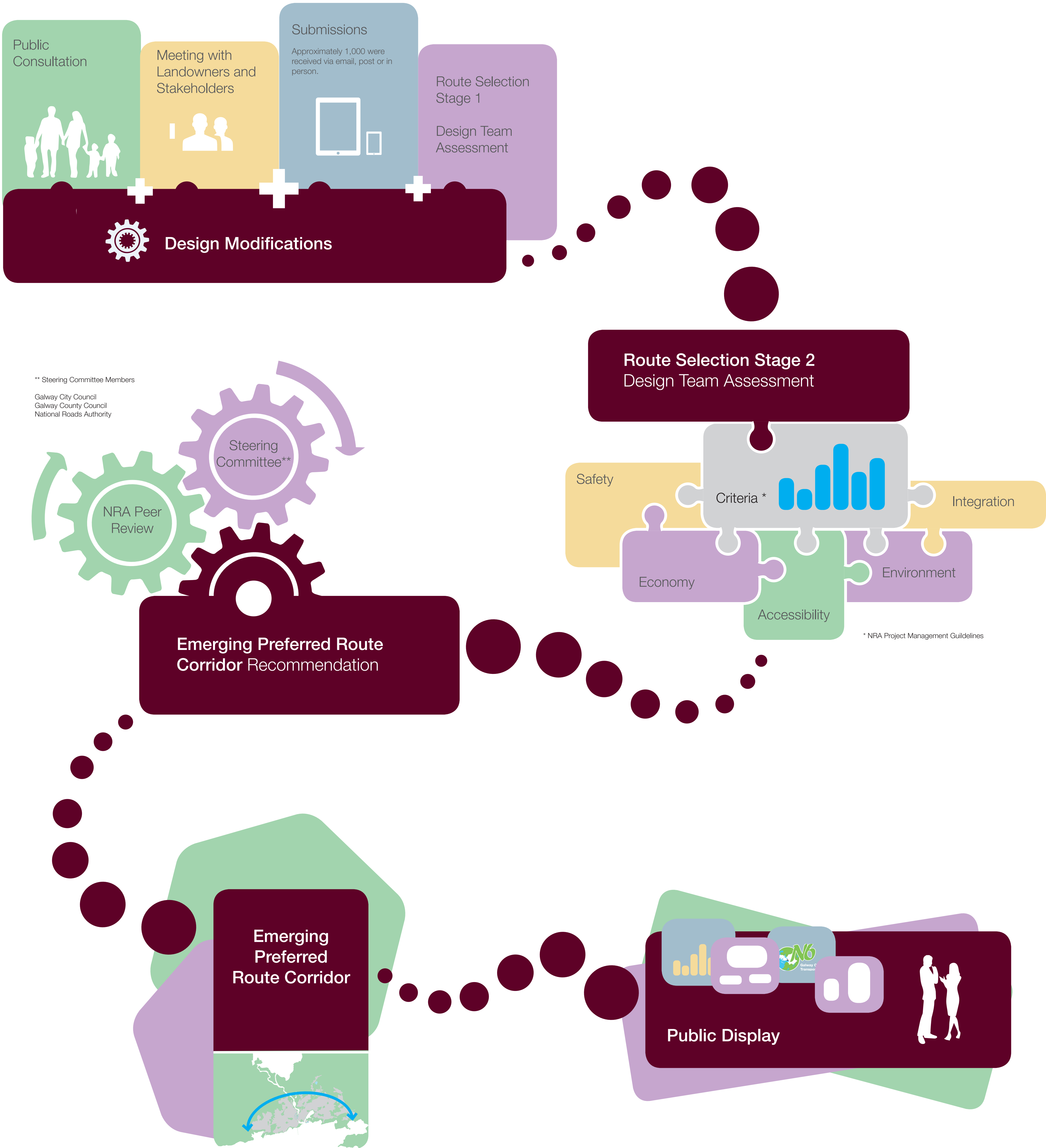
What are the transport issues?



