

APPENDIX B: BUSCONNECTS GALWAY: DUBLIN ROAD 1ST NON-STATUTORY PUBLIC CONSULTATION REPORT

BUS CONNECTS – DUBLIN ROAD

NON-STATUTORY PUBLIC CONSULTATION

Submissions Report



F03
27th September 2021

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1 INTRODUCTION

1.1 Project Overview

Bus Connects Dublin Road will be a sustainable multi-modal transport corridor which will prioritise public transport and improve journey times and reliability, for city, regional and national bus services. It will deliver 4km of high-quality pedestrian, cyclist, and public transport infrastructure. It will include improvements to footpaths and pedestrian crossings, and the provision of bus lanes and high-quality cycle infrastructure safely connecting homes, workplaces, and other destinations along the route. It will run from the Martin Roundabout (Galway Clinic) to Moneenageisha Junction (refer **Figure 1-1**).

Figure 1-1 Scheme Location Map



The project forms part of the BusConnects programme which is identified as one of the key projects in Project Ireland 2040. Bus Connects Dublin Road will deliver a rationalised network of high-performing cross-city routes, which will serve major city centre trip attractors as well as linking major destinations across the city.

BusConnects is a key part of the Government's policy to improve public transport and address climate change in cities throughout Ireland. It is included within the National Development Plan 2018 – 2027; the Galway Transport Strategy (GTS) published in August 2016; and the Climate Action Plan 2019.

The GTS was developed by Galway City and County Councils in partnership with the National Transport Authority. It was adopted into the Galway City Development Plan 2017 - 2023 in January 2017. The GTS 'sets out an overview of the proposed actions and measures for implementation, covering infrastructural, operational and policy elements'.

BusConnects Dublin Road seeks to implement one of the elements of the GTS which aims to maximise patronage to local bus services, by providing a high frequency public transport network and a convenient and safe cycle and pedestrian network for commuter and leisure journeys.

1.2 Project Status

Galway City Council (GCC), in partnership with the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) have been exploring options for the area to provide the highest quality of service for walkers, cyclists and users of public transport on the Dublin Road.

This included a robust options selection process which focussed on a number of configurations for integrating bus, cycle lanes and widened footpaths along the Dublin Road. It included consideration of impacts on bus,

pedestrian and car journey times, quality of service for cyclists, the impact on the receiving environment, the opportunities for creating an attractive alternative to the car, and value for money.

A resultant Emerging Preferred Option has been developed and has been the subject of a Non-Statutory Public Consultation (NSPC). The Emerging Preferred Option incorporates a range of landscapes from the more built up streets approaching the city to the sensitive and important woodlands and meadows at Roscam and Merlin Park.

1.3 Purpose of Report

The purpose of this report is to document and summarise the outcome of the NSPC process which was carried out to inform the general public and local stakeholders of the proposed plans for BusConnects - Dublin Road and to invite participation in and feedback on the proposed scheme.

It presents a summary of views expressed by the public and interested parties received during the NSPC. It reflects the opinions of the public and interested parties and not those of GCC, TII or the NTA.

2 NON-STATUTORY PUBLIC CONSULTATION

2.1 Consultation Plan

The NSPC was informed by the Consultation Plan for the project developed by TII and RPS. Although non-statutory consultations have no legal status, TII and GCC have chosen to carry out the consultation to seek views from those likely to be interested in or affected by the proposals, which can then be taken into consideration in the decision-making process and the design going forward.

This NSPC is the first formal and coordinated public and stakeholder consultation on the project. To date there have been some local media releases and meetings with Galway City Councillors. Although the coverage received to date has been positive, consultation on the scheme commenced without any significant prior feedback from the public or stakeholders.

2.1.1 Covid-19

The NSPC was delivered during the Covid-19 pandemic and therefore consultation had to be tailored to adapt to the restrictions in place. Typical means for public consultation and project workshops were no longer viable as the sole means for public engagement. Consequently, there have been no live public information events to date.

2.2 Consultation Process

The consultation process ran over a period of 12 weeks, from the 8th October 2020 to the 7th January 2021. The consultation period was extended to accommodate the Christmas period whilst also being cognisant of allowing sufficient time for the public and stakeholders to engage, given that the means for consultation differed to what has traditionally been the norm.

Although the focus was on digital engagement, including delivering consultation materials online, and providing an email address, to ensure participation by all, including those with no access to the internet, postal submissions and telephone enquiries were also invited and promoted via a leaflet letter drop (refer Section 2.2.2)

2.2.1 Project Website and Virtual Room

The Project Website, accessed via <https://bcgdublinroad.ie/>, was a one stop shop for all materials to support the consultation process. It went live on the 8th October 2020. An Irish language version was also available.

Key project information was provided on the website (refer **Figure 2-1**), including a comprehensive overview of the key facts and key benefits of the scheme. Route Maps could be accessed and downloaded together with the scheme brochure. Contact details were provided to enable the public submit feedback via various means, such as by email, telephone, post or through an online feedback form.



Figure 2-1 Project Website - <https://bcgdublinroad.ie/>

The [virtual room](#) was accessed through the project website and contained a series of information displays similar to what would be presented in a conventional public consultation setting. It also displayed photomontages showing the scheme proposals at key vantage points along the route. The intention was to provide consultees with the opportunity to find out more about the proposals and have their say in an online forum that mirrored the set-up of a traditional public drop in event.

