



Salthill Temporary Cycleway

Public consultation FAQs



14th - 28th January 2022

Image courtesy of Chaosheng Zhang

Public Consultation FAQs

1. What is the Salthill Temporary Cycleway?.....	3
2. What is Option 1 (One Way Vehicle Traffic from Barna Road to Seapoint/ D’Arcy Roundabout)?	5
3. What is Option 2 (Two Way Traffic on Prom, One Way Barna Road to Pollnarooma West)? .	5
4. What do Option 1 and Option 2 proposals look like?	6
5. What’s the difference between Option 1 (One-Way Vehicle Traffic from Barna Road to Seapoint/ D’Arcy Roundabout) and Option 2 (Two-Way Traffic on Prom, One-Way Barna Road to Pollnarooma West)?	7
6. What is the proposed timeframe?.....	9
7. Why aren’t other options being considered at this time?.....	9
8. Why is the scheme only for six months?.....	9
9. How will Cyclists be segregated from Traffic?	9
10. How will bus passengers access buses?	12
11. Will ‘Blue Badge’ Parking/ Parking for People with a Disability be Affected?	13
12. What impact do the Proposals have on City and Regional Bus Services?	13
13. What impact do the Proposals have on Parking?.....	14
14. What impact do the Proposals have on Taxi Ranks?	15
15. What impact do the Proposals have on Traffic Routing?.....	15
16. What is the Purpose of the Public Consultation?	16
17. How can I give my Feedback on the Proposed Salthill Temporary Cycleway?.....	16
18. What happens after the Public Consultation?	16
19. Where can I read more on the Proposals?.....	16

1. What is the Salthill Temporary Cycleway?

The Elected Members of Galway City Council passed a [motion](#)¹ at the Ordinary Council Meeting of the City Council, calling for the creation of a temporary cycleway in Salthill. The Motion that was proposed and passed at Council Meeting is as follows;

“That Galway City Council shall urgently seek to create a two-way segregated cycle track on a temporary basis along the coastal side of Salthill promenade, specifically the R336 from the junction with Grattan Road up to the junction of the Prom/Blackrock Tower and a one-way cycle track from the latter junction up to where the R336 meets with the R337, and shall immediately apply for COVID-19 funding or any available alternative source of funding to facilitate this”.

The extents of the proposed cycleway is shown in Figure 1 below.

