

# Dunmore N83 Bridge Street



## WELCOME

Welcome to the 2<sup>nd</sup> stage of public consultation for Dunmore N83 Bridge Street Improvement works. This project has been commissioned by Galway County Council with funding from the Department of Rural and Community Development. The purpose of the project is to improve the centre of Dunmore to enable regeneration within the town, improve the usability of Bridge Street and encourage use of the Square. The project will seek to establish a best fit solution to the safety and experience for road users and the town centre.

These information boards set out the findings of the process so far and update you on the findings of the route selection process. Please peruse the information boards, watch the video and to give your feedback. We will also consider other ideas that you may have for the project.

## THE PROCESS SO FAR

A consultancy team led by O'Connor Sutton Cronin has been appointed to prepare this plan. They are a leading consultancy with extensive Irish and International experience in related projects.

Since starting in late 2019, the team has been conducting extensive research and site appraisal work to inform the plan. We have:

1. Defined the Study area
2. Selected Potential Routes
3. Commissioned an Archaeologist and Ecologist
4. Liaised with the County Councillors at their meeting
5. Met Local Stakeholders
6. Procured traffic and topographical surveys
7. Carried out a Land and Planning Search
8. Developed the Potential Routes
9. Assessed the developed routes using a recognised Multi Criteria Analysis Methodology
10. Selected the Emerging Preferred Route



## HOW CAN I HAVE MY SAY?

To help shape this scheme we would like to hear your thoughts about the emerging preferred route, your feedback on the Draft Plan and your creative ideas for your town..

View the Consultation information, including video and complete an online survey at:

[www.galway.ie/en/services/roads/roadsprojects/](http://www.galway.ie/en/services/roads/roadsprojects/)

The Draft Dunmore N83 Bridge Street is open for public consultation :

**2<sup>nd</sup> December until 16th December 2020**

Written submissions may also be made by email to:

[Dunmoreregeneration@galwaycoco.ie](mailto:Dunmoreregeneration@galwaycoco.ie)

Watch the video at [www.galway.ie/en/services/roads/roadsprojects/](http://www.galway.ie/en/services/roads/roadsprojects/)

# Dunmore N83 Bridge Street



Comhairle Chontae na Gaillimhe  
Galway County Council



## DUNMORE

### Town-centre

The town-centre of Dunmore is a living village centre with residents and businesses coexisting and sharing the space. The town has the capacity for further growth through infill and renewed use of existing buildings. The town benefits from key sports clubs and schools close to the centre square.

### Archaeology

Dunmore is a town rich in history and heritage and it holds its place as one of the principal historic settlements of Galway.

### Ecology

The Sinking river is a Special Area of Conservation. Enviroguide ecologists have been a key member of the design team to ensure that developed proposals are respectful of European, National and Local Policies and Legislation in relation to Flora and Fauna.

### Architectural Heritage

The town has a medieval street pattern and a rich streetscape of buildings from the 1700's onwards.



## INITIAL PUBLIC FEEDBACK

All attendees acknowledged that Bridge Street is “the number one issue in Dunmore”.

Key Themes Raised were:

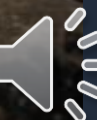
1. Safety at the Square and the R360 Junctions
2. A Safe Pedestrian Route from the Square to the Primary School.
3. The need to accommodate 2 way traffic in dedicated lanes.
4. The Protection of the facades of Bridge Street insofar as possible.
5. Maintain traffic through the town.
6. Support a Vibrant Towncentre through “placemaking”.
7. Provide a solution that is a good fit for Dunmore.
8. Consider the future of Dunmore and enable broadband.
9. Consider the effect of the construction on town users and review the town traffic management plan.
10. Ensure the rich biodiversity of the area is conserved.



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## NEED FOR THE SCHEME

*Bridge Street is between 3.4 and 4.5 metres wide. There is a necking effect which leads to an informal STOP/GO arrangement and regular mounting of the footpath by vehicles. The geometry of the junction at The Square also excludes large vehicles from turning left or right onto Bridge Street. HGVs must therefore do an unnecessary loop through the town. The roadway is too narrow to safely accommodate all the currently legal movements. The pedestrian facilities do not promote walking or the street facing businesses. There is significant under-utilisation of buildings and some dereliction along Bridge Street. The Square cannot accommodate all movements leading to HGVs looping the town. The visibility of the junction of Gater Street/Sion Hill is limited and the National Route does not have priority.*