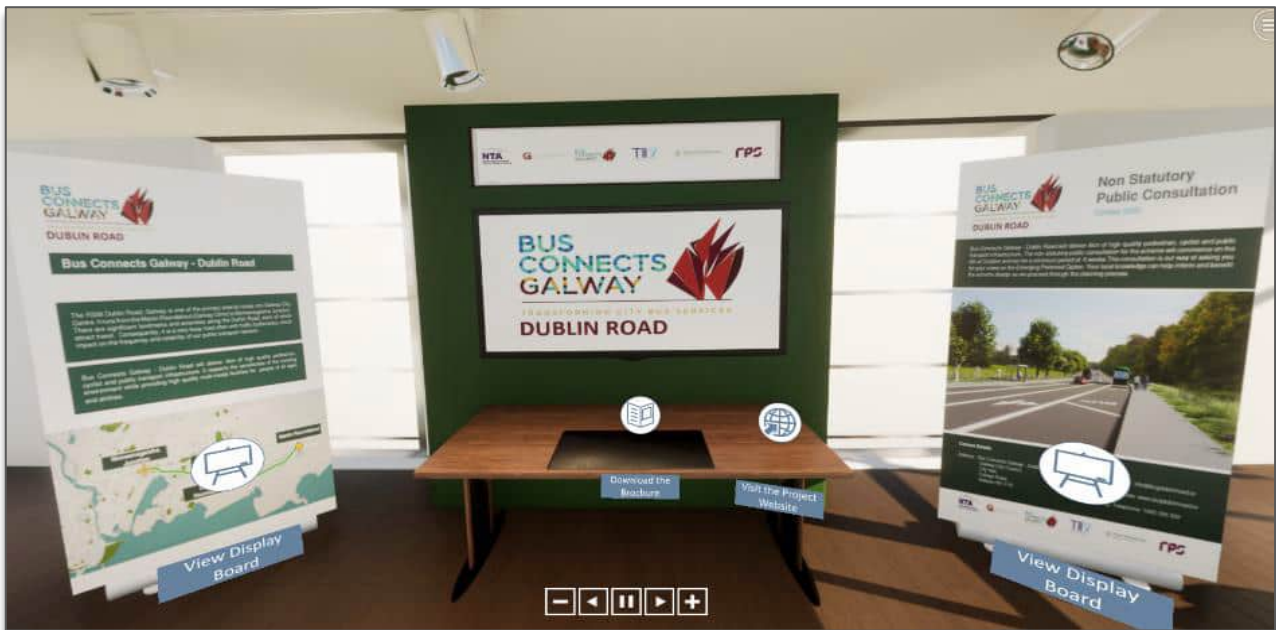


Figure 2-2 Virtual Room Interface

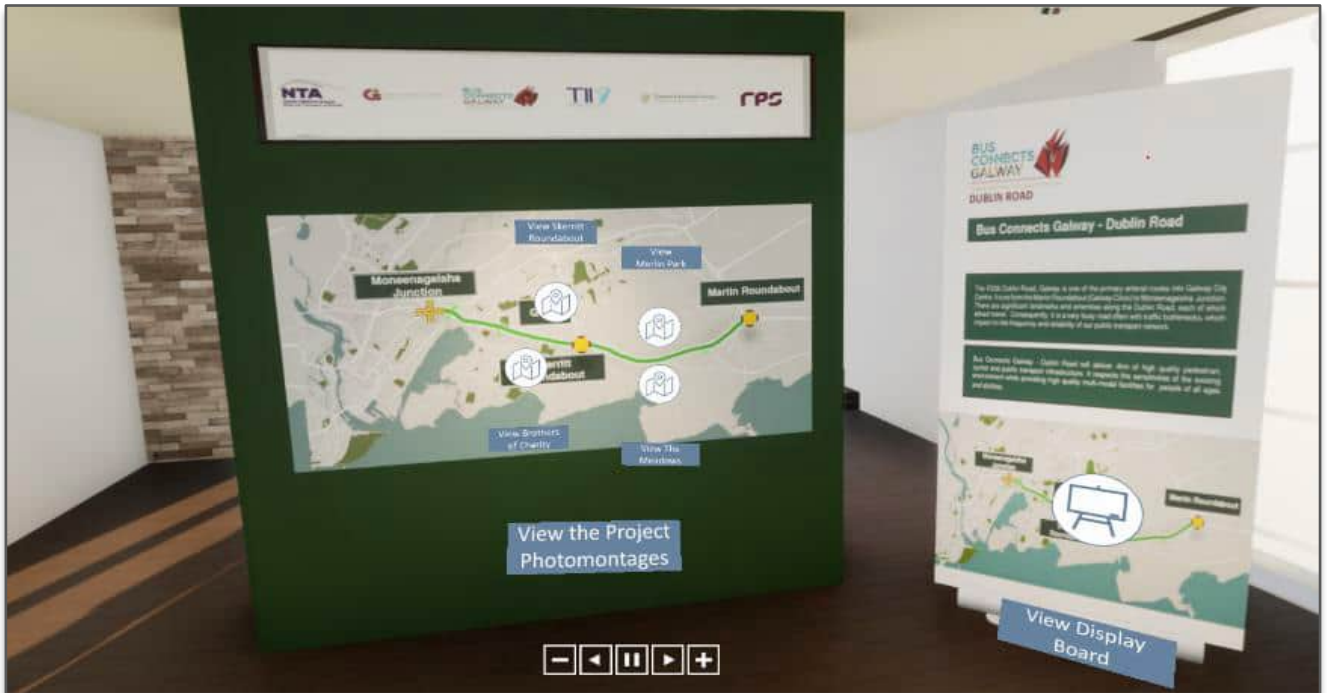


Figure 2-3 Virtual Room Interface

2.2.2 Leaflet/Letter Drop

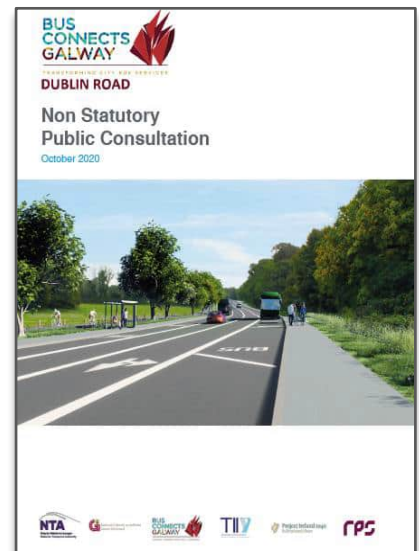
On the 6th October 2020, the NSPC team posted letters, together with relevant maps of the proposed scheme to all landowners who could be directly impacted by the scheme (Refer **Appendix A** - letter template).

A brochure drop was also carried out on the 17th December 2020. Brochures were delivered to 382 no. homes and businesses in close proximity to the scheme.

This ensured that the consultation was accessible to non-internet users and those who do not regularly follow local news.

2.2.3 Public Advertising

Posters advertising the scheme were also placed in Bus Shelters along the Dublin Road. A copy of the poster/leaflet is provided in **Appendix B**.



2.2.4 Accessibility

Information on the proposals was made available on a number of formats to maximise accessibility. All materials were written in plain language. The consultation booklet and website were available in both Irish and English language versions. No alternative formats were requested during the NSPC.

2.2.5 Newspaper Advertising

Advertisements were placed in the Galway City Tribune on the 16th October and the 6th November 2020, and in the Galway Advertiser on the 22nd of October and the 12th November 2020.

These advertisements included details to direct the public to complete feedback forms as well as contact details to submit feedback via post and phone.

A copy of this advertisement is provided in **Appendix B**.

2.2.6 Media

GCC announced the public consultation on the airwaves of Galway Bay FM on the 9th October 2020.



Figure 2-4 Local Media and Social Media Announcements

2.2.7 Social Media

Galway City Council announced the NSPC on their twitter account and provided a link to the project website via <https://www.galwaycity.ie/bcgdublinroad> on the day the website went live.

2.2.8 GCC Elected Representatives

Elected Representatives were briefed on the Emerging Preferred Option in advance of the launch of the NSPC.

An online presentation to GCC Councillors was held on the 22nd July 2020. This included a slide presentation showing maps and drawings of the proposed Emerging Preferred Option, along with an outline timeline for NSPC and the detailed design. This allowed representatives the opportunity to become familiar with the proposal and to ask questions and give feedback.

A further update on the project was provided to Elected Representatives in writing on the 12th October 2020, to coincide with the launch of the NSPC and Councillors were provided with hard copies of the NSPC brochure by post.

2.2.9 GCC Stakeholder Meetings

GCC, in conjunction with TII, hosted a series of online Stakeholder Meetings on the 30th November 2020 and on the 1st December 2020. The presentation slides used for these events are provided in **Appendix C**. These meetings covered both the Bus Connects Galway Dublin Road project and the Bus Connects Galway Cross City Link. They comprised of videos and walk-throughs of the Virtual Consultation Rooms for both projects,

followed by a detailed questions and answers session, which enabled attendees to understand and engage in the process. Attendees were also encouraged to follow up with written submissions through the formal NSPC channels. These Stakeholder Meetings were delivered to the following groups:

- Public Transport Operators
- Private Bus Operators
- Community/Education/Emergency Services
- Transport Consultancies/Cycling/Walking Groups
- Local Businesses

2.2.10 Online Meetings with interested parties

Stakeholders and landowners also had the opportunity to meet with GCC and TII to raise any particular concerns and put forward suggestions. Meetings were facilitated for any party that requested a meeting on the Microsoft Teams platform. These were held during November, December 2020, and January 2021.

Ten such meetings were held. Consultees were a mix of local residents, resident associations, community, environmental and sports groups. Their feedback has been collated together with all of the submissions as set out in Section 3 of this report.

