

**BusConnects Galway  
Cross City Link  
(University Road to  
Dublin Road)**

February 2023

**Galway City Council  
Observations on the  
Proposed Scheme  
Submissions and  
CPO Objections**

**BUS  
CONNECTS  
GALWAY**

SUSTAINABLE TRANSPORT FOR A BETTER CITY.

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# 1 Introduction

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## 1.1 Introduction

This report provides a combined response to the submissions and observations (the ‘submissions’) and objections made to An Bord Pleanála (“the Board”) in response to the following:

- *the application under Section 51 of the Roads Act 1993, as amended, for approval of the BusConnects Galway: Cross-City Link (University Road to Dublin Road) Scheme (“the Proposed Scheme”); and*
- *the BusConnects Galway: Cross-City Link (University Road to Dublin Road) Scheme Compulsory Purchase Order No. CCL-CPO-001, 2022 (“the CPO”).*

An overview of the submissions and objections is provided in Section 1.2 below. The issues raised in the submissions on the Proposed Scheme, together with responses thereto are provided in Section 2. The issues raised in the objections to the CPO, together with the relevant responses, are provided in Section 3. It is noted that there is a degree of overlap between many of the issues raised in submissions on the Proposed Scheme.

Where the same issue is raised in a number of submissions and/or objections, this report identifies the individuals who raised those issues and provides a composite response to each issue raised.

## 1.2 Overview of Submissions and Objections Received

A total of 41 submissions and objections were received by the Board; 24 submissions in response to the Proposed Scheme and 17 objections to the CPO.

Each submission and each objection were individually numbered by the Board according to their alphabetical order and this numbering system has been retained for ease of reference in this report.

The 24 submissions in response to Proposed Scheme are broken down into groups below, either associated with a particular location along the Corridor or of a more general nature. Of the 24 submissions, 17 related to single site-specific locations and 7 related generally to the whole scheme (submissions related to more than one location). **Table 1.1** below sets out the locations referred to, the number of submissions on the Proposed Scheme referring to each location and the key issues raised by the submissions.

**Table 1.1 Summary of Submissions in Response to the Proposed Scheme**

| Location   | No. of Submission on the Proposed Scheme referencing this Location | Key Issues Raised   |
|--|--|---|
| University Road and Gaol Road                                      | 2  | Bus Stop Location<br>Cycling Infrastructure   |
| Salmon Weir Bridge / St. Francis Street / Woodquay / Headford Road | 4  | Traffic Restrictions<br>Parking Removal<br>Consultation<br>Land Acquisition   |
| Eyre Square and Forster Street                                     | 3  | Casual Trading Areas<br>Taxi Ranks<br>Loading Bays<br>Permits for Service Vehicles  |
| Fairgreen Road   | 1  | Land Acquisition<br>Design Detail Information   |
| College Road and Dublin Road                                       | 7  | EIAR Information and Validity<br>Consultation<br>Land Acquisition<br>Noise Pollution<br>Property Value Impacts<br>Loss of Parking<br>Design Details<br>Traffic Restrictions |
| Entire Scheme  | 7  | Cycling Infrastructure<br>Traffic Impacts<br>Extent of Scheme<br>Land Acquisition<br>Alternative Solutions<br>EIAR Information<br>Universal Design<br>Planning Policy       |

The 17 objections to the CPO related to the acquisition of land from an individual plot, with 10 of these objections being the same or similar to submissions made in response to the Proposed Scheme. The locations to which these objections related were throughout the scheme are set out in **Table 1.2**

**Table 1.2 Location Referred to by each objection to the CPO (by ABP Reference Number)**

| No. | Location                | No. | Location                                      | No. | Location                   | No. | Location                     |
|-----|-------------------------|-----|---|-----|----------------------------|-----|------------------------------|
| 1   | College Road (Circle K) | 6   | Fairgreen Road (Fairgreen Coach Station Ltd.) | 11  | College Road (Bayview B&B) | 16  | College Road (Yeats College) |

| No. | Location                            | No. | Location                            | No. | Location                                  | No. | Location                            |
|-----|-------------------------------------|-----|-------------------------------------|-----|---|-----|-------------------------------------|
| 2   | St. Brendan's Avenue (No. 20)       | 7   | Headford Road (5/6 Headford Road)   | 12  | Eyre Square (Casual Trading Market)       | 17  | Eyre Square (Casual Trading Market) |
| 3   | Waterside (Galway Courthouse)       | 8   | College Road (Gleann Noinin)        | 13  | Headford Road (3 Headford Road)           |     |                                     |
| 4   | Fairgreen Road (CWC Fairgreen Ltd.) | 9   | Eyre Square (Casual Trading Market) | 14  | College Road (139 College Road)           |     |                                     |
| 5   | Fairgreen Road (CWC Webworks Ltd.)  | 10  | Dublin Road (Billboard)             | 15  | College Road / Dublin Road (Huntsman Inn) |     |                                     |

## 2 Response to individual Submissions on the Proposed Scheme

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### 2.1 01 – An Taisce

It is acknowledged that the submission welcomes the intent of the proposed scheme.

#### Submission issue (i)

The submission suggests that in the hierarchy of sustainable travel, cycling should come before mechanised travel and that this is not reflected in the proposed scheme, which it is stated has only token inclusion of cycle lanes. The submission suggests dedicated cycle lanes be provided on all streets and roads within the boundaries of the Proposed Scheme.

#### Response (i)

It is acknowledged that cycling should “come before” mechanised travel in the hierarchy of sustainable travel, with the Design Manual for Urban Roads and Streets (DMURS) identifying the hierarchy of user priorities to be considered (i.e., designing for cyclists should be considered before designing for public transport and private motor vehicles). In terms of how to practically make provision for this, the National Cycle Manual (Section 1.7.3) also sets out a hierarchy of provision for designers to consider when designing for cyclists. The first two steps in this hierarchy are traffic reduction and traffic calming, with the provision of cycle lanes and cycle tracks being number 5 in the hierarchy. This is the approach adopted for the Proposed Scheme. Traffic reduction will be achieved along the majority of the route of the Proposed Scheme, (from University Road to College Road inclusive), thereby providing a safer, more attractive environment suitable for cycling.

Galway City Council (GCC) has proposed to introduce a 30 km/hr speed limit in Galway City Centre, that would include the Cross-City Link from University Road to College Road inclusive. The Elected Members of Galway City Council (GCC) have recently (January 2023) approved proposals to bring forward the proposed speed limit changes to Public Consultation. It is envisaged that a 30 km/hr speed limit will be introduced in advance of the opening of the proposed scheme. The introduction of such a speed limit would further enhance the environment of the Cross-City Link for cycling and walking.

The submission suggests that dedicated cycle lanes should be provided on all streets and roads within the boundaries of the proposed scheme. This is not the design intent within the core city centre area along the route of the Proposed Scheme for the reasons set out above, the outcome of which being the establishment of primacy along streets for cyclists.

Furthermore, it is not considered to be a practically viable option to deliver physically segregated cycle lane infrastructure in numerous locations along the route of the Proposed Scheme due to the limited available road / street curtilage (i.e., from building line to building line), existing constraints presented along the road and street network in Galway City Centre, and in keeping with the sustainable travel hierarchy, the intent to retain and enhance where possible the environment for pedestrians. In addition, a detailed Options Assessment process and report was undertaken for the entire scheme, whereby alternative options were assessed on a section-by-section basis across the Proposed Scheme in order to determine the preferred option for each section.

For example, streets including Forster Street and Eglinton Street are narrow city centre streets with multi storey buildings fronting, making any road or street widening impossible without significant building acquisition and demolition. Without road or street widening, the provision of dedicated cycle lanes would require the use of most of the available road space and / or reduction or elimination of footpaths, which would result in no buses or any other vehicles being able to use these streets.

Galway City Council is aligned with An Taisce in terms of the outcomes it wants to achieve for the city centre, with the Proposed Scheme being a catalyst for allowing the city centre to breathe again, and adhering to the seven guiding principles set out in the Galway Transport Strategy (GTS), the first of which is “*to promote and encourage sustainable transport, and in particular to make it convenient and attractive to walk, cycle or use public transport*”.

### Submission issue (ii)

The submission suggests that the proposal will lead to higher private car usage on College Road and on University Road, with consequent delays for buses. The submission therefore proposed that all on-street parking be converted to bus lanes on College Road and University Road.

### Response (ii)

Galway City Council does not agree with the suggestion that the proposed scheme will lead to higher private car usage on College Road and University Road.

The Proposed Scheme includes the provision of a bus-gate over the Salmon Weir Bridge and College Road. These bus gates will effectively remove through traffic on both of these roads (with the exception of buses, taxis and emergency services). The removal of through traffic will result in lower traffic volumes on both University Road and College Road.

Table 6.82 in Chapter 06 Traffic & Transport of the Environmental Impact Assessment Report (EIAR) identified the road links that will experience a reduction of greater than 100 Passenger Car Units (PCU) during the AM peak hour in the year of opening of the scheme. This table identified that College Road (north of Forster Street) will experience a reduction of 113 PCU, College Road (between Lough Atalia Road and Dublin Road) will experience a reduction of 219 PCU, while University Road will experience a reduction of 519 PCU.

In the PM peak hour, University Road will experience a reduction of 363 PCU, while College Road south of Lough Atalia Road will experience an increase of 215 PCU and between Lough Atalia Road and Dublin Road will experience an increase of 100 PCU. The estimated flow increase on College Road south of Lough Atalia Road results from a diversion of local trips (i.e. starting or ending on College Road itself) from previously two access points to a single access point. General traffic entering and leaving College Road has to do so from the junction with Lough Atalia Road alone due to the proposed bus gate at the southern end of College Road. This gives the appearance of an increase in traffic but is overall a similar volume of trips using different sections of the local road network. Overall, along the entire lengths of University Road and College Road, a reduction in private car usage is predicted as a direct result of the implementation of the Proposed Scheme.

### Submission issue (iii)

The submission suggests that the Galway Docks and University College Galway Hospital should have been included in the proposed scheme.

### Response (iii)

The extents of the proposed scheme are discussed in Chapter 3 of the Options Assessment Report, which accompanied the planning application. Extracts from Section 3.2.1 of this report are provided below:

*“The University Road / Newcastle Road junction was chosen as the extremity of the scheme to the west due to this being the location where all five GTS bus routes converge onto a single corridor, as well as representing a logical start point for the Cross-City Link. A future scheme is proposed to address connectivity from University Road to the Seamus Quirke Road, potentially via University Hospital Galway.”*

*“The Merchants Road, Forthill Street and Dock Road junctions were chosen at the extremities of the scheme to the south-west, as this is the location where access to Eyre Square and the Cross-City Link will be impacted. As Eyre Square will no longer be a through-route, vehicle demand to access it will reduce significantly, requiring a realignment of Merchants Road onto Forthill Street onto Dock Road.”*

While the additional areas suggested in the submission include proposals to the city transport network which form part of the Galway Transport Strategy (GTS), these areas were not considered necessary to deliver the Cross-City Link as per the Proposed Scheme. Any potential future amendments to the transport network in these areas will be further developed, in line with the objectives of the GTS.

## 2.2 02 – Angela Shaw

### Submission issue (i)

The submission states that it is a fundamental matter that there be appropriate consultation with stakeholders and the public in respect of any such scheme.

### Response (i)

The submission acknowledges the public notice of the Proposed Scheme.

Galway City Council undertook comprehensive non-statutory pre-application consultation for the Proposed Scheme as described in detail in Section 1.6 of the EIAR. This included consultation with College Road residents. It is clear from the series of consultation events that the public consultation process was comprehensive and substantive. Comments that were raised during consultation were fully considered and addressed in the EIAR. Therefore, there is no basis to state that the application for the Proposed Scheme is invalid or void for lack of consultation.

### Submissions issue (ii)

The submission states that the EIAR did not consider all likely significant effects to sensitive receptors, to human beings, and specifically to the individual circumstances of the author of the submission.

### Response (ii)

The assessment of environmental impacts on human beings and other sensitive receptors is considered throughout the EIAR under the various environmental topics. In addition, measures to avoid and minimise dust, noise and vibration are included in Chapters 7 Air Quality and 9 Noise and Vibration.

Potential noise impacts on College Road are included in the assessment provided in Chapter 9. The northern section of College Road is assessed as road links 52333/50495 and 52333/52332, refer to EIAR Appendix 9.2. The assessment of these links concludes that the Proposed Scheme will result in a slight reduction in noise levels at the nearest noise sensitive receptors on College Road.

It is envisaged that normal working hours, from 07:00 to 19:00, will be followed, as set out in Section 5.6.3 of the EIAR. In specific circumstances, such as road crossings or road resurfacing, the works may be carried out at night, and typical of what would be normal in an urban road / street maintenance context. Section 5.4 of the EIAR provides an overview of the construction works for the Proposed Scheme.

### Submission issue (iii)

The submission contends that the EIAR should be reviewed and submitted again when *‘the necessary documentation and information is available’*.

### Response (iii)

It is considered that the EIAR and other documentation submitted with the application for the Proposed Scheme are complete, and that all necessary documentation and information have been submitted. No specific omissions are identified in this submission.

### Submission issue (iv)

It is stated in the submission that the author of the submission has not had adequate time to review all documentation.

### Response (iv)

As noted, Galway City Council engaged in comprehensive non-statutory pre-application consultation prior to the submission of the application for the Proposed Scheme. The application for the Proposed Scheme was advertised and the proposed CPO was advertised and the subject of public notices, consistent with the applicable statutory requirements. Following the submission of the applications, the Board is undertaking the current public consultation process, in which the author of this submission has taken the opportunity to participate. The issues raised in this submission have previously been addressed in the EIAR sections as noted above. Public consultation periods have been consistent with the applicable statutory requirements for effective public participation. It is noted that it is within the Board’s statutory discretion to determine whether to hold an oral hearing. Details of the pre-application non-statutory public consultation are set out in Section 1.6 of the EIAR.

## 2.3 03 – Circle K / Ard Services Limited

It is acknowledged that the submission is supportive of the scheme as a whole.

### Submission issue (i)

The submission suggests that the proposed temporary acquisition and the closure of the filling station on a temporary basis will have a significant impact upon its viability as a business due to diversion of trade. It is further suggested that the station may have to be demolished and re-built as a result of the proposed scheme.

### Response (i)

The Proposed Scheme underwent an options assessment process for each of the sections along route corridors and in terms of design options along the final route identified.

A Multi-Criteria Analysis (MCA) was carried out on route options in order to determine the preferred option for the Proposed Scheme. The options were assessed under a series of criteria including Economy, Safety, Physical Activity, Environment, Accessibility and Social Inclusion, Integration and GTS Policies. These criteria were further broken into relevant sub-criteria for assessment purposes. All elements were considered in combination with all the other criteria and sub-criteria in order to determine the preferred option for each section of the scheme. Along this section of College Road, it was determined that road widening is necessary to meet the objectives of the Proposed Scheme and the transport network.

This road widening will encroach onto the existing Circle K Service Station on College Road. Due to the nature of the development, and the dangers associated with working on or over flammable substances, it will be necessary to temporarily decommission the entire Filling Station while the works on the site are being carried out, to ensure the works are completed safely and in accordance with regulations.

It is acknowledged and accepted that the proposed scheme and compulsory purchase order will have an impact on the operation and financial reconfiguration of the current service station. A response relating to the CPO of this property is provided in Section 3.2 of this report.

### **Submission issue (ii)**

The submission suggests that the proposed scheme will result in the loss of approximately 11 parking spaces at the service station. It further suggests that the loss in circulation space within the station site will impact on parking availability, as well as safe and effective access and egress at the station.

### **Response (ii)**

It is acknowledged that the proposed scheme will have an impact on some of the existing parking bays located within the existing development. Appendix C, 'Preliminary Parking Survey Report', contained in the Preliminary Design Report for the proposed scheme, identifies that there are approximately 11 no. parking spaces currently located within the entire service station development. This report identifies that 4 no. existing parking spaces will be required to be removed arising from the Proposed Scheme (not 11 no. as suggested in the submission).

### **Submission issue (iii)**

The submission suggests that the proposed removal of one underground fuel tank, two existing fuel pump stations, replacement of the canopy, setting back of display signage and relocation of underground fuel pipes within the site will greatly affect the business' ability to generate revenue and endanger the future commercial viability going forward. It is further suggested that the loss of existing right turn manoeuvres into the station from College Road will also impact the commercial viability of the site.

### Response (iii)

It is acknowledged and accepted that the proposed scheme and compulsory purchase order will have an impact on the current service station. A response relating to the CPO of this property is provided in Section 3.2 of this report.

The proposed scheme does not intend “*the removal of existing right turn (inbound) onto the service station for inbound traffic on College Road*” as suggested. While the design drawings indicate a continuous white line along College Road in this location, the Traffic Signs Manual, Section 7.3.26 states: “*It should be noted that drivers may cross a Continuous Line (whether a single line RRM 001 or one that is part of a Double Line System) to enter or leave land or premises on the right-hand side of the road. It is not necessary, therefore, to break the line at such locations. However, a Continuous Line should generally be broken across a junction by provision of five marks of RRM 003C line.*” In this instance, access to the filling station premises is not restricted.

### Submission issue (iv)

The submission makes two suggested alternative proposals for the scheme in front of the Circle K filling station. The first is the suggested removal of the inbound cycle lane on College Road in this location. The second is the reduction in length of the general traffic right turn lane on College Road approaching the Moneenageisha junction. It is suggested that this is unnecessary as part of a scheme focused on the enhancement of public transport. It is suggested that if one, or both suggestions were advanced, there would be no requirement for the CPO of the Circle K Filling Station lands.

### Response (iv)

The proposed scheme underwent an options assessment process for each of the sections of the proposed scheme as described in response to Submission Issue (i) above. Option CRM1, presented in Section 4.6 of the Options Assessment Report, included an evaluation of both alternatives suggested within the submission. It was determined that this option did not meet the objectives of the proposed scheme.

Furthermore, in consideration of alternative options along this section of the route of the Proposed Scheme, as set out in the Options Assessment Report, this section of the Proposed Scheme, between Lough Atalia Road and Moneenageisha junction, incorporates both the Cross-City Link and the City Centre Access Network as identified in the GTS, there this section of the Proposed Scheme is required to meet the needs of this strategic route in terms of catering for general traffic movements, particularly orbital movements around the city centre.

It is further noted that an alternative option considered, Option CRM3 in the Options Assessment Report, did demonstrate higher benefits than the final design solution adopted for the Proposed Scheme, but was not selected due to negatives associated with the further increase in land acquisition that would be necessary to achieve this. This alternative option would have resulted in further encroachment into the Circle K development, had it been chosen.

As the route of the Proposed Scheme at this location also coincides with part of the Galway Cycle Network identified in the GTS (as a ‘secondary route’), the Proposed Scheme takes account of this in terms of the infrastructure provided. Providing the appropriate balance between property impact and achieving the objectives of the Proposed Scheme and acknowledging the continued heavier traffic movements at this location compared to the core city centre area (as part of the ‘City Centre Access Network’), the final design solution provides for a shared use bus lane for cyclists travelling eastbound and segregation in the form of a cycle lane in the westbound direction. The suggestion made in the submission that the westbound cycle lane could be dropped to minimise impact would not provide any improvement in level of service or safety for cyclists who use the route and is therefore not considered appropriate to adopt as a solution.

## 2.4 04 - Connacht Hospitality Group

It is acknowledged that the submission “*supports the principle of the Proposed Scheme and recognises the need for the enhanced sustainable transport options within the city centre.*”

### Submission issue (i)

The existing loading bay on Forster Street will be relocated approximately 50m from its current location on Forster Street. The An Púcán Pub and Hyde Hotel require regular deliveries, arrivals by taxis and regular waste servicing. The Proposed Scheme will present significant challenges to these key services for businesses along Forster St. It is requested that the existing loading bay be retained adjacent to An Púcán.

### Response (i)

The proposed scheme will introduce a two-way carriageway along Forster Street to facilitate bus routes between Eyre Square and College Road. The width of Forster Street is heavily constrained due to the presence of buildings on both sides of the street. At its narrowest, the width of Forster St. is approximately 10m wide. The existing loading bay on Forster St., located between the ‘An Púcán’ public house and Murty Rabbitt’s public house, operates between the hours of 08:30 – 15:30. With the introduction of two-way movements along Forster St., it is not possible to include a two-way carriageway, footpaths on both sides of the road and a loading bay. Footpaths are necessary on both sides of the road due to the presence of multiple buildings with direct pedestrian access onto the street and due to its city centre location and heavy footfall. Therefore, the Proposed Scheme includes for the relocation of the loading bay at the eastern end of the Street, to a location where there is sufficient space to accommodate a loading bay, footpaths, and a two-way carriageway. This loading bay will be accessible during times when the proposed bus lanes are not in operation (i.e., between 10:00 and 13:00 and between 19:00 and 07:00). It is noted that while the loading bay is to be relocated slightly further away from An Púcán Pub, it is proposed to be relocated slightly closer to the Hyde Hotel.

Furthermore, as acknowledged in the submission, the proposed scheme includes for the dedication of road space at the western end of Forster Street, on Eyre Square East as a loading bay between the hours of 10:00 – 13:00.

It is noted that taxis are permitted to utilise bus lanes and it is expected that taxis will therefore have continuous access to Forster Street for through movements, drop-offs, and collections.

### Submission issue (ii)

The submission raises concerns about the proposed two-way bus lane system along Forster Street and a “one way system with a stop-go approach on Forster Street” be provided in order to retain loading and servicing outside the hours of 10am – 1pm.

### Response (ii)

It is assumed that the submission is suggesting that an alternative approach to accommodating two-way movements, with a shuttle system whereby one movement happens at a time, be introduced along Forster Street. It is suggested that this would allow for the dedication of one lane of the carriageway to be assigned to loading while the other lane would accommodate vehicle movements. Vehicles would be controlled by traffic signals at either end of Forster Street, permitting movement in one direction at a time and holding back movements in the opposing direction.

This option was considered by the Design Team and Galway City Council, at the suggestion of the Connacht Hospitality Group, subsequent to the completion of the EIAR. It was determined that this proposal is not feasible. Firstly, queuing at either end of the shuttle system would be difficult to manage. Over as long a distance as suggested in the submission, it would be impractical to co-ordinate a shuttle system with the operation of the junctions at Fairgreen Road and Eyre Square, leading to vehicles queuing through these junctions, impacting on the operation of the Cross-City Link and the Inner City Access Road. This in turn, and most fundamentally, would impact on the journey time reliability of bus services operating along this section of the Proposed Scheme route.

The second reason that this is not considered feasible is due to the creation of an uncontrolled loading area along the suggested ‘shuttle’ section of the street. For example, should a vehicle enter the shuttle on a green signal, and park in a loading bay to carry out loading, upon completion, the driver of the vehicle would not be aware of the operation status of the shuttle, i.e., they could enter onto the carriageway in conflict with the direction of travel being permitted at that time, resulting in two vehicles meeting in opposing directions on a single carriageway. The operational logistics of such a system are not considered practical.

### Submission issue (iii)

The submission requests that the hours of operation of the bus lane be applied by way of a planning condition. However, where services are required for businesses outside of the allocated hours, the submission suggests that businesses be granted a permit to carry out essential servicing or that servicing vehicles be permitted to use the bus lane.

### Response (iii)

It is acknowledged that infrequent works would be required along Forster Street (and other locations where bus lanes are proposed). The identified situation is considered typical of the operation of cities and urban areas, where time constraints are applied to specific operations. An example of this in Galway City can be found on Shop Street and adjacent pedestrianised areas, in which loading and servicing occurs during limited time periods. In this instance, an application by a party seeking the temporary suspension of the operation of a bus lane for a period can be submitted to Galway City Council. Applicants may submit an application to Galway City Council seeking consent for the suspension of the operation of the bus lanes, together with any associated temporary traffic management proposals, for the purposes of carrying out works, e.g. the use of a hoist or the use of a pumping truck.

It is also noted that emergency vehicles are permitted to utilise bus lanes at all times in the event of an emergency.

## 2.5 05 - Conor Dowd

### Submission issue (i)

The submission suggests that several houses are proposed to be compulsory purchased and demolished to make way for the upgrades and in some instances to allow for more car parking spaces. The submission recommends that no homes are compulsory purchased and demolished.

### Response (i)

The Proposed Scheme includes for the compulsory purchase and demolition of two houses, in the vicinity of St. Brendan's Avenue and Headford Road. Neither of these houses are proposed to be acquired to allow for more car-parking spaces.

Section 4.6.10.2 of the EIAR describes the existing layout as:

*“The existing alignment of Bóthar na mBan / St. Brendan's Avenue as it approaches Headford Road, has a ‘swan-neck’ arrangement as it travels past St. Brendan's Avenue junction, with a sharp right turn followed by a sharp left turn alignment. Between St. Brendan's Avenue and Headford Road there is a narrow footpath on the eastern side of 1.2m width, which is further restricted due to the presence of utility poles, leaving a passable width of 600m along the footpath.*”

*On the western side of the road, there is also an existing 1.2m wide footpath, however, this path is discontinuous, whereby over a distance of approximately 23m, there is no footpath present.*

*This section of Bóthar na mBan / St. Brendan's Avenue has residential properties directly fronting both sides of the road, with 2 no. residential properties on the western side and 5 no. residential properties on the eastern side. The overall cross-section of this portion of Bóthar na mBan / St. Brendan's Avenue is approximately 8.1m."*

As stated in Section 4.10.3 of the Options Assessment Report, describing the preferred option:

*"This option proposes to widen St. Brendan's Avenue/Bóthar Na mBan as it approaches the junction with Headford Road in order to provide footpaths on both sides and two vehicle lanes for left turn and straight ahead movements. This would require the acquisition and demolition of 2 no. residential properties along the south-western side of St. Brendan's Avenue to enable the works.*

*The existing width of 7.3m on St. Brendan's Avenue is insufficient to provide a standard footpath on both sides of the road and retain two-way traffic along the Inner-City Access Route."*

It is noted that the proposed scheme will result in an overall reduction of approximately 220 parking spaces along the route of the Proposed Scheme, as set out in the Preliminary Parking Survey Report, which is included as Appendix C of the Preliminary Design Report submitted as part of the Planning Application.

## Submission issue (ii)

The submission suggests that an orbital east-west bus route from Knocknacarra to Parkmore over the Quincentennial bridge would reduce the need for buses through the city centre and allow for more walking and cycling infrastructure.

