

**Phase 1 - Corrib Causeway - Dyke Road**

**Outline Mobility Management Plan**

**232116-PUNCH-XX-XX-RP-C-0002**

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## Document Control

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## Executive Summary

This Outline Mobility Management Plan (MMP) has been prepared on behalf of Galway City Council (GCC) to accompany a planning application for the proposed residential development at Dyke Road, Terryland, Galway City.

The applicant, GCC, recognises the need for all significant transport generators to play a role in meeting the objectives set out in the Department of Transport's National Sustainable Mobility Policy and Action Plan which sets out ambitious targets with respect to delivery of sustainable transport modes.

This MMP therefore outlines the provisions proposed to be put in place as a means of reducing car dependency associated with the development in the interest of compliance with the following sustainable transport initiatives:

- Galway City Council Development Plan 2023-2029
- Galway Transport Strategy
- The National Sustainable Mobility Policy and Action Plan
- Climate Action Plan 2024
- National Investment Framework for Transport in Ireland (NIFTI)
- The need to reduce transport emissions to meet EU 2030 greenhouse gas reduction targets; and
- The need to reduce traffic congestion, particularly at peak commuting times.

The key MMP proposals being put forward in relation to the development are:

- Reduced provision of car parking in the proposed development
- Provision of high quality connectivity for pedestrians and cyclists at this central sustainable location
- Cycling facilities have been prioritised
- Promote the use of cycle facilities and public transport
- Promote cycling, public transport and car sharing for residents

The developer will encourage and provide information to residents to promote the achievement of Smarter Travel mobility targets individually and co-operatively through various measures outlined herein.

This MMP sets out the key proposals for the development based on current transportation data for the development. The applicant has confirmed an unreserved adherence to the principles of Smarter Travel.

This MMP is to be considered an active document and may be amended and added to in the future to achieve the sustainable transport targets set. It is recommended that a Mobility Manager/Travel Coordinator is appointed to promote this MMP. Templates and checklists are provided with this MMP to assist in achieving the sustainable travel objectives set out therein.

# 1 Introduction

This Outline Mobility Management Plan (MMP) has been prepared on behalf of Galway City Council (GCC) to accompany a planning application for the proposed residential development at Dyke Road, Terryland Galway City.

## 1.1 Site Location

The subject lands are located to the north of Galway City Centre and are bounded by Dyke Road to the west, an existing public carpark to the south, Galway Retail Park to the east and the Black Box Theatre and Terryland Park to the north. The site is currently a public car park and vehicular access to the site is currently from the west from Dyke Road.

The site is located approximately 650m north of Eyre Square, 800m north of Ceannt Train & Bus Station. All of this makes the site highly accessible to pedestrians, cyclists, public and private transport and is considered a Sustainable Location. Figure 1-1 indicates the location of the subject lands.



Figure 1-1: Site Location



## 1.2 Proposed Development

The proposed development will consist of the construction of a new residential development of 219 no. apartment units and a childcare facility (approx. 241 sq m) in the form of 1 no. new residential block (5 - 9 storeys over lower ground floor level) with associated car parking, bicycle parking, public and communal open spaces, and all ancillary works on a site area of 1.144 ha. The proposed development forms part of an overall three phase masterplan development, the Corrib Causeway 'Site Development Framework'. The current proposal is phase 1 with phases 2 and 3 to follow subject to separate development consent.

The proposed layout for the development is detailed in the series of drawings by MOLA Architects & Murray & Associates Landscape Architects accompanying this report and an extract is included in Figure 1-2.