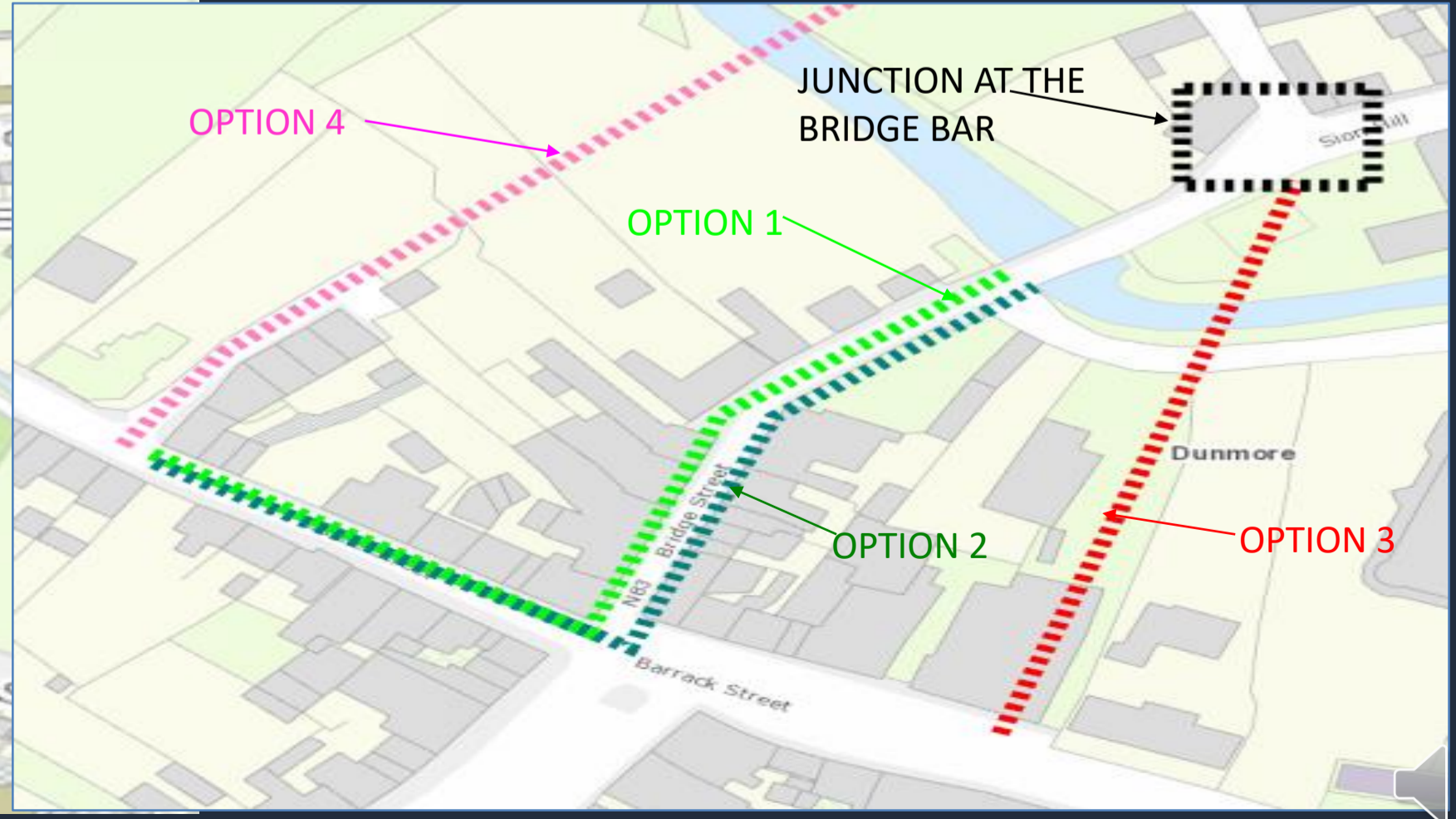
