



Contact us
+353 1 5242060
info@ors.ie
www.ors.ie

2023

**Proposed Social Housing Scheme,
Ballyburke Road, Co. Galway
Mobility and Management Plan**

Proposed Social Housing Scheme, Ballyburke Road, Co. Galway
Mobility and Management Plan

Document Control Sheet

Client:	Galway City Council
Document No:	231183-ORS-XX-XX-RP-TR-13g-001

Revision	Status	Author:	Reviewed by:	Approved By:	Issue Date
P01	S2	CT	AK	DMC	26/10/2023
P02	S2	SB	AK	DMC	30/11/2023

Table of Contents

1	Introduction	1
2	Mobility Management Plan	2
2.1	What is a Mobility Management Plan	2
2.2	Methodology and Policy	2
2.2.1	GALWAY CITY DEVELOPMENT PLAN 2023 – 2029	3
2.2.2	NATIONAL SUSTAINABLE MOBILITY POLICY	5
2.2.3	PROJECT IRELAND 2040 – NATIONAL PLANNING FRAMEWORK	6
2.2.4	GALWAY TRANSPORT STRATEGY (GTS) 2016 – 2036	6
2.3	Aims and Objectives	7
3	Transport Infrastructure	8
3.1	Overview	8
3.2	Site Location and Access	8
3.3	Existing Infrastructure	10
3.3.1	PEDESTRIAN INFRASTRUCTURE	10
3.3.2	CYCLIST INFRASTRUCTURE	14
3.3.3	BUS SERVICES	17
3.3.4	RAIL SERVICES	19
3.3.5	CAR SHARING	20
3.3.6	ROAD NETWORK	20
3.4	Proposed Transport Infrastructure	21
3.4.1	PROPOSED WALKING & CYCLE NETWORKS	21
3.4.2	PROPOSED PUBLIC TRANSPORT	22
3.4.3	PROPOSED RAIL SERVICES	23
4	Baseline Information	24
4.1	Travel Questionnaires	24
4.2	Transport Modal Split	24
5	The Proposed Development	26
5.1	Site Access and Site Environs	26
5.2	Pedestrian and Cyclist Infrastructure	27
5.3	Vehicle Parking	28
6	Implementation of the Mobility Management Plan	29
6.1	Background	29
6.2	Mobility Management Plan Coordinator	29
6.3	Welcome Travel Pack	30
6.4	Walking	30
6.4.1	INCENTIVES TO ENCOURAGE WALKING	31
6.5	Cycling	31
6.5.1	INCENTIVES TO ENCOURAGE CYCLING	32
6.5.2	CYCLING CLUBS	32
6.6	Public Transport Initiatives	32
6.7	Car-Sharing	33
6.7.1	INCENTIVES TO ENCOURAGE CAR-SHARING	33
6.8	Car Parking Allocation	33
7	Action Plan and Review	34
7.1	Management and Review	35
8	Conclusion	36
8.1	Key Findings	36

8.2	Recommendations	36
Appendix A	– Resident Questionnaire	
Appendix B	– Action Plan Summary	
Appendix C	– GoCar Letter of Intent	

1 Introduction

ORS has been commissioned by Galway City Council to prepare a Mobility Management Plan (MMP) as part of the planning application for the proposed Neighbourhood Centre & Social Housing Scheme in Ballyburke Road, Knocknacarra, Co. Galway.

The Site is located ca. 4.6km west of Galway City Centre in the Knocknacarra area. The Site is predominantly greenfield with the exception of a single storey dwelling to the east which will be demolished to accommodate the development. To the North of the site are the residential estates of Drisin and Maoilin. To the west is a recently completed housing scheme, Clairin, and directly south of this is a large secondary school, Colaiste na Coiribe. Directly South of the proposed site is Ballyburke Road which accesses off the Ballymoneen Road and provides the only current link / access route to the school and Clairin estate. South of Ballyburke Rd. lies a vacant site and Southeast of it is the residential estate of Leas na Mara. East of the site is the primary access point off the Ballymoneen Road and one number dwelling on a singular site. See in **Figure 1.1** below for the site location.



Figure 1.1: Site Location (Source: GCC)

2 Mobility Management Plan

2.1 What is a Mobility Management Plan

A Mobility Management Plan (MMP) aims to provide a package of measures that can be implemented by any given development to motivate users to consider sustainable transportation. MMPs are a transport management mechanism that seek to provide for transportation needs and are particularly important in urban settlements.

A successful Mobility Management Plan will introduce a higher-than-normal proportion of users into more sustainable forms of transport thus reducing environmental, economic, and social impacts.

Mobility Management Plans work best when investment by the relevant authorities presents a choice for users to alter their preferred modes of transport. A list of measures generally includes the attraction of using public transport, cycling, walking, car-sharing, or a combination of these as alternatives to move away from standalone journeys to and from the premises by private vehicles.

The first stage of the plan is to outline the parameters for the development, with the information available at this stage. This information includes the following items:

- Exploration of opportunities to reduce car usage;
- Viability of public transport to and from the premises;
- Suggest incentives to encourage sustainable transport;
- Outline the existing level of public transport in the vicinity of the development and the likely future improvements to the network;
- Describe the facilities available for pedestrians, ease of accessibility, cycle facilities; and
- Set out the anticipated targets of modal split for future years.

The second stage of a Mobility Management Plan should involve the following items, to be undertaken by the facility's Mobility Management Group:

- Consultation with the Local Authority to agree on measures to be incorporated on site and to discuss any initiatives by the applicant to promote sustainable transport measures;
- Consultation with students, staff and management;
- Establishing a mobility management plan coordinator;
- Conduct surveys to establish the travel trends once the development is concluded and operational;
- Implementation of measures outlined in the Mobility Management Plan; and
- Ongoing review of the Mobility Management Plan.

2.2 Methodology and Policy

In preparation for this Mobility Management Plan, reference was made to the following documents:

- Galway City Development Plan 2023-2029

- National Sustainable Mobility Policy
- National Sustainable Mobility Policy – Action Plan 2022-2025
- Galway Transport Strategy 2016
- Smarter Travel – A Sustainable Transport Future
- Project Ireland 2040 – National Planning Framework
- Get Ireland Active – National Physical Activity Plan for Ireland
- Carpooling Guidelines – The Smarter Travel Guide to Setting Carpooling Scheme
- The National Cycle Policy Framework 2010.

2.2.1 Galway City Development Plan 2023 – 2029

The Galway City Development Plan (CDP) 2023 – 2029 outlines the policies and objectives for the growth and development of the city for the forthcoming period. Chapter 4 of the CDP, Sustainable Mobility and Transportation, focuses solely on the objectives and strategies to promote sustainable transportation in the city as well as proposed infrastructure to be implemented in the lifetime of the plan.

Below are the relevant policies and objectives from the CDP which relate to the proposed development.

Policy 4.2 Land Use and Transportation:

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

6. Aim to achieve 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.

STM: Modal Change and Public Transport:

1 - Implement traffic management and infrastructural changes to facilitate the provision of the ‘Cross City Link’ as part of the Galway Transport Strategy (GTS) and support any additional land requirements where deemed necessary through design along the associated routes and acknowledge that the objective to deliver the Cross City Link and associated traffic management and infrastructural changes has priority over other objectives including land use zoning objectives along identified routes, where they are in accordance with the proper

planning and sustainable development of the area.

2 - *Implement traffic management and infrastructural changes to facilitate the development of a public bus network in accordance with the Galway Transport Strategy (GTS) and support any additional land requirements where deemed necessary through design along the associated routes and acknowledge that the objective to deliver the public bus network and associated traffic management and infrastructural changes has priority over other objectives including land use zoning objectives along identified routes, where they are in accordance with the proper planning and sustainable development of the area.*

3 - *Facilitate the delivery of the Bus Connects Programme serving the City and the MASP area by securing and maintaining any required route reservations.*

5 - *Provide for bus transport and infrastructure along the Western Distributor Road.*

7 - *Reserve lands parallel with the rail line from the city centre to the eastern city boundary for future sustainable transport requirements and to provide for possible commuter rail stops.*

STM: Sustainable Mobility – Walk and Cycle:

10 - *Implement traffic management and infrastructural changes to facilitate the development of a cycle network including for a core, secondary and feeder network in accordance with the Galway Transport Strategy (GTS) and support any additional land requirements where deemed necessary through design along the associated routes and acknowledge that the objective to deliver the cycle network and associated traffic management and infrastructural changes has priority over other objectives including land use zoning objectives along identified routes, where they are in accordance with the proper planning and sustainable development of the area.*

11 - *Provide cycle parking facilities at appropriate locations including the City Centre, District Centres, Neighbourhood Centres, close to public transport interchanges, schools, beaches, cemeteries and parks and where appropriate in residential areas.*

17 - *Prioritise improvements to pedestrian movements and safety within the city centre including extension of pedestrianisation, provision of wider footpaths and shared streets.*

18 - *Introduce segregated cycle lanes across the city, where possible.*

STM: Galway Transport Strategy Measures:

19 - *Implement the programme of actions and measures as provided for in the Galway Transport Strategy (GTS) in partnership with the National Transport Authority (NTA) and on a phased and co-ordinated basis, based on priority needs.*

STM: Transport Demand Management Measures:

22 - *Expand the use of mobility management and smart technologies in conjunction with service providers and the NTA.*

STM: Road and Street Network & Accessibility:

25 - Investigate and develop road improvements, junction improvements and traffic management solutions in the context of the Galway Transport Strategy (GTS) and strategic developments, to maximise the operating efficiency and safety of the network having regard to the requirements of all categories of road users and road network capacity constraints. Such solutions or interventions will be developed in conjunction with the relevant agency, such as the TII, NTA, and the Department of Transport and will, where necessary, be subject to the requirements and consenting procedures of the Planning and Development Acts and the Roads Acts.

28 - Implement general road widening and street improvements for safety and convenience to facilitate improved infrastructure and safer environments for sustainable modes of transport such as walking, cycling and public transport. This also includes School Road, Castlegar, and Bóthar an Chóiste.

31 - Implement the traffic management and infrastructural changes to facilitate the provision of the City Centre Access Network as part of the Galway Transport Strategy (GTS) and support any additional land requirements where deemed necessary through design along the associated route and acknowledge that the objective to deliver the City Centre Access Network and associated traffic management and infrastructural changes has priority over other objectives including land use zoning objectives along identified routes, where they are in accordance with the proper planning and sustainable development of the area.

36 - Work collaboratively with Galway County Council and other agencies (TII and NTA) in the delivery of cycle infrastructure connections between the city and the adjoining rural towns and villages which may include with Oranmore along the R338, Bearna on the R336, Moycullen on the N59 and Baile Chláir on the N83 as will be considered under the imminent CycleConnects: Ireland's Cycle Network Plan.

2.2.2 National Sustainable Mobility Policy

The National Sustainable Mobility Policy sets out a framework for 2030 for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in greenhouse gas emissions by 2030. Transport is responsible for around 18% of our greenhouse gas emissions, and it is vital that by 2030 we put in place the infrastructure, services and measures that enable and encourage more people to make the switch to more sustainable modes of travel.

The Policy sets out a strategic framework for sustainable mobility – active travel and public transport - in Ireland to 2030. The primary focus is to cater for daily travel needs in a more sustainable manner. It is intended to achieve this by making sustainable modes the most attractive choice.

What is Sustainable Mobility?

Connecting people and places in a sustainable way by supporting:

- Safe, accessible, comfortable, and affordable journeys to and from home, work, education, shops and leisure.
- Travel by cleaner and greener public transport.

- A shift away from the private car to greater use of active travel and public transport.

The Policy aims to improve the Delivery of Sustainable Mobility by:

- Implementing the accompanying action plan to 2025 and a reviewed and updated action plan for 2026 to 2030.
- Establishing a Leadership Group to oversee and drive implementation of the Policy and delivery of the action plan and agree a programme of “pathfinder” projects at local level.
- Introducing a new annual National Household Travel Survey to measure progress against the Policy’s targets.
- Convening a new National Sustainable Mobility Forum to provide a platform for collaborative engagement with national, regional, and local stakeholders.
- Increasing public engagement around the benefits of sustainable mobility and raising awareness of the availability of alternative options to the private car.
- Establishing a new National Transport Authority Advisory Council to engage with the NTA around the discharge of its functions.
- Developing a transport research network to support existing research programmes and draw on the sustainable mobility expertise available across academia and industry, both in Ireland and internationally.

2.2.3 Project Ireland 2040 – National Planning Framework

The Project Ireland 2040 – National Planning Framework is a high-level strategic plan for the future growth and development of the country in the next 20 years. The framework recognises the importance of interconnected public transport to make this transport mode more attractive to people.

