

[Redacted - Personal Information]

April 5 2022

To the Galway City Manager and Galway City Senior Planner, Planning Department,

My submission to the “Draft City Development Plan” contains several proposed points (plus a pdf map for the Roscam Peninsula section of the Athlone to Galway (Off Road) Cycleway, i.e. part of the #WildAtlanticCycleway\_GalwaytoOranmore).

- 1) **Proposal:** Restore former Rosshill 3 Par hole golf course to G zoning (High Amenity and Agricultural) from LDR Zoning and designate these lands as a nucleus for a future Galway Parkland related area (see Proposal 6) that can accommodate the future Athlone to Galway (Off Road) Cycleway (see Proposal 2)
- 2) **Proposal:** Use lands of the former Rosshill 3 Par Golf Course for the Roscam Peninsula section of the Athlone to Galway (Off Road) Cycleway now in mid planning/design stage (<https://www.galwaytoathlonecycleway.com>). This undisturbed green golf-course lands form the only straight line, sufficiently wide, and unimpeded NATURAL GREENWAY and NATURE CORRIDOR suitable for the East Galway Section of the mandated Athlone to Galway (Off Road) Cycleway
- 3) **Proposal:** The Athlone to Galway (Off Road) Cycleway –East Galway City Section – continues west from the western end of the OFF ROAD ROSCAM PENNINISULA GREENWAY SECTION proposed here into Kiniska (i.e. south side of the railway line at MURROUGH) and on towards Ballyloughnane. (see PPT Map associated with this submission)
- 4) **Proposal:** The section of the “Indicative Greenway Cycle Network” on the Galway City Development Plan May A City shown to go ALL around the Roscam Peninsula be changed from a “Cycle” Path to an environmentally sensitive wood based NATURAL COASTAL “WALKWAY”
- 5) **Proposal:** Develop an environmentally and archeologically sensitive plan to study and eventually develop the Extensive Roscam Monastic Site, including the Round Tower and earlier Bronze Age Settlement Areas into a major East Galway Heritage, Culture, Science and Arts Hub. (New research to begin understanding the original size, structure and importance of these sites in the settlement of Galway City will start in summer 2022 via a project planned by a group of USA based academics)
- 6) **Proposal:** Galway City Planners and Galway City Council must ensure that the Galway City Plan 2023-2029 enables ZERO development potential on BOTH the OFF ROAD ROSCAM PENNINISULA GREENWAY SECTION of the Athlone to Galway Cycleway proposed here AND on the current extensive GREENBELT area that completely surrounds and protects (physically and visually) the ROSCAM Bronze Age and 5<sup>th</sup> Century Monastic sites. Goal of this protection from development is to ensure these MAGNIFICENT GREEN areas can, as soon as possible, become designated as PARKLAND areas to be part of Galway City’s application dossier to

become Ireland's first National Park City (proposed here: <https://galwaynationalparkcity.com>) This will enable these Unique City Parklands and Seascapes to be enjoyed by all future generations of Galwegians and all visitors to the City.

- 7) **Proposal:** Re-Examine rezoning decisions referred to on roughly page 291 draft GCDP 2023-2029 in **Figure 11.30 (LDR Roscam • Development on each site outlined in red shall be restricted to two houses only, reserved for the use of immediate family members of the landowner).**

### **Further Explanations, Notes/Details for Each Proposal are below:**

- 1) **Proposal:** Restore former Rosshill 3 Par hole golf course to G zoning (High Amenity and Agricultural) from LDR Zoning and designate these lands as a nucleus for a future Galway Parkland related area (see Proposal 6) that can accommodate the future Athlone to Galway (Off Road) Cycleway (see Proposal 2)

That is, reverse the rezoning referred to near page 287 in **Figure 11.13 of the GCDP 2023-2029 (LDR Roscam Pitch and Putt and adjacent lands):**

- The maximum plot ratio density of 0.2:1 shall only be considered following agreement on an overall layout of the area.
- This layout will have regard to the sylvan character of the site and where appropriate the protection of existing trees and the Roscam Folly.
- Development will only be considered where it accords with strategic main drainage proposals.

