

Submission on Traffic issues for commuting daily from Galway County into Galway City.

Daily Commuters need to move from single Occupancy Car Commute transport to and from Galway City . Most important is to make Public Bus transport more accessible ,acceptable and a real alternative to cars.

Construct Bus lanes Bus Shelters for the orbital 7 main routes in to Galway City from Headford ,Tuam /Claregalway) .Athenry/Monivea, Loughrea,Gort ,An Spideal/Rosamhíl and Oughterard/Moycullen (for all those Towns within 20Km of Galway City).

Transport infrastructure Ireland says its current interest in installing Bus Shelters is in the Galway City area only .The County Council ,Bus Éireann and the National Transport Authority do not accept it's their responsibility to provide same in the county area.Given Galway city is trapped between the Sea and Lough Corrib efforts must be made to reduce the amount of Car Commuting to Galway whether the City bypass is built or not. Working from home should be encouraged to reduce car commuting.

The city Bypass is the best solution for Galway traffic working in tandem a policy of elimination of Single person car occupancy and use of electric operated buses.We still require roads for business and Commercial use and for the additional Buses and Bus lanes.Large Employers and the City Council must encouraged people to reduce Car use and limit free or cheap day long car parking in the city private and public car parks Provide free parking for buses , special needs transport and proven car pooling groups .

Other ideas that need to be explored to reduce car only commutes include Car pooling ,Park and ride on the 7 routes mentioned above ,Cycle lanes on the 7 routes .More frequent bus services with an **attractive fare structure** and permission for private coach operators to run services on the 7 routes to the city.Bus Éireann being the only operator on a route means higher fares as its case of Bus Fares from Galway city along the R336 road to An Spidéal/Indreabhán (fares on the N59 to Oughterard are 50% less). All school children within 15km of Galway should travel to city area schools should use Bus transport only.

Given Galway City and its environs inclusive of Oranmore ,Claregalway ,Barna and Moycullen has a population of 100,000 or more ,a proposed Light Rail system would need to include all of these towns to make it viable,however the capital cost of such might be too expensive based on the income from same .A prioritised Bus transport with a service every 5 minutes and an attractive fare structure is better.The service to Doughiska in Galway City is a good example at present.If the City has less Cars in it Buses can be used for shopping and cross city buses will run on Schedule.

A double Railway track to Athenry should be put in place and also assess is a double track to Athlone viable. The Western Rail connection to Tuam and Claremorris reopt should be published and a decision be made immediately to go ahead or drop it and replace it with a direct non stop sheltered cycle path as a fast route for cyclists and concentrate on a Fast Public Bus transport with less Cars for access to Galway City from all county areas Galway instead.

Aodán mac Donncha ,An Spidéal, A Community development worker

Member of the Galway PPN Secretariat ,Galway County SPC on Planning/Development ,Galway County Joint Policing committee and a former member of Galway County SPC on Transport.