The National Strategic Outcome 4 outlines that an “*environmentally friendly sustainable transport system will enable growth and change, meet the significant increase in travel demand in urban congestion while also contributing to our national policy vision of low-carbon economy*” and also “*deliver a public transport network that will provide high-quality passenger interchange points, which facilitate convenient transfer between efficient and integrated public transport services*”.

2.2.4 Galway Transport Strategy (GTS) 2016 – 2036

‘The GTS is a strategy by Galway City Council prepared in conjunction with Galway County Council, the NTA and TII. The aim of the strategy is to address current and future transport requirements in the City and County catchment area. It includes for a range of measures that focus on an integrated and sustainable solution with a strong objective to reduce car dependency in favour of public transport and active modes’.

The document sets out strategies to address transportation issues experienced in the city. The document recognises the need to integrate transport investments with settlements patterns, travel movements and also support sustainable use of land. That implies, support in opportunities to reduce single-car dependency through increased reliable public transport and the promotion and facilitation of walking and cycling.

2.3 Aims and Objectives

This Mobility Management Plan aims to reduce the usage of cars by increasing the attractiveness and practicality of other modes of transport. The measures suggested in this plan should ideally be part of a dynamic process, where they can be implemented by the site management, run on a pilot basis, reviewed by the Local Authority, and monitored over time to assess their performance.

Once the objectives of the travel plan are established, the benefits associated with alternative means of travel should become apparent. This plan aims to bring the following benefits to the facility and surrounding area upon implementation:

- A net reduction in the level of traffic congestion associated with the residential development and on the surrounding road network at peak times
- Increased safety for pedestrians on the approaches to and from the development
- Increased levels of fitness among residents through using sustainable forms of transport such as walking and cycling
- A reduction in the carbon footprint associated with the development due to the decreased number of private vehicles travelling to the premises
- A reduction in the parking demand associated with the residential development which in turn will increase safety for pedestrians in the vicinity of the site and for the site users
- Increase the uptake of public transport
- Improved general image of the development
- Improved relationships being forged by residents engaging in more active forms of transport.

This MMP introduces several policies with a view to making the proposed development a safer, less congested and cleaner zone for all users. The propositions also aim to reduce the reliance on private vehicle use when travelling to and from the residential development. These policies include but are not limited to the following:

- Encouraging residents to use public transport whenever possible
- Encouraging residents to car-pool, reducing the overall number of single-occupant vehicle trips to the residential development
- Encouraging residents to walk or cycle whenever possible
- Introduction of walking clubs
- Make residents aware of the health benefits of walking and cycling
- Introduction of on-site park management.

3 Transport Infrastructure

3.1 Overview

The Galway City Development Plan policies **STM1, STM2, STM3, STM10, STM11, STM19 and STM31** focus on developing an integration between different modes of transport throughout the city, to facilitate public transport, walking and cycling with an established integrated infrastructure and a linked network for safe routes throughout the urban area. Policies **STM17, STM18 and STM22** are specifically focused on increasing rates of active travel, walking and cycling.

As stated previously, the principal aim of this Mobility Management Plan is to reduce the usage of private cars by increasing the attraction and practicality of other modes of transport. The key factor to overcome when influencing a shift towards alternative modes of transport is the perception that no other realistic alternatives exist to using the car.

While the quality of transport infrastructure within the surrounding area is beyond the control of the management of this subject development, there are many techniques which can be deployed to encourage the switch to sustainable transport, as discussed in **Section 5**. A review of the transport infrastructure within the vicinity is an ideal starting point to inform this discussion.

This section provides a review of the existing and proposed transport infrastructure for the surrounding area and investigates whether the quality of each mode of transport is sufficient to stimulate occupant uptake.

3.2 Site Location and Access

As mentioned in **Section 1**, the Site is located to the west of Galway city within the Knocknacarra area, to the west of Ballymoneen Road. Knocknacarra is classed as the “Western Outer Suburbs” in the Galway CDP 2023-2029. The site is currently majority greenfield with only a single residential property on the grounds which will be demolished to cater for the development. A gravel hard core base has also been installed to the west of the site which previously accommodated a construction site compound for the adjacent Clairin residential development. Historical OSI maps and ortho photos were consulted and indicate that the site and its surrounds to the west of Ballymoneen Road were all constructed post the 1995-2000 orthographic photo series.

Access to the current residential dwelling is from Ballymoneen Road with 4No. proposed accesses to the site from Ballyburke Road with a further 4No. proposed access connecting to the existing residential developments to the north and west. **Figure 3.1** shows the environs of the proposed development and the location of the existing entrance from Ballymoneen Road with **Figure 3.2** providing a street view of the entrance.

One of the access points is already available from the recently constructed Clairin residential development to the west and is shown in **Figure 3.3**.



Figure 3.1: Environs of Broadstone Bus Depot (Source: Google Earth)



Figure 3.2: Current Eastern Access from Ballymoneen Rd into the existing residential property scheduled for demolition (Source: Google Street)



Figure 3.3: Current Western Access arrangement from the recently constructed Clairin residential development. (Source: Google Street)

3.3 Existing Infrastructure

3.3.1 Pedestrian Infrastructure

Knocknacarra is classed as the “Western Outer Suburbs” in the Galway CDP and as such the district is well serviced with footpaths on roads within the vicinity of the site. The Ballyburke Rd to the east of the site contains a continuous footpath of ca. 2-3m width on the western side of the road running from the Blake Roundabout ca. 230m south and continues ca. 400m north. Sections of footpath are present on the eastern side of the road, but continuous footpath is not current in place for the full length of the road. The Ballyburke Rd to the south of the development contains a kerbside footpath of 1.8m in width on the southern side of the road. The majority of the junctions in the area provide good pedestrian crossing facilities in the form of dropped kerbs, tactile paving and pedestrian refuges islands at the larger junctions.

A level crossing with accompanying “zig-zag” road markings, tactile paving and dropped kerbs is located 50m west of the junction of Ballyburke and Ballymoneen roads, as seen in **Figure 3.4**. A set of pedestrian lights, with accompanying “zig-zag” road markings, tactile paving and dropped kerbs is situated just south of the aforementioned junction on the Ballymoneen Rd, as seen in **Figure 3.5**.

Further south of the development on approach to the Blake Roundabout is a raised level crossing with tactile paving and a refuge island, as seen in **Figure 3.6**. Level crossings of the same design are also present on the western and eastern approaches to the roundabout along the Western Distribution Rd.



Figure 3.4: Level crossing with dropped kerbs and tactile paving on the Ballyburke Rd. situated ca.50m west of the Ballyburke and Ballymoneen Junction. (Source: Google Street)



Figure 3.5: Pedestrian lights situated just south of the junction between the Ballyburke and Ballymoneen roads (Source: Google Street)



Figure 3.6: Dropped kerbs and refuge island ca. 215m south of eastern site extents. (Source: Google Street)

The proposed development is set within a predominantly residential area with some schools within the vicinity as several one-off home-based businesses. Some of these residential areas provide through roads for pedestrians and cyclists, which facilitates high permeability to within the local vicinity. A good example of this is a gated pedestrian access point to Fána Búrca residential estate from the access road to Coláiste na Coirbe, as shown in **Figure 3.7**.

Walking is a health-conscious and sustainable mode of transportation that not only promotes community health but also alleviates road traffic congestion. As depicted in **Figure 3.8**, the catchment area for a 15-minute walk from the site aligns with the '15-minute city' policy outlined in CDP policy 4.2.6. The figure provides walking distances using the existing infrastructure. It's evident that the 15-minute catchment area stretches as far south as Monalee Heights housing estate, north to the Ragoon and Ballymoneen Junction, east to Cluain Dara housing estate, and west to the pedestrian entrance of Manor Court housing estate. An area this large provides access to a wide range of services and amenities including schools, creches, medical clinics, and outdoor public amenity spaces such as Cappagh Park and Barna Woods to the east / southeast which can be reached within a 30-minute walk. The proximity of the site to Coláiste na Coiribe is particularly attractive to residents with young children. **Figure 3.8** highlights the accessibility and connectivity of the proposed development within the surrounding community and outlines some areas of interest in the vicinity of the site.



Figure 3.7: High permeability: Gated pedestrian access gate from Fána Búrcá residential estate to Coláiste na Coirbe access road. Source: Google Street)

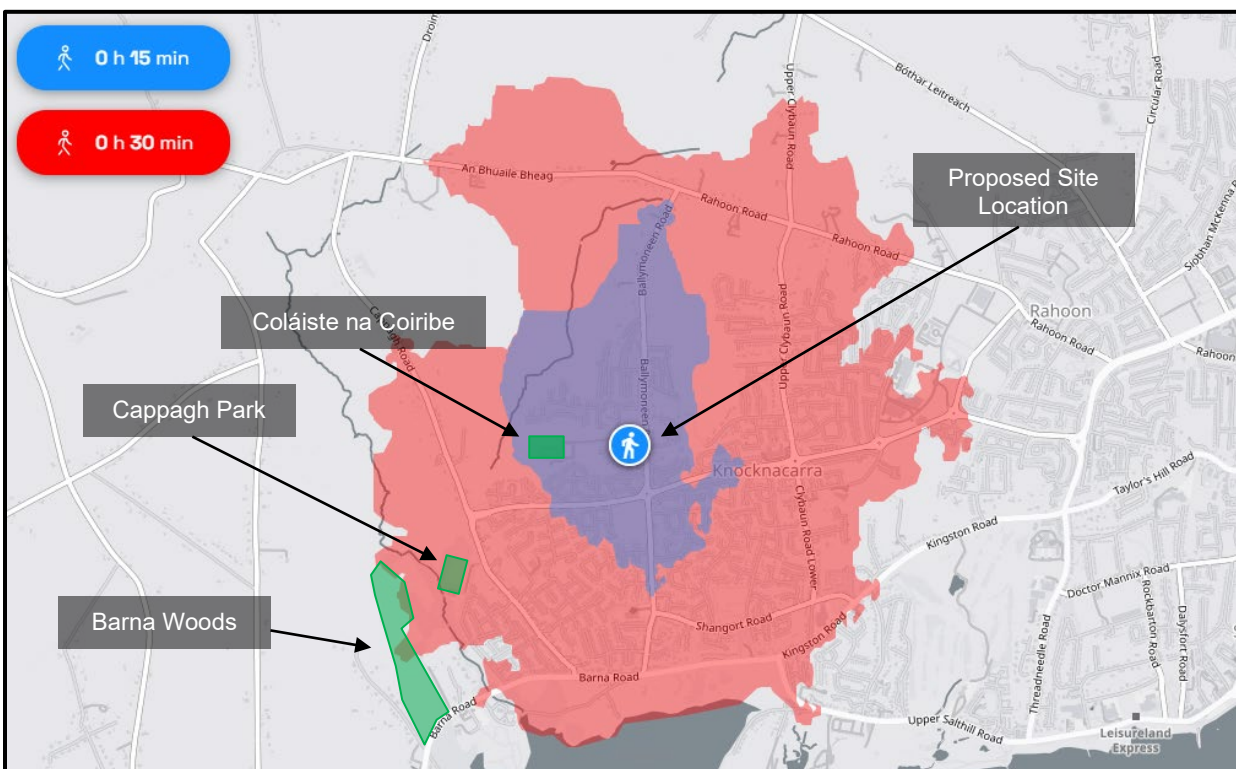


Figure 3.8: Catchment Area for Walking from Proposed Site (Source: TravelTime.com)

3.3.2 Cyclist Infrastructure

Cycle infrastructure is patchy within the immediate vicinity of the site. A two-way standard cycle track is present along the length of the Ballyburke Rd. to the south of the proposed development. This is located on the southern extent of the road and is separated from the kerbside footpath by a grass verge and street lighting, as shown in **Figure 3.9**.



Figure 3.9: Existing Cycle Infrastructure on Ballyburke Rd. Left: Yield road markings at the end of the cycle track by the junction with Ballymoneen Rd. Right: View of two-way standard cycle track separated from kerbside footpath (Source: Google Street)

There is no cycle infrastructure present on the Ballymoneen Rd. The closest cycle infrastructure beyond this is a Mandatory Cycle Lane located on the Western Distribution Rd. from Blake Roundabout heading east towards the city to Deane Roundabout, as shown in **Figure 3.10**.

The Galway Transport Strategy have developed a map of the existing cycle infrastructure, as of 2015, for the city, as shown in **Figure 3.11**. It is anticipated that the network will have improved since production of this map.