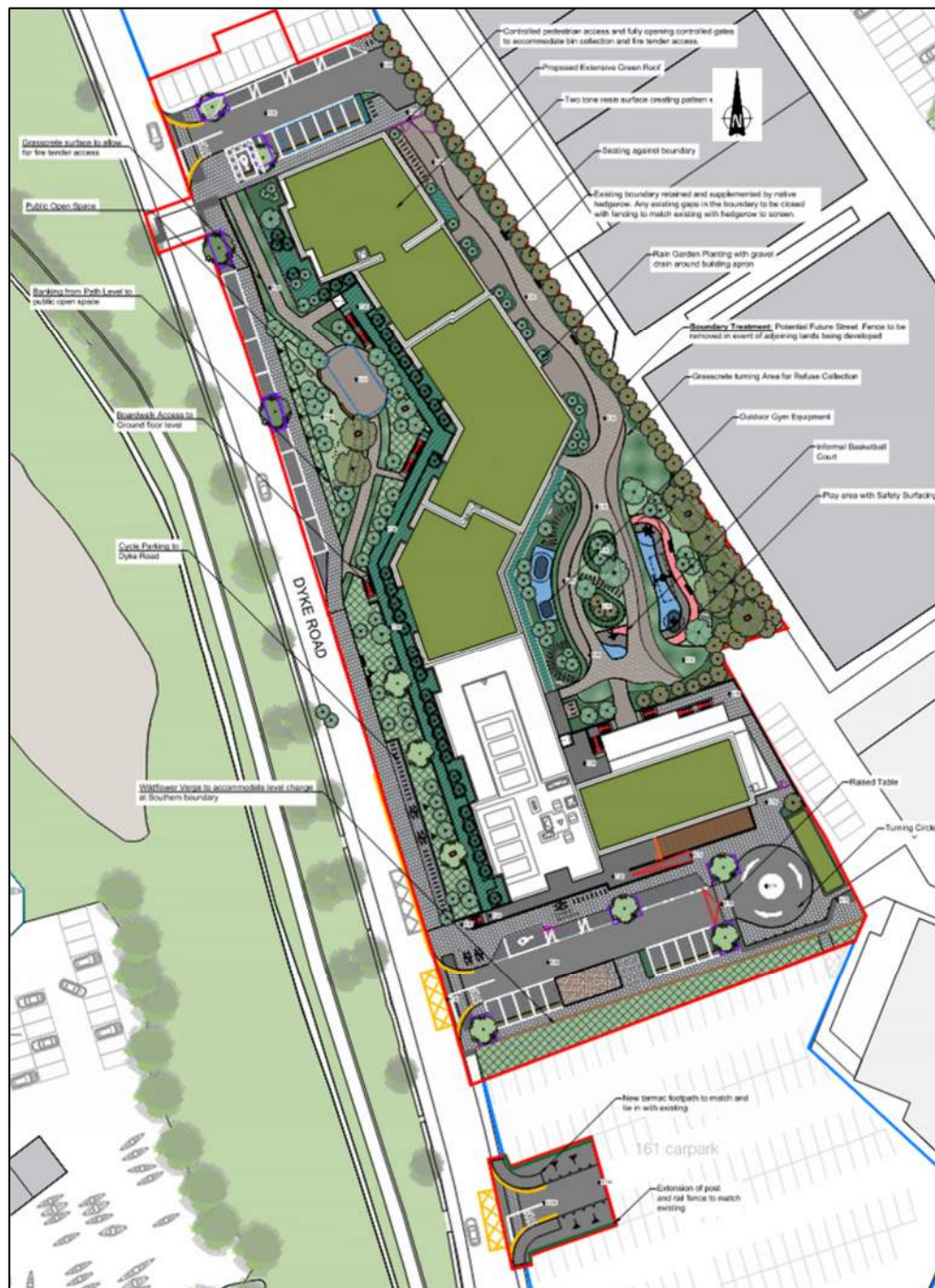


Figure 1-2 - Proposed Site Layout

The layout of the proposed development requires the removal of a proportion of the existing public car park. 165 public car parking spaces will remain following the proposed development works. A new junction will be created with Dyke Road which requires minor modifications to the existing car park to create an entrance to the remaining southern public car park. The impact of the removal of the existing public car park spaces is discussed further in the traffic and Transportation Assessment included in the planning documentation.

A new pedestrian crossing will be provided on Dyke Road providing connectivity from the proposed development to the River Corrib.

### 1.3 Objectives of the Plan

This Plan outlines the provisions that the applicant proposes to put in place as a means of promoting sustainable transport, active travel and reducing car dependency associated with the 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
- Smarter Travel - National Cycle Policy Framework 2009-2020
- The National Cycling Policy Framework 2010
- The National Energy Efficiency Action Plan
- The Cycle Design Manual (CDM)
- The need to reduce transport emissions to meet EU greenhouse gas reduction targets.
- The need to reduce traffic congestion, particularly at peak commuting times.
- Galway Transport Strategy
- Galway City Council Development Plan 2023-2029
- The National Sustainable Mobility Policy
- Climate Action Plan 2024
- National Investment Framework for Transport in Ireland (NIFTI)

The MMP can lead to benefits, such as offering substantial savings by suggesting alternatives to travelling from the residential development, primarily to and from work (other than by car), allowing commuters to avail of a healthier lifestyle by incorporating exercise into their daily commute and reducing stress experienced by residents caused by lack of alternatives in commuting to work.

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

The MMP can be developed once the development is fully occupied. The new development will cater for both vehicular and pedestrian traffic and includes provision of bicycle parking.

Measures laid out in the MMP will aim to reduce the number of people travelling to the development by car, promote the use of public transport and encourage users to use more sustainable methods of travelling.

The MMP 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.



## 1.4 Census Data 2022

Based on Central Statistics Office (CSO) data, persons living in the local area were significantly less likely to drive than those in the rest of the country. In 2022, over half of all journeys by people from Galway (54.4%) were by car as drivers compared with over three quarters of journeys taken by those living in the rest of the country (76.2%).

The Small Area (refer to Figure 1-3), which the development is located in is centrally located and has a high modal split of walking and low modal split of car use. The statistics for the Small Area Population mapping are shown below in Table 1-1.



Figure 1-1: Central Statistics Office - Census 2022 Small Area Map A068020002



**Table 1-1: CSO Data for 2022 (A068020002, Dyke Road Area)**

Population aged 5 years and over by means of travel to work, school, or college						
	Work		School or College		Total	
Means of travel	No.	%	No.	%	No.	%
On foot	56	32%	41	77%	97	43%
Bicycle	4		3		7	
Bus, minibus or coach	26	14%	6	11%	32	13%
Train, DART or LUAS	0		0		0	
Motorcycle or scooter	0	0	0	0	0	0
Car driver	28	19%	2	5%	30	16%
Car passenger	6		1		7	
Van	1		0		1	
Other (incl. lorry)	0	35%	1	7%	1	28%
Work mainly at or from home	24		0		24	
Not stated	40		3		43	
<b>Total</b>	<b>185</b>	<b>100</b>	<b>57</b>	<b>100</b>	<b>242</b>	<b>100</b>

The development site has the potential for a significant modal shift towards increased walking, cycling and public transport, with a number of existing and proposed bus services are in close proximity to the site.

Due to the central area that the proposed development is located in, 650m from the city centre, it is expected that future residents will choose to walk, cycle or avail of public transport.

## 2 Site Proposals

This section gives an overview of the accessibility of the options for travel associated with the development site.

### 2.1 Site Access

Vehicular access will be via two entrances on Dyke Road with a new separate relocated access point for the adjacent existing public carpark which will be reduced in capacity.

### 2.2 Pedestrians

A walking accessibility assessment was carried out using QGIS modelling showing that areas around Galway extending as far as National University Galway Campus, Salthill and Mervue are all within a 30-minute walk from the development site. Refer to Figure 2-1 below.

