



Draft Park & Ride Strategy: Galway City and Environs

Author: National Transport Authority

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Park & Ride Development Office

EXECUTIVE SUMMARY

The Park & Ride Development Office was established in February 2020. The establishment of this office was recommended as one of 28 actions in the Climate Action Plan 2019 to address transport-related climate change.

The function of the Park & Ride Development Office is to enable the delivery of key Park & Ride sites by the NTA in collaboration with Local Authorities, Iarnród Éireann and transport agencies in the Greater Dublin Area and Regional Cities by providing full time specialist resources on these projects.

This report sets out the strategy for providing Park & Ride facilities in Galway City and its environs. This strategy report is in line with the general principles for P&R set out in the Galway Transport Strategy, 2016. This report will also help inform the review of the Galway Transport Strategy which will commence later in 2022.

This strategy brings together the various elements of existing plans and strategies to ensure an integrated approach to the development of Park & Ride facilities across the public transport network.

Why Park & Ride?

There is a substantial number of people in regional towns, rural hinterland and to a lesser extent in the metropolitan area, who do not have ease of access to high-quality public transport by walking or cycling. This can be due to their distance to high-quality public transport, limited pedestrian, and cyclist facilities particularly in rural areas and in the case of the elderly or mobility impaired.

Appropriately located and designed Park & Ride can enable these people to use public transport for a significant portion of their journey and enhance their transport options to a wide range of destinations in a sustainable manner.

The provision of quality Park & Ride options will enhance the accessibility of public transport to a wider catchment of people. This will increase the usage of public transport into the future within Galway City and its environs.

Park & Ride can intercept car trips where people are reliant on the private car at an early viable point in their journey, thereby reducing the distances travelled by private car with a corresponding reduction in carbon emissions and congestion.

A range of trip origins, types i.e., leisure, commuting business and other characteristics must be considered to identify appropriate Park & Ride interventions.

The Strategy

Through looking at the existing and future demand and future public transport proposals, solutions are being proposed in Galway City and its environs.

The Strategy Map shows the locations of 3 proposed Bus Based strategic Park & Ride sites, the upgrade and expansion of the rail based Park & Ride at Oranmore and 2 possible future Park & Ride sites.

These facilities will complement the public transport measures being pursued as part of the Galway Transport Strategy, in particular the bus priority schemes; enhanced bus service network; and improvements to the rail services. Strategic Park & Ride expands the catchment of these services and contributes to their viability and potential for on-going investment

Implementation

The strategy sets out timelines for implementation of the sites over the next 5 years. The NTA will work with stakeholders including Iarnród Éireann, TII, and Local Authorities to plan and deliver Park & Ride proposals.

Vision

To support sustainable growth in the regions, urban areas, and rural settlements through enhancing connectivity to high quality, accessible, low emission, and sustainable transport; empowering modal shift and increasing the catchment areas of existing and future public transport by delivering a network of appropriate Park and Ride facilities.

Objectives for Park & Ride

To maximise the opportunities provided by on-going investment in public transport infrastructure and services, particularly in relation to the commencement of service of new public transport projects.

1. To provide the appropriate type and scale of Park & Ride at the right locations, with connectivity to the road and public transport networks and design that supports integration with the surrounding walking and cycling network.
2. Reduce reliance on the private car, reduce distances travelled by car and ensure Park & Ride facilitates greater use of sustainable modes.
3. Deliver an enhanced customer experience through safe, secure, and user-friendly facilities that considers opportunities for interchange and to address barriers to public transport use.
4. To set the standard for the design and layout of Park & Ride sites.
5. It is undesirable to attract non destination traffic into towns.

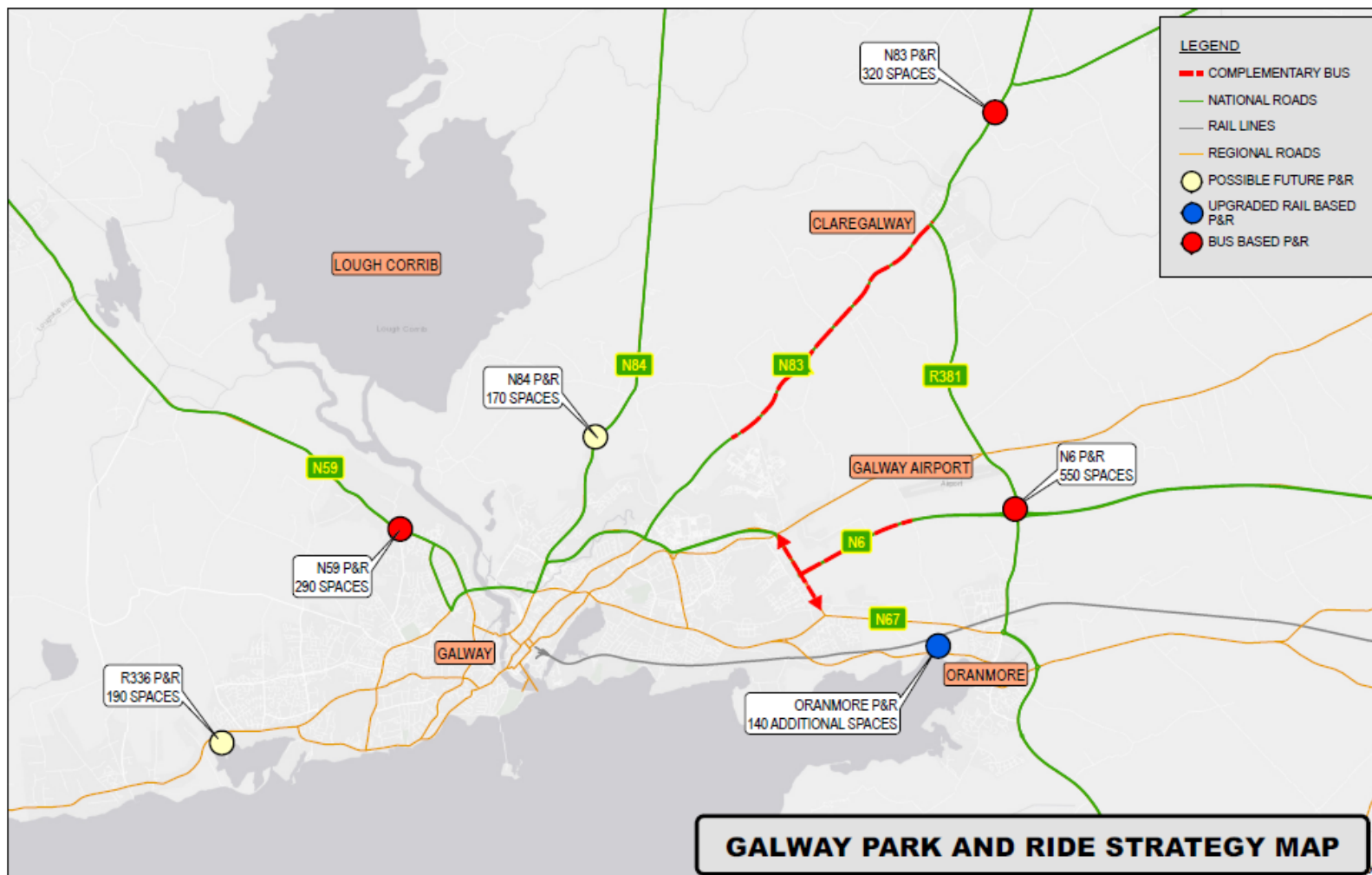


Figure 1.1: Galway Metropolitan Area-Park & Ride Strategy Map

1 POLICY CONTEXT

This strategy brings together the various elements of existing plans and strategies to ensure an integrated approach to the development of Park & Ride facilities across the national public transport network. These policies are discussed briefly in this section.

1.1 National Policies

Climate Action Plan 2019 – Government of Ireland

The purpose of the Climate Action Plan is to target climate change through the introduction of a series of measures to reduce greenhouse gas emissions, as the population of Ireland is expected to grow by over a million people by 2040.

The Climate Action Plan puts in place a decarbonisation pathway to 2030 which would be consistent with the adoption of a net zero greenhouse gas target in Ireland by 2050. 183 actions to target climate change are outlined in the 'Climate Action Plan 2019, Annex of Actions', with 28 being transport related. Action 89 refers to Park & Ride '... develop overall Park and Ride Implementation Plan, including the provision of multimodal facilities.'

