

Galway City Council
Draft Development Plan 2017-2023
Comhairle Cathrach na Gaillimhe
Dréachtphlean Forbartha 2017 -2023

Chief Executive's Report - **Part 3**

Recommended
Amendments To
Draft City
Development
Plan 2017-
2023



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List of Proposed Amendments

Amendment no.	Text/Development Management Standard	Map	Strategic Objective/Policy	Specific Objective/Specific Development Objective
A1.1	√	√	√	
A2.1	√			
A2.2	√		√	
A2.3	√			
A2.4			√	
A2.5				√
A3.1	√	√	√	√
A3.2		√		
A4.1	√			
A4.2	√			
A4.3			√	
A4.4			√	
A4.5			√	
A4.6				√
A4.7			√	
A5.1	√			
A5.2			√	
A5.3			√	
A5.4			√	
A6.1			√	
A6.2		√		
A.6.3		√		
A.6.4	√			
A7.1			√	
A7.2				√
A7.3	√			
A7.4				√
A8.1	√			
A8.2	√			
A8.3			√	
A9.1			√	
A9.2				√
A9.3	√			
A9.4			√	
A9.5	√			
A9.6	√			
A.9.7	√			
A.9.8	√			
A10.1	√			
A10.2	√			
A10.3	√			
A10.4	√			
A10.5	√		√	
A10.6	√			
A10.7			√	
A10.8			√	
A11.1		√		
A11.2	√			
A11.3	√			
A11.4				√
A11.5				√
A11.6		√		√
A11.7		√		
A11.8		√		
A11.9		√		
A11.10		√		√
A11.11	√			
A11.12				√
A11.13	√			
A11.14				√
A11.15		√		√
A.11.16		√		

Amendment no.	Text/Development Management Standard	Map	Strategic Objective/Policy	Specific Objective/Specific Development Objective
A11.17		√		
A11.18		√		
A11.19				√
A11.20		√		
A11.21		√		
A.11.22				√
A.11.23		√		
A.11.24	√			
A.11.25	√			
AS1.1		√		
AS1.2	√			
AS1.3	√			
AS2.1	√			
AA.1	√			
AA.2	√			

Proposed Changes Chapter 1 – Introduction & Core Strategy

Amendment No.	Detail
A1.1	<p data-bbox="432 344 1098 383">Amend Section 1.3 Core Strategy of the Plan as follows;</p> <p data-bbox="432 421 919 459">1.3 Core Strategy – Context and Format</p> <p data-bbox="432 495 1414 741">In summary, the intention of including a Core Strategy in a development plan is to present a solid case demonstrating the alignment of the development plan as far as is practicable with both the regional and national planning strategies to show sufficiently robust, evidence based, rational for the amount of lands that are zoned for particular purposes and demonstrate that in the overall approach such decision making has had regard for sustainable and environmental considerations and relevant EU Directives</p> <p data-bbox="432 779 660 817">1.41 Core Strategy</p> <p data-bbox="432 817 1414 992">The Core Strategy includes for Galway to continue to be the regional growth centre and to create the synergies for wider prosperity in the West Region. The strengthening of the Gateway is considered to be mutually beneficial to the region and providing for housing demands and employment opportunities will be a critical factor in achieving this role. This is in line with the RPGs.</p> <p data-bbox="432 1030 1414 1317">The Core Strategy for development is guided by the overall goals of the City Plan as previously outlined. The context of the economy, the environment, the anticipated population growth and the settlement and transportation strategies contribute also to establishing an overall framework for the development of the city. In the course of this exercise other options for development have been considered but not deemed appropriate, in the interests of achieving the vision set for the city and in meeting the desired outcome from the Strategic Environmental Assessment process.</p> <p data-bbox="432 1355 1414 1529">The Core Strategy includes for a development scenario that supports significant further development within the city. Such development will be required to complement the character, sensitive environment, cultural legacy and built form of the city. An overriding focus will be to consolidate the built imprint of the city and keep it as physically compact as possible in the interests of sustainability.</p> <p data-bbox="432 1599 676 1637"><i>Amendment to text</i></p> <p data-bbox="432 1675 1414 2022">1.42 The Core Strategy is supported and informed by the Galway Transport Strategy (GTS). This is a strategy prepared by Galway City Council and Galway County Council in partnership with the National Transport Authority (NTA). The GTS consolidates the recommendations from transportation studies and strategies carried out by the Galway Transportation Unit (GTU) since 2008, with national transport policy direction and transport guidance from the NTA. It is also informed by the ongoing N6 Galway City Ring Road (N6 GCRR) project. The objective of the strategy is to help address the transportation issues experienced in the city and the environs. It recognises the need to do so in an integrated, sustainable manner that aligns transport investment with settlement</p>

patterns, travel movements and also supports a sustainable use of land as promoted in the Core Strategy. This implies an approach that supports opportunities that will reduce congestion and car dependency through increased capacity of reliable public transport and the promotion and facilitation of cycling and walking, which in turn promotes the reduction of greenhouse gas emissions. It also recognises that Galway needs to fulfil the role of a Gateway and regional growth centre where accessibility and connectedness will be paramount. This implies the need to facilitate city bound, cross-city, cross-county, including strategic east-west movements in order to relieve congestion in the city and in turn improve the quality of the city environment and increase opportunities for and the quality and experience of public transport, walking and cycling.

Survey, analysis and multi-modal transport modelling tools have been used to define the existing transport problems, predict future travel demands, assess mode share, recognise the key constraints and establish an optimum solution. This work included for assessment of a number of transport measures and their mutual impacts and interdependencies. It reflects an integrated approach where the objective is to arrive at the optimum sustainable transport solution which will deliver the most benefit for all transport users while also taking into consideration environmental, economic and social factors.