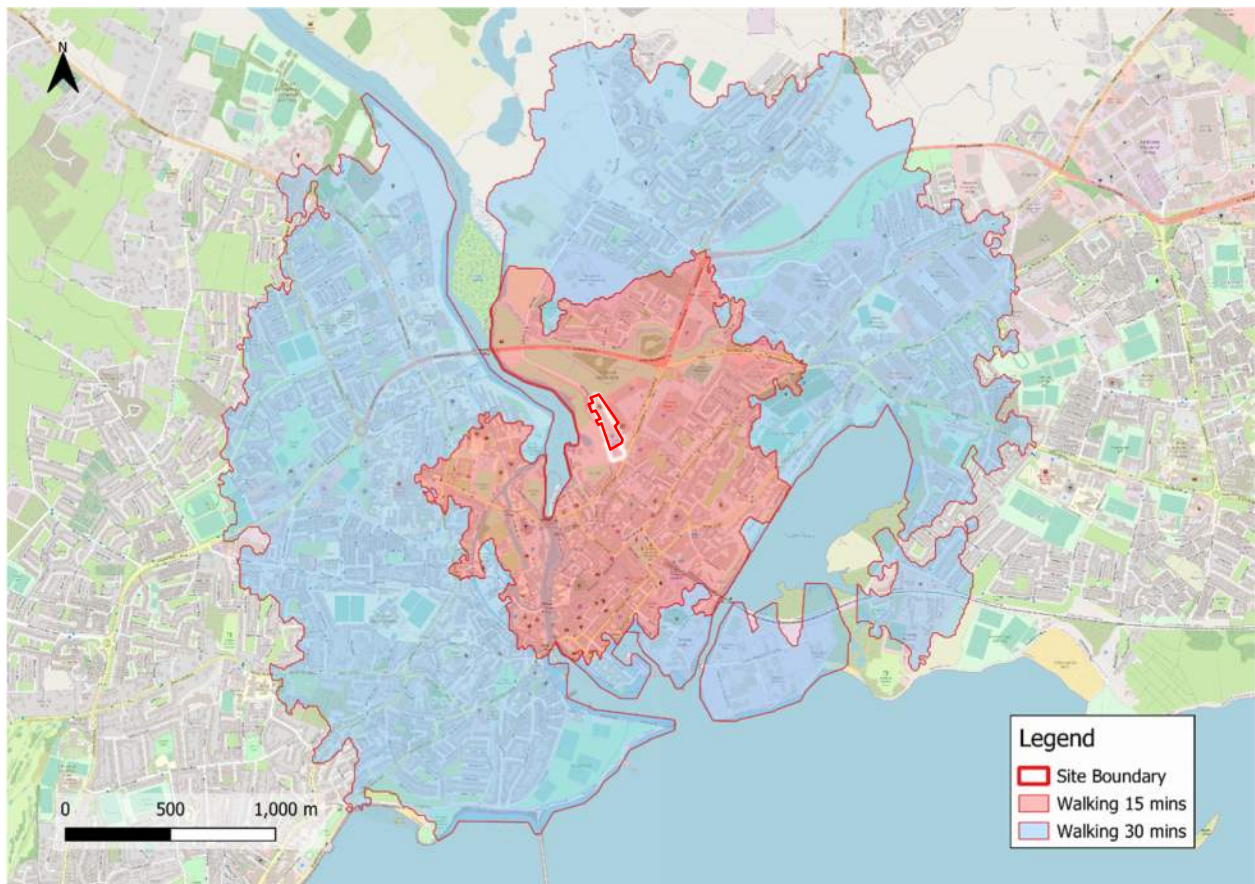


Figure 2-1: Walking Distances from the Site

The proposed development is located centrally in the city with many services in walking distance. The proposed BusConnects scheme will include for improved footpaths and cycle lanes in the area. Table 2-1 shows local destination points and walking distances.

**Table 2-1: Local Destination Points and Walking Distances/Times**

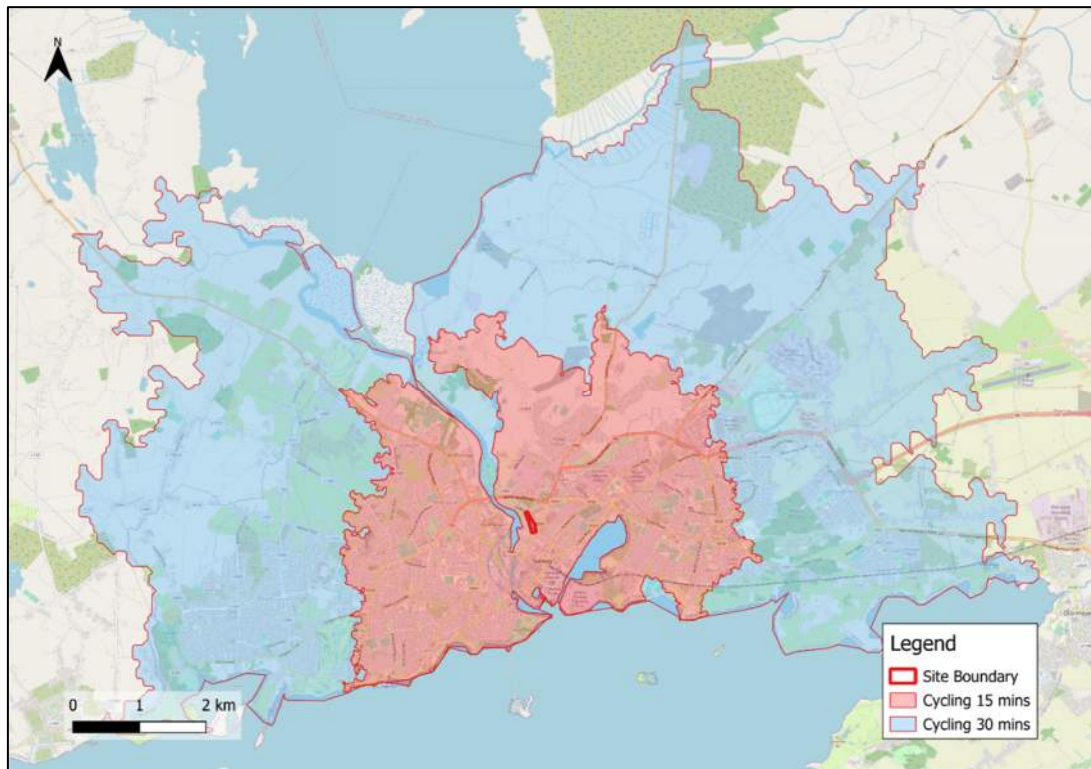
Name	Walking Distance	Average Walking time
Galway Retail Park	300m	4 min
Galway Shopping Centre	450m	6 min
Eyre Square	650m	9 min
Galway (Ceannt) train station	800m	11 mins
University of Galway	1km	14 mins
University Hospital Galway	1.2km	17 mins
Spanish Arch	1.2km	17 mins

The proposed development includes for improved pedestrian facilities on the Dyke Road. A new raised boardwalk provides access for residents to their individual cores. The pedestrian routes and desire lines have been created to comply with the requirements indicated in the Draft Headford Road Framework Plan.