Project Ireland 2040: National Planning Framework

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of Ireland to the year 2040. It details 10 National Strategic Outcomes (NSOs). NSO No. 4 is 'Sustainable Mobility'.

In order to help achieve the 'Sustainable Mobility' NSO, the NPF sets a goal of expanding attractive public transport alternatives to car transport to reduce congestion and emissions and enable the transport sector to cater for the demands associated with longer term population and employment growth in a sustainable manner through the following measures:

- Provide public transport infrastructure and services to meet the needs of smaller towns, villages, and rural areas; and
- Develop a comprehensive network of safe cycling routes in metropolitan areas to address travel needs and to provide similar facilities in towns and villages where appropriate.

Project Ireland 2040: National Development Plan 2018-2027

The National Development Plan (NDP) has committed €500 million in funding over the next 10 years with a focus on realising the 10 NSOs presented in the National Planning Framework. In relation to the Sustainable Mobility NSO, 11 programmes and underlying projects are proposed for delivery during the period to 2027, including the Park & Ride Programme for rail, Luas, and bus locations.

Investment in the BusConnects programme also refers to investment in Park & Ride facilities.

1.2 Policies Specific to the Galway Metropolitan area

❖ Regional Spatial & Economic Strategy, North & Western Regional Assembly

3.6 Galway Metropolitan Area Strategic Plan

As part of the GTS a detailed, City Centre Transport Management Plan is being prepared and will provide for the implementation of a city centre access network with measures for bus priority routes, bus-only routes, cycling and pedestrian links through and within the city centre with opportunities for the enhanced public realm. The development of park and ride facilities on the approaches to the city is an important part of improved connectivity.

5. PARK AND RIDE

- *Provide for Park and ride facilities on the periphery of the city linked in with the*

bus network to reduce the amount of commuter traffic entering into the city.

❖ **Galway County Development Plan 2015-2021**

Objective TI 1 – Sustainable Transportation

Support and facilitate any 'Smarter Travel' initiatives that will improve sustainable transportation within the County including public transport, electric and hybrid vehicles, car clubs, public bike schemes, park and ride/park and stride facilities, improved pedestrian and cycling facilities, as appropriate.

Objective TI 2 – Sustainable Travel Measures

In order to help meet the agreed national targets set for the transport sector under the EU Renewable Energy Directive (2009/28/EC), Galway County Council shall:

a) Facilitate improvements to existing public transport infrastructure and services through commuter rail and park and ride facilities.

Objective TI 17 – Bus Services and the Rural Transport Programme (RTP)

a) Support the provision of public and private bus services and ancillary infrastructure including bus shelters, park and ride facilities at appropriate locations.

b) Support and help implement the Rural Transport Initiative including any revisions to same. Work with the HSE/local communities including the Galway Transport Co-ordination Unit (TCU) in order to encourage and promote a sustainable community-based public transport scheme.

c) Ensure that all bus services and ancillary infrastructure including bus shelters, park and ride facilities at appropriate locations have appropriate regard to the needs of the disabled in line with regulatory requirements. Galway County Council supports shall be

subject to there being prior compliance before being provided.

❖ **Draft Galway County Development Plan 2022-2028**

6.5.2.4 Public Transport-

Park and Ride Facilities

The Council will investigate the provision of park and ride facilities at appropriate locations with the main focus on encouraging commuters to utilise public transport, reducing congestion and assisting in the transition to a low carbon county.

Objective PT 5-Park and Ride

To work with the National Transport Authority (NTA), Iarnród Éireann, Transport Infrastructure Ireland (TII), Galway City Council and any other stakeholders in identifying suitable locations for and the development of Park and Ride facilities in the County.

❖ **Galway Transport Strategy 2016**

6.3 Park & Ride

Galway has a high proportion of travel with an end of the journey outside the city. The provision of Park & Ride sites on approaches to the city will be important. Serving these with 'normal' schedules bus services will maximise their financial viability and will also offer a wider range of destinations with the ability of passengers to interchange between routes on the core bus network.

This will provide alternatives to the private car for those accessing the city from the county and wider region, and thereby reduced traffic flows to and from the city.

❖ **Galway City Development Plan 2017-2023**

3.5 Public Transport

Park and Ride

The GTS has considered the options for the development of park and ride facilities on the periphery of the city. Such facilities will reduce the amount of commuter traffic entering into the city and thus contribute to a reduction in traffic congestion. It is considered that these facilities can be linked in with the schedules bus services, which will maximise their financial viability and offer a wide range of destinations from the interchange services that will be available on the bus network.

Suitable sites will be identified in conjunction with the development of the bus network and will be so designed to allow for growth over time as demand increases.

❖ **Draft Galway City Development Plan 2023-2029**

4.3 Public Transport

Park and Ride

The delivery of Park and Ride sites on the periphery of the city are key to the implementation of the GTS and modal shift. They will reduce the amount of commuter traffic entering the city and thus contribute to a reduction in traffic congestion and emission levels. A park and ride location analysis has been undertaken which will enable the identification of possible areas within Galway City and its environs where such facilities may be suitable and site identification is ongoing with the NTA.

❖ **Parkmore Area Strategic Transport Framework**

5.2 Park and Ride Interventions

Two possible sites have been identified as potentially viable.

Option (a): A 5km route from Oranmore Train station via Martin Junction, Doughiska Road and the Parkmore Area. This route is

dependent on agreement from Galway County Council to include a junction from the Oranmore Road at Gurrane, as part of (and in advance of) the Gurrane Local Area Plan.

Option (b): a 4km route from Galway Airport, via Briarhill Village to Parkmore Road. This requires westbound bus priority (bus land) along the R339 as close as possible to Parkmore, without land take.

The determination of the Preferred Park and Ride site(s) will be completed in the short term, by the NTA Park and Ride Project Office.

Accordingly, while Park and Ride site design will be progressed as quickly as possible, their successful operation is contingent on the (prior) provision of bus priority infrastructure.

❖ **Oranmore Local Area Plan 2012-2022**

3.5 Transportation Infrastructure

Park & Ride

Park and Ride facilities can intercept commuter traffic and induce a modal shift from the private motor vehicle to public transport, thus reducing traffic congestion and through traffic in the town. A park & ride facility serving the rail stop at Oranmore will attract commuter traffic from Oranmore and its environs, while complementing the facilitation of an integrated transportation hub in this area.

3.5.2 Policies and Objectives

Objective TI 3 – Public Transport

Promote Oranmore as an integrated transportation location, which supports the provision of improved and enhanced public transport services and facilities, including rail, bus services, the Rural Transport Initiative services, park and ride facilities and all associated ancillary requirements that serve

both the local and wider commuter catchment.

Objective TI 11 – Commuter Rail & Rail Station with Park & Ride

Support the development of commuter rail between Galway City and Athenry, including dual tracking, and the reservation of adequate lands within the Plan Area to provide for same, facilitate the opening of a Rail Station and Park and Ride facilities in Garraun, and prohibit inappropriate development that would encroach on the Strategic Reserve Area.

- Facilitating the development of Park and Ride facilities on arterial routes into Galway
- Improving service provision, marketing and awareness of service

❖ **Bearna Local Area plan 2007-2017**

Objective RT2 | Objective RT2 – Galway City Outer Bypass

- Consideration to be given to the provision of a park and ride facility at an appropriate point along or accessible to the GCOB to serve Bearna and the Connamara region providing access to Galway City.
- Consult with the NRA in the development of the GCOB and any relevant associated developments, such as the possible provision of a park and ride facility along or accessible to the GCOB.

Objective RT4 | New Village Street

- A public transport route and facilities with a potential bus loop using the R336 and new street, a public transport node with bus stop/shelter, local park and ride facility, public parking, etc.

❖ **Galway Metropolitan Area Smarter Travel Plan (2009)**

This proposal was jointly developed by Galway City Council and Galway County Council, with a view to improving the overall transport network, but with a focus on sustainable travel modes.

A number of major public transportation schemes were envisaged, including:

- Delivering improvements to the bus network

2 WHY PARK & RIDE?



There is a substantial number of people in regional towns, rural hinterland and to a lesser extent in the metropolitan area, who do not have ease of access to high quality public transport by walking or cycling. This can be due to the distance to the high-quality public transport, limited pedestrian, and cyclist facilities particularly in rural areas and in the case of the elderly or mobility impaired.

Appropriately located and designed Park & Ride can enable these people to use public transport for a significant portion of their journey and enhance their transport options to a wide range of destinations in a sustainable manner.