## Response (ii)

The Proposed Scheme has been developed based on the proposals contained in the GTS. Details of the GTS are provided in Section 2.2.5.1 of the EIAR. Extracts of this sections are provided below:

*"The Galway Transport Strategy (GTS) (Galway City Council (GCC), 2016) is a comprehensive transport strategy for Galway City and its environs (including areas within the jurisdiction of Galway County Council), intended to establish a framework for the development of the transport network over the next 20 to 30 years. The GTS sets out proposals for the road network, public transport network, walking network and cycling network, and contains a number of significant proposals which will allow the city to continue to grow in a sustainable manner. The GTS has been adopted by both GCC and Galway County Council, and is implemented through the policies of their Development Plans."*

*“Utilising the assessment criteria above, the GTS identified proposed improvements to the city transport network including the ‘Cross City Link’ (i.e. the Proposed Scheme), ‘City Centre Access Network’, and ‘Inner City Access Route’. The Cross City Link (i.e. the Proposed Scheme) is to form a central route for public transport, cyclists and pedestrians along a corridor from west to east, through the city centre. It will complement the proposed new city bus network routes approaching from the east and west of the city centre, which coalesce along this high-quality corridor, providing high-frequency services with journey time reliability and opportunities for interchange.”*

*“The Cross City Link (i.e. the Proposed Scheme) will ensure that public transport services can access key areas such as the retail & recreational centre of the city, public transport hubs at the rail & bus stations, City & County Halls along with the city centre hotels and bed & breakfasts on College Road, key areas such as University Hospital Galway, NUI Galway, the Sportsgrounds and the car parking and coach facilities at Galway Cathedral.*

*Within the GTS proposals for Galway City Centre, this central priority corridor is to be complemented by a two-way inner-city vehicle access route linking Lough Atalia Road to the N6 via Fairgreen Road, Bóthar Uí hEithir, Prospect Hill, Bóthar na mBan and Headford Road. The Proposed Scheme also includes the reconfiguration of traffic flow along the Inner-City Access Route between the junction of Bóthar Uí hEithir/College Road and Bóthar na mBan/Headford Road, and improvements to ancillary adjacent streets.”*

The intent in the GTS is therefore clear in that, notwithstanding any other bus services which may emerge over time, provision for enhancing the level of service (journey time and journey time reliability) for existing and future improved bus services to and through the city centre is essential to meet the needs of existing generators of high travel demand in a more sustainable way. The Proposed Scheme facilitates this.

### **Submission issue (iii)**

The submission recommends that other longer-term solutions, such “*as a very light rail system*” be explored.

### **Response (iii)**

Chapter 03 of the EIAR for the Proposed Scheme relates to Consideration of Reasonable Alternatives. Section 3.2.3.3 of this Chapter considers Light Rail Alternatives.

It is concluded that while the Proposed Scheme does not make provision of Light Rail along its route based on projected levels of travel demand to be accommodated, the delivery of the Proposed Scheme does not preclude the potential for higher capacity services on transport corridors to emerge into the future in Galway, linked to more intense land-use development planning (and higher density development) which would give rise to the potential to be served by light rail.

## 2.6 06 - Development Applications Unit (DAU)

### Submission issue (i)

A number of conditions to a grant of planning relating to archaeology are recommended by DAU.

### Response (i)

The suggested mitigation measures relating to archaeology are acceptable to the Applicant.

### Submission issue (ii)

The submission suggests that there may have been significant changes to bat habitats and roost availability in the study area since the bat survey was completed in July 2019.

### Response (ii)

The EIAR states in Section 12.5.2.3 that all trees to be impacted are assigned as Category 4 status indicating no roost potential. Although it is proposed to remove 56 trees, 186 new trees will be planted. However, the applicant would accept a condition requiring a further visual inspection of all trees to be removed to confirm no change to initial inspection prior to commencement of the works.

It is proposed to carry out an internal inspection of the attic spaces of the properties to be demolished prior to demolition, refer to Section 12.6.1.5 of the EIAR.

Accordingly, it is considered that there is no risk of disturbance to bats or destruction of their resting or feeding places.

### Submission issue (iii)

The DAU has concerns in relation to the potential impact of upgrading and installation of new public lighting having a negative impact on bats.

### Response (iii)

Section 12.5.3.3 of the Environmental Impact Assessment Report States:  
*“Having regard to the Urban Development and Building Heights: Guidelines for Planning Authorities (DoHGL, 2018), in development locations in proximity to sensitive bird and/or bat areas, proposed schemes need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and/or collision.  
Any new lighting will be LED type which is directional and reduces light spill to the surrounding environment.*

*The replacement of older sodium lamps with new LED directional lights such as those erected in the vicinity of the Millennium Children's Park at University Road has not affected bat commuting activity recorded regularly during repeated Galway Bat Group walks in this area by the author. To this end, the Proposed Scheme does not include any significant changes in lighting or streetscape that would have a significant effect on bat commuting in Galway City."*

The value of the River Corrib which is designated as part of the Lough Corrib SAC as an area of high biodiversity value is presented in the EIAR and the value of the Eglinton Canal as a supporting habitat and commuting corridor for faunal species is also acknowledged. These areas are considered of higher biodiversity value in the urban setting of Galway City. As such, any proposed replacement of street lighting in these areas will be considered as per the recommendation of the DAU, where any new lighting to be installed will be limited to areas only where it is required. Smart control systems to allow cut-off periods during hours of darkness and dimming at dawn and dusk will be used. Colour temperature control smart lighting will be installed, permitting the adjustment of the CCT to 2,700K or below in the following potentially sensitive areas; at the crossing of the Eglinton Canal, the areas surrounding the Cathedral and car park, the Salmon Weir Bridge along with Waterside and Newtownsmith.

#### Submission issue (iv)

In accordance with the National Biodiversity Action Plan, it should be demonstrated that the project will avoid a net loss of biodiversity.

#### Response (iv)

It is proposed to plant 186 trees, with the removal of 56 trees. In addition, there will be a net gain in biodiversity with approximately 2,500m<sup>2</sup> of vegetation gain including new proposed amenity grassland areas. Therefore the proposed development avoids a net loss of biodiversity.

#### Submission issue (v)

The DAU recommend a number of conditions to planning relating to archaeology and cultural heritage.

#### Response (v)

The recommendations included in the submission from the Development Applications Unit are satisfactory and the Applicant would accept as conditions to a grant of planning.

## 2.7 07 - Diarmuid Croghan

### Submission issue (i)

The submission suggests that the closure of the Salmon Weir Bridge to general traffic between the hours of 7am – 7pm will have a “*massive effect on people who use the bridge, to access the city centre*”, Galway Cathedral and University College Hospital Galway and will result in additional time and distance to travel to these places.

### Response (i)

It is acknowledged that the Proposed Scheme will result in some current journeys undertaken in private vehicles being increased, if continued to be undertaken by private vehicle. The submission provides an example of an 800m journey being increased to 2.5km. The Proposed Scheme anticipates a modal shift arising from the changes to the transport network, including the creation of a bus gate at the Salmon Weir Bridge. In particular, the Proposed Scheme will facilitate a shift from private vehicle to walking, cycling or public transport for appropriate journeys. Journeys under 2km in length are ideal for a transfer to walking or cycling.

It is accepted that not all journeys can be completed by walking, cycling or public transport for various reasons, and will require to be continued in private vehicles, some of which may require a slightly longer distance to travel. However, it is suggested that any inconvenience to motorists or passengers in private vehicles having to travel an additional 2km in a car, is more than offset by the improvements in journey time for public transport users and the improved environment provided to pedestrians and cyclists by the removal of vehicles from the cross-city link route.

It should be noted that while restrictions are proposed on the Cross-City Link for through traffic, destinations along the Cross-City Link remain accessible for private vehicles. The submission suggests that there is no direct route from Woodquay to Galway Cathedral and the Regional Hospital, however the submission also correctly identifies that a route is available via the Quincentennial Bridge. Most of the traffic accessing both destinations, who would currently utilise the Salmon Weir Bridge, has an origin to the north or east of the Bodkin junction, making the journey via the Quincentennial Bridge a shorter distance to large sections of the hospital grounds. It is acknowledged, that this route would result in a longer journey of approximately 1.1km to Galway Cathedral by private car.

### Submission issue (ii)

The submission suggests that the closure of the Salmon Weir Bridge to general traffic between the hours of 7am – 7pm will increase the journey time to Salthill by private car resulting.

## Response (ii)

It is acknowledged that the proposed scheme will result in some current journeys undertaken in private vehicles being increased, if continued to be undertaken by private vehicle. For example, a journey from Woodquay to Galway Golf Club in Salthill is approximately 700m longer via the Wolfe Tone Bridge when compared to via the Salmon Weir Bridge. While this is an approximate 15% increase in journey distance, it is not considered a significant additional distance to travel in a private vehicle, when the removal of this trip from the Cross-City Link will provide reduced journey times for public transport vehicles and an overall reduction in the number of private vehicle trips being undertaken arising from a modal shift to walking, cycling and public transport.

## Submission issue (iii)

The submission suggests that the closure of the Salmon Weir Bridge to general traffic between the hours of 7am – 7pm will increase the journey time to Oughterard by private car while there is no bus alternative available.

## Response (iii)

The submission suggests that the journey referenced, from Woodquay to Oughterard, will increase in time due to congestion on the road network. It is noted that the Proposed Scheme intends to increase the number of trips taken by sustainable transport modes, i.e., walking, cycling and public transport, thereby reducing the number of trips undertaken by private vehicles relative to the dominant scenario.

Chapter 6 ('Traffic and Transport') of the EIAR documents the assessment of the road network and traffic impact arising from the proposed scheme. Table 6.90 and Table 6.91 respectively present the volume over capacity at key junctions on the network and provides a magnitude of impact and significance of effects at the junctions listed for the year 2023, and for both the AM and PM peak hours respectively. The submission refers to the Browne Roundabout. Table 6.90 and Table 6.91 identify that the magnitude of impact of the proposed scheme on this junction is expected to be medium with the significance of effects being 'negative moderate' in the AM Peak, while the magnitude of impact is expected to be low with the significance of effects being 'negative slight' in the PM peak.

## Submission Issue (iv)

The submission suggests that the closure of Waterside, at its junction with St. Vincent's Avenue, is unnecessary and unrelated to the Cross-City Link.

## Response (iv)

The Cross-City Link has been defined and protected from encroachment by general traffic primarily through the proposed introduction of bus lane and bus gates at strategic locations along the route.

As the submission correctly identifies, Waterside is a part of the Proposed Scheme and there are bus lanes approaching this junction from both the east and the west, making this road inaccessible for general traffic. Should this route be retained in its current form, it would not be accessible, without driving in a bus lane. This was a primary rationale for the closure of this section of the routes, together with the creation of a pedestrian plaza. An extract of the General Arrangement layout for the Proposed Scheme in the vicinity of Waterside is presented below in Figure 2.1

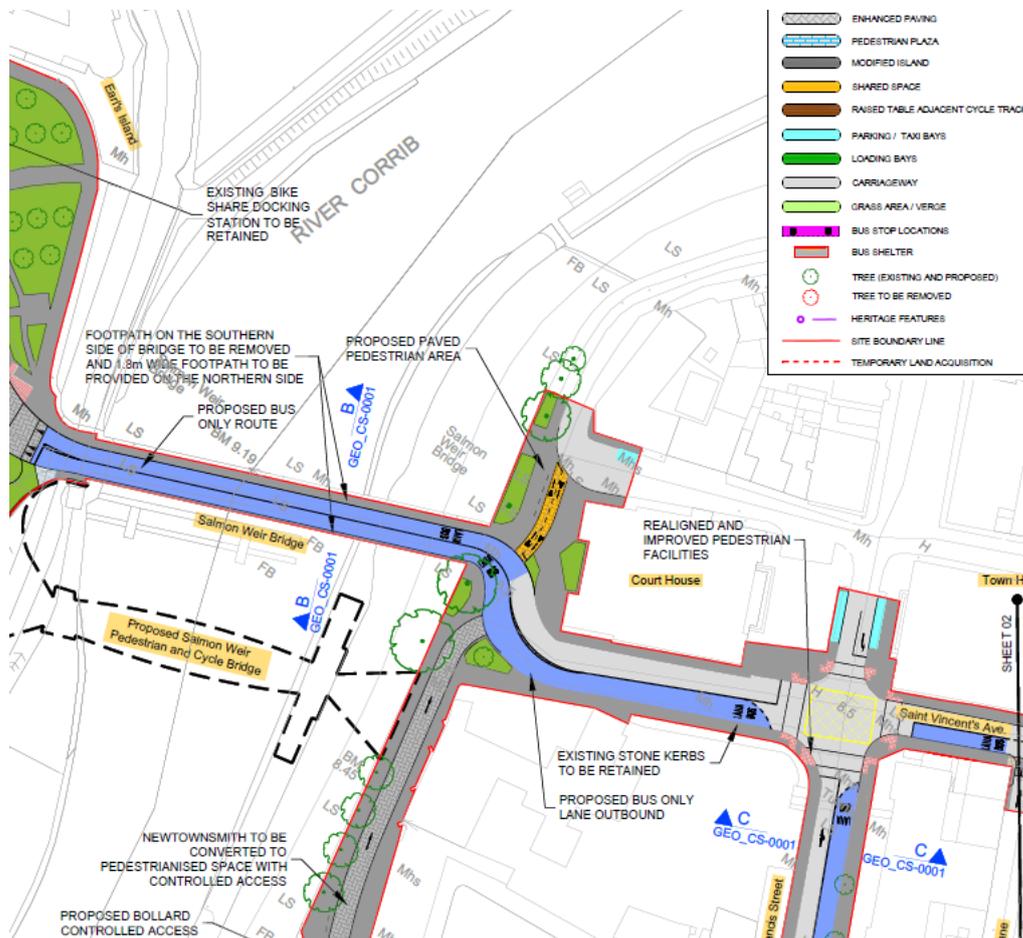


Figure 2.1 – Extract from EIAR General Arrangement Drawing at Galway Courthouse

Notwithstanding the above, and as included in the response to the submission made by the Courts Service in Section 2.22 of this report, having considered the proposed amendments as set out in the submission by the Courts Service, Galway City Council have no objection to, and would support An Bord Pleanála making a condition to the grant of planning permission which would amend the Proposed Scheme in the vicinity of Galway Courthouse. Galway City Council suggest the following amendments, subject to the approval of An Bord Pleanála:

The proposed scheme shall be amended in the vicinity of Galway Courthouse, as per drawing BCG-GA-00-02-PL02.

These changes can be summarised as follows:

- Waterside be retained to traffic, and the proposed pedestrian plaza to the rear of Galway Courthouse be removed from the scheme;
- The direction that traffic is permitted to travel on Waterside be reversed, from the Corrib House Tea Rooms to St. Vincent's Avenue at the rear of the courthouse;
- A contra-flow cycle track be provided along Waterside, from St. Vincent's Avenue to Courthouse Square;
- No alterations to the existing footpath and parking under the ownership of Galway Courthouse be proposed.

It is believed that the suggested alterations to the scheme as described will retain access to this area, without unduly impacting on the efficient operation of the Cross-City Link and retaining a legible network for road users locally.

A General Arrangement sketch, extracted from drawing BCG-GA-00-02-PL02, which is contained in Appendix A of this report, of the proposed layout in the vicinity of the back of the Courthouse is presented in Figure 2.2

The proposed amendment will remove plot 126.a.101 from the Compulsory Purchase Order Schedule Part I and plot BB from the Compulsory Purchase Order Schedule Part III (Section B).

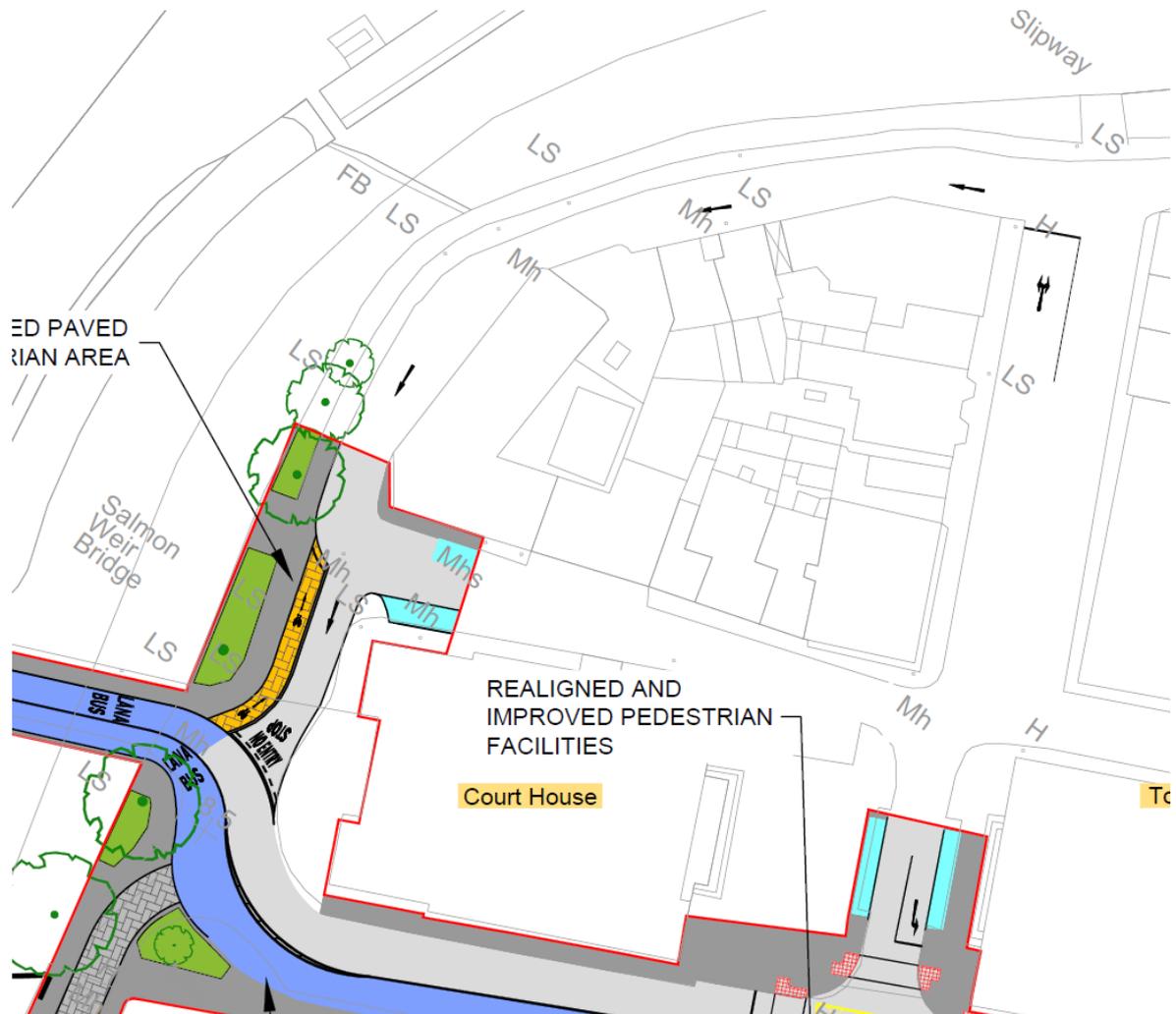


Figure 2.2 – Extract from Proposed General Arrangement Drawing at Galway Courthouse

### Submission issue (v)

The submission identified the number of parking spaces proposed to be removed at Woodquay, Galway Cathedral, Gaol Road and Dyke Road and suggests that the number of parking spaces proposed to be removed is unacceptable for residents, commuters and service providers.

### Response (v)

Section 4.16 of Chapter 04 (Description of the Proposed Scheme) in the EIAR provides an overview of the alterations to Parking and Loading associated with the Proposed Scheme. Additionally, Appendix C of the Preliminary Design Report, which accompanies the planning application contains a Preliminary Parking Survey Report for the Proposed Scheme.

The proposed scheme provides for the removal of on-street parking at some locations along its route. In total the Cross City Link Scheme will have a moderate impact on parking on the road and street network along and within the vicinity of the Proposed Scheme as identified in Section 6.5.7 of the EIAR. In total there will be a reduction in on-street car parking spaces of 220.

This equates to approximately 5% of the surrounding available parking provision available for public use. The Interim Galway City Development Plan 2023-2029 contains Policy 4.5 relating to Transport Demand Management Measures. Item 3 of this policy states: *“Promote changes in the management of car parking, including for the reduction of on-street parking, improved access arrangements and a review of pricing structures that will encourage sustainable mobility.”* Section 4.6 of the Galway Transport Strategy also identified proposed measures relating to Parking. One of the proposed measures states: *“It is proposed to remove most of the on-street parking in the city centre to provide more road-space for pedestrians and public transport, while retaining disabled driver parking.”* It is considered that the proposals contained in the Proposed Scheme are in keeping with Galway City Council policy.

Section 4.16 of Chapter 04 (Description of the Proposed Scheme) in the EIAR provides an overview of the alterations to Parking and Loading associated with the Proposed Scheme. Additionally, Appendix C of the Preliminary Design Report, which accompanies the planning application contains a Preliminary Parking Survey Report for the Proposed Scheme.

It is noted, that while there is a proposed reduction of approximately 44 no. parking spaces in the Woodquay area, this location is within the city centre zone and is near several publicly available carparks. For example, within a 250m radius of Woodquay there is a large public surface carpark at Dyke Road, a large multi-storey carpark at Corrib Shopping Centre and a public surface carpark at Newtownsmith. These 3 carparks combined contain approximately 1,140 parking spaces. Each of these car parks is a 3 – 5 min walk from Woodquay.

Similarly, the proposed reduction of 116 parking spaces at Galway Cathedral are in a location that is immediately adjacent to the proposed Cross-City Link, with a proposed inbound and outbound bus stop located at the Cathedral. Frequent, reliable public transport will be available to and from this location arising from the Proposed Scheme.

The parking spaces at the Cathedral will be replaced by bus and coach parking, and the provision of an enhanced public realm area which is currently being connected by a new pedestrian and cycle bridge adjacent to the existing Salmon Weir Bridge, thereby significantly improving the overall amenity of the local environs for people visiting this part of Galway. In terms of retained parking provision locally, there are an additional approximate 175 parking spaces located within 200m of the spaces proposed to be removed.

## Submission Issue (vi)

The submission states that there was an inadequate consultation for the Proposed Scheme and no leaflet drop was made to residents in Woodquay.

## Response (vi)

Galway City Council undertook comprehensive pre-application non-statutory public consultation, as described in detail in Section 1.6 of the EIAR. Details of the non-statutory public consultation are presented in the Public Consultation Report which accompanies the Proposed Scheme application.

## Submission (vii)

The submission suggests that there will be severe traffic congestion if the scheme is introduced as proposed. The submission suggests that increased people movement over the Salmon Weir Bridge is not sufficient and there will be a disproportionate impact on motorists. The submission suggests that modal shift should be introduced gradually. The submission further suggests that bus gate operation should be introduced for peak hours only and extended if deemed necessary.

## Response (vii)

The environmental impacts of the Proposed Scheme are set out in the EIAR. Chapter 06 relates to Traffic and Transport. Chapter 06 includes an assessment of the impact of the Proposed Scheme on the city road network. Extracts from this Chapter are provided below:

*“Positive, Slight to Moderate and Long-term effects are predicted at two junctions as a result of redistribution of general traffic associated with the Proposed Scheme.”*  
(AM Peak hour)

*“Overall, redistributed traffic associated with the Proposed Scheme is expected to result in a negligible impact at 59 out of 77 junctions assessed and the effect is deemed Not Significant and Long-term. Five junctions are predicted to experience Imperceptible and Long-term effects. A Negative, Slight and Long-term effect is predicted at four junctions,*

*A Negative, Moderate and Long-term effect at nine junctions. Further assessment into mitigation measures is therefore not necessary for any junctions in the AM Peak Hour of the 2038 Design Year.”*

*“Positive, Slight to Moderate and Long-term effects are predicted at two junctions as a result of redistribution of general traffic associated with the Proposed Scheme.”*  
(PM Peak Hour)

*“Overall, redistributed traffic associated with the Proposed Scheme is expected to result in a negligible impact at 55 out of 68 junctions assessed and the effect is deemed Not Significant and Long-term. Three junctions are predicted to experience Imperceptible and Long-term effects. A Negative, Moderate and Long-term effect is predicted at six junctions.*

*A Negative, Slight and Long-term effect is predicted at four junctions. Further assessment into mitigation measures is therefore not necessary for any junctions in the PM Peak Hour of the 2038 Design Year.”*

With respect to Mitigation and Monitoring Measures required for the proposed scheme, Chapter 06 of the EIAR concludes the following:

*“Given that the Proposed Scheme results in a positive impact for walking, cycling, bus and people movements, mitigation and monitoring measures have not been considered for these assessments.*

*The design development for general traffic and parking / loading, including the measures incorporated into the Proposed Scheme to minimise negative impacts, have been outlined in Chapter 4 (Proposed Scheme Description) of this EIAR. Therefore, no Negative, Significant and Temporary or Long-term effects are predicted as a result of the Proposed Scheme.*

*As such, no mitigation measures are required to be considered as part of the Proposed Scheme.”*

With regards to the suggestion that the bus gates should be introduced at peak hours only, section 4.2 of the EIAR states:

*“Bus priority will be achieved through a series of interventions. These vary throughout the proposed scheme and also vary throughout the time of day at certain locations. The hours of operation of the bus lanes and gates will be subject to on-going review based on prevailing traffic conditions and the goal of achieving the project objectives. Galway City Council and the NTA will co-operate in good faith to address any issues with the hours of operation that may arise during the lifetime of the scheme.*

*Bus priority along R863 University Road will be achieved through the introduction of bus lanes on the Salmon Weir Bridge, between the entrance to Fisheries Field and Galway Courthouse. These will function as an effective bus gate, only permitting buses and permitted vehicles to cross the Salmon Weir bridge in both directions. This will permit R863 University Road and Nuns Island to remain accessible to all vehicles during hours of operation of the bus lanes via Newcastle Road. The bus lanes on Salmon Weir Bridge are proposed to operate seven days a week (Mon – Sun) from 07:00-19:00.”*

It should be noted that the operation of the bus gates, not only provide for public transport priority, but also reduced through traffic along the route e.g. University Road, which will create a more cycle friendly environment. The opening of the bus gates outside of peak hours only, would negatively impact on the level of service of cycling along the Cross-City Link.

## **2.8 08 – Fairgreen Coach Station Ltd.**

### **Submission issue (i)**

The submission suggests that an assessment of the impact of the Proposed Scheme as it affects the property cannot be carried out without accurate final design drawings and no details have been supplied outlining the traffic management programme to maintain 24-hour access for coaches entering and existing the station.

Additionally, without perfected vertical and horizontal design drawings, it is suggested that it is impossible for the property owner to fully understand the implications of the proposed scheme relating to the Coach Station.

## Response (i)

The Coach Station and the various service operators that use the Coach Station will be one of the main beneficiaries of the Proposed Scheme through the provision of bus priority infrastructure measures and traffic management restrictions which will improve accessibility, journey times and journey time reliability for buses to and through the city centre.

It is considered by the Applicant that sufficient information has been provided to permit all stakeholders, including directly impacted land owners and the general public to fully understand the implications of the Proposed Scheme. The Proposed Scheme has been designed to a level appropriate to the current stage of the scheme, that is, a preliminary design sufficient to carry out an environmental impact assessment of the Proposed Scheme, and the confirmation of all necessary lands to construct and thereafter maintain the infrastructure provided. The application has been accompanied by a series of drawings including a General Arrangement of the Proposed Scheme and a Preliminary Design Report of the Proposed Scheme. Chapter 05 ('Construction') of the EIAR which incorporated both a Construction and Environmental Management Plan (CEMP) and Construction Traffic Management Plan.

Drawing BCG-GA-00-07 submitted with the planning application for the Proposed Scheme denotes that a "Proposed Raised Entry Treatment with Tactile Paving" is intended to be constructed at the entrance to the Coach Station on College Road.