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- 2) **Proposal:** Use lands of the former Rosshill 3 Par Golf Course for the Roscam Peninsula section of the Athlone to Galway (Off Road) Cycleway now in mid planning/design stage (<https://www.galwaytoathlonecycleway.com>). This undisturbed green golf-course lands form the only straight line, sufficiently wide, and unimpeded NATURAL GREENWAY and NATURE CORRIDOR suitable for the East Galway Section of the mandated Athlone to Galway (Off Road) Cycleway

**Note 1:** The **ROSCAM PENINSULA GREENWAY/CYCLEWAY SECTION** proposed here and the **PUBLIC COASTAL WALKWAY** proposed for the Roscam Peninsula (Proposal 4) have multiple advantages. These advantages include economic, touristic, and heritage benefits, as well as providing unique **NATURAL CAPITAL** plus biodiversity protections for Galway City long into the future, and improving city mobility that will deliver many diverse health benefits for young and old people. For more details on the many advantages of these proposals, see my original extensive proposal to the Galway City Planners earlier in the process of generating the current **DRAFT GCDP 2023-2029** here <https://consult.galwaycity.ie/en/submission/glwc-c1-31>

**Note 2:** All other currently proposed alternative Athlone to Galway Cycleway routes have several major disadvantages versus the **ROSCAM PENINSULA GREENWAY/CYCLEWAY SECTION** proposed here, these **DISADVANTAGES** include,

- a) Alternative **CYCLEWAY** proposals have significant sections next to major roads and thus allow only minimal protection/distance for cyclists and pedestrians from cars, buses and trucks. This co-positioning of roads and cycle/walkway raises

unnecessary physical risks for cyclists and pedestrians. Very close parallel positioning (major roads with main cycle/walkway) also significantly, and in this case unnecessarily, increases daily pollution dangers for cyclists and pedestrians (and children in strollers) versus the totally OFF ROAD ROSCAM PENNINSULA GREENWAY/CYCLEWAY route proposed here. Data showing “major adverse health and environmental outcomes of cycling in heavily polluted urban environments” is here <https://www.nature.com/articles/s41598-021-03111-3.pdf> (obviously health risks will be similar for pedestrians). Note also, health risks will increase further when nearby vehicles are idling in traffic, a very frequent occurrence in Galway during rush hour and on major holidays.

- b) Alternative CYCLEWAY proposals will all include multiple major intersections where cycling and walking trips will need to cross many major roads. These major intersections between the CYCLEWAY routes proposed and these roads introduces multiple opportunities for accidents for both cyclists and pedestrians, and also will substantially slow green mobility, ie the time needed to move from A to B (versus the OFF ROAD ROSCAM PENNINSULA GREENWAY SECTION proposed here which will have almost no significant road/CYCLEWAY intersections)
- c) Alternative CYCLEWAY proposals will all be too narrow in many sections to allow for reasonable, independent, and parallel co-located safe cycling AND walking paths.  
The OFF ROAD ROSCAM PENNINSULA GREENWAY SECTION offers at least 100m width over much of this GREENWAY SECTION (supporting a reasonable two way cycling path, a reasonable two way walking path PLUS a small green border on each side that preserves a MINIMAL NATURE CORRIDOR that is critical for this area (expert advice from respected ecologists will probably recommend an even wider GREENWAY area for this particular NATURE CORRIDOR)
- d) Alternative CYCLEWAY proposals, as well not having sufficient width for two way cycling and two way walking (ie. four lanes), they will also have either totally minimal, or even ZERO GREENWAY perimeters ... and thus most surely be very far from the ideal and optimum GREENCYCLING and WALKWAY that will be enabled by the OFF ROAD ROSCAM PENNINSULA GREENWAY SECTION proposed here.

One potential idea raised for the “Athlone to Galway Cycleway- GREENWAY” is that it crosses the Roscam Penninsula via a narrow public slip of lands just north of, and parallel to, the railway line (narrow line of land between the railway line and the new “Ross Allta” housing estate in Rosshill). This public slip a) has zero visual appeal, b) would be squeezed between, and below, the busy railway and potentially a long wall at the backs of new Ross Allta houses, c) with an estimated width of maybe 15-20 meters max, is barely wide enough for two way commuting cyclists ... never mind pedestrians, strollers, and wildlife (GREENway?), d) given the isolated nature of this stretch, it would be probably become considered an isolated and dangerous stretch of the “GREENWAY”, e) this slip needs to be kept unused in case of future needs associated with the railway line.

Note 3) The April 4 2022 IPCC report says (ACT) ‘now or never’ if world is to stave off climate disaster <https://www.theguardian.com/environment/2022/apr/04/ipcc-report-now-or-never-if-world-stave-off-climate-disaster>.