The provision of quality Park & Ride options will enhance the accessibility of public transport to a wider catchment of people. This will increase the usage of public transport into the future in line with the Galway Transport Strategy (2016) objectives

and protect the investment in existing and new public transport schemes.

Park & Ride can intercept car trips where people are reliant on private car at an early viable point in their journey thereby reducing the distances travelled by private car with a corresponding reduction in carbon emissions and congestion.

A range of trip origins and characteristics must be considered to identify appropriate Park & Ride interventions:

Trip Origin - Type of Settlement	Appropriate Intervention
Rural Small Population Areas where Public Transport options are limited	Provide access to convenient Park & Ride locations at high quality public transport nodes without adding to congestion in Regional Towns
Small Urban Settlements and Small Towns where Public Transport options are limited	Provide access to convenient Park & Ride locations at high quality public transport nodes without adding to congestion in Regional Towns.
Larger Regional Towns where Public Transport connections exist	Provision/Enhancement of Park & Ride options adjacent to the public transport at rail stations or Bus Interchange within the town. This will improve access to public transport for those within the town who do not currently use public transport due to walking distance or poor cycle access and facilitate the elderly and mobility impaired and should not unnecessarily add to congestion.
Larger Settlements and suburbs within the Metropolitan Area where generally good quality Public Transport options exist within walking and cycling distances	Provide appropriate Park & Ride facilities at key transport nodes to enhance access for elderly and mobility impaired and provide for interchange between public transport bicycle and car share facilities.

Table 2.1: Trip Origin and Appropriate Intervention

the key factors that dictate the success of individual sites. This report mainly focuses on developing the strategy for Strategic Park & Ride sites.

Table 2.2 below looks at the three categories of Park & Ride; Strategic Park & Ride, Local Park & Ride and Local Mobility Hubs; with respect to the function of each type, their key characteristics and

Type	Strategic Park and Ride	Local Park & Ride	Local Mobility Hubs
Function	<p>To facilitate the modal shift of long-distance car trips to public transport, at an early opportunity.</p> <p>To serve a wide hinterland of a strategic corridor to an urban centre.</p>	<p>To provide parking facilities at transport nodes such as railway stations, serving smaller towns and villages on the regional public transport network</p>	<p>To serve urban and suburban areas. They seek to expand the local catchment of public transport services by catering for access to stops / stations for a range of mobility options.</p> <p>To provide the opportunity to interchange between the car and public transport modes as well as between sustainable transport modes</p>
Key Characteristics	<p>Located on an interchange between the National Roads Network and high-quality, high-capacity public transport. Where appropriate, to provide links to good quality cycling networks.</p> <p>Large in scale (500 car parking spaces +).</p>	<p>Small in scale. Local Park & Ride should also tie into the local walking and cycling networks.</p>	<p>Include car parking, high quality bicycle parking, walking, and cycling links to good quality walking and cycling networks and dedicated car club and car sharing facilities.</p>
Things to avoid	<p>Should not encourage people who would otherwise access public transport locally, to drive further to access a site, thus adding to congestion.</p> <p>Existing users of the public transport should not be unduly affected by increased patronage associated with Park and Ride usage.</p>	<p>Should not become destination parking for the town or village.</p>	<p>While mobility hubs include car parking, the site should not be dominated by it.</p> <p>Should not encourage people who would otherwise access public transport locally, to drive further to access a site, thus adding to congestion.</p>

Table 2.2: Park & Ride categories

Distribution of population by distance to closest Public Transport node for the Galway Metropolitan Area:

Figure 2.3 below shows the 2020 Public Transport Accessibility Level (PTAL) numbers for the Galway

Metropolitan Area. Large areas are in the 0-2.5 range and therefore do not have good access to high-quality public transport. Park & Ride aims to improve access to this high-quality public transport to a cohort of people who currently cannot easily avail of this service.

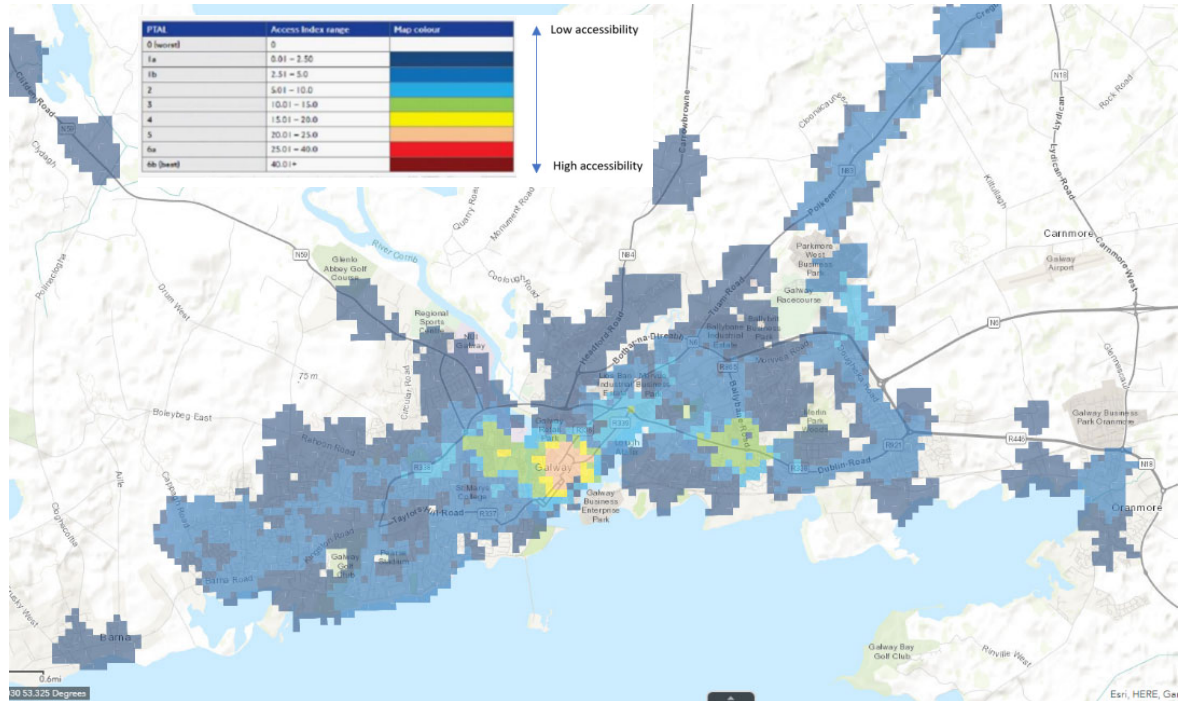


Table 2.3: Public Transport Accessibility Level (PTAL) numbers for the Galway Metropolitan Area

3 DEVELOPING THE STRATEGY

3.1 *Study Area & Background*

Galway City is Ireland's fourth largest city as well as the principal economic centre in the West of Ireland.

The NTA Park & Ride Development Office is investigating the potential to provide Strategic Park & Ride sites along the main routes into the Galway Metropolitan Area. For the purpose of developing this report, 9 main routes into the city have been chosen, with these routes grouped into 6 corridors as shown in Figure 3.1. The routes have been reviewed in terms of:

- Travel Demand and range of destinations.
- Potential for intercepting car trips onto Public Transport by providing appropriately located Park & Ride sites both currently and into the future.
- Public Transport provisions, capacity, and travel times both currently and when planned new Public Transport services are implemented.
- Land use planning and consideration of the effects of new developments on demand and the availability of sites for Park & Ride.
- Identifying appropriate sites for Strategic Park & Ride, that can be easily accessed from the strategic road network.
- Considering opportunities for additional Public Transport infrastructure and services, to improve the attractiveness to a wider population catchment through Park & Ride.



Figure 3.1: Corridors for demand analysis

Following completion of the Galway Transport Strategy, the National Transport Authority (NTA) undertook a study to determine a sustainable transport framework for the Parkmore Area. The Parkmore Area Strategic Transport Framework recommended the provision of bus-based Park & Ride sites at the Airport (R339) and at Garraun (N67).

However, in the context of the demand analysis results, it is not currently feasible to progress these sites as part of the Park & Ride Strategy.

The PRDO also looked at the potential of using the existing rail station at Athenry as a Strategic Park & Ride location, however in doing so would divert non destination traffic off the M6 and through Athenry town creating congestion. This would not align with Park & Ride Objective 5 above 'It is undesirable to attract non destination traffic into towns'.

