

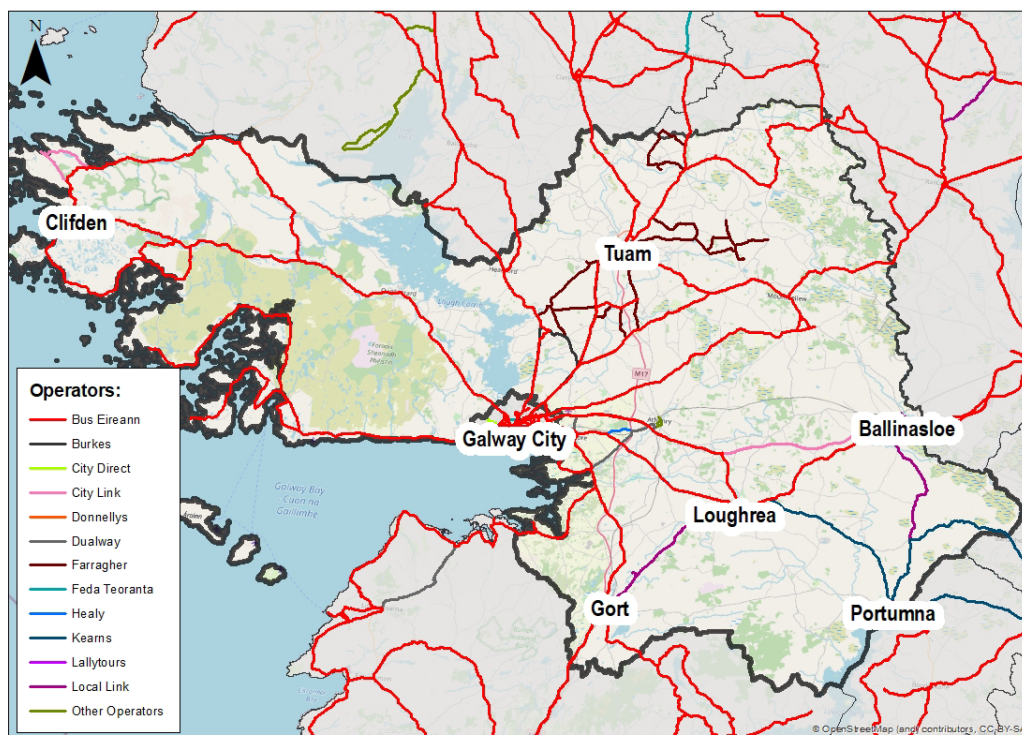
Appendix 4 Galway County Transport and Planning Study

Amendment No.	GCTPS
Submission Numbers	National Transport Authority GLW-C10-712
Section / Policy Objective / Policy	Appendix 3 Galway County Transport and Planning Strategy

Proposed Material Amendment

It is recommended that the following amendments are made

- It is recommended that the following map is inserted to Section 1.2.3 to detail the public transport services existing and proposed, and bus infrastructure.



- It is recommended that the amended table in inserted in place of Table 1 GCTPS Summary – Proposed Measures & Forecast Benefits

Table 1. GCTPS Summary – Proposed Measures & Forecast Benefits

PROPOSED MEASURES	FORECAST BENEFITS
Safety-Led Improvements (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within identified Travel Corridors; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.

<p>Demand Management Improvements (incl. junction layout amendments, additional capacity for sustainable modes)</p>	<p>Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout identified Travel Corridors.</p>
<p>Multi-Modal Hubs</p>	<p>Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety).</p>
<p>Public Transport Infrastructure Improvements (e.g. Bus Stop Improvements in Centres and on local routes), in conjunction with NTA</p>	<p>Promote improvements to bus stops and facilities, including shelter, seating, service information and cycle parking, and recommend locations of new bus stops to bridge remove gaps in network and serve planned areas of new development to enhance public transport connectivity and accessibility.</p>
<p>Support Rail Dualling (between Ballinasloe, Athenry & Galway City)</p>	<p>Increased service frequency and journey times, enhanced public transport offer.</p>
<p>Support Western Rail Corridor Proposals (subject to outcome of Government Rail Review)</p>	<p>Expansion of sustainable mode choices for travel on the Western rail corridor, including connectivity between Athenry and Tuam.</p>
<p>Local Walking / Cycling Routes</p>	<p>Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development; enhance linkages with local rural routes.</p>
<p>National Cycle Routes (between Dublin, Ballinasloe, Galway City and Clifden)</p>	<p>Improved connectivity for cyclists; enhanced safety for cyclists and other road users; benefits to bus journey times (through the removal of cyclists from bus lanes which can reduce bus speeds and increase delay).</p>
<p>Support for Park & Ride Provision (e.g. near M6 / N6 junction at Ardaun)</p>	<p>Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times,</p>

	wider benefits to journeys to and from Galway City.
Support for Electric Vehicles	Increased use of electric vehicles and gradual reduction in petrol / diesel vehicles for personal use.