Section 4.11 of the Preliminary Design Report submitted with the planning application relates to kerbing along the scheme. This section provides typical details for kerb treatment at raised table priority junctions. It states "*At locations where a footpath will be located adjacent to a cycle track, a half-battered kerb with a 60mm upstand is proposed. This 60mm high vertical kerb will be required to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath. At locations where a cycle track is not present, and the footpath is adjacent to the carriageway, a standard 125mm upstand is proposed. Dropped and transition kerbs will be provided at driveways and pedestrian crossings.*"

Chapter 05 of the EIAR relates to the construction of the proposed scheme. Section 5.5.3.2 of this Chapter details Parking and Access. This section states:

*"When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. (emphasis added) Details regarding temporary access provisions will be discussed with*

*homes and businesses prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.”*

Should the Proposed Scheme be approved by An Bord Pleanála, the appointed contractor will be required to liaise directly with the Operators of the Coach Station to facilitate the ongoing use of the access and egress points during the construction stage, as set out above.

### **Submission issue (ii)**

The submission suggests that the proposed scheme will have a severe detrimental effect on the functionality of the coach station as no impact on vehicle movements have been considered.

### **Response (ii)**

Chapter 06 of the EIAR (‘Traffic and Transport’), documents the assessment and impact of vehicle movements.

It is considered that the Proposed Scheme will have a significant positive benefit to the functionality of the coach station, contrary to the suggestion made in the submission. The entrance to the Coach Station is located directly on the Cross-City Link, which will provide bus priority along its length. Buses entering the Coach Station (or exiting the Coach Station onto Fairgreen Road, approximately 115m from the Cross-City Link), will benefit from the reduced journey times for buses travelling along the route. Section 6.5.8.2 of the EIAR also presents the anticipated bus journey time and reliability changes as a result of the proposed scheme, which includes an average reduction of 51% in the journey time for eastbound buses and an average reduction of 37% in the journey time for westbound buses along the Cross-City Link in the year of opening of the Proposed Scheme.

### **Submission issue (iii)**

The submission suggests that the positioning of the proposed pedestrian crossing on Fairgreen Road is considered dangerous as it is claimed that it places pedestrians waiting to use the crossing in a dangerous position.

### **Response (iii)**

The Proposed Scheme has been designed with the intention of improving safety for pedestrians and encouraging walking as a key mode of travel. A controlled pedestrian crossing has been proposed on Fairgreen Road to provide a safe crossing point for pedestrians, located between key attractors including Galway Coach Station, Ceannt Bus and Rail Station and the existing taxi rank on Fairgreen Road.

This crossing is located within close proximity of the existing exit from Galway Coach Station onto Fairgreen Road.

However, this crossing and its interaction with the exit from the Coach Station has been designed to avoid a conflict between exiting buses and waiting pedestrians. The Applicant is satisfied that buses will be able to exit the coach station without encroaching on the waiting area for pedestrians wishing to cross the road utilising the proposed pedestrian crossing.

## 2.9 09 - Galway City Community Network

### Submission issue (i)

The submission suggests that the Proposed Scheme should include measures to ensure the safety of vulnerable road users. It suggests that more pedestrian crossings should be included and there should be a minimum distance between pedestrian crossings. It suggests that pedestrian crossings should be added to ensure access to bus stops. The submission suggests that permeability should be improved by removing obstacles like kissing gates and off-road cycle and walkways should be designed to ensure accessibility for wheelchair users.

### Response (i)

The Proposed Scheme includes for the provision of controlled pedestrian crossings, in particular in close proximity to bus stops along the Cross-City Link and at junctions along the scheme. In addition, raised tables at access junctions are also proposed to improve pedestrian comfort and safety.

The submission suggests that there should be more pedestrian crossings and a minimum distance between pedestrian crossing without providing examples of areas in which it is considered that pedestrian crossing facilities are lacking, it is therefore difficult to provide a detailed response to this point. Pedestrian crossings have been proposed at locations where pedestrian desire lines have been identified or predicted. Galway City Council are happy to receive and consider suggestions to the installation of controlled pedestrian crossings across the city.

The Proposed Scheme does not propose the installation of kissing gates.

Walkways have been designs to improve accessibility for wheelchair users, with footpaths widened in numerous locations and raised tables proposed across junctions. Subject to approval by An Bord Pleanála, Galway City Council will construct the scheme in accordance with relevant standards relating to accessibility.

### Submission issue (ii)

The submission welcomes the proposed restrictions to traffic and the creation of the City Centre Access Network. The submission welcomes the focus of the scheme to prioritise public transport and walking along its length, however the submission suggests that the provision of clear cycling routes through the city centre has not been addressed by the plan.

The submission recommends careful balancing of this issue with the requirements of universal design to ensure that the hierarchy of road users is maintained, yet active modes of travel are promoted in Galway City Centre.

## Response (ii)

The proposed scheme underwent an options assessment process for each discrete section of the proposed scheme. A Multi-Criteria Analysis (MCA) was carried out on scheme options in order to determine the preferred option for the Proposed Scheme. The options were assessed under a series of criteria including Economy, Safety, Physical Activity, Environment, Accessibility and Social Inclusion, Integration and GTS Policies. These criteria were further broken into relevant sub-criteria for assessment purposes, including Transport Reliability and Quality (Pedestrian and Cyclist Journey Quality and Time), Cyclist User Safety, Promotion of Active Travel Modes and Safe and efficient movements of pedestrians and cyclists on and crossing the routes. These elements were considered in combination with all the other criteria and sub-criteria in order to determine the preferred option for each section of the scheme.

The National Cycle Manual (Section 1.7.3) sets out a hierarchy of provision for designers to consider when designing for cyclists. The first two steps in this hierarchy are traffic reduction and traffic calming, with the provision of cycle lanes and cycle tracks being number 5 in the hierarchy. This is the approach adopted for the Proposed Scheme. Traffic reduction will be achieved along the majority of the route of the Proposed Scheme, (from University Road to College Road inclusive), thereby providing a safer, more attractive environment suitable for cycling.

Galway City Council has proposed to introduce a 30 km/hr speed limit in Galway City Centre, that would include the Cross-City Link from University Road to College Road inclusive. The Elected Members of Galway City Council (GCC) have recently (January 2023) approved proposals to bring forward the proposed speed limit changes to Public Consultation. It is envisaged that a 30 km/hr speed limit will be introduced in advance of the opening of the proposed scheme. The introduction of such a speed limit would further enhance the environment of the Cross-City Link for cycling and walking.

## Submission issue (iii)

The submission suggests that the Proposed Scheme should not result in making access to the city centre more difficult for blue badge holders. The submission identifies the proposed relocation or removal of disabled parking bays, suggesting that these are unacceptable.

### Response (iii)

The submission presents a table of current and proposed disabled parking bays for the Proposed Scheme, which identifies that 2 existing disabled parking bays at Eyre Square are proposed to be relocated to Bóthar Irwin, a new disabled parking bay is proposed at College Road and 2 disabled parking bays are proposed to be removed at Woodquay.

With regards to the loss of two disabled parking bays at Woodquay, it was not the design intent to reduce the number of disabled parking bays in this location. Galway City Council intend to maintain two disabled parking bays as part of the proposed scheme and should An Bord Pleanála grant approval for the scheme, Galway City Council suggest a condition a condition being placed on a grant of planning stating that no less than the existing number of disabled parking bays are to be maintained at Woodquay.

With regards to the relocation of two disabled parking bays from Eyre Square to Bóthar Irwin, it was found that it is necessary to relocate these parking bays due to the removal of the roadway at this location. The disabled parking bays are currently located in an area of roadway to be removed as part of the Proposed Scheme, and would no longer be accessible to cars for parking or through movements. The closest location where replacement parking could be provided is at Bóthar Irwin and this is proposed in order to not reduce the number of disabled parking spaces in the vicinity.

### Submission (iv)

The submission suggests that all footpaths should be widened, if possible, in line with the Irish Wheelchair Associations Guidelines of Best Practice. The submission also suggests that zebra crossings be proposed in place of signal-controlled pedestrian crossings. Pedestrian crossings are suggested to the south of the Cathedral car-park, at McSwiggans, On University Road and Salmon Weir Bridge and on the eastern end of Lough Atalia Road. Additionally the submission suggests that tactile paving should be provided, which it is suggested are not shown on the drawings.

### Response (iv)

The Proposed Scheme intends to widen footpaths where feasible. Throughout the Scheme it is necessary in places to balance the desire to widen footpaths with the desire to widen cycle paths, with demand for both and limited space available.

As part of the Proposed Scheme, controlled pedestrian crossings are proposed at University Road, at the Salmon Weir Bridge and at the eastern end of Lough Atalia Road. The suggested pedestrian crossings at the south of the Cathedral carpark are noted and will be considered at the detailed design stage.

The Proposed Scheme proposes to provide tactile paving at all pedestrian crossings in accordance with “Guidance on the use of Tactile Paving Surfaces”. It is noted that proposed tactile paving at pedestrian crossings are indicated on the General Arrangement drawings for the proposed scheme.

## Submission issue (v)

The submission suggests that there is a lack of a legible corridor for cyclists through the city centre. The submission queries how the new pedestrian and cycle bridge at Salmon Weir will be accessed from the north or the east. It is suggested that one-way streets in the city centre do not have contra-flow cycle tracks and it is further queried as to the purpose of a proposed contra-flow cycle track at Woodquay, which is included as part of the Proposed Scheme.

## Response (v)

It is not the intention of the Proposed Scheme to restrict access for cyclists to or from the new Salmon Weir Pedestrian and Cycle Bridge. The submission suggests that the creation of a cul-de-sac at Newtownsmith (to permit vehicles exit from Newtownsmith onto St. Vincent's Avenue at times when HGV access is permitted for loading), will restrict cyclists from entering Newtownsmith from St. Vincent's Avenue (and restrict access to the new Salmon Weir Pedestrian and Cycle Bridge).

The Proposed Scheme intends that Newtownsmith will be made a cul-de-sac utilising retractable bollards. The section of Newtownsmith between the bollards and St. Vincent's Avenue is proposed to act as a shared space for pedestrians and cyclists. Both pedestrians and cyclists will be permitted to traverse Newtownsmith in both directions when the bollards are up, permitting access and egress in both directions for cyclists. References in the design to a one-way relate to vehicles exiting Newtownsmith during the loading window when the bollards are retracted and are not intended to restrict cyclist permeability.

The Proposed Scheme intends to create a one-way street for traffic through Woodquay. This includes the removal of a number of parking spaces in this location. As Woodquay serves as both an origin or destination of trips due to the presence of multiple uses including restaurants, pub, retail and residential, it is anticipated that cycling trips to and from this area will also be frequent. The Proposed Scheme therefore includes a contra-flow cycle track adjacent to a one-way street to facilitate trips beginning at Woodway wishing to access Headford Road.

## Submission issue (vi)

The submission suggests that the proposed scheme is based on the shared use of the road by cyclists and other vehicles along the Cross-City Link and that there are concerns around cyclist safety. The submission suggests incorporating traffic calming measures to enhance safety. The submission further suggests the provision of segregated cycling infrastructure is preferred. The submission suggests that some streets could be retained as one-way for general traffic and two-way segregated cycle tracks could be provided.

## Response (vi)

The National Cycle Manual (Section 1.7.3) sets out a hierarchy of provision for designers to consider when designing for cyclists. The first two steps in this hierarchy are traffic reduction and traffic calming, with the provision of cycle lanes and cycle tracks being number 5 in the hierarchy. This is the approach adopted for the Proposed Scheme. Traffic reduction will be achieved along the majority of the route of the Proposed Scheme, (from University Road to College Road inclusive), thereby providing a safer, more attractive environment suitable for cycling.

Galway City Council has proposed to introduce a 30 km/hr speed limit in Galway City Centre, that would include the Cross-City Link from University Road to College Road inclusive. The Elected Members of Galway City Council (GCC) have recently (January 2023) approved proposals to bring forward the proposed speed limit changes to Public Consultation. It is envisaged that a 30 km/hr speed limit will be introduced in advance of the opening of the proposed scheme. The introduction of such a speed limit would further enhance the environment of the Cross-City Link for cycling and walking.

The submission suggests that some streets could be retained as one-way for general traffic and two-way for cyclists, however the Proposed Scheme has been developed in line with the Galway Transport Strategy, which identifies the proposed Cycle Network, Public Transport Network and general road network for the City Centre.

## Submission Appendix:

The submission includes an Appendix titled “Appendix: Observations on the Treatment of Cycling in the Bus Connects Galway Cross City Link (University Road to Dublin Road) Scheme, prepared by Shane Foran, GCCN representative on the Galway City Council Strategic Policy Committee on Transport. This Appendix has also been submitted to An Bord Pleanála by Mr. Foran and a response to this has been provided in Section 2.20 of this report.

## 2.10 10 - Gleann Noinin Owners Management Company / Pádraig Conneely

### Submission issue (i)

The submission suggests that increasing traffic and bringing it closer to the residential properties in Gleann Noinin will have a severe impact on the residents.

### Response (i)

Predicted noise impacts on College Road are included in the assessment provided in Chapter 9 of the EIAR. The northern section of College Road is assessed as road links 52333/50495 and 52333/52332, refer to Appendix 9.2. The assessment

of these links concludes that the Proposed Scheme will result in a slight reduction in noise levels at the nearest noise sensitive receptors along College Road.

### Submission issue (ii)

The submission suggests that the proposed scheme would massively hinder the visual appearance of the entrance to the estate.

### Response (ii)

As outlined in Table 16.3 of the EIAR, 5no. semi-mature trees (4no. Maple and 1no. Cherry) and hedging/shrubbery (Privet and Fuchsia) will be removed along College Road at Gleann Noinin apartment scheme and the adjoining residential property. Section 16.4.3.1 of the EIAR states that the *removal of the line of trees at Moneenageisha Court will result in opening up views of the College/Dublin/Moneenageisha Road junction. The existing boundary wall will be demolished to facilitate the bus lane and widen footpaths on College Road. The townscape / streetscape and visual effect of the Construction Phase on these properties has the potential to be significant, negative and short-term.*

However, as noted in Table 16.4, the residual impact on properties on College Road is predicted to be moderate positive and long-term following the implementation of mitigation measures.

### Submission issue (iii)

The submission raises concerns that owners and residents have concerns that an increase in traffic flow on College Road will impact the vehicular and pedestrian accessibility of the estate. It is suggested that there will be an inability to turn right when exiting the estate. Concerns were also expressed in terms of the ability of pedestrians to cross College Road.

### Response (iii)

It is predicted that the Proposed Scheme will not lead to higher private car usage on College Road. Table 6.82 in Chapter 06 Traffic & Transport of the EIAR identified the road links that will experience a reduction of greater than 100 Passenger Car Units (PCU) during the AM peak hour in the year of opening of the scheme. This Table identified that College Road (between Lough Atalia Road and Dublin Road) will experience a reduction of 219 pcu. In the PM peak hour, College Road between Lough Atalia Road and Dublin Road will experience an increase of 100 pcu. Overall, along College Road in the vicinity of the proposed development no increase in private car usage is anticipated.

The Proposed Scheme will not restrict people exiting the Gleann Noinin development from turning right onto College Road. A yellow box road marking is proposed to be retained at the entrance to Gleann Noinin to assist with movements entering and exiting the development.

Controlled pedestrian crossings are proposed to be retained at the Lough Atalia Road / College Road junction and at the Moneenageisha junction to provide safe crossing points for pedestrians crossing College Road.

### **Submission issue (iv)**

The submission suggests that the Proposed Scheme would have a negative effect on property values.

### **Response (iv)**

Please see Section 3.9 for the Council's response to this issue.

## **2.11 11 - Kieran Devaney and Family**

### **Submission issue (i)**

The submission states that the proposed scheme does not attempt to facilitate casual trading in the location of Eyre Square North. The submission states that the objectors are willing to temporarily re-locate for the duration of the proposed works once they can return to the same area again under the same conditions they currently operate under.

### **Response (i)**

Upon consideration of the concerns of the Devaney Family and other submissions received relating to the Proposed Scheme, Galway City Council will not object to amending the proposed scheme requiring the casual trading area to remain in its current location, should An Bord Pleanála consider this appropriate. Galway City Council suggest that this potential amendment to the proposed scheme can be dealt with by way of a condition of planning, stating that the proposed scheme shall be amended in the vicinity of Eyre Square North, as per drawing BCG-GA-00-04-PL02.

It will require the removal of a proposed landscaped area in the vicinity of the existing casual trading area and the relocation of the proposed loading bay to a location south-west of that proposed in the current scheme.

A General Arrangement sketch, extracted from drawing BCG-GA-00-04-PL02, which is contained in Appendix A of this report, of the proposed layout in the vicinity of Eyre Square North is presented in Figure 2.3

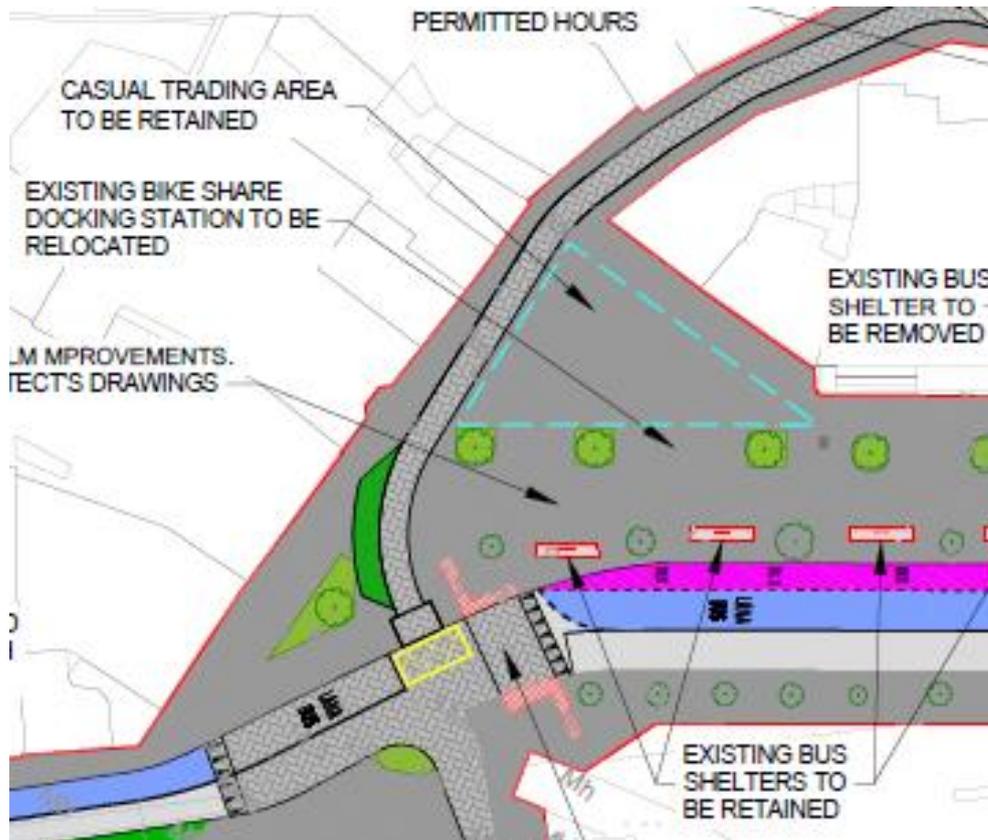


Figure 2.3 – Extract from Proposed General Arrangement at Eyre Square North

This suggested change to the proposed development will reduce the number of trees to be planted across the scheme by 9, from 186 to 177. This change is deemed to be not significant at a local and on a scheme-wide basis; no additional significant impacts are likely. Impacts relating to the displacement of traders at this location will not now occur in the longer term.

### Submission issue (ii)

The submission suggests that the location of the existing casual trading area is proposed for bicycle access only and vans bringing stall equipment could not access the casual trading area.

### Response (ii)

The submission refers to areas DB1 (sic), BC1 and BC2 states that the Devaney Family has enjoyed the benefit of a casual trading licence to trade in these areas since 1964. The submission also includes a map stating to be the Galway City Council map showing the bays in question.

However, it should be noted that the areas identified in the CPO as BC1 – BC2 and BD1-BD2 actually relate to the public road, including the adjoining loading bay and taxi rank, and do not overlap with the casual trading area in this location. It is understood that the casual trading area is bounded by the kerb line separating the raised plaza area and the loading bay.

The CPO identifies these areas as public rights of way to be restricted or otherwise interfered with and relate to the removal of this section of road as a through route. It is not intended that the restriction or interference with a public right of way on this section of road would interfere with the safe and orderly operation of a casual trading area. Permissions for vehicular access to any casual trading bays would be defined via annual trading licences issues to traders.

## 2.12 12 - Mary & Patrick Browne et al.

### Submission issue (i)

The submission objects to the retention of an existing bus stop on University Road westbound (in close proximity to the NUIG main gate – Bus Stop No. 523031) and the inclusion of a new bus shelter with seating. The objection is based on the grounds that when large crowds gather at the bus stop, vehicular access to Numbers 7,8 and 9 University Road is impeded, anti-social behaviour is common at this bus stop, that the bus stop generates litter and noise as a result of the stop.

The submission proposes that the existing bus stop be relocated to a new location which does not interfere with residents.

### Response (i)

The Proposed Scheme intends to retain the existing bus stop in its current location, due to its proximity to the main gate of NUIG and central location along University Road. The proposed scheme also intends to relocate an existing controlled pedestrian crossing, improving its location between the inbound and outbound bus stops and at the NUIG main entrance. The bus stop is located along a section where most properties have the benefit of driveways and off-street parking, while in the location suggested in the application, on-street parking, in front of properties with no driveways is proposed to be retained.

Chapter 04 of the EIAR provides a description of the Proposed scheme. Section 4.5.4.8 of this Chapter relates to Bus Stop Shelters. Extracts from this section of the EIAR are provided below:

*“The Proposed Scheme supports the intent of providing significant improvement in the customer experience for bus service users in Galway under the BusConnects programme. The provision of high-quality bus shelters at bus stops forms part of this level of service improvement.*

*Bus shelters offer protection for people from poor weather, with lighting to help them feel more secure. Seating is provided to assist ambulant disabled and older passengers. Real Time Passenger Information (RTPI) signage is included at bus stops to provide information on the bus services which use the stop.”*

The proposed scheme includes the widening of footpaths along University Road. In the location of the existing bus stop the current footpath width is 1.87m wide. The Proposed Scheme would widen this footpath to 4.0m at this location. This additional width would provide for additional waiting space for bus users while improving the pedestrian environment and safety along University Road.

It is anticipated that this additional footpath area will mitigate against any current issues arising from pedestrians potentially restricting access to residential properties in the vicinity of the Bus Stop.

Table 6.8 of Chapter 06 (Traffic and Transport) in the EIAR identifies the number and frequency of buses currently utilising the bus stops on University Road. This corridor is a busy public transport corridor with multiple services running along it. It is anticipated that existing services along this corridor will be rationalised and replaced with 5 no. cross-city services as set out in the GTS. This bus stop will continue to be a heavily demanded bus stop.

## 2.13 13 - Niall Faherty

### Submission issue (i)

The submission suggests that there has been no consultation with stakeholders affected in the proposed scheme.

### Response (i)

Galway City Council has undertaken comprehensive non-statutory pre-application consultation. The consultation process that was undertaken is described in detail in Section 1.6 of the EIAR and a Public Consultation 2020-2021 Report was submitted to An Bord Pleanála accompanying the planning application.

### Submission issue (ii)

The submission objects to the removal of parking within the Woodquay area and suggests that parking removal will have a negative impact on businesses in the Central Business District of Galway.

### Response (ii)

Section 4.16 of Chapter 04 (Description of the Proposed Scheme) in the EIAR provides an overview of the alterations to Parking and Loading associated with the Proposed Scheme. Additionally, Appendix C of the Preliminary Design Report, which accompanies the planning application contains a Preliminary Parking Survey Report for the Proposed Scheme.

The proposed scheme provides for the removal of on-street parking at some locations along its route. In total the Cross City Link Scheme will have a moderate impact on parking on the road and street network along and within the vicinity of the Proposed Scheme as identified in Section 6.5.7 of the EIAR. In total there will be a reduction in on-street car parking spaces of 220. This equates to approximately 5% of the surrounding available parking provision available for public use. The Interim Galway City Development Plan 2023-2029 contains Policy 4.5 relating to Transport Demand Management Measures. Item 3 of this policy states: *“Promote changes in the management of car parking, including for the reduction of on-street parking, improved access arrangements and a review of pricing structures that will encourage sustainable mobility.”*

Section 4.6 of the Galway Transport Strategy also identified proposed measures relating to Parking. One of the proposed measures states: *“It is proposed to remove most of the on-street parking in the city centre to provide more road-space for pedestrians and public transport, while retaining disabled driver parking.”* It is considered that the proposals contained in the Proposed Scheme are in keeping with Galway City Council policy.

It is noted, that while there is a proposed reduction of approximately 44 no. parking spaces in the Woodquay area, this location is within the city centre zone and is near several publicly available carparks. For example, within a 250m radius of Woodquay there is a large public surface carpark at Dyke Road, a large multi-storey carpark at Corrib Shopping Centre and a public surface carpark at Newtownsmith. These 3 carparks combined contain approximately 1,140 parking spaces. Each of these car parks is a 3 – 5 min walk from Woodquay.

### Submission issue (iii)

The submission suggests that the Cross-City Link will result in a redistribution of traffic across the city road network causing an increase in gridlock.

### Response (i)

Chapter 06 of the EIAR relates to Traffic and Transport and includes an assessment of the impact of the Proposed Scheme on the city road network. Extracts from this Chapter are provided below:

*“Positive, Slight to Moderate and Long-term effects are predicted at two junctions as a result of redistribution of general traffic associated with the Proposed Scheme.”*  
(AM Peak hour)

*“Overall, redistributed traffic associated with the Proposed Scheme is expected to result in a negligible impact at 59 out of 77 junctions assessed and the effect is deemed Not Significant and Long-term. Five junctions are predicted to experience Imperceptible and Long-term effects. A Negative, Slight and Long-term effect is predicted at four junctions,*

*A Negative, Moderate and Long-term effect at nine junctions. Further assessment into mitigation measures is therefore not necessary for any junctions in the AM Peak Hour of the 2038 Design Year.”*

*“Positive, Slight to Moderate and Long-term effects are predicted at two junctions as a result of redistribution of general traffic associated with the Proposed Scheme.”*  
(PM Peak Hour)

*“Overall, redistributed traffic associated with the Proposed Scheme is expected to result in a negligible impact at 55 out of 68 junctions assessed and the effect is deemed Not Significant and Long-term. Three junctions are predicted to experience Imperceptible and Long-term effects. A Negative, Moderate and Long-term effect is predicted at six junctions.*

*A Negative, Slight and Long-term effect is predicted at four junctions. Further assessment into mitigation measures is therefore not necessary for any junctions in the PM Peak Hour of the 2038 Design Year.”*

With respect to Mitigation and Monitoring Measures required for the proposed scheme, Chapter 06 of the EIAR concludes the following:

*“Given that the Proposed Scheme results in a positive impact for walking, cycling, bus and people movements, mitigation and monitoring measures have not been considered for these assessments.*

*The design development for general traffic and parking / loading, including the measures incorporated into the Proposed Scheme to minimise negative impacts, have been outlined in Chapter 4 (Proposed Scheme Description) of this EIAR. Therefore, no Negative, Significant and Temporary or Long-term effects are predicted as a result of the Proposed Scheme.*

*As such, no mitigation measures are required to be considered as part of the Proposed Scheme.”*

## **2.14 14 - Northern & Western Regional Assembly**

It is acknowledged that the submission states that the Proposed Scheme is consistent with regional planning objectives as set out within the Regional Spatial and Economic Strategy for the Northern and Western Region 2020 – 2032 (RSES). The Proposed Scheme was developed by the Applicant in keeping with these objectives.