Figure 3.10: Existing Cycle Infrastructure on Western Distribution Rd. heading east towards the city from Blake Roundabout (Source: Google Street)

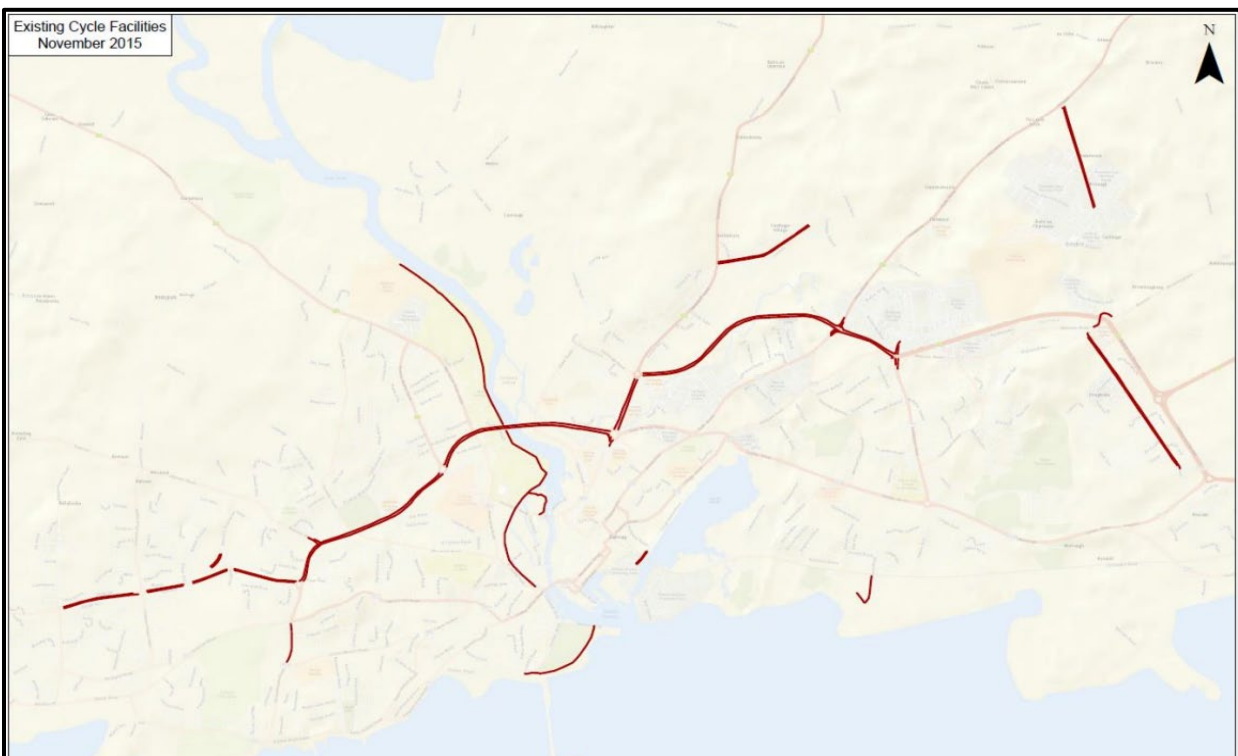


Figure 3.11: Existing Cycle Infrastructure as of 2015, excludes bus lane network (Source: Appendix F, Galway Transport Strategy)

Figure 3.12 shows the catchment area for 15-minute cycling from the proposed Ballyburke development, in keeping with the 15-minute city CDP policy, **4.2.6**. As can be seen, as far north as An Bealach can be reached, as can Seamus Quirke Rd to the east, with the entirety of salt hill covered to the south almost as far as Bearna. Boleybeg East can be reached within the 15 minutes to the northwest. The 30-minute cycle time has also been included and shows that Galway City Centre as far a Wellpark to the east can be reached. As mentioned in **Section 3.3.1** of this report, the highlighted area provides access to a wide range of services and amenities such as creches, schools, medical clinics, and outdoor public amenity spaces. It is worth noting in particular that Galway City can be reached within 20 to 30 minutes depending on traffic, and as such provides access to a wide range of city services and additional access to transport routes linking to Dublin City Centre.

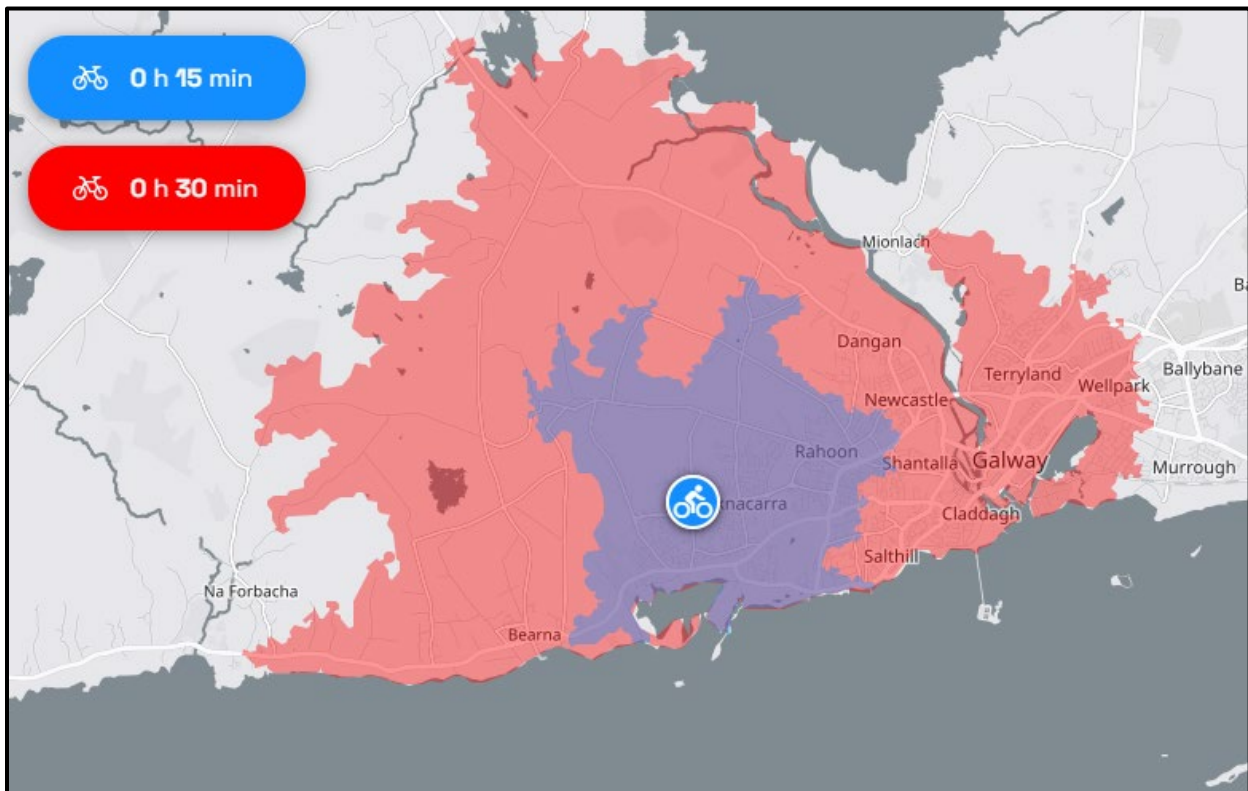


Figure 3.12: Catchment Area for 15- & 30-Minute Cycle from Bus Depot (Source: TravelTime.com)

There is no bicycle sharing or parking facilities within the vicinity of the proposed development. A short-term bicycle rental program known as TFI bikes is run by TFI in Galway City. This program involved the installation of a series of bicycle docking stations throughout the city where bikes could be rented and returned to. These stations were strategically located at popular destinations, transportation hubs, and residential areas to ensure accessibility and to increase uptake. It was designed to provide a convenient and environmentally friendly way for people to get around the city, especially for short trips or the last mile of their journey. However, the bike stations are located within the city centre, with the closest station ca. 3km east of the proposed development. Inclusion of bicycle sharing facilities within the proposed commercial plaza is currently being investigated by Galway City Council.

3.3.3 Bus Services

The closest bus stop to the proposed site is the Knocknacarra located on the Western Distribution Rd. ca. 500m south. The 3No. bus routes that serve the stations along this section of road are run by City Direct, a privately owned public transport company. There is a lack of dedicated bus lanes within the vicinity of the site and within the wider western Galway City area. Bus routes that serve the vicinity of the facility are summarised in **Table 3.1**, overleaf, with **Figure 3.13** displaying the bus stops within the vicinity of proposed Ballyburke development. **Figure 3.14** depicts the available bus routes in Galway City.

Table 3.1 – Bus Services (Source: TFI.ie)					
Route No.	Bus Stop No.	Distance (m)	Origin	Destination	Weekday Frequency
410	Knocknacarra	500 m S	Eyre Square	Knocknacarra	60 min
411				Cappagh Rd.	30 min
412				Western Distribution Rd.	30 min
Bus Eireann					
402	522351- Forest Hills	900m S	Shangort Road (Seacrest)	Eyre Square – Merlin Park	30 min

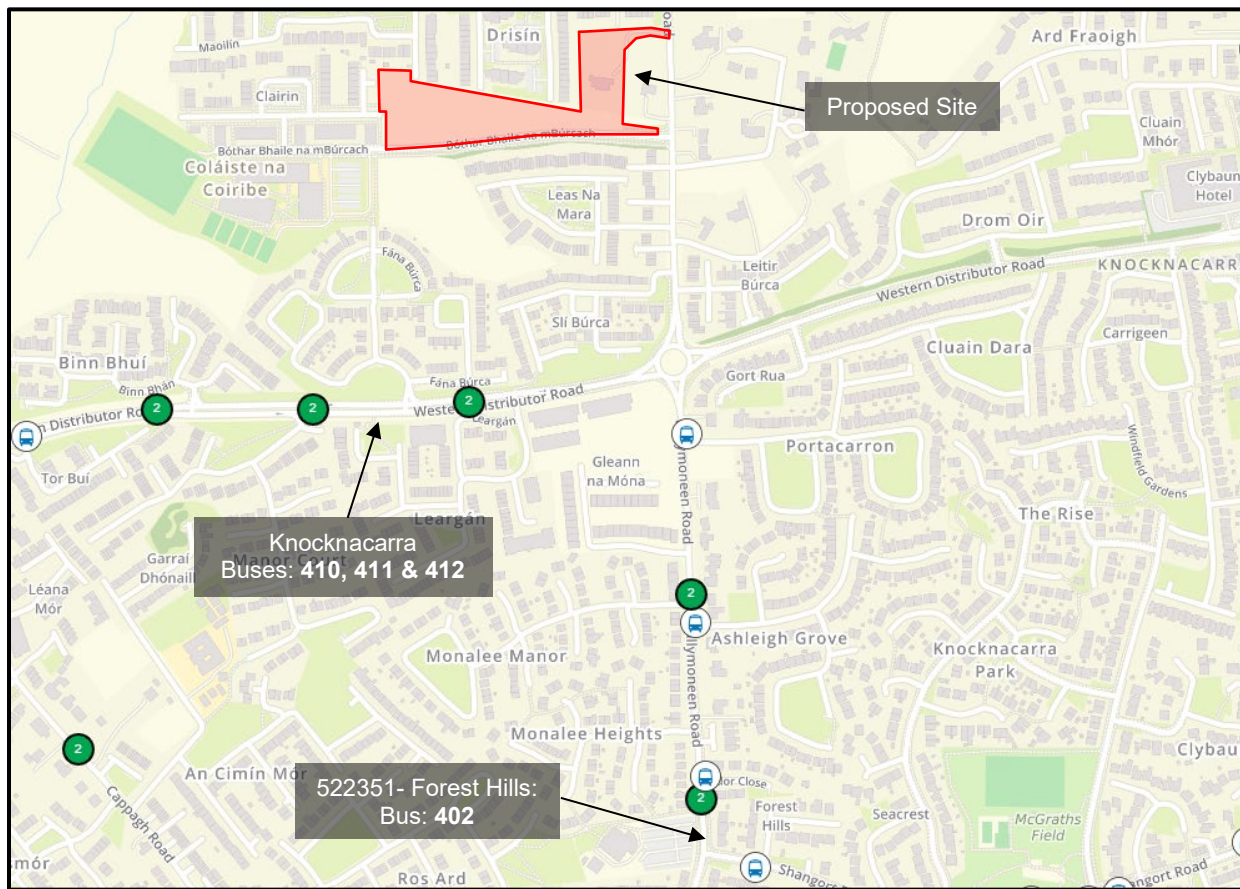


Figure 3.13: Bus stops within vicinity of site (Source: transportforireland.ie)

