Kingston Park & Millers Lane Public Park and Urban Realm Project

Mobility Management Plan

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Table of Contents[NC1]

1.0 Introduction

PUNCH Consulting Engineers were appointed by Galway City Council to carry out an Outline Mobility Management Plan for the new park developments at Kingston Park and Millers Lane. This Outline Mobility Management Plan (MMP) has been prepared to accompany a Part 10 application for the construction of the new parks developments which will be accessed via the Western Distributor Road and Gort na Bró.

1.1 Site Location

The development boundary for the northern part of the Kingston Park site, outlined in red on Figure 1-1, is approximately 3.43 hectares. The southern part of the master planned site, outlined in blue [NC2]on Figure 1, is approximately 1.62 hectares. This southern section is to be brough forward under a standalone planning application at a later date. The site is bounded by the L10111[NC3] road to the North, residential development and land designated for future residential developments to the east, south and west. As well as St. John the Apostle, Knocknacarra National School located at the Northwest of the site. The site is accessed from the Western Distributor Road via the school's access road (L10111), which is not a through route for vehicular traffic. The existing site is a greenfield site with no existing buildings, and the location of the site is shown in Figure 1.

The proposed site for Millers Lane is approximately 2.44 hectares in area, located on the L-5000 and Millers Lane in the townland of Rahoon. It is bounded by Gort Gréine residential developments to the north, Millers Lane to the east, Gort na Bró residential development to the south and Gort na Bró road (L5000) to the west. On the opposite side of the L5000 road is primary school, Gaelscoil Mhic Amhlaigh. The existing site consists of two grass soccer pitches with a walkway around the perimeter, and an unmarked parking area. The site is primarily a greenfield with no existing building structures, except an approved storage container used for sports equipment. The location of the site is shown in Figure 1.

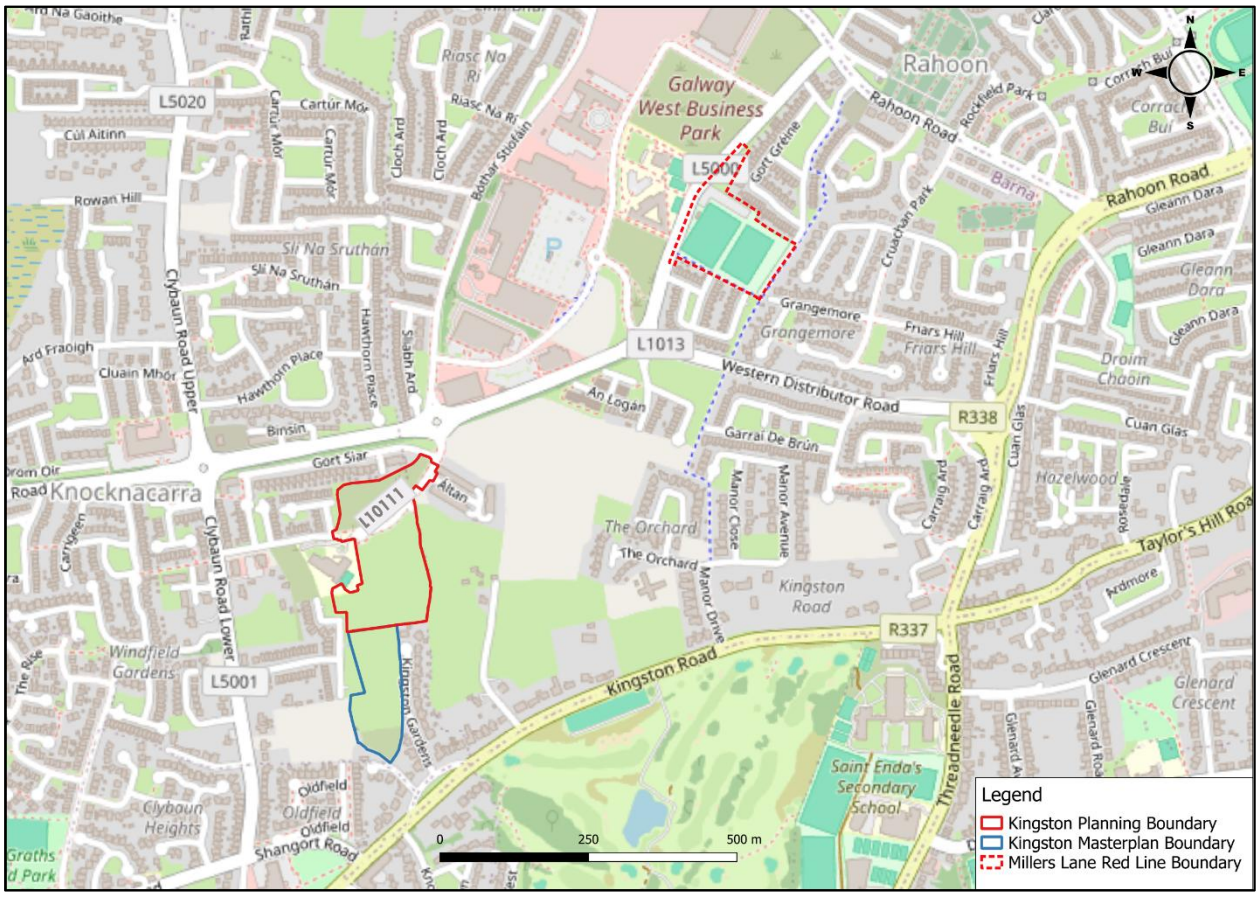


Figure 1: Site Location Plan

2.0 Proposed Development

The proposed development consists of:

The refurbishment and expansion of the existing park (site area 2.44Ha) located on Millers Lane, including:

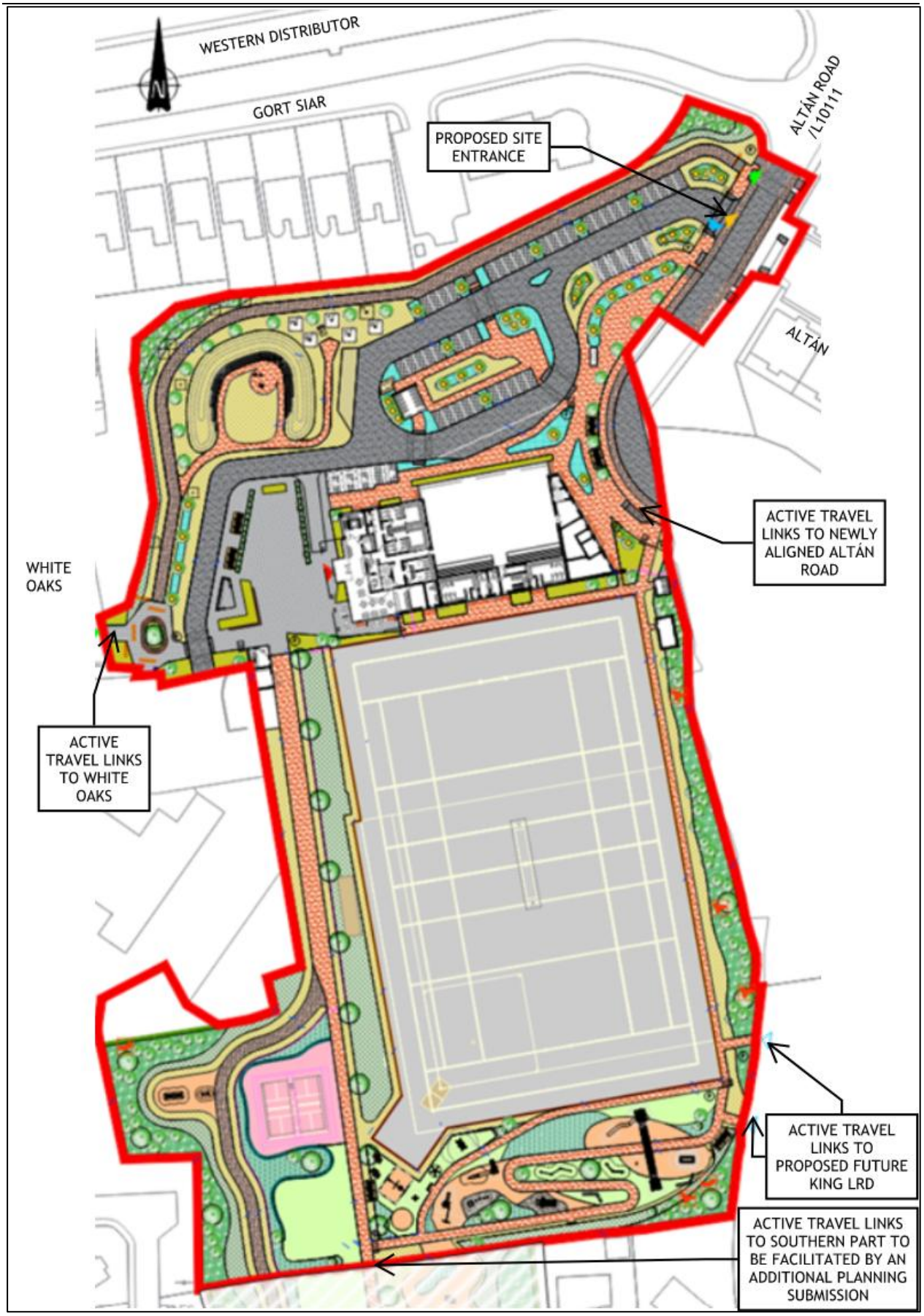
- Relocation and replacement of the 2 no. existing football pitches with: 1 no. new 4G synthetic turf multi-sport pitch (designed to 4G synthetic turf multi sport pitch dimensions) with associated fencing and 6 no. floodlights; and 1 no. new 2G sand-filled synthetic multi-sport pitch (designed to hockey pitch dimensions) with associated fencing and 6 no. floodlights.
- New two-storey, multi-functional building which includes public and sports team changing rooms, showers and toilets; multi-purpose sports hall; multi-purpose activity rooms; kitchenette; 2 no. viewing terraces; first-aid room; store rooms; plant rooms; reception area; and roof-mounted solar panels.
- New public spaces and amenities including fenced children's play areas; internal paths; multi-use games area; climbing wall; calisthenics area; public plaza; pitch spectator areas; equipment storage shed; green space for passive recreation; public lighting; and public seating.
- Extensive landscape planting (including native genus and species) and nature-based drainage measures including pollinator-friendly raingarden/ bioretention areas and reinforced grass paving, as well as planting areas with typologies including native and naturalised wooded areas, avenue tree planting, clipped hedges, short-flowering meadow, and pollinator-friendly perennials.
- Relocated vehicular access on the L-5000 Road; 2 no. new active travel accesses from the L-5000 Road; and enhanced pedestrian / cyclist access from Millers Lane.
- 27 no. car parking spaces (2 no. standard EV charging spaces, 1 no. accessible space, 1 no. combined EV and accessible space, 1 no. family space, and 1 no. age-friendly space), 2 no. coach drop-off spaces with automated access control, 3 no. motorcycle spaces, and 64 no. cycle spaces (40 no. standard short-term spaces, 2 no. short term cargo-bike spaces, and a secure bike shed with 20 no. standard and 2 no. cargo-bike spaces).

The development of the northern half of the proposed Kingston Park (site area 3.43Ha), including:

- The development of 1 no. 4G synthetic turf multi-sport pitch (designed to 4G synthetic turf multi sport pitch dimensions) with associated fencing and 6 no. floodlights.
- New two-storey, multi-functional building which includes public and sports team changing rooms, toilets, and showers (standard and accessible); double-height general purpose community hall including retractable bleacher seating; multi-purpose activity rooms (including 3 no. rooms offering direct views onto the playing pitch); commentary booth; café and servery; sensory room; first-aid room; store room; plant room; reception area; and roof-mounted solar panels.
- New public spaces and amenities including all-ages play area, outdoor classroom / amphitheatre; internal paths; multi-functional gaming area; informal games lawn; boules pitch; calisthenics area; performance space; pedestrian gateway plaza; parks department staff kiosk; refuse store; sports equipment sheds; public lighting; and public seating.
- Extensive landscape planting (including native genus and species) and nature-based drainage measures including pollinator-friendly raingarden/ bioretention areas; reinforced grass paving; native hedgerows; short- and long-flowering meadows; wildflower gardens; native and naturalised wooded areas; and pollinator-friendly perennials and shrubs.
- Replacement of the existing vehicular site access / junction on the Altan Road, and modification of the new access road approved under permitted Aquatic Centre Development (Pln. Ref. 24/60370) to account for the layout of this proposed development.
- Improvement of existing active travel entrance from Doire Gheal, improved links to the St. John the Apostle, Knocknacarra National School (via a Safe Routes to School), new active travel

accesses from the Altan Road, and provision for 2 no. potential future accesses to lands to the east (northeast of Kingston Gardens).

- 50 no. car parking spaces (including 4 no. standard EV charging spaces, 3 no. accessible spaces, 1 no. combined EV and accessible space, and 1 no. age-friendly space), 1 no. coach parking space, 1 no. set-down area, 82 no. bicycle spaces (60 no. standard short-term spaces, and a secure bike shed with 20 no. standard and 2 no. cargo-bike spaces) and 2 no. motorcycle spaces.
- All other associated and ancillary works.