## **2.15 15 - Olivia Heffernan**

### **Submission issue (i)**

The submission suggests that should the Proposed Scheme proceed, the resulting reduction in available parking spaces at the Bayview B&B would result in the closure of the business.

### **Response (i)**

It is acknowledged that the Proposed Scheme could have an impact on the existing parking provision at Bay View House B&B.

Appendix C of the Preliminary Design Report contains a Preliminary Parking Survey Report. This report identified that the Proposed Scheme would result in the loss of approximately 5 no. parking spaces from the Bayview B&B upon completion of the works.

The resulting reduction in car-park numbers arising from the CPO process will be subject to compensation, if approved by An Bord Pleanála and a notice to treat is served. It is further noted that alternative parking provision for overflow parking is available within a reasonable distance of the Bayview B&B. The Galway City Council public carpark on College Road is located within 350m of the Bayview B&B.

During the construction stage, with the inclusion of the lands sought to be temporarily acquired for construction, the submission suggests that there would only be sufficient space for 2 vehicles to park in the remaining carpark at the B&B.

While it is acknowledged that the proposed work will impact on the car-park, this is an underestimate of the number of parking spaces that could be maintained.

### **Submission issue (ii)**

The submission suggests that the Road Safety Audit carried out on the Proposed Scheme does not consider that the entrance to Bay View B&B will be 8m closer to the Moneenageisha junction than currently. The submission suggests that Galway City Council and An Bord Pleanála could be liable for any accidents occurring at the entrance to the property, and as such the submission suggests that the property owner will seek indemnity from GCC and ABP in respect of any accidents. The submission also suggests that the Proposed Scheme shows a pedestrian crossing beside the entrance to the Bayview House, which it is suggested would create an additional hazard and it was not addressed in the Road Safety Audit.

### **Response (ii)**

The submission provides an extract only of the Stage 1 Road Safety Audit (RSA). The complete Stage 1 RSA is included as Appendix D of the Preliminary Design Report.

The RSA identified this pedestrian crossing as presenting a concern and recommended that the stagger of this crossing be amended. The Designer's Response to the RSA agreed to this suggestion and the design was amended to reverse the proposed staggers of the pedestrian crossing, thereby moving the pedestrian crossing away from the existing entrance to Bayview B&B. The proposed relocated pedestrian crossing will be approximately 5m north-west of its current position, in line with the proposed front boundary of Bayview B&B. This issue was addressed through the Road Safety Audit and design process.

## **2.16 16 - Progressive Friends Taxi Association**

### **Submission issue (i)**

The submission objects to the "likely removal of the taxi rank in Eyre Square".

### **Response (i)**

The Proposed Scheme includes amendments to the existing taxi rank(s) in the vicinity of Eyre Square. Currently a singular taxi rank, broken into different sections, along Eyre Square North, Prospect Hill and Eyre Square East is in operation.

The Proposed Scheme would alter the operation of Taxi Ranks around Eyre Square, resulting in the future operation of 3 no. separate and distinct taxi ranks.

Due to the proposed removal of the road located between Eyre Square North and Bank of Ireland, and the creation of an enhanced public realm plaza combined with the cul-de-sac of Prospect Hill at its interface with the Cross-City Link, amendments to the existing taxi rank(s) are necessary as part of the Proposed Scheme. Appendix C of the Preliminary Design Report, the Preliminary Parking Survey Report' together with the Road Marking and Signage design drawings submitted as part of this planning application contain design information pertaining to the proposed accommodation of taxi ranks.

The existing, combined taxi rank along Eyre Square has capacity for approximately 39 taxis. The standard operation of this rank sees taxis joining the back of the queue at the rank via Eyre Square East, with the queue infrequently snaking along Eyre Square East, Prospect Hill and Eyre Square North. The head of the queue is located on Eyre Square North, opposite Supermacs. An indication of the existing taxi rank operation is presented below in Figure 2.4

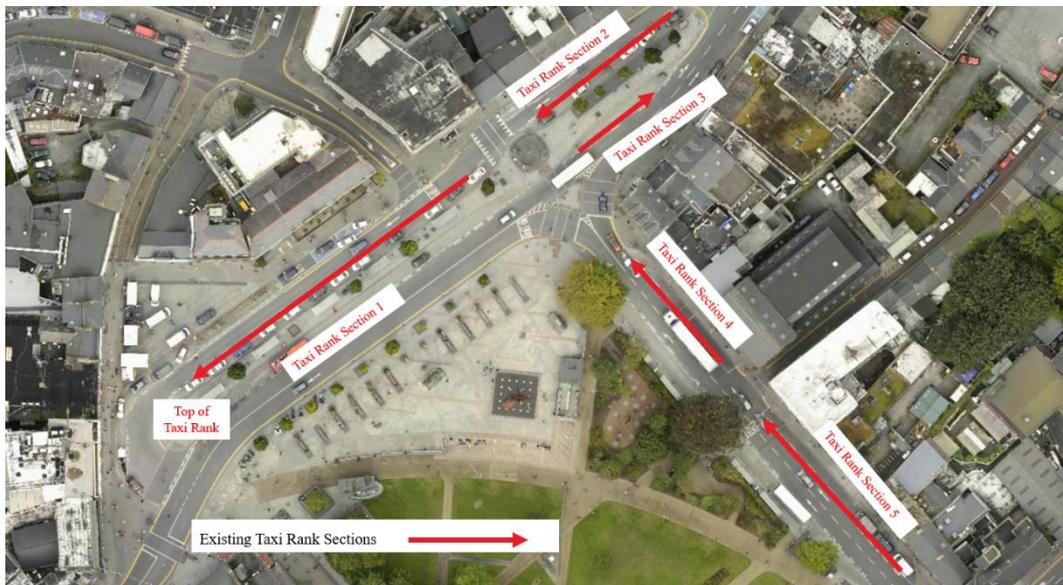


Figure 2.4 – Existing Taxi Rank Operatoin at Eyre Square

The Proposed Scheme would have three separate taxi ranks, one on Prospect Hill (comprising of three bays), one on Eyre Square East (comprising of 2 bays) and one on Eyre Square South (comprising of one bay). Combined, these three ranks will have capacity for approximately 26 taxis. Passengers will have a choice on which taxi rank to use, likely dependant on their proximity and/or destination.

This proposed layout is anticipated to operate with a higher turnover of taxis at each of the ranks, resulting in shorter queues, relative to the current single long rank with multiple sections and longer gaps in the queues.

## 2.17 17 - Ryan Family

### Submission issue (i)

The submission states that: “the maps provided are of such poor quality that is (sic) virtually impossible to determine exactly how it will affect our clients’ property”

### Response (i)

The property at No. 3 Headford Road is not directly impacted by the proposed scheme, and no direct alterations to the property are intended.

It is the understanding of Galway City Council that the rear of the property is accessed via an existing laneway from St. Brendan’s Avenue, which ends at the rear of No. 3 Headford Road and No. 17. St. Brendan’s Avenue. The Proposed Scheme intends to acquire part of this laneway, directly to the rear of No. 5/6 Headford Road, for the purposes of realigning St. Brendan’s Avenue. Access to the remainder of the laneway is not proposed to be altered. Figure 2.5 provides an extract from Drawing BCG-GA-00-03 of the Proposed Scheme in this location. No. 3 Headford Road has been highlighted in blue for clarity. The section of laneway to be retained has also been identified. Access to and from the laneway will continue to be permitted across what would become public lands.

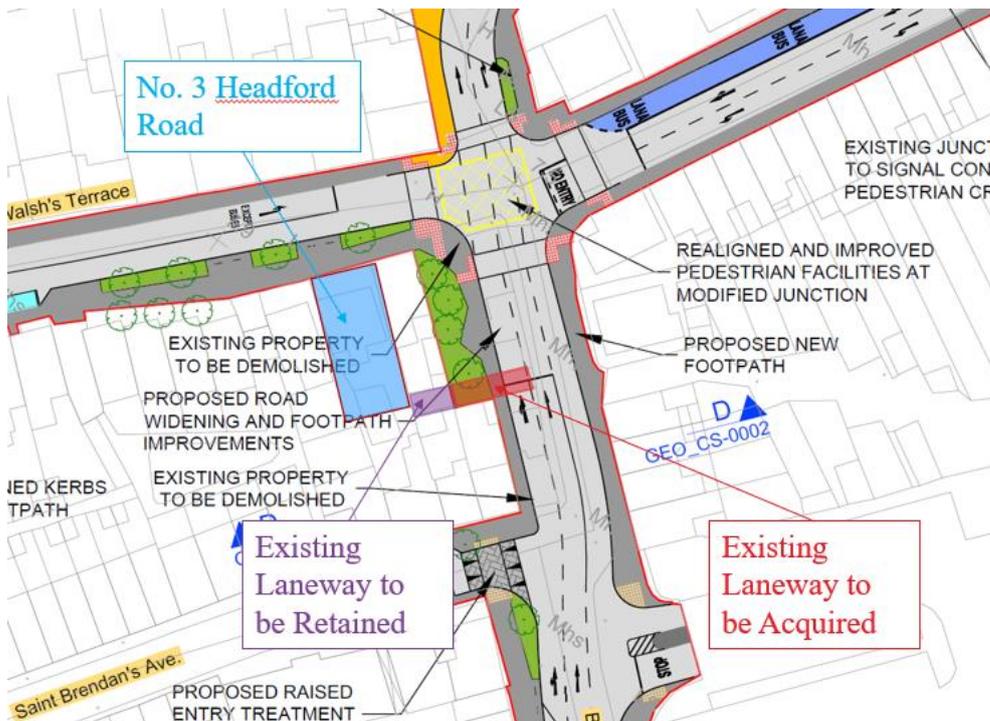


Figure 2.5 – Retained Laneway at No. 3 Headford Road



Figure 2.6 – Laneway to be removed at No. 3 Headford Road

### Submission issue (ii)

The submission suggests that the proposed scheme will lead to increased noise, fumes and light pollution to the rear of the property, loss of privacy to the rear of the property, increased security to the rear of the property, safety issues from the laneway over a road and vice versa by foot and bicycle, and inconvenience assuming a revised bin collection from the front of the property and oil deliveries, overlooking.

### Response (ii)

The proposed scheme does not intend to make any alterations to the laneway directly to the rear of this property. Any existing access opportunities to No. 3 Headford Road, via the existing laneway are intended to be retained, including by foot and bicycle, via St. Brendan's Avenue.

It is not accepted that the Proposed Scheme will impact on noise, fumes or light pollution or reduce security or safety. The noise levels on Headford Road are predicted to decrease with the implementation of the Proposed Development, at the location of 3 Headford Road. On St Brendan's Avenue to the rear of the property, no changes are proposed to the rear of the property, therefore, no increased noise, fumes or light pollution are expected and to loss in privacy will occur.

### Submission issue (iii)

The submission suggests that the removal of parking spaces in Woodquay will have a drastic effect on the property and neighbouring properties.

### Response (iii)

Section 4.16 of Chapter 04 (Description of the Proposed Scheme) in the EIAR provides an overview of the alterations to Parking and Loading associated with the Proposed Scheme. Additionally, Appendix C of the Preliminary Design Report, which accompanies the planning application contains a Preliminary Parking Survey Report for the Proposed Scheme.

The proposed scheme does include for the removal of a quantity of on-street parking at some locations along its route. In total The Cross City Link Scheme will have a moderate impact on parking on the road and street network along and within the vicinity of the Proposed Scheme as identified in Section 6.5.7 of the EIAR. In total there will be a reduction in on-street car parking spaces of 220. This equates to approximately 5% of the surrounding available parking provision available for public use. The Interim Galway City Development Plan 2023-2029 contains Policy 4.5 relating to Transport Demand Management Measures. Item 3 of this policy states: *“Promote changes in the management of car parking, including for the reduction of on-street parking, improved access arrangements and a review of pricing structures that will encourage sustainable mobility.”* Section 4.6 of the Galway Transport Strategy also identified proposed measures relating to Parking. One of the proposed measures states: *“It is proposed to remove most of the on-street parking in the city centre to provide more road-space for pedestrians and public transport, while retaining disabled driver parking.”* It is considered that the proposals contained in the Proposed Scheme are in keeping with Galway City Council policy.

It is noted, that while there is a proposed reduction of approximately 44 no. parking spaces in the Woodquay area, this location is within the city centre zone and is near several publicly available carparks. For example, within a 250m radius of Woodquay there is a large public surface carpark at Dyke Road, a large multi-storey carpark at Corrib Shopping Centre and a public surface carpark at Newtownsmith. These 3 carparks combined contain approximately 1,140 parking spaces. Each of these car parks is a 3 – 5 min walk from Woodquay.

### Submission issue (iv)

The submission suggests that consultation did not take place with Woodquay residents, or only a select number of residents were consulted.

### Response (iv)

A comprehensive non-statutory pre-application consultation was undertaken by Galway City Council with the public. The consultation process that was undertaken is described in detail in Section 1.6 of the EIAR and a Public Consultation 2020-2021 Report was submitted to An Bord Pleanála accompanying the planning application. This process was open to all interested persons. Additionally, the Woodquay Residents Association was invited to specific Stakeholder Meetings held as part of this public consultation process, as detailed in Appendix A of the Public Consultation 2020-2021 Report.

## Submission (v)

The submission suggests that the proposed scheme is premature and that the closure of the Salmon Weir Bridge to general traffic will have a detrimental effect on businesses, residents, tourists and commuters.

## Response (v)

A comprehensive EIAR was submitted with the planning application for the proposed scheme Chapter 06 of the EIAR relates to Traffic and Transport and included an assessment of the impact of the proposed scheme on the city road network. With respect to Mitigation and Monitoring Measures required for the proposed scheme, Chapter 06 of the EIAR concludes the following:

*“Given that the Proposed Scheme results in a positive impact for walking, cycling, bus and people movements, mitigation and monitoring measures have not been considered for these assessments.*

*The design development for general traffic and parking / loading, including the measures incorporated into the Proposed Scheme to minimise negative impacts, have been outlined in Chapter 4 (Proposed Scheme Description) of this EIAR. Therefore, no Negative, Significant and Temporary or Long-term effects are predicted as a result of the Proposed Scheme.*

*As such, no mitigation measures are required to be considered as part of the Proposed Scheme.”*

The proposed scheme has been a key component of the Galway Transport Strategy for a number of years.

An assessment of the potential impact of the proposed development on Population is provided in Chapter 10 of the EIAR. Section 10.4.42 provides as an economic assessment of the proposed development as it relates to accessibility. It concludes that due to an increase in pedestrian movement, all businesses along the Proposed Scheme will, to some extent, benefit from the increase in passing trade. At some locations, it is recognised that there is the potential for a *Negative, Moderate and Long-Term impact as a result of changes to access to commercial facilities due to the negative impacts of the redistributed traffic which will make the surrounding road network more congested and increase journey times to community facilities at the AM/PM peak periods.*

## 2.18 18 - Sean and Phil Scahill

### Submission issue (i)

The submission suggests that members of a Design Team providing input to an EIAR is inconsistent and contrary to the EIA Directive.

## Response (i)

In accordance with the EIA Directive, the EIAR was prepared by competent experts. Article 5 of the Directive states the following:

*In order to ensure the completeness and quality of the environmental impact assessment report... the developer shall ensure that the environmental impact assessment report is prepared by competent experts.*

Section 1.5.8 of EIAR presents the competencies of the EIAR team.

Specialist contributors to the preparation of the EIAR are from several different organisations.

EPA Guidelines on the information to be contained in Environmental Impact Assessment Reports (2022) states that the project design is adapted and continually reviewed in light of predicted environmental effects emerging during the preparation of an EIAR. Section 2.4.1 provides “*specific recommendations on the need for the developer, the design team and the environmental specialists to maintain a regular dialogue through the design preparations and revisions to ensure that this objective is achieved. Open, effective and ongoing communication between all members of the developer’s team helps to achieve this.*”

The EIA Directive requires that experts involved in the preparation of the EIAR should be qualified and competent, and that the competent authority (in this case the Board) should have sufficient expertise, relevant to the nature of the proposed project. The EIA Directive requires transparency and accountability in the EIA process, requiring that the Board substantiates its decision to grant permission, indicating that it has taken into consideration the results of the consultations carried out and the relevant information gathered throughout the EIA procedure. The EIAR is just one part of the EIA procedure. The EIA Directive requires that the objectivity of the Board is ensured, and that conflicts of interest are prevented through functional separations where required. This obligation applies to the decision-maker, not to the experts and other personnel involved in the preparation of the EIAR.

## Submission issue (ii)

The submission suggests that the EIAR is entirely positive to the scheme and reads not as an independent critical analysis of the impacts but rather as a document supporting the scheme. The submission suggests that the opening of the Non-Technical Summary illustrates this point.

## Response (ii)

The EIA Directive requires that an EIAR describes the proposed development and the likely significant effects on the environment, including both positive and negative effects of the project. The EIAR identifies several significant adverse (i.e. negative) impacts, for example in the summary of residual effects, as set out Chapter 22 of the EIAR.

In addition, mitigation has been proposed to minimise adverse impacts on the environment, in accordance with the EIA Directive. Refer to Chapter 21 where relevant mitigation measures are outlined.

The non-technical summary provides a description of the Proposed Scheme for which permission is sought. It is not the complete environmental assessment of the impacts of the development.

### **Submission issue (iii)**

The submission states that there is no reference in the EIAR to the GTS being the subject of a Strategic Environmental Assessment (SEA). The submission further states that the GTS was not subject to an Appropriate Assessment under the relevant provisions of the Habitats Directive.

### **Response (iii)**

A Strategic Environmental Assessment was undertaken for the GTS. Section 1.5.2 of the EIAR states that the EIAR takes into account the finding of the Strategic Environmental Assessment (SEA) of the above policy documents, where applicable. The policy documents listed includes the GTS.

An assessment of the Proposed Scheme as it relates to the Climate Action Plan 2021 (the relevant Plan at the time of publication of the EIAR) is included in Section 2.2.3.8 of the EIAR.

It is therefore factually incorrect to state that the GTS was not subject to Appropriate Assessment.

### **Submission issue (iv)**

The submission suggests that including the need for the Proposed Scheme in the EIAR is inappropriate and confuses two separate procedures

### **Response (iv)**

The EIA Directive requires that the EIAR describe the reasonable alternatives studied by the developer, including an outline of the likely evolution of the current state of the environment without implementation of the project (baseline, or 'do nothing' scenario). The need for a proposed scheme is closely linked to the 'do nothing' scenario analysis because it is necessary to establish that doing nothing is not a sustainable option.

Establishing the need for a project is also consistent with the associated CPO process,

Establishing the need for a project is also a key consideration in determining whether a proposed development is in accordance with proper planning and sustainable development.

Including a discussion on the need for the proposed scheme is not inconsistent with the EIA procedure, which is under Irish legislation integrated within the planning and CPO process.

### Submission issue (v)

The submission suggests that the public consultation process undertaken as part of the Proposed Scheme was superficial and conducted in a context where it was specifically designed to explain and justify the scheme.

### Response (v)

A comprehensive non-statutory pre-application consultation process was undertaken by Galway City Council and is described in detail in Section 1.6 of the EIAR. It is clear from the series of consultation events that the public consultation process was comprehensive and substantive, and comments and issues raised during the course of that process have been considered and addressed in the EIAR.

In addition, relevant stakeholders were consulted in the development of the EIAR scope, through the issuance of a report seeking opinion on the scope.

### Submission issue (vi)

The submission suggests that as part of the design process, the consideration of alternatives has been misconstrued and misapplied in the documentation lodged. The submission further queries if Galway City Council should consider Light Rail as an option considering Galway City Council would not be the statutory body to deliver a light rail scheme.

### Response (vi)

In accordance with the EIA Directive, the EIAR provides a description of the reasonable alternatives studied by the developer, which are relevant to the project and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the project on the environment. Although the do-nothing scenario is considered (refer to Section 3.2.2 of the EIAR), it is eliminated from further consideration as '*a Do-Nothing alternative is not considered to be a viable alternative*'.

It is acceptable that GCC should consider light rail as a reasonable alternative, even though they would not be the statutory authority to deliver such a scheme. It should be noted that the Proposed Scheme would not preclude the development of a light rail in Galway at some stage in the future.

### Submission issue (vii)

The submission suggests the issues including dust, noise and vibration on the property and occupants have not been properly considered.

## Response (vii)

An assessment of the potential air quality impacts is included in Chapter 7 of the EIAR. Section 7.4.2.1 considers the potential risk associated with the generation of dust at sensitive receptor locations. Mitigation measures to minimise the generation of dust are provided in Section 7.5. The assessment accords with the requirements of the EIAR Directive and the statement that the *identification of significant adverse effects and their proposed mitigation has not been complied with* is fundamentally wrong. Indeed, it is demonstrated that predicted air quality concentrations will be in good compliance with air quality standards on College Road.

An assessment of the potential noise and vibration impacts is included in Chapter 9 of the EIAR. The WHO noise guidelines are considered in Section 9.2.5 of the EIAR.

Potential noise impacts on College Road are included in the assessment provided in Chapter 9. The northern section of College Road is assessed as road links 52333/50495 and 52333/52332, refer to Appendix 9.2. The assessment of these links concludes that the Proposed Scheme will result in a slight reduction in noise levels at the nearest noise sensitive receptors.

## Submission issue (viii)

The submission claims that the range of impacts that are required to be identified in the EIAR have not been adequately identified and considered.

## Response (viii)

It is noted that the submission states broadly that the NIS and EIAR have been inadequately prepared. However, no details on these inadequacies have been specifically provided. As outlined in Section 1.5.1, the EIAR has been prepared in accordance with relevant guidance and legislation. Section 1 of the NIS outlines the relevant legislation and guidance that was complied with in the preparation of the assessment.

## 2.19 19 - Shane Cosgrove

It is acknowledged that the submission supports the proposed scheme, albeit with suggested alterations.

## Submission issue (i)

The submission requests that the scheme provide safe, segregated cycling infrastructure to support vulnerable cyclists. It is suggested that sharing road space with buses and taxis undermines a move to active travel. The submission suggests that the hierarchy of provision decision process was not focused upon, and that a quality-of-service provision was not adequately considered. The submission questions what quality of service is achieved on each section.

## Response (i)

The proposed scheme underwent an options assessment process for each discrete section of the proposed scheme. A Multi-Criteria Analysis (MCA) was carried out on scheme options in order to determine the preferred option for the Proposed Scheme. The options were assessed under a series of criteria including Economy, Safety, Physical Activity, Environment, Accessibility and Social Inclusion, Integration and GTS Policies. These criteria were further broken into relevant sub-criteria for assessment purposes, including Transport Reliability and Quality (Pedestrian and Cyclist Journey Quality and Time), Cyclist User Safety, Promotion of Active Travel Modes and Safe and efficient movements of pedestrians and cyclists on and crossing the routes. These elements were considered in combination with all the other criteria and sub-criteria in order to determine the preferred option for each section of the scheme.

Chapter 06 of the EIAR (Traffic and Transport), presents an assessment of the cycling infrastructure proposed in the scheme. It states: *“The impacts to the quality of the cycling infrastructure as a result of the Proposed Scheme have been considered with reference to the changes in physical provision for cyclists provided during the Do Minimum and Do Something scenarios. The NTA’s National Cycle Manual’s Quality of Service (QoS) Evaluation criteria have been adapted for use in assessing the cycling qualitative impact along the Proposed Scheme.”*

The assessment of the Cycling Impact during the operational phase of the proposed scheme is presented for each of the Sections of the Proposed Scheme, with both the “Do-Minimum” Level of Service for cycling and the Do Something Level of Service for Cycling presented, together with the impact of change, the sensitivity and the significance of effect. These findings are summarised below:

- Section 1 – Significance of Effect was determined to be Positive, Significant and Long Term, with the level of service improving from D to B rated as classified by the National Cycle Manual;
- Section 2 – Significance of Effect was determined to be Positive, Very Significant and Long Term, with the level of service improving from D to B rated;
- Section 3 – Significance of Effect was determined to be Positive, Very Significant and Long Term, with the level of service improving from D to B rated;
- Section 4 – Significance of Effect was determined to be Positive, Significant and Long Term, with the level of service improving from D to B rated;
- Section 5 – Significance of Effect was determined to be Positive, Moderate and Long Term, with the level of service improving from D to B rated;
- Section 6 – Significance of Effect was determined to be Positive, Very Significant, with the level of service improving from D to A+ rated;
- Section 9 – Significance of Effect was determined to be Positive, Significant and Long Term, with the level of service improving from D to B rated; and
- Section 10 – Significance of Effect was determined to be Positive, Significant and Long Term, with the level of service improving from D to B rated.

As no cycling improvements are proposed for Sections 7,8 and 11, no Level of Service for these sections were presented in the EIAR. No cycling improvements were proposed for these sections as they do not form part of the proposed Galway City Cycle Network contained in the GTS.

### Submission issue (ii)

The submission suggests that it is not apparent that the design has adequately addresses or considered feedback from the Public Consultation. The submission also queries whether a Road User Audit, Road Safety Audit and Disability Audit of the scheme were undertaken.

### Response (ii)

As stated in the submission, an independent Road Safety Audit was carried out and submitted as part of the proposed application as Appendix D of the Preliminary Design Report. The Design Team have spent time reviewing and amending the proposed scheme from the perspective of all road users, including disabled road users. The Proposed Scheme preliminary design has been prepared in accordance with guidance and best practice for vulnerable and disabled users. Should approval be granted by An Bord Pleanála, Galway City Council intend to develop all details of the scheme to incorporate dropped kerbs, tactile paving, crossing points and street furniture de-cluttering. Furthermore, a full audit will be undertaken based on the final materials proposed for the scheme, prior to construction.

### Submission issue (iii)

The submission suggests that the application has not set out an analysis which demonstrates the degree to which traffic on University Road will be reduced to support the decision not to include a segregated cycle lane. It is suggested that traffic may increase on University Road at times. It is further suggested that the scheme has prioritised parking and wider footpaths over segregated cycling. The submission requests that segregated cycling provision along University Road be included in the scheme.

### Response (iii)

Chapter 06 of the EIAR relates to Traffic and Transport and presents findings of the assessments undertaken with respect to traffic volumes. Table 6.82 and Table 6.85 present the Road Links that Experience a Reduction of >100 Combined Flows in 2023 for the AM Peak Hour and PM Peak Hour Respectively. These tables identify that a reduction of 519 Passenger Car Units (PCU's) (38%) and 363 PCU's (36%) during the AM and PM peak hours.

Notwithstanding the above, the Proposed Scheme also underwent an options assessment process for each of the sections of the Proposed Scheme. A Multi-Criteria Analysis (MCA) was carried out on route options in order to determine the preferred route option for the Proposed Scheme.

The options were assessed under a series of criteria including Economy, Safety, Physical Activity, Environment, Accessibility and Social Inclusion, Integration and GTS Policies. These criteria were further broken into relevant sub-criteria for assessment purposes. Option UR3, which was considered as part of the options assessment, included the provision of segregated cycle tracks along University Road (in combination with other proposals). The MCA concluded that the Proposed Scheme option provided the most benefits relative the achieving the scheme objectives.