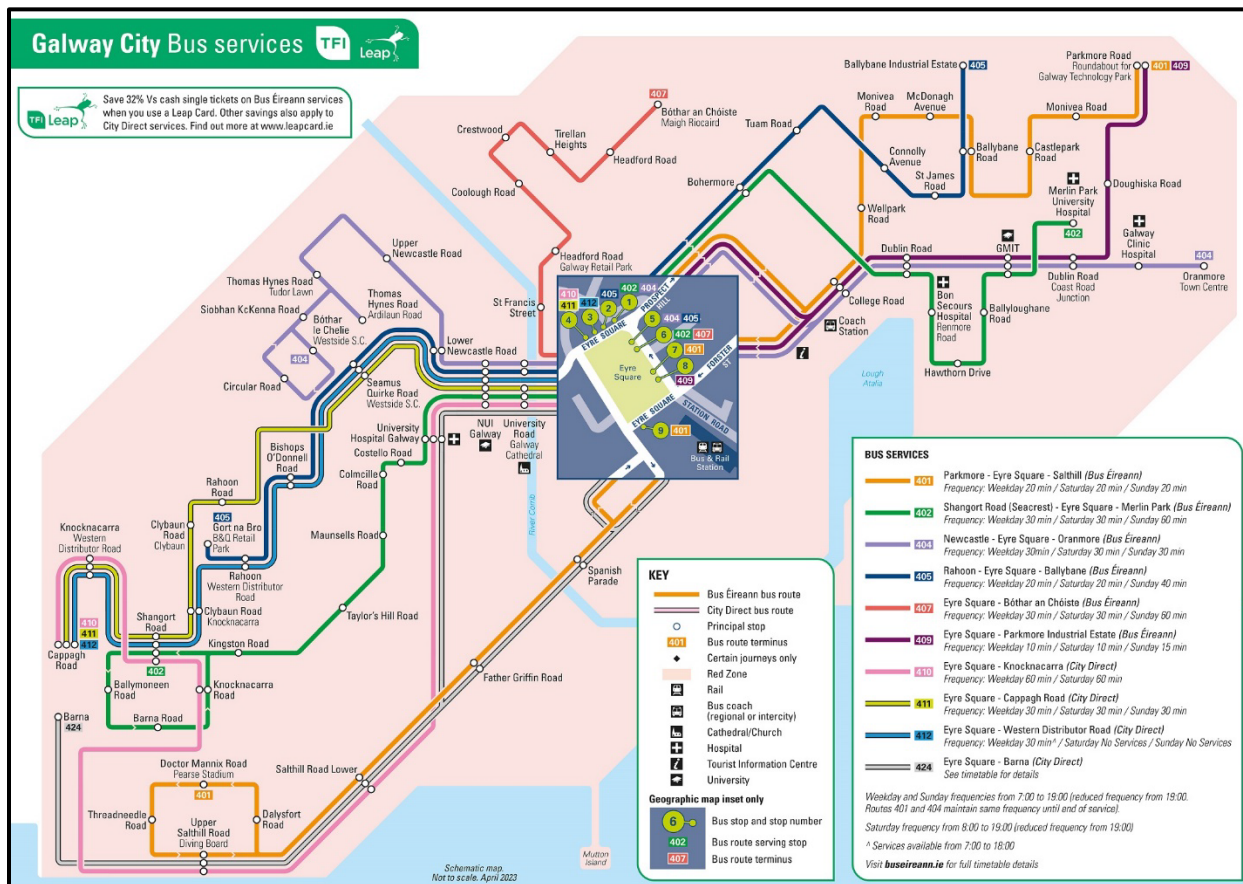


Figure 3.14: Bus services in Galway City (Source: transportforireland.ie)

3.3.4 Rail Services

The Galway- Dublin railway line, running from Ceannt Station to Heuston Station Dublin, has been in operation since 1859 and accommodates both passenger and freight services. Initially the service ran via Athlone and Mullingar via the Midland Great Western Railway (MGWR) from 1851 and terminated in Connolly Station. However, following the connection of the Great South Western Railway (GSRW) to Athlone the service was gradually routed to its existing route and the Athlone to Mullingar line was made redundant in 1985.

Ceannt Station is ca. 4.7km east of the proposed development which is roughly a 30-minute bus trip. Ceannt station provides services to Dublin and Limerick with onward destinations from Limerick Junction to Cork, Tralee and Waterford. The current network map is visible in **Figure 3.15**.



Figure 3.15: Rail Network Services (Source: transportforireland.ie)

3.3.5 Car Sharing

GoCar are the only significant car-share service available in Galway City. The competitive advantage of these companies hold over traditional rental companies is that customers can rent vehicles by the hour rather than the standard day rate. To make use of this car rental system, individuals can either use the company's website or app to become members. Once registered, members can easily unlock a car using the app or website and have access to a fully insured vehicle with sufficient fuel and parking tickets included. This initiative significantly reduces the need for individuals to own a private vehicle, as individuals can rent cars even for short trips. The closest available car is located ca. 1.4km east in Gateway Shopping Park. Inclusion of a GoCar service within the development is also proposed, please see the letter of intent located in **Appendix C**.

3.3.6 Road Network

The road network within the vicinity of the proposed site is a mixture of centuries old pre-existing road networks that have been widened and upgraded along with newly designed and aligned roads interspersed between. Ballymoneen road has been in place since the initial OSI maps of 1840's were produced. The Western Distribution Road was constructed in ca. 1995 with the Ballyburke Rd. constructed ca. 2006-2012. The Ballyburke and Ballymoneen roads are feeder tertiary roads to the Western Distribution Road which provides access to Galway City Centre and the M6 beyond via the R338 and N6. The site is a 11.6km journey from the N6/ M6 and 5.9km from Eyre Square.

Within the surroundings of the site the speed limit is 50km/h. Many of the streets off the main

road a designated 30km/h. A review of the Road Safety Authority's (RSA) website was not possible as it is currently under review.

3.4 Proposed Transport Infrastructure

The Galway City Development Plan (2023-2029) and the Galway Transport Strategy (2016-2036) document aim to remove non-essential motorised traffic from the city centre and re-route these journeys around the city, rather than through it. Consequently, to enable and give priority to other modes of transport such as walking cycling and public transport, promoting an efficient and high-level integrated land-use.

3.4.1 Proposed Walking & Cycle Networks

The Galway Transport Strategy 2016-2036 states, in conjunction with the proposed cross-city link which will restrict non-essential motorised traffic access to the core city centre, a cycle network to the Galway area.

The proposed cycle network aims to encourage uptake in cycling both for commuting and leisure, as Galway is of relatively flat topography facilitating this change of behaviour. Where possible the routes will be fully segregated from motorised traffic and in other cases the network will be included in on-road cycle lanes. **Figure 3.16** below depicts the proposed network for Galway City. The greenways corridors will provide connectivity for cyclists from nearby towns and villages. The primary route includes a cross-city route to the north of the city, a route through the city centre, along with some key north-south links. The secondary route provides connections from residential areas and areas of employment to the primary route and key destinations. The feeder routes are identified as streets and roads that are highly constrained or more suited for other modes. Off road cycle lanes are proposed along the Western Distribution Road from Clybaun to Deane roundabout which will connect to the recently built off road cycle lanes from here.

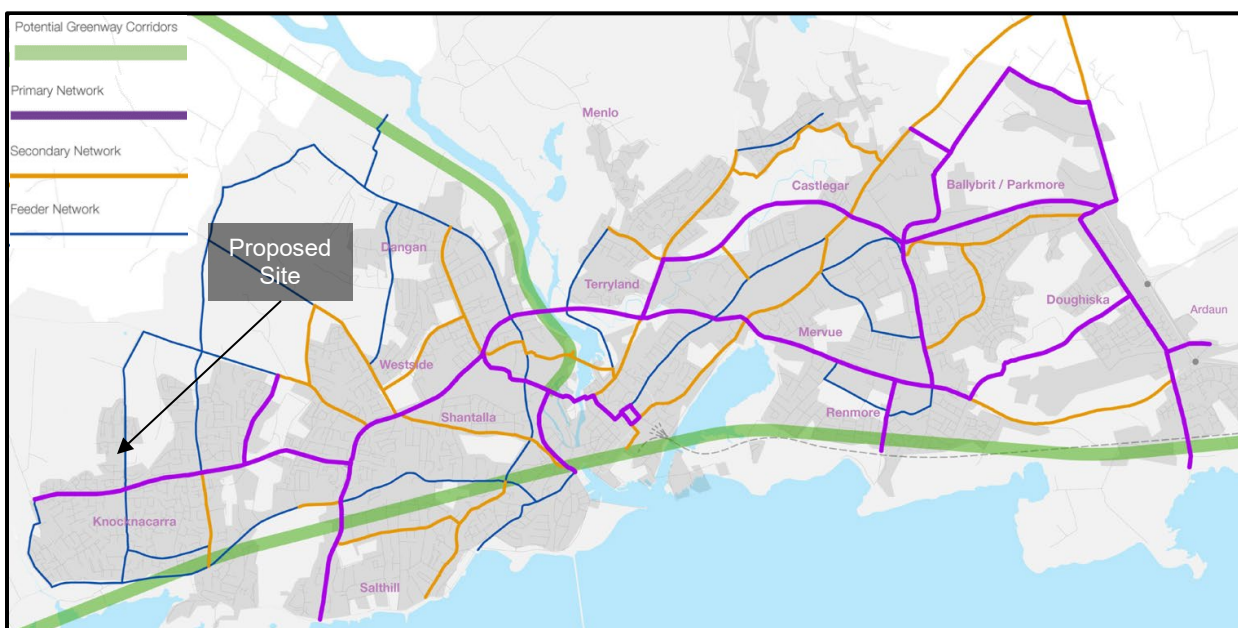


Figure 3.16: Proposed Cycle Network (Source: Galway Transport Strategy).

The Galway Transport Strategy 2016 and the Galway CDP 2023-2029 document the focus on improving and prioritising pedestrian movements and to cater for mobility-impaired persons. As stated previously, The Cross-City Link initiative that intends to increase pedestrian permeability within the city centre area as well as improve pedestrian accessibility within suburban residential areas.

It is worth mentioning that since the Galway Transport Strategy 2016 was published some of the proposed routes have been put in place, as can be seen on Seamus Quirke Road, where there is a fully segregated cycle track running along its entire length as well as the construction of the new pedestrian and cycle bridge adjacent to the Salmon Weir Bridge as part of the Cross-City Link.

3.4.2 Proposed Public Transport

As part of the reconfigured traffic management to Galway area in the Galway Transport Strategy and Galway City Development Plan, a cross-city link is proposed. This proposed project consists of a central corridor traversing the core Galway City Centre area, that will be restricted access for public transport, pedestrian, cyclists and local residential motorised access only. This way access to key locations within the city centre will be given priority for sustainable modes of transportation.

It is also proposed to enhance the existing bus corridors to 'high frequency' public transport routes that will form a fixed spine of future public transport in Galway, as well as some existing routes were modified to better cater for the origin-destination of users. Along with these upgrades, it is proposed to install bus corridors throughout the city, of which some have been implemented since these documents were published, such as the bus corridor located along the Seamus Quirke Rd which is the main access to the proposed development using the green and brown routes (**Figure 3.17**).

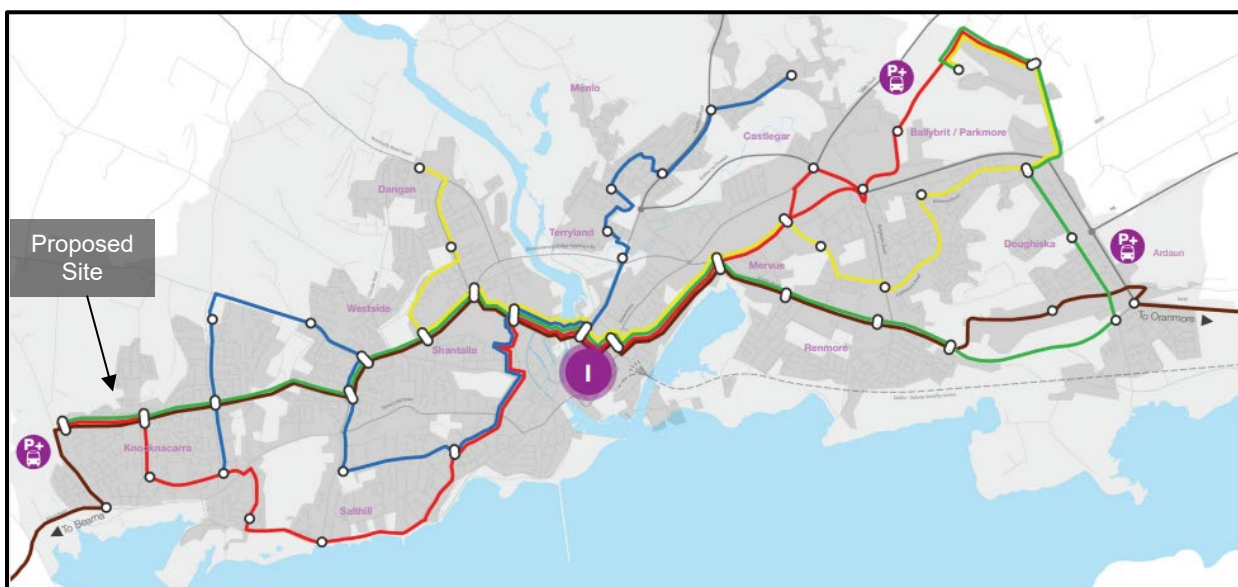


Figure 3.17: Proposed Public Transport Network (Source: Galway Transport Strategy).