[NC4][NC5][MG6]Figure 2 Kingston Park Proposed Development

The main vehicular access for Millers Lane is from the L5000, sometime referred to as Gort na Bró along the western boundary of the site. Pedestrian and cycle access will be separate to vehicular access point and will multiple locations from Gort na Bró along the western boundary of the site. Pedestrian and cycle access will also be provided from the existing Millers Lane greenway that exists along the eastern boundary of the site. Please See Figure 3.

[NC7]

Figure 3 Millers Lane Proposed Development

2.1 Estimated Facility Usage

The proposed developments is designed to serve as vital community and sporting hubs for the Knocknacarra area. To ensure efficient and equitable access, all usage of the facilities will be managed through a centralised booking system. This system will coordinate scheduling between sports clubs,

community groups, and schools, maximising utilisation while avoiding conflicts and ensuring safe, inclusive access for all users.

2.1.1 Sports Club Usage

It is anticipated that the primary usage of the synthetic turf pitches and associated sports facilities by local sports clubs will occur during weekday evenings and weekends. Specifically, sports club activities are expected to take place between 7:00 PM and 10:00 PM on weekdays, and throughout the day and evening on weekends, up to 10:00 PM. These hours align with typical training and match schedules for local GAA, soccer, rugby, and hockey clubs. The synthetic turf pitches, designed for year-round use, will be particularly attractive for evening and winter training sessions due to their floodlighting and all-weather surfaces.

2.1.2 School-Related Usage

Kingston Park will also support school-related access, particularly for Knocknacarra National School, which is located adjacent to the site. The facility will accommodate school drop-off between 8:30 AM and 9:00 AM, and pick-up between 2:30 PM and 3:30 PM on weekdays. These time slots will be managed to ensure safe and efficient access for students and parents, with designated drop-off zones and active travel routes supporting walking and cycling. Opportunities for schools to use the sports facilities during school hours for physical education and extracurricular activities will also be explored through the booking system.

2.1.3 Community Group Usage

Beyond sporting activities, the facilities are expected to be in high demand by a wide range of community groups, including youth organisations, cultural groups, fitness classes, and local residents. These groups will have access to the multi-functional indoor spaces and outdoor amenities from 9:00AM to 10:00 PM all week. The flexible design of the buildings, including activity rooms, halls, and outdoor plazas, allows for diverse programming such as workshops, performances, wellness sessions, and social events.

2.1.4 Coordination and Booking System

To ensure optimal use of the facilities and avoid scheduling conflicts, a comprehensive digital booking system will be implemented. This system will allow sports clubs, schools, and community groups to reserve spaces in advance, view availability in real time, and receive confirmation of bookings. The system will also support data collection for monitoring usage trends, informing future planning, and ensuring equitable access across user groups. The Facilities Manager will oversee the system's operation and ensure that bookings align with the Access Management Plan and Mobility Management Plan.

2.1.5 Summary of Estimated Usage Patterns

The following summarises the anticipated usage windows:

- **Sports Clubs**:
  - Weekdays: 7:00 PM – 10:00 PM
  - Weekends: Morning to 10:00 PM
- **Schools (Knocknacarra NS)**:
  - Weekdays: 8:30 AM – 9:00 AM (Drop-off), 2:30 PM – 3:30 PM (Pick-up)
  - Potential use during school hours for PE and events
- **Community Groups**:
  - Weekdays: 9:00 AM – 10:00 PM
  - Weekends: Morning to 10:00 PM

These usage estimates will inform the development of operational protocols, access management strategies, and mobility planning to ensure the facilities are used efficiently, safely, and in a manner that supports the broader goals of community engagement and sustainable transport.

3.0 Mobility Management Plan

3.1 Introduction

This section outlines the provisions that the applicant proposes to put in place as a means of reducing car dependency associated with this proposed development in the interest of compliance with the following sustainable transport initiatives:

- Department of Transport National Policy, Smarter Travel: A Sustainable Transport Future – A New Transport Policy for Ireland 2009-2020, which provides that 500,000 more people will take alternative means to commute to work to the extent that the total share of car commuting will drop from 65% to 45%;
- National Sustainable Mobility Policy Action Plan 2022-2025
- The National Cycling Policy Framework 2010 target, which provides that cycling will be developed in Ireland to the extent that 10% of all trips, including commuting, will be by bike by 2020;
- The need to reduce transport emission to meet EU 2030 greenhouse gas reduction targets; and
- The need to reduce traffic congestion, particularly at peak commuting times.

This Mobility Management Plan is developed for enhancing travel via more sustainable modes of transport, to identify travel demand strategies to reduce single occupancy private car travel which in turn reduces traffic congestion, noise pollution and environmental impacts. Users of the site are to be informed of the alternatives to the private car and are given the required advice, support, and encouragement to travel in a sustainable way. The Mobility Management Plan will also include proposed future transport improvements in addition to those already available.

For this development a site-specific Mobility Management Plan can only be fully developed and implemented once the user, and their travel behaviour, is known and when the development is in use. This initial Mobility Management Plan sets out the key infrastructural proposals and modal split targets for the development in general terms and will be further developed through the lifetime of the development and sets out guidance for the operations of the facility to incorporate in the management of the facility.

The new development will cater for both vehicular, cycling and pedestrian traffic and includes provision of car and bicycle parking. Measures laid out in the Mobility Management Plan will aim to reduce the number of people travelling to and from the development by car, promote the use of public transport and encourage users to use more sustainable methods of travelling.

In order to establish an effective mobility management plan, the development once occupied should submit the following information:

- Staff/visitor travel survey information to establish the origin and destination of trips to and from the development,
- Outline specific schemes/measures implemented to encourage a shift from car dependant transport to and from the site,
- Results of user comments,
- Targets to be set out in accordance with approved NTA guidelines and documents,
- An outline of the various schemes that the development, plan to make available to its users to encourage the desired change in their travel patterns to and from the development; such as cycle facilities, public transport subsidies, car-pooling, shared parking facilities, walking groups, cycle groups, communication, consultation, promotion, and tax saver schemes.

The success of the Mobility Management Plan depends on the co-operation of all parties. The appointment of a co-ordinator and a steering group is vital for the success of the plan. This MMP will need to be reviewed on a regular basis within the steering group with updates occurring as improvements to the transport network in the vicinity of the development site are implemented.

3.2 Objective of the Plan

The objectives of the Mobility Management Plan for the proposed development are as follows:

- To encourage/increase the use of public transport, walking and cycling for park users and visitors and to facilitate travel by bicycle, bus, and train.
- To reduce the overall number of single occupant vehicles trips for journeys to and from the park development.
- To integrate mobility management into the development decisions, policies, and practices to work closely with governing bodies on means and use of transport services around the vicinity of the development site.
- To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for staff and visitors.
- To increase car-pooling amongst staff.

The Mobility Management Plan can lead to benefits, such as offering substantial savings to staff and visitors by suggesting alternatives for travelling to the site (other than by car), allowing commuters to avail of a healthier lifestyle by incorporating exercise into the commute and reducing stress experienced by staff and visitors caused by lack of alternatives in commuting.

The Mobility Management Plan should be considered as a dynamic process where a package of measures and campaigns are identified, piloted, and monitored on an ongoing basis. The nature of the plan therefore changes during its implementation in that some measures prove successful and are therefore retained while others are not supported and are discarded. It is important that the plan retains the support of users and receives continuous monitoring. Feedback and active management of the plan is required for it to continue to be successful.

The Mobility Management Plan specific to the nature and location of the development will consist of a package of sustainable measures aimed at increasing sustainable travel. These measures can include facilitating walking, cycling and car sharing schemes. Soft measures such as education, information and awareness can also be used.

3.3 Census Data

Table 3-1 below shows 2022 Census data on private household motor car availability in Galway City. It is evident that a significant percentage of households in the Galway City do not own a car (21%) or own a single car (46%). *(Census 2022, Table SAP2022T15T1CTY)*.

Table 3-1: 2016 Census - Private Households Motor Car Availability – Galway City

Motor Car Availability	No. Households	Percentage
No motor car	5704	21%
1 motor car	12631	46%
2 motor cars	7317	27%
3 motor cars	1215	4%
4 or more motor cars	409	1%

Table 3-2 below shows 2022 Census data on population means of travel in Galway City. Motor car usage for both driver and passenger-shared accounts for less than 50% of the means of travel to work, school

or college (44.6%). Walking, cycling and public transport make up much of the remainder (34.3%), *(Census 2016, Profile 6 - Commuting in Ireland, Table SAP2022T11T1CTY).*

Table 3-2: 2022 Census - Population Means of Travel - Galway City

Means of Travel	No. of Persons	Percentage
On Foot	11643	19.27%
Bicycle	3108	5.14%
Bus, minibus or coach	5779	9.57%
Train, DART or LUAS	185	0.31%
Motorcycle or scooter	154	0.25%
Car Driver	17733	29.35%
Car Passenger	9229	15.28%
Van	1022	1.69%
Other (incl. lorry)	98	0.16%
Work mainly at or from home	4437	7.34%
Not Stated	7030	11.64%

The development site, given its central location and nature has the potential for a significant modal shift to favour walking, cycling and public transport

3.4 Site Parking Proposals

3.4.1 Car Parking and Motorcycle Parking Provision

Car parking serving the development is provided in accordance with the Galway City Council City Development Standards (GCCCDP) (2023-2029) - Part B, Table 11.6. The applicable car parking standards are noted in Table 1 below:

Table 3 Galway Development Plan Car Parking Requirement

Site	Development type	Gross Floor Area	Requirement	Total Maximum
Kingston Park	Leisure Centre[NC8]	2480	1 space per 50m²	48
Millers Lane		1316		27

It is proposed to provide 50 car parking spaces on the Kingston Park development site and 27 spaces on the Millers Lane site.

The Millers Lane proposal allows for a total of 27No. car parking spaces consisting of.

- 21No. Standard parking bays
- 2No. Standard EV charging spaces
- 1No. Standard accessible parking space
- 1No. Combined EV charging and accessible parking space
- 1No. Family space
- 1No. Age friendly space

In addition to the car parking provision detailed above, 2No. Coach drop off spaces located off L5000 with automated access control will be provided and 3No. Motorcycle spaces.

The Kingston Park proposal allows for a total of 50No. car parking spaces consisting of.

- 41No. Standard parking bays
- 4No. Standard EV charging spaces
- 3No. standard accessible parking space
- 1No. combined EV charging and accessible parking space
- 1No. age friendly space

In addition to the car parking provision detailed above for Kingston Park, 1No. Coach parking bay, 1No. coach set-down area and 2No. Motorcycle spaces will also be provided.

Taxis and buses will be accommodated at a designated set-down area within the Kingston Park site location which will also be used as a designated school drop off for children attending St. Johns national school as noted in Figure 2 of the proposed site plan for the development.

The car park will be set out in permeable grass paving with the standard parking spaces delineated using paving of a contrasting colour. The dimensions of the parking spaces will adhere to the GCCCDP Standards and shall be 2.5m x 5m minimum.

3.4.2 Service and Delivery Trips

A bus set-down is provided at both sites. The bus set down in Millers Lane is proposed to have controlled access via raised bollards to support the Gaelscoil in mitigating the impacts of illegal parking during school drop off and pick up. Visitor, delivery and service access will be available and be managed by the facilities manager.

Any deliveries by HGV in particular will generally be by appointment and be managed to minimize any potential conflict with cars and active travel users.

Further details and description regarding access management, segregation of the different uses, access routing, security and management thereof would be covered in an Access Management Plan to be developed by the facilities management company.

3.4.3 Cycling

Cycling is to be significantly encouraged as part of the development. Alongside a robust network of segregated cycle lanes and shared active travel paths on both sites, cycle parking serving the development is provided in accordance with the GCCCDP DM standard 32 Table 15.4. The applicable cycle parking standards are noted in Table 2.

Table 4 GCCCDP Cycle Parking Space Requirements

Type	No. Car Park Spaces	Requirement	Total Requirement
Other Developments	50	1 cycle stand* per 20 car spaces	2
	27		1

*Each Cycle Stand should accommodate a minimum of five bicycles

In the GCCCDP, it states that 'Provisions for cycle parking shall also be made at community centres, sports grounds and other recreational facilities. Inclusivity and accessibility should be considered in the design and location of all cycle-parking. In developments with more than 20 cycle-parking spaces, a minimum of 10% of spaces should be provided, which are family and disability friendly, with spaces configured to accommodate cargo-bikes, tricycles, bikes with trailers, recumbent bikes and other non-standard cycles.' Table 5 shows the adherence to these standards. Both the Millers Lane and Kingston Park developments are seeking LEED accreditation and as a result the bicycle parking proposed goes above the requirements of the GCCCDP requirements.

The Millers Lane proposal allows for a total of 64No. cycle parking spaces consisting of.

- 40No. Standard short-term spaces
- 2No. short-term cargo bike spaces
- Secure bike shed accommodating 20 No. standard and 2No. cargo bike spaces.

The Kingston Park proposal allows for a total of 82No. cycle parking spaces consisting of.

- 60No. Standard short-term spaces
- Secure bike shed accommodating 20 No. standard and 2No. cargo bike spaces.