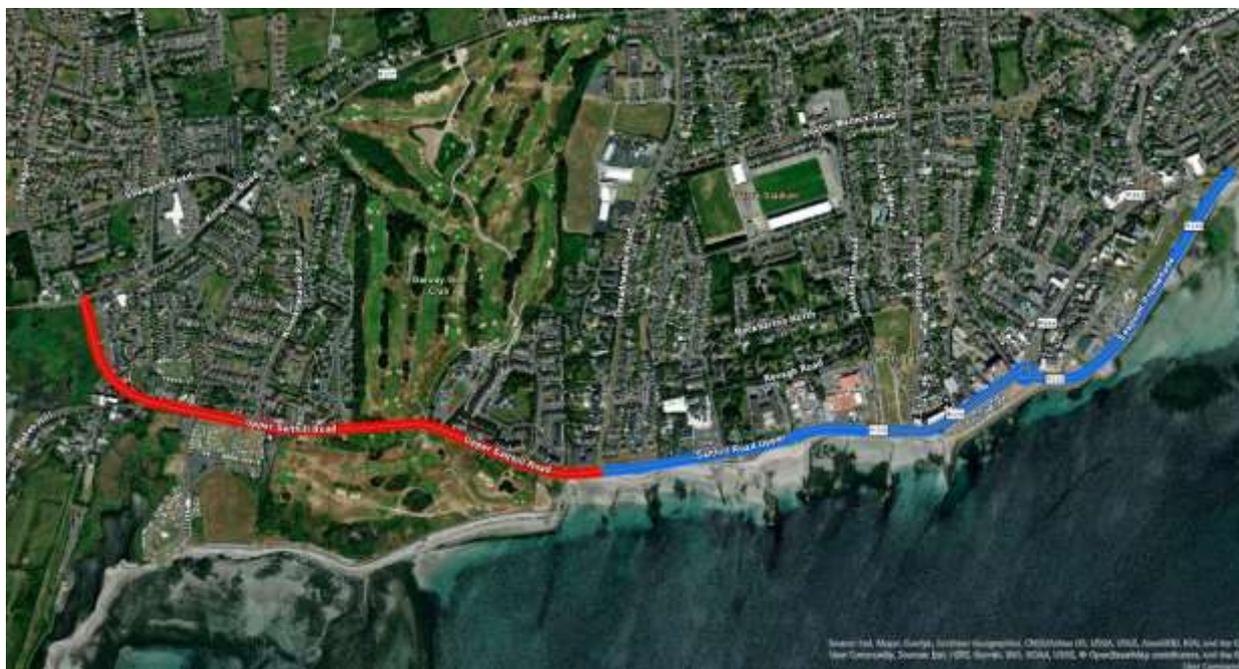


Figure 1: Salthill Cycleway Proposal extents

The details of the proposed temporary cycleway were further clarified by Elected Members at the October 2021 [Council meeting](#)² to specify that the cycleway proposal is to be temporary, and will be implemented for a period of six months. Due to the temporary nature of this proposal, all interventions undertaken in providing this cycleway need to be easily reversible at the end of the temporary period.

Having considered the motion and the feedback of the Elected Members, Galway City Council's Transport section has conducted a number of studies for the proposed temporary cycleway, and considered possible effects that the cycleway would have on current users of the area.

¹ https://www.galwaycity.ie/uploads/downloads/council_meetings/130921_01_Minutes.pdf

² https://www.galwaycity.ie/uploads/downloads/council_meetings/111021_01_Minutes.pdf

In considering the Motion and the proposal to provide a cycleway in Salthill, and having regard to the National Cycle Manual and the Design Manual for Urban Roads and Streets (DMURS), two options have been developed. For the purposes of this public consultation, these are called 'Option 1' and 'Option 2'.

Both options provide for the proposed cycleway along the coastal side of the road, generally in the area where parking is currently provided. The primary difference between the two options is that Option 1 includes making the Salthill Promenade one-way to general traffic from West to East, between the Barna Road and Seapoint/ D'Arcy Roundabout. This option then creates the greatest space available to provide for the Cycleway and retains an element of parking on the Salthill promenade. In comparison, Option 2 retains two-way traffic along the Salthill Promenade between the entrance to Pollnaroona West and Grattan Road, but has a greater loss of parking than Option 1. Both Option 1 and Option 2 provide for one-way traffic in a West to East Direction between the Barna Road and the Pollnaroona West junction.

Both of these options take into consideration –

- The **temporary nature of the scheme**, which must be easily reversible after 6 months.
- The **current practices and uses** of the road e.g. traffic flows, walking, cycling, public transport, taxi operators, parking, blue badge (disabled) parking, access to businesses and homes, emergency vehicles, waste vehicles, tourism, leisure etc.
- That Salthill is adjacent to a **Special Area of Conservation**, which requires particular environmental considerations and screening for environmental risks and impacts.
- **Design and procurement guidance**, including the National Cycle Design Manual, the Design Manual for Urban Roads, the Public Spending Code and the NTA Project Approval Guidelines.
- **Road Safety considerations** - any proposed scheme that goes forward to construction will be subject to a Road Safety Audit. A Road Safety Audit is undertaken to ensure that no safety issues are created that pose a risk to road users, and to identify measures to eliminate or minimise those risks.

Please see a summary table of the two Options in FAQ 5 below.

Galway City Council is now seeking feedback from the public on the two options developed, to progress the motion as specified by the Elected Members.

2. What is Option 1 (One Way Vehicle Traffic from Barna Road to Seapoint/ D'Arcy Roundabout)?

Option 1 provides for a two-way cycleway along the coastal side of the Salthill Promenade in the area that is current used for roadside parking, and a one-way cycleway between Blackrock and the Barna Road.

This Option provides for the making of the Salthill Promenade one-way to general traffic from West to East, between the Barna Road and Seapoint/ D'Arcy Roundabout.