An Integrated Transport Management Programme (ITMP) for Galway

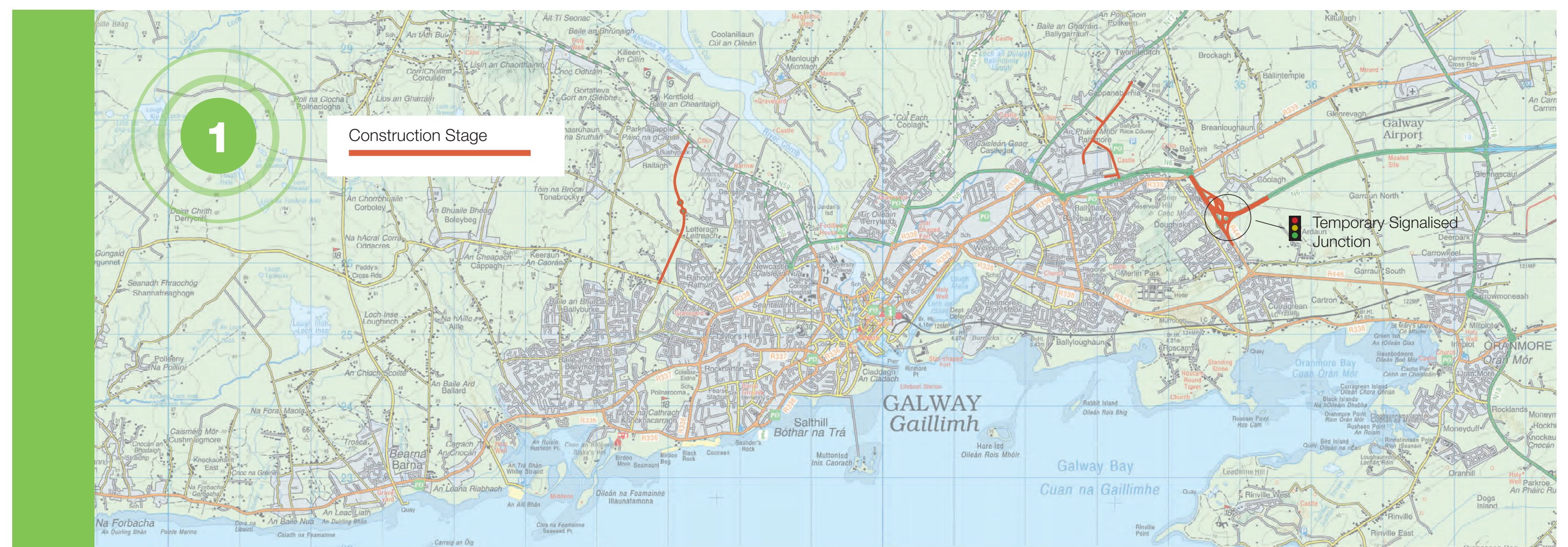
An Integrated Sustainable Transport Solution