3.4.3.1 Galway City Active Travel Schemes – Galway Western Distributor Road Cycle Scheme

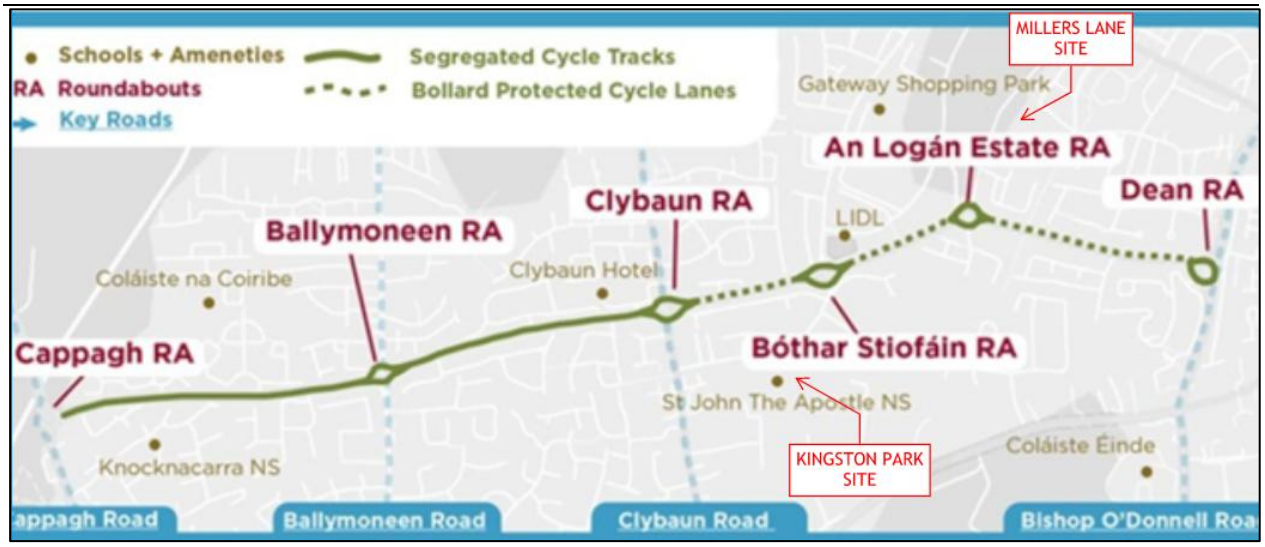
The Millers Lane and Kingston Park sites are currently within the area under the Galway City Council City Development Plan (2023-2029). The current transport specific objectives in the vicinity of the sites, as per the Development Plan are for the enhancement of Active Travel through cycle lane and footpath upgrades. One of the upgrades proposed is the Galway Western Distributor Road (WDR) Cycle scheme.

Details of the preferred option are detailed in Table 5. Active travel links to both sites will be greatly enhanced by this scheme and should encourage and in combination with ample cycle parking facilities proposed, will facilitate more active travel trips to the Millers Lane and Kingston Park facility.

The scheme also includes for upgrades to public lighting, services, landscaping and new road markings and signage. The scheme aims to improve safety, reduce vehicle speeds, and contribute towards an increased number of active travel trips in the area by pedestrians and cyclists. Please see Figure 4 and Table 5 for more details.

Table 5: Extent of works taken from Table 5.1-Preferred Option Summary from Part 8 Planning Report for the Galway Western Distributor Road (WDR) Cycle Scheme.

Section	Location	Extent of Works
Link 1	Cappagh Road RA – Ballymoneen Road RA	-Narrow down existing carriageway to 3.15m - Remove existing ghost central island - New cycle track on both sides (width varies) - Retain existing footpaths on both sides of the road (2m wide) -1 new raised pedestrian crossing in addition to 1 existing crossing (total of 2 no. crossings)
Link 2	Ballymoneen Road RA – Clybaun Road RA	- Ballymoneen RA, Protected Roundabout with Cycle Priority (TL701) - Narrow down existing carriageway to 3.15m - New cycle track on the north side of the road (width varies) - Convert existing footpath on the south side to a cycle track (retain existing 2m width) - Retain existing footpath on the north side of the road - New footpath on the south side of the road (2m wide) - 1 new raised crossing (total of 1 no. crossing) -1 new temporary bus lay-by area
Link 3	Clybaun Roundabout to Bóthar Stiofáin Roundabout	-Clybaun RA, Protected Roundabout with Cycle Priority (TL701) -Retain existing widths of the cycle lane - Add bollards to improve segregation between cyclists and motorised vehicles -1 new crossing (total of 1 no. crossing)
Link 4	Bóthar Stiofáin Roundabout to An Logan / Gort na Bró Roundabout	-Bóthar Stiofáin RA, Protected Roundabout with Cycle Priority (TL701) -Retain existing widths of the cycle lane - Add bollards to improve segregation between cyclists and motorised vehicles -1 new crossing (total of 1 no. crossing)
Link 5	An Logan / Gort na Bró Roundabout to Deane Roundabout	- An Logan / Gort na Bró RA, Protected Roundabout with Cycle Priority (TL701) -Retain existing widths of the cycle lane - Add bollards to improve segregation between cyclists and motorised vehicles -1 new crossing in addition to 1 existing crossing (total of 2 no. crossings)



[NC9]**Figure 4: Proposed Galway City Council WDR Cycle Lane Scheme 9ref: Galway City Western Distributor Road (WDR) Cycle Scheme | Galway City Council)**

3.4.3.2 Galway City Active Travel Schemes - Bóthar Stiofáin Cycle Network

The proposed Bóthar Stiofáin Cycle Network Scheme spans approximately 870 metres, extending from its junction with the Western Distributor Road in the south to the junction with Rahoon Road in the north. The scheme includes the development of a 14-metre-wide cross-section featuring 2-metre raised, segregated cycle tracks on both sides of the roadway. Implementation of this design will necessitate a minor land acquisition from the eastern side of the corridor.

To enhance pedestrian safety and accessibility, raised zebra crossings will be strategically installed at appropriate intervals along the route.

Bóthar Stiofáin is designated as a Primary Cycle Route within the Galway Transport Strategy. The advancement of this scheme is being undertaken in accordance with Part 8, Article 81 of the Planning and Development Regulations 2001 (as amended). Works commenced in September 2025 and are due to complete in September 2026.

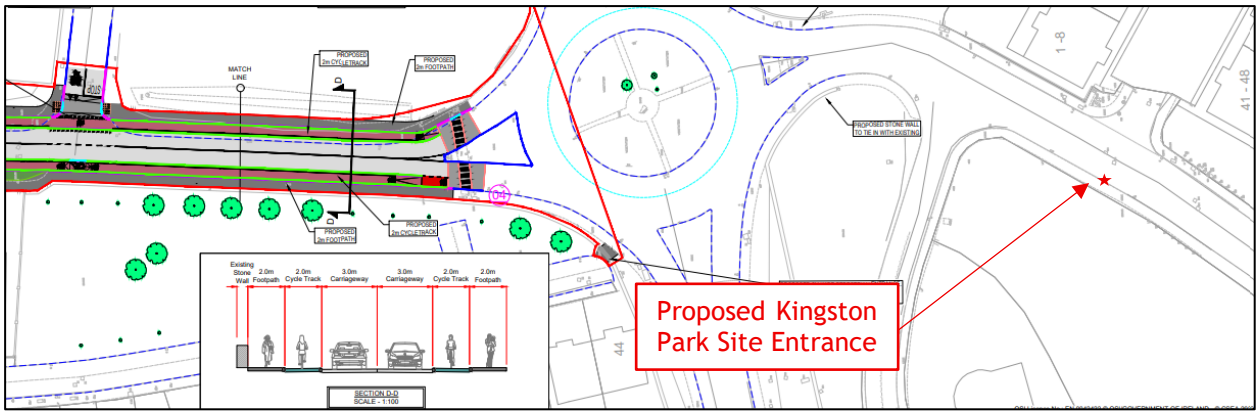


Figure 5 Proposed Bóthar Stiofáin Active Travel Scheme tie-in with Western Distributor

3.4.3.3 Galway City Active Travel Schemes - Galway Regional Aquatic Centre

The Galway Regional Aquatic Centre is a major new sports and leisure development proposed for Knocknacarra, Galway and is located circa 500m east of the proposed development at Kingston Park. The facility will be located on a 0.87-hectare site accessed via Altán Road and Millers Lane.

A key feature of the approved development is its integration with and expansion of Galway's active travel infrastructure. The development includes upgraded cycle and footpath facilities along Altán Road, provide a direct, safe connection from the aquatic centre to the Western Distributor Road (WDR). Further, a new active travel link from Millers Lane will enable access to the aquatic centre from this key route. This application proposes to modify the approved layout of the Altán Road under the permission for the Aquatic Centre, replacing and upgrading the existing access to the school (and Kingston Park) and creating a new, off-road Safe Route to School for pedestrians and cyclists.

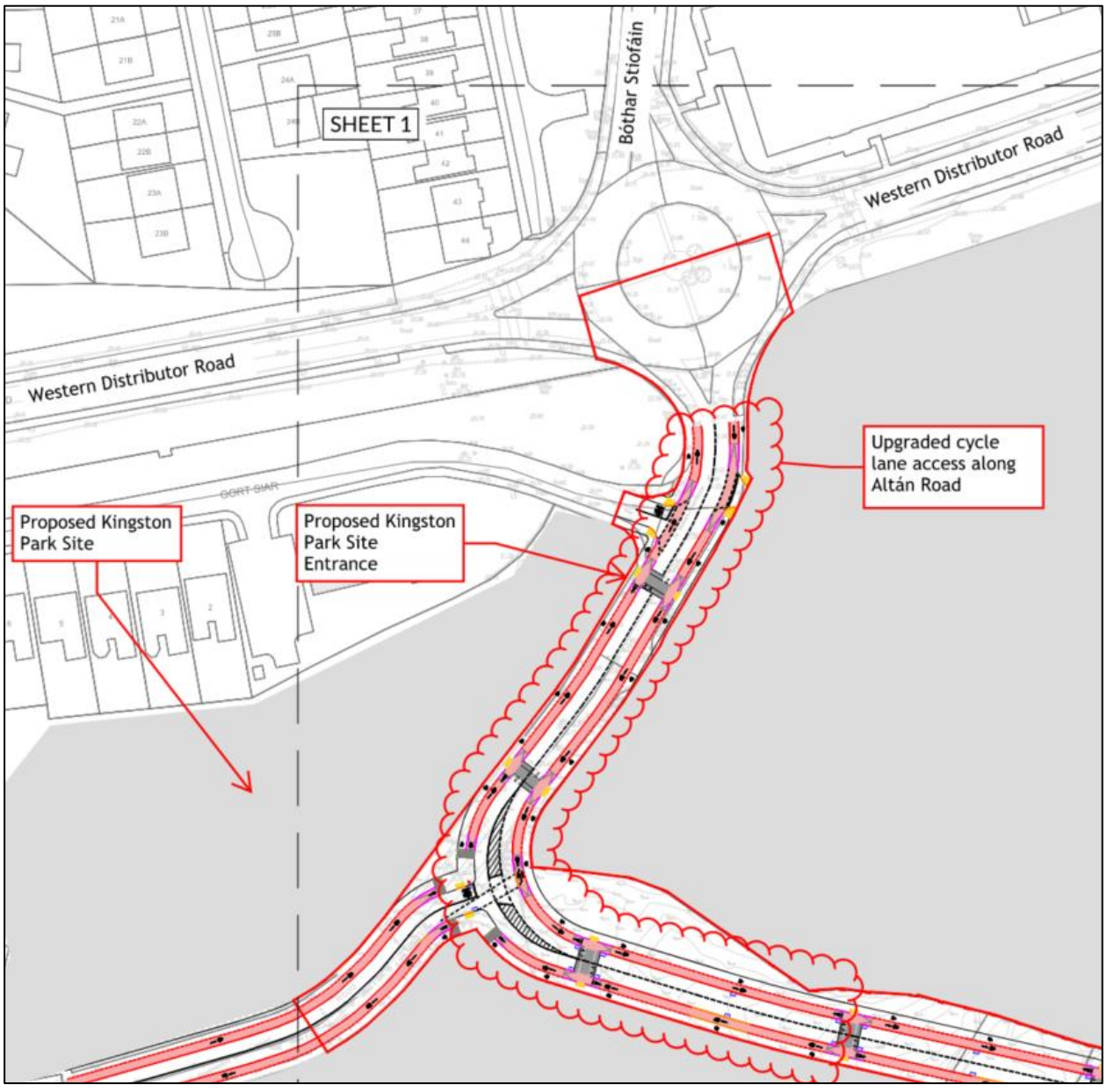


Figure 6: Galway Regional Aquatic Centre Cycle Infrastructure Enhancements

3.5 Public Transport

In order to facilitate the use of public transport, consideration will be made to provide information on the location of stops, routes, timetables, walking times to main public transport facilities, etc., and to advise staff and visitors of the availability of the national Taxsaver Scheme (refer to Transport for Ireland web site https://www.transportforireland.ie/fares/taxsaver/ for more details). High frequency public

transport is available in the area of the development as described below. The inclusion of a real time public transport information screen in both community buildings will be investigated and implemented if possible.

3.5.1 Train Services

Ceannt Railway Station is located in the centre of Galway city, just off Eyre Square. This station provides train services that connect Galway to various nearby towns and cities. There are on average 9 trains per day from Dublin Heuston to Galway on Monday – Thursday, with 8 returning in the opposite direction. Services typically run every 2 to 3 hours, with more frequent departures in the afternoon. The earliest weekday trains depart around 07:30–08:00, with the latest leaving around 19:30 and arriving in Galway near 22:30 –23:00. Millers Lane is located 4.5km and Kingston Park is located 5.7km away the railway station. Bus routes to Eyre Square and the station run from Knocknacarra and are discussed in the section below.