## 2.3 Cycling

### 2.3.1 Cycling Accessibility

A cycling accessibility assessment was carried out using QGIS modelling for the development. The resulting map is shown in Figure 2-2 indicating the entire Galway City and the greater Galway area out to Bearna, Clooniff and Thornpark are all within a 30-minute cycle of the development site.



**Figure 2-2: Cycle Accessibility from the Proposed Development Site**



Ireland's Cycle Connects Initiative proposes a hierarchy of cycle routes within Galway and its city, including Greenways, Primary, Secondary and Feeder routes. Where possible, the proposed routes are fully segregated, with cyclists physically separated from motorised traffic. In other cases, the network includes on-road cycle lanes and/ or wide bus lanes to cater for both buses and cyclists along the same routes ('Shared Street'). Where necessary, traffic management measures have also been incorporated to reduce traffic speeds, thereby improving the environment for pedestrians, cyclists and public transport vehicles. Refer to Figures 2-3 & 2-4 for the proposed cycle network relating to the development site.

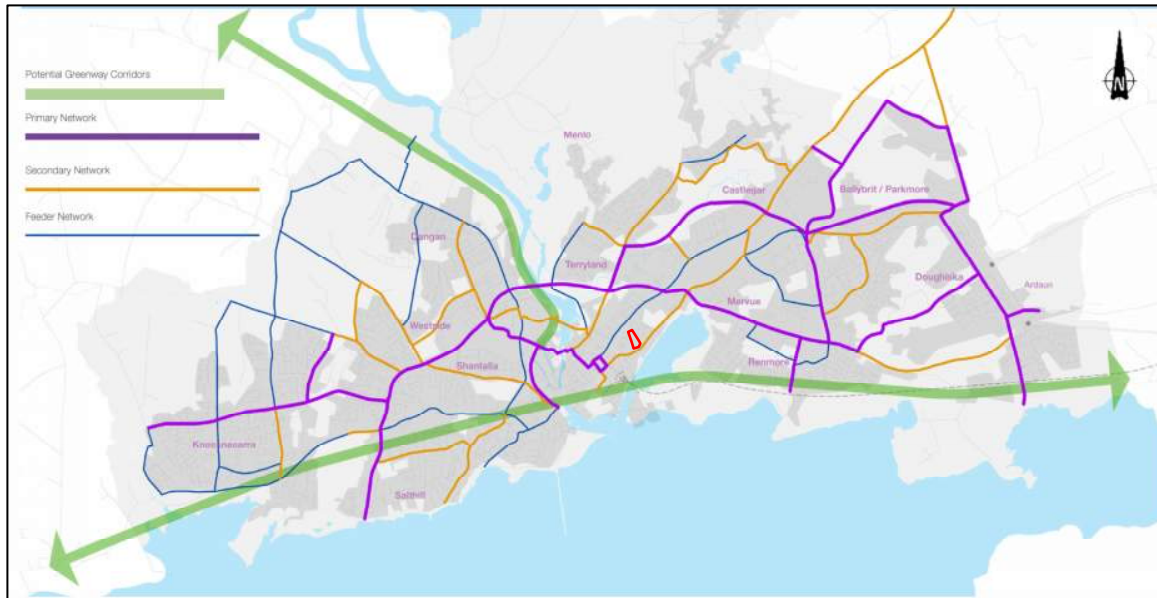


Figure 2-3: Proposed Cycle Network



Figure 2-4: Extract from Cycle Connects Proposed Cycle Network



### 2.3.2 Proposed Cycle Facilities

Cycling is to be significantly encouraged as part of the development. Cycling infrastructure is continually being introduced and improved around the development and within the whole of Galway City and its suburbs.

Many of the cycle lanes within Galway City and suburbs are shared with bus corridors connecting key locations, more and more designated cycle lanes with edge protection are being established within Galway City/ suburbs to ensure the safety and comfort of cyclists in accordance with the Cycle Design Manual.

With a proposed reduction in transportation emissions of 50% by 2030 based on the government's 'Climate Action Plan 2024' there is a major emphasis to make the shift towards active travel including cycling. With this emphasis will come investment by government to make cities like Galway more sustainable to live and work in.

Access to the development is a shared surface for vehicles, cyclists and pedestrians via the two new proposed access points of the development.

Cycle parking serving the proposed residential development is provided in accordance with the Galway City Council Development Plan 'Table 11.3' and the Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities. The applicable cycle parking standards are noted in Table 2-1 below:

**Table 2-1: Cycle Parking Minimum Requirements**

Type	No units	Requirement	Total Requirement
Apartments (Long Stay)	219 (339 beds)	1 per bed	339
Apartments (Short Stay)	219	1 per 5 units	44
Creche		25% car park spaces	8
<b>Total</b>			<b>393</b>

There are 465 bicycle parking spaces proposed for the proposed development. For details and distribution of the cycle parking facilities throughout the proposed development, please refer to the architectural site layout plans.

25 cycle spaces (5.5%) are provided as cargo bike parking/larger non-standard spaces and thus satisfies the requirement that 5% of cycle spaces be 'Universal Design Vehicle Spaces' in line with Section 6.3 of the NTA's Cycle Design Manual.

Cycle charging points are also included in the site layout.

The cycle parking facilities and their utilisation will be monitored to determine actual vs forecasted demands and amendments to the cycle parking arrangements will be actioned as required as part of the on-going mobility management strategy for the development.

## 2.4 Public Transport

In order to facilitate the use of public transport, management will provide information on location of stops, routes, timetables and walking times to main public transport facilities. Residents should also be advised of the availability of the national Tax saver 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. A site specific Public Transport Capacity Assessment report has been prepared by PUNCH accompanying this report which examines the capacity of the existing public transport services in the vicinity of the proposed development.

### 2.4.1 Public Transport Accessibility

A public transport accessibility was carried out using QGIS modelling. As indicated in Figure 2-5 and Figure 2-6 the site has a large catchment within a 60-minute public transport area, stretching to areas around Galway such as Knocknacarra, NUIG Campus, Roscam, and all the way north to Tuam and Headford.