This option then creates the greatest space available to provide for the Cycleway to be fully in accordance with the recommendations and guidance in the National Cycle Manual. It also retains an element of parking on the Salthill promenade.

Please refer to the drawings and cross sections for further details on this proposal (see *FAQ 5 below*).

3. What is Option 2 (Two Way Traffic on Prom, One Way Barna Road to Pollnarooma West)?

Option 2 provides for a two-way cycleway along the coastal side of the Salthill Promenade in the area that is currently used for roadside parking, and a one-way cycleway between Blackrock and the Barna Road. This option retains two-way traffic along the Salthill Promenade between the Threadneedle Road and Grattan Road, but provides for one-way traffic in a West to East Direction between the Barna Road and the Threadneedle Road junction.

This option reduces the impact from traffic diversions as a result of the one-way system on the main Promenade, but requires going below the recommended 3m width for a two-way cycleway as contained within the Cycle Design Manual, and has a greater loss of parking than Option 1.

Please refer to the drawings and cross sections for further details on this proposal (see *FAQ 5 below*).

4. What do Option 1 and Option 2 proposals look like?

General Arrangement Drawings for both Options 1 and Option 2 are available to download below.

Key Plan – [Salthill Temporary Cycleway Key Plan](#)

Drawing 1 – [Salthill Temporary Cycleway Option 1 Cross section](#)

Drawing 2 – [Salthill Temporary Cycleway Option 1 Plans](#)

Drawing 3 – [Salthill Temporary Cycleway Option 2 Cross section](#)

Drawing 4 – [Salthill Temporary Cycleway Option 2 Plans](#)



Image of Salthill courtesy of Chaosheng Zhang

5. What's the difference between Option 1 (One-Way Vehicle Traffic from Barna Road to Seapoint/ D'Arcy Roundabout) and Option 2 (Two-Way Traffic on Prom, One-Way Barna Road to Pollnarooma West)?

The table below summarises the key differences between the two options now under consideration.

Summary of the two proposals between Grattan Road & Barna Road			
Item	Existing Layout	Option 1 – One Way Vehicle Traffic from Barna Road to Pollnarooma West & One Way Vehicle Traffic between Threadneedle Road to Seapoint/ D'Arcy Roundabout	Option 2 – Two Way Traffic on Prom, One Way Barna Road to Pollnarooma West
Kerbside Car Parking on the Salthill Prom	Total spaces 310 no.	Parking total 197 no.	Parking total 96 no.
Vehicular Traffic	Two-way vehicular traffic	Vehicles restricted in travel in the Westbound direction from Salthill Village (Seapoint/ D'Arcy Roundabout) to the Junction with Barna Road.	Vehicles restricted in travel in the Westbound direction beyond Pollnarooma West to the Barna Road. Westbound traffic will divert onto Threadneedle Road and Kingston Road or similar alternative routes
Bus Service	This section of roadway is served by a number of bus services, including City Services 401 and 410, and Regional Services 424 and 524.	Diversions required for westbound bus services including the 401, 410, and the 424, 524 between Seapoint/ D'Arcy Roundabout and Barna Road	Diversions required for bus services including the 401, 410, and the 424, 524 but only westbound between the Threadneedle Road and Knocknacarra
Parking bays on the Prom for people with a disability	Prom/ Upper Salthill Rd (approx. 6 spaces), Seapoint/ D'Arcy Roundabout (approx. 6 spaces)	Prom/ Upper Salthill Rd (approx. 9 spaces), Seapoint/ D'Arcy Roundabout (approx. 6 spaces)	Prom/ Upper Salthill Rd (approx. 6 spaces), Seapoint/ D'Arcy Roundabout (approx. 6 spaces)