The strategy arrived at a range of measures which relate to public transport, walking and cycling, modifications to the traffic network, improvements to the public realm and use of 'smarter mobility'. These measures will be linked to a 20 year implementation programme which will allow for funding applications and for phased implementation based on priority needs.

Notwithstanding the extent of such measures, it also affirms the need for a strategic ring road incorporating a new river crossing. Public transport measures alone have been deemed incapable of delivering a solution to the specific, significant problems associated with transport in the city, which will be further exacerbated by additional future demand unless addressed now.

The delivery of the components of the GTS supports the work being undertaken by Galway County Council on behalf of both authorities and Transport Infrastructure Ireland (TII) on the N6 Galway City Ring Road project. This project includes for an emerging strategic east- west road. The project is at Stage 3 as defined under the *NRA Project Management Guidelines* (2010). This is where a preferred route corridor has been selected and the necessary further assessments are being carried out in order to bring the project to a level where the statutory consents can be sought from An Bord Pleanála i.e. Stage 4. It is anticipated that the application for such approvals will be made in the last quarter of 2016.

Cumulatively the components of the GTS, which includes the N6 GCRR, will address the congestion on the major routes through the city. The proposals in the GTS will reduce car dependency through the combined increased capacity of a modern, high quality public transport system in conjunction with the delivery and promotion of a core and feeder cycling network and an attractive prioritised pedestrian network. These measures are linked with existing and future development areas as defined in the Core Strategy and are incorporated into the policies and objectives in a number of chapters particularly Chapter 3 and Chapter 4. Some of the main elements of the GTS, including the corridor for the N6 GCRR, are also expressed in the City Development Land Use Zoning and Objective Maps.

The strategic objectives which include the plan commitments to preserve the

NCGCRR Preferred Route Corridor and the associated land requirements will take priority over other land uses and objectives. In this regard proposals for developments within the corridor will be assessed, in addition to other standard criteria, in the context of their potential to impact and potentially prejudice the development of the road.

The width of the corridor required for the construction of the road may reduce, but this can only be confirmed at a more advanced stage in the project management following completion of the full design phase. However regardless the full corridor will be required to be reserved in advance of assessment by An Bord Pleánala, who in the event of an approval for the scheme has discretion to approve the scheme with modifications also. In this regard it is necessary to preserve the route corridor in its entirety in the City Development Plan.

1.43 Development Strategy

In general the development strategy focuses on the brownfield site opportunities offered by both Ceannt Station and the Inner Harbour.

Proposed Changes Chapter 2 – Housing & Sustainable Neighbourhoods

Amendment No.	Detail
A2.1	<p>Inclusion of reference to the Urban Regeneration and Housing Act 2015 within Chapter 2 Housing and Sustainable Neighbourhoods into Section 2.2 Housing Strategy as follows;</p> <p>The Urban Regeneration and Housing Act 2015 allows for the implementation in 2018 of a vacant site levy to be paid by the owner of a registered vacant site. The levy is intended as a mechanism to incentivise the development of vacant sites, enabling them to be brought into beneficial use or encouraging their sale to those who have an interest and resources to develop. Monies raised arising from the levy will be required to be spent on housing or public improvements in the vicinity of the site. In this regard the Council will commence in 2017 the preparation of a vacant sites register for the city.</p>
A2.2	<p>Reference to new Section 28 Ministerial Guidelines in Chapter 2 as follows.</p> <p>Insert in Policy 2.2. Housing Strategy, the following; <i>reference to new Section 28 Ministerial Guidelines - Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, 2015.</i></p> <p>Insert in Section 2.5, the following; <i>reference to new Section 28 Ministerial Guidelines - Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, 2015.</i></p>
A2.3	<p>2.1 Housing- add in 3rd paragraph of context (pg.22).</p> <p>Map</p> <p>The strategy is supported by the GTS which sets out a range of measures which relate to public transport, walking, cycling, modifications to the traffic network, improvements to the public realm and use of smarter mobility, increasing opportunities for greater accessibility and connectivity in the city.</p>

Amendment No.	Detail
A2.4	<p>Amend Policy 2.5 Outer Suburbs as follows;</p> <p>Encourage higher residential densities at appropriate locations, especially in areas close to existing public transport routes and routes identified in the Galway Transport Strategy as suitable for high frequency, public transport services.</p>

Amendment No.	Detail
A2.5	<p>Amend Section 2.12 Specific Objectives (first point) as follows;</p> <p>Set up a Housing Supply Co-ordination Taskforce Local Housing Forum to investigate measures to expedite construction of housing in the city.</p>

Proposed Changes Chapter 3 – *Transportation*

Amendment No.	Detail
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A3.1

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CHAPTER 3 Transportation

- 3.1 Aim Context and Strategy
- 3.2 Integration of Land Use and Transportation
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- 3.7 Road and Street Network and Accessibility
- 3.8 Smarter Mobility and Mobility Management
- 3.9 Galway Port
- 3.10 Specific Objectives

3.1 Aim Context and Strategy

Aim

To integrate sustainable land use and transportation, facilitating access and choice to a range of transport modes, accessible to all sections of the community that ensures safety and ease of movement to and within the city and onward connectivity to the wider area of County Galway and the West Region.

Context

Despite the economic difficulties of recent years, Galway City has continued to grow in population and employment. As the economy recovers, the opportunities afforded by the city will continue to attract more people to live and work in Galway. In excess of 60,000 vehicles enter and leave the city on an average weekday¹. This highlights the significant pressures on the existing transport network with greatest volumes of traffic experienced in the morning and evening peak and in particular along the main routes into the city.