3.2 Demand Analysis

Demand analysis was carried out using a first principles approach. The spatial distribution of population that could potentially be intercepted from car onto Public Transport if an attractive Park & Ride alternative was available was determined

taking into account the population distribution outside the metropolitan area and their accessibility to Public Transport.

The analysis focused on current travel trends and trip demand from the Western Regional Model for a base year of 2016. The model was used to better understand the number of people currently using private car to access Galway City Centre and other important destination zones.

A range of potential capture rates for Park & Ride was estimated based on trip destinations, quality of Public Transport services to key destination zones and potential travel time savings. The analysis considers both peak commuter demand and potential off-peak usage, with data from existing (Dublin based) Park & Ride sites used to inform capture rates and proportions of peak vs off-peak usage.

Park & Ride has the potential to encourage modal shift as it will enable people who currently have limited access to private car alternatives to access Public Transport services in an efficient manner, widening their range of potential destinations.

The following steps were used to conduct the analysis for each corridor-

- 1) Origin and Destination analysis, using Select Link outputs from the Western Regional Model at 9 locations, was used to establish the potential demand for Park & Ride for the 2016 base year. The potential demand for Park & Ride at each location where a select link is defined comprises

the number of private car trips passing that point that could be intercepted onto public transport via a Park & Ride to reach their destination.

Figure 3.2 below shows some examples of private car numbers (morning peak 2016) passing the indicated interception points with destinations in Galway City Centre.

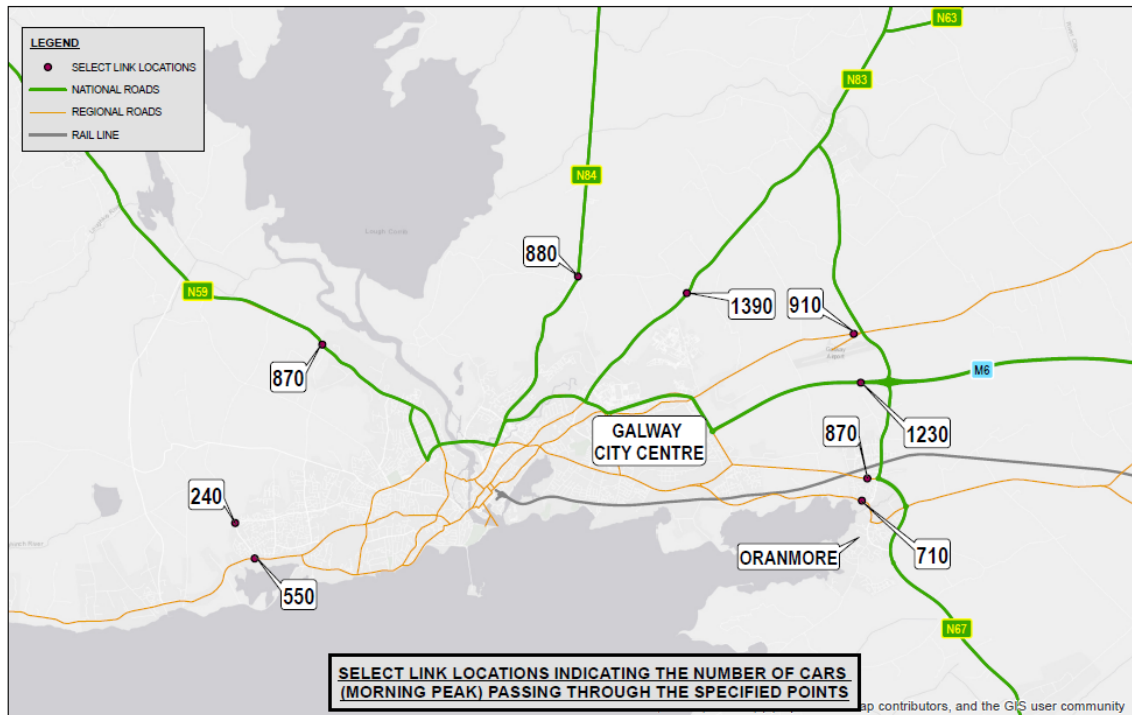


Figure 3.2: Select link locations indicating the number of cars (morning peak) passing through the specified points

- 2) Trips destined for Galway City Centre and other key zones were considered for each main route. The transfer of car trips onto public transport through Park and Ride would be most appealing for destinations within the core city centre zone due to the limited availability of commuter parking and high levels of congestion. Parkmore should be considered as an appealing destination for Park & Ride due to the congestion and planning policy on the provision of parking.
- 3) Each corridor's Public Transport characteristics (capacity, efficiency, and frequency) were examined in light of any potential national infrastructure expansion plans, in order to determine the most appropriate mode of public transportation for strategic Park & Ride proposals.
- 4) Using the results from Select Link Analysis and Public Transport evaluation, several

potential strategic Park & Ride sites were identified and examined for land use patterns and availability for development. Figure 3.3 shows the demand analysis workflow, while Figure 3.5 presents a flowchart showing the different elements and measures involved in the analysis.

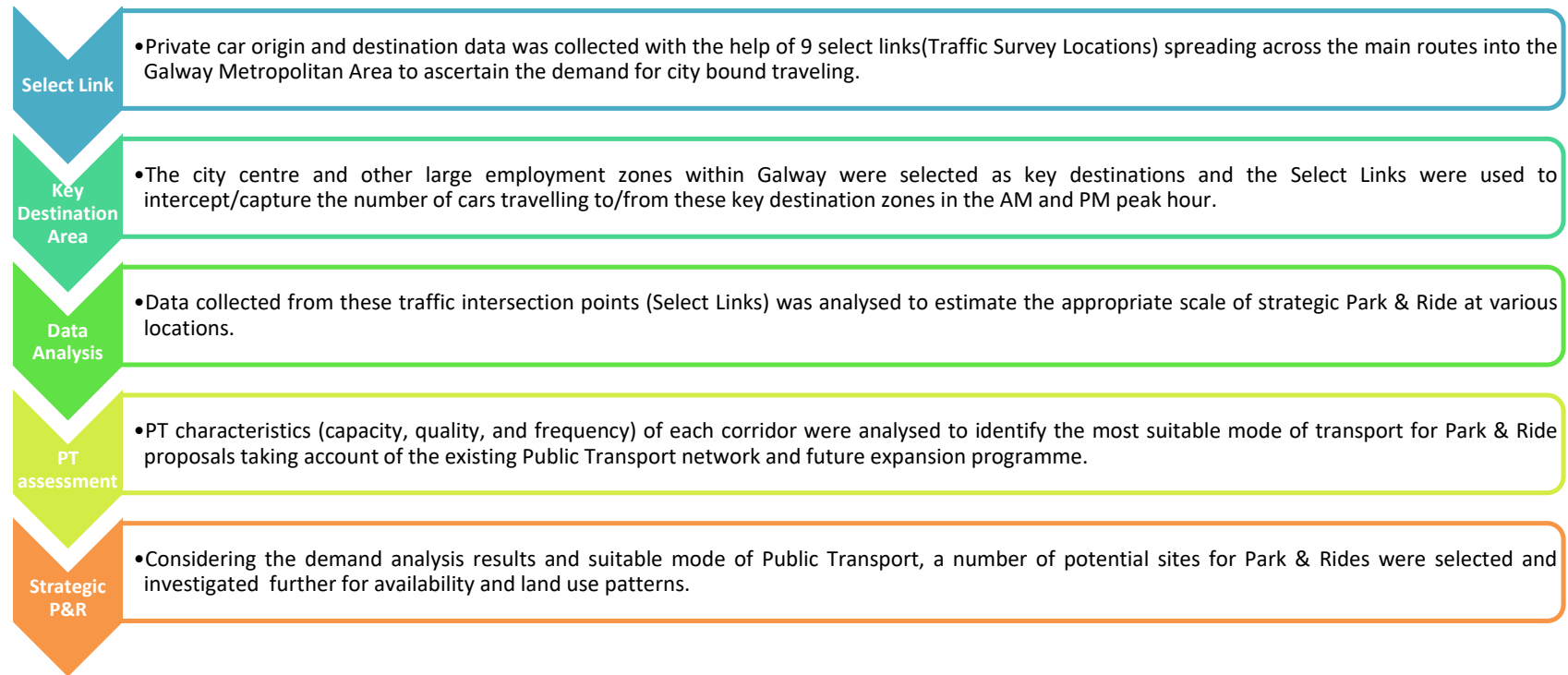
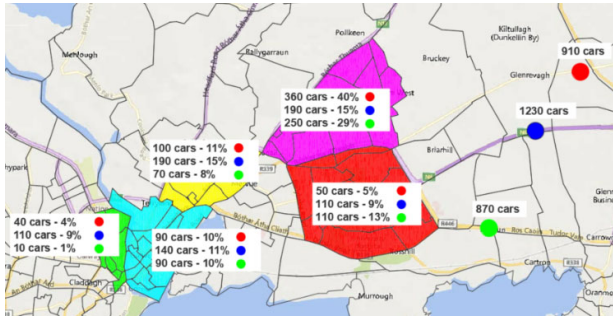
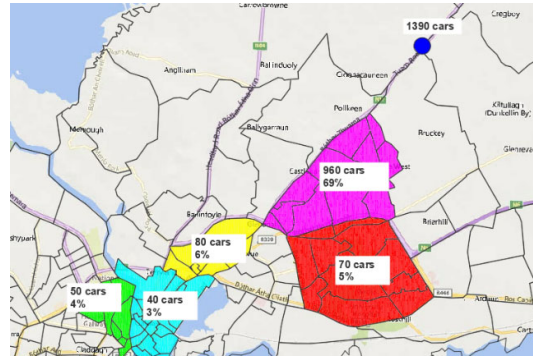