The proposed enhanced 5No. public transport routes, as shown in **Figure 3.17**, are as follows:

Green Route: Knocknacarra – City Centre – Parkmore Industrial Estate (via Seamus Quirke Road and Dublin Road).

Red Route: Knocknacarra – City Centre – Parkmore Industrial Estate (via Salthill and Ballybrit Industrial Estate).

Blue Route: Clybaun Road – City Centre – Castlegar (via Dr. Mannix Road and Tirellan).

Yellow Route: Dangan – City Centre – Parkmore Industrial Estate (via Westside Shopping Centre and Castlepark).

Brown Route: Bearna – City Centre – Oranmore (via Seamus Quirke Road and Deerpark Industrial Estate).

3.4.3 Proposed Rail Services

The viability of a high-capacity light rail line following the Western Distributor Road into the city centre was considered as part of the GTS. This line would substitute the green bus route, although it was determined that the greater distance required between stops would lead to an overall reduction in catchment area compared to the current bus routes. Also, due to the high capacity and subsequent lower operational frequency of the proposed light rail service, it was deemed less attractive for discretionary trips. **Figure 3.18** outlines the route of the proposed light rail service.

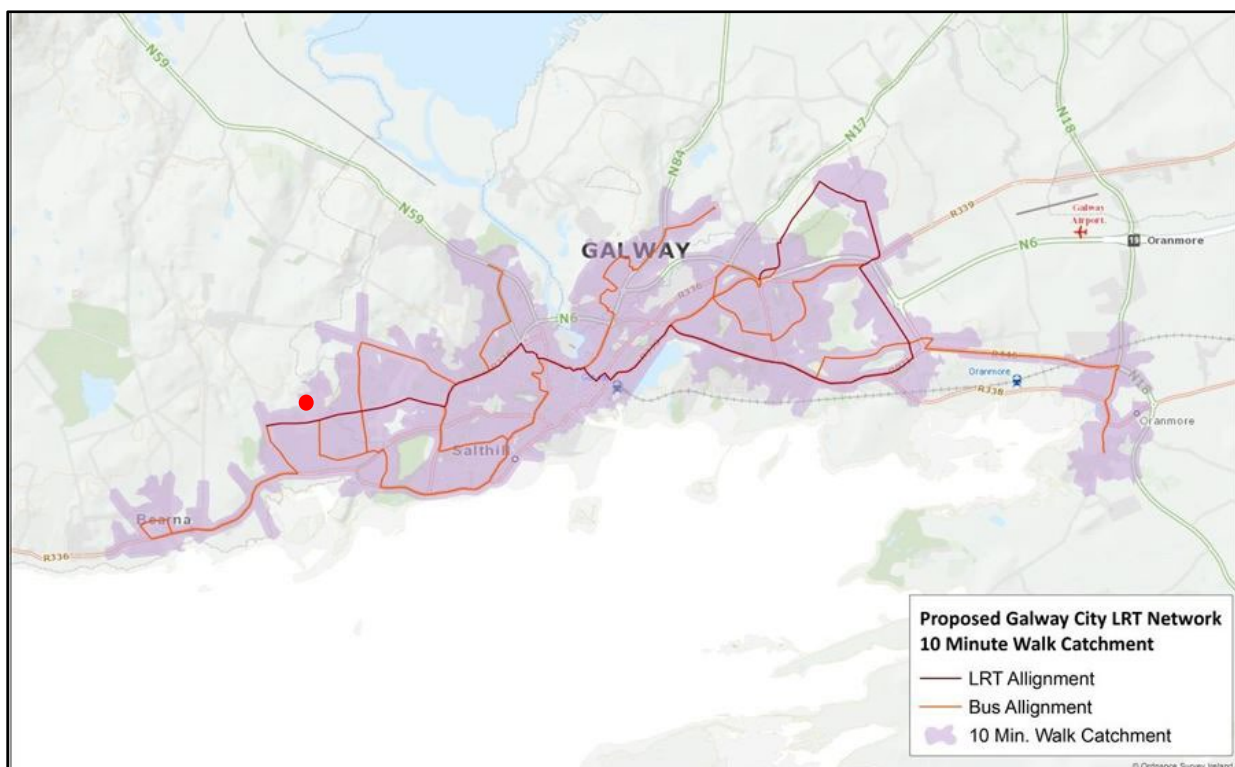


Figure 3.18: Proposed Cross City Light Rail (LRT) Line. Proposed site in red (Source: Galway Transport Strategy)

4 Baseline Information

4.1 Travel Questionnaires

A comprehensive baseline survey of any given site is required to facilitate the Mobility Coordinator of the development to make informed decisions on mobility management and set realistic modal-split targets. This exercise typically relies on empirical data relating to the building occupant's travel routines, usually obtained by way of a travel questionnaire as detailed in **Appendix A**.

Given the fact that the status of this project currently lies in the planning phase, it is not possible to establish accurate, empirical travel patterns of occupants of the subject site. Taking this into consideration, this report utilises alternative methods to establish baseline trends and provide a statement of the broad objectives with respect to mobility management for the site. The plan sets out broad targets and objectives along with the mechanisms, including both hard and soft measures, which could be put in place to support the modal shift.

At this stage, the plan is intended to provide a preliminary overview and will be revised accordingly when more detailed information regarding the staff becomes available. This will also be cognisant of the nature of the development in relation to the number of tenants and staff. The formulation and implementation of a Mobility Management Plan is an iterative process; hence this plan is an evolving document and will be regularly updated based on experience gained from its implementation, operation, and the results of future surveys.

4.2 Transport Modal Split

A typical modal split analysis cannot be carried out due to the early stage of the development and the lack of actual data. An analysis of the 2022 Census was undertaken and the transport habits of the Galway City Central Local Electoral Areas was used to identify a baseline breakdown of current modes of transport in the area. This can be used to provide an initial modal split target, but it is recommended that a travel survey is undertaken after the development has been concluded for a few months. This survey will outline a more comprehensive baseline to re-evaluate the modal split targets.

The breakdown of the reported modes of transport for the Galway City West LEA area in 2022 is displayed in **Figure 4.2** overleaf. A typical modal split target would consist of 55% sustainable transport such as public transport, car-sharing or walking/cycling and 45% personal car use. It is difficult to set targets like these for the site, considering that the actual method of transport for the occupants is yet to be identified and as mentioned above, a survey after a few months of operation will allow a more comprehensive modal split target to be set.

Based on the census data for Galway City West (**Figure 4.1**), the use of private vehicles, including driver and passenger, is at 59%, which is above the national target set in the Smarter Travel document of 45%. The use of sustainable forms of transportation, such as walking, cycling and public transport, by residents of the Galway City West LEA is at 30% (please refer to **Figure 4.2**). 9% of Galway City West population stated to work from home with the remaining 2% are using company vehicles such as vans and lorries.

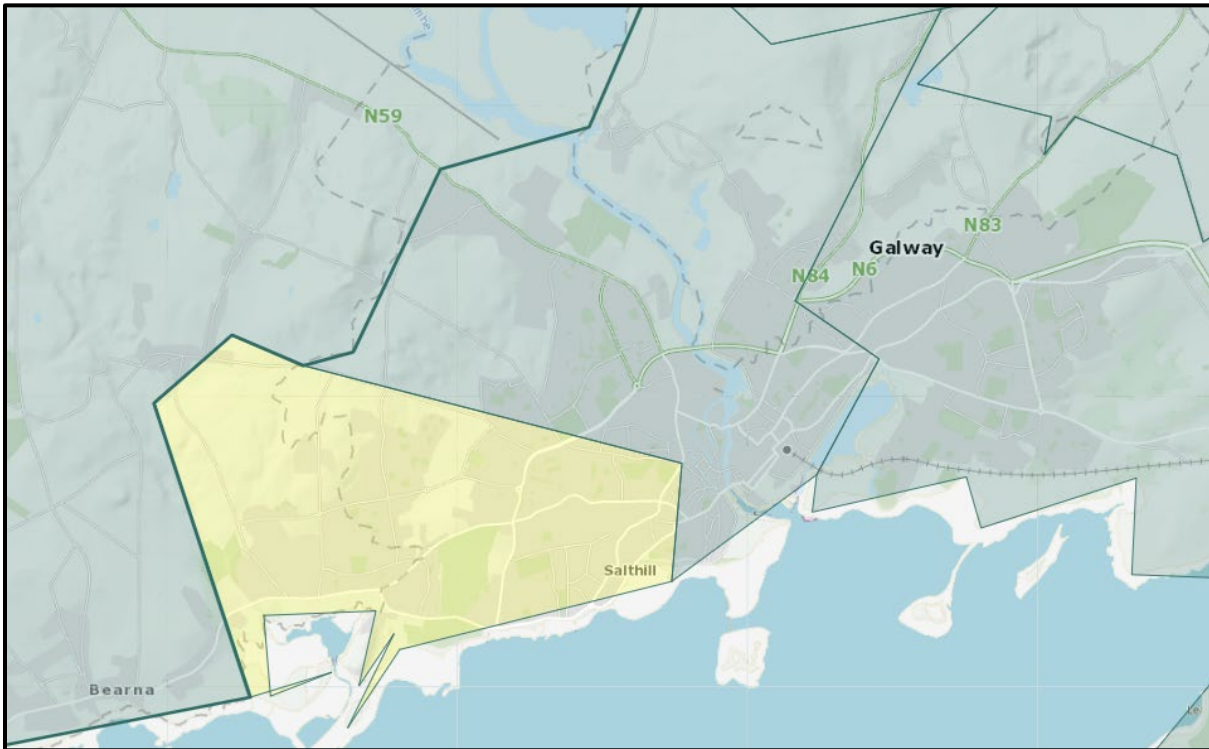


Figure 4.1: Galway City West Local Electoral Area (CSO, 2022)

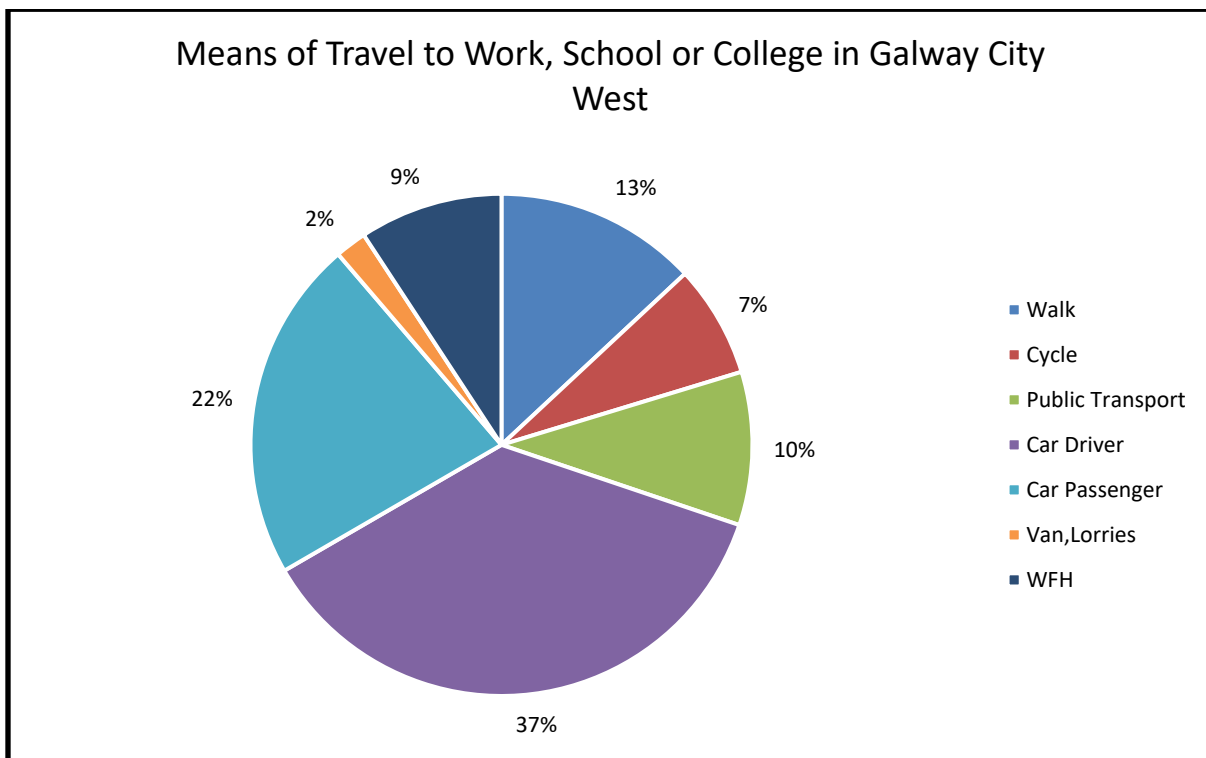


Figure 4.2: Travel data for the Galway City West for population over the age of 5 years (CSO, 2022)

5 The Proposed Development

The proposed development involves the construction of 84No. residential units broken up into 71No. apartments across four blocks and 13No. terraced family units across two blocks. The proposed development also includes provision for a 'Local Centre' which will include a Creche, 4No. retail units and a café located at ground level in blocks 2 & 3 facing on to a central plaza with a landscaped public open space in the form of an amphitheatre located to the east of this. The above will address the legacy issues of limited services provided within the wider community. The proposed project will have regard to its surrounding context and aim to greatly improve the permeability and linkages with existing neighbouring housing developments to address the issue of limited local services and create a high quality and sustainable living environment within area.