Taxi Ranks	9 spaces	Reduced rank space to 2 spaces	Reduced rank space to 5 spaces
Emergency Access	Drop kerb access onto Salthill Promenade (to access beaches) remains	Drop kerb onto Salthill Promenade remains (to access beaches). Restricted access for emergency vehicles with one-way traffic flow.	Drop kerb onto Salthill Promenade remains (to access beaches)
Right Turning Lane into Galway Bay Hotel	Right turn lane for traffic coming from Salthill Village remains	Turning lane removed	Turning lane removed
Pedestrian Access	A number of existing controlled pedestrian crossings are in place	Existing crossings & footpaths remain – option to use the additional space on the road for parklets or other public use.	Existing crossings & footpaths remain. Alterations will be required where proposed cycleway crosses a pedestrian crossing.
Bus Stops	Two way vehicular traffic. Current buses stops are recessed allowing traffic to pass whilst a bus is stopped.	Bus stops will be in the traffic lane – as buses stop, traffic will have to queue behind them while passengers board/ alight	Bus stops will be in the traffic lane – as buses stop, traffic will have to queue behind them while passengers board/ alight
Cycle Provision	None	3m two-way cycleway, with a min 0.5m safety buffer zone to traffic	3m two-way cycleway, reducing to 2.5m in isolated locations due to pinch points. Safety buffer zone between cyclists reduced below 0.5m recommended minimum at pinch point locations.

6. What is the proposed timeframe?

It is the intention of Galway City Council to implement the Salthill temporary cycleway from March to September 2022.

7. Why aren't other options being considered at this time?

The proposed options for the Salthill temporary cycleway are informed by the Motion passed by the Elected Members of Galway City Council in September and October 2021, which specifies the cycleway scheme is to be a temporary intervention for six months duration, and easily reversible.

The options now proposed are in accordance with this Motion passed at Council.

Longer term, the Galway Transport Strategy³ proposes the development of cycling infrastructure in Galway City. Salthill will form part of the development of the cycle network, likely as part of the proposed Barna Greenway, and in conjunction with public realm enhancements of the Salthill Promenade.

8. Why is the scheme only for six months?

In September 2021, the Elected Members of Galway City Council passed a motion⁴ asking the Transport section to progress a temporary cycleway in Salthill.

The details of the proposed temporary cycleway were further clarified by Elected Members at the October 2021 Council meeting⁵ to specify that the cycleway would be for six months duration, and that all interventions should be easily reversible at the end of the temporary period.

9. How will Cyclists be segregated from Traffic?

Safe and effective separation between vehicles and cyclists has been requested as part of the motion passed by the Elected Members for a segregated two-way cycleway. Segregation provides protection and reassurances for cyclists and prevents vehicle encroachment. One of the most significant factors to enable less confident cyclists, especially children, to cycle safely on roads is that they feel safe. Segregation instils a sense of safety within cyclists and provides a level of comfort that is rarely achieved with a line marking. Segregation for a Contraflow (Two-Way) Cycle lane, on one side of a road is a requirement of the National Cycle Manual guidance.

³ https://www.galwaycity.ie/uploads/downloads/news_items/Traffic-Transport/GTS/GTS%20Appendix%20F%20Cycle%20Network%20and%20Infrastructure%20Development.pdf

⁴ https://www.galwaycity.ie/uploads/downloads/council_meetings/130921_01_Minutes.pdf

⁵ https://www.galwaycity.ie/uploads/downloads/council_meetings/111021_01_Minutes.pdf

In order to facilitate a potential two-way cycleway, segregation is required to separate users from on-road vehicular traffic. Options being considered include Rosehill kerb/ narrow lane defender; extruded concrete kerb; bollards; and Tiger Wand separators - examples of these are shown below.



Figure 2 - Some examples of segregated facilities in Dun Laoghaire Rathdown



Figure 3 - Rosehill Kerb in Blackrock Village, Dublin



**Figure 4 - Extruded concrete kerb
Benildus Avenue , Dublin**



**Figure 5 - Extruded concrete kerb , Griffith
Avenue Dublin**



Figure 6 - Orca cycle lane separators



Figure 7 - Tiger Wand Cycle Lane Separators

10. How will bus passengers access buses?

A temporary two-way cycle track between Grattan Road and Blackrock will interact with the three existing bus stops positioned along this route.

In order to mitigate conflict between pedestrians and cyclists, a temporary platform can be installed at the three bus stop locations to facilitate users alighting and boarding buses. This system allows for both cyclists and bus users to share the same space.