¹ Galway City Council Traffic Counts, November 2014.

CSO census records for 2011 indicate that 90% of those commuting into the city for work travel by car. Within the city, travel patterns also indicate a heavy dependency on car usage in particular for journeys to work and school trips. The high levels of commuter and local car usage gives rise to significant congestion on the road network which seriously impacts on the economy and the experience of the urban environment.

National policy emphasises the need to align land use and transportation which encourages sustainable patterns of travel. This is reflected at national and regional level through spatial planning and transportation policy.

The investment programme of the National Transport Authority (NTA) also reflects this approach.

At local level, the focus of the Core Strategy is to align land use with investment in sustainable transportation. The Galway Transportation Unit (GTU) set up in 2008, is specifically functioned to develop and implement national transport policy. Since its inception it has carried out a range of studies and projects to promote public transportation and sustainable modes of transport in the city.

Whilst the implementation of various measures have made improvements to the transport network, serious traffic congestion still prevails which impacts on peoples quality of life and the economy of the city and the regional role of Galway as a Gateway.

These issues have now been assessed in the context of preparing a transport strategy for the city. The Galway Transport Strategy 2016 (GTS) is a strategy prepared by Galway City Council and Galway County Council in partnership with the National Transport Authority (NTA). It is also informed by the ongoing work being undertaken by Galway County Council on behalf of both authorities and Transport Infrastructure Ireland (TII), namely the N6 Galway City Ring Road (N6 GCRR) project. The aims of the GTS are to address the current and future transport requirements of the city and the settlements within the city environs and to identify the level of service requirements for each mode of transport including walking, cycling, public transport and private vehicle.

The GTS consolidates the recommendations from transportation studies and strategies carried out by the Galway Transportation Unit (GTU) since 2008, with national transport policy direction and transport guidance from the NTA. The objective of the strategy is to help address the transportation issues experienced in the city and the environs. It recognises the need to do so in an integrated, sustainable manner that aligns transport investment with settlement patterns, travel movements and also supports a sustainable use of land. This implies an approach that supports opportunities that will reduce congestion and car dependency through increased capacity of reliable public transport and the promotion and facilitation of cycling and walking which in turn promotes the reduction of greenhouse gas emissions. It also recognises that Galway needs to fulfil the role of a Gateway and regional growth centre where accessibility and connectedness are critical for the functioning of the city.

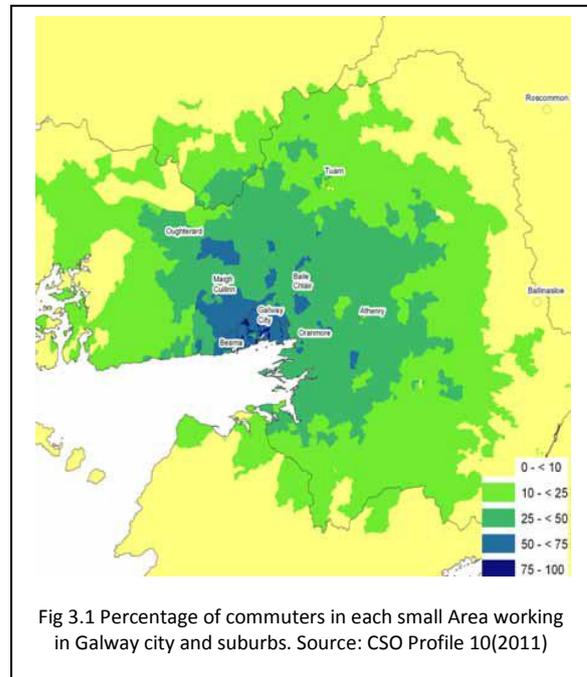


Fig 3.1 Percentage of commuters in each small Area working in Galway city and suburbs. Source: CSO Profile 10(2011)

Strategy

Support and facilitate the integration of land use and transportation in order to facilitate the overall economic well-being of the city and to ensure the movement of people and goods in a manner that is safe and provides ease of access for all, enhances quality of life and minimises environmental impact.

Support the Galway Transport Strategy (GTS) and the associated implementation programme which will deliver a high quality public transport network, provide and encourage the use of other sustainable modes of transport, and facilitate the efficient movement of private vehicles and freight.

Support the N6 GCRR project in conjunction with Galway County Council and Transport Infrastructure Ireland in order to develop a transportation solution to address the existing congestion on the road network and reduce the negative impact of vehicular traffic on the functioning and experience of the city centre and to facilitate city bound, cross –city, cross-county and strategic east – west movements.

Support the reduction of greenhouse gas emissions through promotion of sustainable land use and transportation.

3.2 Integration of Land Use and Transportation

The integration of land use and transportation is essential in creating sustainable city living. The alignment of settlement and land use patterns with an integrated transportation strategy can provide opportunities to reduce car dependency and allow for greater investment in alternative means of travel including public transport, walking and cycling. It also delivers considerable benefits in terms of reduced congestion, reduced greenhouse gas emissions, enhanced health and well being and has benefits for the public realm.

The consolidation of settlement into areas that are proximate to employment, shops, community and educational facilities is a strategic policy and is reflected in policies and objectives relating to these land uses. The strategy for the city promotes the sustainable development of key brownfield sites- Ceannt Station, Inner Harbour and Headford Road LAP area. It also focuses on consolidation of existing residential areas and the expansion of Ardaun to the east. This strategy is supported through policies for the development of sustainable residential neighbourhoods (Chapter 2), where the reliance on private transport is reduced and where services are provided locally, allowing access by walking and cycling. It is also supported in the Retail Strategy (Chapter 6) where a hierarchy of centres encourages easily accessible shopping and essential services.