- It is recommended that Section 3.3.11 is updated as follows:

The Galway Transport Strategy and City Centre Management Plan have been prepared for Galway City, highlighting proposed plans and strategies to improve connectivity within the city and surrounding area. In summary, the following proposals are due to be delivered as part of the Galway Transport Strategy:

- The Galway City Ring Road (currently at planning stage) that aims to support development, improve accessibility and enhance connectivity to the city and areas to the west of the city. The Ring Road will support city-bound, cross-city and cross-county trips that cannot be facilitated by other measures (RPO 3.6.7). ~~Development of the Tuam Bus Corridor, Dublin Road Bus Corridor and a cross-city bus network, providing high frequency services that extend to Oranmore to the east and Bearna to the west, within the County.~~
- **Development of the Tuam Bus Corridor, Dublin Road Bus Corridor and a cross-city bus network, providing high frequency services that extend to Oranmore to the east and Bearna to the west, within the County. The public transport strategy (Table 5.1) includes for upgrades to existing main bus corridors to provide high frequency routes, including to Parkmore to the east of the city centre. The strategy aspires for these routes to operate at a frequency of at least once every 15 minutes, with high frequency to be maintained across the daily period as opposed to just within peak hours.**
- Provision of a strategic cycle network, incorporating connections between residential areas and areas of employment and a primary network of routes including two greenways to Oranmore and Bearna.
- Improved pedestrian facilities as a means of reducing traffic volumes in the city centre alongside improvements to pedestrian networks in suburban areas, including to places of employment at Parkmore and Ballybrit.
- Provision of Park & Ride facilities on approaches to and periphery of the city, ensuring these link to the wider bus network.
- Long-term development of Ceannt Station Quarter allowing the station to act as a key multi-modal interchange.
- Double tracking of the line between Galway and Athlone, or a more limited provision of stopping bays, is identified as a strategic project to enhance accessibility and connectivity (RPO 3.6.9).
- Insert additional text in red to Section 3.4.10 as follows:

In terms of public transport measures that have scope to impact upon travel patterns within the County, the strategy (Table 5.1) includes for upgrades to existing main bus corridors to provide high

frequency routes, including to Parkmore to the east of the city centre. As detailed in Chapter 3 of the report, the Brown bus route would extend to Bearna to the west and Oranmore to the east, both located within Galway County. The strategy aspires for these routes to operate at a frequency of at least once every 15 minutes, with high frequency to be maintained across the daily period as opposed to just within peak hours. **The measures which are proposed to enhance public transport service provision within the adjacent areas of Galway County will be planned in a manner which allows for connection with the Galway City service proposals, and which will provide consistent and high quality infrastructure for the use of cross-boundary services.**

- It is recommended that Table 10 to 22 be amended as per red text below.

Table 10. Galway - Tuam & NE Galway (N83) Proposed Measures & Forecast Benefits

PROPOSED MEASURES	FORECAST BENEFIT
Multi-Modal Hub in Tuam	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Tuam, increase retail spend and increase dwell times.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in "gaps" of bus stop provision to widen access to public transport services throughout the corridor.
Potential Junction Improvements (incl. facilitating improvements for public transport, pedestrian / cyclist movement whilst managing vehicle capacity, bus priority, junction upgrades)	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. Improvement works at Bridge Street in Dunmore to reduce general vehicle flows through Dunmore and enhance pedestrian and cyclist safety.
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
Cycle Greenway Facilities on / adjacent to N83	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; benefits to bus journey times

	(through the removal of cyclists from bus lanes which can reduce bus speeds and increase delay).
Support for Park & Ride Facility	Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times.

Table 11. Galway-Athenry (M6) Proposed Measures & Forecast Benefits

PROPOSED MEASURES	FORECAST BENEFIT
Multi-modal hub at Athenry and Oranmore	Required to increase attractiveness of public transport use and allow for integrated interchange between modes.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Cycle Greenway between Galway and Athenry (extends to Athlone)	Improved connectivity for cyclists and wider rural settlements alongside safety improvements through provision of off-road cycle greenway.
Park and Ride at Ardaun	Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times.
Galway City Ring Road	Reduce congestion on approach and through Galway City by traffic diversion around the City improving journey times.
Review of congestion hotspots	Alleviate congestion to and from Athenry to access the M6.