### Submission issue (iv)

The submission identifies that the Proposed Scheme does not provide a contra-flow cycle lane from Gaol Road to Nun's Island and cyclists would be required to follow the vehicular traffic route. The submission requests that a segregated cycle path connecting Gaol Road to Nun's Island be included in the scheme.

### Response (iv)

The Proposed Scheme intends to retain the one-way direction of vehicle flow along Goal Road in the vicinity of Island House. This permits bus movements to and from the proposed new bus parking bays in the Cathedral carpark and retains the 2 no. existing disabled parking spaces in front of Island House.

The introduction of a contra-flow cycle track would require the removal of the disabled parking spaces in front of Island House (with presumable the redesignation of two alternative parking spaces in the Cathedral carpark as disabled parking spaces). It would also require a crossing of cyclists and vehicular traffic at a location along Gaol Road should the cycle track be located on the western side of Gaol Road, or 5 conflict points with vehicles should the cycle track be located on the eastern side of Gaol Road. Furthermore, the manoeuvring of buses around Gaol Road, would conflict with a contra-flow cycle track in this location without further encroachment into the Cathedral car-park.

## 2.20 20 - Shane Foran

### Submission issue (i)

The submission suggests that the lane widths proposed in the scheme are not compliant with international best practice, based on the National Cycling Manual (NCM) and Design Manual for Urban Roads and Streets (DMURS) not being credible. It is suggested by the submission that these documents do not reflect other international standards.

### Response (i)

The submission suggests DMURS and NCM are not credible sources, as it is claimed that these documents do not reflect the original source material for these documents.

The submission provides extracts from DMURS and refers to international guidance documents including “Cycle-Friendly Infrastructure IHT 1996), London Cycling Standards (TFL 2016), Cycling Embassy of Denmark Guidance.

DMURS and NCM are the relevant standards adopted in Ireland. The use of DMURS is mandatory for all Local Authorities for all urban roads and streets within the 60 km/h speed limit zone (except for Motorways, and in exceptional circumstances, with the written consent of the relevant Sanctioning Authority).

The Proposed Scheme has therefore been prepared in accordance with DMURS and the NCM, and the lane widths proposed have been designed taking into consideration multiple considerations and constraints along each section of the scheme.

Furthermore, it should be noted that the submission states *“The consensus guidance on cycling infrastructure is simple: mixed or shared street cycling on narrow traffic lanes should only be recommended where there is little or no through traffic and traffic speeds and volumes are low (particularly (HGV volumes). Thus, unless meaningful and systematic reductions in through-traffic, traffic speed and removal of HGVs is ensured, then this is entirely incompatible with best practice to ensure the safety and appeal of cycling on these streets.”*

It is considered that the Proposed Scheme has been developed in keeping with the approach suggested by the submission. The Cross-City Link proposes to remove through traffic from this corridor. The inclusion of a bus-gate at Salmon Weir Bridge and one at University Road, will both have the impact of removing through traffic along University Road and College Road. The provision of bus lanes between these bus gates will further remove any through traffic and HGVs will be prevented from using this corridor except for a loading window between 10am and 1pm and at 7pm – 7am.

Galway City Council has proposed to introduce a 30 km/hr speed limit in Galway City Centre, that would include the Cross-City Link from University Road to College Road inclusive. The Elected Members of Galway City Council (GCC) have recently (January 2023) approved proposals to bring forward the proposed speed limit changes to Public Consultation. It is envisaged that a 30 km/hr speed limit will be introduced in advance of the opening of the proposed scheme. The introduction of such a speed limit would further enhance the environment of the Cross-City Link for cycling and walking.

## Submission issue (ii)

The submission discusses the design provision proposed at a number of specific locations along the route of the Proposed Scheme, presents findings from their review, and in some locations suggested changes to the Proposed Scheme are identified.

## Response (ii)

*Fr. Griffin Road*

The submission presents Fr. Griffin Road as a practical illustration of a key cycling route in Galway and why the lane widths on this route are unsuitable for cycling. However, Fr. Griffin Road is in no way comparable to the Cross-City Link in the Proposed Scheme. The Proposed Scheme intends to remove through traffic along the route, thereby removing the congestion and queuing presented as occurring along Fr. Griffin Road. It is not accepted that this is a reasonable comparison to the Proposed Scheme.

#### *University Road*

The submission reviews the typical cross section along University Road and suggests that if the on-street parking to be retained were removed, it suggests that there would be sufficient space for 2m wide footpaths, 1.8m wide cycle tracks and 3m wide traffic lanes.

While on-street parking has been proposed to be reduced along University Road, an element of on-street parking has been proposed to be retained at fronting the properties in University Road where no-off street parking is available. The removal of through traffic along University Road and over the Salmon Weir Bridge, would significantly reduce the volume of traffic along University Road, removing the necessity for segregated cycle tracks and providing space for wider footpaths, including bus shelters.

#### *St. Francis Street*

The submission reviews the typical cross section along St. Francis Street and suggests that footpaths be reduced to 2.1m wide with the space re-allocated to the traffic lane.

The proposed footpaths along this section of the Proposed Scheme are largely in keeping with the existing footpath widths. The design does not intend to reduce the footpath width any narrower than existing to reallocate this space to road carriageway. In particular, the presence of a school, a church, and the introduction of proposed bus shelters along this street supports the design approach.

#### *St. Brendan's Avenue and Bóthar na mBan*

The submission reviews the typical cross section along St. Brendan's Avenue and Bóthar na mBan, and presents two alternative suggestions, one of which includes cycle lanes while the other proposes wider vehicle lanes.

This section of the road and street network has not been identified as part of the Galway Cycle Network in the GTS. The options assessment for this section of the Proposed Scheme took this into consideration when preparing and assessing options. Furthermore, it should be noted that the location of the cross-section presented is at the area where road widening is proposed due to the current inadequate width and lack of footpaths. This cross-section is not available along the entirety of this section of street within the existing street curtilage. The proposed inclusion of an additional traffic lane in the submission is a lane at the Headford Road junction only, on approach to the junction, utilising residual space from the proposed widening.

### *Eglinton Street*

The submission reviews the typical cross section along Eglinton Street and suggests that footpaths be reduced to 2.0m wide with the space re-allocated to the traffic lane. This street forms part of the city centre core, with retail, post office, bars and restaurants and it is anticipated that the benefits of the scheme would encourage and support increased pedestrian movement / footfall within the core city centre. The removal of traffic on this street, combined with the provision of wider footpaths is anticipated to greatly benefit the city centre environs, in particular along Eglinton Street. Furthermore, the lane widths proposed in this street are in keeping with DMURS.

### *Bóthar Ui Eithir*

The submission reviews the typical cross section along Bóthar Ui Eithir, and presents an alternative suggestion which includes cycle lanes through the removal of a verge.

This section of the Galway City road and street network has not been identified as part of the Galway Cycle Network in the GTS. The options assessment for this section of this scheme took this into consideration when preparing and assessing design options. Furthermore, it should be noted that the location of the cross-section presented in the submission is at the area where the verge is 4.5m wide. This verge is not a continuous width along the street, and there is no verge available at the southern end of the road (which is bounded by a Church boundary wall on one side and a multi storey office building on the other, both located immediately to the back of the exiting footpath). The proposed inclusion of additional cycle lanes is not therefore achievable without further removal of trees, land acquisition and / or demolition of private property.

### *Forster Street*

The submission reviews the typical cross section along Forster Street, and presents two alternative suggestions, both of which propose narrower footpaths than what is included for in the Proposed Scheme, and one of which includes the provision of cycle lanes.

Similar to Eglinton Street, Forster St. is a key commercial street in the city centre core, and where feasible the Proposed Scheme has endeavoured to widen footpaths along this very narrow street. Furthermore, it should be noted that the available width of Forster Street varies along its length, and the alternative layouts suggested in the submission could not be achieved along the full length of the street.

### *College Road Bus Gate*

The submission reviews the typical cross-section of the proposed bus gate on College Road. The submission noted that there was insufficient time to prepare a consensus solution at this location but suggested that the Proposed Scheme would encourage cycling on footpaths.

It should be noted that the bus gate is located at the most appropriate location, taking account of local access requirements. It is however at a location where there are currently inadequate footpath widths. The Proposed Scheme therefore intends to widen the footpaths at this location. All users of the bus gate on the roadway will be required to use the shuttle system, including cyclists. There is insufficient width available at this location to provide segregated cycle tracks without encroaching into an adjacent graveyard area on one side or the demolition of a property on the other.

### *College Road*

The submission reviews the typical cross-section along College Road in the vicinity of the Sportsground and presents two alternative suggestions, one of which includes cycle lanes while the other proposed wider vehicle lanes.

The width of the suggested cycle lanes in this instance is 1.6m, which the submission suggests are unacceptably narrow and to be avoided, however the submission further notes that 1.5m cycle lanes are found at other locations, implying that they are acceptable. The submission does not identify however, that this cross section is located at loading bay, which the submission labels as a parking lane. This loading bay is an existing loading bay servicing a business and the Sportsground. The submission notes that some properties along College Road have ample parking and suggests that if GCC vacate the current City Hall premises, this site could be used for replacement parking for the properties which do not have driveways. However, during the public consultation process, numerous representations were made regarding the opposition to the complete removal of parking on College Road. Similar to University Road it is expected that the removal of through traffic along College Road through the introduction of the proposed Scheme will significantly reduce the volume of traffic on this street, removing the necessity for segregated cycle tracks while providing space for wider footpaths and the retention of some recessed on-street parking.

### *College Road (Lough Atalia)*

The submission reviews the typical cross-section along College Road (Lough Atalia) and notes that no segregated cycle track is proposed on the northern side of the road where cyclists and buses are proposed to share a proposed new bus lane. The submission suggests that by increasing the land take by 2m on the northern side, it would be possible to provide cycle facilities on both sides of the road. However, the submission does not acknowledge the impact a further 2m of land acquisition may have on the adjacent properties. The options assessment and design development for the Proposed Scheme considered the balance of impact and benefit for each section of along the route. Arising from this assessment, it was considered that the Proposed Scheme is the most appropriate option / design solution when considering all elements including cyclist safety and comfort, and impact on private properties.

### Submission issue (iii)

The submission questions the credibility of the GTS with regards to provision of cycling. In particular, the submission raises concerns with regards to the lack of provision of contra-flow cycling on existing one-way streets in the city.

### Response (iii)

The GTS has been adopted by Galway City Council and it is noted as a Strategic Goal of Galway City Council in the Galway City Development Plan 2023-2029. The Proposed Scheme takes full cognisance of the objectives included in the GTS, including the cycle network which coincides with the route of the Proposed Scheme. Separate cycle network projects are being developed and advanced by Galway City Council along the identified cycle network. It should be noted that the GTS does not preclude other cycle scheme proposals being developed for the city, they do not however form part of the Proposed Scheme

### Submission issue (iv)

The submission suggests that the proposed scheme would restrict cyclist access to and from the new Salmon Weir Pedestrian and Cyclist Bridge, due to Newtownsmith being converted to a one-way street.

### Response (iv)

It is not the intention of the Proposed Scheme to restrict access for cyclists to or from the new Salmon Weir Pedestrian and Cycle Bridge. The submission suggests that the creation of a cul-de-sac at Newtownsmith (to permit vehicles exit from Newtownsmith onto St. Vincent's Avenue at times when HGV access is permitted for loading), will restrict cyclists from entering Newtownsmith from St. Vincent's Avenue (and restrict access to the new Salmon Weir Pedestrian and Cycle Bridge).

The Proposed Scheme intends that Newtownsmith will be made a cul-de-sac utilising retractable bollards. The section of Newtownsmith between the bollards and St. Vincent's Avenue is proposed to act as a shared space for pedestrians and cyclists. Both pedestrians and cyclists will be permitted to traverse Newtownsmith in both directions when the bollards are up, permitting access and egress in both directions for cyclists. References in the design to a one-way relate to vehicles exiting Newtownsmith during the loading window when the bollards are retracted and are not intended to restrict cyclist permeability.

### Submission issue (v)

The submission suggests that access for cyclists to the city centre from the east is restricted and refers to routes crossing the Corrib River twice.

## Response (v)

It appears that issues raised in the submission in this regard relate to routes outside of the scope of the Proposed Scheme.

## Submission issue (vi)

The submission suggests that it is unclear who the proposed contra-flow cycle track on Woodquay is intended to serve.

## Response (v)

The Proposed Scheme intends to create a one-way street for traffic through Woodquay. This includes the removal of a number of parking spaces in this location. As Woodquay serves as both an origin or destination of trips due to the presence of multiple uses including restaurants, pub, retail and residential, it is anticipated that cycling trips to and from this area will also be frequent. The Proposed Scheme therefore includes a contra-flow cycle track adjacent to a one-way street to facilitate trips beginning at Woodway wishing to access Headford Road. It is noted that the submission has taken a contrary position for this location to previously stated suggestions regarding two-way cycling at one-way streets.

## Submission issue (vi)

The submission noted that both St. Anthony's Place and Daly's Place are proposed to become one-way streets travelling westbound and notes that no provision for contra-flow cycling is proposed.

## Response (vi)

Both Daly's Place and St. Anthony's Place are not sufficiently wide enough to provide footpaths, a one-way traffic lane and a cycle track along their length within the existing street curtilage (both are bounded directly by buildings). It is unclear if the submission is suggesting that contra-flow lanes should be provided or acknowledging the constraints preventing it. In either event, it is not considered practicably feasible to provide a contra-flow cycle lane at these locations as part of the Proposed Scheme.

## Submission issue (vii)

The submission notes that the proposed scheme does not include a contra flow cycle track along Mary Street. The submission suggests that there is no convenient route for cyclists to access the new Salmon Weir Pedestrian and Cycle Bridge from Eyre Square.

## Response (vii)

The submission is correct in noting the no contra flow cycle track is proposed along Mary Street. Mary Street is an existing narrow one-way street approximately 5.5m wide at its narrowest. The design team are unsure how the author of the submission intends to provide a contraflow cycle lane along this street. Notwithstanding the above, it should be noted that the distance from Eglinton Street to the new Salmon Weir Pedestrian and Cycle bridge would be slightly longer via Mary Street and Newtownsmith in comparison to via St. Francis Street and St. Vincent's Avenue.

## Submission issue (viii)

The submission notes that the proposed scheme does not propose to provide a contra-flow cycle track along Merchants Road. The submission suggests that a cycle track should be provided along Merchants Road between Abbeygate Street and Victoria Place as the beginning of an alternative circulation route into and through the old core of the city.

## Response (viii)

The proposed scheme incorporates a short section of Merchants Road, between Forthill Street and Victoria Place. The section of Merchants Road between Abbeygate Street and Forthill Street are outside the scope of the proposed scheme.

## 2.21 21 - Stephen Francis

It is acknowledged that the submission supports the proposed scheme.

## Submission issue (i)

The submission notes that the General Arrangement drawings of the proposed scheme identify that the two existing yellow boxes at the entrances to the Huntsman are proposed to be retained. The submission requests that the proposed development be carried out in accordance with these plans.

## Response (i)

Galway City Council have indicated the intention of providing a yellow box at both the entrance to the Huntsman Inn on College Road and the entrance the Huntsman Inn on the Dublin Road, as presented in both the General Arrangement drawings (EIAR Volume 3 Chapter 4 – 2) and in the Traffic Signs and Road Markings drawings (EIAR Volume 3, Chapter 4 – 7). Should the scheme be approved by An Bord Pleanála, GCC undertake to provide these yellow boxes as indicated.

## 2.22 22 - The Courts Service

It is acknowledged that the submission supports the overall aims of the proposed scheme and its general layout.

### Submission issue (i)

The submission suggests that Galway Courthouse has a unique set of requirements for elevated levels of security and safety and that the Proposed Scheme would compromise that safe and secure operation. The submission suggests that the removal of the direct access to the rear of the courthouse (Waterside) would impact directly on the accessibility and functionality of the courthouse. This area is used as an access point for the judiciary, courthouse staff, jury members, the Gardaí and the transfer of prisoners. The submission suggests that the Proposed Scheme, in particular the closure of Waterside as a vehicle route and creation of a pedestrian plaza would impact on the courts ability to comply with the EU Victims Directive and could present a security risk for the courthouse and general public. It is further suggested that a pedestrian plaza could potentially compromise privacy for meeting rooms to the rear of the courthouse. The submission requests that traffic flow on Waterside, at the rear of the courthouse, be revised to allow prison vans to access ST. Vincent's Avenue from the rear of the courthouse. Furthermore, the provision of a contra-flow cycle track along this section is proposed by the submission.

### Response (i)

Having considered the proposed amendments as set out in the submission, Galway City Council have no objection to, and would support An Bord Pleanála making a condition to the grant of planning permission which would amend the Proposed Scheme in the vicinity of Galway Courthouse. Galway City Council suggest the following amendments, subject to the approval of An Bord Pleanála:

The proposed scheme shall be amended in the vicinity of Galway Courthouse, as per drawing BCG-GA-00-02-PL02.

These changes can be summarised as follows:

- Waterside be retained to traffic, and the proposed pedestrian plaza to the rear of Galway Courthouse be removed from the scheme;
- The direction that traffic is permitted to travel on Waterside be reversed, from the Corrib House Tea Rooms to St. Vincent's Avenue at the rear of the courthouse;
- A contra-flow cycle track be provided along Waterside, from St. Vincent's Avenue to Courthouse Square;
- No alterations to the existing footpath and parking under the ownership of Galway Courthouse be proposed.

It is believed that the suggested alterations to the scheme as described will retain access to this area, without unduly impacting on the efficient operation of the Cross-City Link and retaining a legible network for road users locally.

A General Arrangement sketch, extracted from drawing BCG-GA-00-02-PL02, which is contained in Appendix A of this report, of the proposed layout in the vicinity of the back of the Courthouse is presented in Figure 2.7

The proposed amendment will remove plot 126.a.101 from the Compulsory Purchase Order Schedule Part I and plot BB from the Compulsory Purchase Order Schedule Part III (Section B).

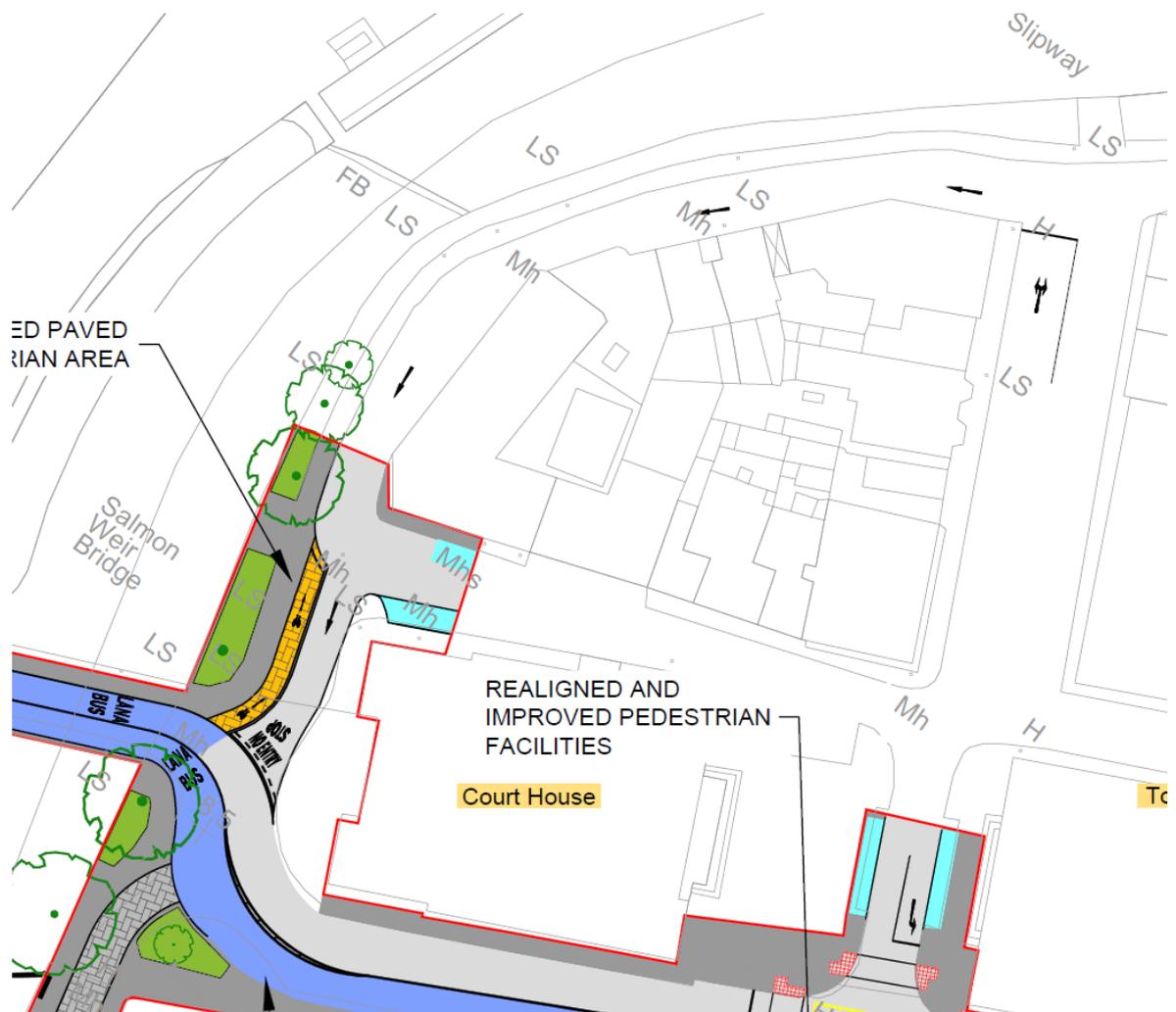


Figure 2.7 – Extract from Proposed General Arrangement at Galway Courthouse

This suggested change to the proposed development will reduce the number of trees to be planted across the scheme by 1, from 186 to 185. In addition, the change to the proposals at this location will result in a reduction in proposed new green space (43m<sup>2</sup>). This change is deemed to be not significant at a local and on a scheme-wide basis; no additional significant impacts are likely.

## Submission issue (ii)

The submission identifies the existing car-parking at the rear of the courthouse is proposed to be removed as part of the proposed scheme as this area is proposed to become a pedestrian plaza. The submission requests that this car-parking be retained to continue to meet the needs of the courts services regarding access for staff, visiting judiciary and secure transport of sensitive documents.

## Response (ii)

Should An Bord Pleanála take into consideration the proposals suggested by Galway City Council in Response (i) above, it is proposed by GCC to amend the extents of the Proposed Scheme, to remove any proposed adjustment to Galway Courthouse property. This would have the effect of retaining any parking currently permitted on Galway Courthouse property. This would also have the effect of removing Galway Courthouse from the Compulsory Purchase Order. Galway City Council suggest that this amendment be made by An Bord Pleanála.

## 2.23 23 - Transport Infrastructure Ireland

It is acknowledged that the submission supports the development of an integrated transport network in the City, included proposed public transport measures such as the Proposed Scheme, prepared in accordance with the GTS.

## Submission issue (i)

The submission notes that a comprehensive traffic and transport assessment (TTA) is included in the application and suggests that the TTA indicates capacity issues arising at a number of national road junctions in the study area, with junctions on the N6, including Bóthar na dTreabh, operating above capacity in both a “do minimum” and a “do something” scenario. The submission references the N6 Galway City Ring Road (N6GCRR) Scheme is awaiting finalisation and the submission states that it is critical that the strategic function of the existing N6 is safeguarded in accordance with Government policy.

## Response (i)

An assessment of the impact of the Proposed Scheme on junction capacity during the operational phase is outlined in Section 6.5.8.3 of the EIAR. The assessment concludes the following in relation to the impact of the Proposed Scheme on the Bóthar na dTreabh junctions:

### AM Peak 2023

- Headford Road / Bóthar na dTreabh – imperceptible effect
- Bóthar na dTreabh / Glenburren Park- imperceptible effect
- Bóthar na dTreabh / Tuam Road – imperceptible effect

## PM Peak 2023

- Headford Road / Bóthar na dTreabh – imperceptible effect

The assessment concludes that for the AM peak, the redistributed traffic from the Proposed Scheme “will have a less than 5% impact on turning flows at Browne Roundabout and Bóthar na dTreabh/Tuam Road Junction. Turning flows see a decrease at three national road junctions (Bothar na dTreabh / Ballybane Road and Bothar na dTreabh / Monivea Road Junctions as well as Coolagh Roundabout.

Turning flows at Headford Road / Bothar na dTreabh (Kirwan Junction) will increase by 7.7%. However, this junction has been addressed as part of the General Traffic Impact Assessment shown in Table 6.90 and operates above 100% during both the Do Minimum and Do Something scenarios. Therefore, the impact is considered to be negligible.

Traffic flows at the signalised junction at either end of Quincentenary Bridge (N6 Quincentenary Bridge / Upper Newcastle / Lower Newcastle and N6 Quincentenary Bridge/Headford Road / Sean Mulvoy Road) will increase by 13.5% and 12.4% respectively. Similar to Kirwan Junction, both junctions have been analysed as part of the General Traffic Impact Assessment as shown in Table 6.90 which confirms that both junctions operate above 100% during both the Do Minimum and Do Something scenarios. Therefore, the impact is considered to be negligible.”

For the PM peak, the assessment concludes that that redistributed traffic from the Proposed Scheme will have a less than 5% impact on turning flows at junctions with national roads at N6 Quincentenary Bridge/Headford Road/ Sean Mulvoy Road, Headford Road / Bóthar na dTreabh (Kirwan Junction) and Martin Junction. Bóthar na dTreabh / Tuam Road, Bóthar na dTreabh / Ballybane Road and Bóthar na dTreabh / Monivea Road Junctions see a decrease in turning flows.

Traffic flows at N6 Quincentenary Bridge / Upper Newcastle / Lower Newcastle will increase by 13.9%.

This junction has been analysed as part of the General Traffic Impact Assessment as shown in Table 6.87 which confirms that this junction operates between 85% and 100% during the Do Minimum and above 100% during the Do Something scenario. Therefore, the impact is considered to be negligible.”

Traffic flows at Browne Roundabout will increase by 10%. As shown in Table 6.91 as part of the General Traffic Impact Assessment, this junction operates below 85% during the Do Minimum and between 85% and 100% in the Do Something scenario. Therefore, the impact is considered to have a Negative, Slight and Long-term effect.

Traffic flows at N6 Quincentenary Bridge / Headford Road / Sean Mulvoy Road Junction will increase by 15%. However, this junction has been analysed as part of the General Traffic Impact Assessment as shown in Table 6.91 which confirms that this junction operates above 100% during both the Do Minimum and Do Something scenarios. Therefore, the impact is considered to have a Negative, Slight and Long-term effect.”

It is therefore concluded that no significant adverse impact on national road junctions will occur during the operational phase of the Proposed Scheme.

## 2.24 24 - Yeats College

### Submission issue (i)

The submission notes that the Proposed Scheme includes for the installation of a bus gate on College Road, which will restrict certain traffic movement at College Road. The submission suggests that this could see a potential build-up of traffic as turning capability is not incorporated into the layout at this location and suggests the installation of a mini-roundabout. Furthermore, the submission suggests that the restricted access would have a detrimental impact in the accessibility of Yeats College for staff, parents, students, visitors, emergency services and school deliveries.

### Response (i)

The proposed scheme includes the creation of a bus gate on College Road, between City Hall and Forster Street. This bus gate will restrict the movement of traffic through the gate between the hours of 07:00 – 19:00.