Figure 3.3: Workflow- Demand Analysis

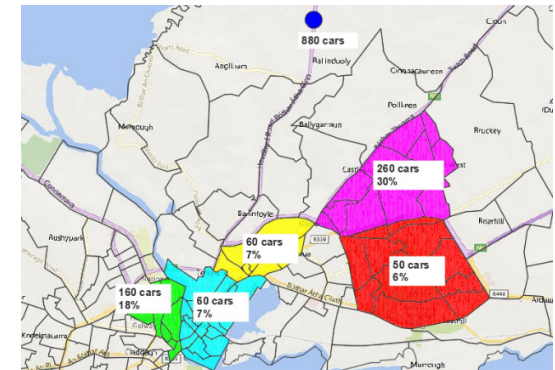
Park & Ride Strategy Report – Galway



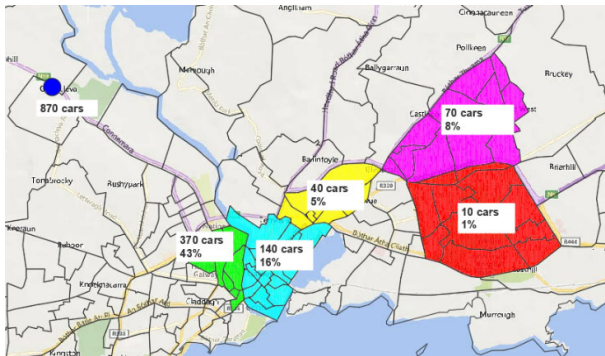
N6 Corridor



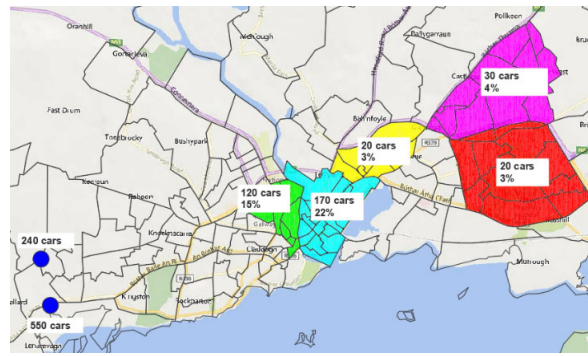
N83 Corridor



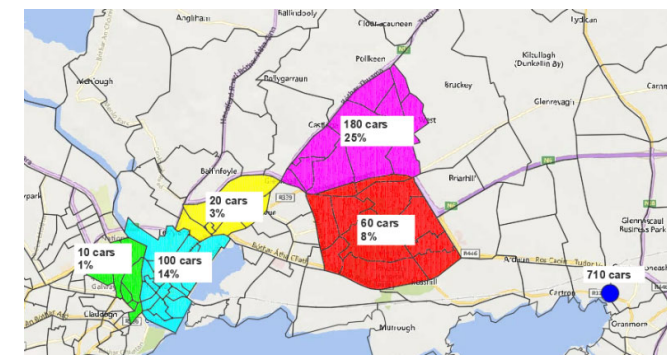
N84 Corridor



N59 Corridor



Berna Road Corridor



Oranmore Corridor

Figure 3.4: Distribution of peak hour traffic volume on all 6 corridors

● Select link location

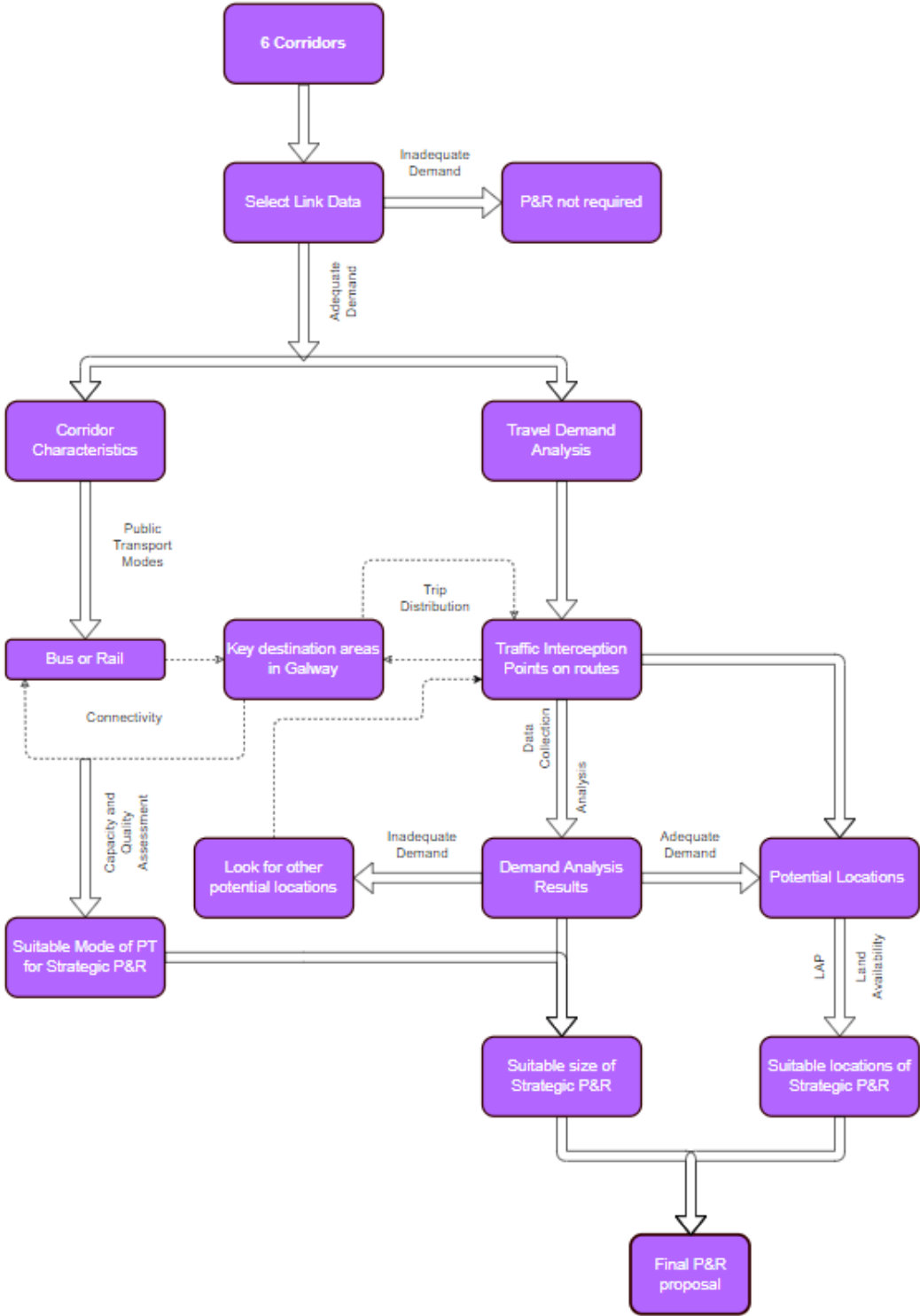


Figure 3.5: Flowchart- Demand Analysis

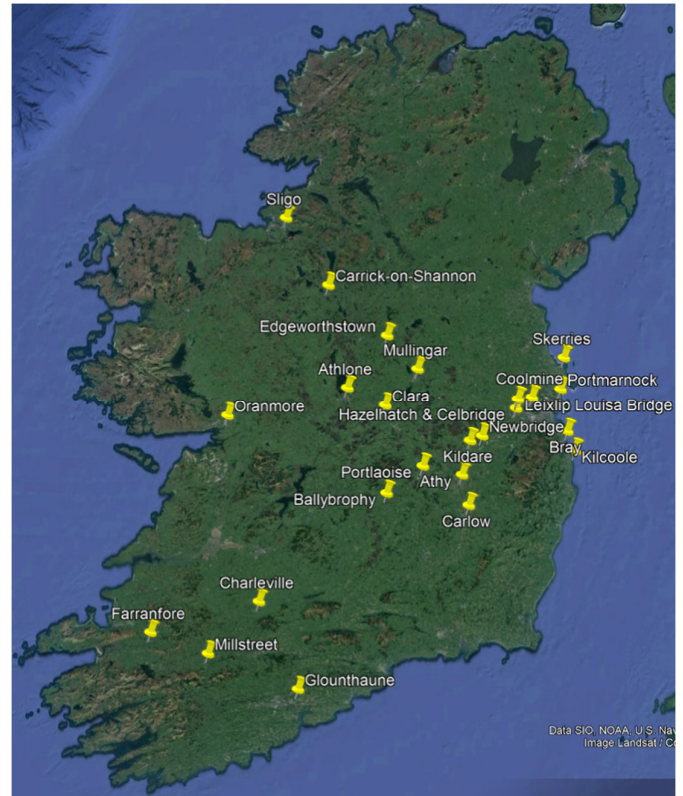
3.3 Local Park & Ride

Local Park & Ride sites provide parking facilities at transport nodes such as railway stations and bus stations serving smaller towns and villages on the regional public transport network. They expand the local catchment of these stations to a wider hinterland of these towns where public transport cannot replace the private car in the initial portion of the journey.

In May 2016, the National Transport Authority provided funding for a feasibility study into the expansion of car parking capacity at different railway stations shown to be operating at or near their parking capacities. The objective of the project was to identify and evaluate opportunities to improve Park & Ride parking provision at these locations, thus improving public transport accessibility. Potential opportunities to improve demand management were also explored.

The Car Park Strategy Report by Iarnród Éireann (completed in August 2020) identified 24 (see Figure 3.7) stations for car park expansion schemes. Funding was approved to progress the phased rollout of the strategy with an initial group of 12 stations

