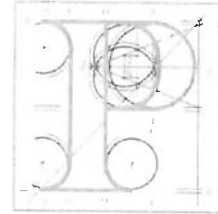


Our Case Number: ABP-321776-25



An
Bord
Pleanála

An Taisce
c/o Derrick Hambleton
26 Manor Avenue
Kingston Road
Galway City

Date: 17 April 2025

Re: BusConnects Galway: Dublin Road Development
R338 Dublin Road, Galway City.

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

The Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development. The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you in due course on this matter. The Board shall also make a decision on both applications at the same time.

If you have any queries in relation to this matter please contact the undersigned officer of the Board at laps@pleanala.ie

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

Yours faithfully,

Lauren Griffin
Executive Officer
Direct Line: 01-8737244

HA03A

Tel	Tel	(01) 858 8100
Glao Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

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

Lauren Griffin

From: Lauren Griffin
Sent: Thursday, April 17, 2025 9:58 AM
To: derrickhambleton59@gmail.com
Subject: RE: Galway City BusConnects - HA61.321776

A Chara,

The Board acknowledges receipt of your email, official correspondence will issue in due course.

Kind regards,

Lauren

From: Derrick Hambleton <derrickhambleton59@gmail.com>
Sent: Monday, April 14, 2025 8:32 PM
To: Bord <bord@pleanala.ie>
Subject: Galway City BusConnects - HA61.321776

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

An Taisce

The National Trust for Ireland

Galway Association – Planning Committee

14th April 2025

An Bord Pleanála

64 Marlborough Street, Dublin 1, D01 V902

Bord Pleanála Case reference: HA61.321776

Location: R338 Dublin Road, Galway City.

Applicant: Galway City Council

A Chara

An Taisce – Galway Planning Committee (An Taisce) makes the following submission in relation to this proposed Bus Connect project:

Provision for cycle lanes between Coast Road and Doughiska Junction.

In Section 13.9 of the Preliminary Design Report it is stated that there will be no cycle lane on the Northern side of the road from the Coast Road to Doughiska Junction, as shown below:

The need for cyclists to cross the road at the Coast Road is shown in Figure 14-15.

In Table 4-2 (Proposed Development vs Existing Nominal Cross Section) (Page 36) it is stated that “

Coast Road to Doughiska Junction – “Road widening on both sides to facilitate segregated cycle tracks and bus lanes. New island style bus stops proposed outbound and inbound. Proposed two-way off-road cycle track along the northern side of the road, behind the existing retained mature hedgerow. Land take required in both directions (up to 10.0m outbound, 3.0m inbound).”

An Taisce submits that the proposed design does not adequately meet the need of cyclists approaching the Doughiska Junction from either Galway Clinic/ the Dual Carriageway from Oranmore or from Doughiska Road.

There are cycle lanes from both these locations approaching Doughiska Junction, as shown:

With the current design, cyclists approaching Doughiska Junction will not have the option to proceed to Galway City on the same side of the road. Instead, they will be required to cross over to the Northern side of the Old Dublin Road road. A short distance later (350m) they will then have to cross back over the road to the cycle lane which commences at the coast Road and proceeds to Galway City.

An Taisce submits that a better and very viable option was not adequately considered, namely a cycle lane on the Northern side of the road from the Doughiska Junction to the Coast Road.

O

View towards Galway at Doughiska Junction View behind Castlegar GAA Buildings

View at Garrai Caol towards Castlegar GAA grounds and then toward Coast Road Junction.

An Taisce submits that this alternative design would better meet the needs of cyclists and be a safer option for them, as it would not require crossing the Old Dublin Road twice.

The emerging route for the Athlone to Galway is that it would meet the Coast Road at the railway bridge on the Coast Road, which is only 400m from Garrai Caol.

A cycle lane on the Northern side of the Old Dublin Road clearly offer a better connectivity between both the Dublin Road Bus Connects project and the Athlone to Galway Greenway.

Provision of bus stops within the proposed bus lanes

There is already very heavy public transport traffic on the Dublin Road by:

- Buses on the city's Routes 402, 404 and 409.
- Buses providing local link services to areas outside the city boundaries,
- Buses providing regional services,
- Buses providing inter-city services,
- Buses providing school transport,
- Tourist buses, and
- Taxis.

The existing public transport traffic is likely to increase significantly once BusConnects is implemented on the Dublin Road/

An Taisce is concerned that by providing for buses to stop with the bus lane, rather than having bus stops offset from the bus lane, following buses will be delayed while a bus stops for passengers to disembark and passengers then to board the bus.