The proposed scheme includes a signage scheme, which incorporates signage advising motorists that College Road will be local access only and not act as a through route (Drawings BCG-TS-00-07 and BCG-TS-00-09). This would include static signage and the use of Galway City Councils Variable Message Signage e.g., on Dublin Road and Wellpark Road. Through signage, information dissemination by Galway City Council and informing updates to GPS and online navigation providers, it is not anticipated that a significant volume of vehicles would unintentionally arrive at the bus gate and require turning facilities. Notwithstanding the above, should any vehicles inadvertently arrive at the bus gate, and require turning, City Hall and the Elms on either side of the bus gate, should provide sufficient space for a vehicle to carry out their necessary manoeuvres.

With regards to access to Yeats College, the Proposed Scheme is not considered to have a detrimental impact as suggested. Vehicular access to Yeats (and all other properties along College Road) would continue to be accessible by vehicles after the proposed bus gate is implemented. All vehicle access (with the exception of bus, taxi and emergency vehicles), would take place via the Lough Atalia Road end of College Road. The Proposed Scheme includes amendments to the College Road / Lough Atalia Road junction to ensure vehicle access and egress to College Road is continued. The proposed bus gate would remove all through traffic along College Road (except cyclists, bus, taxi and emergency services), with only local access traffic remaining on this street.

It is noted that Yeats College has the benefit of a vehicle access and onsite carpark. Should staff, parents, students, visitors and deliveries require access to Yeats College by vehicle, they can continue to do so, enter the school grounds as their destination and return to College Road.

It is further noted that the Proposed Scheme would provide a high-quality public transport corridor along College Road, ensuring public transport reliability and the proposed scheme includes for the provision of an inbound and an outbound bus stop near Yeats College and a controlled pedestrian crossing between both bus stops. This would make travel to and from Yeats College a viable and attractive option and it is anticipated that a significant modal shift should be achieved for all trips to and from the school. Furthermore, College Road is anticipated to become a quieter street with reduced traffic volumes, creating an improved environment for cyclists, further encouraging a modal shift to sustainable forms of transport for trips to and from Yeats College.

## 3 Response to Objections to the Compulsory Purchase Order

### 3.1 Overview of Objections

This chapter of the report addresses the 17 written objections / submissions that were received by the Board against the Proposed Scheme Compulsory Purchase Order (CPO) within the prescribed period for making of objections.

The original ABP numbering of individual objection letters has been maintained for continuity and ease of reference throughout, see **Table 3.1** below.

**Table 3.1 Location Referred to by each objection to the CPO (by ABP Reference Number)**

| No. | Location                      | No. | Location                                      | No. | Location                            | No. | Location                            |
|-----|-------------------------------|-----|---|-----|-------------------------------------|-----|-------------------------------------|
| 1   | College Road (Circle K)       | 6   | Fairgreen Road (Fairgreen Coach Station Ltd.) | 11  | College Road (Bayview B&B)          | 16  | College Road (Yeats College)        |
| 2   | St. Brendan's Avenue (No. 20) | 7   | Headford Road (5/6 Headford Road)             | 12  | Eyre Square (Casual Trading Market) | 17  | Eyre Square (Casual Trading Market) |
| 3   | Waterside (Galway Courthouse) | 8   | College Road (Gleann Noinin)                  | 13  | Headford Road (3 Headford Road)     |     |                                     |

| No. | Location                            | No. | Location                            | No. | Location                                  | No. | Location |
|-----|-------------------------------------|-----|-------------------------------------|-----|---|-----|----------|
| 4   | Fairgreen Road (CWC Fairgreen Ltd.) | 9   | Eyre Square (Casual Trading Market) | 14  | College Road (139 College Road)           |     |          |
| 5   | Fairgreen Road (CWC Webworks Ltd.)  | 10  | Dublin Road (Billboard)             | 15  | College Road / Dublin Road (Huntsman Inn) |     |          |

Responses to individual CPO Objections are provided in the following sections.

## 3.2 CPO 1 – Circle K / Ard Services Ltd.

### Description of the Proposed Scheme at this Location

In order to achieve the scheme objectives along this section of the corridor (R339 College Road (Lough Atalia Road to Moneenageisha Junction), the interventions proposed are summarised as follows:

- Realignment of the R339 College Road / Lough Atalia Road junction;
- R339 College Road, between Lough Atalia Road and Moneenageisha Road to be widened to provide an additional inbound segregated cycle track and an outbound bus lane;
- Major amendments to Moneenageisha and Lough Atalia junctions;
- Landscaping design at new green space at R339 College Road / Lough Atalia Road junction;
- Removal of underground fuel tanks;
- Construction of a retaining wall;
- Tree removal;
- New drainage network;
- Permanent and temporary land acquisition necessary to construct the proposed scheme.

The land acquisition required is shown in the aerial image presented in Figure 3.1 below.

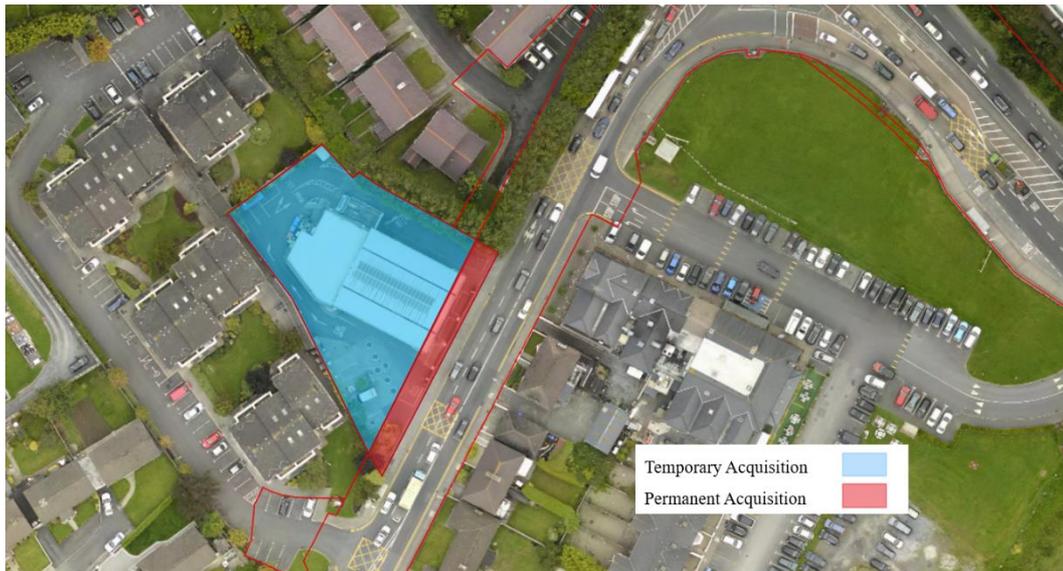


Figure 3.1 – Proposed CPO at Circle K

## Objection issues

Ard Services Limited on behalf of Circle K submit that they are supportive of the overall Proposed Scheme but are opposed to the College Road section which will impact on the service station. The objection relates to the loss of two of the four pumps which it is claimed will greatly affect the businesses' ability to generate revenue and endanger its future commercial viability going forward. Lessening of footfall to the station is also a concern due to reduction of road frontage caused by the permanent acquisition of land. The removal of one underground tank and the removal of the two fuel dispensers will also require the relocation of several underground fuel pipes. The removal of the underground fuel storage tank located on site will also be required as well as a canopy replacement which will fit the new boundary line. Concern is expressed about the lengthy duration of the works and inherent costs. The inbound right turning lane is suggested to have been removed by the proposed scheme which would further deteriorate the trading capacity of the station.

## Response

The proposed scheme in the vicinity of Circle K, includes for road widening to facilitate the provision of an inbound cycle track, and out bound bus lanes, footpaths on both sides of the road and retention of the existing vehicle lane configuration. The Options Assessment Report prepared for the proposed scheme, examined alternative proposals along this section of the Cross-City Link, which also forms part of the City Centre Access Network as identified in the Galway Transport Strategy.

The submission issue is acknowledged, and it is accepted that the proposed scheme will have an impact on the business and its ability to generate revenue going forward relative to the existing conditions.

This project will impact the station through the proposed changes arising from the widening of College Road and the temporary closure of business during construction works on this site. It is suggested that these issues maybe be addressed through fair compensation.

Subject to the scheme being approved and the CPO confirmed by An Bord Pleanála, a Notice to Treat may then be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, Galway City Council will pay the reasonable costs (as part of the claim) for the landowner to engage its agent / valuer in preparing, negotiating, and advising on compensation. Reinstatement of property frontage including boundary walls, footpath and landscaping etc. will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application.

### 3.3 CPO 2 – Cecil McDonagh

#### Description of the Proposed Scheme at this Location

In order to achieve the scheme objections along the Bóther na mBan / St. Brendan's Avenue / R866 Headford Road / Dyke Road section of the Proposed Scheme the interventions proposed are summarised as follows:

- Installation of a new footpath;
- Widening of an existing footpath;
- Acquisition and demolition of 2 no. residential properties and the adjoining laneway;
- New controlled pedestrian crossing;
- Entry treatments;
- Creation of a one-way circulatory around Dyke Road and Headford Road;
- Installation of a new two-way cycle track along Dyke Road.

The land acquisition required is shown in the aerial image presented in Figure 3.2 below.



Figure 3.2 – Proposed CPO at No. 20 St. Brendan's Avenue

## Objection issues

It is unclear from the submission if there is an objection to the Compulsory Purchase Order of this property by the landowner. The submission appears to refer to the development potential of the site of the house to be acquired.

The submission states that the subject matter of the submission is the '*Appeal for the appropriate alternative development for existing house.*' Galway City Council are unsure as to the intended nature of this submission. It is assumed that the submission is providing suggested information with regards to the property valuation with respect to compensation.

## Response

The proposed scheme intends to widen St. Brendan's Avenue/Bóthar Na mBan as it approaches the junction with Headford Road in order to provide footpaths on both sides and two vehicle lanes for left turn and straight ahead movements. This would require the acquisition and demolition of 2 no. residential properties along the south-western side of St. Brendan's Avenue to enable the works.

*"The existing width of 7.3m on St. Brendan's Avenue is insufficient to provide a standard footpath on both sides of the road and retain two-way traffic along the Inner-City Access Route."*

As described in the above extract from the Options Assessment Report, the Compulsory Purchase order is necessary on St Brendan's Avenue due to the existing conditions being insufficient to provide a basic two-way traffic movement and adequate footpaths for pedestrians.

It is not accepted that this site would be suitable for an 11-storey apartment block, should the proposed scheme not proceed.

Subject to the scheme being approved and the CPO confirmed by An Bord Pleanála, a Notice to Treat may then be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the Galway City Council will pay the reasonable costs (as part of the claim) for the landowner to engage its agent / valuer in preparing, negotiating and advising on compensation.

### 3.4 CPO 3 – The Courts Services

#### Description of the Proposed Scheme at this Location

In order to achieve the scheme objectives along the R863 University Road to R866 St. Francis Street section of the Proposed Scheme the interventions proposed are summarised as follows:

- Footpaths widened along R863 University Road;
- New drainage network along R863 University Road and outfall to canal;
- Salmon Weir Bridge to be restricted to a ‘bus gate’ during associated hours of operation (07:00 – 19:00);
- Public Realm Space to be created in front of Galway Cathedral, with Gaol Road to the back of the Cathedral to be made 2-way;
- Re-configured bus and car parking within existing Cathedral car park;
- Newtownsmith and Waterside to be closed off onto St. Vincent’s Avenue;
- The provision of raised tables, entry treatments and signalised crossings;
- Reconfiguration of footpaths on Salmon Weir Bridge; and
- Temporary land acquisition necessary to construct the Proposed Scheme.

The land acquisition required is shown in the aerial image presented in Figure 3.3 below.



Figure 3.3 – Previously Proposed CPO at Galway Courthouse

## Objection issues

The objection of the CPO at the Courthouse is based on a number of issues raised including a failure to engage, impact on Accessibility, impact on circulation routes, impact to parking, security risks and confidentiality concerns.

## Response

In addition to the objection to the CPO, the Courts Service also made a detailed submission to An Bord Pleanála with regards to the proposed scheme in the vicinity of the Courthouse.

Having considered the proposed amendments as set out in the submission to ABP relating to the Planning Application, Galway City Council have no objection to, and support, An Bord Pleanála making a condition to the grant of planning permission which would amend the proposed scheme in the vicinity of Galway Courthouse. Galway City Council suggest the following amendments, subject to the approval of An Bord Pleanála:

The proposed scheme shall be amended in the vicinity of Galway Courthouse, as per drawing BCG-GA-00-02-PL02.

These changes can be summarised as follows:

- Waterside be retained to traffic, and the proposed pedestrian plaza to the rear of Galway Courthouse be removed from the scheme;
- The direction that traffic is permitted to travel on Waterside be reversed, from the Corrib House Tea Rooms to St. Vincent's Avenue at the rear of the courthouse;
- A contra-flow cycle track be provided along Waterside, from St. Vincent's Avenue to Courthouse Square;

- No alterations to the existing footpath and parking under the ownership of Galway Courthouse be proposed.

A potential General Arrangement sketch of this suggested layout in the vicinity of the back of the Courthouse is presented in Figure 3.4

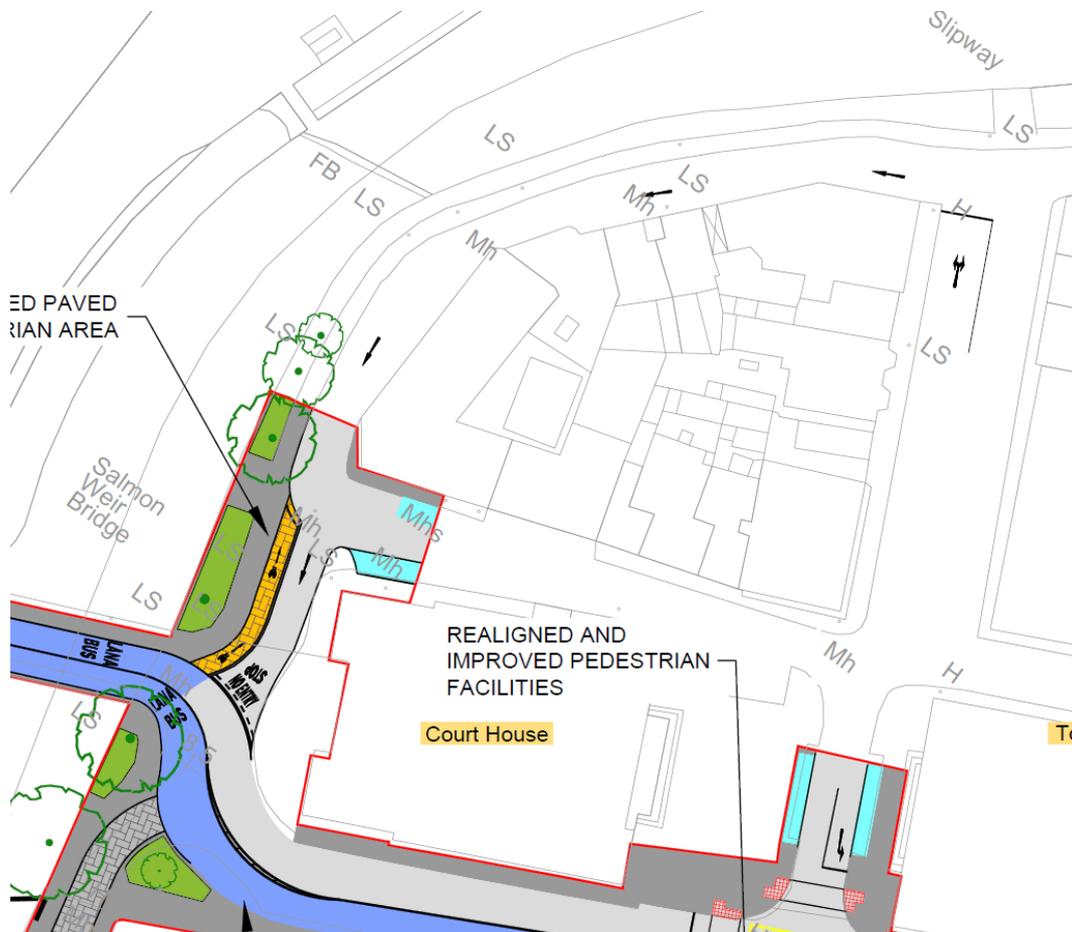


Figure 3.4 – Extract from Proposed General Arrangement at Galway Courthouse

Should An Bord Pleanála take into consideration the proposals suggested by Galway City Council above, it is proposed by GCC to amend the extents of the proposed scheme, to remove any proposed adjustment to Galway Courthouse property. This would have the effect of removing Galway Courthouse (Plot 126.a.101 Schedule Part I) from the Compulsory Purchase Order.

### 3.5 CPO 4 - Hallspace Ltd.

#### Description of the Proposed Scheme at this Location

In order to achieve the scheme objections along the Fairgreen Road section of the Proposed Scheme the interventions proposed are summarised as follows:

- Footpath replacement;
- New controlled pedestrian crossing;

- Entry Treatments at entrances.

The land acquisition required is shown in the aerial image presented in Figure 3.5 below.



Figure 3.5 – Proposed CPO at Fairgreen Carpark

## Objection Issues

The objection suggests that from the drawings it appears that the plot reference 107.a.101 and 107.b.101 are at the entrance to an existing car park, constructed to comply with planning, therefore the proposed acquisition is surplus to the requirements of constructing the Cross City Link.

The owner of Fairgreen is Hallspace Ltd and the notice of making the order doesn't state the correct ownership

The effect of the CPO of lands should not be permitted to adversely affect the commercial operation of the Fairgreen Carpark.

## Response

It is acknowledged that the two plots stated 107.a.101 and 107.b.101 are both at the entrance of the car park.

In order to facilitate a safer environment for all users but in particular pedestrians, it is proposed to provide a raised table crossing with tactile paving across the entrance for Fairgreen car-park. It is noted that the Proposed Scheme will not pose any changes to the car park operation outside of construction stage other than providing more pedestrian priority at the entrance/exit.

Currently, there are no crossing facilities for pedestrians at this car priority type entrance to the car park. It is necessary for Galway City Council to acquire ownership of these plots in order to provide an improved crossing for pedestrians. The current layout of the car park entrance is considered unsuitable to anyone who is visually impaired as there is currently no warning of them leaving the footway onto a busy vehicle entrance. It is an objective of the scheme to facilitate a transport infrastructure network that prioritises walking and cycling and a mode shift to public transport.

While it is acknowledged that the making of order was issued to CWC Fairgreen Limited as it was believed by Galway City Council that they were in fact the party entitled to plots 107.a.101 and 107.b.101, it has now transpired from the submission received that the ownership of plots 107.a.101 and 107.b.101 may vest with Hallspace Limited. Despite the submission from Hallspace Limited that they have an interest plots 107.a.101 and 107.b.101, no such documentary evidence has been furnished to support the submission as to ownership. It is unknown exactly what interest Hallspace Limited have in plots 107.a.101 and 107.b.101.

In mitigation of Galway City Council not knowing that CWC Fairgreen Limited was the registered owner of the above said plots it erected at the entrance to plots 107.a.101 and 107.b.101 notice making any purported owner of the land aware of the proposed scheme and separately published notice of the proposed scheme in the newspaper.

Furthermore, CWC Fairgreen Limited and Hallspace Limited share the same registered office and also have one director in common namely Michael Maye who is named on the notice issued. As can be seen from the steps taken by Galway City Council and the fact that the ultimate owner is aware of proposed scheme no detriment has occurred. Nevertheless Galway City Council have no objections in having Hallspace Limited added to the schedule of owners subject to clarification being provided by Hallspace Limited as to the interest that they possess.

Chapter 05 of the EIAR relates to the construction of the proposed scheme. Section 5.5.3.2 of this Chapter details Parking and Access. This section states:

*“When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.”*

Should the proposed scheme be approved by An Bord Pleanála, the appointed contractor will be required to liaise directly with the Operators of the Fairgreen car park to facilitate the ongoing use of the access and egress points during the construction stage.

It is suggested that these issues maybe be addressed through fair compensation.

Subject to the scheme being approved and the CPO confirmed by An Bord Pleanála, a Notice to Treat may then be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the Galway City Council will pay the reasonable costs (as part of the claim) for the landowner to engage its agent / valuer in preparing, negotiating, and advising on compensation. Reinstatement of property frontage including gates, railings, driveway and footpath will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme

### **3.6 CPO 5 – Webworks Ltd.**

#### **Description of the Proposed Scheme at this Location**

In order to achieve the scheme objections along the Fairgreen Road section of the Proposed Scheme the interventions proposed are summarised as follows:

- Footpath replacement;
- New controlled pedestrian crossing;
- Entry Treatments at entrances.

The land acquisition required is shown in the aerial image presented in Figure 3.6 below.

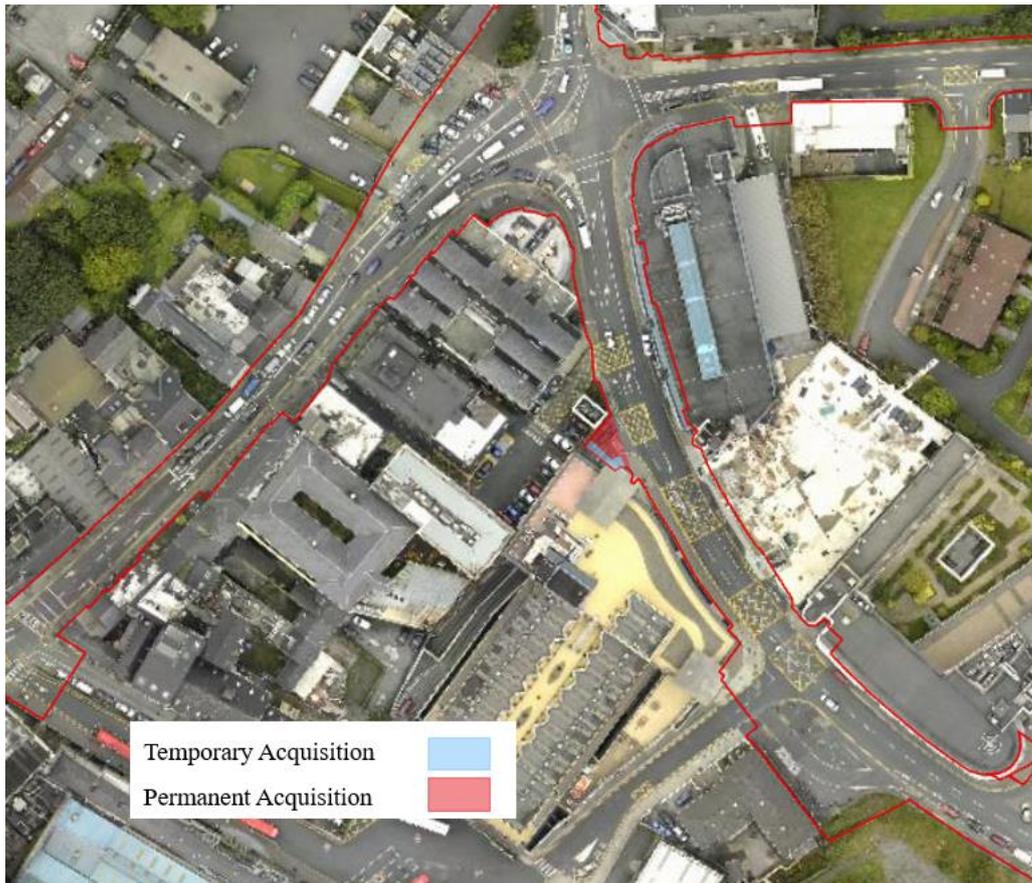


Figure 3.6 - Proposed CPO at Fairgreen Carpark

## Objection Issues

The objection suggests that from the drawings it appears that the plot reference 107.a.101 and 107.b.101 are at the entrance to an existing car park, constructed to comply with planning, therefore the proposed acquisition is surplus to the requirements of constructing the Cross City Link.

The owner of Fairgreen is Hallspace Ltd and the notice of making the order doesn't state the correct ownership.

The effect of the CPO of lands should not be permitted to adversely affect the commercial of the Fairgreen Carpark.

## Response

It is acknowledged that the two plots stated 107.a.101 and 107.b.101 are both at the entrance of the car park. In order to facilitate a safer environment for all users but in particular pedestrians, it is proposed to provide a raised table crossing with tactile paving across the entrance for Fairgreen car-park. It is noted that the Proposed Scheme will not pose any changes to the car park operation outside of construction stage other than providing more pedestrian priority at the entrance/exit.

Currently, there are no crossing facilities for pedestrians at this car priority type entrance to the car park. It is necessary for Galway City Council to acquire ownership of these plots in order to provide an improved crossing for pedestrians. The current layout of the car park entrance is considered unsuitable to anyone who is visually impaired as there is currently no warning of them leaving the footway onto a busy vehicle entrance. It is an objective of the scheme to facilitate a transport infrastructure network that prioritises walking and cycling and a mode shift to public transport.

While it is acknowledged that the making of order was issued to CWC Webworks Limited as it was believed by Galway City Council that they were in fact the party entitled to plots 107.a.101 and 107.b.101, it has now transpired from the submission received that the ownership of plots 107.a.101 and 107.b.101 may vest with Hallspace Limited. Despite the submission from Hallspace Limited that they have an interest plots 107.a.101 and 107.b.101, no such documentary evidence has been furnished to support the submission as to ownership. It is unknown exactly what interest Hallspace Limited have in plots 107.a.101 and 107.b.101.

In mitigation of Galway City Council not knowing that CWC Webworks Limited was the registered owner of the above said plots it erected at the entrance to plots 107.a.101 and 107.b.101 notice making any purported owner of the land aware of the proposed scheme and separately published notice of the proposed scheme in the newspaper.

Furthermore, CWC Webworks Limited and Hallspace Limited share the same registered office and also have one director in common namely Michael Maye who is named on the notice issued. As can be seen from the steps taken by Galway City Council and the fact that the ultimate owner is aware of proposed scheme no detriment has occurred. Nevertheless Galway City Council have no objections in having Hallspace Limited added to the schedule of owners subject to clarification being provided by Hallspace Limited as to the interest that they possess.

Chapter 05 of the EIAR relates to the construction of the proposed scheme. Section 5.5.3.2 of this Chapter details Parking and Access. This section states:

*“When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.”*

Should the proposed scheme be approved by An Bord Pleanála, the appointed contractor will be required to liaise directly with the Operators of the Fairgreen car park to facilitate the ongoing use of the access and egress points during the construction stage.

It is suggested that these issues maybe be addressed through fair compensation.

Subject to the scheme being approved and the CPO confirmed by An Bord Pleanála, a Notice to Treat may then be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the Galway City Council will pay the reasonable costs (as part of the claim) for the landowner to engage its agent / valuer in preparing, negotiating, and advising on compensation. Reinstatement of property frontage including gates, railings, driveway and footpath will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme.

### **3.7 CPO 6 – Fairgreen Coach Station Ltd.**

#### **Description of the Proposed Scheme at this Location**

In order to achieve the scheme objections along the Fairgreen Road section of the Proposed Scheme the interventions proposed are summarised as follows:

- Footpath replacement;
- New controlled pedestrian crossing;
- Entry Treatments at entrances.