<https://www.theguardian.com/environment/2022/apr/04/its-over-for-fossil-fuels-ipcc-spells-out-whats-needed-to-avert-climate-disaster> ..... *That is the good news in the new IPCC report. “We know what we need to do and we can do a lot of it already,” said Stephen Cornelius of WWF. “But every moment, every policy, every investment, every decision matters to avoid further climate chaos.”*

*The IPCC spells out the huge cost reductions over the last decade in solar and wind power and says that some countries already have electricity grids predominantly powered by renewables. It also strongly highlights the big potential impact from energy-efficient homes, walking and cycling, greener diets and less food waste. All these are popular with people, the IPCC notes. “Having the right policies, infrastructure and technology in place to enable changes to our lifestyles and behaviour can result in a 40-70% reduction in greenhouse gas emissions by 2050 – significant untapped potential,” said Prof Priyadarshi Shukla, another IPCC co-chair. “The evidence also shows that these lifestyle changes can improve our health and wellbeing.”*

It is very obvious that realizing the development of the OFF ROAD ROSCAM PENINSULA GREENWAY SECTION proposed here, as part of the COASTAL GALWAY to ORANMORE GREENWAY (#WildAtlanticCycleway\_GalwaytoOranmore), will become a “Defining Moment” for the Galway City Council, Galway County Council, and the Irish State. This magnificent COASTAL GREENWAY and its accompanying coastal wood based WALKWAY around the Roscam Peninsula, will set a major marker down that the City, the County, and the State is serious to immediately provide its citizens with viable, safe and health promoting alternative transport options to carbon emitting vehicular transport.

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- 3) **Proposal:** The Athlone to Galway (Off Road) Cycleway – East Galway City Section – continues west from the western end of the OFF ROAD ROSCAM PENINSULA GREENWAY SECTION proposed here into Kiniska (i.e. SOUTH side of the railway line at MURROUGH) and on towards Ballyloughane (see PPT Map associated with this submission)

**Note:** the straight GREENWAY/CYCLWAY route proposed here that will pass through the Rosshill Golf 3 Par hole Course-Kinisha/Murrough-Ballyloughane is presently a “hidden” contiguous LAND/SEA GREEN/BLUE COASTAL NATURE CORRIDOR rich in PLANT, BIRD and ANIMAL BIODIVERSITY that must be protected and preserved and which will provide both an unmatched healthy mobility and mental health resource for all Galwegians in the future. It will also become an unmatched, world beating tourist draw for all visitors to Galway from the start (potentially from 2024 with enough ambition from the Galway City, Galway County and support from the appropriate Irish Government bodies).

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- 4) **Proposal:** The section of the “Indicative Greenway Cycle Network” on the Galway City Development Plan May A City shown to go ALL around the Roscam Penninsula be changed

from a "Cycle" Path to an environmentally sensitive wood based NATURAL COASTAL "WALKWAY".

Note 1: A simple wooded walkway around the Roscam Peninsula, designed to minimally impact the coastal landscape and the surrounding NATURAL CAPITAL as well as affording the highest level of the protection for the land/sea interface around the peninsula and yet enable high numbers of walkers to have full access to the totality of the magnificent sea views, the untouched open green spaces and the surrounding sea and land based wildlife. This walkway will also give optimal access to Galway City's Major "UNDISCOVERED HERITAGE SITE", the Bronze Age and 5th Century Monastic site areas, without causing the untold damage that will occur if a cycle path is constructed here. Also much less time and money will be needed for the required environmental studies to develop a Walkway versus a hard surface Cycleway (all studies needed by the NATURA 200 habits directive and the Galway Bay SAC protected area).

Note 2: Making a simple, wood based, environmentally sensitive Walkway around the Roscam Peninsula can also incorporate experiments for "NATURE BASED" solutions to slow the dramatic erosion occurring along the whole Roscam Peninsula Coastline. Experts at NUIG and GMIT can be called upon to incorporate tests of "NATURE BASED" solutions to combat erosion (versus more costly, energy intensive heavy engineering solutions like building seawalls and other man-made structures or adding huge boulders). Testing "NATURE BASED" solutions within the City will also provide excellent opportunities for City based public and student real world "teaching" situations regarding the impacts of climate change on coast lines ... and "NATURAL" ways to mitigate these impacts (especially from storms, rising sea levels, etc associated with climate change). One example of "NATURE BASED" solutions that can be tested in Galway City to reduce coastal erosion and storm/wave damage is application of native oyster beds to slow erosion (see refs below on this new "NATURAL" climate mitigation approach for coastal storm damage protection).

