



Galway Commuter Coalition
20 Ashe Rd,
Shantalla,
Co. Galway

Public Consultation on the Section 38 Application – BusConnects works at various locations in Galway City

Introduction

The Galway Commuter Coalition was established in 2022 as a voluntary advocacy group for public transport users, cyclists, and pedestrians in Galway and the surrounding area. The Coalition acts as a unifying voice for commuters in these areas so that they may express their concerns, their hopes, and their vision of a Galway that works for all users of sustainable transport.

We support the introduction of these new proposed bus stops, under the BusConnects programme. However, we believe that the design can be improved in several aspects.

Common Notes

These proposed bus stops are stated as being in compliance with DMURS - The Design Manual of Urban Roads & Streets, as well as the TII Manual for Roads & Bridges. Compliance with the National Cycle Manual is not stated. For each of these documents we would have concerns regarding these bus stop upgrades compliance.

The drawings also lack dimensions, utility polls are not shown on all drawings

- Road Narrowing

In DMURS, a standard which has existed since 2013, road width guidelines are adopted, to reduce the potential for cars to travel at speed:

If the design of a street creates the perception that it is safe to travel at higher speeds drivers will do so, even if this conflicts with the posted speed limit.

We are concerned with the deviation from the DMURS road widths. Many of these roads are wider than they need to be and certain bus stop proposals do not adequately tackle the potential for speeding cars.

- **Sustainable Urban Drainage Systems**

There is no mention of SUDS, despite the clear opportunity to for its integration which is outline in DMURS. Galway often faces spot flooding from heavy rainfall. SUDS could help in reducing vehicle speeds, providing a space for nature and reducing the effects of climate change and flooding.

- **Lack of Bus Shelters**

Very few bus shelters are proposed in this scheme. Bus shelters are standard in all other bus stop enhancement schemes in all cities in Ireland, it seems incredibly odd why Ireland's wettest would omit these. This would improve quality of life for passengers and attract people to sustainable alternatives.

- **Lack of Cyclist Consideration**

Despite having a published active travel network, with clear routes, there is very little consideration of cyclists. Where they are, the two instances are not compliant with the National Cycle Manual. Cyclist movements and the future active travel network should be considered in all bus stop proposals.

Stop 187 Dangan Heights

- We welcome the bus stopping within the road, as opposed to a lay-by, blocking the potential for overtaking vehicles with the proposed pedestrian crossing.
- We believe this crossing should be controlled, with Belisha beacons.
- We believe this crossing should be built-out to be level with the footpaths, increasing pedestrian visibility and showing priority to pedestrians (reducing traffic speeds) within this school zone.
- We believe further enhancements should be applied to the crossing to show the presence of a school zone; as described under the Safe Routes to School national programme:
 - Surfacing: Raised, textured or coloured surfacing highlight the presence of the School Zone & encourage drivers to slow down
 - Pencil Bollards: Coloured pencil bollards along the footpath verge within a School Zone, act as a protection barrier from cars
 - Road Markings: Painted signage is marked on asphalt road surfaces to identify that you are in a School Zone
 - Signage: Banners and road signs are displayed on street poles to identify that you are approaching the gateway of the School Zone
- A shelter should be provided.
- SUDS and urban greening should be considered.
- Estimated frequency: Every 30 mins

Stop 182 Westside Pitches

- We are incredibly concerned with this proposed bus stop. With four bus routes proposed to stop here, there is an estimated frequency of a bus every 4½ minutes. The bus stop is also adjacent to a primary cycle route.
- The National Cycle Manual states that these forms of bus stops should not be used in locations where there is a very high frequency of buses, a high frequency of cyclists, or in locations which are not constrained.
- In all of these, this location is unsuitable for this form of bus stop arrangement. The road is not constrained, with a wide concrete medium which could be readjusted for provision of a full island bus stop. We do not believe the footpath will be sufficiently wide to allow bus passengers to wait, and for pedestrians to pass.
- We are also concerned that buses must pull into general traffic to continue on their route.
- A shelter should be provided. This should be a two-bay shelter given the high frequency of buses.