The land acquisition required is shown in the aerial image presented in Figure 3.7 below.

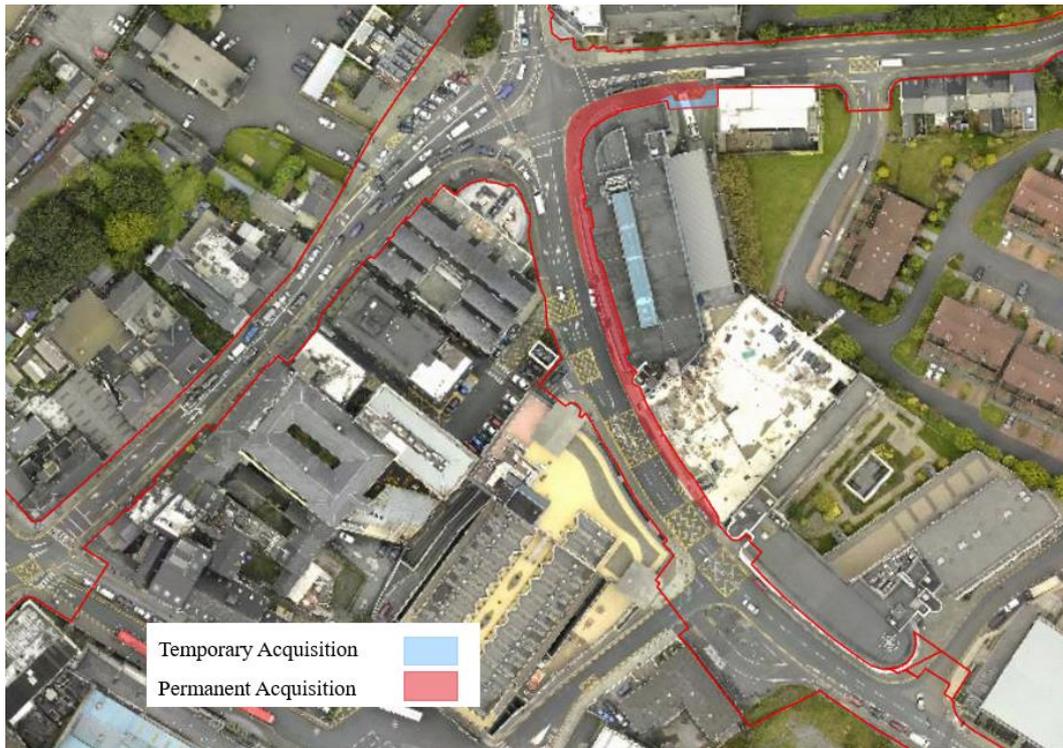


Figure 3.7 – Proposed CPO at Fairgreen Coach Station

## Objection Issues

The submission is objecting to the scheme on the basis that Plot 108.a.101 and Plot 108.b.201 should not have been included in the notice as both plots are not capable of being the subject of a CPO due to Galway City Council already holds title to these areas.

## Response

It is acknowledged that Galway City Council is the freehold owner of the lands known as "Fairgreen Coach Station, Galway" being the property comprised within folios 85074F and 86710F both of the Register of Freeholders Co. Galway. Plot 108.a.101 and Plot 108.b.201 are located within these lands.

For the purpose of reply, please note that Galway City Council's freehold interest in both plots is subject to an indenture of lease dated 7 December 2017 between (1) Galway City Council and (2) Fairgreen Coach Station Limited granted for a term of nine hundred and ninety nine (999) years from 1 January 2007 (the "**Lease**"). The area demised to Fairgreen Coach Station Limited pursuant to the Lease is set out in the First Schedule thereto and is more particularly outlined in the plan annexed to the Lease, a copy of which is attached hereto at Appendix B for convenience.

Galway City Council cannot unilaterally alter the extent of the demise granted to Fairgreen Coach Station Limited pursuant to the Lease.

As Fairgreen Coach Station Limited is the party entitled / the party understood to be entitled to the lessee's interest in the Lease it is both necessary and appropriate to include Plot 108.a.101 on Part 1 of the Schedule and Plot 108.b.201 on Part II of the Schedule to the notice as issued to Fairgreen Coach Station Limited.

Accordingly, the assertion that the notice (issued by Galway City Council in respect of lands within Plot 108.a.101 and Plot 108.b.201 for the purpose of the Bus Connects Galway - Cross City Link) is flawed, due to Galway City Council having existing title to these plots, is misplaced.

## 3.8 CPO 7 – Gabriel and Mary Grealish

### Description of the Proposed Scheme at this Location

In order to achieve the scheme objections along the Bóther na mBan / St. Brendan's Avenue / R866 Headford Road / Dyke Road section of the Proposed Scheme the interventions proposed are summarised as follows:

- Installation of a new footpath;
- Widening of an existing footpath;
- Acquisition and demolition of 2 no. residential properties and the adjoining laneway;
- New controlled pedestrian crossing;
- Entry treatments;
- Creation of a one-way circulatory around Dyke Road and Headford Road;
- Installation of a new two-way cycle track along Dyke Road.

The land acquisition required is shown in the aerial image presented in Figure 3.8 below.



Figure 3.8 – Proposed CPO at No. 5/6 Headford Road

## Objection issues

It is unclear from the submission if there is an objection to the Compulsory Purchase Order of this property by the landowner. The submission appears to refer to the development potential of the site of the house to be acquired.

The submission states that the subject matter of the submission is the ‘Appeal for the appropriate alternative development for existing house.’ Galway City Council are unsure as to the intended nature of this submission. It is assumed that the submission is providing suggested information with regards to the property valuation with respect to compensation.

## Response

The Proposed Scheme intends to widen St. Brendan’s Avenue/Bóthar Na mBan as it approaches the junction with Headford Road in order to provide footpaths on both sides and two vehicle lanes for left turn and straight ahead movements. This would require the acquisition and demolition of 2 no. residential properties along the south-western side of St. Brendan’s Avenue to enable the works.

*“The existing width of 7.3m on St. Brendan’s Avenue is insufficient to provide a standard footpath on both sides of the road and retain two-way traffic along the Inner-City Access Route.”*

As described in the above extract from the Options Assessment Report, the Compulsory Purchase order is necessary on St Brendan’s Avenue due to the existing conditions being insufficient to provide a basic two-way traffic movement and adequate footpaths for pedestrians.

It is not accepted that this site would be suitable for an 11-storey apartment block, should the proposed scheme not proceed.

Subject to the scheme being approved and the CPO confirmed by An Bord Pleanála, a Notice to Treat may then be served on the landowner whose land is

being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the Galway City Council will pay the reasonable costs (as part of the claim) for the landowner to engage its agent / valuer in preparing, negotiating and advising on compensation.

### **3.9 CPO 8 – Gleann Noinin Owners Management Company / Pádraig Conneely**

#### **Description of the Proposed Scheme at this Location**

In order to achieve the scheme objectives along this section of the corridor (R339 College Road (Lough Atalia Road to Moneenageisha Junction)), the interventions proposed are summarised as follows:

- Realignment of the R339 College Road / Lough Atalia Road junction;
- R339 College Road, between Lough Atalia Road and Moneenageisha Road to be widened to provide an additional inbound segregated cycle track and an outbound bus lane;
- Major amendments to Moneenageisha and Lough Atalia junctions;
- Landscaping design at new green space at R339 College Road / Lough Atalia Road junction;
- Removal of underground fuel tanks;
- Construction of a retaining wall;
- Tree removal;
- New drainage network;
- Permanent and temporary land acquisition necessary to construct the proposed scheme.

The land acquisition required is shown in the aerial image presented in Figure 3.9 below.



Figure 3.9 – Proposed CPO at Gleann Noinin

## Objection Issues

The submission is objecting to the scheme on the basis of the project having a negative effect on the owner's property and potential future sale of the property. The submission suggests that the proposed land acquisition includes grass/ lawn area which is fully landscaped with shrubs, planting, mature hedges and trees.

A concern is also noted is increased noise levels and disturbance to residents due to increased traffic which will now be closer to the property and reduced privacy. The issue of residents crossing a busy road is also noted as a concern.

## Response

The proposed scheme in the vicinity of Gleann Noinin, includes for road widening to facilitate the provision of an inbound cycle track, and out bound bus lanes, footpaths on both sides of the road and retention of existing vehicle lane configuration. The Options Assessment Report prepared for the proposed scheme, examined alternative proposals along this section of the Cross-City Link, which also forms part of the City Centre Access Network as identified in the Galway Transport Strategy.

It is noted that this submission has been signed as a director of Gleann Noinin Co Ltd. However, the submission states that the objection is as landowner and property owner of No. 12 Gleann Noinin. It is therefore assumed that this objection relates specifically to No. 12 Gleann Noinin.

The concerns outlined are acknowledged, however it is noted that house No. 12 Gleann Noinin is found in the rear of the second block into the housing estate. The land proposed to be acquired is directly to the front of the estate but not directly from no. 12.

It is not considered that the proposed scheme will impact on the value of no.12 as the impacts on this individual property is considered negligible.

Notwithstanding the above, impacts are anticipated on the landowner, understood to be the Gleann Noinin Management Company Ltd and it is suggested that these issues may be addressed through fair compensation.

It is suggested in the submission that the proposed scheme will result in increased noise. The appointed contractor will be required to take specific noise abatement measures to the extent required to comply with the recommendations of BS 5228–1 (BSI 2014a) and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006). The mitigation measures outlined below for the Construction Phase have also been included in the Construction and Environmental Management Plan (Appendix 5.1 in Volume 4 of this EIAR).

These measures will ensure that:

- During the Construction Phase, the appointed contractor will be required to manage the works to comply with the limits detailed in Section 9.2.4.1 using methods outlined in BS 5228–1 (BSI 2014a); and
- The best practicable means of working, including proper maintenance of plant and equipment, will be employed to minimise the noise produced by on site operations.’

As per the above extract from the EIAR report Chapter 9 ‘Noise and Vibration’, the process will be controlled to ensure minimal noise disturbance to residents. In addition to this, house no.12 has several other buildings between it and College Road where construction is proposed to happen.

In respect of loss of privacy, landscaping will be provided in agreement with landowners to maintain privacy during construction and thereafter.

There are controlled crossing locations proposed either side of Gleann Noinin Estate within a reasonable distance. All four arms at the Moneenageisha junction have signalized crossings and there are two controlled crossings at Lough Atalia Road with College Road junction also. The pedestrian crossings adjacent to Gleann Noinin Estate are being maintained in line with existing conditions.

## 3.10 CPO 9 - Jacinta McCaul

### Description of the Proposed Scheme at this Location

In order to achieve the scheme objections along the R866/R336 Eyre Square to R339 Forster Street section of the Proposed Scheme the interventions proposed are summarised as follows:

- Williamsgate Street and R866 Eyre Square North to become a time-plated bus lane;
- R336 Eyre Square East to be two-way time-plated bus lane between St. Patricks Avenue and R866 Eyre Square North;
- R339 Forster Street to become two-way time-plated bus lanes;

- Junction of R336 Eyre Square East and R339 Forster Street to be signalised for all movements;
- Raised table on R866 Eyre Square North connecting Rosemary Avenue and Eyre Square West;
- R866 Eyre Square North to be upgraded to a landscaped pedestrianised plaza area;
- Vehicular access to Rosemary Avenue, and Eyre Street to be restricted to permitted hours only;
- R336 Prospect Hill between Bóthar na mBan and R866 Eyre Square North to be made a cul-de-sac with restricted access to R866 Eyre Square North to permitted hours only;
- New bicycle parking on R339 Forster Street.

The land acquisition required is shown in the aerial image presented in Figure 3.10 below.



Figure 3.10 – Proposed CPO at Eyre Square North

## Objection Issues

The objection states that the proposed scheme does not attempt to facilitate casual trading in the location of Eyre Square North. The submission states that the proposed scheme is displacing the trading business with no guarantee that it will return to the Casual Trading Area as existing.

## Response

Upon consideration of the concerns of Jacinta McCaul and other submissions received relating to the proposed scheme, Galway City Council will not object to amending the proposed scheme requiring the casual trading area to remain in its current location, should An Bord Pleanála consider this appropriate.

Galway City Council suggest that this potential amendment to the proposed scheme can be dealt with by way of a condition of planning, stating that the proposed scheme shall be amended in the vicinity of Eyre Square North, as per drawing BCG-GA-00-04-PL02, which can be found in Appendix A of this report.

It will require the removal of a proposed landscaped area in the vicinity of the existing casual trading area and the relocation of the proposed loading bay to a location south-west of that proposed in the current scheme.

It is noted, that the temporary acquisition of Market Rights will still be necessary for a period of the construction stage to complete all proposed works in this location.

### 3.11 CPO 10 - JC Decaux

#### Description of the Proposed Scheme at this Location

In order to achieve the scheme objections along the R338 Dublin Road Section of the corridor the interventions proposed are summarised as follows:

- R338 Dublin Road, to be widened between Brothers of Charity and The Huntsman Inn entrance;
- A bus lane to be provided in both directions;
- A segregated cycle track to be provided in both directions;
- New footpaths to be provided on both sides of the road;
- 1 no. outbound general traffic lane to be provided. 1 no. inbound traffic lane, widening to two lanes on approach to the Moneenageisha Junction to be provided;
- New pedestrian crossing at Wellpark Retail Park;
- Widening of existing pedestrian and cycle track adjacent to Lough Atalia;
- Removal of half of an existing advertising billboard.

The land acquisition required is shown in the aerial image presented in Figure 3.11 below.

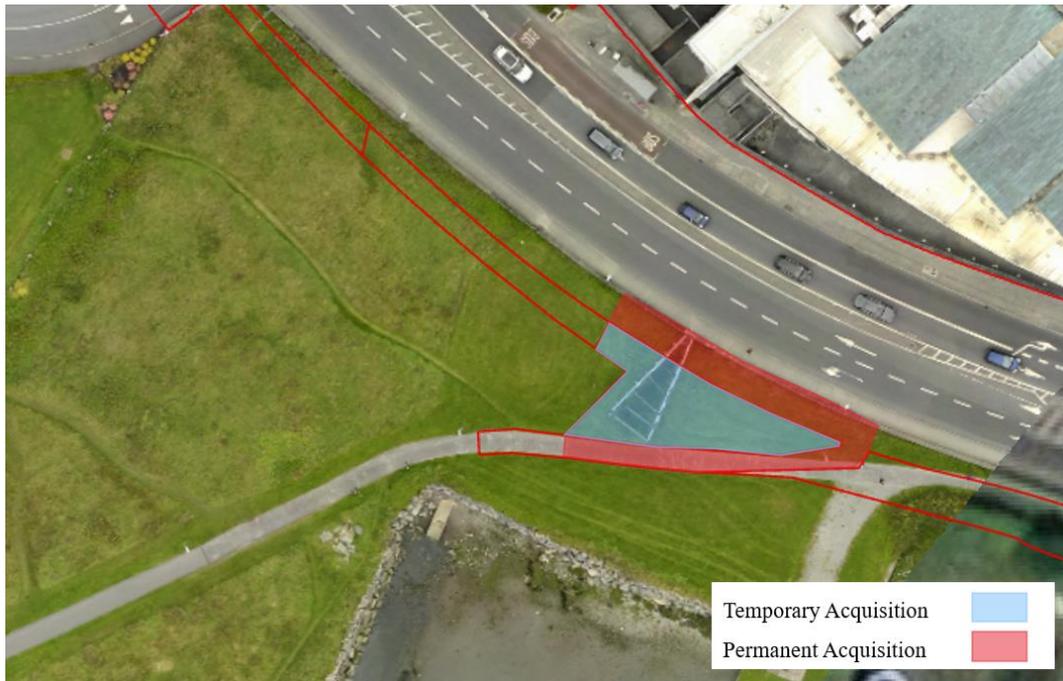


Figure 3.11 – Proposed CPO at Dublin Road Billboard

## Objection Issues

Submission states that JC Decaux do not object to the CPO and fully supports the infrastructure project. The submission requests that GCC engage with JC Decaux to explore the possibility of replacing the subject advertising displays with a contract for use of Council owned land in an equivalent location within the city environs, subject to attaining the appropriate approvals.

## Response

The support of the proposed scheme and no objection to the CPO are acknowledged and appreciated.

Galway City Council acknowledge that there will be an impact to the proposed advertising structure, it is suggested that these issues maybe be addressed through fair compensation.

Should JC Decaux wish to submit an application for a new sign in a different location, Galway City Council will deal with any application once submitted.

Subject to the scheme being approved and the CPO confirmed by An Bord Pleanála, a Notice to Treat may then be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the Galway City Council will pay the reasonable costs (as part of the claim) for the landowner to engage its agent / valuer in preparing, negotiating, and advising on compensation.

Reinstatement of property frontage including gates, railings, driveway and footpath will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme.

### 3.12 CPO 11 - Olivia Heffernan

#### Description of the Proposed Scheme at this Location

In order to achieve the scheme objectives along this section of the corridor (R339 College Road (Lough Atalia Road to Moneenageisha Junction), the interventions proposed are summarised as follows:

- Realignment of the R339 College Road / Lough Atalia Road junction;
- R339 College Road, between Lough Atalia Road and Moneenageisha Road to be widened to provide an additional inbound segregated cycle track and an outbound bus lane;
- Major amendments to Moneenageisha and Lough Atalia junctions;
- Landscaping design at new green space at R339 College Road / Lough Atalia Road junction;
- Removal of underground fuel tanks;
- Construction of a retaining wall;
- Tree removal;
- New drainage network;
- Permanent and temporary land acquisition necessary to construct the proposed scheme.

The land acquisition required is shown in the aerial image presented in Figure 3.12 below.



Figure 3.12 – Proposed CPO at Bayview B&B

## Objection Issues

The Objection to the CPO relates to the loss of parking at the Bayview B&B and the commercial impacts that the proposed land acquisition will have on the property and business, during both the construction and operation of the proposed scheme.

The objection further suggests that there is no evidence in the Planning Application that GCC examined any alternative designs for this junction. The submission suggests moving the proposed road widening southward into the green space at the Huntsman Inn in order to reduce the impact on the Bayview B&B.

## Response

It is accepted that the CPO, if confirmed by An Bord Pleanála, will have an impact on the existing parking provision at Bay View House B&B. It is suggested that this can be addressed through fair compensation for the lands.

Subject to the scheme being approved and the CPO confirmed by An Bord Pleanála, a Notice to Treat may then be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the Galway City Council will pay the reasonable costs (as part of the claim) for the landowner to engage your its agent / valuer in preparing, negotiating and advising on compensation. Reinstatement of property frontage including boundary walls, gates, railings, driveway, footpath and landscaping will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application.

With regards to options considered, an Options Assessment Report was prepared for the proposed scheme where reasonable alternative options were considered. Three options were considered at College Road outside of the B&B property. The proposed scheme option provides a new outbound bus lane and new inbound cycle track in this location. Alternative options considered included maintaining the existing road width and converting one outbound lane to a bus lane and also an option to provide a bus lane and cycle track in both directions.

Furthermore, design development was undertaken across each option selected in the options assessment report, to develop the design within the constraints. One of the constraints which required consideration is the Moneenageisha Junction and the alignment of the 4 arms of the junction. In this instance, the alignment of both College Road and Wellpark Road were considered. Realignment of College Road southwards, would have an impact on alignment of opposing lanes on both of these roads, and similarly would impact on both right turn lanes onto Dublin Road.

### 3.13 CPO 12 - Ruby McCaul

#### Description of the Proposed Scheme at this Location

In order to achieve the scheme objections along the R866/R336 Eyre Square to R339 Forster Street section of the Proposed Scheme the interventions proposed are summarised as follows:

- Williamsgate Street and R866 Eyre Square North to become a time-plated bus lane;
- R336 Eyre Square East to be two-way time-plated bus lane between St. Patricks Avenue and R866 Eyre Square North;
- R339 Forster Street to become two-way time-plated bus lanes;
- Junction of R336 Eyre Square East and R339 Forster Street to be signalised for all movements;
- Raised table on R866 Eyre Square North connecting Rosemary Avenue and Eyre Square West;
- R866 Eyre Square North to be upgraded to a landscaped pedestrianised plaza area;
- Vehicular access to Rosemary Avenue, and Eyre Street to be restricted to permitted hours only;
- R336 Prospect Hill between Bóthar na mBan and R866 Eyre Square North to be made a cul-de-sac with restricted access to R866 Eyre Square North to permitted hours only;
- New bicycle parking on R339 Forster Street.

The land acquisition required is shown in the aerial image presented in Figure 3.13 below.



Figure 3.13 – Proposed CPO at Eyre Square North

## Objection Issues

The objection states that the proposed scheme does not attempt to facilitate casual trading in the location of Eyre Square North. The submission states that the proposed scheme is displacing the trading business with no guarantee that it will return to the Casual Trading Area as existing.

## Response

Upon consideration of the concerns of Ruby McCaul and other submissions received relating to the proposed scheme, Galway City Council will not object to amending the proposed scheme requiring the casual trading area to remain in its current location, should An Bord Pleanála consider this appropriate. Galway City Council suggest that this potential amendment to the proposed scheme can be dealt with by way of a condition of planning, stating that the proposed scheme shall be amended in the vicinity of Eyre Square North, as per drawing BCG-GA-00-04-PL02, which can be found in Appendix A of this report.

It will require the removal of a proposed landscaped area in the vicinity of the existing casual trading area and the relocation of the proposed loading bay to a location south-west of that proposed in the current scheme.

It is noted, that the temporary acquisition of Market Rights will still be necessary for a period of the construction stage to complete all proposed works in this location.

## 3.14 CPO 13 - Ryan Family

### Description of the Proposed Scheme at this Location

In order to achieve the scheme objections along the Bóther na mBan / St. Brendan's Avenue / R866 Headford Road / Dyke Road section of the Proposed Scheme the interventions proposed are summarised as follows:

- Installation of a new footpath;
- Widening of an existing footpath;
- Acquisition and demolition of 2 no. residential properties and the adjoining laneway;
- New controlled pedestrian crossing;
- Entry treatments;
- Creation of a one-way circulatory around Dyke Road and Headford Road;
- Installation of a new two-way cycle track along Dyke Road.

The land acquisition required is shown in the aerial image presented in Figure 3.14 below.



Figure 3.14 – Laneway to be removed at No. 3 Headford Road

## Objection Issues

The objection to the CPO is the suggestion that the maps provided are of such poor quality that it is virtually impossible to determine exactly how it will effect the property.

A number of further concerns, with regard to the operation of the proposed scheme were also identified and have been responded to in Section 2.17 with regard to submissions to the proposed scheme, rather than a response to the objection of the CPO.

## Response

The property No. 3 Headford Road is not directly impacted by the proposed scheme, and no direct alterations to the property are intended.

It is the understanding of Galway City Council that the rear of the property is accessed via an existing laneway from St. Brendan's Avenue, which ends at the rear of No. 3 Headford Road and No. 17. St. Brendan's Avenue. The proposed scheme intends to acquire part of this laneway, directly to the rear of No. 5/6 Headford Road, for the purposes of realigning St. Brendan's Avenue. Access to the remainder of the laneway is not proposed to be altered. Figure 3.15 demonstrates an extract from the General Arrangement drawings of the proposed scheme in this location. No. 3 Headford Road has been highlighted in blue for clarity. The section of Laneway to be retained has also been identified. Access to and from the laneway will continue to be permitted across what will become public lands.



Figure 3.15 - Retained Laneway at No. 3 Headford Road

It is understood that No. 3 Headford Road may have the benefit of rights over the lands to be acquired. Should this be the case, it is suggested that this can be addressed through fair compensation for the lands.

Subject to the scheme being approved and the CPO confirmed by An Bord Pleanála, a Notice to Treat may then be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the Galway City Council will pay the reasonable costs (as part of the claim) for the landowner to engage its agent / valuer in preparing, negotiating and advising on compensation. Reinstatement of property frontage including boundary walls, gates, railings, driveway, footpath and landscaping will be on a like for like basis

and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application.

### 3.15 CPO 14 - Sean and Phil Scahill

#### Description of the Proposed Scheme at this Location

In order to achieve the scheme objectives along this section of the corridor (R339 College Road (Lough Atalia Road to Moneenageisha Junction)), the interventions proposed are summarised as follows:

- Realignment of the R339 College Road / Lough Atalia Road junction;
- R339 College Road, between Lough Atalia Road and Moneenageisha Road to be widened to provide an additional inbound segregated cycle track and an outbound bus lane;
- Major amendments to Moneenageisha and Lough Atalia junctions;
- Landscaping design at new green space at R339 College Road / Lough Atalia Road junction;
- Removal of underground fuel tanks;
- Construction of a retaining wall;
- Tree removal;
- New drainage network;
- Permanent and temporary land acquisition necessary to construct the proposed scheme.

The land acquisition required is shown in the aerial image presented in Figure 3.16 below.



Figure 3.16 – Proposed CPO at 139 College Road

## Objection Issues

The submission appears to suggest that the subject matter of the legal interest and entitlement in plots 112.A.101 & 112.A.202 is in dispute.

The submission suggests that that the documentation provided by Galway City Council lacks adequate or sufficient basis upon which the making of a compulsory purchase order in respect of plots 112.A.101 & 112.A.202 can be justified. Further, the submission states that the making of a compulsory purchase order would be in contravention of Constitutional and European Community laws.

## Response

The submission appears to suggest that the subject matter of the legal interest and entitlement in plots 112.A.101 & 112.A.202 is in dispute. Without further detail as to the specific concerns in relation to this element, it is not possible for Galway City Council to make any substantive response to the submission. To the best of the Council's knowledge there is no error in the detail appearing in the maps and schedules appended to the CPO.

The submission suggests that that the documentation provided by Galway City Council lacks adequate or sufficient basis upon which the making of a compulsory purchase order in respect of plots 112.A.101 & 112.A.202 can be justified. Further, the submission states that the making of a compulsory purchase order would be in contravention of Constitutional and European Community laws. No clear legal basis is set out for these assertions. A substantive reply to these matters is already dealt with in Section 2.18 of this submission. As previously detailed, establishing the need for the Proposed Scheme is consistent with both the CPO process and the process for determining the Proposed Scheme.

The legal basis for the CPO generally, and more specifically the application to compulsory acquire plots 112.A.101 & 112.A.202, is clearly stated in the CPO, and in the Council's view the CPO is clearly in accordance with the proportionality principle and balances the personal rights afforded to citizens with the justifiable need of the common good in order to construct the Proposed Scheme.

## 3.16 CPO 15 - Stephen Francis

### Description of the Proposed Scheme at this Location

In order to achieve the scheme objectives along this section of the corridor (R339 College Road (Lough Atalia Road to Moneenageisha Junction), the interventions proposed are summarised as follows:

- Realignment of the R339 College Road / Lough Atalia Road junction;
- R339 College Road, between Lough Atalia Road and Moneenageisha Road to be widened to provide an additional inbound segregated cycle track and an outbound bus lane;

- Major amendments to Moneenageisha and Lough Atalia junctions;
- Landscaping design at new green space at R339 College Road / Lough Atalia Road junction;
- Removal of underground fuel tanks;
- Construction of a retaining wall;
- Tree removal;
- New drainage network;
- Permanent and temporary land acquisition necessary to construct the proposed scheme.