Oranmore station is included in the stations identified by Iarnród Éireann for enhanced parking. The results of the demand analysis undertaken for the Park & Ride strategy to identify appropriate locations on the 6 key radial corridors indicates that Oranmore is an important location for Park & Ride. On this basis the upgrade and expansion of parking at Oranmore station is also included in the Park & Ride Strategy for Galway.



4 THE STRATEGY

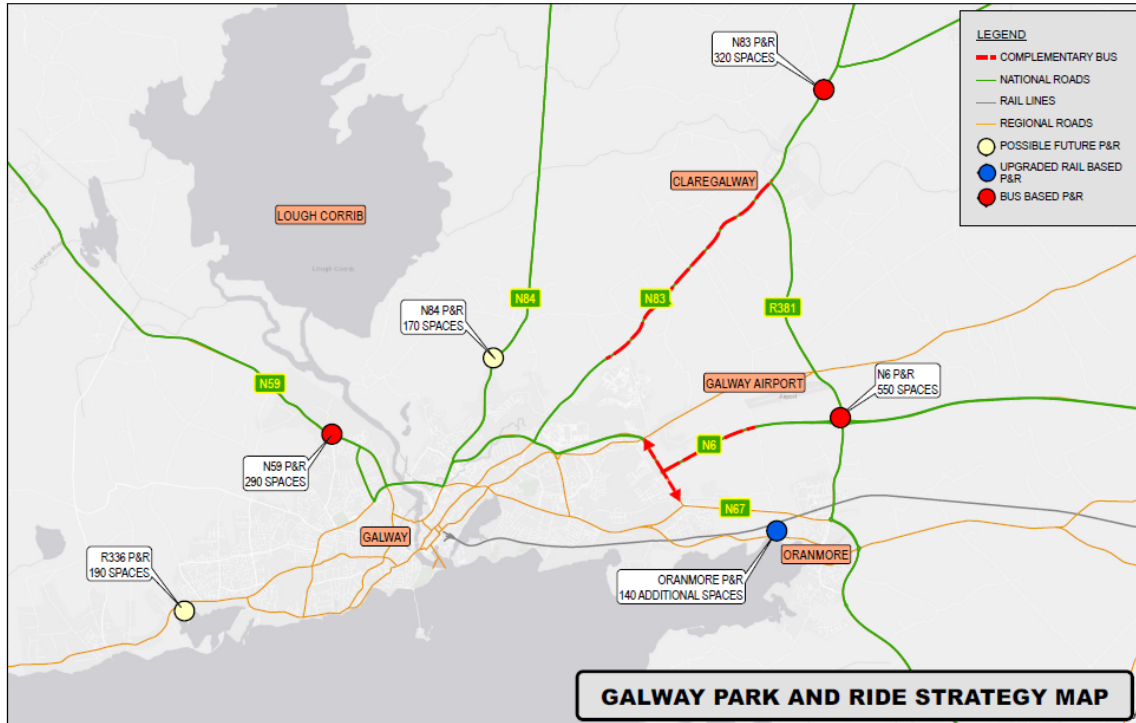


Figure 4.1: Galway Park & Ride Strategy

The NTA carried out detailed demand analysis for each of the main routes into the city centre, to inform appropriate locations for Park & Ride. Information was extracted from the Western Regional Model, including select links (which detail how many cars pass a particular point along the corridor during the peak hour) and specific zone information which can detail population habits.

The Strategy has identified 4 Park & Ride locations to serve Galway City and environs, 3 bus based Strategic Park & Ride and the upgrade and expansion of the Park & Ride at Oranmore train station.

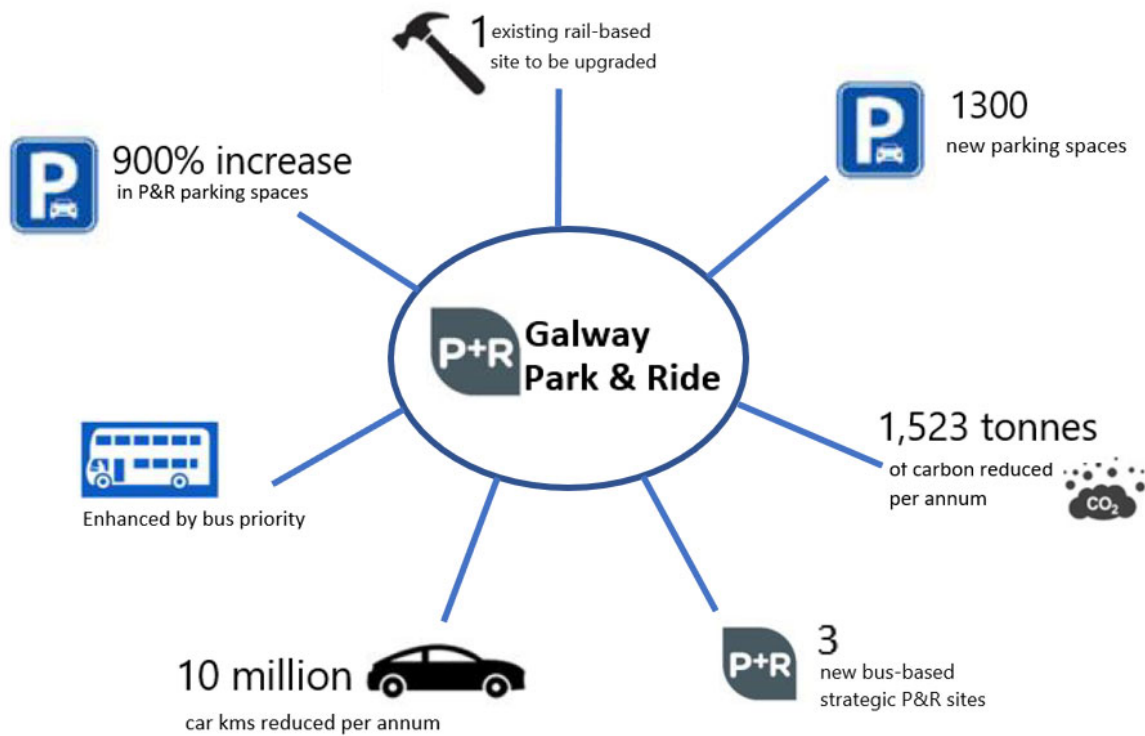
A further two locations have been identified as possible future Park & Ride sites, these could serve the N84 Headford corridor and the R336 Bearna corridor. Delivery of these Park & Ride sites would

be influenced by plans for the Galway Bypass and Bus Connects proposals for these areas and should be considered further in the future.