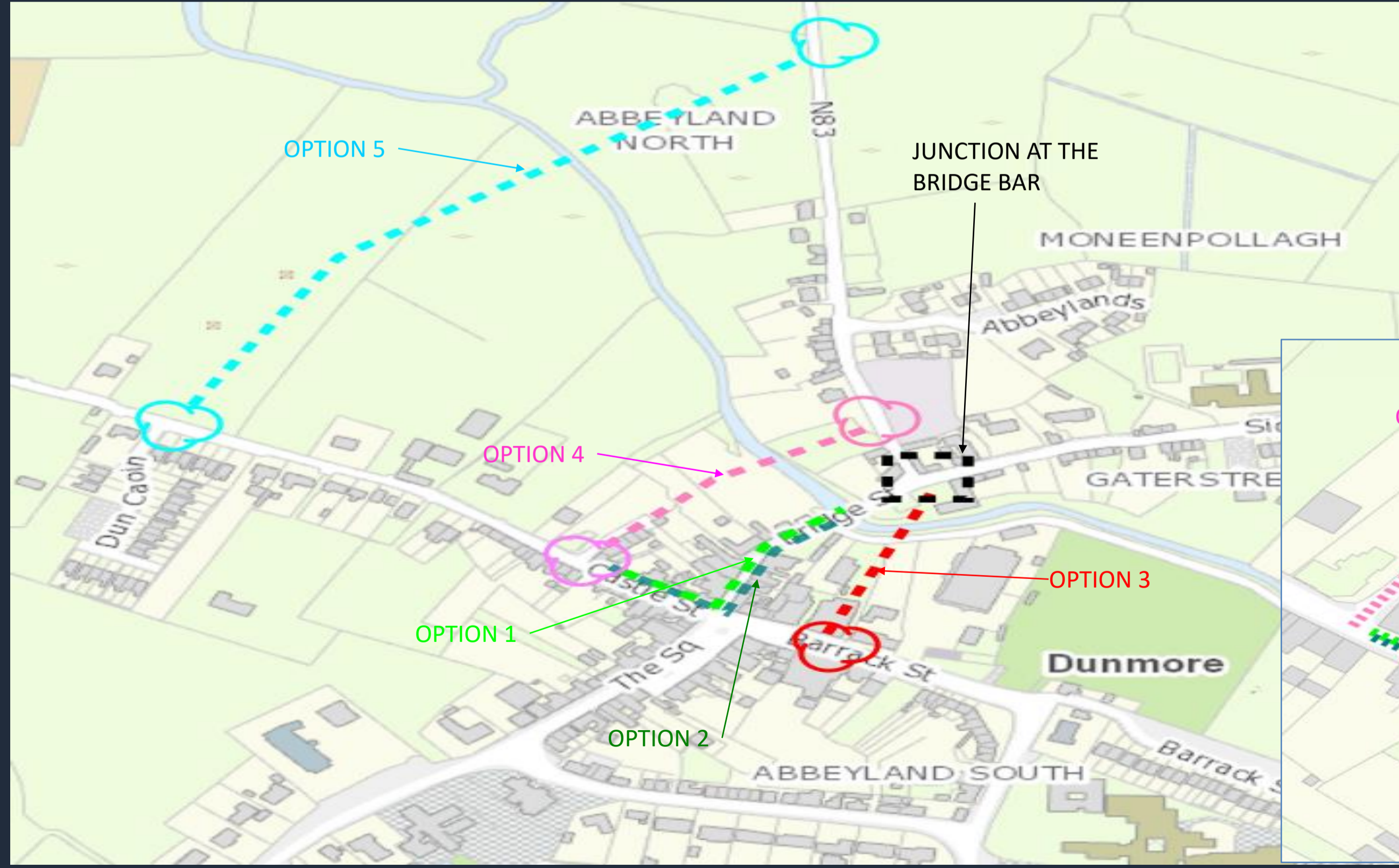