Figure 8 - Carysfort Avenue, Blackrock, Co. Dublin. (Developed by DLRCC)



Figure 9 - Carysfort Avenue, Blackrock, Co. Dublin. (Developed by DLRCC)

11. Will 'Blue Badge' Parking/ Parking for People with a Disability be affected?

As part of both Option 1 and Option 2, blue badge parking spaces/ parking for people with a disability will be increased.

There are currently 12 parking spaces:

- Prom/ Upper Salthill Rd (approx. 6 spaces),
- Seapoint/ D'Arcy Roundabout (approx. 6 spaces)



These blue badge parking spaces will need to be removed as part of the proposal to provide a two-way

cycleway along the prom. However, the following blue badge parking spaces will be provided:

- **Option 1:** Prom/ Upper Salthill Rd (approx. 9 spaces), Seapoint/ D'Arcy Roundabout (approx. 6 spaces)
- **Option 2:** Prom/ Upper Salthill Rd (approx. 6 spaces), Seapoint/ D'Arcy Roundabout (approx. 6 spaces)

Further details of the proposed locations are provided on the drawings for each Option, see *FAQ 4*.

12. What impact do the Proposals have on City and Regional Bus Services?

A number of bus services operate on this corridor, including*:

- City Direct: 410 Eyre Square – Salthill – Knocknacarra – 10 times daily at weekdays and 8 times daily on weekends,
- City Direct: 402 Shangort Road – Eyre Square – Merlin Park, Every 30 minutes Mon to Sat, and 60 mins on Sunday
- Bus Éireann: 401 Parkmore Industrial Estate - Dr Mannix Rd (Rockbarton Rd) - Every 20 minutes weekday & Saturday, every 40 minutes Sunday
- Bus Éireann: 424 Galway Bus Station – Lettermullen – 12 times daily
- Lally Coaches: 524 - Queen Street – Rossaveal – Twice daily

*The list of bus services above is not exhaustive

Under **Option 1**, buses will continue to serve the inbound route only. Due to the one-way systems, buses will not be permitted to travel in the westbound direction from Seapoint/ D'Arcy Roundabout to Knocknacarra Cross (Barna Road). Diversions will be required for bus services during the 6 months of this temporary cycleway.

Under **Option 2**, bus services will not be permitted to travel in the westbound direction from Threadneedle Road to Knocknacarra Cross (Barna Road). Diversions will be required for bus services during the 6 months of this temporary cycleway.

Consultation with bus operators and the National Transport Authority on diversions and moving bus stops will be undertaken as part of the public consultation on both options. As the proposal is for a temporary cycleway, it is not proposed to provide bus shelters at relocated stops.

13. What impact do the Proposals have on Parking?

At present, there are approx. 310 car parking spaces located either side of roadway between Grattan Road and Blackrock Beach. There are additional parking spaces in car parks such as Salthill Car Park (Upper Salthill Road), Toft Car Park, private car parks, and some parking on side roads. These are not affected by the proposal to provide a two-way cycleway, and as such have not been included in the assessment of parking spaces. There is a broader Salthill Parking Study being undertaken but results are not yet available to inform this proposal.

Under **Option 1** (One-Way Vehicle Traffic from Barna Road to Pollnaroona West & One-Way Vehicle Traffic between Threadneedle Road to Seapoint/ D'Arcy Roundabout), kerbside parking will be reduced from 310 spaces to 197 parking spaces. Car parking spaces are to be located near Dún na Carraige/ Blackrock; along the promenade between Dalysfort Road and Threadneedle road; adjacent to the Curry's Fun Fair entrance; and all existing car parking spaces on the inland side of the promenade will be retained.

Under **Option 2** (Two Way Traffic on Prom, One Way Barna Road to Pollnaroona West), kerbside parking will be reduced from 310 spaces to 96 parking spaces. Car parking spaces are to be located near Dún na Carraige/ Blackrock; adjacent to the Curry's Fun Fair entrance; and all existing car parking spaces on the inland side of the promenade will be retained.

Under **both options**, all existing car parking spaces on side streets and at Leisureland (approx. 131 spaces), Seapoint/ D'Arcy Roundabout (approx. 165 spaces) and Toft car park (approx. 148 spaces) will remain accessible, and on-street parking in the Salthill retail area will remain in place.