In addition to the locations for Park & Ride, the strategy also identifies complementary measures that would offer significant benefit to the proposed bus based Park & Ride. The complementary measures are:

- Bus priority on the N6 on the approach to the Coolagh Roundabout
- Enhanced bus priority on the N83 between Claregalway and Parkmore

The Strategy indicating the location of Park & Ride and complementary measures is shown in Figure 4.1.



4.1 Overview of the Strategic Park & Ride sites:

➤ Oranmore

A rail based Park & Ride site is proposed at the existing Oranmore Railway Station. The station currently provides 140 free parking spaces, which are fully utilised most days. Demand analysis suggests that an additional 140 spaces would be required to meet the current demand. Galway County Council are currently working with Iarnród Éireann to deliver these additional spaces. This will bring the total number of spaces to 280.

The destination zone is the City Centre, with the Rail service stopping at Ceannt Station. Iarnród Éireann are proposing a new passing loop on the route to facilitate the introduction of more frequent services.

➤ N6 Park & Ride

A 550 space, bus-based Park & Ride in the vicinity of Junction 19 on the N6. This provides an opportunity to intercepting the demand prior to the congestion zone. It is proposed that a new bus services would be provided with destination zones at Parkmore and the City Centre. As a complementary element to Park & Ride at this location bus priority is recommended on the approach to Coolagh Roundabout. In addition, further bus priority between the Coolagh Roundabout and the Martin Roundabout could be considered, to link in with the new bus priority proposals along the Old Dublin Road.

➤ N83 Park & Ride

A new bus-based Park & Ride site is proposed to the north of Claregalway. Demand analysis suggests 320 spaces would be required. A bus service would be provided to facilitate the Park and Ride with a destination zone at Parkmore. As a complementary element to Park & Ride at this location, enhanced bus priority is recommended on the N83. This would include bus priority at the signalised junctions and extension of the existing bus lanes on the N83 where possible.

➤ **N59 Park & Ride**

A new bus-based Park & Ride site is proposed along the N59, providing approximately 290 spaces based on demand analysis. It is anticipated that this site will be delivered in the longer term, given that its delivery is fully dependent on bus priority possibilities into the future.

4.2 Possible future sites

➤ **N84**

PRDO analysis showed that 30% of the cars travelling along this corridor have destinations in the Parkmore Area. Despite this, only 160 cars with destinations in Parkmore could potentially be intercepted onto Park & Ride along this route.

No appropriate existing or future proposed bus services operate along this route. Therefore, a dedicated bus service would be required to service a Park & Ride site at this location. A frequent bus service would be required to attract users. However, this would not be feasible in the form of a dedicated service for this level of demand and would make it difficult for a Strategic Park & Ride site to be successful under existing conditions.

However, a Park & Ride site could be developed along this corridor into the future if integrated into potential future bus service improvements. Bus journey times may also be improved, making a Park & Ride scheme at this location more feasible, by the implementation of the Galway Bypass scheme.

➤ **Bearna Road**

The Bearna Road Corridor comprises the Western Distributor Road and the R336 routes into Galway City.

With respect to the Western Distributor Road, the Draft Galway City Development Plan 2023-2029 identified Cappagh Park as a potential location for Park & Ride. The PRDO analysed the demand along this route and found that out of 240 cars that pass Cappagh Park in the AM Peak, less than 30 cars have destinations in the 3 City centre zones (City Centre, Mervue, and NUIG). Therefore, there isn't currently sufficient demand along this route for a Strategic Park & Ride site to be successful.

The other route along this corridor is the R336. Assuming a capture rate of 5-10%, PRDO demand analysis found the number of vehicles that could potentially be intercepted along this route would be between 119-179. The scale of this car park in the overall context of Galway is low for a Strategic Park & Ride site and the required bus priority improvements and the provision of a dedicated bus service with adequate frequency to attract potential users could not be justified on its own merit for this level of demand.

However, a Park & Ride site could be developed along this corridor into the future, for integration into potential future bus service improvements.

5 DESIGNING FOR PARK & RIDE

5.1 Key Design Considerations

In the development of Park & Ride facilities, it is necessary to be cognisant of a variety of key design considerations. In developing the strategy and the prioritisation of sites for implementation, the following points should be considered:

➤ Capacity of Public Transport Services

In developing both strategic and local Park & Ride facilities, the capacity of public transport services to accommodate Park & Ride users is a critical consideration. Existing users of public transport should not be unduly affected by increased patronage associated with Park & Ride usage. Integration of Park & Ride facilities with planned capacity upgrades or service enhancements is critical to ensure the success of Park & Ride.

Consideration should be given in relation to bus-based Park & Ride sites, where new dedicated services may need to be provided.

➤ Interchange

The development of Park & Ride facilities should also consider the opportunities for provision of public transport interchange. Parking facilities should not be provided at the expense of bus set down or turning provision. It is also important to consider the potential for future public transport services.

➤ Walking and Cycling Networks

At strategic Park & Ride sites located adjacent to the major interurban motorway network, the provision of safe cycle and walking routes may be challenging, and the provision of cycling and walking facilities will require consideration on a case-by-case basis.

➤ Cycling Facilities

High quality cycle parking facilities can encourage cycling to key public transport nodes and the cycle network should link into the Park & Ride network. The ongoing development of e-bikes further increases the catchment of cycling to public

transport. However, this also creates a greater expectation for safe and secure bicycle parking and cycle routes. Improved pedestrian and cycle networks will need to be considered and developed in consultation with the relevant Local Authority.

➤ Car Sharing Facilities

The provision of car sharing facilities should be considered. Car sharing spaces can replace up to 15 no. traditional car parking spaces and should be taken into consideration when implementing Park & Ride facilities.

➤ EV Charging and Future Proofing

Consideration should be given to the appropriate level of EV charging point provision for each Park & Ride site, ensuring that the site is future proofed to provide additional EV charging points should they become necessary.

➤ Accessibility to the Road Network

For Park & Ride sites to be attractive to users, particularly at strategic Park & Ride locations, they should be located proximate to the major road network. While direct access may not always be possible or desirable, minimising the length of diversion for car users to the interchange points is an important consideration.