Refs

- <https://www.nytimes.com/2021/12/10/nyregion/oysters-new-york-hudson-river.html>
- <https://www.billionoysterproject.org/>
- <https://twitter.com/NativeOysterNet>
- <https://www.frontiersin.org/articles/10.3389/fevo.2021.689915/full>
- <https://www.newyorker.com/magazine/2021/08/09/the-seas-are-rising-could-oysters-protect-us>

Note 3: The Cycleway around the Roscam Peninsula as proposed on the GCDP 2023-2029 Map, in addition to being a) extremely difficult to get all needed planning permits, b) being difficult and costly to build, c) becoming a cause of dramatic and unnecessary damage to the whole Roscam coastline ... will also make trips on the Roscam Peninsula THREE times longer versus a direct trip across the Roscam Peninsula associated with the cross Peninsula Cycleway and Walkway proposed here that will pass through the existing Rosshill Golf Course and its clearly perfect OFF ROAD, GREEN NATURE CORRIDOR route.

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- 5) **Proposal:** Develop an environmentally and archeologically sensitive plan to study and eventually develop the Extensive Roscam Monastic Site, including the Round Tower and earlier Bronze Age Settlement Areas into a major East Galway Heritage, Culture, Science and Arts Hub. (New research to begin understanding the original size, structure and importance of these sites in the settlement of Galway City will start in summer 2022 via a project being done by a group of USA based academics)

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6) **Proposal:** Galway City Planners and Galway City Council must ensure that the Galway City Plan 2023-2029 enables ZERO development potential on BOTH the OFF ROAD ROSCAM PENNINISULA GREENWAY SECTION of the Athlone to Galway Cycleway proposed here OR on the current extensive GREENBELT area that completely surrounds and protects the ROSCAM Bronze Age and 5<sup>th</sup> Century Monastic sites. Goal of this protection from development is to ensure these MAGNIFICENT GREEN areas can, as soon as possible, become designated as PARKLAND areas to be part of Galway City's application dossier to become Irelands first National Park City (proposed here: <https://galwaynationalparkcity.com>).

Note 1: See here for a very recent article on the Galway National Park City vision, and the importance of Galway's City Council making an application to be Irelands first National Park City. This application will, when successful, enable Galway City to join a growing group of leading, forward thinking, climate smart cities of the future. <https://www.advertiser.ie/galway/article/128597/national-park-city-designation-is-the-future-for-greener-smarter-galway-city>

Note 2: It is extremely disappointing that, to date, the City Manager, City Planners, and City Council have not yet embedded planning towards an application for Galway to become a National Parks City in the current GCDP 2023-2029. At the very least, I propose the GCDP 2023-2029 must ensure the dramatically important existing green areas noted here in Point 6 and other points of this submission are immediately protected and excluded from any new development so they are clearly available and ready to be part of PARKLANDS areas in a future National Parks City Application. Such transparency from the City Council etc will clearly "signal" to land speculators and developers that speculative investments in all these lands will become stranded assets.

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7) **Proposal:** Re-Examine rezoning decisions referred to on roughly page 291 draft GCDP 2023-2029 in **Figure 11.30 (LDR Roscam • Development on each site outlined in red shall be restricted to two houses only, reserved for the use of immediate family members of the landowner).**

Note 1: It is unclear if these specific and obviously unique and standout rezoning decisions, that I understand may have been finalized at last minute meetings/votes of the previous development plan, were, in fact, fully compliant at the time with all the necessary environmental planning regulations and other related requirements to ensure these rezoning decisions did not contravene any rules established under the Habitats Directive and rules related to protection of the Galway Bay Complex SAC <https://eunis.eea.europa.eu/sites/IE0000268>.

Note 2: It is also important to confirm that these planning decisions may have been "voted into" the development plan by a small majority on the City Council in direct opposition to the specific advice on these matters from the Galway City Manager. It is further interesting to question if these specific rezoning decisions had undergone the full rezoning application screening processes (including being subjected to the full public consultation process) because it appears these applications may have been "dropped" into the previous development planning process at a very late stage.