Of the apartments proposed 40% of these are designed as age friendly / universal design units which by being located adjacent to the local centre services proposed will be very accessible. The proposed development will increase permeability into the surrounding residential developments including the Clairin, Maoilin, Drisin and Leas na Mara and to the nearby educational centre of Colaiste na Coirbe located to the southwest.

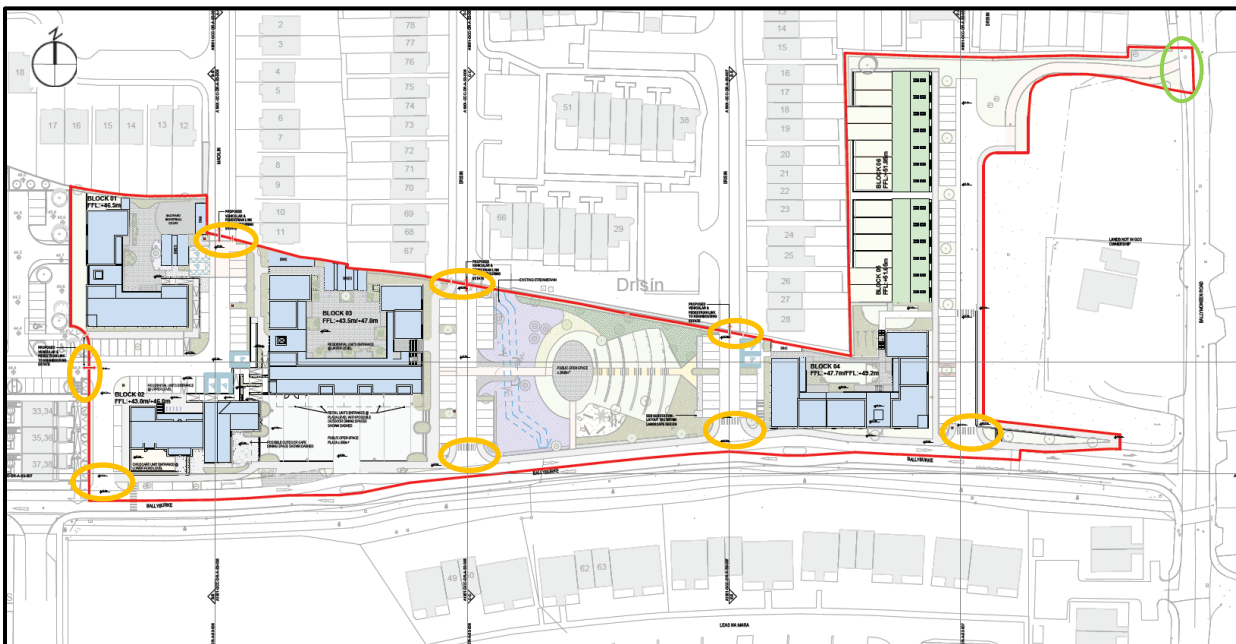


Figure 5.1: Proposed site layout (Source: Galway City Council) (revised drawings may be released prior to final submission). Vehicular and pedestrian access points circled in orange. Pedestrian only circled in Green.

5.1 Site Access and Site Environs

The site will have a total of 8No. new vehicular and pedestrian access points and 1No. pedestrian only access point, as highlighted by yellow and green circles in **Figure 4.1** respectively. 4 no. of the new vehicular and pedestrian entrances will be from Ballyburke Rd. Additional links road access will be provided to Clairin, Maoilin, Drisin and Leas na Mara residential developments. The existing site entrance on the Ballymoneen Rd. will be converted to a pedestrian/ cyclist only entrance.

5.2 Pedestrian and Cyclist Infrastructure

As mentioned previously the existing site entrance on the Ballymoneen Rd. will be converted to a pedestrian/ cyclist only entrance. The proposed layout of the site responds to existing established pattern of development in that the building lines of the proposed apartment blocks South of Maoilin and Drisín align with the existing building line of these estates. Likewise, proposed footpaths will tie in with the existing infrastructure. The development includes provision for high quality pedestrian infrastructure in the form of footpaths, pedestrian crossings and dropped kerbs. With the exception of the shared pedestrian/ cyclist access points onto the Ballymoneen Rd. the development does not include provision for dedicated cycle lanes. Cyclists are to follow the internal road layout.

Sheltered bicycle parking facilities are provided for at all apartment blocks with additional unsheltered short-term visitor parking spaces provided for also. **Table 5.1** below outlines the provision of bicycle parking at each building. Development standards outlined in Section 11.3.1 and Table 11.3 in the Galway CDP 2023-2029 indicate the site is compliant in bicycle parking spaces. **Figure 5.2** outlines the approximate locations of the proposed bicycle parking facilities.



Figure 5.3: Proposed bicycle parking locations. Visitor parking allocations circled in green. (Source: Galway City Council)

Table 5.1: Bicycle Parking Provision				
Building	Long-term		Short-term	
	Standard	Cargo/ Enlarged	Standard	Cargo/ Enlarged
Block 1	28	2	10	-
Block 2	24	2	10	1
Block 3	40	4	12	-
Block 4	32	2	10	-
Creche			10	
Commercial Plaza			14	
Total	124	10	66	1

5.3 Vehicle Parking

Proposed vehicle parking is in line with Galway City DP 2023-2029 standards of 1.5No. grouped parking spaces per dwelling and 1No. grouped visitor space per 3No. dwellings which applies to the proposed housing units. As a result, 24No. spaces are proposed for the housing units. The proposed site will incorporate 71No. apartment units and as such, guidelines outlined in 'Sustainable Housing: Design Standards for New Apartments' 2022 published by the Department of Housing, Local Government and Heritage also apply. These guidelines recommend incorporating 1No. space per unit and 1No. visitor space for 3-4No. apartment units. As a result, 89No. spaces are proposed for the apartment units. In total, 113No. spaces are proposed and includes provision of 6No. accessible parking spaces.

Parking associated with the proposed café, retail unit and creche is limited by design to encourage use of walking and cycling as viable alternatives to private vehicle use. 5No. parking spaces and a loading bay / drop-off point are proposed along Ballyburke Road to cater for the retail and creche units. An additional 3No. spaces to the west of Block 02 may also be used by residents or users of the proposed commercial services. These spaces are also proposed to incorporate GoCar car-sharing facilities (**Appendix B**).

With regards to electric vehicle (EV) charging facilities, Galway City DP 2023-2029 recommends that 10% of communal and private spaces be adapted and suitable for EV chargers. In line with these guidelines, 12No. EV spaces are proposed throughout the site. An outline of the proposed private vehicle parking can be found in **Figure 5.2** below and outlines the proposed EV charging points.



Figure 5.3: Proposed EV charging points. (Source: Galway City Council)

6 Implementation of the Mobility Management Plan

6.1 Background

For the Mobility Management Plan to be successful, it is important that management of the proposed multi-use development make residents aware of the local public transport, walking and cycling infrastructure and the benefits of reducing the traffic load on the surrounding road network.

The design and implementation of safe infrastructure is a key component to ensure sustainable transport options are attractive to residents. This action plan outlines several strategies to encourage the uptake of more sustainable methods of transport and reduce car journeys by residents of the proposed development, reducing the associated burden on both the surrounding development and the environment, such as:

- Appointment of a Mobility Management Plan Coordinator
- Provision of a Welcome Travel Pack to new residents
- Introduction of walking and cycling strategy
- Promotion of the existing Bus and Rail transport routes available in Galway
- Promotion of car-share/ lift-share services
- Implementation of parking management
- Existing and any proposed transportation initiatives

6.2 Mobility Management Plan Coordinator

The main target of this Mobility Management Plan is to ensure that the traffic impacts associated with the day-to-day transportation of residents and retail units at the proposed Ballyburke Development are minimised. Achieving this target will result in a wide range of benefits to the wider community.

For the Mobility Management Plan to be successful it is essential that a mobility management coordinator is appointed to monitor the progress of the plan on an ongoing basis. The coordinators appointed in monitoring the implementation of the Mobility Management Plan at the Ballyburke Development shall be confirmed with the Local Authority before the proposed Works are concluded.

- Mobility Management Plan Coordinator
Pending
- Assistant Mobility Management Plan Coordinator
Pending

The duties of the Mobility Coordinator will include:

- Conducting travel surveys at regular intervals once the development is completed and operational, which will provide detailed and up-to-date information on travel habits that can be used to develop new strategies to encourage travel by alternative modes;
- Implementation of various schemes/ plans aimed at encouraging the uptake of more sustainable means of travel;

- Acting as an information point for the proposed Ballyburke Development;
- Communicating with public transport companies and other service providers;
- Ongoing promotion and marketing of the plan through various mediums; and
- Evaluation and adaptation of the plan in the light of experience.

It is important that the mobility management plan coordinator and assistant coordinator work closely together while promoting the plan for the proposed development. The involvement of the users at an early stage will be essential to the success of the plan. ORS recommend that the Mobility Management Plan coordinators consult with residents to discuss the strategy for the implementation of the plan. This may help to spread the workload involved in implementing the plan and provide a platform for feedback to be presented.

6.3 Welcome Travel Pack

A Welcome Travel Pack will include all necessary information about resident's travel choice to and from the proposed Ballyburke Development. The travel pack will aim to increase awareness of residents to the available transportation methods within the vicinity and aim to help change their current mode of transport into a more sustainable option, providing health and financial benefits of the change. The pack can include:

- A brief description of the Mobility Management Plan
- Maps of walking and cycling infrastructure within vicinity
- Timetables of public transport (Buses and Rail)
- Information on the health benefits of walking and cycling
- Information about car-sharing as well as benefits, such as reduction in traffic congestion near with Galway City, cost savings etc.
- Information on transitioning to Electric Vehicles
- Information about taxi services in the area

6.4 Walking

Walking is one of the most beneficial activities people undertake on a day-to-day basis. Walking is a great way for residents to engage, make friends and enhance the sense of community at the proposed development. In addition, there are public bus services operating within walking distance of the proposed development. Some of the main benefits to walking are as follows:

- Research has shown that people who walk to work are more aware of the green cross code and road safety issue
- The more people that walk rather than drive will result in fewer cars in the vicinity of the proposed development leading to a safer environment
- Studies have shown that people who walk to work are more alert than those who do not especially early in the morning
- Walking to work provides an excellent platform for friendships to be formed between people
- Walking reduces the development's carbon footprint and enhances sustainability
- Walking is an excellent activity to increase overall fitness and studies have shown that people that incorporate walking into their daily routines benefit from an increased feeling of well-being.

- Organise a pedometer challenge among staff: systems like this encourage a friendly rivalry between participants and can lead to friendships being formed;
- Encourage staff to keep shoes and socks at work to change on wet days;
- Provide umbrellas at the reception to encourage staff to walk even in wet weather; and
- Provide lockers and changing facilities to facilitate walking in various weather conditions.

As outlined in the report there is ample existing walking infrastructure within the vicinity of the proposed development in the form of footpaths, pedestrian crossings and dropped kerbs which accommodate walking. The site is located to the west of Galway which provides views of Galway Bay making for an enjoyable walking experience. **Figure 3.8** indicates that Barna Rd, Upper Salt Hill Rd and Blakes Hill are within 30 minutes walking of the proposed development.

6.4.1 Incentives to Encourage Walking

With a view to encourage walking to the development, this mobility management plan proposes to introduce several challenges and incentives to capture the attention of residents. Such measures/challenges include but are not limited to the following:

- The introduction of walking clubs: these will encourage residents to support each other, and lead to more walking in groups to and from the proposed multi-use development
- Organise a pedometer challenge among residents: systems like this encourage a friendly rivalry between participants and can lead to friendships being formed.