In order to achieve the scheme objections along the R338 Dublin Road Section of the corridor the interventions proposed are summarised as follows:

- R338 Dublin Road, to be widened between Brothers of Charity and The Huntsman Inn entrance;
- A bus lane to be provided in both directions;
- A segregated cycle track to be provided in both directions;
- New footpaths to be provided on both sides of the road;
- 1 no. outbound general traffic lane to be provided. 1 no. inbound traffic lane, widening to two lanes on approach to the Moneenageisha Junction to be provided;
- New pedestrian crossing at Wellpark Retail Park;
- Widening of existing pedestrian and cycle track adjacent to Lough Atalia;
- Removal of half of an existing advertising billboard.

The land acquisition required is shown in the aerial image presented in Figure 3.17 below.



Figure 3.17 – Proposed CPO at The Huntsman Inn

## Objection Issues

The submission states that Stephen Francis does not object to the CPO and supports the project. The submission requests that GCC provide yellow boxes at both entrances to the Huntsman Inn as per the proposed scheme drawings.

## Response

The support of the proposed scheme and no objection to the CPO are acknowledged and appreciated.

Galway City Council have indicated the intention of providing a yellow box at both the entrance to the Huntsman Inn on College Road and the entrance the Huntsman Inn on the Dublin Road, as presented in both the General Arrangement drawings (EIAR Volume 3 Chapter 4 – 2) and in the Traffic Signs and Road Markings drawings (EIAR Volume 3, Chapter 4 – 7). Should the scheme be approved by An Bord Pleanála, GCC undertake to provide these yellow boxes as indicated.

Subject to the scheme being approved and the CPO confirmed by An Bord Pleanála, a Notice to Treat may then be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the Galway City Council will pay the reasonable costs (as part of the claim) for the landowner to engage its agent / valuer in preparing, negotiating, and advising on compensation. Reinstatement of property frontage including gates, railings, driveway and footpath will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in

the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme.

## 3.17 CPO 16 - Yeats College

### Description of the Proposed Scheme at this Location

In order to achieve the scheme objectives along the R339 College Road (R339 Forster Street to Lough Atalia Road) the interventions proposed are summarised as follows:

- Bus Gate to be provided on R339 College Road (between City Hall and R339 Forster Street);
- Footpaths to be widened;
- On-Street Parking to be rationalised;
- Entry Treatment at junctions;
- New Pedestrian crossings;
- New storm drainage network;
- Temporary land acquisition necessary to construct the Proposed Scheme

The land acquisition required is shown in the aerial image presented in Figure 3.18 below.



Figure 3.18 – Proposed CPO at Yeats College

### Objection Issues

The submission appears to have been written in order to make an observation on the application and no objection to the CPO appears to have been raised. The submission notes the proposed bus gate on College Road with restrictions to

certain movements at College Road which it is suggested could cause a potential traffic build-up if the necessary turning capability is not incorporated into the layout at this location. A suggestion of a mini- roundabout is raised.

## Response

It is noted that the submission does not appear to object to the CPO. Notwithstanding the above, it is suggested that any issues relating to the direct impact on Yeats College may be addressed through fair compensation. It is noted that Yeats College are identified as owners or reputed owners of the rights to be restricted or otherwise interfered with and not the owners of these lands.

Further concerns, with regard to the operation of the proposed scheme have been responded to with regard to submissions to the proposed scheme, rather than a response to the objection of the CPO.

## 3.18 CPO 17 - Kieran Devaney and Family

### Description of the Proposed Scheme at this Location

In order to achieve the scheme objections along the R866/R336 Eyre Square to R339 Forster Street section of the Proposed Scheme the interventions proposed are summarised as follows:

- Williamsgate Street and R866 Eyre Square North to become a time-plated bus lane;
- R336 Eyre Square East to be two-way time-plated bus lane between St. Patricks Avenue and R866 Eyre Square North;
- R339 Forster Street to become two-way time-plated bus lanes;
- Junction of R336 Eyre Square East and R339 Forster Street to be signalised for all movements;
- Raised table on R866 Eyre Square North connecting Rosemary Avenue and Eyre Square West;
- R866 Eyre Square North to be upgraded to a landscaped pedestrianised plaza area;
- Vehicular access to Rosemary Avenue, and Eyre Street to be restricted to permitted hours only;
- R336 Prospect Hill between Bóthar na mBan and R866 Eyre Square North to be made a cul-de-sac with restricted access to R866 Eyre Square North to permitted hours only;
- New bicycle parking on R339 Forster Street.

The land acquisition required is shown in the aerial image presented in Figure 3.19 below.



Figure 3.19 – Proposed CPO at Eyre Square North

## Objection Issues

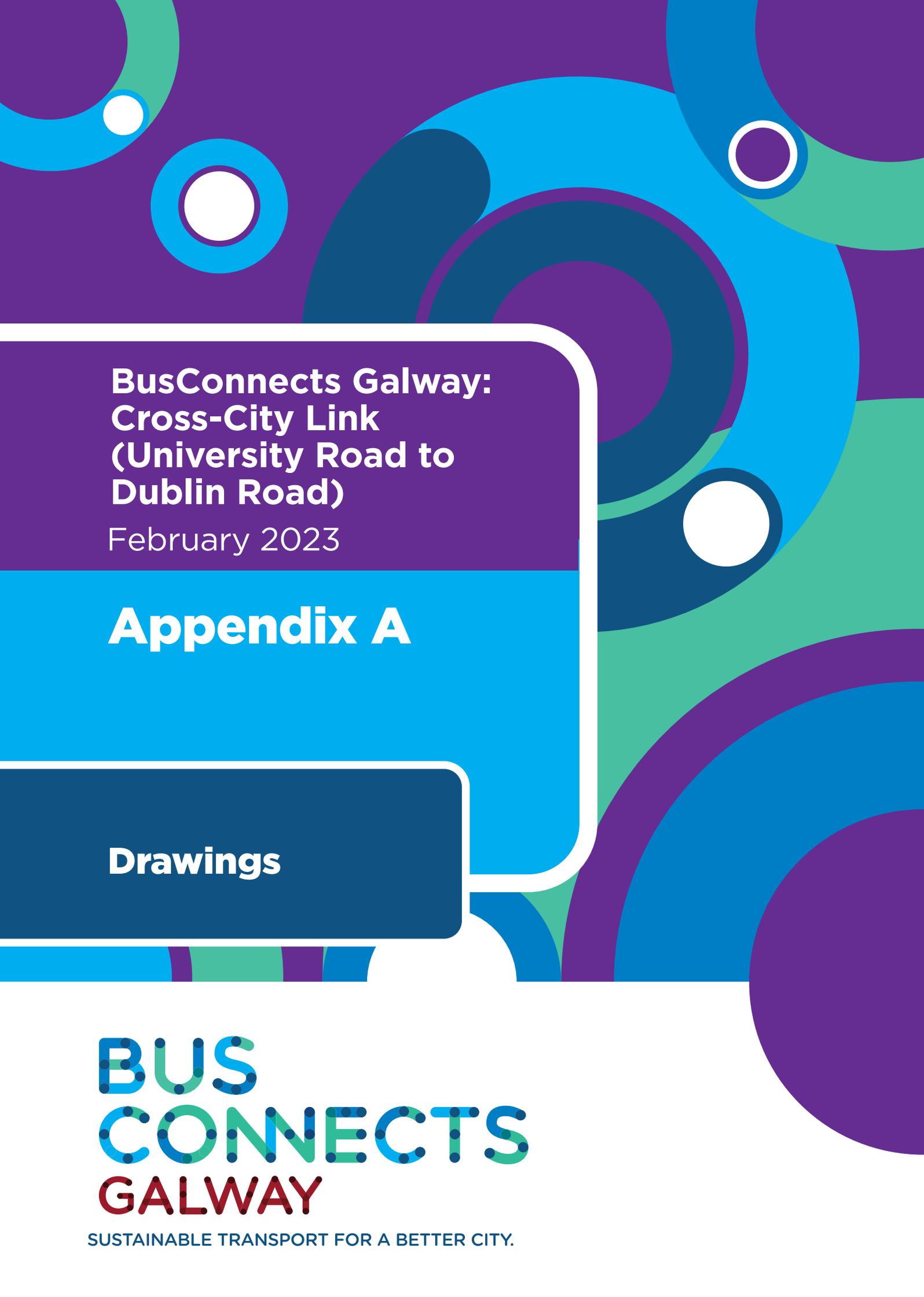
The objection suggests that the proposed scheme does not attempt to facilitate casual trading in the location of Eyre Square North. The submission states that the objectors are willing to temporarily re-locate for the duration of the proposed works once they can return to the same area again under the same conditions they currently operate under.

## Response

Upon consideration of the concerns of the Devaney Family and other submissions received relating to the proposed scheme, Galway City Council will not object to amending the proposed scheme requiring the casual trading area to remain in its current location, should An Bord Pleanála consider this appropriate. Galway City Council suggest that this potential amendment to the proposed scheme can be dealt with by way of a condition of planning, stating that the proposed scheme shall be amended in the vicinity of Eyre Square North, as per drawing BCG-GA-00-04-PL02, which can be found in Appendix A of this report.

It will require the removal of a proposed landscaped area in the vicinity of the existing casual trading area and the relocation of the proposed loading bay to a location south-west of that proposed in the current scheme.

It is noted, that the temporary acquisition of Market Rights will still be necessary for a period of the construction stage to complete all proposed works in this location.



**BusConnects Galway:  
Cross-City Link  
(University Road to  
Dublin Road)**

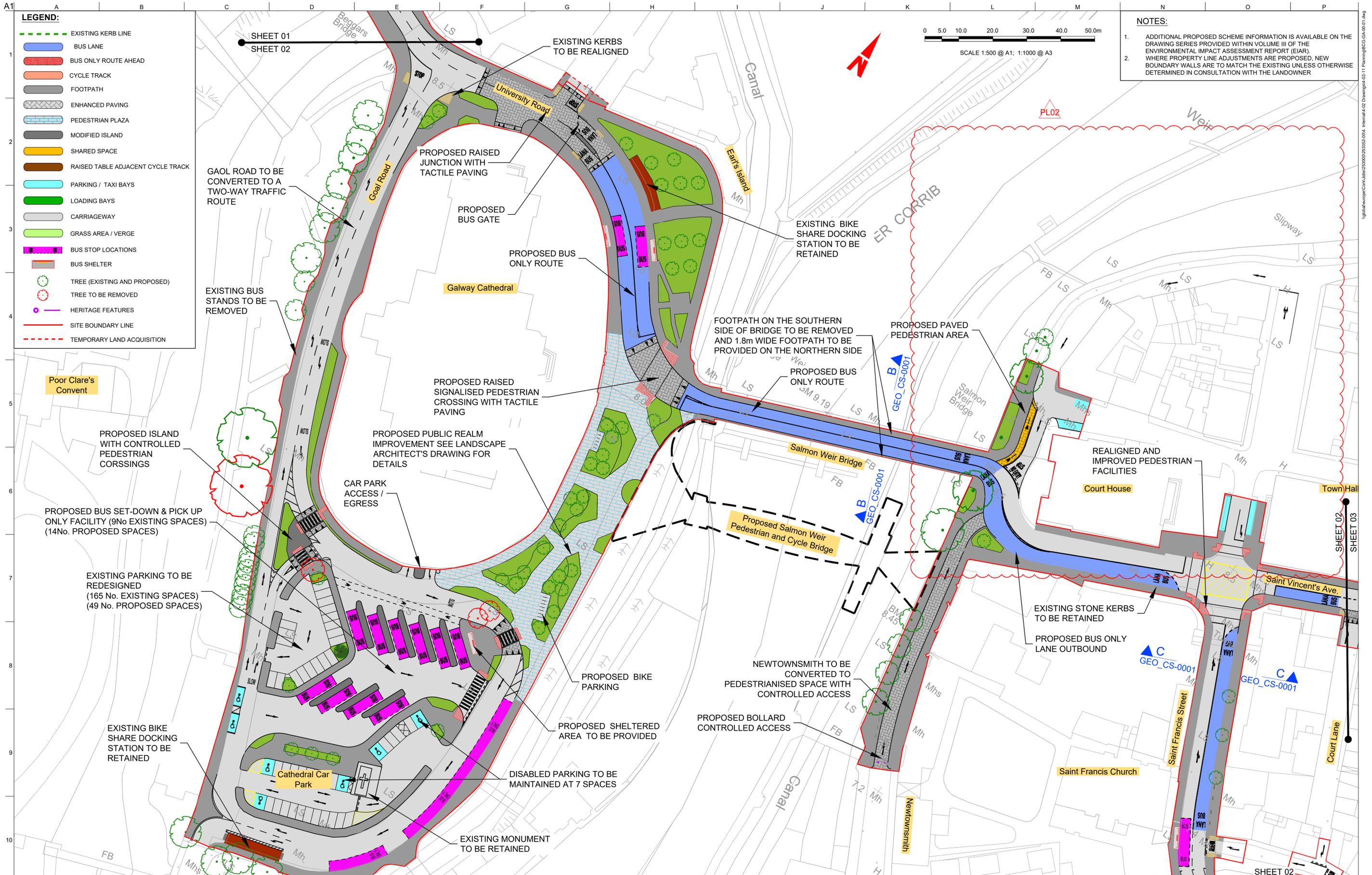
February 2023

**Appendix A**

**Drawings**

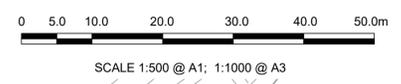
**BUS  
CONNECTS  
GALWAY**

SUSTAINABLE TRANSPORT FOR A BETTER CITY.



- LEGEND:**
- EXISTING KERB LINE
  - BUS LANE
  - BUS ONLY ROUTE AHEAD
  - CYCLE TRACK
  - FOOTPATH
  - ENHANCED PAVING
  - PEDESTRIAN PLAZA
  - MODIFIED ISLAND
  - SHARED SPACE
  - RAISED TABLE ADJACENT CYCLE TRACK
  - PARKING / TAXI BAYS
  - LOADING BAYS
  - CARRIAGEWAY
  - GRASS AREA / VERGE
  - BUS STOP LOCATIONS
  - BUS SHELTER
  - TREE (EXISTING AND PROPOSED)
  - TREE TO BE REMOVED
  - HERITAGE FEATURES
  - SITE BOUNDARY LINE
  - TEMPORARY LAND ACQUISITION

- NOTES:**
1. ADDITIONAL PROPOSED SCHEME INFORMATION IS AVAILABLE ON THE DRAWING SERIES PROVIDED WITHIN VOLUME III OF THE ENVIRONMENTAL IMPACT ASSESSMENT REPORT (E.I.A.R). WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW BOUNDARY WALLS ARE TO MATCH THE EXISTING UNLESS OTHERWISE DETERMINED IN CONSULTATION WITH THE LANDOWNER



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d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the GCC as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superseded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.  
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|                    |          |    |      |      |
|--------------------|----------|----|------|------|
| PL02               | 03/02/23 | BM | BB   | DMcD |
| Issued to ABP      |          |    |      |      |
| PL01               | 31/08/22 | BM | BB   | DMcD |
| Issue for Planning |          |    |      |      |
| Rev                | Date     | By | Chkd | Appd |

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Client  
**Galway City Council**

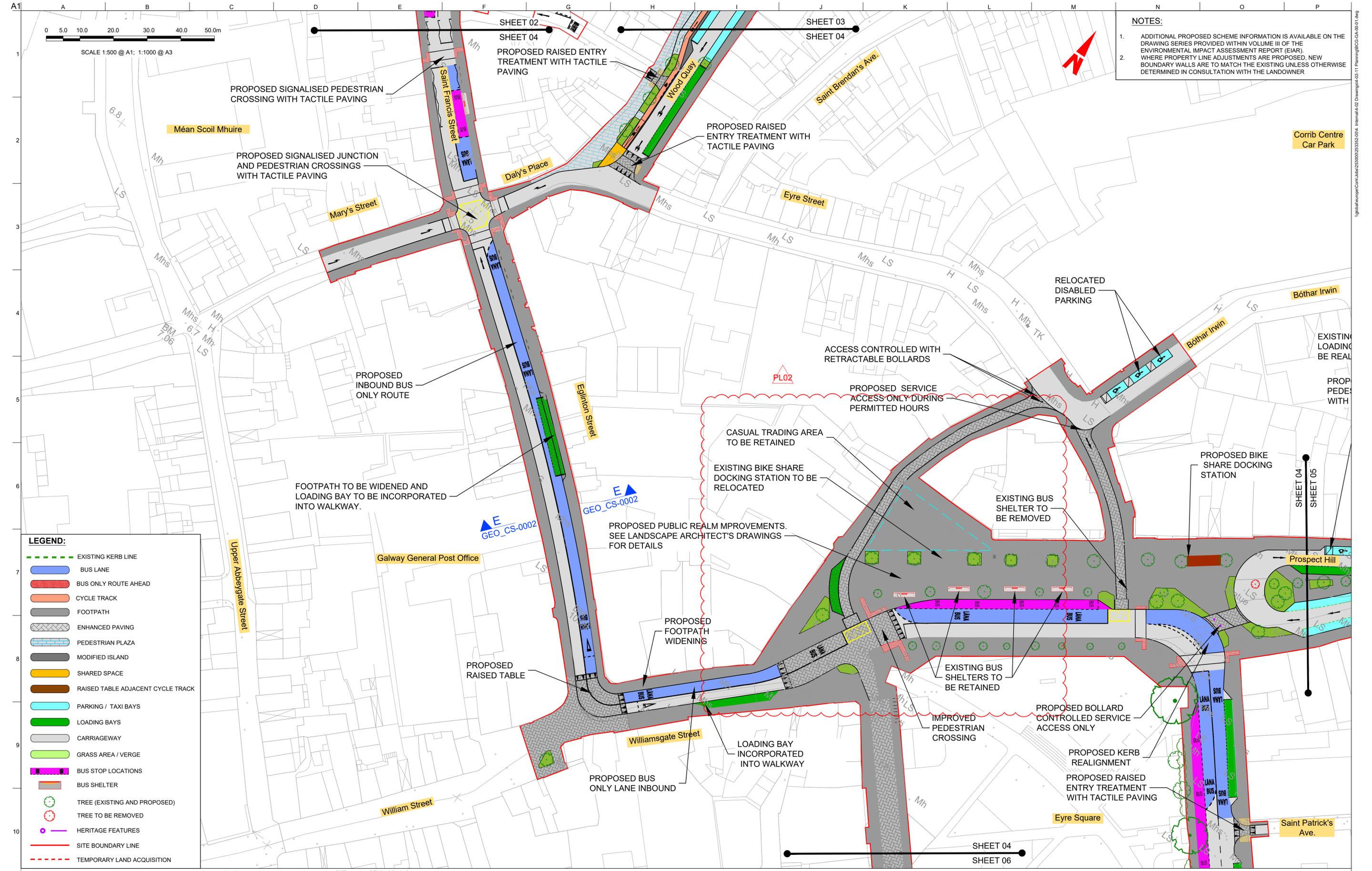
Project Title  
**BusConnects Galway: Cross-City Link (University Road to Dublin Road)**

Drawing Title  
**General Arrangement**

Sheet 02 of 13

Scale at A1 1:500 @ A1 (1:1000 @ A3)

|             |                          |
|-------------|--------------------------|
| Role        | Transport Infrastructure |
| Suitability | Planning                 |
| Arup Job No | 253352-00                |
| Name        | BCG-GA-00-02             |
| Rev         | PL02                     |



**NOTES:**

- ADDITIONAL PROPOSED SCHEME INFORMATION IS AVAILABLE ON THE DRAWING SERIES PROVIDED WITHIN VOLUME III OF THE ENVIRONMENTAL IMPACT ASSESSMENT REPORT (EIA).
- WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW BOUNDARY WALLS ARE TO MATCH THE EXISTING UNLESS OTHERWISE DETERMINED IN CONSULTATION WITH THE LANDOWNER

- LEGEND:**
- EXISTING KERB LINE
  - BUS LANE
  - BUS ONLY ROUTE AHEAD
  - CYCLE TRACK
  - FOOTPATH
  - ENHANCED PAVING
  - PEDESTRIAN PLAZA
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|                    |          |    |      |      |
|--------------------|----------|----|------|------|
| PL02               | 03/02/23 | BM | BB   | DMcD |
| Issued to ABP      |          |    |      |      |
| PL01               | 31/08/22 | BM | BB   | DMcD |
| Issue for Planning |          |    |      |      |
| Rev                | Date     | By | Chkd | Appd |

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Client  
**Galway City Council**

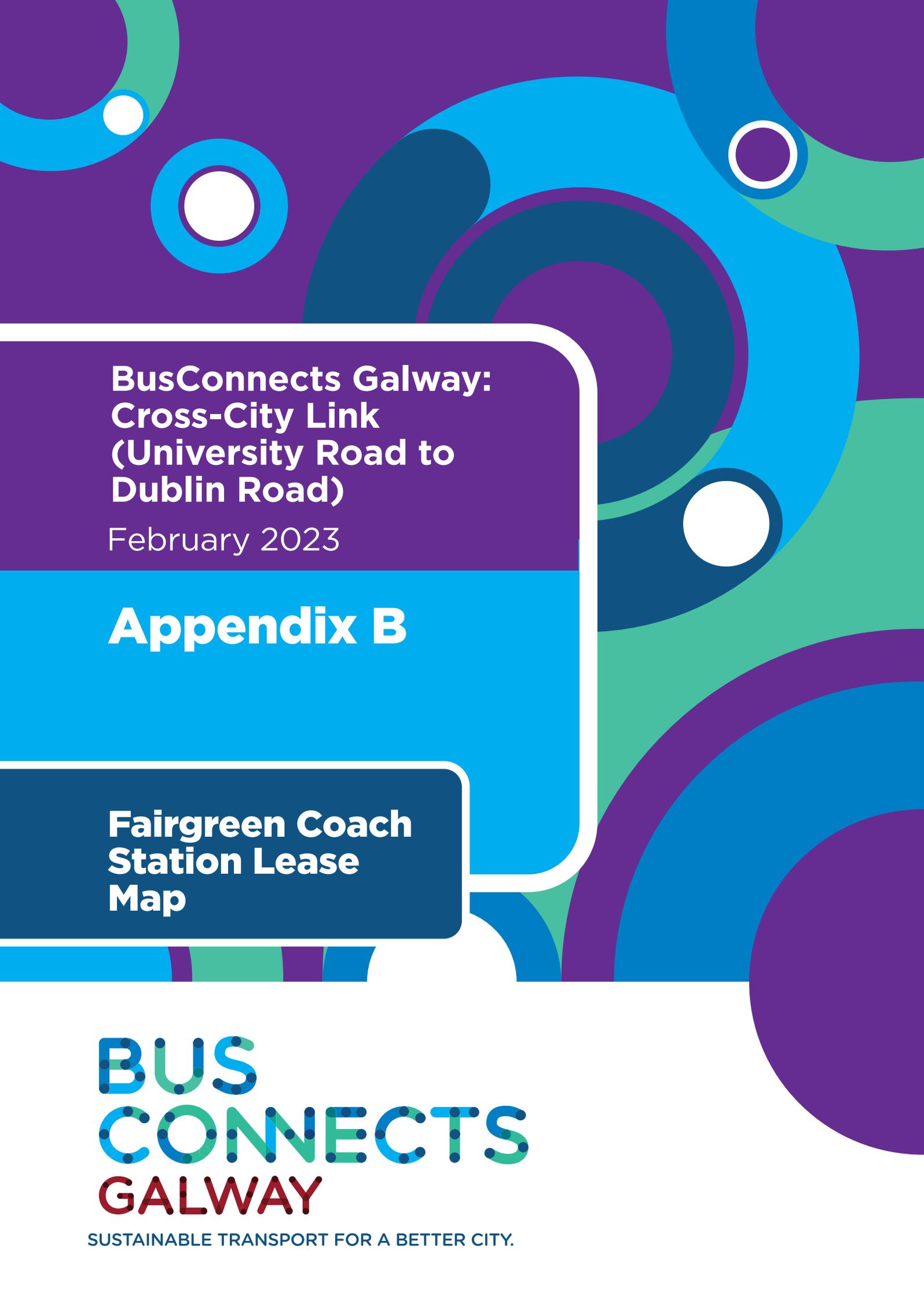
Project Title  
**BusConnects Galway: Cross-City Link (University Road to Dublin Road)**

Drawing Title  
**General Arrangement**

Sheet 04 of 13

Scale at A1: 1:500 @ A1 (1:1000 @ A3)

|             |                          |
|-------------|--------------------------|
| Role        | Transport Infrastructure |
| Suitability | Planning                 |
| Arup Job No | 253352-00                |
| Name        | BCG-GA-00-04             |
| Rev         | PL02                     |



**BusConnects Galway:  
Cross-City Link  
(University Road to  
Dublin Road)**

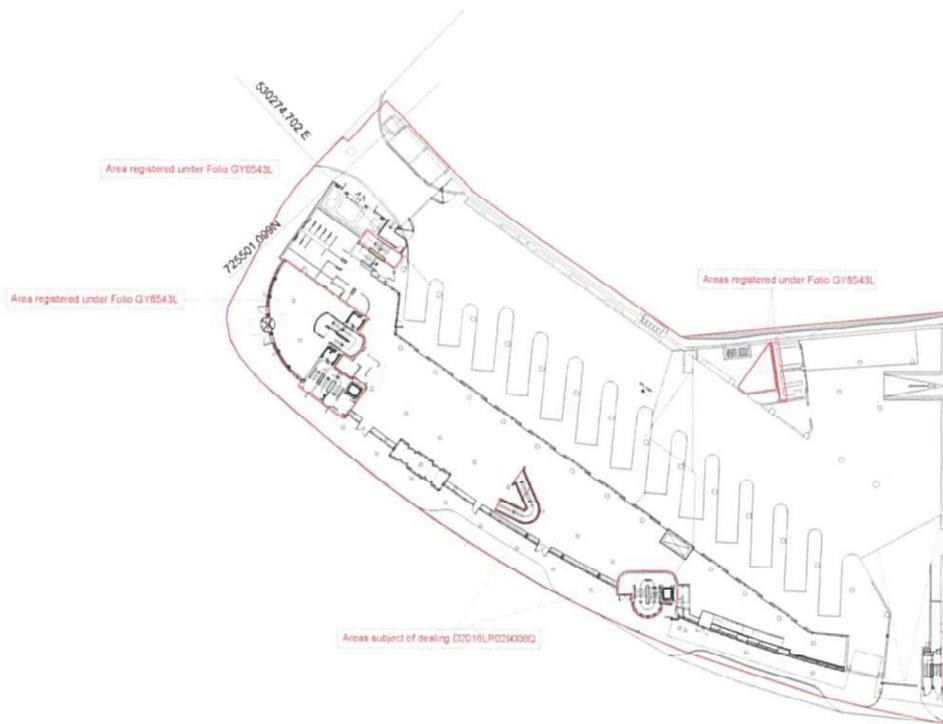
February 2023

**Appendix B**

**Fairgreen Coach  
Station Lease  
Map**

**BUS  
CONNECTS  
GALWAY**

SUSTAINABLE TRANSPORT FOR A BETTER CITY.



GROUND FLOOR PLAN 2



**Údarás Náisiúnta Iompair**  
National Transport Authority

**National Transport Authority**  
Dún Scéine  
Harcourt Lane  
Dublin 2  
D02 WT20



**Comhairle Cathrach na Gaillimhe**  
Galway City Council



**Project Ireland 2040**  
*Building Ireland's Future*