*preventing erosion and filtering pollutants from the air and water. Climate Action Draft Galway City*

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#### **4. Sustainable Mobility and Transportation**

- *Supports the integration of land use and transportation to encourage compact growth, shift to sustainable mobility and reduction in greenhouse gas emissions.*
- *Supports the '15-Minute City' concept to reduce dependence on car use and encourage sustainable mobility.*

#### **5. Natural Heritage, Recreation and Amenity**

- *Promotes nature based solutions to contribute to climate resilience*
- *Supports the implementation of the National Biodiversity Action Plan (2017-2023), All-Ireland Pollinator Plan 2021-2025 and the Galway City Biodiversity Action Plan 2014-2024.*
- *Supports the protection of sites of ecological importance, the protection of wildlife corridors and stepping stones and the restoration of biodiversity through green design features in the city.*
- *Supports the development of a Green and Blue Network.*

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#### **9. Environment and Infrastructure**

- *Promotes the development of green infrastructure.*
- *Promotes and supports initiatives to reduce air and noise pollution.*

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#### **Section Housing and Sustainable Neighbourhoods**

##### **Open Space and Amenities**

*The best open spaces are those which not only provide for safe play, passive and active recreation and relaxation but also contribute to the development of good placemaking and a sense of identity and community. Open spaces can support biodiversity and pollinator friendly species, they can assist in carbon capture and provide valuable habitat.*

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#### **Policy 4.2 Land Use and Transportation**

- 1. Promote close co-ordination between land use and transportation through policies, land use zoning and objectives.**
- 2. Support and facilitate the integration of land use and transportation in order to facilitate compact city growth, supported by sustainable modes of transport that will encourage economic well-being and ensure the movement of people and goods in a manner that is sustainable, safe and provides ease of access for all, enhances quality of life and supports a reduction in transport related greenhouse gas emissions.**
- 3. Provide for the development of high volume, trip intensive, developments such as commercial centres and employment hubs at locations that will minimise the need, distance and time taken to travel and promote the use of sustainable transport modes such as walking, cycling and public transport to access these locations.**
- 4. Promote effective sustainable residential densities in the city particularly along and close to the existing and planned public and sustainable transport route network.**
- 5. In line with Core Strategy and to give direction for future settlement expansion**



*prepare Local Area Plans and masterplans where appropriate that includes for integration of land use with transportation.*

*6. Encourage the concept of a '15 minute city' where land use policies facilitate residents to access their daily needs within a 15 minute walk or bike ride and thereby reduce the dependence on car transport.*

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#### 4.4 Sustainable Mobility - Walk and Cycle

The GTS acknowledges that road improvements alone will not address traffic congestion issues and that investment in public transport, walking and cycling networks is also needed to improve traffic management and to encourage a shift to more sustainable modes. In this regard the GTS has prioritised both public transport and active modes as alternatives over private car usage for a range of trips within the city. Prioritising active travel measures and applying the DMURS (2019) design guidance and road user hierarchy will foster the development of a safer, more attractive, efficient, and connected transport system, while simultaneously encouraging healthier lifestyles and reducing transport emissions. In Galway, the compact urban form of the city and the relatively flat topography allows for great potential for both walking and cycling for these modes to become the preferred choice of travel, in particular for short trips. The focus on these modes will support the concept of '15-minute city' and allow for people to walk and cycle to key destinations in a direct and easy manner.

The strategy also identifies the potential economic and tourism opportunities that greenway and blueway projects have within the region. Within the MASP, the expansion of shared-bike schemes is promoted as a potential scheme that can make a positive contribution to connectivity and sustainable transport and mobility. The RSES acknowledges that places with extensive cycle infrastructure report higher levels of cycling and better health which in turn, creates economic value by appealing to a skilled workforce and attracting innovative companies.

#### Cycling

National policy gives guidance on measures to create a strong culture of walking and cycling. Promotion of these active modes in 'Smarter Travel – A New Transport Policy for Ireland 2009-2020' included for a series of actions that were aimed at ensuring that alternatives to the car are more widely available, mainly through a radically improved public transport service and through investment in cycling and walking. This policy was supplemented by the National Cycle Policy Framework (2009-2020), National Cycle Manual (2011), Design Manual for Urban Roads and Streets (2019) DMURS and Permeability Best Practice Guidelines (2015). The aim of the Sustainable Mobility Policy Framework that is in draft stage and will replace Smarter Travel and the National Cycle Policy Framework is to develop a new policy framework that better supports sustainable mobility – linking more people to more places, for more of their journeys and promoting increased use of active travel and public transport. These all promote cycling with the aim to maximize permeability and connectivity for cyclists, to create safe direct links to road networks and greenways and to provide additional cycle parking and infrastructure. The delivery of the identified GTS Cycle Network is supported in the Core Strategy of the plan as it will play a critical element in developing a high quality, dedicated cycling network which is linked with existing and targeted settlement and employment areas. The Council is currently progressing the Cycle Network project through a dedicated project team, supported by the NTA Cycling Office and a range of funding