Table 12. Athenry - Ballinasloe (M6) Proposed Measures & Forecast Benefits

PROPOSED MEASURES	FORECAST BENEFIT
Multi-Modal Hub in Athenry and Ballinasloe	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential

		to increase visitors within Athenry and Ballinasloe.
	Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in "gaps" of bus stop provision to widen access to public transport services throughout the corridor.
	Support Rail Dualling (between Ballinasloe, Athenry & Galway City)	Increased service frequency and journey times, enhanced public transport offer along the Travel Corridor.
	Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor.
	Galway City Ring Road	Whilst not within the Travel Corridor itself, has potential to benefit vehicle flow and bus journey times, reducing journey times for trips utilising the M6 between Athenry and Ballinasloe for travel to and from Galway City and improving the draw of travel by public transport.
	Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
	National Cycle Route between Dublin, Ballinasloe, Galway City and Clifden	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; benefits to bus journey times (through the removal of cyclists from bus lanes which can reduce bus speeds and increase delay).
	Support for Park & Ride Provision (e.g. near M6 / N6 junction at Ardaun)	Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times, wider benefits to Travel Corridor.

Table 13. North - South (M18) Proposed Measures & Forecast Benefits

PROPOSED MEASURES	FORECAST BENEFIT
Multi-Modal Hub in Athenry and Gort	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Athenry and Gort.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in "gaps" of bus stop provision to widen access to public transport services throughout the corridor.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor.
Support Western Rail Corridor Proposals	Support improvement of rail facilities and services serving Gort, including any future expansion of the Western Rail Corridor northwards from Athenry, to encourage modal shift and provide enhanced public transport connectivity.
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
Galway to Athlone Cycle Greenway & Supporting Routes	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development.
Increased accessibility to Athenry	Enhance existing direct connections to Galway City to the west, Gort and Limerick to the south, towards Dublin to the east and future services northward to Tuam and Roscommon.

Table 14. North - South (M17 / N17) Proposed Measures & Forecast Benefits

PROPOSED MEASURES	FORECAST BENEFIT
Multi-Modal Hub in Athenry and Tuam	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Athenry and Tuam.
Bus Stop Improvements (with NTA)	Promote improvements to bus stops and facilities, and recommend locations of new bus stops to bridge gaps in network to enhance public transport connectivity and accessibility, particularly in Athenry, and in the vicinity of the N17 to the north of Tuam.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.
Support Western Rail Corridor Proposals	Support improvement of rail facilities and services serving Gort, including any future expansion of the Western Rail Corridor northwards from Athenry, to encourage modal shift and provide enhanced public transport connectivity.
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
New Cycle Routes (e.g. feasibility of Greenway on / close to N17 north of Tuam)	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development; enhance linkages with local quietways to increase access to Tuam itself.
Increased accessibility to Athenry	Enhance existing direct connections to Galway City to the west, Gort and Limerick to the south, towards Dublin to the east and future services northward to Tuam and Roscommon.

Table 15. Ballinasloe -Tuam (R332/R358)) Proposed Measures and Forecast Benefit

PROPOSED MEASURES	FORECAST BENEFIT
Multi-modal hub at Ballinasloe and Tuam	Required to increase attractiveness of public transport use, particularly for commuter journeys to Galway City and allow for integrated interchange between modes.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Road Safety Improvements	Improved safety for vulnerable road users, particularly through Moylough where a cluster of accidents has been recorded.
Junction enhancements	Reduced congestion at identified congestion hotspots, having positive impacts on journey times. Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.

Table 16. Galway - Clifden Proposed Measures & Forecast Benefits

PROPOSED MEASURES	FORECAST BENEFIT
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns and collision hotspots within and slightly beyond the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions. Wider benefits can include reduced congestion and improved journey times. Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
New Cycle / Pedestrian Routes	Improved connectivity and safety for cyclists; reduce road user risk through segregated provision; enhanced safety for cyclists and other road users; encourage cycling uptake; contribute to rural development in appropriate locations; cater for seasonal tourist trip demand.

Galway City Ring Road	Reduce congestion on approach and through Galway City by traffic diversion around the City improving journey times; enhance accessibility to west of Galway City; reduced journey times.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. Reduce instances of localised congestion through Oughterard, at the junction with the R336 in Maam Cross, on the eastbound approach to the N59's junction with the R341 junction in Clifden, and on approaches to the Browne Roundabout and Thomas Hynes Road / Upper Newcastle junction in Galway City.