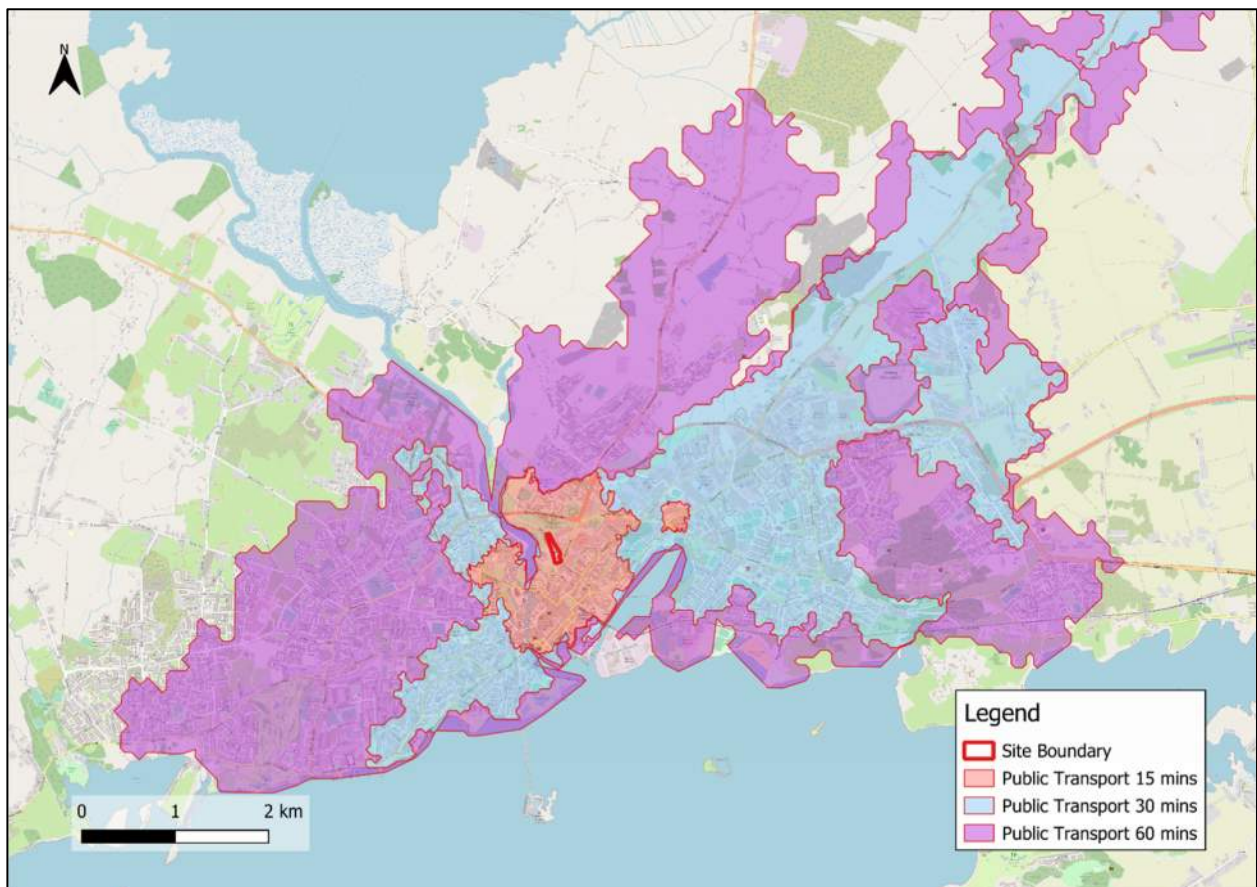


Figure 2-5: Public Transport City Accessibility

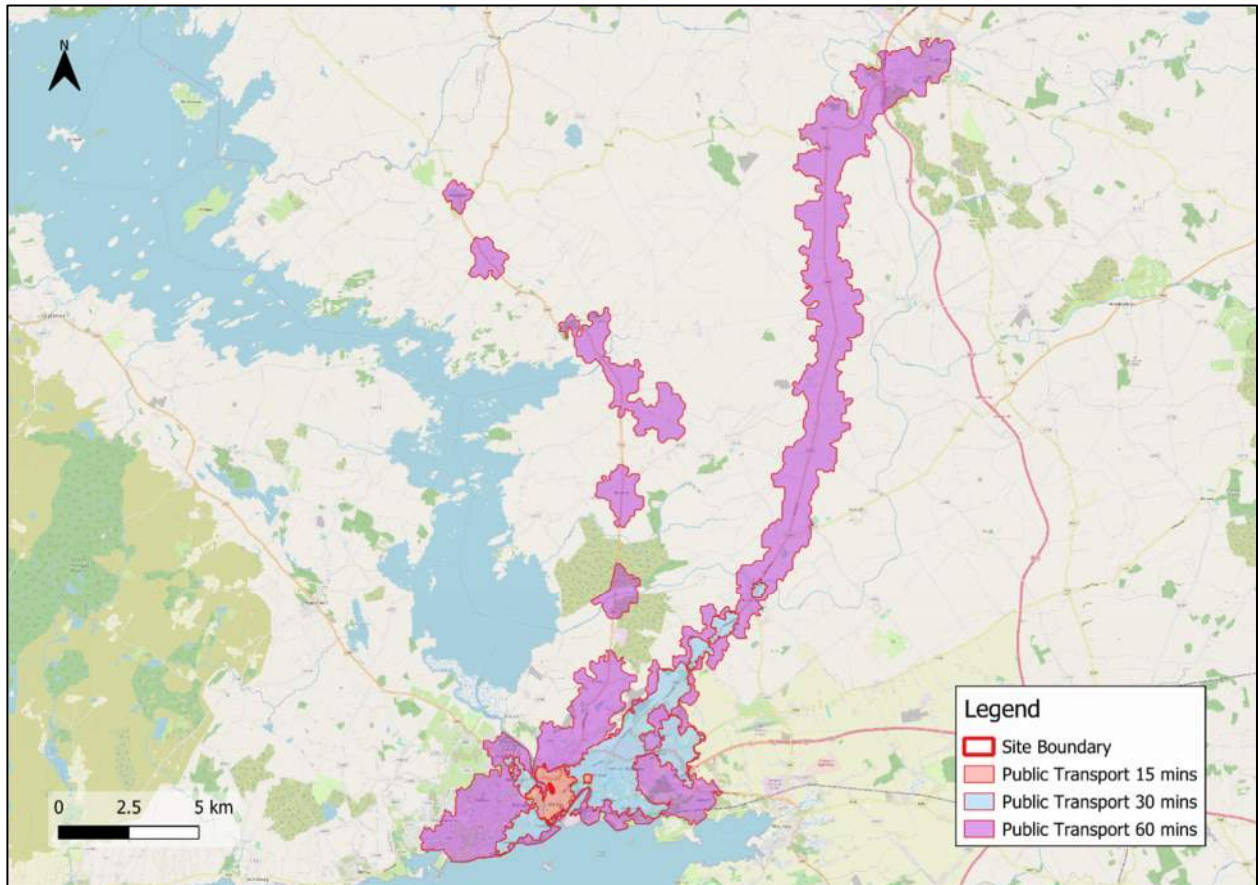


Figure 2-6: Public Transport County Accessibility

## 2.4.2 Bus Services

A range of public transport routes are available in Galway City within the vicinity of the proposed development, as described in the following sections of this MMP and shown in Figure 2-7 below.

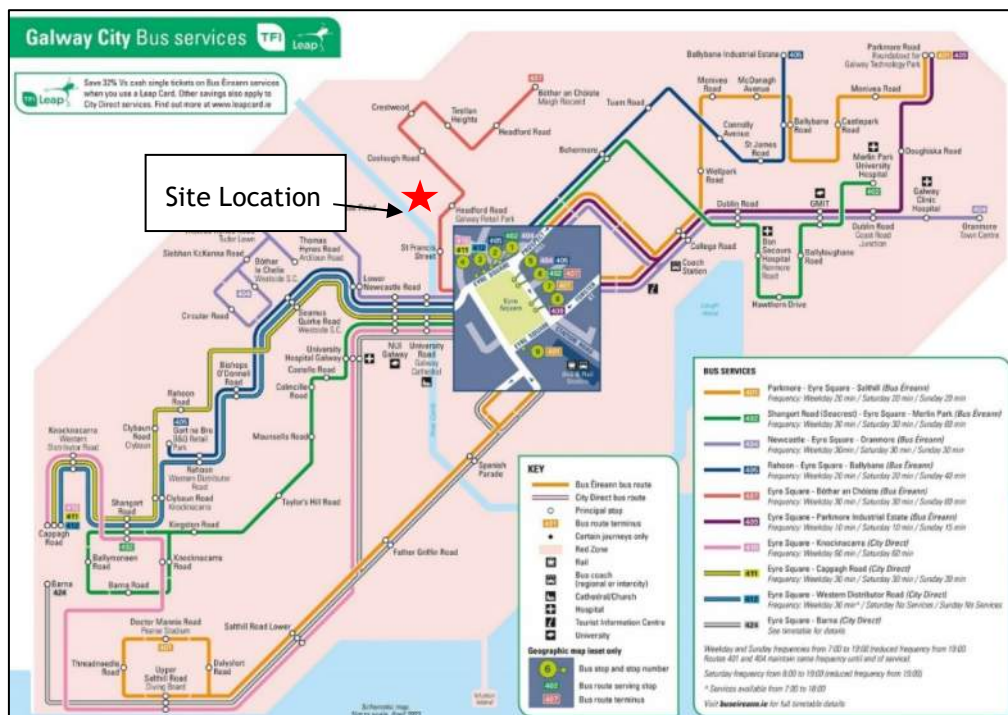


Figure 2-7: Galway Bus Transport Network (Ref: tfi.ie)



### 2.4.3 Bus Stops

Figure 2-8 below shows the location of local bus stops in relation to the development. The nearest bus stops to the site area long Headford Road. Every bus route in Galway City passes through Eyre Square, which is within a 700m radius from the site.



Figure 2-8: Location Map Showing Nearby Bus Commuter Options

Table 2-2: Local Bus Stops

Bus Stop ID	Stop Name	Routes	Walking Distance
523721	Galway Retail Park	407	280m
525411	Woodquay Court	407	220m
523191	St. Bridget's Place	402, 405	300m
523211	Bothar Brendain Ui Either	401, 404, 409, 425A, 430	400m
523201, 525641, 523011, 524371	Eyre Square Bus Stops	401, 402, 404, 405, 407, 409, 410, 411, 427, 428, 435, 920	650m

Timetables are available online.

Transport for Ireland provide a phone App and a useful website called 'Journey Planner' this can be used to easily plan routes to and from the development using bus routes and other forms of Transport. It is available as a free download and is highly recommended.



#### 2.4.4 Bus Connects

BusConnects is a key part of the Government's policies to improve public transport and address climate change in Galway. The aim of BusConnects is to "deliver an enhanced bus system that is better for the city, its people and the environment" (busconnects.ie).

Key components of this proposal include:

1. Enhanced Bus Network: Redesigning bus routes to provide more direct, frequent and reliable services. The new network will aim to reduce travel times and improve connections between different parts of the city and its suburbs.
2. Bus Priority Measures: Implementing dedicated bus lanes and priority signalling at traffic lights to reduce delays caused by traffic congestion.
3. Modern Fleet: Introducing a new fleet of low-emission buses to reduce the environmental impact of public transport.

Both Dyke Road and Headford Road are included on the Galway BusConnects scheme. Refer to Figure 2-9 below for an extract of the proposed bus network and associated development in relation to the proposed site. Planning permission was granted for this scheme in October 2024 (Reg. Ref. ABP 314597). This section of the BusConnects scheme is the Cross-City Link (University Road to Dublin Road).