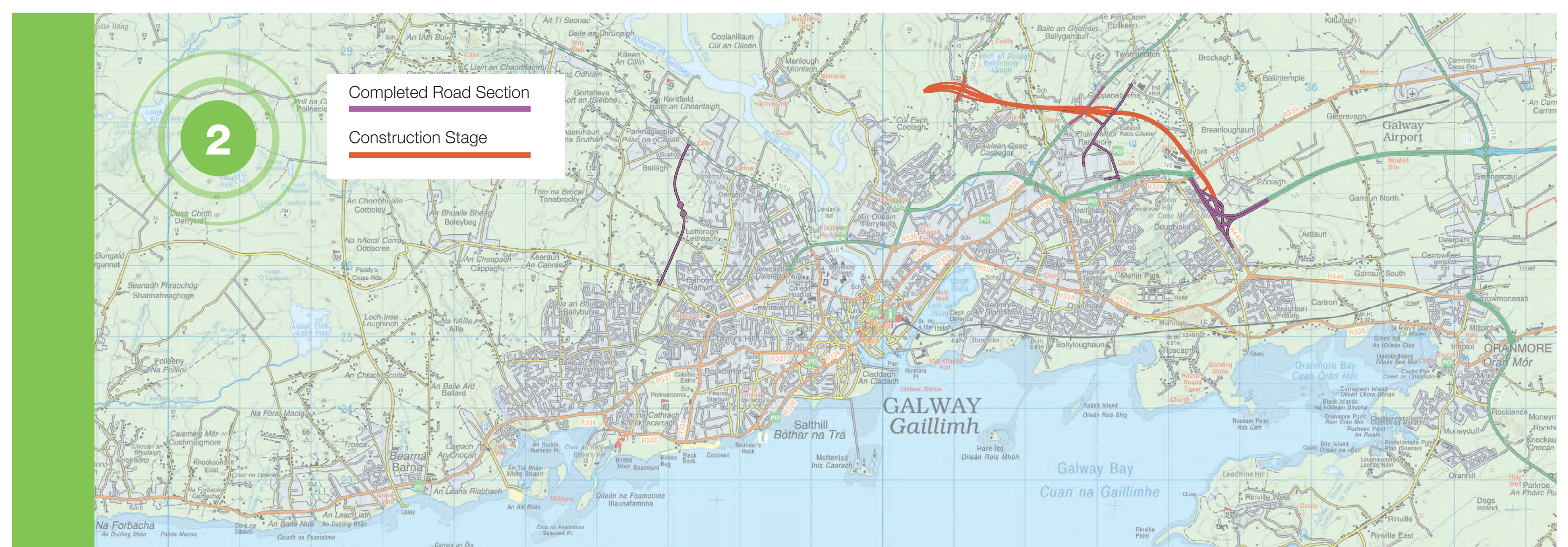
Phase 1 Construction

- Link road between the N59 and Knocknacarra.
- Link road between Ballybrit and Parkmore Industrial Estates.
- Upgrade of Coolagh Roundabout to signalised junction.



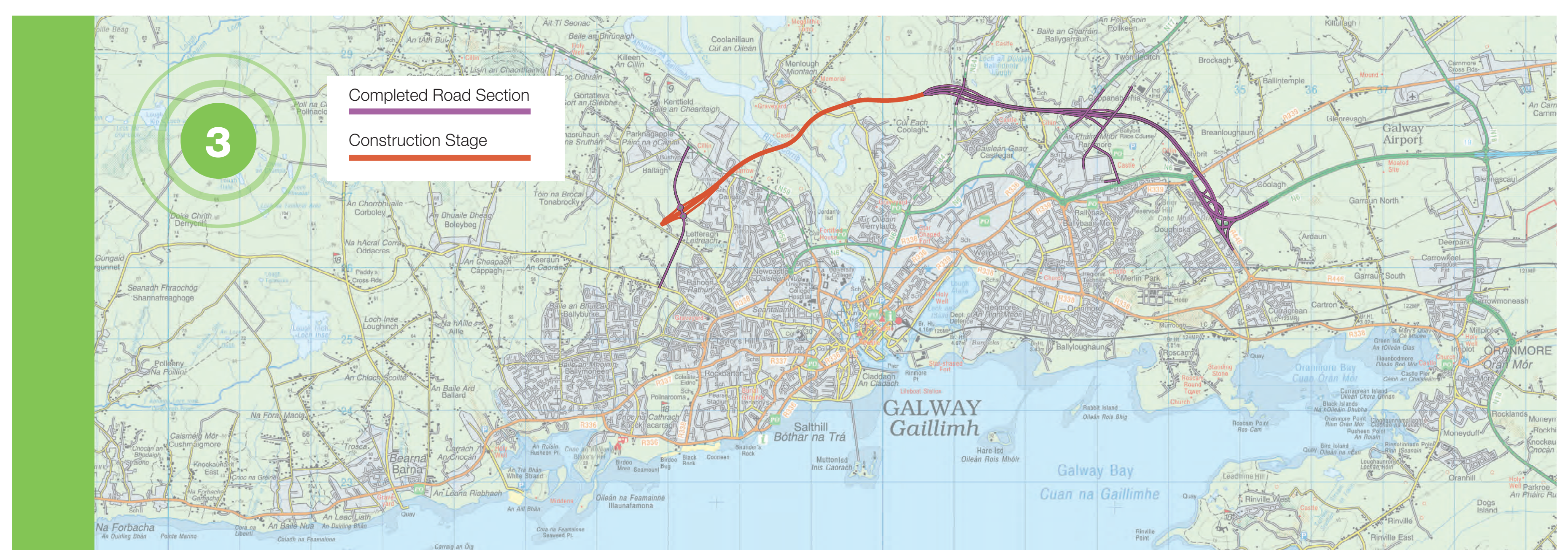
Phase 2 Construction

- Provision of scheme linking the N6, N17 and N84 national roads.
- Provision of interchange at Coolagh, Briarhill.
- Provision of interchange at the N17.
- Provision of interchange at the N84.