The meetings were held with:

- Galway Hospice
- Flannery`s Hotel
- Co-Operative Housing
- Galwegians Rugby Club
- Woodhaven Residents
- The HSE
- Friends of Merlin Woods
- Belmont Residents

3 SUBMISSIONS RECEIVED

For the purpose of this report, stakeholders are defined as groups, organisations and individuals identified as having a specific interest in this proposal.

187 stakeholder responses were received in total. A small portion of these may have issued more than one submission, or submitted using more than one of the available avenues. Once multiple responses were consolidated into one coded submission, the number of submissions totalled 168.

This section is a compilation of the issues raised from the collated stakeholder feedback. Of the 168 submissions:

- 43 no. submissions were received either via email to the dedicated email address for the project (info@bcgdublinroad.ie) or to Galway City Council.
- 118 no. submissions were received via the Online Submission Form
- 7. no phone calls/voicemails were received on the dedicated phone line for the project (1800 326 502).

Discussions were had at the GCC Stakeholder events and via the Microsoft Teams platform as outlined in Sections 2.2.9 and 2.2.10.

All submissions were logged on the dedicated TII SMART system for BusConnects Dublin Road.

Further emails were received into the project email inbox, however many of these emails were not submissions related to this project and therefore were not included for the purpose of this report.

3.1 Overarching Feedback

In general, stakeholders acknowledged and supported the need for improvements along the Dublin Road in terms of amenity value, traffic congestion and improvement of bus services. Allowance for bus and cycle/pedestrian infrastructure was broadly welcomed to decrease dependence on cars thus reducing traffic, fuel consumption, cost, and emissions.

3.1.1 Positive Feedback

100 respondents (60% of overall respondents) expressed their overall support for the scheme and highlighted certain aspects on the scheme, where:

- 57% of respondents liked the provision of additional footpaths & pedestrian crossings
- 71% of respondents liked the provision of safer cycling facilities
- 62% of respondents liked that the scheme would ensure more frequent and reliable bus services
- 45% of respondents liked that the scheme had considered environmental factors
- 13% of respondents liked some other aspect of the scheme, e.g., reduced space for private vehicles and the expected change in mode share as a result of the scheme

This feedback is graphically illustrated in **Figure 3-1**.

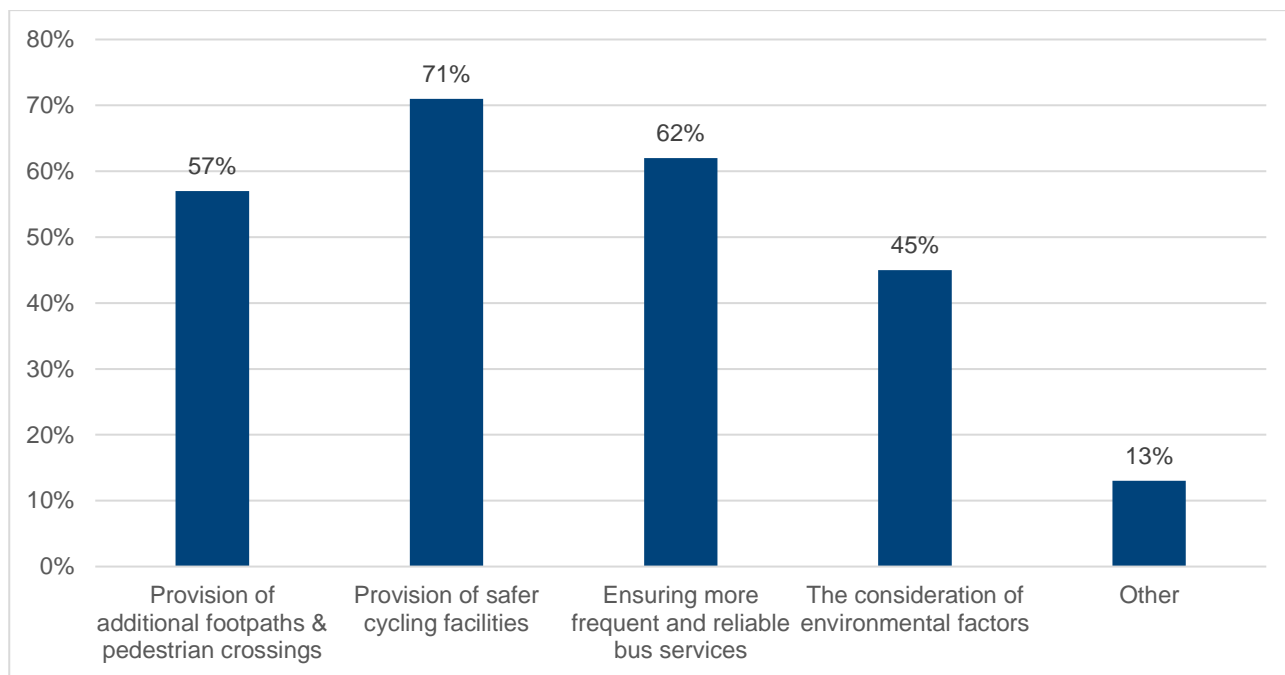


Figure 3-1 Feedback Received on Positive Aspects of the Scheme¹

Groups and businesses such as the Galway Chamber of Commerce, City Direct, and the Galway City Community Network were also supportive of the scheme in their submissions.

3.1.2 Key Issues Raised

Although the overall support for the scheme was positive, some issues were raised in relation to:

- Environmental concerns - 50%
- Access points along the route - 22%
- Social and amenity issues - 26%

Key environmental concerns were loss of green space and the potential for noise and air pollution. In relation to access points, the layout, and changes to accesses at housing estates and at Merlin Park Hospital were raised as concerns.

Social and amenity concerns raised mainly related to cycle safety, loss of green space, the existing anti-social behaviour that occurs adjacent to the route, and which may become more of a problem if pedestrian and cycle access through housing areas is increased.

This feedback is graphically illustrated **Figure 3-2**.

Some direct quotes from submissions received are set out in Section 3.2 of this report to reflect the overall sentiment of the public consultation.

¹ These percentages take into account that respondents could select multiple options from the online feedback form.



Figure 3-2 Summary Key Issues Raised

3.1.3 Modal Split

Respondents to the survey were asked what mode of transport they used along the Dublin Road. This percentage modal split is shown in **Figure 3-3**. Of the total submissions received, 22% are raised by pedestrians, 32% by cyclists, 13% by bus users and 53% by motorists.