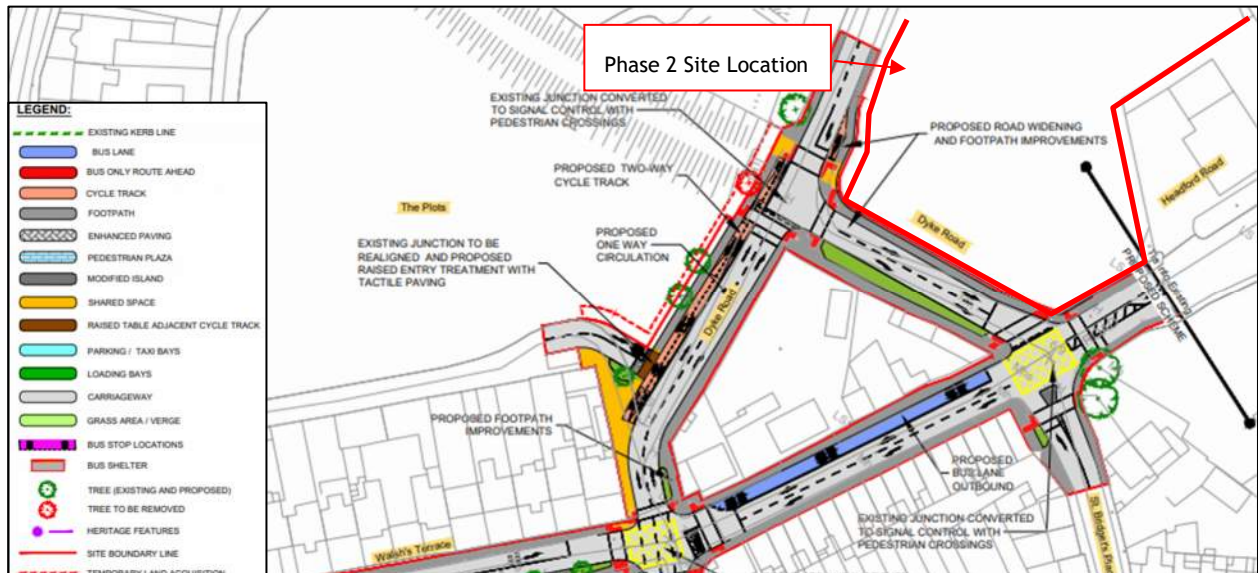
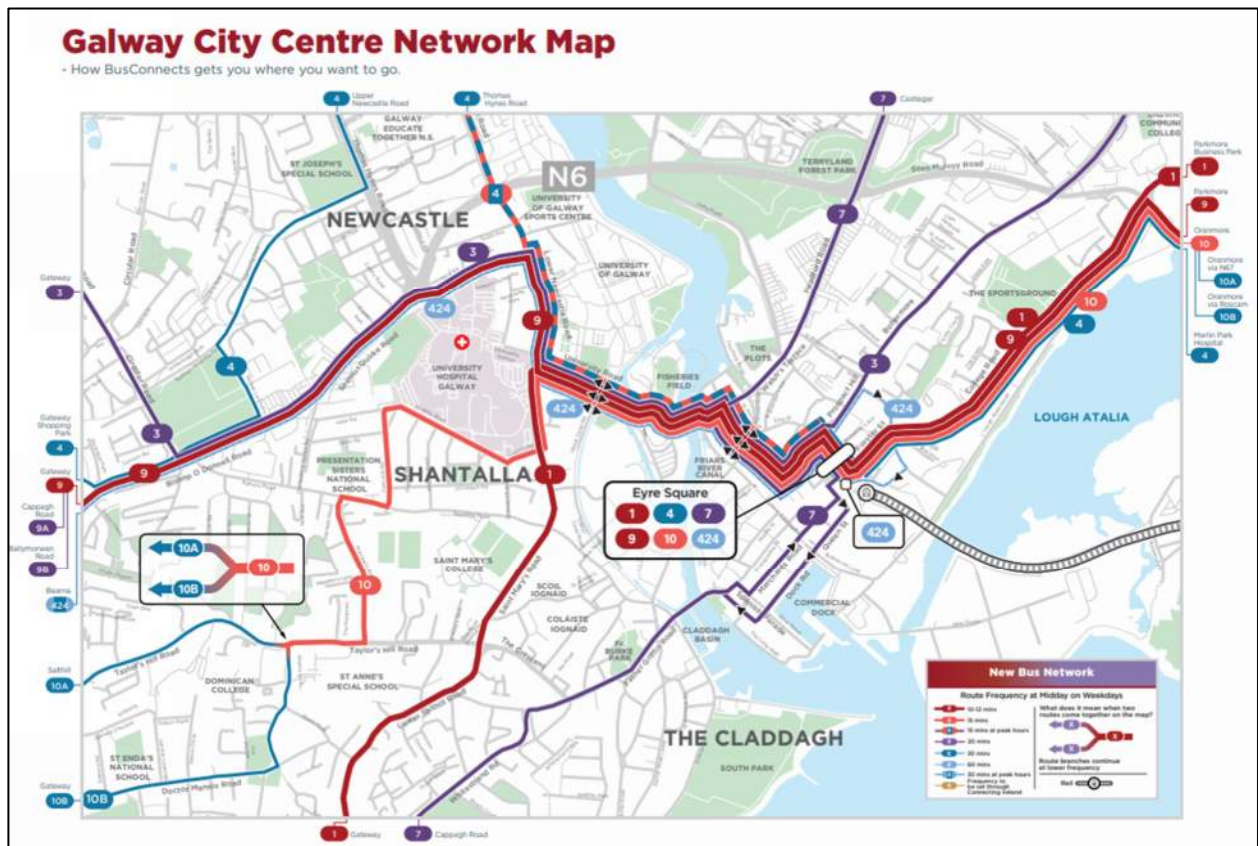


Figure 2-9: Extract from Bus Connects Route Beside Proposed Site (Ref: NTA Sheet 3)

The NTA's final Bus Connects network redesign was published in December 2023. Route 7 is relevant to the development site with a regular 20-minute service planned on that route. Refer to Figure 2-10 for further information.



**Figure 2-10: Extract from Bus Connects Galway City Centre Network Map**

## 2.4.5 Commuter Train/Bus Services

Galway Ceannt Train Station is located approximately 800m from the development site.



Figure 2-11: Map of Train Network Ireland (Ref: Irish Rail)



Figure 2-12: Map of Galway Commuter Buses (Ref: Galway Transport)



## 2.5 Car Parking

As per the Galway City Council Development Plan 2023-2029, the proposed site lies within the area classed as 'Inner Residential Areas'. Part B Section 11.3.3 of this plan for Inner Residential Areas states:

- Maximum 1 car parking space per dwelling
- For new developments in the inner residential areas at locations that are served by public transport or close to high density employment areas, a reduced overall car parking standard can apply, in particular on grounds of sustainability or urban design.