3.5.2 Current Bus Services

The developments are conveniently accessible through a well-established public bus service. Six bus routes connect Knocknacarra to Eyre Square.

The 411-bus commences at Liosmór and terminates in Eyre Square. Bus frequency is every 30 minutes. Bus stops are located on the Lower Clybaun road which is 450m from the proposed Kingston Park entrance and on the Rahoon Roan circa 270m from the proposed Millers Lane entrance. The service operates from 07:00 to 23:11 Monday to Friday and from 07:45 to 21:11 Saturday and 11:15 to 21:11 Sunday.

The 405 bus begins at the Gort na Bró bus stop located at the entrance to the Galway Shopping Park and travels to Ballybane via Eyre Square. The bus stop is located 650m from the proposed Kingston Park entrance and circa 400m from the proposed Millers Lane entrance. Bus frequency is every 20 minutes Monday to Saturday and every 40 minutes on Sundays. The buses operate from 06:35 to 23:53 Monday to Friday and 08:00 to 23:53 on Weekends.

The 412 bus commences Liosmór in Knocknacarra and terminates in Eyre Square. Buses frequency is every 30 minutes. Bus stops are located on the Western Distributor Road, 240m from the proposed Kingston Park entrance which is 3-minute walk. Further bus stops are located either side of the Gort na Bró roundabout circa 450m from the proposed Millers Lane entrance. The service operates from 07:30 to 17:51 Monday to Friday.

These strategic locations allow users of the park to easily utilise public transportation, making travelling both simple and efficient. The presence of the bus service not only promotes accessibility but also encourages sustainable transportation options in the community. Figure 7 highlights local bus stops and the routes they serve, and Figure 8 shows the current Galway City bus network map.

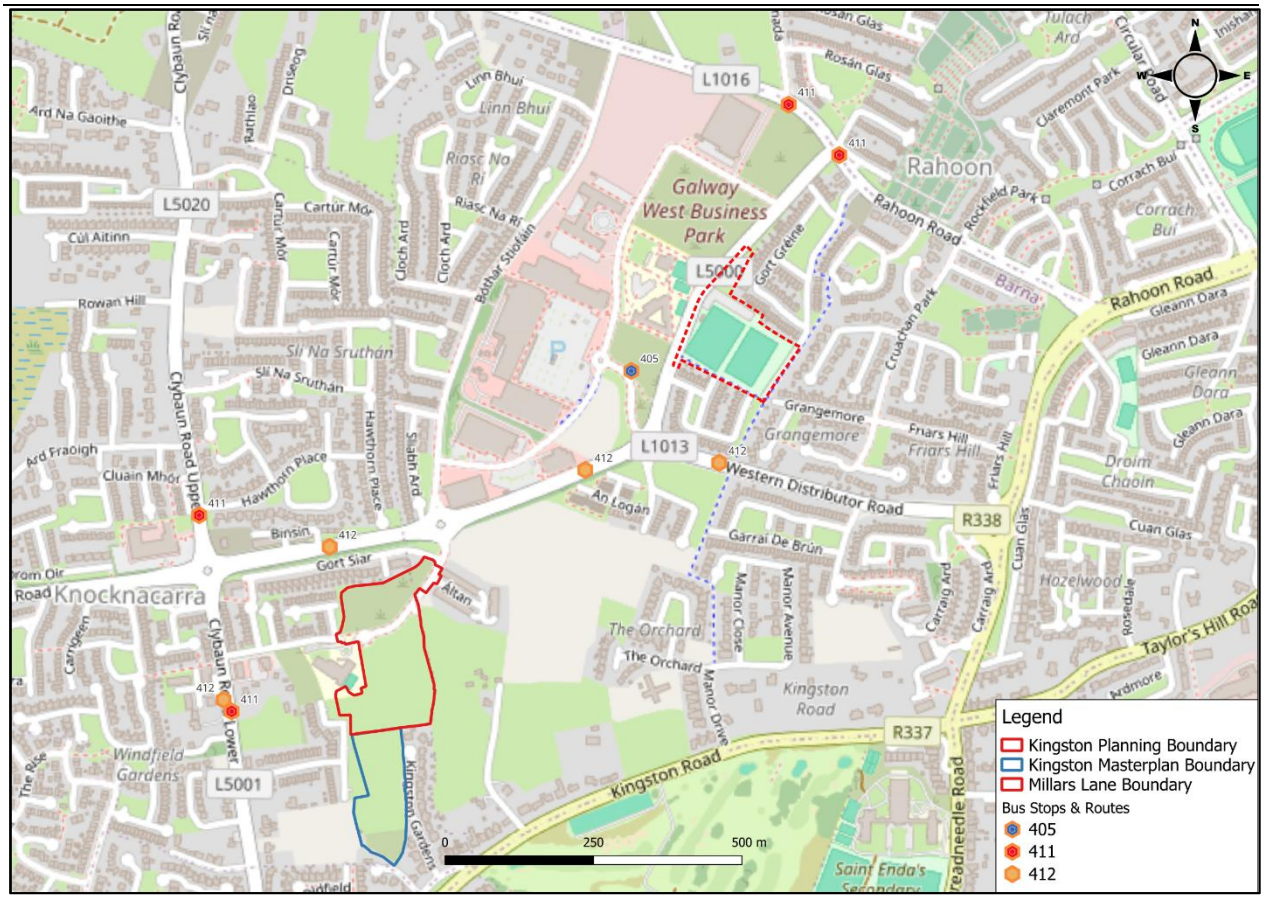


Figure 7: Bus Stops and Bus Routes

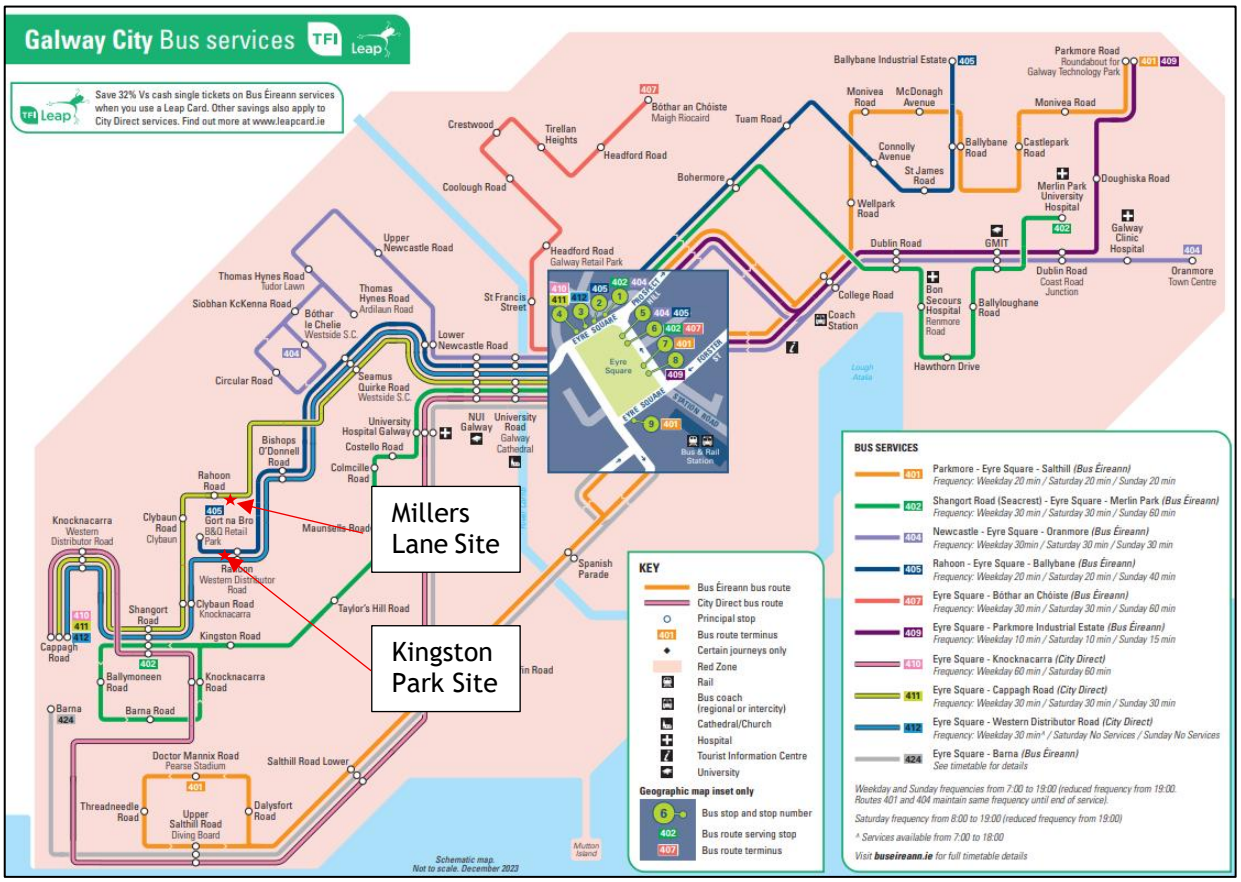


Figure 8: TFI Galway City Current Bus Network Map

3.5.3 Future Bus Services

BusConnects is a programme of public transport investment in Ireland's major urban centres. It is developed and managed by the National Transport Authority (NTA). The NTA plans to commence implementation of the new bus network in 2027. The new network would increase the amount of bus service in the Galway urban network by nearly 50%.

The National Transport Authority (NTA) published its final new bus network for Galway in December 2023 where the proposed additional services and new routes are laid out. The upgraded network will ensure a bus will connect the Knocknacarra area to Eyre Square 24 hours a day. Six new bus routes will service from Knocknacarra to Eyre Square. The closest bus stop is circa 440m from Kingston Park on the WDR, with a further bus stop circa located 400m from Millers Lane on the WDR. The frequency and operation of the BusConnects service is every 10 minutes from 6am to 8pm, every 15 minutes from 8pm to 11pm and every 60 minutes from 11pm to 6am. On Weekends, the service will operate at a frequency of every 15 minutes between the hours of 7am to 11pm and every 60 minutes between the hours of 11pm to 7am.

BusConnects routes 1, 4 and 10B will stop at the Gateway Retail Park (current Gort na Bró bus stop) located circa 400m from the Millers Lane site. BusConnects routes 3, 9 (24hr service) and 424 will stop at the Western Distributor bus stop located 440m from the proposed Kingston Park site. Figure 9 shows the proposed city wide routes and Figure 10 shows the routes respective to both the Millers Lane and Kingston Park developments.

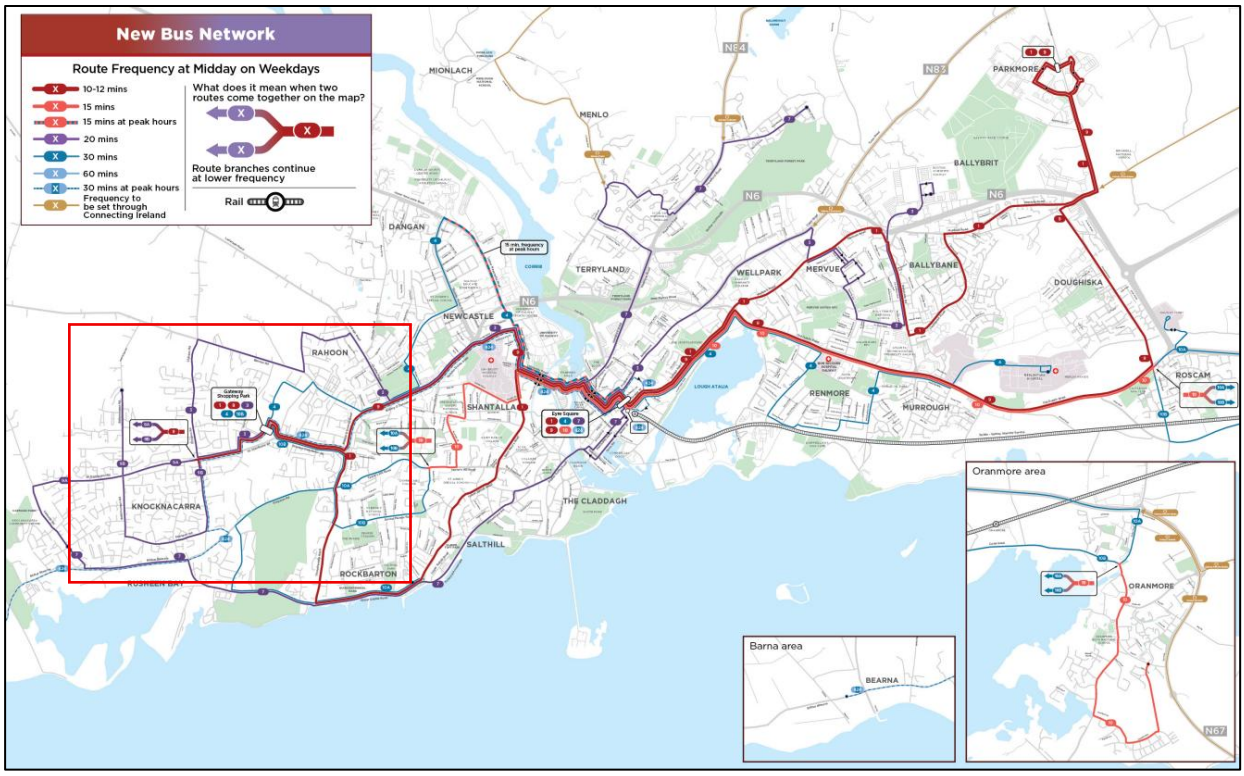


Figure 9: BusConnects New Galway Bus Network-(Red Square area magnified below in figure 4)

Dates for implementation of the new BusConnects services have not yet been set but it is currently anticipated that the changes would happen in 2027.