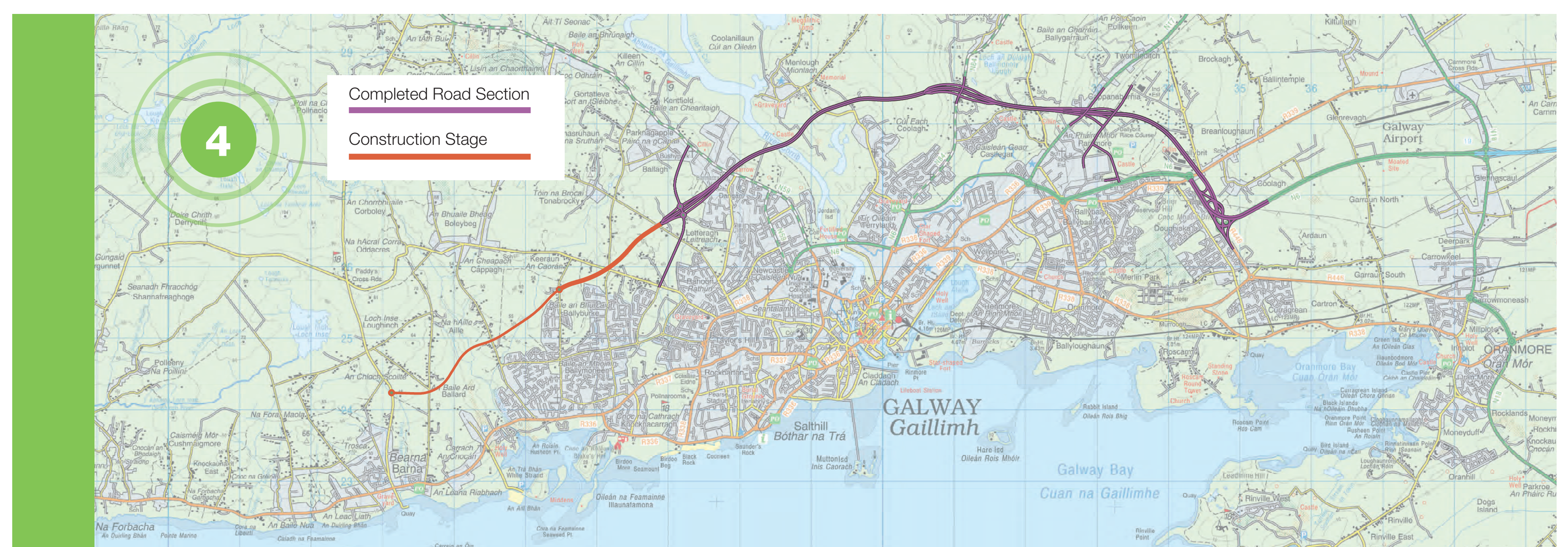
Phase 3 Construction

- Extension of scheme providing a link between the N59 and the N6, N17 and N84 national roads.
- River Corrib Crossing.
- Provision of interchange at Letteragh and connection to the N59 / Knocknacarra link road.



Phase 4 Construction

- Extension of scheme providing a link to the Bearna / Moycullen road.
- Provision of access in Knocknacarra area.
- Provision of access in Bearna area.



Phase 5 Construction

- Completion of scheme via provision of link to the R336 Connemara road and completion of the Bearna Bypass.
- Provision of junction at R336 Connemara road.



Disclaimer Note:

The corridor shown is the Emerging Preferred Route Corridor only and is subject to change. More detailed assessments, ongoing studies and the information received from the public may result in changes to parts, or all of the Emerging Preferred Route Corridor. Any changes to the Emerging Preferred Route Corridor may affect the other information. Drawing not to scale.