14. What impact do the Proposals have on Taxi Ranks?

At present, there are 9 spaces for taxis on the Promenade at Palmer's Rock beach/ opposite Coco Café.

Under **Option 1** (One-Way Vehicle Traffic from Barna Road to Pollnaroona West & One-Way Vehicle Traffic between Threadneedle Road to Seapoint/ D'Arcy Roundabout), the taxi rank will be relocated to opposite the Dalysfort Road Junction, and reduced to 2 spaces.

The nearby taxi ranks outside The Holiday Hotel and outside Claude's Casino will remain in place.

Under **Option 2** (Two-Way Traffic on the Prom, One-Way Barna Road to Pollnaroona West), the taxi rank will be relocated along the Prom opposite the Spar shop, and reduced to 5 spaces.

The nearby taxi ranks outside The Holiday Hotel and outside Claude's Casino will remain in place.

15. What impact do the Proposals have on Traffic Routing?

At present, vehicular traffic can drive in both directions along the full route.

Under **Option 1** (*One-Way Vehicle Traffic from Barna Road to Pollnaroona West & One-Way Vehicle Traffic between Threadneedle Road to Seapoint/ D'Arcy Roundabout*), vehicles will be restricted in travelling in the westbound direction, from Pollnaroona West Junction to the Barna Road/ Kingston Road Junction. In addition, vehicles will be restricted from travelling in the westbound direction, from Seapoint/ D'Arcy Roundabout to Threadneedle Road.

Between Grattan Road and Seapoint/ D'Arcy Roundabout, vehicles can drive in both directions, as per the existing road layout. Vehicles can also drive in both directions between Threadneedle Road and Pollnaroona West.

Due to the traffic flow changes under Option 1, traffic that currently uses the Regional Road R336 as a route between the City Centre and the Connemara Coast Road, will need to divert to an alternative route when travelling in a westbound direction. An alternative route is the R337 via Taylor's Hill, Kingston Road and Barna Road.

Under **Option 2** (*Two-Way Traffic on Prom, One-Way Barna Road to Pollnaroona West*), vehicles will be restricted in travel in the westbound direction, from Pollnaroona West to Barna Road/ Kingston Road Junction. Vehicles can drive in both directions, as per the existing layout between Pollnaroona West and Grattan Road.

Due to the traffic flow changes under Option 2, traffic that currently uses the Regional Road R336 as a route between the City Centre and the Connemara Coast Road, will need to divert when travelling westbound at Blackrock to an alternative route via Threadneedle Road and Kingston Road and Barna Road.

Under **both Options 1 and 2**, local traffic may need to use alternative routes when accessing and egressing locations along the route that is changed to one-way.

16. What is the Purpose of the Public Consultation?

Galway City Council is inviting the public to consider both options as proposed, and to assist in the identification of a preferred option for implementation in March 2022.

17. How can I give my Feedback on the Proposed Salthill Temporary Cycleway?

Galway City Council welcomes your observations and suggestions on the proposed Salthill Temporary Cycleway. Submissions can be made as follows:

Online - [through an online form available here](#)

By post - to Transport, Galway City Council, College Road, Galway

By email - to activetravel@galwaycity.ie

Please note the deadline for submissions is **4.00pm on Friday 28th January 2022**.

18. What happens after the Public Consultation?

Following the public consultation, Galway City Council in conjunction with the National Transport Authority, will review submissions, and incorporate where possible into the scheme. The consultation will also assist in identifying the preferred Option - Option 1 or Option 2 - to go forward to implement a 6-month cycleway from March 2022.

A report will be brought back to the Council Meeting of Galway City Council following the public consultation with an update on the outcome of the public consultation and advising of the next steps.

This commencement date is pending environmental screening (Environmental Impact Assessment and Appropriate Assessment) and a Road Safety Audit on the emerging preferred option.

Details of the emerging preferred option will be published to the Galway City Council website.

19. Where can I read more on the Proposals?

Download the drawings through the links in FAQ 4 above.

ENDS