# Dunmore N83 Bridge Street

## ROUTE OPTIONS CONSIDERED

- 1 — Improvements along Castle Street and Bridge Street, widening the road to the west of Bridge Street.
- 2 — Improvements along Castle Street and Bridge Street, widening the road to the east of Bridge Street.
- 3 — New road from Barrack Street over the Sinking River to meet the N83 at the Bridge Bar.
- 4 — Extend the cul-de-sac along Castle Street over the river, to create a new junction with the N83.
- 5 — A new road to the west of the town which would create a link between Castle St and the N83.

All options upgrade the junction at the Bridge Bar.



## MULTI CRITERIA ANALYSIS METHODOLOGY

The multi criteria analysis methodology is based on the TII method and considers the following headline items:

- 1) Economy - *Considering Transport Efficiency and Effectiveness, Wider Economic Impacts, Funding Impacts, Transport Quality and Reliability*
- 2) Safety & Design Standards – *Road/Street User Safety, Security, likely reduction in collisions and ability to achieve design standards*
- 3) Environment – *Assessing the effects on various aspects of environment such as Flora and Fauna, Architectural and Cultural Heritage.*
- 4) Accessibility & Social Inclusion – *Deprived geographical areas and vulnerable groups.*
- 5) Integration – *Consideration of the routes relating to Transport Integration, Land Use Integration, Geographical Integration and other government policy integration providing regional balance.*
- 6) Physical Activity – *Under this criteria, the options were ranked by consideration of the Ambience, Absenteeism (Loneliness) and Reduction of Health Risks.*



# Dunmore N83 Bridge Street

## DUNMORE MCA OPTIONS SCORING SUMMARY

	Economy	Safety & Design Standards	Environment	Accessibility & Social Inclusion	Integration	Physical Activity	Total
<b>Option 0: Do Nothing</b>	12	3	49	2	9	4	<b>79</b>
<b>Option 1: Widening on West Side of Bridge Street</b>	23	14	34	7	20	10	<b>108</b>
<b>Option 2: Widening on East Side of Bridge Street</b>	23	20	34	10	21	10	<b>118</b>
<b>Option 3: Semi-Bypass from Barrack Street to N83</b>	18	15	30	6	17	12	<b>98</b>
<b>Option 4: Semi-Bypass from Castle Street to N83</b>	13.5	15	32.5	4	14	13	<b>92</b>
<b>Option 5: Bypass from N83 to Castle Street</b>	13.5	14	29.5	2	12	15	<b>86</b>





## MCA SCORING COMMENTARY

### Option 0

The highest score on Environment as there is no disturbance and no work.

The lowest on all other criteria as it does not address any of the problems associated with the existing street.

### Options 3, 4 & 5

These Options Score poorly on economy, safety and integration.

### Option 3

This option was the median scoring option. It has the benefits of being a town centre option like 1 and 2. It scores low on environment as it requires a new bridge in the town centre and it would require demolition of the existing petrol station. This option also scored very poorly in relation to Architectural Heritage and Archaeology due to its proximity to a mass graveyard under Barrack Street and how it would address the Bank of Ireland and the Augustinian Friary.

### Option 4

It was felt that this option did not adequately respect the street pattern of the town and did little to benefit the vibrancy of the town centre. It is also a high cost option given the requirement to build a new bridge.

### Option 5

This is the wide bypass option. It was felt that this option did not benefit the vibrancy of the town centre and given the scale of Dunmore and the relatively low volumes of through traffic it was clear that bringing traffic through the town for passing trade would be a benefit in this case. It is also a high cost option given the requirement to build a new bridge and it is the longest route.





## ***MCA SCORING COMMENTARY***

Options 1 and 2 scored significantly better than all other options.

The key differences between Options 1 and 2 in scoring were relating to Safety and Deprived Geographical Areas

### **Safety:**

The Bridge Street options considered were designed with the following Constraints:

- The Southern end ties in with the existing cross road on the Square
- The Northern end ties in with the existing bridge on the River Sinking

The alignment of the western widening (Option 1) is too challenging because of the tight radius required to expand west while also meeting the existing bridge.

The “tight radius” would add a significant risk of head on collisions to the street and is deemed not suitable as an upgrade option.

The alignment of High Street and its narrow western footpath require some demolition on the east at the junction if the western option is chosen

### **Deprived Geographical Areas:**

The assessment on this criterion noted that the western widening would remove a currently trading business which is an important part of the community, whereas the eastern widening does not have the same affect.

Further and more detailed analysis of the options is contained in the MCA report and the MCA scoring sheets







## ***EMERGING PREFERRED OPTION***

*The Option 2 widening on the eastern side of the Bridge Street emerged as the preferred option.*

*This Option achieves the following:*

- A comprehensive road traffic management solution.*
- A better economical balance for the future users and the town centre of Dunmore*
- A safe option and adheres to design standards.*
- Provides dedicated space for pedestrian & cyclists.*
- Better facilitate the vulnerable users.*
- Improves accessibility to the town centre for people on the north of the Sinking river.*
- Also, it enhances accessibility to the schools and the community facilities.*
- Provides optimal balanced impact to the environment , archaeological and cultural heritage of Dunmore.*
- Compatible with Galway County Development Plan & Rural Re-generation.*
- Streamlines strategic connectivity and mitigates urban sprawl.*
- Increased health benefits by facilitating people to walk and cycle to the schools , town centre ,play grounds and the club.*



# Dunmore N83 Bridge Street



## EMERGING PREFERRED OPTION – OPTION 2 WIDENING ON EAST SIDE