An Taisce submits that consideration be given to offsetting the bus stops outside the bus lanes which would allow following buses and taxis to continue their journeys unhindered.

Future proofing of BusConnects infrastructure to accommodate future light rail.

An Taisce is supportive of the long running campaign by the GLUAS – Light Rail for Galway team and welcomes the very positive findings of the 'Galway Light Rail Transit Feasibility Study Report', prepared by AtkinsRéalis, and published by the National Transport Authority on 30 October 2024.

An Taisce submits that, in considering this application for permission for the Dublin Road BusConnects scheme, An Bord Pleanála ensures that the recommendation in relation to giving active consideration to the future proofing of the new bus infrastructure to enable future conversion to LRT operations included in section 8.2 Next Steps of the Feasibility Study Report, reproduced below, is fully respected.

"8.2. Next Steps

This report has demonstrated that LRT, in time, could be considered as a viable transport option for Galway City, with a potential capacity requirement towards the end of the strategy timeline. In the intermediate period, consideration should be given to progressive public transport upgrades, with active consideration of future-proofing of new bus infrastructure to enable future conversion to LRT operations."

Yours sincerely

On behalf of the Planning Committee of An Taisce (Galway Branch)

Derrick Hambleton, Secretary

Derrickhambleton59@gmail.com

An Taisce

The National Trust for Ireland

Galway Association – Planning Committee

14th April 2025

An Bord Pleanála

64 Marlborough Street, Dublin 1, D01 V902

Bord Pleanála Case reference: HA61.321776

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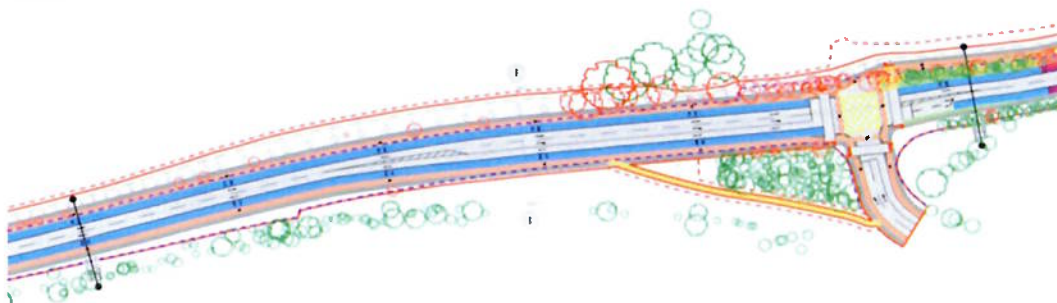
In Section 13.9 of the Preliminary Design Report it is stated that there will be no cycle lane on the Northern side of the road from the Coast Road to Doughiska Junction, as show below:

13.1.9 Coast Road to Doughiska Junction

The proposed development continues from Coast Road to the Doughiska Junction, where the development terminates. This section of the development progresses through rural lands. There is a stone boundary wall along sections of both the inbound and outbound stretches. Permanent land take is required within this section to facilitate:

- The proposed footpath, cycle lane and sections of the bus lane along the entire outbound stretch.
- Minor sections adjacent to the junctions along the inbound stretch to facilitate the footpath.

Temporary Land take is required along the entire outbound direction of this section with additional temporary land take required near the Doughiska Junction and its associate active travel link to the Coast Road.



The need for cyclists to cross the road at the Coast Road is shown in Figure 14-15.



Figure 14-15: Proposed view of Dublin Road towards Coast Road

In Table 4-2 (Proposed Development vs Existing Nominal Cross Section) (Page 36) it is stated that “

Coast Road to Doughiska Junction – “Road widening on both sides to facilitate segregated cycle tracks and bus lanes. New island style bus stops proposed outbound and inbound. Proposed two-way off-road cycle track along the northern side of the road, behind the existing retained mature hedgerow. Land take required in both directions (up to 10.0m outbound, 3.0m inbound).”

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to the Northern side of the Old Dublin Road road. A short distance later (350m) they will then have to cross back over the road to the cycle lane which commences at the Coast Road and proceeds to Galway City.

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View towards Galway at Doughiska Junction

View behind Castlegar GAA Buildings



View at Garrai Caol towards Castlegar GAA grounds and then toward Coast Road Junction.

An Taisce submits that this alternative design would better meet the needs of cyclists and be a safer option for them, as it would not require crossing the Old Dublin Road twice.