The consolidation and concentration of development reduces travel demand, allows for the effective provision of services including public transport and enables more sustainable patterns of travel. In the absence of this strategy, city growth would put additional pressures on roads, public transport and other key services and lead to increased congestion and journey times.

At a local level, the preparation of plans including Local Area Plans and Masterplans provide a framework for mixed-use development in conjunction with a transport strategy and use of sustainable densities at locations adjacent to public transport routes. These plans will ensure that sustainable patterns of travel can be achieved.

Policy 3.2 Land Use and Transportation

- Promote close co-ordination between land use and transportation through policies, land use zoning and objectives.
- Facilitate the future development of Galway City and environs within the strategic framework of the Galway Transport Strategy and the associated implementation phasing to ensure that the city has the necessary transport infrastructure and services to support its continued growth and development.
- Provide ease of access to public transport and include for the promotion of walking and cycling in the development and design of residential neighbourhoods.
- Provide for development of high volume, trip intensive, developments such as commercial centres and employment hubs at locations that will minimise the need, distance and time taken to travel and promote the use of sustainable transport modes such as walking and cycling and public transport to access these locations.
- Promote sustainable residential densities particularly along and close to routes where the Galway Transport Strategy has proposals for a high quality sustainable transport network service.
- Use Local Area Plans and Masterplans, to give direction for future settlement expansion that includes for integration of land use with transportation.
- Require new developments to be permeability proofed for walking, cycling and for access to public transport routes and endeavour to maximise permeability in existing developments and retain existing local links.

3.3 Galway City Transport Strategy

The Galway City Transport Strategy (GTS) 2016 represents a partnership approach between Galway City Council, Galway County Council and the National Transport Authority. It includes a series of measures which will address the serious transport problems experienced across the city particularly during peak hours. These transport problems are having a significant effect on quality of life, the urban environment, safety and the economic performance of the city as a Gateway and driver of the economy in the West Region. These effects are also extending into the wider county and region due to the large commuter population reliant on the city for jobs and education.

The GTS builds on previous transport studies carried out for Galway City and environs and sets out an overview of actions and measures for implementation over a phased and co-ordinated basis over the next 20 years, based on priority needs. These measures are designed to both address the current significant problems and inefficiencies in the movement of people and goods within and around the city and also to establish a long term transport plan that will underpin the future sustainable growth of the city as supported by the Core Strategy .

These measures were arrived at following transport modelling which included defining the existing transport problems, predicting future travel demands, access mode share and assessing their mutual impacts and interdependencies. The strategy includes traffic management, giving priority to walking cycling and bus movements, modifications to the traffic network, management of parking activities and heavy goods vehicles, improvements to the public realm and use of 'smarter mobility'. These measures are to be linked to the 20 year implementation programme which will allow for funding applications and for phased implementation based on priority needs.

Notwithstanding the extent of the strategy measures, the GTS has established that the reduction in traffic congestion requires both improvements to public transport, cycling and

walking networks and the provision of a new orbital route. This route is not considered to be in conflict with an enhanced sustainable transport network as it will focus on supporting trips that cannot be facilitated by such measures such as city bound, cross-city, cross county movements. In this regard the planned N6 GCRR is considered to be part of the Transport Strategy for the city in order to deliver the necessary capacity and support the delivery of sustainable transport measures.

The GTS has not been developed in isolation. It builds on previous work by both Galway City Council and Galway County Council, supports the vision for development in both development plans and has also taken account of National and Regional policies and guidelines.

It complements the recently implemented measures to improve public transportation and traffic management in the city such as the *N6 Multi Modal Corridor Improvement Scheme*, the *Seamus Quirke Road/Bishop O'Donnell Road Improvement Scheme*, pedestrian/cycle improvements and the establishment of the Urban Traffic Management Centre.

The following sections set out the key elements of the Galway Transport Strategy.

Policy 3.3 Galway Transport Strategy (GTS)

- Continue to progress a sustainable transport solution for the city through the implementation of measures included in the GTS and required supporting projects in particular the N6 GCRR project.

3.4 Traffic Network

The road network caters for a range of users and a variety of journeys within the city. The city will continue to grow and without intervention the current congestion will worsen and inevitably impact on the overall function and success of the city. The GTS outlines the measures needed to address this problem. These include traffic management, new improved roads and links and the management of parking.

The challenges in the city centre are very acute and characterised by heavy congestion and significant traffic volumes but this is not only a transport problem. Such conditions impact also on the experience of the urban environment and the attraction and comfort of walking and cycling.

The approach of the GTS is to remove non-essential motorised traffic from the city centre and re-route these journeys around rather than through, the city centre. Private car journeys and HGV's that will require access to the city centre will be provided for on a defined 'City Centre Access Network' see fig 3.2. Other modes such as walking, cycling and public transport can consequently be given priority via a 'cross –city link'. It is proposed that this link will be restricted to these modes and local vehicle access only. It will therefore enable an efficient and reliable public transport service to access into and through the city centre and facilitate public realm improvements creating an enhanced environment for walking and cycling.

Some journeys across the city, in particular through journeys on national and regional roads are not always capable of being accommodated by non-car modes. Transport surveys and modelling carried out for the GTS indicate that strong demands for such journeys remain at present and will increase in the future. While there will be a shift to sustainable modes on implementation of the GTS through a number of measures, the efficiencies of these modes is jeopardised by the significant level of congestion that will still remain on the network and on the main river crossings. The strategy therefore indicates that it will only be successful where improvements to public transport, walking and cycling networks are delivered in conjunction

with a new orbital route.