Public Display

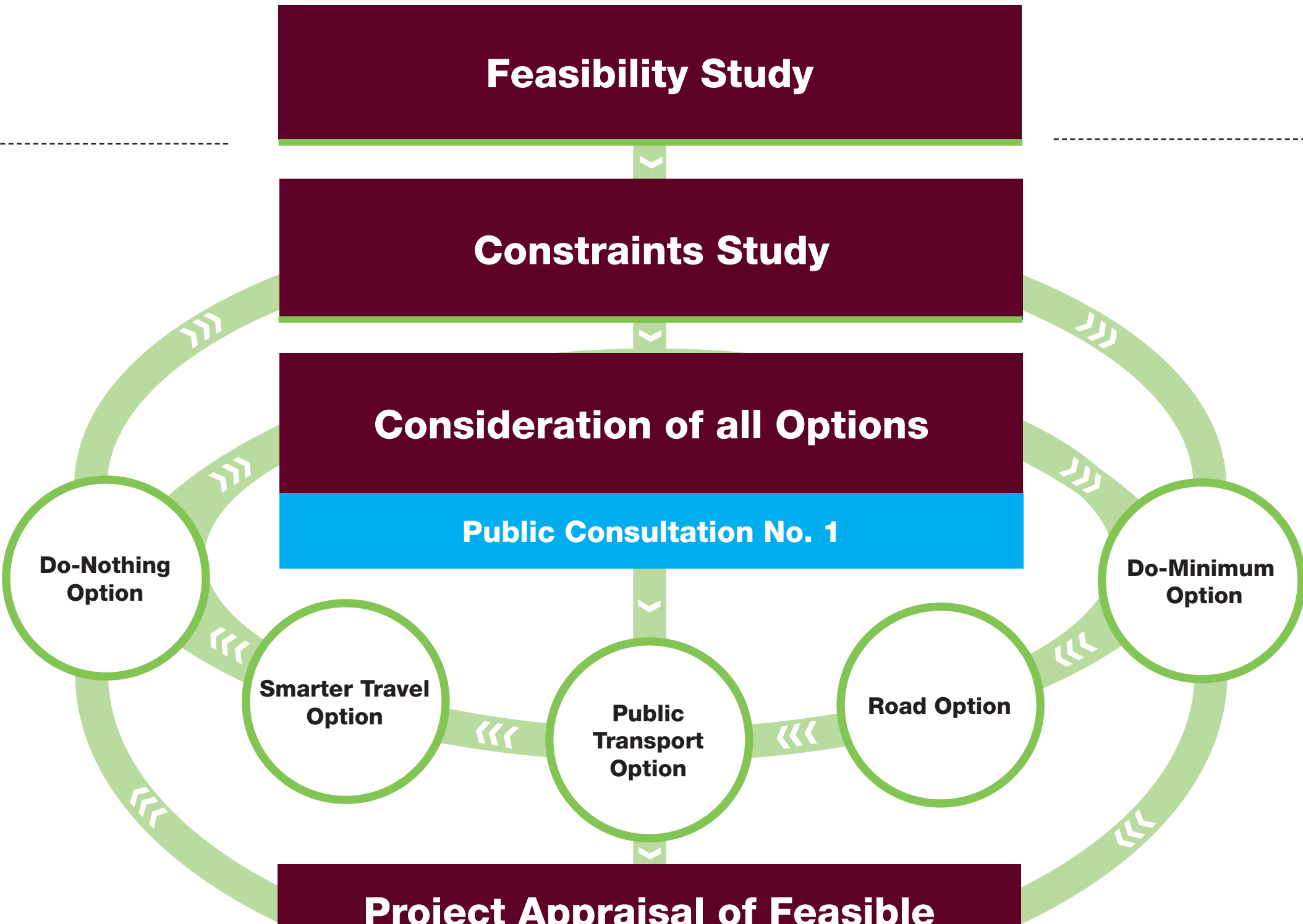
May 2015

Project Framework



Phase 1

April 2014



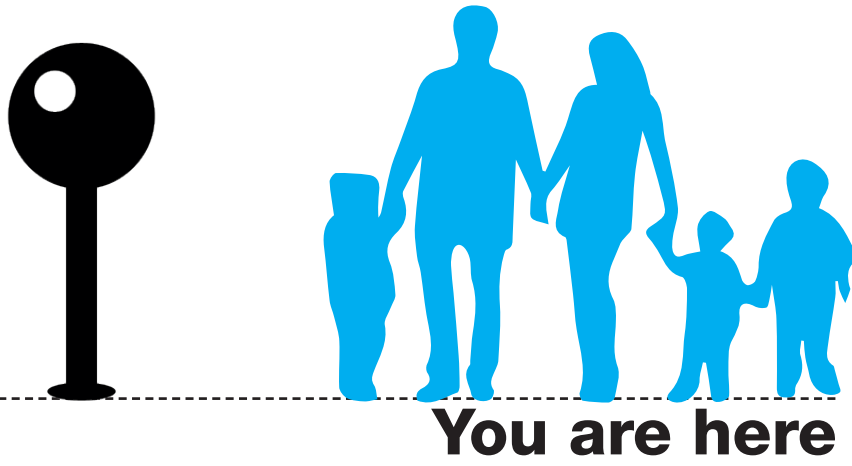