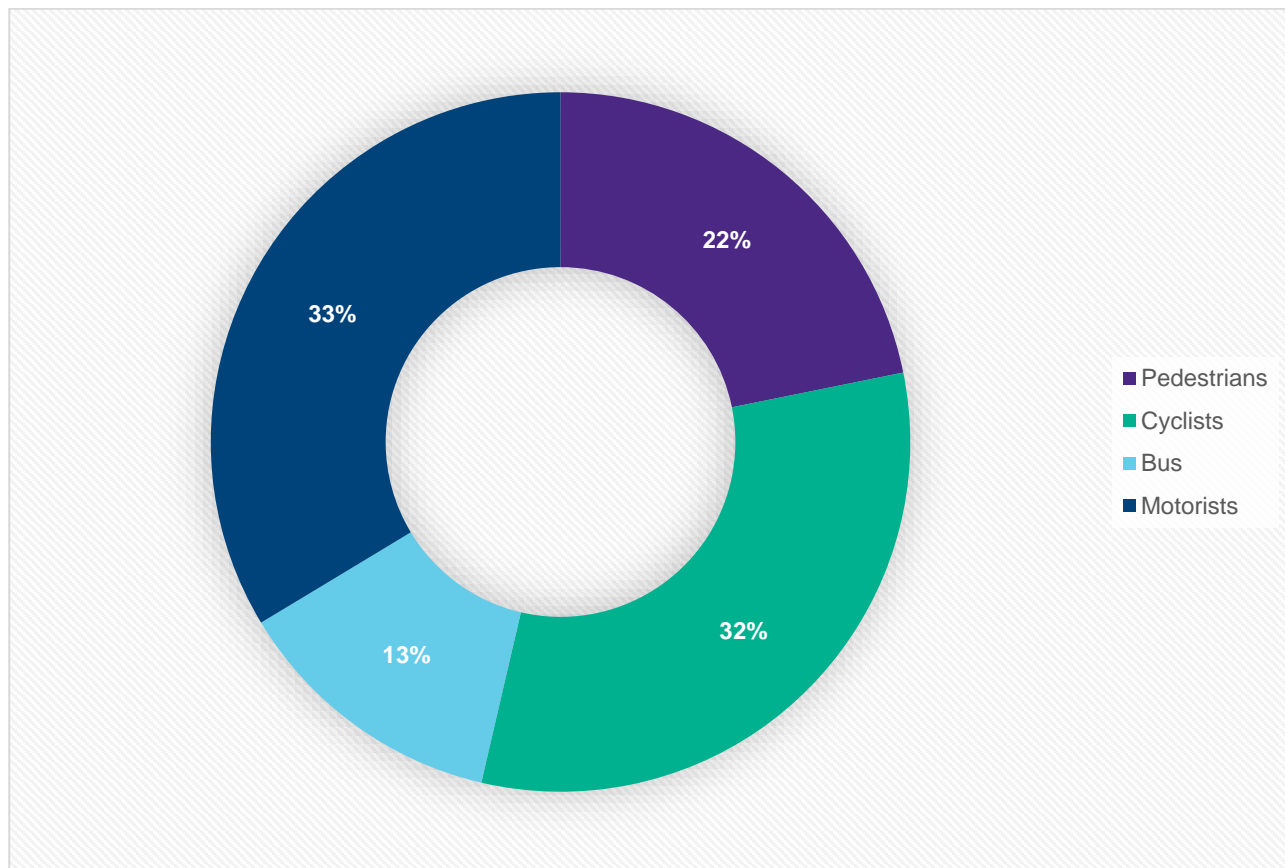


Figure 3-3 Breakdown of feedback according to particular transport modes

Key concerns raised by pedestrians, cyclists, bus and private car users are displayed in **Figure 3-4**, **Figure 3-5**, and **Figure 3-6** respectively. A common theme across all four groups was in relation to safety and modal segregation.

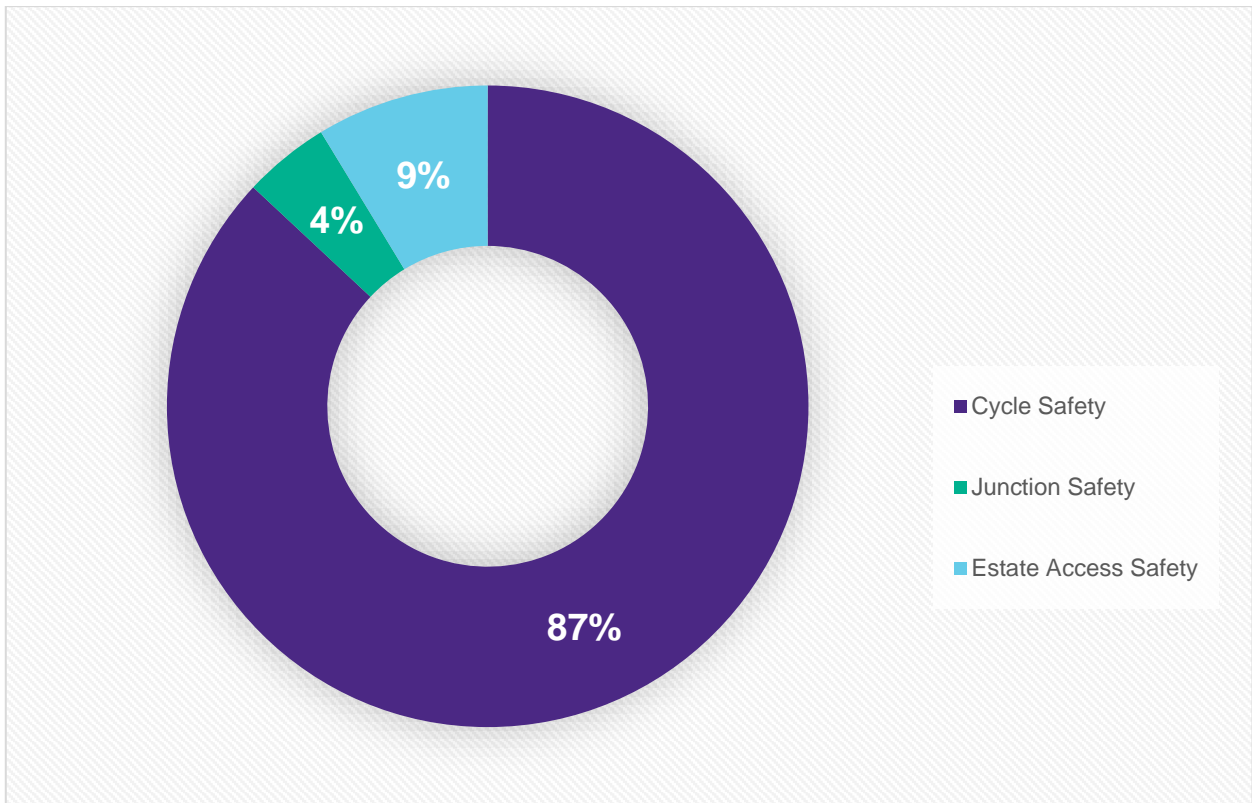


Figure 3-4 Key concerns pertaining to cycling

Whilst cyclists did highlight some concerns, the scheme was broadly welcomed by this group. Feedback submitted was largely related to providing suggestions in terms of cycle lane configuration, particularly at junctions.