[NC10]

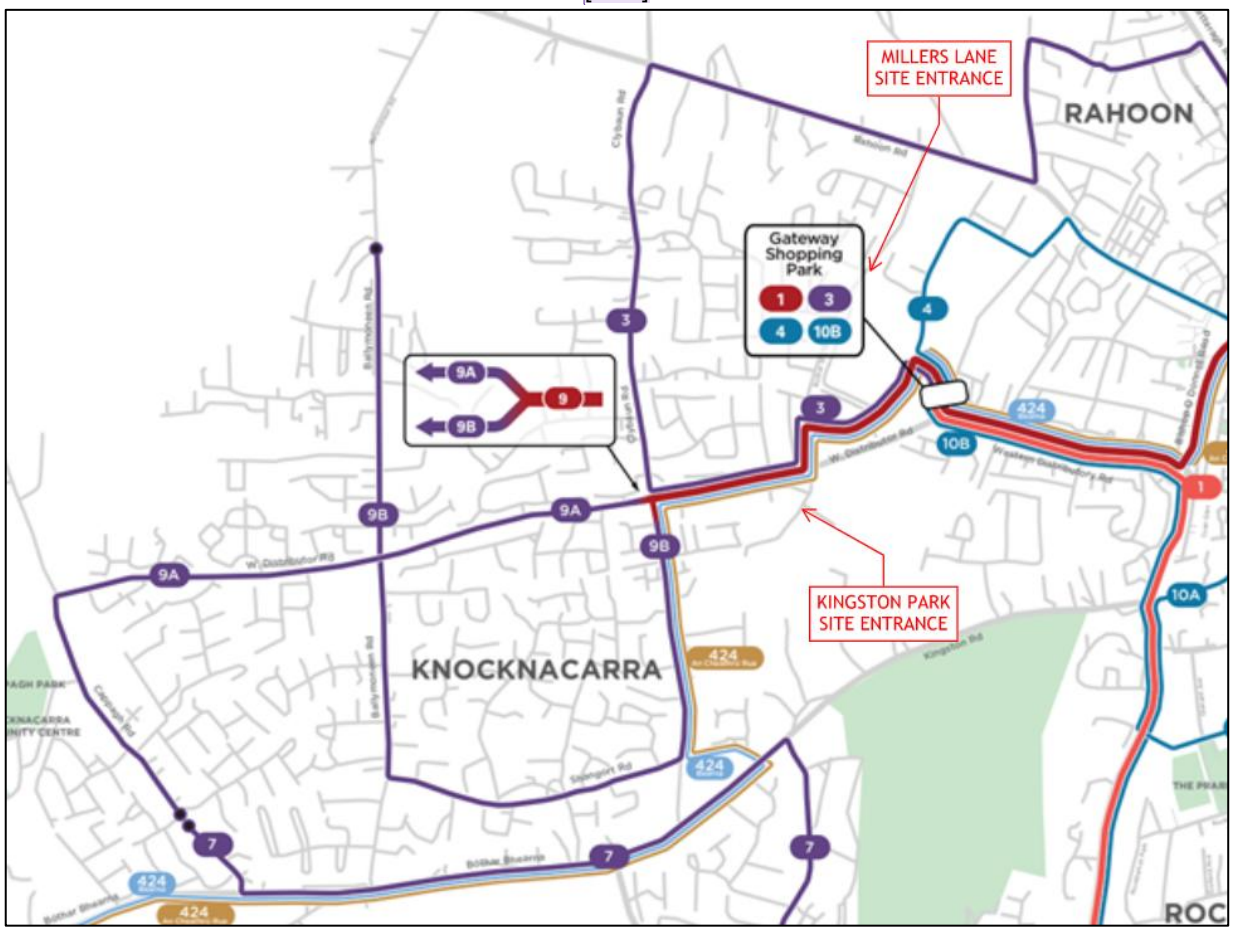


Figure 10: Red Square Area of BusConnects new Galway bus network map from Figure 9 above

3.6 Alternative Parking Options

As part of the strategic planning for the Kingston Park and Millers Lane developments, review of existing and proposed car parking infrastructure within the surrounding urban area has been undertaken. Recognising the importance of sustainable mobility, traffic mitigation, and accessibility, the alternative car parking options available to support both daily operations and high-attendance events at the two sites are discussed in Section 3.6.1 and 3.6.2.

The integration of these parking facilities into a coordinated Access Management Plan ensures that the developments remain accessible, efficient, and environmentally responsible, while also aligning with broader city transport strategies such as the Draft Park & Ride Strategy: Galway City and Environs.

3.6.1 GCC Owned Parking Facilities

Within a 5km radius of Kingston Park and Millers Lane, several GCC-owned car parks offer strategic overflow capacity. These facilities, listed in Table 6, range from large-scale sites such as Dyke Road (560 spaces) to smaller community-oriented locations like Barna Woods (43 spaces). Their proximity and accessibility make them ideal for supporting event-based surges in parking demand.

A future Park and Ride site at the Bearna Road Corridor, adjacent to Cappagh Park, is also in development. With 176 planned spaces and integration into the BusConnects network, this facility will further enhance sustainable access options upon its anticipated completion between Q4 2027 and Q1 2028.

Additionally, the Aquatic Centre Development within 0.5km of the Kingston Park Development Site and granted planning approval in July 2025, will contribute 75 new parking spaces to the local infrastructure.

During infrequent high-attendance events where on-site parking is expected to be insufficient, the facilities manager, in partnership with GCC, will implement a dedicated park-and-ride service operating from these GCC-owned car parks. This service will be designed to ensure efficient and accessible transport to and from the development sites, reducing local congestion and promoting sustainable mobility. The operational framework for this service, including scheduling, signage, and user guidance, will be detailed within the Access Management Plan. All affiliated sporting associations, community groups, and event organisers will be required to formally commit to utilising these services and to actively promote their use among members and attendees.

Table 6 GCC Owned Parking Facilities within 5km

Site	Parking Amount	Distance (m)		Travel Time (mins)	
		Millers Lane	Kingston Park	Millers Lane	Kingston Park
Salthill Promenade PCP	160	3,500	3,200	7	7
Galway Cathedral & Cathedral Square	311	3,500	4,400	7	10
Dyke Road	560	4,500	5,000	10	11
National Aquarium	138	3,700	3,900	8	8
Cappagh Park	81	2,754	2,344	9	7
Barna Woods	43	3,375	2,977	10	9
South Park	61	3,814	4,266	11	13
Leisureland	133	2,457	2,889	8	9
Westside PCP	58	1,932	2,464	8	10

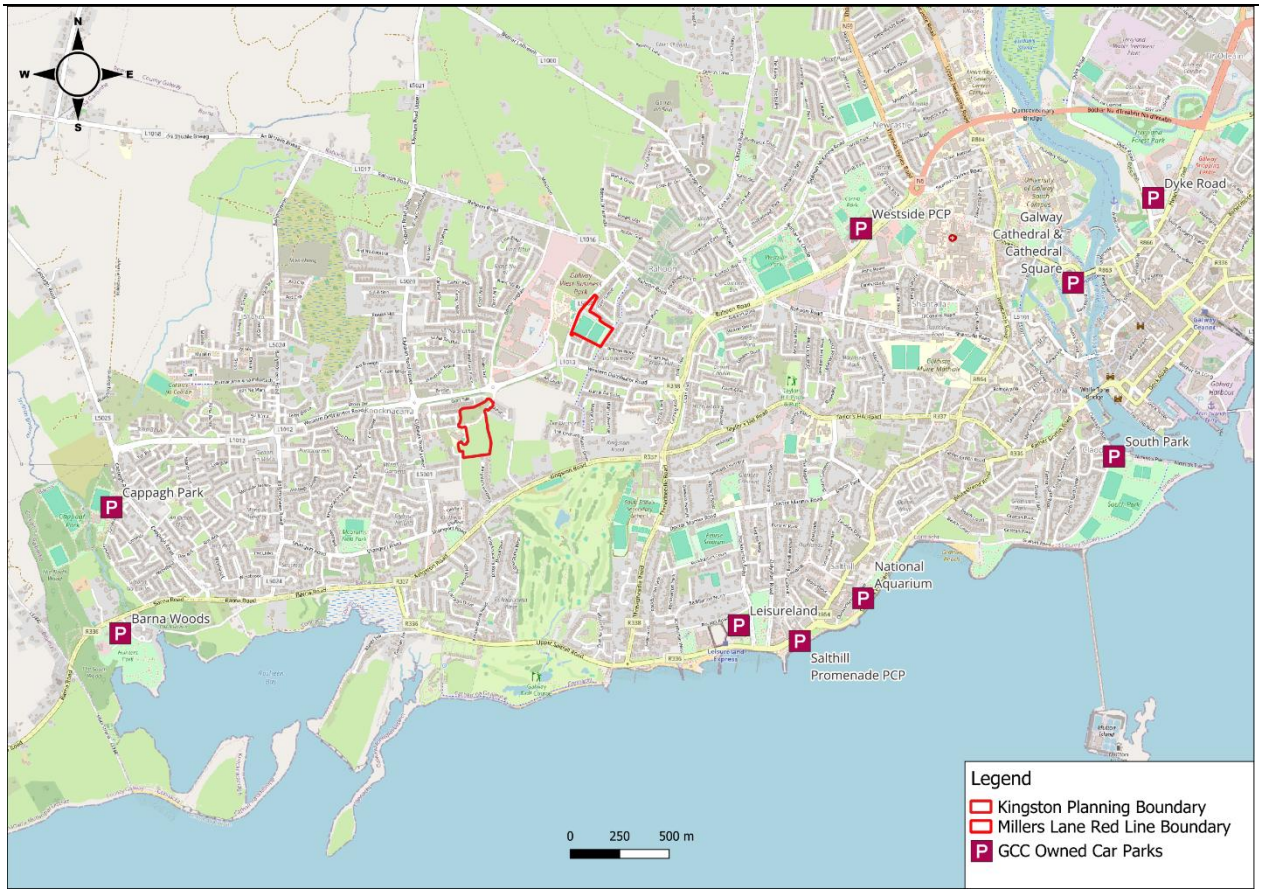


Figure 11: GCC owned car parks within 5km

3.6.2 Third Party Non-GCC Owned Public Parking Facilities

A range of third party non-GCC owned existing public parking facilities are located within close proximity to the proposed Kingston Park and Millers Lane Park developments, offering supplementary capacity to support local demand. Table 6 lists alternative parking options for non-GCC owned car parking facilities and details amounts, distances and walking times. Figure 11 shows the location of the various non-GCC owned car parking facilities with 1,200m of the Kingston Park and Millers Lane sites.

To ensure coordinated and sustainable access to these facilities, Galway City Council (GCC), in collaboration with the appointed facilities manager, will be required to establish formal agreements with the respective stakeholders governing the use of these car parks. These agreements should clearly define parameters such as permitted frequency of use, time restrictions, and any other operational constraints. The terms of these arrangements must be documented and integrated into the Access Management Plan to ensure transparency, compliance, and effective oversight.

Furthermore, sporting associations affiliated with both the Kingston Park and Millers Lane Park facilities will be required to formally commit to abiding by the conditions set out in these agreements. They must also actively encourage their members and event participants to utilise the designated alternative parking facilities where such agreements are in place, thereby supporting the overall traffic and access management strategy.