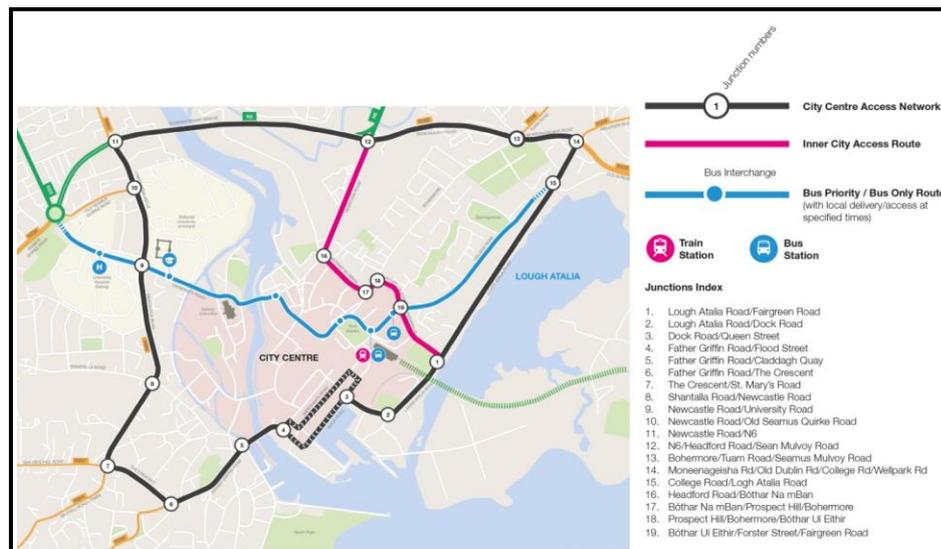


Figure 3.2 City Centre Access Network (source: Galway Transport Strategy 2016)

Parking

The GTS acknowledges that the supply and management of parking is fundamentally linked to the management of travel demand. Parking is a key element in choice of travel and currently within the city centre there are almost 6,000 spaces available with some offering very low priced daily rates. The GTS includes for the reduction of on street parking and the rationalising of access to off street facilities. This is in order to minimise car circulation within the city centre and to provide more road space for pedestrians, cyclists and public transport. It is considered also that some rationalisation of on-street parking on routes outside of the city centre will be necessary also to facilitate bus movements and improve the walking and cycling environment. Disabled driver parking will continue to be accommodated in all areas.

In addition it will be required to adopt a parking pricing mechanism to ensure that parking is not-priced so as to undermine the attraction of public transport. This combined approach not only helps increase opportunities for an efficient public transport service but will also encourage those making trips, in particular commuters, to transfer their choices of travel to public transport.

In addition, the Council will restrict car parking for future developments within the city centre. Exceptions to this will be on the large designated regeneration site at Ceannt Station where parking will support a transportation hub and a substantial extension to the city centre and on lands included in the Headford Road LAP area where new car parking provision would replace the existing surface car parking. A reduced car parking standard may also be considered acceptable for new development located along strategic public transport corridors depending on the prevailing level of service at that time.

Consideration for new developments within the city will also be given to grouped and dual usage car parking, where peak demands do not coincide and cognisance will also be taken of where there is the potential for multi-purpose trips. Each case will be considered on its merits, based on traffic management and modelling assessment and subject to an overriding presumption in favour of sustainable transport. Where a reduction in car parking standards is considered, the Council may attach a condition to any permission requiring a financial contribution towards the cost of providing sustainable transport services in the city.

The introduction of electric vehicles (EV) and the government target of 10% of all road vehicles to be powered by electricity by 2020 will require additional EV charging points in the city. The Council will work in conjunction with ESB networks in the provision of charging points in public areas in the city.

Goods Vehicles Management

The economic activity of Galway and the environs does require an efficient freight transport and delivery system. However the city core with a historical legacy of narrow streetscapes is unsuitable for heavy goods vehicles (HGV). The GTS approach is that the city core area should be restricted to only those vehicles of a suitable size with destinations (or origins) in the city centre only. This would be carried out in combination with management arrangements for routing and timing of deliveries. This loading and delivery strategy would be similar to the current arrangements operating in Shop St. and Quay St.

Any HGV strategy however will need to balance the operational requirements for Galway Port and the industrial areas which will need reliable transport connections for the movement of supplies and outputs. However services will be required to be restricted to dedicated routes only, in particular for Galway Port traffic.

Policy 3.4 Policies on Traffic Network
<ul style="list-style-type: none"> Support the GTS proposals for a reduction of car movements through the city centre to be achieved by specific traffic management arrangements including the implementation of a <i>City Centre Access Network</i>
<ul style="list-style-type: none"> Support the GTS proposals to prioritise public transport movements in the city centre through the implementation of a designated public transport route, the <i>Cross-City Link</i>.
<ul style="list-style-type: none"> Enhance the delivery of an overall integrated transport solution for the city and environs by supporting the reservation of a corridor route to accommodate an orbital route as provided for in the N6 GCRR project.
<ul style="list-style-type: none"> Promote changes in the management of car parking, including for the reduction of on-street parking, improved access arrangements and a revised pricing structure.
<ul style="list-style-type: none"> Implement the GTS proposals for a HGV management strategy and a loading and delivery strategy in the city centre

3.5 Public Transport

Bus Network – Local

The development of an integrated transport solution for the city to promote the increased use of public transport services is a key element in the Core Strategy of the City Development Plan. In this regard the Council is committed to collaborate with transport providers and agencies in particular the NTA to achieve this goal. Many of the recommendations of previous studies relating to public transport have been implemented and improvements have included the provision of bus priority measures, additional bus facilities and bus termini. However public transport usage still remains low, with mode share below 10% of that of motorised travel.