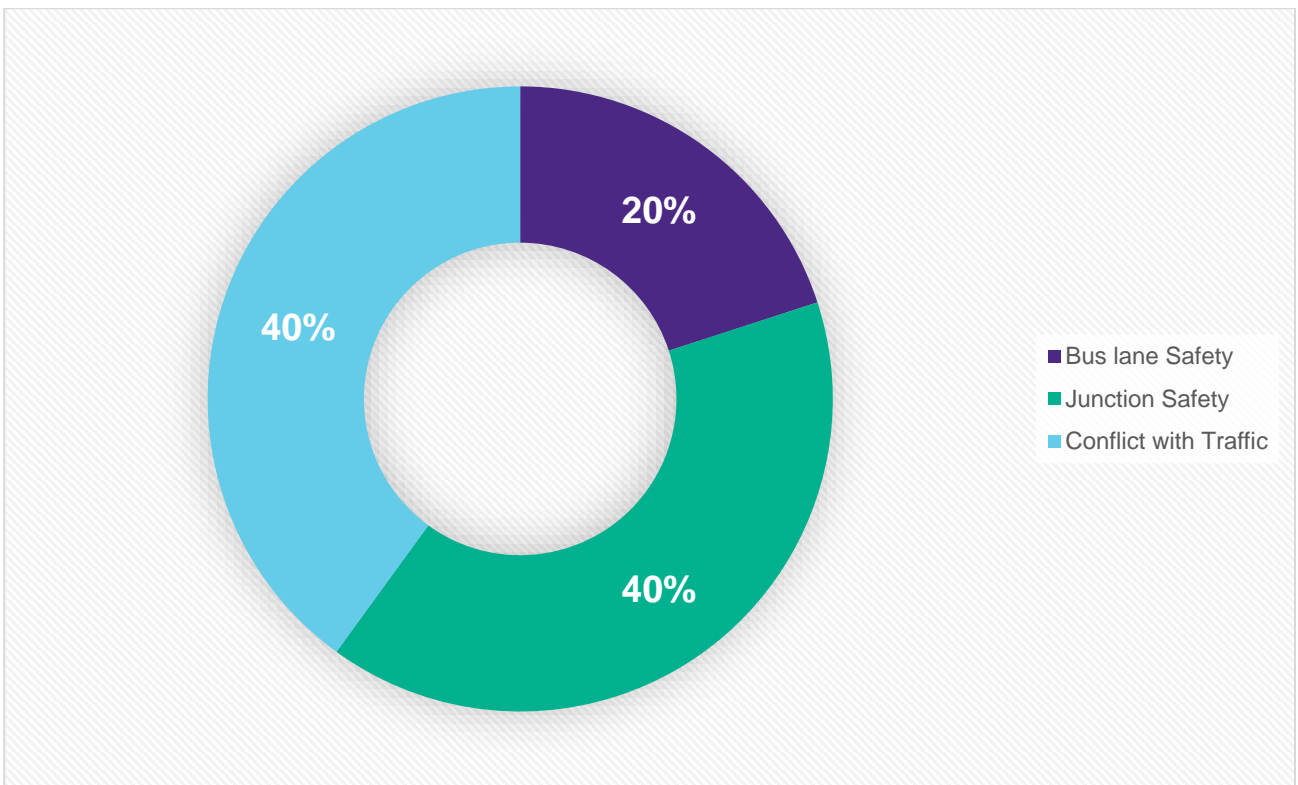


Figure 3-5 Key concerns pertaining to buses

Similar to cyclists, the scheme was generally viewed positively by bus users. The City Direct Bus company submission “*warmly welcomed*” the scheme. Some respondents who commute along the Dublin Road, shared that they hoped the scheme would provide them with an opportunity to increase the amount they use public transport.

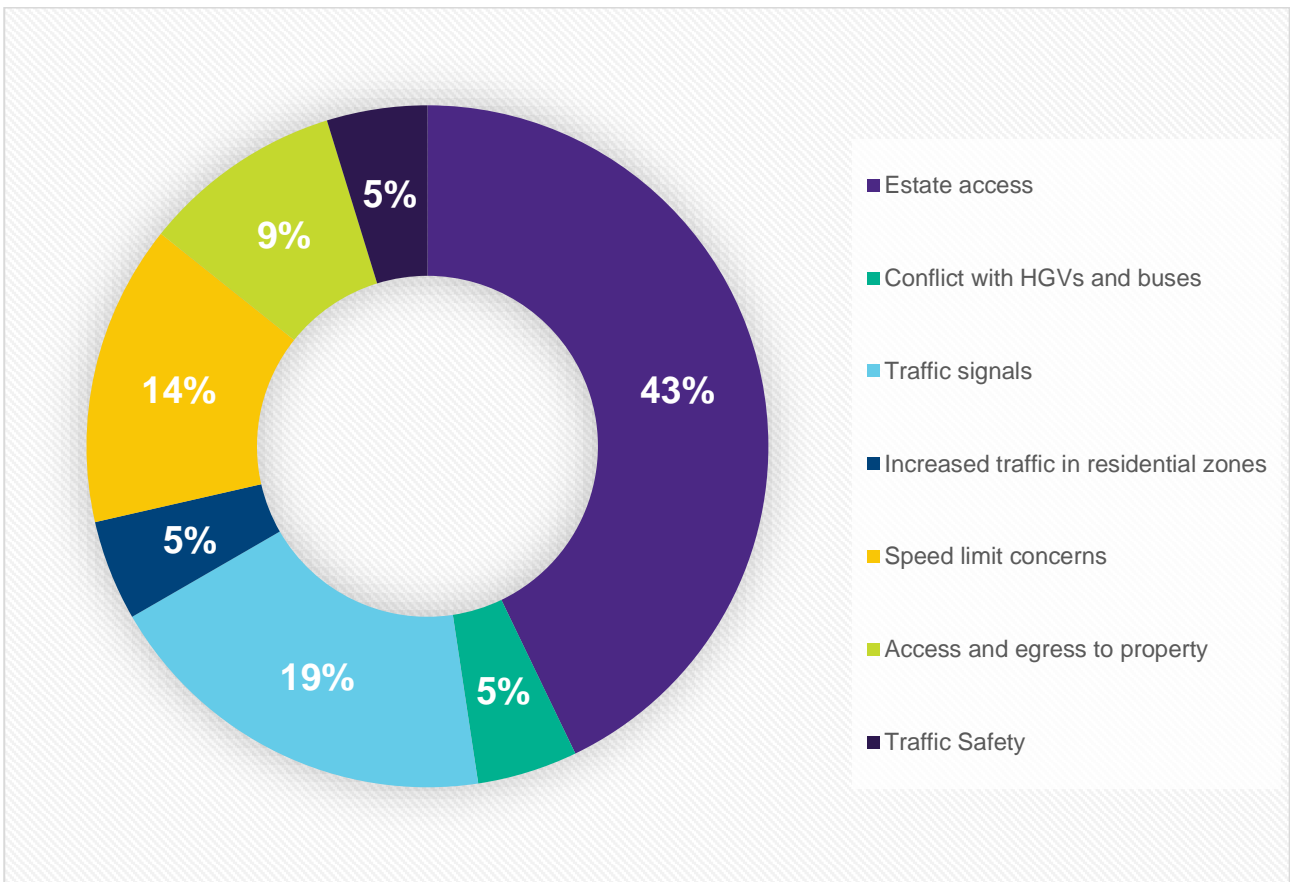


Figure 3-6 Key concerns pertaining to motorists

There were a number of motorists who also walk, cycle, and use public transport. In some of these cases, the concerns raised as a motorist were balanced with concerns as a cyclist or pedestrian and with an overall support for the scheme. For example, a motorist who is also a resident in the area raised concerns regarding their access when driving, but also noted concerns regarding issues with the existing pedestrian lights at Wellpark Grove, and the ‘kissing gate’ near Wellpark grove, in that it impedes access for cyclists.

3.1.4 Detailed Stakeholder Feedback

As set out in Section 2.2.10, detailed online stakeholder meetings were held on request. Key concerns raised at these meetings are summarised as follows:

- **Belmont Estate:** Concerns with respect to access, conflict with commercial traffic, loss of green amenity
- **Belmont Cooperative Housing Group:** Concerns with respect to access, conflict with commercial traffic, loss of green amenity
- **Woodhaven Estate:** Concerns with respect to access, conflict with road traffic, conflict with cycleway, loss of green amenity, concerns about anti-social behaviour
- **Flannery`s Hotel:** Loss of direct access, potential impact on parking and boundary treatment
- **Galwegian`s Rugby Grounds:** Impact on access and parking
- **Friends of Merlin Woods:** Protection of biodiversity, clear boundary demarcation, litter and anti-social behaviour, access points on and off the proposed off-line cycle path
- **Cyclist Groups:** As above for access points on and off the proposed off-line cycle path at Merlin Woods
- **Galway Hospice:** Requested ongoing consultation if impacts to boundary or property arose
- **Various Property Owners:** Concern regarding access and egress, carparking, boundary change, conflict with traffic

3.1.5 Thematic Feedback

The following is a thematic breakdown of feedback under the key issues raised in **Figure 3-1** – Access, Environment, Amenity and Social.