The emerging route for the Athlone to Galway is that it would meet the Coast Road at the railway bridge on the Coast Road, which is only 400m from Garrai Caol.

The trail network at Ballyloughane extends somewhat eastwards towards Murrough House and lands which are owned by Galway Mayo Institute of Technology.

The Galway Bay SAC extends to the railway line east of Murrough. It is possible to cross the railway line to avoid encroaching on the SAC. Galway City Council propose to provide a new bridge is provided to replace the existing level crossing at Murrough. This is in order to access the lands to the south and is set out in the Draft Murrough Area Plan (not yet published).

12.2.2 Section B – Murrough to Rosshill/Doughisce

Between Murrough marked on Figure 12-1 as 1 and a location marked 3 on the coast road there are four potential options north of the railway line and two potential options south of the railway.

North of the railway: from point 1 there are four possible options. (Options B1 to B4):

Option B1: Stay adjacent to the road from the rail crossing at point 1 and connect with the Busconnects project along the R338. The cycleway would then go south adjacent to the south side of the Coast Road.

This route has the following advantages and disadvantages.

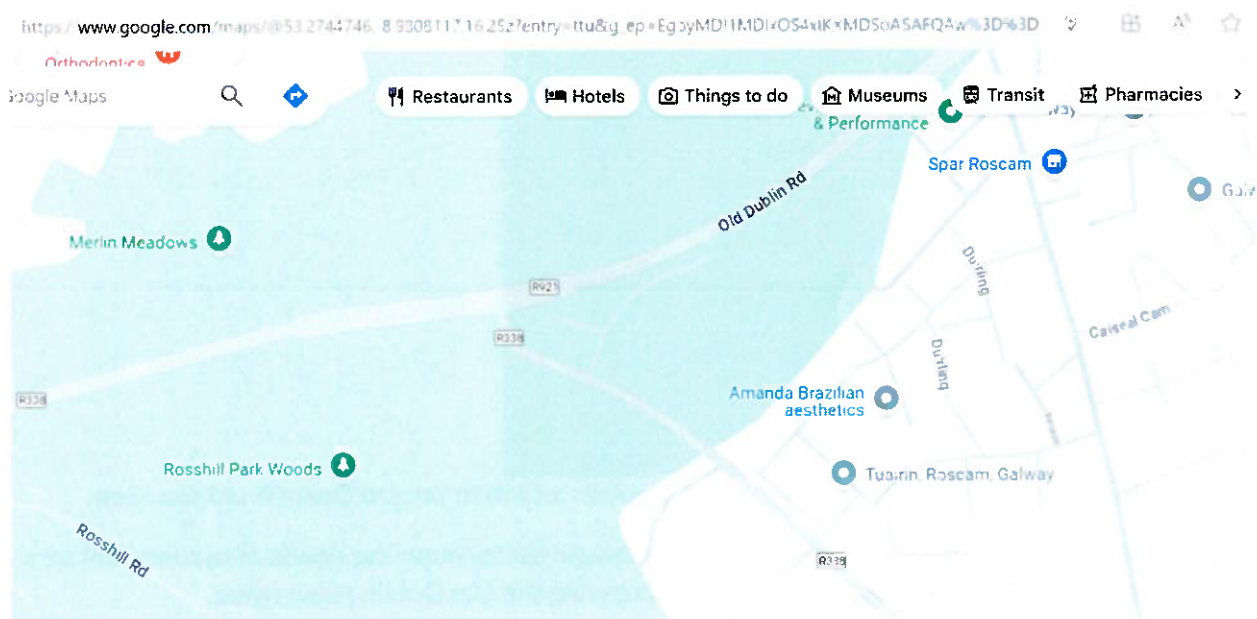
Advantages

Would benefit commuters from Oranmore to connect to Busconnects route.

Disadvantages

A less scenic option than going through the Uncleen and Aunteen Woods.

A significant length of the cycleway would be directly adjacent the busy coast road, and in a semi urban



A cycle lane on the Northern side of the Old Dublin Road clearly offer a better connectivity between both the Dublin Road Bus Connects project and the Athlone to Galway Greenway.

Provision of bus stops within the proposed bus lanes

There is already very heavy public transport traffic on the Dublin Road by:

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Yours sincerely

On behalf of the Planning Committee of An Taisce (Galway Branch)

Derrick Hambleton, Secretary

Derrickhambleton59@gmail.com