The GTS undertook an options assessment to identify what was the best form of public transport that could attract a high proportion of trips to and within the city environs. The analysis included a review of population and employment catchments, key origin-destination combinations, existing bus route alignments, spatial catchment and the potential for cross – city interchanges. The objective was to ensure that the adoption of such an option would not only give a choice of a modern, high quality public transport system but that it would allow the city to become a more attractive location to live, work and visit.

The GTS identified that a high quality, high frequency bus service is the most appropriate form of public transport provision for Galway City and the environs. This would include for a cross-city network of bus services which can serve the major trip attractors. Sections of the network would be the primary focus for the implementation of priority measures such as bus lanes and the removal of pinch points and delays. The bus network would require traffic management measures as already referenced to be implemented in conjunction with the removal of through traffic from the city centre. To maximise the range of destinations served, convenient opportunities for transfer between services are designed at key locations, with Eyre Square as the primary location for interchange. This approach could be further enhanced by the implementation of cross-ticketing which would allow for passengers to transfer between different routes without additional charge.

The optimum arrangement as indicated in figure 3.3 is that there would be 5 core routes that would operate cross-city and seek to provide a minimum 15 minute frequency service during the peak periods and sustain a high frequency service throughout the day. These may be complemented within the bus network by less frequent subsidiary type services. The focus overall being on matching the service capacity to passenger demand which will be continued to be reviewed and developed over the strategy period.

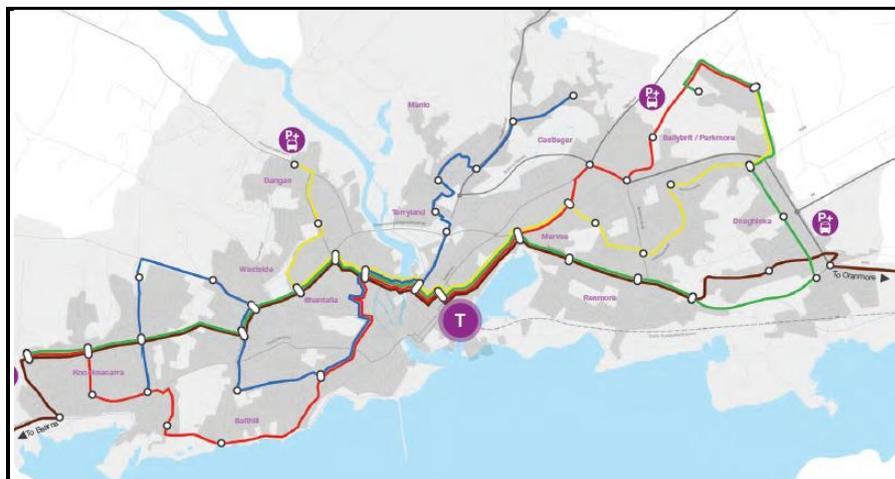


Figure 3.3 GTS –Proposed Core Bus Routes (source: Galway Transport Strategy 2016)

Bus Network - Regional

For regional and long distance bus and coach services journey speed and reliability are the crucial issues rather than frequency. The principal destinations for these within the city will remain at Ceannt Station, Fairgreen Coach Station and Eyre Square. Coach parking, in particular for tourists will continue to be provided at Merchant’s Road and adjacent to Galway Cathedral. These can be complemented by controlled drop off and pick up locations in the city centre area following investigation in the context of the designated access routes into this

area.

The infrastructure proposals provided as part of the local bus network will enhance the regional services also as the regional buses will be able to avail of the priority routes in the city and others such as that proposed along the Tuam Road. Sufficient access to and from the termini in the city centre will be required to be provided.

The proposed GTS traffic restrictions along College Road will significantly benefit connectivity for these regional services in conjunction with the priority measures proposed for the local bus network coming from the west, including the restrictions proposed along University Road and Salmon Weir Bridge.

The GTS sees the attraction of these services being enhanced further by the provision of interchanges between regional and local public transport at key locations both inside and outside the city centre road network.

Public Transportation Hubs

Ceannt Station is designated as a major transportation hub in the City Development Plan for both local and regional services. The Plan requires the station site to be re-developed in a sustainable manner and to a strategic scale for the entire West Region. The redevelopment of the station affords the opportunity of providing an integrated public transportation hub and multi-modal interchange capable of accommodating enhanced inter-urban, commuter and city rail and bus services linked to other sustainable transport modes such as walking and cycling. Additional dedicated bus bays are anticipated and associated car parking and set down facilities dedicated for public transport users. Planning consent for such improvements have issued and when implemented will in addition to recent improvements bring the station up to a modern city standard.

Three lower tier public transportation hubs are designated in the City Development Plan at strategic locations in the city at the Cathedral and within the Headford Road LAP area. These hubs will, in the future, have passenger facilities and will be important interchanges in the overall enhanced bus network of the city.

Taxi services

The GTS recognises the role of taxi services as part of the overall development of an integrated transportation system. They will be facilitated at appropriate locations within the city and will be required to be accommodated within major developments. Where appropriate, they will be able to use bus priority infrastructure.

Rail

Galway City is a significant rail destination and this is recognised in the GTS. The long term redevelopment of Ceannt Station as a new major multi-modal transport interchange will involve rail services expanding in frequency where there is sufficient passenger demand and usage. Improvements in service provision in recent years, has seen increased frequency in inter city services and the opening of the Oranmore rail terminus at Garraun.