Stop 186 St Francis Home

- Good use of pedestrian crossing and buildouts to prevent bus overtaking of passengers.
- We believe the existing bus stop should receive more of a buildout to further discourage overtaking of buses stopped in lane.
- The extent of the proposed double yellow line is not indicated in the drawing
- The uncontrolled crossing of the main road should be controlled, with Belisha beacons.
- Bus shelter should be included

Stop 043 Corrib Village Northbound

- Consideration of SUDS in central traffic island
- Propose 100mm anti-slip chlorinated strip
- Great to see a controlled crossing
- Narrowing in line with DMURS would be preferable
- No bus shelter is included

Stop 057 / 079 Dyke Road Carpark / Headford Road Lidl

- Crossings should be controlled, as zebra crossing with Belisha Beacons
- Road is too wide and will encourage dangerous overtaking of buses, placing pedestrians utilising the uncontrolled crossing in danger.
- Consideration of traffic islands as SUDS to discourage speeding and dangerous overtaking
- Crossing accessible paving on footpath should be aligned
- No consideration of cyclists despite the road being on the primary cycle network
- Footpaths are not sufficiently wide to allow waiting passengers and the high level of pedestrians that use this road.
- Crossing build-out should be considered in line with DMURS best practice

- Bus stops should have ant-slip strips
- Much of this section of road abuts council owned land. Footpaths could easily be widened with redefining the boundary wall.
- This is the most dangerous road layout proposed, and will put pedestrians, public transport users in dangerous conflict with car drivers. Nothing about this design is compliant with DMURS or will reduce speeding.

012 Ballybrit Southbound

- Buses should stop in line with the road, should not get delayed pulling into traffic. Hierarchy of modes not followed with DMURS, once again.
- Cycle layout is not compliant with DMURS or National Cycle Manual. This layout should only be used in very low-frequency bus routes - every 30 minutes, however the proposed level of service for this stop is every 20 minutes.
- No bus shelter

23 / 24 Calbro Retail Park

- No bus shelter is provided for Northbound
- Pedestrian refuge island should incorporate SUDS
- Cyclists should be considered given the high frequency of buses at this stop, every 12 minutes

016 Barna Road / Cappagh Road Eastbound

- Existing wall should be removed and footpath extended
- Crossing should be a controlled zebra crossing
- SUDS should be considered
- Pedestrian refuge island should be considered
- Road is too wide
- No bus shelter is provided, for an incredibly wet and windswept location, which has sufficient room for one.

085 / 086 Lios Carraig

- Crossing should be controlled
- Junctions should be tighten
- Crossing buildouts should be considered
- Footpath is quite narrow with utility polls
- Double yellow should be enforced on opposite sides of the road from bus stops
- Placement of crossing is good and will discourage dangerous overtaking of buses
- An additional crossing on the opposite side of Lios Carraig should be considered
- Bus shelters should be provided

104 Cartúr Mór

- Road is incredibly wide, dangerous overtaking is likely to occur

- Crossing buildouts at junctions should be considered
- A bus shelter should be provided
- Uncontrolled crossing will not be safe given width of carriageway
- Active travel provision would be in line with DMURS and could lower speeds

130 Slí na Craoibe

- Consideration of SUDS
- Active travel
- Crossing should be controlled
- Bus shelter should be provided

163 Dún na Carraige

- Crossing placement is good
- Crossing should be controlled
- Traffic island could be SUDS
- A crossing buildout should occur at Dún na Carraige crossing
- Will verge be considered for SUDS treatment?
- Bus shelter should be provided. It is an incredibly wet and windswept location, which has sufficient room for one.

169 Atlantaquarium

- Good to see a bus shelter, unfortunate that they are so rarely provided in one of the wettest cities in the world
- Coach buses set down before public transport buses is best practice
- Buses in general, should stop in line with traffic
- Road is too wide and should be narrowed
- Quite a long walk to existing crossings, a controlled zebra crossing should be considered
- Proposed buildout is not accurate as the actual footpath will be narrowed under this scheme