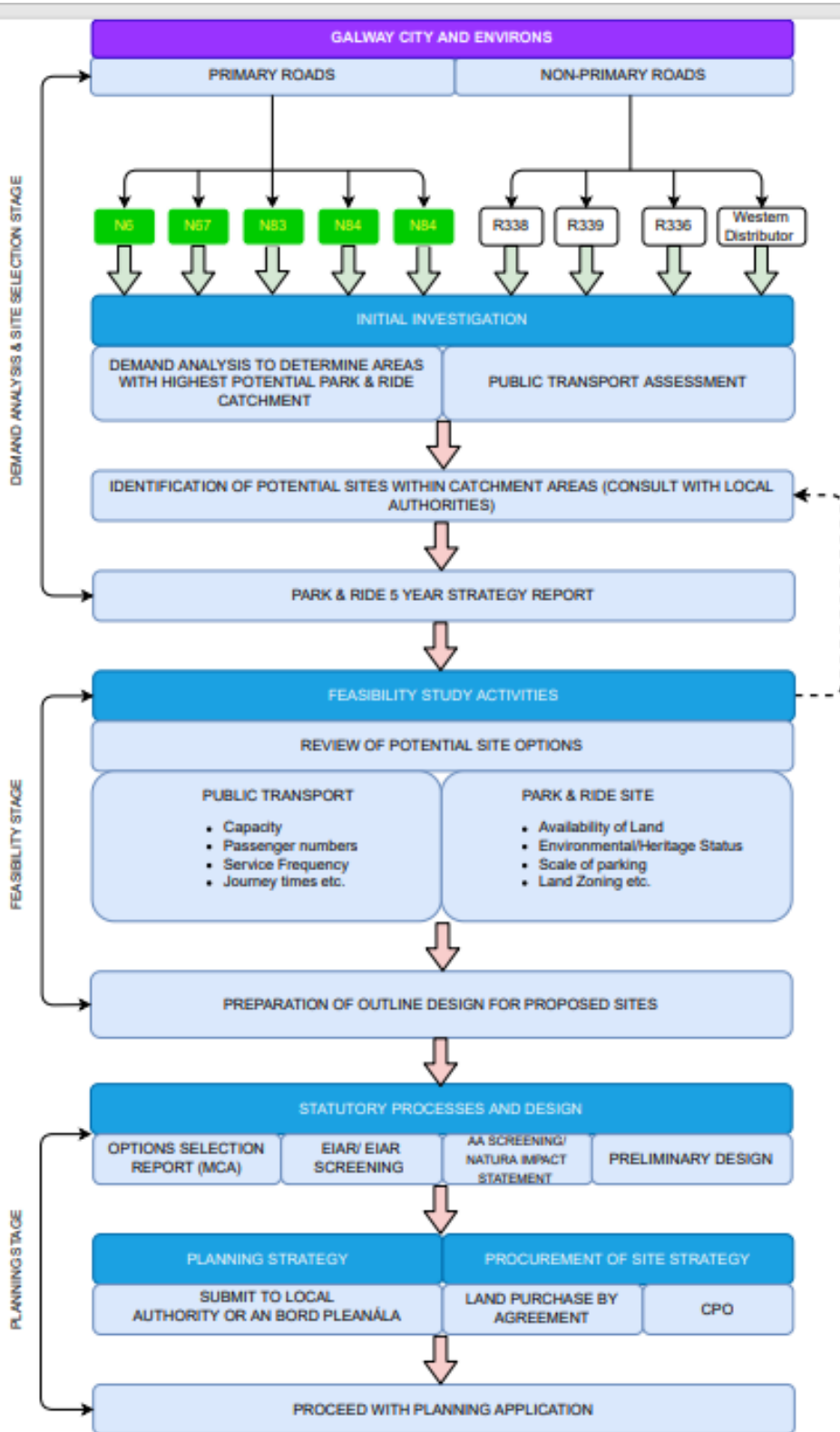
In addition, an essential prerequisite of Park & Ride provision is that such facilities improve public transport accessibility without unduly worsening road congestion, or increasing the total distance travelled by car. In practice, this means that Park & Ride car parks should be located in areas where the road network has the capacity to absorb the impact of car traffic and should not be located where they might encourage people who would otherwise access public transport locally, to drive further to access a site, thus adding to congestion.

➤ Future Development

Key public transport nodes can represent desirable locations for high density development, particularly within the metropolitan areas. In the short term, the provision of Park & Ride adjacent to

these key public transport nodes is important in reducing the potential for unsustainable travel patterns to develop. However, the provision of Park & Ride facilities should not preclude the future development of lands adjacent and opportunities to integrate facilities into future developments should be explored.

6 IMPLEMENTATION OF THE STRATEGY



The Park & Ride

Development Office will lead the implementation of the Park & Ride 5 Year Strategy and will work alongside all agencies involved in the delivery of the projects.

The Framework Diagram above sets out the key stages and tasks required to implement the Strategy effectively.

The timelines associated with the implementation of the Strategy over the next 5 years are outlined in Figure 6.1. The sites will be dependent on the progress and implementation of improved public transport services and/or provision of bus priority on the routes.

The 4 Strategic Park & Ride locations recommended in the Strategy include 3 locations where Park & Ride could be implemented in the relatively short term, including a bus-based P&R on the N6, a bus-based P&R on the N83, and a rail-based P&R at Oranmore, which would involve an

upgrade to the existing station’s car park to provide additional capacity. The fourth Strategic Park & Ride location recommended in the Strategy is for a bus-based P&R along the N59. The provision of a Park & Ride at this location would be subject to the delivery of bus priority along the N59 into Galway City and would likely be delivered in the medium to long term.

The further 2 Park & Ride locations recommended in the Strategy include options along corridors 4 (N84) and 6 (R336/Western Distributor Road). Delivery of these Park & Ride sites would be influenced by plans for the Galway Bypass and Bus Connects proposals for these areas and thus, these Park and Ride sites will be taken forward in the revised Galway Transport Strategy.

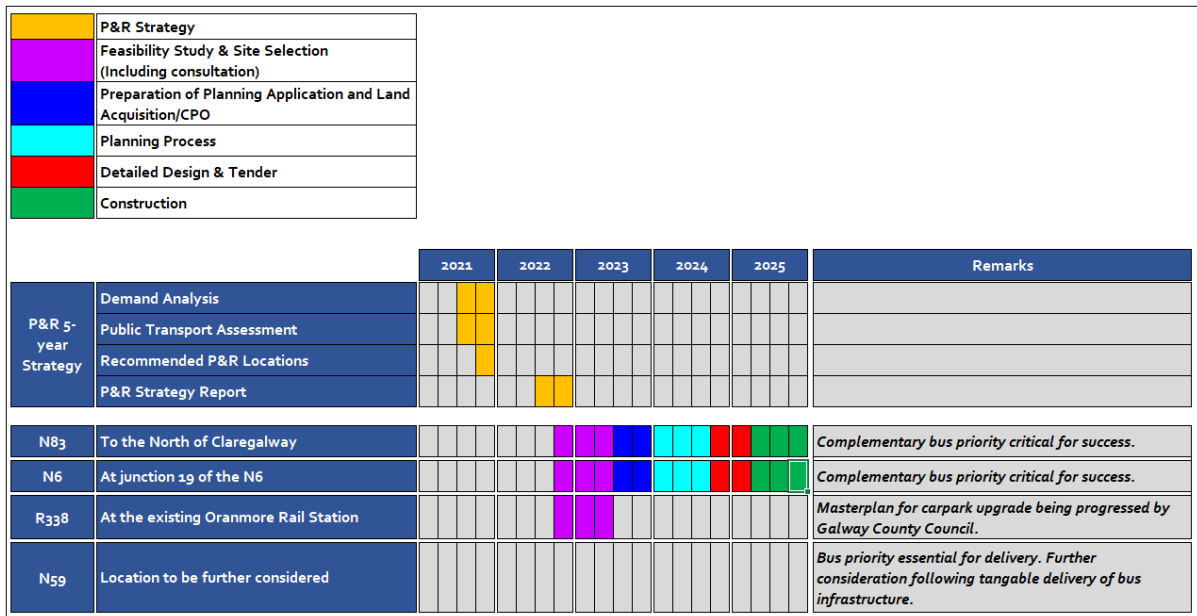


Figure 6.1: Park & Ride Implementation Programme

➤ **Implementation of Strategic Park & Ride**

In general, provision of Strategic Park & Ride sites is an integral part of the development of the major Public Transport Investment Projects, such as BusConnects. The Park & Ride Development Office will work with the project teams to ensure appropriate Park & Ride facilities are incorporated. However, the provision of these facilities can only be in place when the enhanced public transport services are provided and therefore the individual projects programmes drive the timeline for delivery.

➤ **Implementation of Local Park & Ride**

All existing local Park & Ride facilities at rail and bus stations were reviewed in 2019 to inform the Iarnród Éireann Car Park programme. Discussions with Iarnród Éireann on the opportunities and priorities for upgrading these facilities are ongoing.

The Park & Ride development office will continue to work with Local Authorities and Iarnród Éireann to identify and provide Local Park & Ride sites or enhancement to existing facilities.

➤ **Implementation of Local Mobility Hubs**

The NTA Park & Ride Development office will work with Local Authorities and stakeholders within the planning process to identify suitable locations for Mobility Hubs within the Metropolitan Area. This consultation will include input into Area Based Transport Assessments and Local Transport Plans being carried out in the context of key development zones and suburban centres.

Suitable locations could include key transport nodes and interchanges particularly in areas of high-density residential development. The local mobility hub should provide for the transport needs of residents in these locations minimising the need for car ownership.

Any proposals for Local Mobility Hubs will require discussion and agreement with NTA.