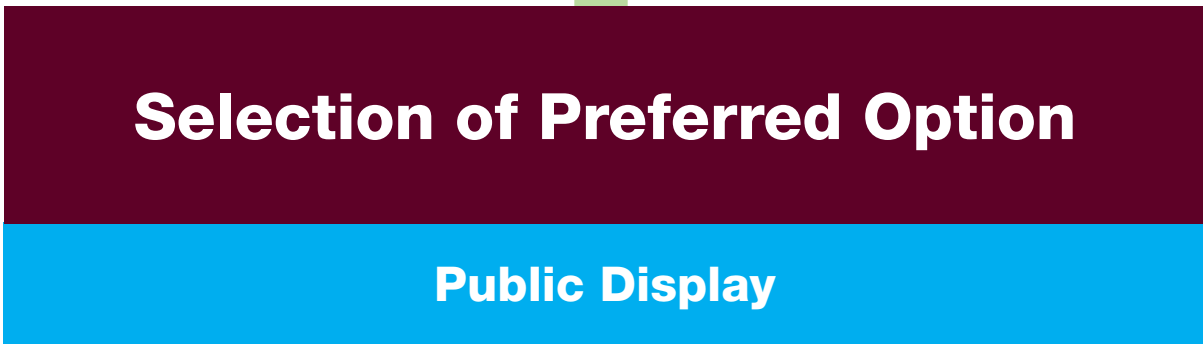
Phase 2

February 2015



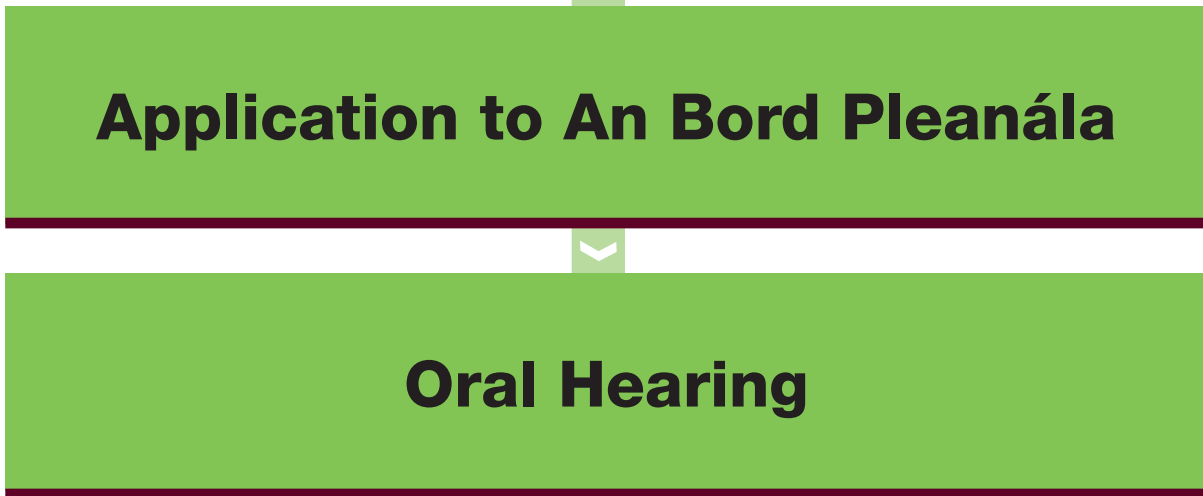
Phase 3

May 2015



Phase 4

Q1 2016



Phase 4



Phase 5



Phase 6