6.5 Cycling

Cycling is an excellent activity to improve overall fitness. It is one of the fastest ways for an individual to travel, aside from using public and private transport, and raises the level of road safety awareness and it is the third most popular activity in Ireland. Some of the main benefits of cycling are discussed below.

- Cycling will have monetary benefits / savings to those who cycle as opposed to using their private cars as fuel costs will be reduced
- Cycling provides people with the platform to become independent and not reliant on traditional forms of transport to reach their destination
- Cycling is enjoyable and is a fantastic recreational activity
- Cycling is an excellent way to explore the local area and become more aware of the wider community
- If more people cycle as opposed to driving, there will be less traffic congestion thus resulting in a safer route network
- Cycling is an excellent way to make friends, particularly when cycling in groups
- Cycling is an excellent activity to do on a regular basis and improves overall fitness.

The Co-ordinator could highlight and provided details of nearby cycle stores that facilitate the Cycle to Work scheme, a tax incentive scheme that aims to encourage workers to cycle to and from work. Under the scheme, employers can pay for bicycles and bicycle equipment for their employees and the employee pays back through a salary sacrifice arrangement of up to 12 months. The employee is not liable for tax, PRSI or the Universal Social Charge on their repayments.

The proposed development will incorporate 134 No. long-term secure sheltered bicycle parking, inclusive of 10 No. cargo/ enlarged bays, and 45 No. visitor bicycle parking, inclusive of 1 No. cargo/ enlarged bay, in order to encourage site users to cycle to and from the proposed Ballyburke Development. The development could include provision for a bicycle maintenance stand containing pumps, puncture repair equipment and wrenches etc. alongside the proposed long-term bicycle parking areas. The proposed development could provide an opportunity to recharge electric bikes and scooters on the premises.

The nearby Western Distribution Road contains existing cycle infrastructure which integrates into kerb-side cycle lanes further east, as outlined in **Section 3.3.2**. **Figure 3.12** indicates the catchment area reachable within a 15- and 30-minute cycle of the site, with numerous scenic cycle routes within the area, including salt hill promenade.

6.5.1 Incentives to Encourage Cycling

With the aim of encouraging cycling as a mode of transport, this mobility management plan proposes to introduce a number of challenges and incentives to capture the attention of residents. Such measures/ challenges include but are not limited to the following:

- Organise training days on the rules of the road and how they apply to cyclists
- Organise bike maintenance training talks
- Encourage participation in local bicycle or triathlon clubs
- Invite bike suppliers for a “try before you buy” demonstration to residents
- Consider organising a bicycle pool for residents where shared bikes are available.

6.5.2 Cycling Clubs

Cycling clubs are a great way of meeting new people while maintaining and improving your fitness. Most cycling clubs put together organised group rides weekly or monthly for cyclists of various skill levels. It is the perfect way to discover new routes, new riding buddies, improve your group-riding skills and connect with fellow cyclists in a social setting. You can also learn things from other cyclists like bike repair tips, workout ideas and other secrets to improve your cycling.

6.6 Public Transport Initiatives

As stated previously in **Section 3.3.3** and **3.3.4**, Ballyburke is already served by 3No. bus services ca. 500m south of the proposed development. This is located an 8-10minute walk from the proposed Ballyburke Development. In order to encourage the use of public transport, this mobility management plan proposes the implementation of various measures to entice residents to continue to utilise public transport options. These include:

- Providing information on existing and additional bus services to residents.
- Implementing a ‘buddy’ system for residents travelling to/ from similar work/school locations.
- Publicise the availability of Real Time Information. Real Time Information shows when your bus is due to arrive at your bus stop so you can plan your journey more accurately.
- Providing information at common areas for taxi services serving the local area.

6.7 Car-Sharing

Car-sharing, also known as carpooling, system has been introduced all over the world over a variety of different organisations and facilities and has proven to be a successful measure in reducing vehicular traffic. Every day people travel to work, school, etc. and many people near each other make their own individual trips by private vehicle. The main benefit of introducing a carpooling system is that people can share their vehicles thereby reducing the overall number of vehicles to and from the residential development at peak times. By carpooling just once a week, studies have shown that commuters fuel costs can be reduced by up to 20%, and when done regularly, emissions can be reduced by 4% to 5%. Furthermore, the reduction of vehicular traffic results in a net decrease in the demand for car parking spaces.

For carpooling schemes to be effective, it is essential that residents and the residential MMP coordinate ensure that the occupancy of a vehicle travelling from the development is maximised. This can be done in a number of ways; however, the most effective way of coordinating the process is to map where each resident works/ studies and link-up staff members who live nearby to promote car-pooling when other more sustainable modes of transport are not viable.

The residential management company could also make carpooling software available to residents. This particular software can be used by residents' phones where their information is recorded, and potential matches are automatically generated based on work/school schedule and preferences. This method generally provides greater security, ensuring privacy for participants and enhanced matching facilities.

6.7.1 Incentives to Encourage Car-Sharing

In order to encourage carpooling in the multi-use development, this mobility management plan proposes to introduce a number of incentives to entice residents to embrace the scheme.

- Ensure the most convenient car parking spaces are reserved for residents who carpool.
- Make clear that drivers will not have to go out of their way to pick up a person who is not on their desired route.
- Promote the financial benefits of the scheme.
- Promote systems whereby those who are given a lift share in fuel costs.

6.8 Car Parking Allocation

The proposed Ballyburke Development will have 115No. car parking spaces located within throughout the site inclusive of 7No. accessible parking spaces.

Traditionally, a reduction in car park spaces is considered a good approach to discourage single-occupancy car trips. However, the current lack of high frequency bus services at the local bus stop means that the dependence on the car will be necessary for some residents.

The parking provision for the proposed retail, café and crèche units is currently unknown. Details on the parking provision will need to be confirmed.

7 Action Plan and Review

This Action Plan describes a range of “hard” and “soft” measures set to this MMP, in which hard measures involve a physical approach and soft involves a behavioural approach. Once implemented, these measures will facilitate the shift into a more sustainable way of travel. Therefore, it can be summarised as follow:

Soft measures (behavioural):

- Introduce pedometer challenges between residents
- Introduction of walking clubs
- Introduce cycle challenges
- Provide road safety and bicycle maintenance seminars
- Promote cycle or running clubs
- Post bus routes and timetables on common areas across the development
- Post information on costs, commuter tickets / multi-trip reductions
- Raise awareness of the well-being, environmental and cost-saving benefits of carpooling
- Provide a platform to connect residents travelling to similar routes to increase carpooling
- Encourage the use of sustainable ways of transportation
- Make staff aware of the cycle to work scheme
- Promote within the residents the introduction of working from home scheme with their employees
- Make residents aware of the cycle to work scheme.

Hard measures (infrastructural):

- Identify unsafe locations along the route and liaise with the Local Authority to rectify
- Safe, secure, covered bicycle parking has been provided throughout the site
- Introduce bike to rent scheme
- Reserve the ‘best’ parking spaces for car-sharing residents who car-pool
- Provide designated parking for e-vehicles
- Introduce car-pooling scheme amongst residents
- Develop a car parking strategy
- Provide real-time information for nearby Bus stops
- Provide bicycle maintenance stands at proposed bicycle parking areas

Appendix B provides indicative figures for target modal splits for the next five years after the completion of the proposed Ballyburke Development is concluded and the summarised action plan. Modal Split Targets were determined following the census survey as discussed in **Section 4**, the actual Modal Split Targets will be determined following the first residents’ survey shortly after the development is constructed, typically within the first six months. The appendix shows existing travel patterns within the Galway City West electoral area with realistic targets travel pattern targets to be achieved by the development based on these.

Given the iterative nature of Mobility Management Plans, this table should be revisited periodically following the completion of future travel and transport surveys issued by the residential’s Mobility Manager.

7.1 Management and Review

Management and review of the Mobility Management Plan are vital to track progress and determine realistic milestones in the implementation of the plan. It is recommended that the travel patterns of residents are reviewed on an annual basis. ORS have compiled a questionnaire which is attached in **Appendix A** of this report which will provide the mobility management plan coordinator(s) with all the necessary information to review travel trends at the proposed Ballyburke mixed development. It is recommended that this questionnaire, or a similar online version, is issued annually to residents to monitor and track travel pattern changes.

ORS would also suggest leaflets and information booklets to be produced to make residents aware of the Mobility Management Plan and what it intends to achieve. This will allow the mobility management plan coordinator to track progress in terms of milestones and adjust the milestones that are set too high or too low. It will also ensure that changing travel patterns are taken into account to ensure that the plan continues to reflect the needs of the users.

8 Conclusion

8.1 Key Findings

Baseline information was collected from several publicly available sources to demonstrate the viability of different modes of sustainable transport within the vicinity of the proposed site. The present-day scenario for each mode of transport was determined as follow:

- **Private Vehicle:** The local road network provides good access to the Western Distribution Road which in turn provides access to Galway City Centre and the N6. The N6 provides a transportation route to the industrial lands to the east of the city and to the M6 which provides connection with the rest of the country. Galway city is renowned for gridlock rush hour traffic which limits the effectiveness of private vehicular transport. The development will facilitate several link roads to existing residential developments which will help alleviate pressure on existing road infrastructure.
- **Walking:** The surrounding area provides an extensive footpath network which serve the accompanying residential areas within the vicinity and provide pedestrian access to Galway City Centre. Pedestrian footpaths, level crossings and dropped kerbs are proposed at all entry points to the site along with the addition of a pedestrian and cyclist only entrance point form the Ballymoneen entrance. The development will improve pedestrian access to the surrounding existing residential developments.
- **Cycling:** Cycle lanes are intermittent and not currently linked up within the immediate vicinity of the site. Some high-quality cycle infrastructure does exist within the vicinity of the site and it is proposed to improve the cycle infrastructure on the Western Distribution Road which will improve safety and commute times for the proposed site. High quality sheltered bicycle parking facilities are proposed at the facility. This includes 134No. long-term secure sheltered bicycle parking, inclusive of 10No. cargo/ enlarged bays, and 45No. visitor bicycle parking, inclusive of 1No. cargo/ enlarged bay, to serve as a convenient and secure facility for bicycles, encouraging and supporting cycling among residents.
- **Public Transport:** There are 3No. bus services that serve within the vicinity of the proposed development with an additional service proposed along the western distribution road, which should reduce commute times. The services have fluctuating frequencies, and all offer a link to Eyre Square where interchange services with Irishrail are offered.
- **Carpooling/ Sharing Services:** The closest GoCar location is ca. 1.4km east of the proposed site in Gateway Shopping Park. According to the 2022 Census 22% of people in the Galway City West LEA primary mode of transport to work or school is as a car passenger.

8.2 Recommendations

- Mobility management is a process that is intended to be ongoing over a number of years with the end target being reduced vehicle numbers arriving and departing from the proposed development. Sustainable transportation should be embraced by the residents and not be seen as a chore. This report assists in providing alternative modes of transport and incentives to help promote the uptake in such forms of transport. It should be noted however that the actual monitoring and review of the initiatives proposed in this plan will be a far greater part of the mobility management plan itself.
- Essential to the success of the plan is the appointment of a mobility management plan coordinator for the proposed Ballyburke Development. The mobility management plan

coordinator will be appointed prior to the completion of the proposed development. This individual will be responsible for implementing the measures discussed in the plan and should be granted sufficient time and resources to help ensure the plan is a success.

- The mobility management plan mainly focuses on the travel attitudes of residents, and it is essential to the success of the plan that this group is consulted from the outset. Successful coordination of tasks and communication could also be transferred to residents if they are consulted from the onset of the implementation of the plan.
- Residents will play a pivotal role in the implementation of the plan as they after all are the target audience to take an active role in the plan. The plan will evolve and develop with the premises, taking into account changing patterns in travel and new needs of the site users.
- In order to ensure that the plan is effective and up to date it is encouraged that the stakeholder survey attached in **Appendix A** & modal split targets of this report are issued annually to establish changing travel patterns and targets. It should be noted that failing to meet targets should not be viewed as a failure, particularly in the first years following the implementation of the plan. This period should be used to recognise achievable targets and put forward long term goals.
- The propensity for encouraging residents at the facility to use alternatives to single-occupancy car travel will inevitably depend on the convenience and availability of those alternative networks and facilities. The management can play a role in influencing travel choices by implementing various initiatives to encourage even occasional use of alternative modes.
- The availability of a public transport connection between the proposed development and the catchment areas can make a great difference to modal choice and future modal shift, as can the provision of dedicated safe cycle routes and more bus connections. While the proposed development management will have no control over the provision of such services, they can educate and influence the residents to investigate various options in relation to using existing infrastructure for part or all of their journeys.

ORS

Appendix A – Resident Questionnaire

Dear Residents,

RE: MOBILITY MANAGEMENT PLAN QUESTIONNAIRE

The Local Authority has requested that we prepare/update our mobility management plan to assess the transport situation at the Ballyburke Rd mixed development at Ballyburke, Knocknacarra, Co. Galway.