Table 7: Non-GCC Owned Parking Availability within 1.2km distance

Site	Parking Amount	Distance (m)		Walking (mins)	
		Millers Lane	Kingston Park	Millers Lane	Kingston Park
Lidl	74	600	350	8	5
ALDI	96	500	450	7	6
Dunnes Stores	801	350	700	5	9
Clybaun Hotel	203	1100	500	16	7
Miller's Hall	114	500	500	7	7

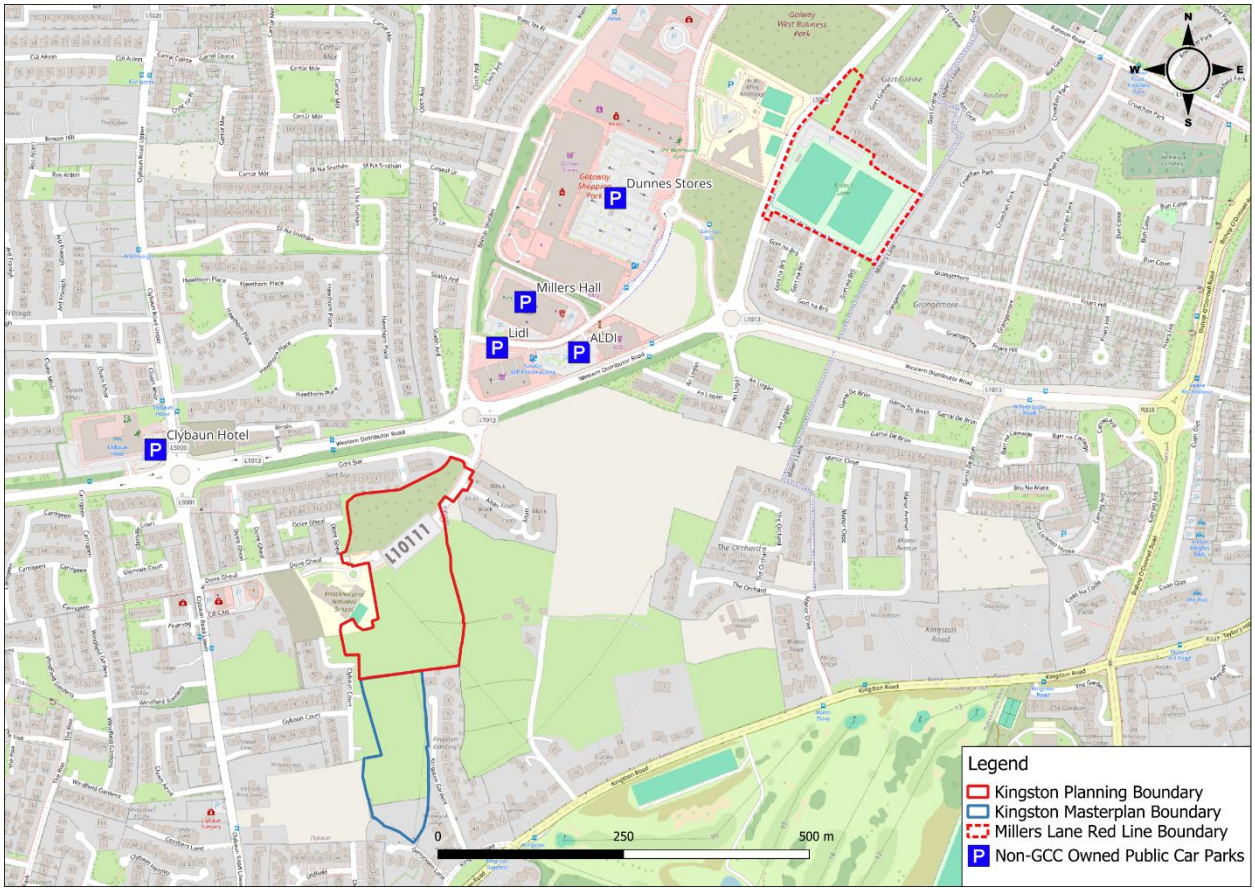


Figure 12: Non-GCC Owned Public Car Parks

3.6.3 Integration with Access Management Plan

The Access Management Plan serves as the operational backbone for managing traffic, parking, and mobility across the Kingston Park and Millers Lane developments. By incorporating both GCC-owned and third-party parking facilities into this plan, the developments will benefit from:

- **Reduced local congestion** through distributed parking and shuttle services
- **Improved accessibility** for visitors, sporting enthusiasts, and staff

- **Enhanced sustainability** via park-and-ride and public transport integration
- **Clear governance and compliance** through formal stakeholder agreements

This integrated approach ensures that parking infrastructure supports the long-term viability and community value of the developments, while aligning with Galway's broader transport and urban planning goals.

3.7 Access Management Plan

As part of Galway City Council's lessons learned initiative, an Access Management Plan (AMP) will be developed for Kingston Park and Millers Lane to ensure safe, efficient, and sustainable access to both sites. This plan addresses the challenge of limited on-site parking while supporting the recreational nature of the parks and their integration within surrounding residential communities. The AMP prioritises non-car-based access modes, reserving on-site parking for essential users such as staff, mobility-impaired visitors, and service vehicles. To manage demand during peak periods—particularly during sports fixtures or community events—time-based restrictions and digital booking systems may be introduced. The AMP will be developed under four pillars.

- Active travel Integration
- Public transport and flexible access
- Alternative car parking options
- Stakeholder engagement and governance

Active travel Integration

A core component of the plan is the promotion of active travel. Both parks will be integrated into Galway's expanding network of pedestrian and cycling routes, including connections to the Western Distributor Road. Segregated cycle lanes, footpaths, and safe crossing points will be provided to encourage walking and cycling from nearby neighbourhoods and schools. Secure bike parking, lighting, and wayfinding signage will support this infrastructure. The plan will also include educational campaigns and partnerships with local schools and clubs to promote active travel as the preferred mode of access.

Public Transport and Flexible Access

To further reduce reliance on private vehicles, the plan will actively promote the use of public transport. The parks are located near existing bus routes and proposed BusConnects routes, and coordination with transport providers will ensure that services are frequent and aligned with peak usage times. Real-time transit information will be made available on-site and online, and incentives such as discounted access to events or facilities for public transport users may be considered. A designated drop-off zone for taxis and ride-sharing services will also be included to support flexible access options.

Alternative Car Parking Options

Recognising the limitations of on-site parking, the AMP will incorporate a tiered alternative parking strategy to accommodate overflow demand during high-attendance events:

- GCC-Owned Car Parks: Several Galway City Council-owned car parks are located within a 5km radius of the sites, including Salthill Promenade, Galway Cathedral, Dyke Road, and the National Aquarium. During large events, a dedicated park-and-ride service will operate from these locations, coordinated by the Facilities Manager in partnership with GCC. This service will include signage, shuttle scheduling, and user guidance to ensure seamless access.
- Third-Party Public Parking: Additional capacity is available within 1.2km of the sites at Lidl, ALDI, Dunnes Stores, Clybaun Hotel, and Miller's Hall. Formal agreements will sought to be established with these stakeholders to define permitted usage, time restrictions, and

operational protocols. Sporting associations and event organisers will be required to promote these facilities to attendees and comply with the terms of use.

These alternative parking options enhance the flexibility and resilience of the AMP, reducing pressure on local streets and supporting sustainable access goals.

Stakeholder Engagement and Governance

Effective stakeholder engagement is critical to the success of the Access Management Plan. Galway City Council, local residents, schools, sports clubs, and transport providers will be consulted throughout the planning and implementation phases. Their input will help shape access protocols, event scheduling, and infrastructure priorities. A shared calendar system will be developed to coordinate large events across both sites, ensuring that visitor numbers are managed and that simultaneous high-attendance events do not overwhelm local infrastructure or parking capacity.

The plan will be administered by the Facilities Manager, who will oversee its day-to-day operation, monitor performance, and lead continuous improvement efforts. This role includes coordinating with stakeholders, managing access logistics, and responding to emerging challenges. Regular reviews will be conducted to assess the effectiveness of the plan, with adjustments made based on usage data, community feedback, and evolving transport trends. Through this proactive and collaborative approach, the Access Management Plan will support inclusive, sustainable, and well-managed access to Kingston Park and Millers Lane.

The structure of the Access Management Plan should include but not be limited to the following.

1. **Executive Summary**
    - Purpose of the Plan
    - Overview of Sites
    - Key Objectives
2. **Site Context and Constraints**
    - Location and Surrounding Infrastructure
    - Existing Access Routes
    - Parking Limitations
    - Environmental and Community Considerations
3. **Access Strategy**
    - Modal Hierarchy (Pedestrian, Cyclist, Public Transport, Car)
    - Parking Management Approach
    - Drop-off and Service Access
    - Accessibility for All Users
4. **Active Travel Integration**
    - Pedestrian and Cycle Network Connections
    - Infrastructure Enhancements (Cycle Parking, Lighting, Wayfinding)
    - Promotion and Engagement Strategies
    - School and Community Travel Initiatives
5. **Public Transport Coordination**
    - Existing Bus Routes and Stops
    - Service Frequency and Scheduling
    - Real-Time Information Systems
    - Incentives for Public Transport Use
6. **Event Management and Scheduling**
    - Coordination of Large Events
    - Shared Calendar System
    - Traffic and Crowd Control Measures
    - Communication Protocols

7. **Stakeholder Engagement**
    - Key Stakeholders and Roles
    - Consultation Process
    - Feedback Integration
    - Ongoing Collaboration Framework
8. **Plan Administration and Governance**
    - Role of the Facilities Manager
    - Monitoring and Reporting
    - Review and Update Schedule
    - Contingency Planning
9. **Appendices**
    - Site Maps and Schematics
    - Event Coordination Templates
    - Stakeholder Contact List
    - Policy References and Compliance

4.0 Mobility Management Measures

The measures identified are a mixture of policies and incentives designed to encourage changes in travel behaviour and sustain a low rate of single-occupant car use and to promote active travel. The measures are designed to be implemented over a period of time, allowing costs to be spread and ensuring that policies and incentives are implemented together.

While little may be observed in terms of travel behaviour in the short term, as implementation gains momentum so will the impact in terms of travel behaviour. The mobility management measures in the Travel Plan can be grouped under the following headings:

- Marketing and Communications
- Walking and Cycling
- Public Transport
- Implementation/Consultation/Monitoring

4.1 Marketing and Communications

The education of facility users and visitors on the Mobility Management Plan initiatives and the necessity of contribution is extremely important. The services available must be communicated in a consistent and continuous manner to sustain behaviour change.

Communications will include promotional initiatives and activities aimed at informing the development occupants and visitors of the existing and proposed transport networks. Such initiatives and activities will include:

- Promoting the Mobility Management Plan through both internal communications and external avenues.
- Development of an Access Map to show public transport facility locations and to highlight safe walking and cycling routes. In addition to this, Travel Information Points should be established at dedicated on-site locations, to make facility users and visitors aware of the mode choices available in and around the facility. The Travel Information Points should be conspicuously located and provide travel and mobility information such as maps, public transport routes and timetables, leaflets, etc. The inclusion of a real time public transport information screen in both community buildings will be investigated and implemented if possible.
- Preparing a formalised Sustainable Travel Information Pack, which is to be provided to all sporing associations affiliated with the facility, facility users and visitors. The Pack will contain all the information relating to the Mobility Management Plan, including the Mobility Access Map and the locations of cycle parking, etc.

4.2 Implementation / Consultation / Monitoring

The Mobility Management Plan (MMP) is a document that evolves over time and requires ongoing implementation, management and monitoring, and for successful implementation requires organisational support, an internal Mobility Manager and financial resourcing.

To implement the MMP the following inputs are required:

a) Facilities Management (including Galway City Council) support and commitment
b) Development of a comprehensive Access Management Plan that all users and affiliated sporting organisations must sign up to.
c) A Mobility Manager as the plan coordinator.
d) A Steering group to oversee the plan.
e) Working groups on various related issues.
f) Integration of the Access Management Plan and Mobility Management Plan.

To ensure effective results from any initial sustainable travel investment it is imperative to obtain the agreement of all the stakeholders and obtain the support of external partners like public transport operators, etc. Ideally the MMP will be managed by a Mobility Manager or travel plan coordinator with the clear mandate to implement and evolve the plan. The Mobility Manager will also be best suited to monitor the results of the plan.

The MMP will endeavour to influence the modal split from the outset of the completed development. Due to the location of the site and the alternative transport modes available then the historic reliance on the car can be challenged. The issuance of travel information packs to sporting organisations affiliated with the facility, welcomes packs for new members of said sporting organisations and to other non-sporting organisations looking to utilise the facility including timetables of public transport and details of nearby facilities should be considered.

The document: *National Transport Authority Workplace Travel Plans - A Guide for Implementers* may be used as a reference. Travel surveys should be carried out in the early stages and annually to monitor the initial success of the travel plan and to gain a better understanding of the users travel habits. These survey results can also serve as a sustainable travel performance benchmark to indicate how the Travel Plan is performing in comparison to previous years and the sustainable travel targets initially outlined in the plan.

The integration of the **Access Management Plan** with the **Mobility Management Plan** for Kingston Park and Millers Lane will ensure a cohesive and sustainable approach to site accessibility. While the Access Management Plan focuses on the operational logistics of how users enter, exit, and move within the parks—particularly during peak times and events—the Mobility Management Plan provides a broader strategic framework for promoting sustainable travel behaviours across the community. Together, they align to reduce car dependency, enhance active travel infrastructure, and support public transport use.

By embedding active travel and public transport promotion within both plans, the facility can offer consistent messaging and infrastructure that encourages walking, cycling, and bus travel. Shared data and monitoring systems—such as visitor counts, modal split analysis, and feedback loops—can inform both plans, allowing for adaptive responses to changing usage patterns. For example, if cycling uptake increases, both plans can coordinate to expand bike parking and improve route signage.

Stakeholder engagement is another key area of overlap. Both plans rely on collaboration with Galway City Council, local schools, sports clubs, and transport providers. A unified engagement strategy ensures that community needs are reflected in both access logistics and long-term mobility goals. This also supports coordinated scheduling of large events, preventing clashes that could overwhelm infrastructure and ensuring smooth, safe access for all users.

Ultimately, the Facilities Manager will play a central role in administering both plans, ensuring that day-to-day operations align with strategic mobility objectives. This integrated approach allows for more efficient resource use, better user experience, and a stronger contribution to Galway's climate and sustainability targets.

5.0 Conclusion

The development of Kingston Park and Millers Lane represents a significant investment in community infrastructure, recreation, and sustainable urban mobility in Knocknacarra, Galway. The Mobility Management Plan (MMP) and Access Management Plan (AMP) have been carefully designed to support this vision by promoting active travel, reducing reliance on private vehicles, and ensuring inclusive access for all users. These plans align with national and local transport policies, including Smarter Travel and the Galway City Development Plan, and reflect a commitment to climate action, public health, and community engagement.

The integration of active travel infrastructure—such as segregated cycle lanes, pedestrian pathways, and secure bike parking—alongside enhanced public transport connectivity, ensures that both parks are accessible via sustainable modes. The proximity to existing and future bus routes, including BusConnects services, further strengthens the viability of public transport as a primary means of access. These measures are to be supported by educational campaigns, travel information packs, and stakeholder collaboration, all aimed at encouraging behavioural change and long-term modal shift.