3.1.5.1 Access concerns

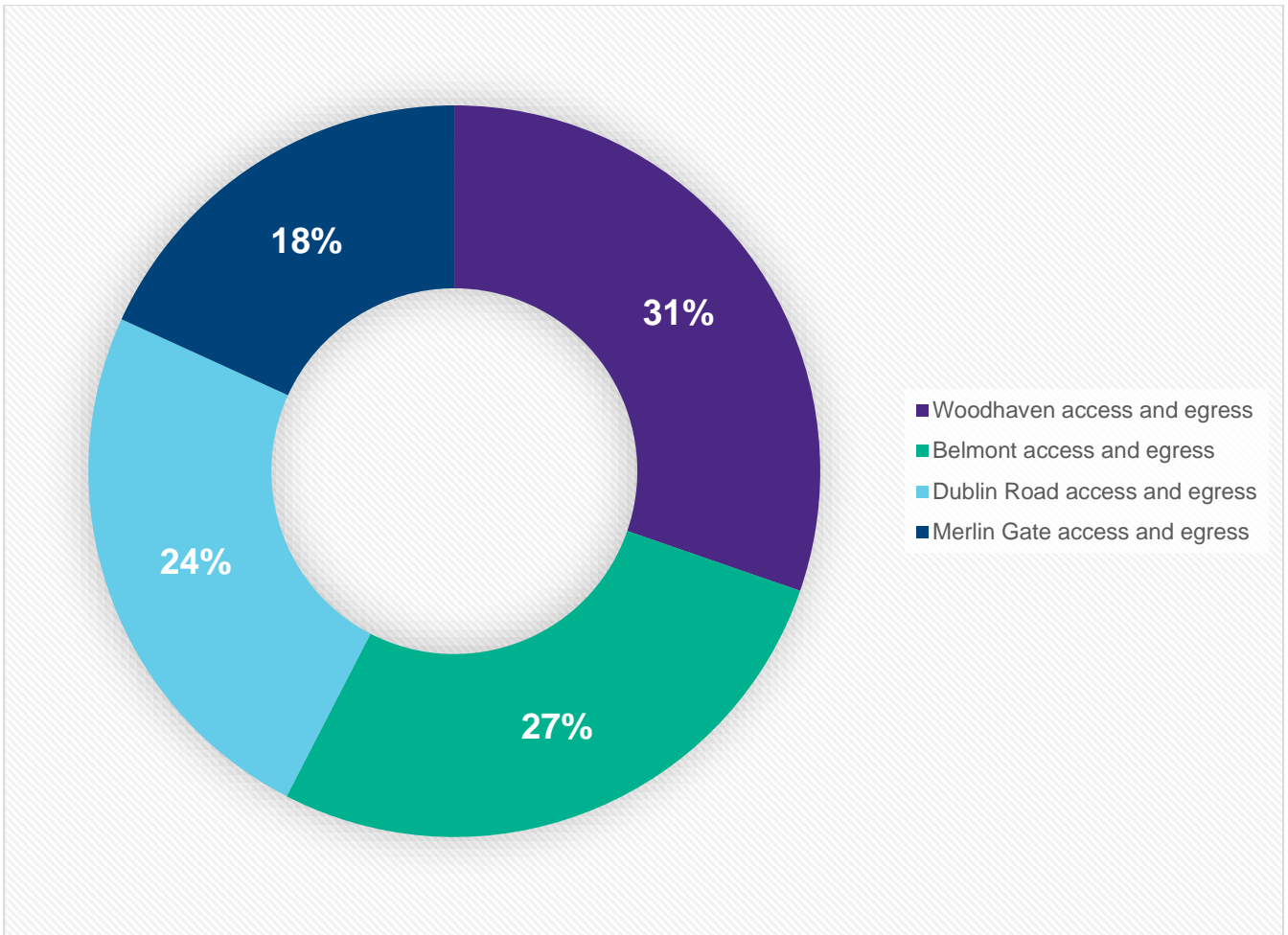


Figure 3-7 Access Concerns

Belmont Estate

Strong concerns were expressed in relation to merging of the entrance to Belmont Estate and Flannery`s Hotel. These were mainly in relation to traffic safety implications as a result of increased commercial traffic to the hotel, particularly in relation to HGVs and cars coming closer to the front row of houses in the estate. Also, that there may be a potential for the area to be used as an overflow car park if there is an event at the hotel and there is a large volume of cars to accommodate. Residents were generally in favour of the relocation of the junction and felt that the signalisation would be of benefit.

Woodhaven

Concerns were raised regarding gaining access to and from the estate by car via a widened road corridor. Accessing the bus stop across the road from the estate for residents on foot was also highlighted as being difficult, given the widened corridor. Another aspect of concern was a potential conflict with cyclists as a two-way cycle path separate from the road is proposed to run through the green area at the front of Woodhaven estate. It was felt that this would cause confusion and additional conflict.

Galwegian`s Rugby Grounds

Responses raising concern around the grounds of Galwegians Rugby Football Club noted the need to ensure some form of direct access would remain in place for emergency service access. Minimising the loss of parking was also highlighted as a key consideration. Concern was raised over there being a shared

access through or adjacent to existing housing estates. The preference is to retain an access off the Dublin Road. A shared option would also be acceptable.

Flannery`s Hotel

Concern was expressed regarding access to Flannery`s Hotel. Direct independent Dublin Road access was requested to be retained for the property. It was also requested that there be no impact on the current parking facilities within the property.

The Huntsman Inn

Concern was expressed regarding the impact that the proposals would have on the existing access points to the Huntsman Inn from the current positions on the Dublin Road and on College Road. It was requested that the detailed design of any required land-take to be made available as soon as possible.

Other Access Concerns

Other concerns related to safe access in and out of properties, particularly where there might be a need to reverse. In one instance, a property owner was concerned with relocation of car-parking. In another instance, concern was raised about access to and from a working farm and potential conflict with cyclists. 'Friends of Merlin Woods' and Cyclists Groups raised the issue of access points on and off the proposed off-line cycle path.

3.1.5.2 Environmental Concerns

Increased air/noise pollution, heavy traffic and the loss of public open space/green space are amongst the main environmental concerns raised. This is particularly where there is a perception that, through the increased provision of lanes, the road would be in closer proximity to houses, leading also to loss of parking and safety concerns. In total 52% of the total 168 submissions related to environmental concerns, which can be broken down as follows in **Figure 3-8**.