Table 17. Galway - Loughrea - Portumna (N65) Proposed Measures & Forecast Benefits

PROPOSED MEASURES	FORECAST BENEFIT
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. Within urban areas, DMURS will be applied to relevant junction and safety scheme design work. Reduce instances of congestion on Killmor and Portumna
Multi-Modal Hub in Loughrea	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Loughrea.
Bus Stop Improvements (with NTA)	Promote improvements to bus stops and facilities, and recommend locations of new bus stops to bridge gaps in network to enhance public transport connectivity and accessibility.

Provision of New Cycle Routes (e.g. feasibility of Greenway between Loughrea and Portumna, serving intermediate locations; connectivity to Portumna Forest Park)	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development; enhance linkages with local trail routes (e.g. Portumna Forest Park).
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Table 18. Galway – Roscommon (N63) Proposed Measures and Forecast Benefit

PROPOSED MEASURES	FORECAST BENEFIT
Cycleway Connections to Galway to Athlone Greenway	Improved connectivity for rural settlements to proposed east to west (Galway-Athlone) Greenway connections.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Road Safety Improvements	Improved safety for vulnerable road users, particularly through Moylough where a cluster of accidents has been recorded.
Junction enhancements	Reduced congestion at identified congestion hotspots such as through Mountbellew, having positive impacts on journey times.
Ballygar (N63) Road Safety Improvements	Resurfacing and pedestrian crossing improvements to improve conditions for vulnerable road users.

Table 19. Loughrea - Gort Proposed Measures & Forecast Benefits

PROPOSED MEASURES	FORECAST BENEFIT
Safety-Led Improvements on R380 & Surrounding Routes (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
Multi-Modal Hub in Loughrea and Gort	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g.

	improved safety); potential to increase visitors within Loughrea and Gort.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor, e.g. at junction with R458 in Gort and with R446. Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.
Public Transport Infrastructure Improvements (e.g. Bus Stop Improvements in Centres of Loughrea & Gort), in conjunction with NTA	Promote improvements to bus stops and facilities, and recommend locations of new bus stops to bridge gaps in network to enhance public transport connectivity and accessibility.
Local Walking / Cycling Routes in Gort & Loughrea; Dedicated Pedestrian / Cycle Routes on R380	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development; enhance linkages with local rural routes.

Table 20. West Coast (R336) Proposed Measures & Forecast Benefits

PROPOSED MEASURES	FORECAST BENEFIT
Safety-Led Improvements to Road & Transport Infrastructure (Potential Measures include pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming)	Address identified safety concerns and collision hotspots within the Travel Corridor, including at Tearnann Eanna and near Rossaveel. Improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions. Wider benefits can include reduced congestion and improved journey times.
New Cycle / Pedestrian Routes (incl. consideration towards routing of National Cycle Route between Galway City and Clifden and connecting rural routes)	Improved connectivity and safety for cyclists; reduce road user risk through segregated provision; enhanced safety for cyclists and other road users; encourage cycling uptake; contribute to rural development in appropriate locations; cater for seasonal tourist trip demand via coastal routes.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.

Galway City Ring Road	Reduce congestion on approach and through Galway City by traffic diversion around the City improving journey times; enhance accessibility to west of Galway City; reduced journey times.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of safety, congestion and delay; manage demand throughout the Travel Corridor. Reduce instances of identified localised congestion.

Table 21. Galway North Radial (N84) Proposed Measures & Forecast Benefits

PROPOSED MEASURES	FORECAST BENEFIT
Potential Junction Improvements (incl. facilitating improvements for public transport, pedestrian / cyclist movement whilst managing vehicle capacity, bus priority, junction upgrades)	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. Enhance pedestrian and cyclist safety.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor, around N17 / N84 / Milltown Road junctions; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
Cycle Greenway Facilities on / adjacent to N84	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; benefits to bus journey times (through the removal of cyclists from general traffic routes which can reduce bus speeds and increase delay).

Table. 22 Galway – Oranmore & SW (N67) Proposed Measures and Forecast Benefit

PROPOSED MEASURES	FORECAST BENEFIT
Cycle Greenway along N67, including connections to Galway-Athlone cycle route.	Improved connectivity for cyclists between Oranmore and Galway City and rural settlements along the Travel Corridor to proposed east to west (Galway-Athlone) Greenway connections.
Multi-Modal hub at Oranmore	Required to increase attractiveness of public transport use and allow for integrated interchange between modes.
Park and Ride at Ardaun	Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor. Works will be planned to maximise benefit to all services, including cross-boundary services to be enhanced as part of the GTS.
Road Safety Improvements	Improved safety for vulnerable road users, particularly through Clarinbridge where a cluster of accidents has been recorded.
Junction enhancements	Reduced congestion at localised congestion hotspots at identified congestion hotspots including Kilcolgan, Ballinderreen and Kinvara having positive impacts on journey times. Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.