The conclusion that the site can be defined as a central/highly accessible location is evident through various factors. Firstly, its location approximately 600m from the city centre enhances accessibility and promotes the feasibility of cycling and walking as viable transportation alternatives. Additionally, its proximity to key public transport hubs such as Galway (Ceannt) train station facilitates numerous public transportation options. Furthermore, the abundance of bus services in the vicinity of the proposed development also underscores the sites accessibility. Finally, the BusConnects development in the vicinity of the site is set to significantly bolster high frequency transportation systems.

It is proposed to provide 33 No. residential car parking spaces for the 219no. units, equating to 0.15 car spaces per unit. The lower provision is aimed at reducing the additional traffic loading in the area due to the good sustainable transport connectivity available in the area (refer to site specific Public Transport Capacity Assessment Report included in the planning documentation).

2 No. additional set down car spaces are provided in the southern car park for the creche.

The parking provision must be viewed in relation to 'Sustainable Urban Housing: Design Standards for New Apartments, 2023' and the 'Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities' (January 2024). Therefore, the proposed provision of parking facilities is considered sustainable and balanced in terms of adequate provision of parking and promotion of more sustainable transport options.

### Car Sharing Facilities

Car clubs are being widely used as a way of reducing the need for private car ownership. Communal cars are currently available at various locations throughout Galway City. Motorists can book slots using an online phone application. Cars are rented per hour with fuel, tax and insurance all included in the hire price. GoCar, DriveYou and Yuko currently offer Car Club services in Galway City. Each Car Club vehicle has the potential to replace the journeys of up to 15 private cars. This is based on European research for the car share market.

5No. parking spaces will be dedicated for car club use only in this car space provision. As an example, applying this rationale for 5 no. GoCar spaces results in an 'equivalent provision' of  $26 + (5 \times 15) = 101$  no. private car spaces which equates to 0.46 car parking spaces per residential unit (i.e.  $101/219$ ).

At this time, it is proposed to use the scheme operated by GoCar but an equivalent shared car scheme could be used. A letter of intent from GoCar is provided in Appendix B of the Traffic and Transportation Assessment including within this planning application documentation.

### Accessible Parking Provision

2no. parking spaces (6% of the total number of spaces) will be designated accessible car-parking spaces in accordance with the GCC Development Plan 2023-2029. The accessible spaces are to be demarcated with yellow lines, a protected hatched area and appropriate road markings to identify these spaces. The proposed location of the disabled parking spaces are in close proximity to the building entrances.



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**Electric Vehicle Charging Points (EVCP)**

A minimum of 10% will be EVCP as per the Galway City Development Plan standards. All spaces will be cabled for future EV use. This is in accordance with the *Statutory Instrument No. 393/2021 - European Union (Energy Performance of Buildings) Regulations 2021* requirements.

### 3 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. 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 can be grouped under the following headings:

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

#### 3.1 Marketing and Communications

The education of development occupants and visitors on the MMP 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 MMP through both internal communications and external avenues.
- Informing residents about the car sharing facilities on the site.
- Development 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 development occupants and visitors aware of the mode choices available in and around the development site. The Travel Information Points should be conspicuously located and provide travel and mobility information such as maps, public transport routes and timetables, leaflets, etc.
- Preparing a formalised Sustainable Travel Information Pack, which is to be provided to all new development occupants. The Pack will contain all the information relating to the MMP, including the Mobility Access Map and the locations of cycle parking, etc.
- Developing a digital Travel Information Point for the development, in the form of a dedicated website and/or a mobile app. This will provide details of travel options to the site, as well as linking to external websites relevant to visiting the development.

#### 3.2 Walking and Cycling

All pertinent safe walking and cycling routes should be identified within a radius of at least 5km around the development site. Routes in the area will be continually changing with the planned introduction of schemes such as the proposed Clifden Railway Pedestrian and Cycle Bridge and Bus Connects. These routes will be regularly reviewed and selected with regard to:

- Availability of footpaths and cycle paths
- Safety at crossings
- Signage
- Lighting

Bicycle parking for development residents and visitors is secure, easily accessible and sufficiently sheltered.

Other measures which could be adopted include:

- Promote the Cycle to Work scheme.
- Encourage the establishment of a bicycle users group within the developments and online cycling forum or cycling events for residents.
- Carry out a follow up site audit of residents a few months after occupation of development to gauge ease of access, use of facilities and possible improvements.

### 3.3 Public Transport

The proposed measures intend to promote the use of public transport:

- **Service Information:** The information supplied in the development Access Map, Sustainable Travel Pack and Travel Information Points will include the locations of stops, routes, timetables, walking times to main public transport facilities, etc. Changes and improvements to public transport provision will be publicised as well.
- **Multi-Modal Trip Support:** Development users should be offered specific advice on combining public transport with other modes of transport, for instance travelling by bicycle between a bus stop and their home or workplace. In particular, information should be provided on the conditions under which standard or folding bicycles may be carried on bus and train services.

### 3.4 Implementation and Monitoring

The 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) Senior Management support and commitment
- b) A Mobility Manager as the plan coordinator
- c) A Steering group to oversee the plan
- d) Working groups on various related issues

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 the Local Authority, public transport operators, car share companies etc. Ideally the MMP will be managed by a Mobility Manager 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.

Resident travel surveys should be carried out in the early stages and annually to monitor the initial success of the MMP and to gain a better understanding of the residents' travel habits. These survey results can also serve as a sustainable travel performance benchmark to indicate how the MMP is performing in comparison to previous years and the sustainable travel targets initially outlined in the plan.

The document: *National Transport Authority Workplace Travel Plans - A Guide for Implementers* may be used as a reference. There is also a UK document: *Making Residential Travel Plans Work: Guidelines for new development* published by the UK Department of Transport 2005 which is relevant.

## **4 Conclusion**

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 success of the MMP depends on the co-operation of all parties. The appointment of a Mobility Manager at the outset is important to initiate education of all the incentives and oversee implementation for the success of the plan. A Mobility Manager and a steering group comprising all stakeholders - the local authority, transport companies, car share companies and residential representative is vital to maintain the transport system. 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.