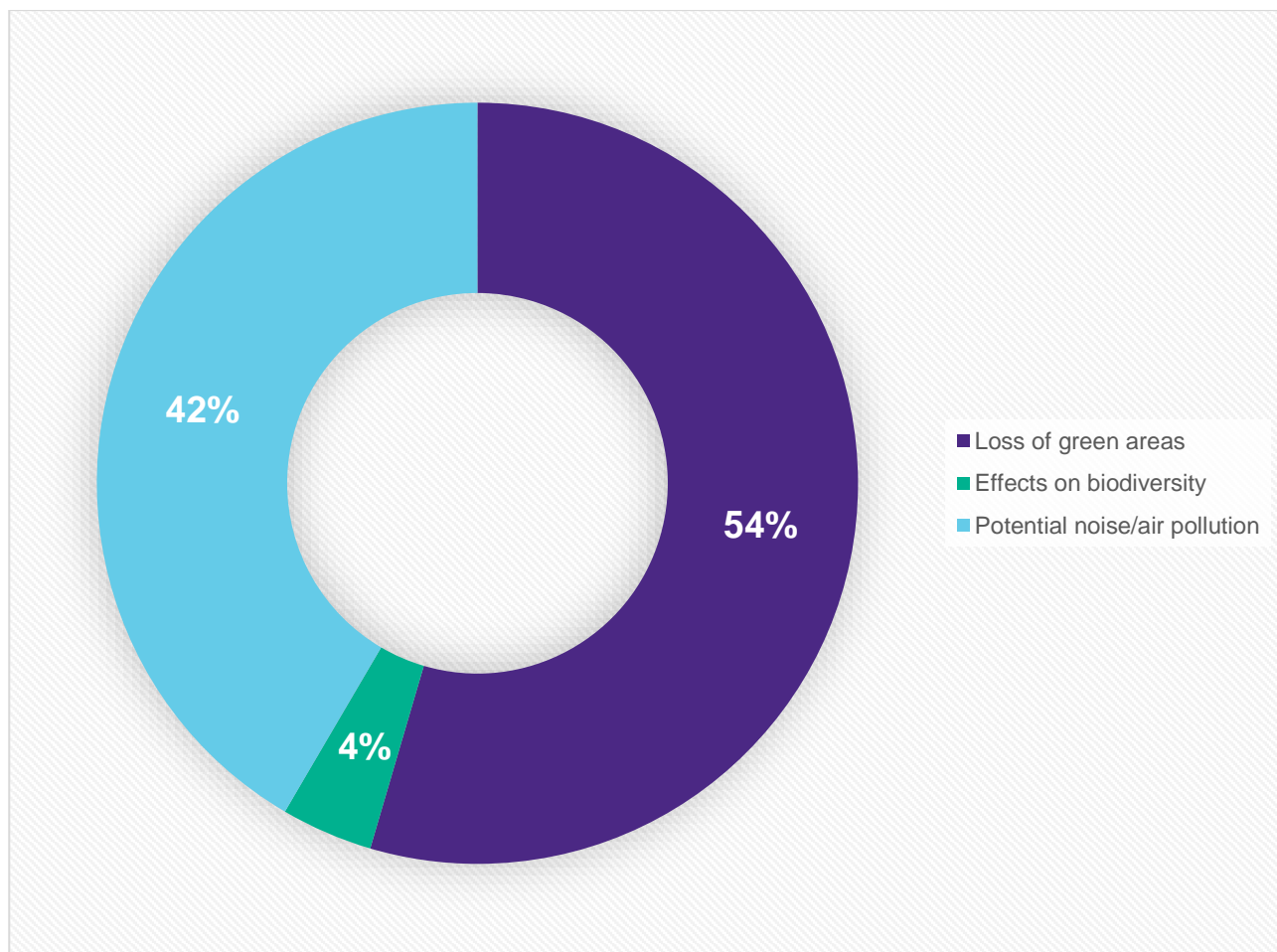


Figure 3-8 Environmental Concerns

Loss of Green Space

- At Woodhaven Housing Estate there are concerns around the loss of green space arising from the proposed cycle lane and the potential conflicts with the use and enjoyment of that green space for residents.
- At Belmont Housing Estate there are concerns around the loss of green space arising from the proposed configuration of the shared access road to the estate and to the hotel, as well as concern regarding potential conflicts with the use and enjoyment of that green space for residents. There were also concerns around the increase in traffic from the hotel and the mixing of residential and commercial traffic, particularly in relation to HGVs using the entrance.
- Friends of Merlin Woods were broadly supportive of the scheme but expressed concern about encroachment into the sensitive area of Merlin Park/Meadows and put forward suggested mitigation measures.

Pollution Air/Noise

There is an overall perception that the road would be closer to houses. Concerns were raised regarding potential traffic increase through residential areas and the knock-on impact this may have on air quality and current noise levels. Pollution is a high-level concern with 42% of environmental concerns referencing this.

Biodiversity

Concerns raised regarding biodiversity mainly relate to Merlin Woods and any impacts that could occur upon the woods and the surrounding grasslands which are an important local amenity and area of biodiversity. In some cases, respondents who raised concerns regarding biodiversity also acknowledged that the project will

be beneficial for the environment overall and highlighted the benefits the project will bring in terms of improving access to nature for many people. The proposed low-impact cycle facility and the retention of existing planted boundaries and historic boundary walls was welcomed, with the proviso that mitigation measures may be required.

3.1.5.3 Social Concerns

Of the total submissions issued, 6% related to social concerns; mainly received from residents and business users of the area, as summarised in **Figure 3-9**.