A central objective of the project is the reduction of car dependency. With limited on-site parking provision—77 spaces across both sites—the AMP introduces a tiered approach to managing vehicular access, reserving spaces for essential users and implementing time-based restrictions during peak periods. This is complemented by the identification of alternative parking options, including GCC-owned facilities within 5km and third-party public car parks within 1.2km. These options are to be supported by formal agreements and a dedicated park-and-ride service during high-attendance events, ensuring that overflow demand is met without compromising local traffic flow or community wellbeing.

Coordination of large events across both sites will be facilitated through a shared calendar system, helping to prevent congestion and ensure a safe and enjoyable experience for all visitors. The Facilities Manager will play a central role in administering both plans, overseeing implementation, monitoring performance, and engaging with stakeholders to ensure continuous improvement.

The integration of the AMP and MMP provides a cohesive operational and strategic framework for managing access to Kingston Park and Millers Lane. By aligning infrastructure, policy, and user behaviour, the plans support Galway's broader goals of climate action, public health, and urban resilience. They also set a precedent for future developments, demonstrating how thoughtful planning and stakeholder collaboration can deliver inclusive, sustainable public spaces.

In conclusion, the Mobility and Access Management Plans provide a robust framework for delivering sustainable, inclusive, and well-managed access to Kingston Park and Millers Lane. By integrating infrastructure, policy, and community engagement, the plans not only support the operational success of the parks but also contribute to Galway's broader goals of sustainable urban development and active living. Their successful implementation will depend on ongoing collaboration, adaptive management, and a shared commitment to creating vibrant, accessible public spaces for all.

Appendix A – Sample Site Audit Questionnaire

SAMPLE SITE AUDIT FORM. (Site Name)	
Site and Building Access	
Number and location of site entrances?	
Who uses entrances and what are the opening hours?	
Car Parking	
How many formal car parking spaces are there?	
Is there evidence of informal car parking?	
Is there designated parking for pool vehicles/ expectant mothers/ mobility impaired/ 'other' car drivers?	
Is there a company car policy?	
Are the car parks managed, e.g. permit system, barriers, Pay and Display, short term spaces in areas of high demand?	
On-Site Facilities	
Are there set-down parking areas on site? Are they located at a footpath?	
Are showers and changing rooms provided for employees walking or cycling to work? How many and where? What standard are they? How often are they	
Are storage areas such as lockers provided? How many and where? e.g. close to cycle parking	
Is travel information (public transport timetables, information on cycle parking locations, etc.) provided to employees?	
What and where? e.g. notice board, at reception, canteen, intranet	

Walking	
Are signposts provided where necessary?	
Are walking routes on-site well lit?	
Are walking routes on-site overlooked (natural surveillance) or covered by CCTV?	
Do walking routes on-site feature paths, pedestrian crossings, street lighting, dropped kerbs and tactile paving?	
Are pedestrians separated from vehicular traffic on-site?	
Is 'street clutter' kept to a minimum on paths?	
Are walking routes through the site pleasant to use?	
Are footpaths free of flooding?	
Are footpaths away from noise and exhaust fumes where possible?	

Cycling	
How many cycle parking spaces are available?	
Where is the cycle parking located?	
Are the spaces covered by CCTV or natural surveillance?	
What type of cycle parking is provided? e.g. covered, secure.	
Is cycle parking well lit?	
Is cycle parking signposted?	
Is cycle parking visible from the main entrances?	
Is visitor cycle parking available?	
Are there areas where people informally park/store their bikes (railings/offices)?	
Are fleet bikes provided? If so, how many?	
Are cyclists separated from vehicular traffic on the site?	
Do employees receive cycle business mileage? If so, at what rate?	
Is the cycle to work scheme offered? Are there any restrictions on participation?	
Are cycle routes through the site pleasant to use?	

Are there any issues with potholes, 'ponding' of water at the side of the road, etc.?	
Public Transport	
What scheduled bus services are available? When do they operate (frequency/ start & finish times)?	
Is an inter-site shuttle bus provided?	
Where are bus stops situated in relation to your site? Are bus shelters provided?	
Is there a train station nearby? What is the service provision?	
Where a bus enters the site, can it enter/exit the site swiftly at peak times?	
Is up-to-date public transport information (timetables, directions to stops) available on-site? Where?	
Are walking times and distances to local public transport nodes and amenities indicated?	
Are 'Tax Saver' tickets available to staff? Are they monthly or annual? Are there restrictions on purchase windows or availability of tickets?	
Is access to public transport stops from your site direct?	
Could you open access/ gates to allow more direct access?	
Car Sharing	
Does your company promote car sharing through a formal scheme?	
Are spaces marked out for car sharers? How many and where?	
Has your organisation availed of a free, private car-sharing group on www.carsharing.ie?	
HR Policies	
Does your organisation promote flexible working policies such as flexi-time, compressed working week, job sharing, home working?	
Local Area	
What facilities are available on-site or close by (e.g. shop, bank, dry cleaners, post office)? How accessible are they?	
Are there any proposed infrastructure changes on-site or locally that will affect how employees travel?	
Motorcyclists	

Are motorcycle spaces provided? If so, how many?	
Where are the spaces located? Are they well-lit and sheltered, with CCTV?	
Taxi Services	
Are there clear information points for local taxi services?	
Is there a waiting area for taxis?	
Does the site justify a dedicated taxi-rank?	
Goods/Service Vehicles	
Are there regular courier/haulage deliveries?	
Have suppliers reported any problems finding the site or making deliveries on-site?	
Other Comments/ Additional Information	

Appendix B – Sample Monitoring Survey Template

Facility User Travel

Survey ID number: _____

(To be filled in by survey analyst)

QUESTIONS FOR USERS

(Read out questions in full and fill in the number of responses)

Name of Park: _____ Baseline ☐

Today's date: _____ Follow on 1 ☐ 2 ☐ 3 ☐

Instructions to participants (to be read to the participants):

This is a **hands up** survey i.e. participants should put their hands up for the responses that apply to them. Participants only need to raise their hand when the answer is **yes** to a question. The answers given should be the most common answer that applies to **you.**

Question A: Number of Users participating in the survey (present at the time of the

1 [ ] Male 2 [ ] Female

Question B: How do you usually travel to the Park?

1	Cycle	5	Public transport[1]
2	Walk	6	Motorised bike
3	Car	7	"Park and stride"[2]
4	Private bus	8	Other

[1] *Public transport includes LUAS, DART, train, bus, etc.*

[2] *Park and Stride involves driving part of the way to hospital, parking away from the hospital and walking the rest of the journey.*

Question C: How do you usually travel from the Park?

1	Cycle	5	Public transport[1]
2	Walk	6	Motorised bike
3	Car	7	"Park and stride"[2]
4	Private bus	8	Other

Question D: How far do you travel from your home to the Park?

1	Less than 1km	4	6 to 10km
2	1 to 3km	5	More than 10km
3	3 to 5km		

Question E: How long does it usually take you to travel to the Park?

1 ☐ Up to 5 minutes
2 ☐ 6 to 10 minutes
3 ☐ 11 to 20 minutes
4 ☐ 21 to 30 minutes
5 ☐ More than 30 minutes

Question F: If you travel to the Park by car, how many people usually travel with you?

1 ☐ Nobody else
2 ☐ One person
3 ☐ Two people
4 ☐ Three people
5 ☐ Four people
6 ☐ More than four people

Question G: If you travel to the Park by car, do you pick up or drop off anybody on the journey ?

1 ☐ Yes 2 ☐ No

Question H: Park Staff Only: Are you aware of the Tax Saver public transport commuter ticket?

1 ☐ Yes 2 ☐ No

Question I: Park Staff Only: Are you aware of the Government's cycle to work initiative where employees can avail of tax free bicycles and cycling equipment?

1 ☐ Yes 2 ☐ No

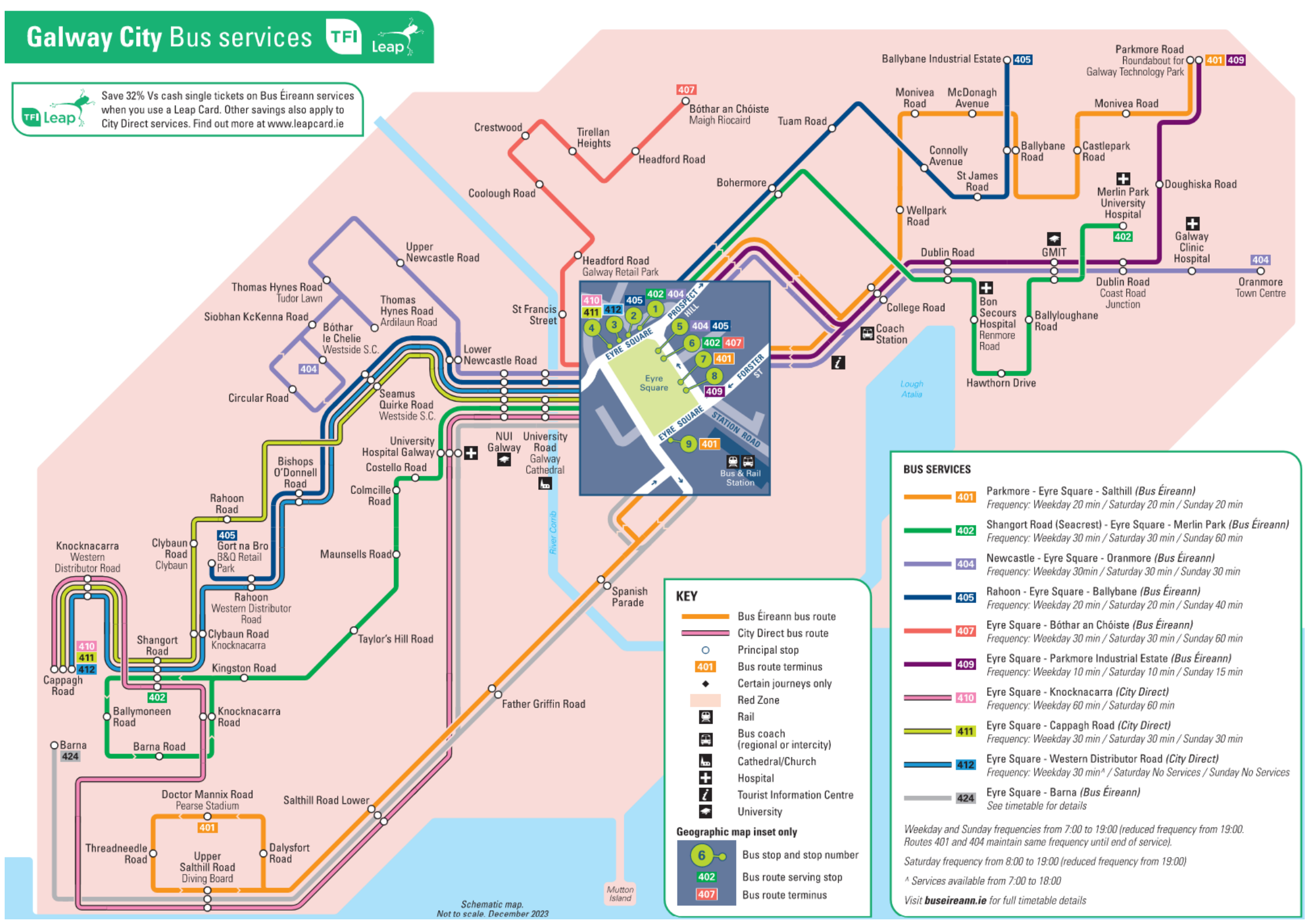
Additional Notes/Comments:

Appendix C – Galway City Bus Map

Galway City Bus services

TFI Leap

Save 32% Vs cash single tickets on Bus Éireann services when you use a Leap Card. Other savings also apply to City Direct services. Find out more at www.leapcard.ie



KEY

- Bus Éireann bus route
- City Direct bus route
- Principal stop
- 401 Bus route terminus
- Certain journeys only
- Red Zone
- Rail
- Bus coach (regional or intercity)
- Cathedral/Church
- Hospital
- Tourist Information Centre
- University

Geographic map inset only

- 6 Bus stop and stop number
- 402 Bus route serving stop
- 407 Bus route terminus

BUS SERVICES

- **401** Parkmore - Eyre Square - Salthill *(Bus Éireann)*
  Frequency: Weekday 20 min / Saturday 20 min / Sunday 20 min
- **402** Shangort Road (Seacrest) - Eyre Square - Merlin Park *(Bus Éireann)*
  Frequency: Weekday 30 min / Saturday 30 min / Sunday 60 min
- **404** Newcastle - Eyre Square - Oranmore *(Bus Éireann)*
  Frequency: Weekday 30min / Saturday 30 min / Sunday 30 min
- **405** Rahoon - Eyre Square - Ballybane *(Bus Éireann)*
  Frequency: Weekday 20 min / Saturday 20 min / Sunday 40 min
- **407** Eyre Square - Bóthar an Chóiste *(Bus Éireann)*
  Frequency: Weekday 30 min / Saturday 30 min / Sunday 60 min
- **409** Eyre Square - Parkmore Industrial Estate *(Bus Éireann)*
  Frequency: Weekday 10 min / Saturday 10 min / Sunday 15 min
- **410** Eyre Square - Knocknacarra *(City Direct)*
  Frequency: Weekday 60 min / Saturday 60 min
- **411** Eyre Square - Cappagh Road *(City Direct)*
  Frequency: Weekday 30 min / Saturday 30 min / Sunday 30 min
- **412** Eyre Square - Western Distributor Road *(City Direct)*
  Frequency: Weekday 30 min^ / Saturday No Services / Sunday No Services
- **424** Eyre Square - Barna *(Bus Éireann)*
  See timetable for details

Weekday and Sunday frequencies from 7:00 to 19:00 (reduced frequency from 19:00. Routes 401 and 404 maintain same frequency until end of service).