streams including the NTA grant supports for sustainable transport measures and URDF funding. The network will give priority to cyclists, both for commuting and as a leisure activity and will when delivered encourage the uptake in cycling. The Cycle Network will also incorporate improvements to pedestrian facilities. The GTS includes for a core, secondary and feeder Cycle Network which supports each other and reinforces connections across the city and environs. Where possible the proposed routes are fully segregated from motor traffic. In other locations, the network includes on road cycle lanes or sharing facilities with bus lanes. Where it is proposed to limit traffic, particularly in the city centre, the cycling environment will become much safer and more attractive.

Chapter 5: Natural Heritage, Recreation and Amenity sets out the policies for the development of other greenway networks which identify key connections and linkages and have more of a recreational function, some with a capacity for walking only and some with potential for both walking and cycling. Sustainable Mobility and Transportation 100 Draft Galway City Development Plan 2023-2029 Fig. 4.2 GTS - Proposed Cycle Network, Source: Galway Transport Strategy 2016 The primary network focuses on the provision of segregated safe routes and connections from dedicated cycleways and footpaths to existing networks linking schools, workplaces and residential areas as alternatives to vehicular transport. These are designed to accommodate medium distance journeys. This level on the network also includes for two greenways providing connectivity for cyclists to and from nearby towns, one west to east linking Bearna and Oranmore and onwards, and one to the north crossing the River Corrib towards Moycullen. These align well with the national approach as defined in the Strategy for the Future Development of National and Regional Greenways (July 2018). The focus of this Strategy is on the delivery of Greenways that are of strategic significance on a regional or national level but which in turn can facilitate the development of linked and complementary local cycle networks that are being delivered outside of the strategy. The city greenways in the GTS can seamlessly link in with both the Connemara Greenway and the Galway to Dublin Greenway, both of which are at various stages of progression. While these greenways may be designed specifically for the needs of cyclists in terms of gradients and surface, they are also intended for use by pedestrians, wheelchair users and children in buggies. Feasibility studies regarding the city greenway routes are currently being progressed in conjunction with the NTA and TII. As well as supporting active tourism, recreational opportunities and links to places of interest, the sections of greenways close to and within the city will also offer opportunities for use as commuter options for work and education.

Cycling and electric cycling combined have enormous potential to facilitate a high proportion of daily trips. To maximise this potential the appropriate infrastructure will be required in conjunction with coordinated policy provision as included for in the plan. The NDP 2021-30 recent commitment to €360 million a year for active travel measures will help to enable a significant modal shift to cycling and other sustainable modes with the corresponding benefits for climate action, health and air quality. This will also be facilitated through the NTA's five year Walking and Cycling infrastructure Delivery Plan 2021-25.

### Walking

The compact, walkable nature of the city, coupled with the high student population has contributed to the Galway sustaining a relatively high walking mode share of 23% of all trips taken. It is a key objective to increase on this level through enhancement of the pedestrian

environment for all users. Measures in the GTS include the reduction of traffic volumes, improvement and prioritisation of pedestrian facilities to incorporate permeability and linking of walking networks in the city core. This will enable extended opportunities for pedestrianisation, improvement in the quality of the public realm, increased priority and safety for pedestrian facilities, in particular at junctions and crossings, and application of universal design principles to support the whole journey approach.

#### Policy 4.4 Sustainable Mobility - Walk and Cycle

1. Support the Galway Transport Strategy proposals for a primary cycle network to facilitate safe and convenient medium distance journeys.

2. Support the Galway Transport Strategy proposals for a secondary cycle network and feeder links to facilitate safe and convenient local journeys and to afford linkage into the primary cycle network.

3. Support the National Greenway Strategy and proposed Greenways as part of the primary cycle network and as part of links to Bearna, Oranmore, Maigh Cuilinn and Oughterard.

4. Implement a structured programme of improvements across the whole city pedestrian network and at street crossings.

6. Support and promote initiatives such as Park and Stride, Green Schools Travel and Safe Routes to School Programmes, School Streets and the concept of having safe routes to school.

8. Promote, facilitate and maintain maximum connectivity and permeability for pedestrians and cyclists in the design and management of new public and private projects and in upgrading and retrofitting existing developments in accordance with the Design Manual for Urban Roads and Streets (2019) and Permeability a Best Practice Guide, NTA (2015).

9. Ensure facilities for pedestrians and cyclists are designed in accordance with national standards.