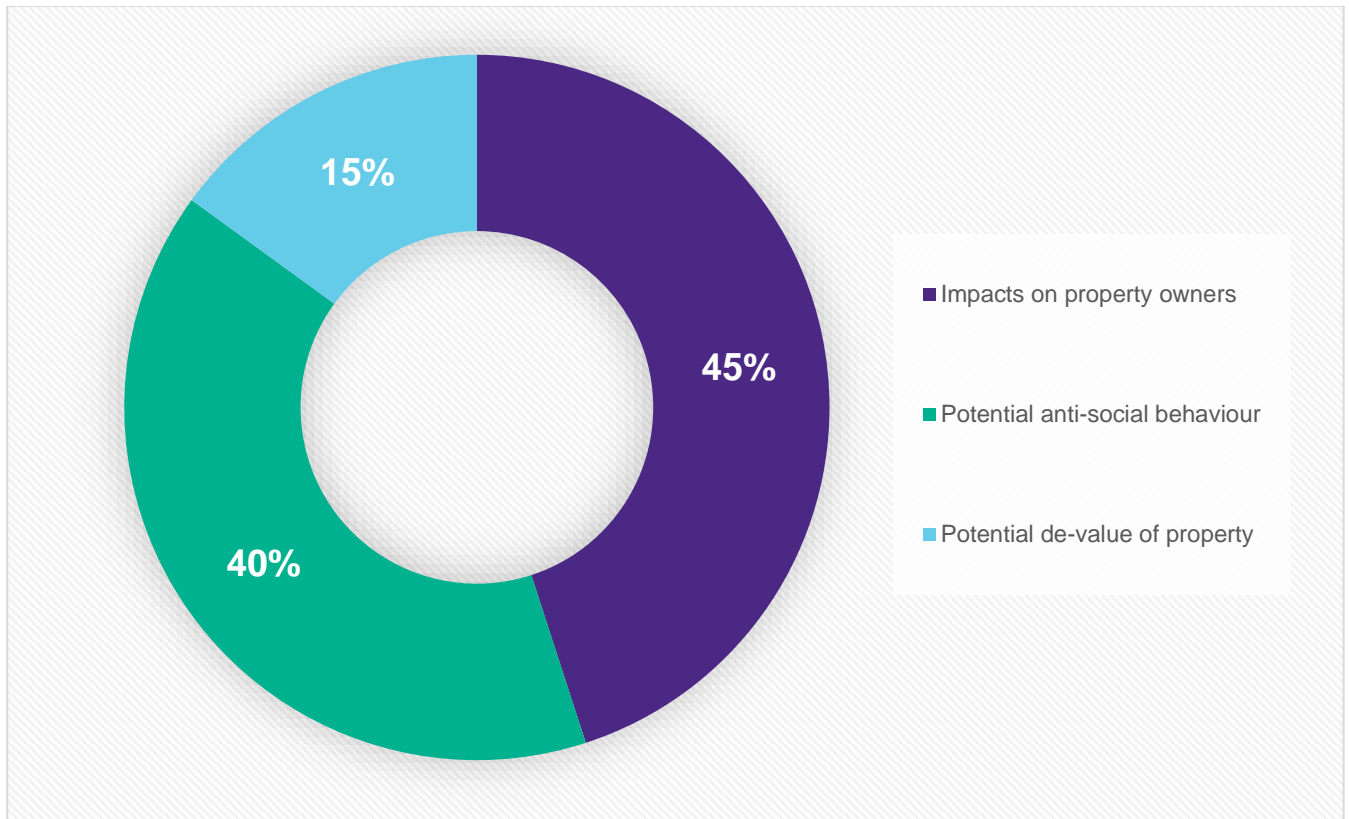


Figure 3-9 Social Concerns

Impacts on Property

The main social concern from stakeholders is impacts that may occur to properties as a result of the project; 45% of responses highlight this as a concern. This is mainly to do with the perception that the road would be in closer proximity to houses than the current situation, and there would be consequential increased noise and air pollution. There is also a concern about perceived knock-on impacts of a cycleway cutting through the green areas, and the anti-social problems that may arise as a consequence of increase footfall and cycle traffic. Some property owners also had privacy concerns where existing boundary walls currently provide a certain level of security and privacy. There are concerns that this together with an overall loss in green space may result in a devaluation of properties

Anti-social behaviour

An increase in anti-social behaviour is cited as a concern for 40% of respondents in the category highlighting social concerns. This is raised as a consequence of there being a perceived increase in pedestrian traffic through residential areas which may result in loitering and other antisocial behaviour.

Property Value

A small percentage of respondents have described the possible impact that the proposed scheme may have on the value of their property.

3.2 Stakeholder Sentiment

“Warmly welcome this proposed public transport initiative.”

“The overall design that aims to consider multiple modes of transport is welcome. I find it positive that we are now prioritising public transport and cycling at least on an equal par to private cars.”

“The plan looks brilliant. It’s really important to encourage use of public transport/walking/cycling to work/college etc. We need to reduce the carbon footprint of the city and its suburbs.”

“Don’t like it in any way. Public transport and bicycles are only a viable option for some. Your plan makes travel to the city for private motorists almost impossible without any real alternative...”

“As an elderly non car user the increase in frequency of the bus service and improved cycling facilities is to be welcomed.”

“This needs to go ahead. We need public transport and safe cycling.”

"I'm concerned that the access on Dublin road gives too much priority to ingress of cars at junctions and entrance points, breaking the flow and integrity of the cycle lane and dramatically reducing the safety and attractiveness of the cycle journey"

"It will hugely increase traffic especially with the new signalled junction."

"We will lose our green area. It will bring heavier business traffic closer to our houses. It will make more difficult to access the estate due to new traffic junction."

"It would make it possible for us to cycle as a family."

"This looks great, looking forward to seeing it happen."

"What a great approach to a great city!"

3.3 Stakeholder Suggestions (all respondents)

3.3.1 Scheme Wide

Suggestions put forward relating to the entire scheme are as follows:

- Safe segregation of modes, particularly with respect to cyclists interacting with cars, and cyclists interacting with pedestrians
- Differentiate lanes using kerb protection as opposed to line markings to enhance cyclist safety.
- Incorporate more pedestrian crossings into the scheme.

3.3.2 Specific Locations

There were a number of specific locations throughout the project where alternative suggestions were provided.

3.3.2.1 Rosshill Road Junction

- Introduce a short bus lane after the Rosshill Junction.
- Include a segregated cycle lane to connect the coast road to Galway Crystal.
- Introduce a two-way cycling lane from Rosshill Junction to Merlin Park Hospital (Note: There is one on the northern side of the road in the current design).
- Create an opening at the Rosshill woods to the new footpath along the Dublin Road. Encourage people to walk in nature

3.3.2.2 Belmont/Flannery`s/Galwegian`s Entrance

Suggestions specific to the Belmont/Flannery's/Galwegians area are as follows:

- Avoid mixing of residential and commercial traffic at Belmont / Galwegians / Flannery`s entrances
- Explore cycle lane and pedestrian options that lessen the impact on the green areas within the estates adjacent to the Dublin Road
- Retain greenspace within the estate.

3.3.2.3 Skerritt Roundabout/GMIT

- Build underpasses from GMIT grounds to the other side of the road.
- Consider location of pedestrian crossing outside of GMIT

3.3.2.4 Woodhaven

- Change the location of the entrance to the estate to connect either to Merlin Park Hospital entrance to the east or the Corrib Great Southern to the west. The existing entrance could then be closed off to vehicular traffic and made a pedestrian only entrance.
- Relocate the cycleway outside of the Woodhaven boundary wall.

3.3.2.5 Wellpark

The introduction of a pedestrian crossing near the Dublin Road entrance to Wellpark retail park was suggested as an there are high incidences in the number of people running across the road at this location.

4 SUMMARY AND CONCLUSIONS

The Non-Statutory Public Consultation (NSPC) for BusConnects Galway – Dublin Road took place between October 8th 2020 and the 7th January 2021. The consultation was designed to provide those likely to be interested in or affected by the proposals the opportunity to provide feedback at this early stage.

Due to the Covid-19 pandemic, the consultation process has been largely online with a dedicated [website](#) and [virtual room](#) designed to be a one stop shop for all materials to support the consultation process. The scheme has also been advertised on local newspapers, bus shelters and leaflet/letter drops to all land and property owners directly impacted by the scheme. The scheme was promoted by Galway City Council on Galway Bay FM and social media.

Feedback on the scheme was provided mainly via direct email to a project email account or through online feedback forms.

A total of 168 submissions were received, of which:

- 43 no. submissions were received either via email to the dedicated email address for the project or to Galway City Council.
- 118 no. submissions were received via the Online Submission Form
- 7. no phone calls/voicemails were received on the dedicated phone line for the project.

Briefings were held for elected representatives, and online meetings were held with stakeholders and interested parties.

There was a significant amount of positive feedback from stakeholders, which focused on the benefits the proposals will bring. These included the increased connectivity, the long term positive environmental impact, the improvement of walking and cycling infrastructure, overall local regeneration, and the extended public transport reach in terms of improvements to bus services. Respondents on the most part, welcomed the *“increase in frequency of the bus service and improved cycling facilities”*.

Stakeholder concerns included a perceived negative impact on residents particularly at Belmont and Woodhaven Estates due to the loss of green space, safety concerns, anticipated anti-social behaviour and access proposals to these residential areas.

There were a number of concerns in relation to accesses to other venues such as Flannery’s Hotel, Galwegian Rugby Grounds, and the Huntsman Inn.

4.1 Next Steps

This report has provided an overview of the consultation submissions received. The issues raised will be considered by the NTA, GCC and TII in the finalisation of the Emerging Preferred Option and in bringing the scheme to preliminary design and planning stages.

The preliminary design will be informed by the areas of the proposals that have received support as well as the areas that have received objections or where alternative suggestions have been made. Constructive engagement with all stakeholders and the local community will continue and will be crucial to informing the development of the proposals.

An Environmental Impact Statement will be carried out (as per EIA Directive 2014/52/EU) and will accompany the planning application for the scheme to An Bord Pleanála.

5 GENERAL DATA PROTECTION REGULATIONS (GDPR)

The NSPC is fully compliant with GDPR processes. TII and GCC are joint controllers of personal data for the scheme. A data protection notice has therefore been issued jointly by GCC and TII and is published on the project website.

The purpose of this notice is to inform consultees of the data that is collected for use in connection with the BusConnects Galway Dublin Road Scheme.

Refer [Data Protection Notice](#)