The planned upgrades at Ceannt Station will improve the passenger experience greatly and coupled with the longer term regeneration of the overall area, will in conjunction with Eyre Square and Fairgreen Coach Station act as a collective hub for interchange between transport services in the city.

Although not included in measures as part of the GTS the double tracking of the railway line from the city to Athenry, or a more limited accommodation of stopping bays is to be investigated for both passengers and for the potential for a freight service from Galway Port. The facilitation of rail stops within the city which can support commuter services is also supported by the Council.

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 scheduled 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.

Policy 3.5 Public Transport
<ul style="list-style-type: none"> Support the GTS proposals for implementation of a local city bus network which will include for a high frequency cross-city network of services and all associated infrastructural requirements, traffic management and priority arrangements.
<ul style="list-style-type: none"> Facilitate public transport interchanges and associated proposals for transfer ticketing and flexible payment methods.
<ul style="list-style-type: none"> Progress plans for traffic restrictions in the city centre to accommodate bus priority.
<ul style="list-style-type: none"> Promote the availability of the city bus network including the priority measures for use by the national, regional and tour bus services.
<ul style="list-style-type: none"> Ensure ease of access to all bus termini in the city centre and facilitate tourist coach drop-off /pick up locations and bus layover areas.
<ul style="list-style-type: none"> Continue to support the taxi service where these are located conveniently for access and where appropriate, permit the service to use bus priority infrastructure.
<ul style="list-style-type: none"> Facilitate rail transport in particular the development of commuter rail and improved inter-urban services.
<ul style="list-style-type: none"> Facilitate the provision of park and ride facilities in conjunction with the provision of the public transport network as proposed in the GTS.
<ul style="list-style-type: none"> Promote access to public transport services for those attending primary and post primary schools in consultation with the Department of Education and Skills.

3.6 Cycling and Walking

Cycling

Given the compact urban form of the city and the relatively flat topography there is great potential for walking and cycling to become the preferred choice of travel, in particular for short trips. In this regard a critical element of the GTS is to develop a high quality, dedicated cycling network which includes for measures that gives priority to cyclists. The objective would be that this would encourage the uptake in cycling both for commuting and as a leisure activity.

This accords with national policy which gives guidance on measures to create a strong culture of walking and cycling. Figure 3.4 highlights the range of national policy guidance which promote cycling and aim to maximise permeability and connectivity for cyclists, to create direct safe links to road networks and greenways and to provide additional cycle parking facilities.

The GTS has built on previous studies and proposes the development of a core, secondary and feeder network. Where possible, the proposed routes are fully segregated from motor traffic. In other locations the network includes on-road cycle lanes and /or wide bus lanes to cater for both buses and cyclists along the same route. Where traffic is limited, particularly in the city centre, the cycling environment will become much more attractive.

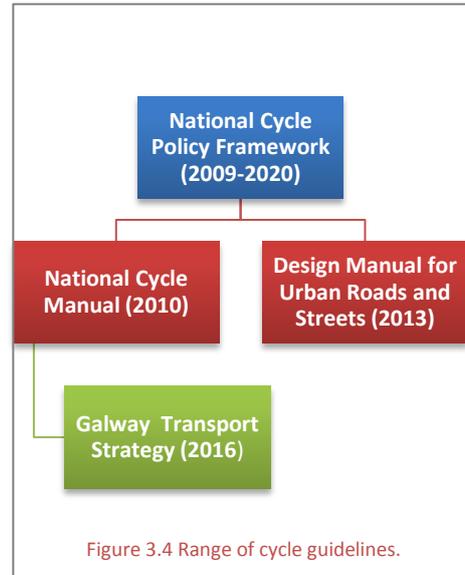


Figure 3.5 highlights the proposed cycling network. The primary network of cycle routes will comprise of two greenways connecting into the county settlements. This includes the Oranmore to the City Centre and onwards to Bearnna Greenway and City Centre to Oughterard Greenway. Some of these are currently being progressed in conjunction with Galway County Council. The former includes connection with the national proposal for a Galway to Dublin Cycleway. As well as supporting tourism, the section close to the city will also offer opportunities for use as a commuter option for work and education. Additional primary routes include cross-city routes to the north of the city and some key north –south links.

The secondary network provides connections from residential areas and areas of employment to the primary network accessing key destinations. Feeder links have been identified on streets and roads which are highly constrained or suited to other modes but need to cater for cyclists too. Providing convenient cycle parking near bus stops and at key destinations across the city will also be essential to this network and needed to encourage the uptake in cycling.

The Public Bike Share Scheme – “Coke Zero Bikes” was introduced across the city centre in 2014 with bike docking stations at 14 locations. These are primarily in the city centre, accommodating 140 bikes. Nine further stations are planned and likely to include extensions out to Salthill, NUIG and GMIT. These will be progressed in partnership with the NTA and in the context of ongoing demand.



Figure 3.5 GTS Proposed Cycle Network (source: Galway Transport Strategy 2016)

Chapter 4 sets out the policies for the development of other greenway networks which identify key connections and linkages and have more of a recreational function some with a capacity for walking only and some with potential for both walking and cycling.

Walking

Census records for 2011 indicate that 17% of workers in the city walk to work. It is a key objective of the Council to sustain and increase this level. The GTS recognises this potential and the opportunities that exist also to enhance the pedestrian environment not only for workers but also residents, students, shoppers and tourists also.

The benefits of pedestrian priority have been experienced already in the city centre in the pedestrianised zones, along the riverside walkway, canals and at Salthill. The GTS sees the need to improve on this and give priority to the pedestrian network and the associated environment. This will include reducing traffic in the city centre core. Outside of this area emphasis will be given to increasing permeability within suburban residential areas, improving the pedestrian networks, making them safer and maximising pedestrian accessibility to the public transport network. The GTS also includes for measures to increase connectivity and permeability within and to places of employment in particular the Business and Technology parks on the east side of the city at Parkmore and Ballybrit.