The first step in the Mobility Management Plan process is to ascertain the current travel patterns of the residents. In an effort to achieve this, a questionnaire has been designed to assess the methods used by the residents to travel to and from their houses.

The attached questionnaire asks a few short questions associated with how you travel to and from the residential development. This questionnaire will take approximately 5 minutes to complete.

In addition, the last question in the questionnaire provides you with the opportunity to bring your comments and observations associated with the delivery of the improvements to the development. As an important member of the development, your inputs and support are vital to the safe operation of our facilities. On this basis, your observations are welcomed and will be thoroughly considered.

Please return your completed questionnaire to me, no later than XX/XX/XXXX.

Thank you for your consideration and support.

Yours sincerely,

Mobility Management Plan Co-Ordinator

Residents Questionnaire

Section 1: Travel Patterns

1. Are you male or female?

Male		
Female		
Prefer not to say		

2. How far do you travel from house to work/school?

Less than one 1 km	
1 – 1.9 km	
2 – 2.9 km	
3 – 3.9 km	
4 – 4.9 km	
5 km or more	

3. How do you usually travel from your house to work/school? *(Please tick the most appropriate, or state other)*

	By private car
	By carpool/car-share
	By Bus (public)
	On foot
	By bicycle
	By taxi

Other, please state:

4. How do you normally travel from work/school to your house? *(Please tick the most appropriate, or state other)*

	By private car
	By carpool/car-share
	By Bus (public)
	On foot
	By bicycle
	By taxi

Other, please state:

5. Is there a bus service available to take you to or from your house?

Yes	
No	
Don't know	

6. How far is the bus stop from your house?

0 – 0.5 km	
0.6 – 1 km	
1 – 1.9 km	
2 – 2.9 km	
3 – 3.9 km	
4 – 4.9 km	
5 km or more	

7. How far is the bus stop from your work/school?

0 – 0.5 km	
0.6 – 1 km	
1 – 1.9 km	
2 – 2.9 km	
3 – 3.9 km	
4 – 4.9 km	
5 km or more	

8. Do you own a bicycle?

Yes	
No	

9. How many cars are there at house?

None	
1	
2	
3	
Over 3	

10. If you could choose, how would you like to travel to your work/school?
(Please tick the most appropriate, or state other)

	On foot
	By bicycle
	By bus
	By private car
	By carpool/car-share
	By taxi

Other, please state:

11. If you do not walk or cycle to work/school, what most stops you from doing so?

.....

.....

.....

Section 2: Travelling by Walking/Cycling

12. I like/would like to cycle to/from my house because:

.....

.....

13. How safe is the journey to your house on foot?

Safe	
Average	
Unsafe	
Dangerous	

14. How safe is the journey to your house by bicycle?

Safe	
Average	
Unsafe	
Dangerous	

15. Do cars and/or buses cause a problem on or near your house grounds?

Yes	
No	

16. If yes, what problems do they cause and where?

.....

.....

17. Is bicycle storage good enough at present on the residential development?

Yes	
No	

Section 3: Travelling by Bus/Train

18. When walking to and from the bus stop, how safe do you consider your route to be?

Safe	
Average	
Unsafe	
Dangerous	

19. Do you have a bus or train pass?

Yes	
No	

20. Is pupils' behaviour a problem on your bus?

Yes	
No	

21. Does your bus sometimes arrive late or leave too early?

Yes	
No	

22. Is overcrowding a problem?

Yes	
No	

Section 4: Travelling by Car

23. How many fellow residents usually travel with you?

None	
1	
2	
3	
4	

24. If you are given a lift to your work/school, is the journey only being made just to bring you to your work/school?

Yes	
No	

25. If the answer to the question was NO (e.g., your driver continues driving to go to work) approximately how much longer is your driver's journey because they have taken you to your work/school?

No extra time	
Less than 5 minutes	
5 – 10 minutes	
More than 10 minutes	

26. If your work/school is not in the driver's shortest route to work, could you be dropped off at a certain location and complete your journey by bus or on foot?

Yes – By bus	
No – By foot	
No	

27. If yes, how far away from your work/school is the drop off point?

Less than one 1 km	
1 – 1.9 km	
2 – 2.9 km	
3 – 3.9 km	
4 – 4.9 km	
5 km or more	

28. If no, please explain why this option would not work for you and/or your driver.

.....

.....

Section 5: Hazardous Journey

29. Have you ever been involved in a road accident on your journey to or your house?

Yes	
No	

30. If YES, how were you travelling?

By foot	
By bicycle	
By bus	
Given a lift	

31. Please describe what happened.

.....

.....

32. Have you ever been involved in a near-miss on your journey to or from your house?

Yes	
No	

33. If YES, how were you travelling?

By foot	
By bicycle	
By bus	
Given a lift	

34. Please describe what happened.

.....

.....

35. Have you even been bullied, threatened or scared on your journey to or from your house?

Yes	
No	

36. If YES, how were you travelling?

By foot	
By bicycle	
By bus	
Given a lift	

37. Please describe what happened.

.....

.....

Section 6: Health and Fitness

38. How often do play sport or exercise?

Most days	
Twice a week	
Once a week	
Less than once a week	
Never	

39. How long does each period of exercise last on average?

15 mins or less	
Around half an hour	
Around 1 hour or more	

40. Are you satisfied with your current level of fitness?

I would like to feel fitter	
I feel fit enough	
I feel unfit	

41. List three activities you would like to do which help you get fitter.

1.
2.
3.

42. If you cycle, how many journeys have you made in the last 7 days? (nor including work journeys)

Once	
Twice	
Three times or more	
None	

43. Where did you go?

.....

.....

44. If you have any other comments or suggestions about travel to and from the residential development, please share them here:

.....

.....

.....

.....

.....

Thank you for taking the time to complete this questionnaire, your participation is appreciated.

Appendix B – Action Plan Summary

Action Plan Summary								
	Travel Distance	2022 Census Modal Split	Target Modal Split			Measures	Key Incentive Mechanism	Comments
			First year	Second year	Third year			
Walking	2-3 km	13%	14%	15%	16%	Soft	Introduce pedometer challenges	
							Introduction of walking clubs	
						Hard	Identify unsafe locations along the route and liaise with Local Authority to rectify	
Cycling	5-10km	7%	9%	11%	13%	Soft	Introduce cycle challenges	
							Provide road safety and bicycle maintenance seminars	
							Promote the Cycle to Work Scheme	
						Hard	Provide safe, secure, covered bicycle parking	
							Provide bicycle repair stands at bicyle parking areas	
							Identify unsafe locations along the route and liaise with Local Authority to rectify	
Public Transport	10-50km	10%	12%	14%	16%	Soft	Post bus routes and timetables	
							Post information on costs, commuter tickets/multi-trip reductions	
Car Sharing	10-100km	22%	21%	20%	19%	Soft	Raise awareness of well-being, environmental and cost-saving benefits	
							Provide a platform to connect residents working on similar routes	
						Hard	Reserve the “best” parking spaces for car-sharing residents	
Private Vehicle	10-100km	37%	33%	29%	25%	Soft	Raise awareness of well-being, environmental and cost-saving benefits of alternatives	

ORS

Appendix C – GoCar Letter of Intent



{Developers Name TBC}
{Developers Address TBC}

9th November 2023

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide a car sharing service in the Ballyburke Neighbourhood Centre & Social Housing Scheme development, located at Ballyburke, Galway City. GoCar representatives have discussed the project with representatives of Galway City Council and are excited to provide a car sharing service at this location. The development consists of 84 unit dwellings, made up of 13 houses and 71 apartments alongside 3 commercial units and 1 café within the Ballyburke, Galway City area. After discussions GoCar have recommended to the developer that they propose to have initially available two (2) vehicles for public service at surface level within the development open to both residents and the wider population of Galway City and its visitors with a view to expansion based on usage.

GoCar is Ireland's leading car sharing service with over 60,000 members and over 950 cars and vans on fleet. Each GoCar which is placed in a community has the potential to replace the journeys of up to 15 private cars. The Department of Housing's Design Standards for New Apartments - Guidelines for Planning Authorities 2018 outline: "For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure... provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles."

Carsharing is a sustainable service. By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership, car dependency, congestion, noise, and air pollution. It frees up land which would otherwise be used for additional parking spaces. Most GoCar users only use a car when necessary and walk and use public transport more often than car owners.

By having GoCar car sharing vehicles in a development such as this, the residents therein will have access to pay-as-yougo driving, in close proximity to their homes, which will increase usership of the service.

I trust that this information is satisfactory. For any queries, please do not hesitate to contact me.

D Ralston

Daniel Ralston
Business Account Manager
GoCar Carsharing Ltd
Mobile: 086 0414 991
E: daniel.ralston@gocar.ie

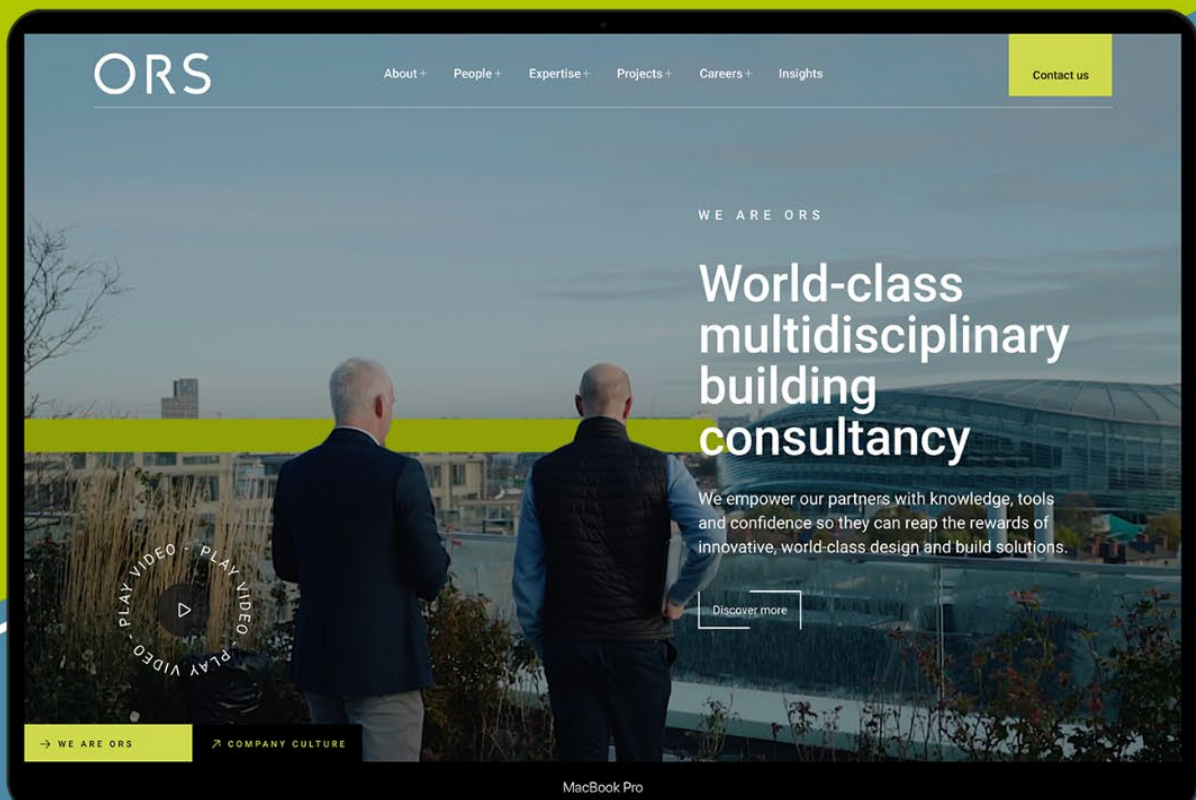
ORS

Multidisciplinary Building Consultancy



Access more information on our services
and expertise by visiting our brand-new
website.

Click here



Find Us Nationwide, on LinkedIn or on Youtube  

 Block A,
Marlinstown Business Park,
Mullingar, Co. Westmeath,
Ireland, N91 W5NN

 Suite: G04, Iconic Offices,
Harmony Row,
Dublin 2, Co. Dublin,
Ireland, D02 H270

 Level One, Block B,
Galway Technology Park,
Parkmore, Co. Galway,
Ireland, H91 A2WD

 Office 2, Donegal Town,
Enterprise Centre, Lurganboy,
Donegal Town, Co. Donegal,
Ireland, F94 KT35

 Office 4, Spencer House,
High Road, Letterkenny,
Co. Donegal,
Ireland, F92 PX8N

 NSQ2,
Navigation Square,
Albert Quay, Cork
Ireland, T12 W351