Saturday frequency from 8:00 to 19:00 (reduced frequency from 19:00)

^ Services available from 7:00 to 18:00

*Visit **buseireann.ie** for full timetable details*

Appendix D – Site Layouts

Legend

- Site Boundary
- Existing Trees to be retained

CIRCULATION & SURFACES

- Public Building Entrance (Primary / Secondary)
- Pedestrian Site Entrance (Primary / Secondary)
- Active Travel Site Entrance (Primary / Secondary)
- Vehicular Site Entrance

S1 - Motorised Traffic including coaches
Tarmac Road surface, Refer to Engineer's for Specification

S2 - Parking Bays
Grass ritter surface, Refer to Engineers specification

S3 - Plaza
In-situ concrete surfacing with exposed aggregate finish comprising a mix of locally sourced granite and limestone aggregate (6-10 mm). Surface to be acid-etched or washed to expose aggregate.

S4 - Multi-Use Gaming Areas
Seamless poured rubber with integrated line markings and zones in varied colour mix (exact colours by detailed design).

S5 - Soft-Pour Rubber Safety Surfacing
Seamless poured rubber surface with certified impact attenuation for playground use. Colour and pattern to be confirmed at detailed design stage. Installed to critical fall height requirements in accordance with EN 1177.

S6 - Certified Play Sand
Clean, washed, fine-grain silica sand for use in sand play features and loose material play. Not intended for impact attenuation. Install over free-draining base t specified depth with suitable edging to contain material.

S7 - Pedestrian paths
Coloured bitmac. Specification TBD

S8 - Artificial Grass Playing Surface
Football pitch- 4G synthetic turf pitch
Hockey pitch- 2G Sand filled synthetic hockey pitch

S9 - Self-binding Gravel
Compacted, permeable gravel with fines for firm, stable finish. Laid to max gradient of 1:12 (8%) Requires edge restraint.

PLANTING

T1 - Large-Scale Standard Trees
Ultimate height 20 m+, canopy spread 15 m+. Structural native trees suitable for large open spaces, parks, and woodland frameworks, e.g. Quercus robur, Pinus sylvestris

T2 – Bioretention Tree Pit with filter / liner at 1m depth
Ultimate height 10–20 m, canopy spread 8–15 m. For spatial definition, greenways, buffer planting, and woodland edge e.g. Betula pendula, Alnus glutinosa

PL1 – Woodland Edge Planting
Native trees and shrubs in layered structure for habitat transition, seasonal interest, and edge definition.

PL2 – Pollinator-Friendly Perennials & Shrubs Mix
Matrix planting of herbaceous perennials, sub-shrubs and ornamental grasses. Designed for texture, pollinators, and seasonal colour.

PL3 – Raingarden Mix
Matrix planting of herbaceous perennials, sub-shrubs and ornamental grasses. Designed for texture, pollinators, and seasonal colour and to tolerate occassional inundation and drought

PL4 – Short-flowering Meadow
Short height grass meadow mix, cut every 6 weeks from April for path edges to provide habitat biodiversity

PL5- Amenity Sports Turf
Hard-wearing grass mix for informal kickabout and lawn areas

PL6 – Screening Hedge
Screening hedge to formal planting areas as screening

BIODIVERSITY SUPPORT, EDUCATION & WAYFINDING

Bird Box
Approximate location of proposed bird boxes to support ecology. Bird boxes to be secured to trees using strap, minimum 2m above ground level, facing north to south-east.

- M — Location Map
- P — Plant / Tree identification plate
- H — Bug hotel
- F — Fingerpost
- T — Totem Gateway

Draft Issue:	For Pre-Planning Review	18/10/2025	LF	DR
Issue/Rev. no.	Description	Date	Sign	Chk'd

Client: Galway City Council
Project: Mansion House Millers Lane- Public Park and Urban realm Project

Drg Title: Site Layout Map
Stage: Planning

Drg. No.: P612-MIL-LD-GA-101
Scale: 1:500_1@ A0
Date: 18th October 2025
Drawn By: JC Checked by: DR

Draft for 2025-10-Pre-Planning

DRLA LANDSCAPE ARCHITECTS
12 Barrington Street
Limerick. V94 XA4W
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Registered Landscape Architect

Note: No scaled measurements to be taken from this drawing, written dimensions only. Scales are indicative only and can vary with different printing and photocopying methods.
This is not a construction document.
Further specification, measurements and levels can be provided at Tender or Construction phases as required by the client.

Registered Landscape Architect

FILE: C:\USERS\LAURA\ONEDRIVE - DAVE RYAN\SHARED DOCUMENTS - DRLA\02_PROJECTS\2024 PROJECTS\612_KINGSTONPARK\01 WORKING\02_PLANNING\P612-KIN.DWG PLOTTED: 17/10/2025 18:30 BY USER: LAURA

Outdoor classroom climate change and biodiversity lab

Sheltered and lockable long-term cycle storage. 20 x regular bays 2 x cargo / universal access bays

Earth mound serving as play feature, micro-climate wind moderation, outdoor classroom, hang-out space

Proposed Safe Route to School

Area with in-ground retractable power supply to accommodate live performances

Pedestrian plaza in front of main access to building, with pleached trees, outdoor seating to cafe

Smoking shed

Universally Accessible access control arrangement at entrance to proposed park and intersection with 'Safe Route to School'

Circular seat surrounding raised planter with tree

Proposed new pedestrian entrance gate to school

Proposed new vehicular entrance gate to school

Parks Department Staff Kiosk

Parks Department Storage

Storage enclosure for mobile Cricket Batting Cage

Main Avenue primary access through park - 5m wide to accommodate cycle and pedestrian flows

Habitat corridor consisting of native hedgerow and short flowering wildflower meadow to western park perimeter

Boules pitch

Habitat corridor consisting of native hedgerow, Woodland, Long flowering meadow, and short flowering wildflower meadow to western park perimeter

Greenway route through park with 24-hour access to connect to existing cycle network

Calisthenics equipment area

Multi-functional gaming area with enclosing bench retaining wall seating

Informal games lawn

Habitat corridor to western park perimeter

Wayfinding fingerpost sign

Universally Accessible access control arrangement at entrance to 'Safe Route to School'

Park Entrance Gateway Totem / Vehicular Barrier

Refuse collection pad

Wayfinding map sign

Modification of Road Alignment Approved Under Permitted Aquatic Centre Development (Pln. Ref. 24/60370).

Pedestrian area in front of doors to external changing rooms

Proposed dismount track to active travel route at entry point to park grounds

Wayfinding map sign

Refuse storage enclosure

Proposed sports equipment store

Secondary pedestrian circulation

Habitat corridor consisting of native hedgerow and short flowering wildflower meadow to western park perimeter

Pedestrian connection to proposed *Kingston Stables* Large-Scale Residential Development to the east of Kingston Park (Pln. Ref. XX/XXXX).

Play area to detail design by specialists. Refer to Schedule of Affordances for detailed requirements.

Habitat corridor consisting of native hedgerow, Woodland, Long flowering meadow, and short flowering wildflower meadow to western park perimeter

Multi-functional building that can cater for sports and other activities

4G synthetic pitch for IRFU rugby, GAA rounders and mobile cricket batting cage use with perimeter fencing

Master planned area to be brought forward as part of future application

Legend

Site Boundary

CIRCULATION & SURFACES

Public Building Entrance (Primary/ Secondary)

Pedestrian Site Entrance (Primary/ Secondary)

Active Travel Site Entrance (Primary/ Secondary)

Vehicular Site Entrance

S1 - Motorised Traffic including coaches
Refer to Engineer's for Specification

S2 - Parking Bays
Permeable surface to SuDS specification
Materials TBC

S3 - Plaza & Main Avenue
In-situ concrete surfacing with exposed aggregate finish comprising a mix of locally sourced granite and limestone aggregate (6–10 mm). Surface to be acid-etched or washed to expose aggregate.

S4 - Multi-Use Gaming Areas
Seamless poured rubber with integrated line markings and zones in varied colour mix (exact colours by detailed design).

S5 - Cycleway
Stone Mastic Asphalt (SMA) 6mm grade finish with clear polymer modified binder, 'Terracotta' colour pigment and colour-matched aggregates

S6 - Soft-Pour Rubber Safety Surfacing
Seamless poured rubber surface with certified impact attenuation for playground use. Colour and pattern to be confirmed at detailed design stage. Installed to critical fall height requirements in accordance with EN 1177.

S7 - Certified Play Sand
Clean, washed, fine-grain silica sand for use in sand play features and loose material play. Not intended for impact attenuation. Install over free-draining base t specified depth with suitable edging to contain material.

S8 - Self-binding Gravel
Compacted, permeable gravel with fines for firm, stable finish. Laid to max gradient of 1:12 (8%) Requires edge restraint.

S9 - Pedestrian paths
Stone Mastic Asphalt (SMA) 6mm grade finish with clear polymer modified binder, 'Light Buff' colour pigment and colour-matched aggregates

S10 - Artificial Grass Playing Surface
To Pitch Consultant Specification

PLANTING

T1 - Large-Scale Standard Trees
Ultimate height 20 m+, canopy spread 15 m+. Structural native trees suitable for large open spaces, parks, and woodland frameworks, e.g. Quercus robur, Pinus sylvestris

T2 – Moderate-Scale Standard Trees
Ultimate height 10–20 m, canopy spread 8–15 m. For spatial definition, greenways, buffer planting, and woodland edge e.g. Betula pendula, Alnus glutinosa

T3 – Multistem Trees
Ultimate height 3-3.5 m, canopy spread 8-15m. For, buffer planting, open green spaces, and woodland edge e.g. Betula Jaquemontii, Alnus glutinosa, Amelanchier

T4 – Pleached Trees
Ultimate height 3-3.5 m, canopy spread 1 x 3 m.
For spatial definition and micro-climatic comfort at entrance plaza

T5 – Bioretention Tree Pit with filter / liner at 1m depth
Ultimate height 10–20 m, canopy spread 8–15 m. For spatial definition, greenways, buffer planting, and woodland edge e.g. Betula pendula, Alnus glutinosa

PL1 - Native Woodland Planting
Mixed native trees and understorey for biodiversity, screening, and long-term canopy development. Naturalistic layout.

PL2 – Biodiversity-Friendly Shrub Planting
Mixed flowering shrubs and subshrubs for year-round nectar and structure. Species selection to support biodiversity.

PL3 – Pollinator-Friendly Perennials & Shrubs Mix
Matrix planting of herbaceous perennials, sub-shrubs and ornamental grasses. Designed for texture, pollinators, and seasonal colour.

PL4 – Raingarden Mix
Matrix planting of herbaceous perennials, sub-shrubs and ornamental grasses. Designed for texture, pollinators, and seasonal colour and to tolerate occassional inundation and drought

PL5 – Long Wildflower Meadow
Medium height grass meadow mix, 2 to 3 cus annually, for large meadow areas to provide habitat biodiversity

PL6 – Short-flowering Meadow
Short height grass meadow mix, cut every 6 weeks from April for path edges to provide habitat biodiversity

PL7 – Riparian/ Wetland Meadow
large Riparian/ wetland meadow areas to provide habitat biodiversity

PL8 – Amenity Sports Turf
Hard-wearing grass mix for informal kickabout and lawn areas

PL9 – Native Hedge
Mixed Native hedge

BOUNDARIES & WAYFINDING

B1 – Low wall
Finish TBD

B2 – Active travel barrier
Stone wall, exact finish and positioning TBD

B2 – Rugby Pitch Boundary Fence/ Spectator leaning post
Boundary treatment finish and exact positioning TBD

B2 – Restricted access perimeter fencing
Boundary treatment finish and exact positioning TBD, include for matching gate

Bird Box
Approximate location of proposed bird boxes to support ecology. Bird boxes to be secured to trees using strap, minimum 2m above ground level, facing north to south-east.

Bat Box
Approximate location of proposed bat boxes to support ecology. Bat boxes to ecologist's specification.

Biodiversity support and outdoor classroom
B Bee post
T Thermometer for Outdoor Classroom Climate Lab
W Wind vanes for Outdoor Classroom Climate Lab
R Rain gauge for Outdoor Classroom Climate Lab
S Sun dial for Outdoor Classroom Climate Lab

Wayfinding & Biodiversity Education
M Location Map
i Information panel
K Blackboard
P Plant / Tree identification plate
H Bug hotel
F Fingerpost
T Totem Gateway

N
W E
Winter Summer
S

0 meters 25 50 75

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Issue/Rev. no.	Description	Date	Sign	Chk'd

Client: **Galway City Council**
Project: Outdoor Recreation Facilities in Galway City West
Drg Title: Site Layout Plan
Stage: Planning
Drg. No.: P612-KIN-LD-GA-101
Scale: 1:500 @ A0
Date: 17th October 2025
Drawn By:LF Checked by: DR

2025-10-17 Draft for Pre-Planning Review

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