Safe access and improved permeability will be secured also through a number of new river crossings these include – a new pedestrian bridge adjacent to the Salmon Weir Bridge, a new link from the Headford Road area to NUIG campus via a new bridge on the piers of the old rail line and possibly a new crossing linking Newtownsmyth with Gaol Road.

Supporting measures will include increased legibility of the street network and the introduction of a smart information and wayfinding. Revisions will also be required to be integrated into road junction layouts to give dedicated, safe and convenient opportunities for pedestrian crossings. The GTS also recommends that the introduction of lower speed limits should be examined for the city centre and residential areas in conjunction with the relevant authorities.

It is anticipated that the introduction of restrictions in the city centre area will correspondingly allow for an associated improvement in the public realm. These will not only improve the quality and safety of walking but will also have a positive impact on, land use, environment, community and the local economy. The improvement of pedestrian facilities in particular safe crossings and use of universal design are critical to the GTS also in meeting the needs of vulnerable roads users and the mobility impaired.

These measures are especially relevant to advancing a key priority of the Development Plan which is to facilitate the expansion of the commercial area of the city centre into Ceannt Quarter and the Headford Road LAP area. In particular, improved pedestrian linkage between the City Centre, Woodquay, Bothar na mBan and the Headford Road area will, in addition to the city core area, require improvements to the quality, connectivity and safety of this pedestrian link.

Behaviour Changes

Behavioural change as it applies to transport, is about increasing awareness of travel choices available for the range of movements that are made on a daily basis and encouraging the more sustainable travel choices where these are feasible. The Council in conjunction with the NTA are active in this regard in particular in targeting walking, cycling, use of public transport and car sharing. The GTS sees this continued promotion of use of sustainable transport options in conjunction with travel planning in particular with large employers/institutions as a critical element of the plan.

Policy 3.6 Cycling and Walking
<ul style="list-style-type: none"> • Support the GTS proposals for a primary cycle network to facilitate safe and convenient medium distance journeys.
<ul style="list-style-type: none"> • Support the proposed Greenways as part of the primary cycle network and as part of a link to Bearna, Oranmore, Maigh Cuilinn and Oughterard.
<ul style="list-style-type: none"> • Support the GTS proposals for a secondary cycle network and feeder links to facilitate safe and convenient local journeys and to afford linkage into the primary cycle network.
<ul style="list-style-type: none"> • Facilitate cycling on the proposed bus network where appropriate and on the <i>proposed Cross-City Link</i> in the city centre.
<ul style="list-style-type: none"> • Improve bicycle parking at key destinations and near bus stops /interchanges.
<ul style="list-style-type: none"> • Promote and facilitate the extension of the Public Bike Share Scheme across the city.
<ul style="list-style-type: none"> • Implement a structured programme of improvements across the whole city pedestrian network and at road crossings.
<ul style="list-style-type: none"> • Promote accessibility for all users including persons with disabilities and reduced mobility and have regard to best practice guidance from the NDA.
<ul style="list-style-type: none"> • Promote, facilitate and maintain maximum connectivity and permeability for pedestrians and cyclists in the design of new developments and in upgrading existing developments in accordance with the <i>Design Manual for Urban Roads and Streets (2013)</i> and <i>Permeability a best practice guide. NTA (2015)</i>.
<ul style="list-style-type: none"> • Promote the implementation of a Wayfinding Scheme with provision of directional information and signage at appropriate locations across the city as part of a greater Public Realm strategy.
<ul style="list-style-type: none"> • Ensure facilities for pedestrians and cyclists are designed in accordance with

national standards.
<ul style="list-style-type: none"> • Support and promote initiatives such as <i>Park and Stride</i>, <i>Green Schools Programme</i> and the concept of having safe routes to school.
<ul style="list-style-type: none"> • Consider the introduction of reduced speed limits in the city centre and residential areas of the city.
<ul style="list-style-type: none"> • Continue to encourage an increase in the use of sustainable transport modes including public transport through targeted promotion.

3.7 Road and Street Network and Accessibility

The national road and motorway network provides vital inter-urban and inter-regional connectivity, critical to the Gateway development and to maintain its competitiveness. The completion of the M6 motorway significantly reduced travel times from Dublin to Galway and has made the city more accessible nationally. This route is a highly important national road and is identified as part of the TEN-T Comprehensive Network. The completion of the M17/M18 Gort to Tuam motorway will add to the accessibility of the city and improve strategic linkage within the West region. The N59 and N84 national roads are important regional links to and from the city also. At local level the *N6 Multi Modal Corridor Improvement Scheme* and the *Seamus Quirke Road/Bishop O'Donnell Road Scheme* have made improvements to the road network. However, there remains significant traffic congestion with most main junctions operating over capacity.

The key strategy of the GTS is to provide sustainable and reliable alternatives to travel by private car however the management of the road network will remain critical. As noted in section 3.3 the extent of the sustainable measures in the GTS and their full implementation is incapable of delivering a solution to the specific, significant problems associated with transport in the city, which will be further exacerbated by additional future demand unless addressed now.

The evaluation of the transport options affirmed the need for a strategic ring road incorporating a new river crossing. Although some elements of the GTS, can be implemented independently from the delivery of such a road the full extent of measures and the success of the GTS needs the provision of a new orbital route.

Such a provision is not considered to be in conflict with an enhanced sustainable transport network as it will focus on supporting trips that cannot be facilitated by such measures such as city bound, cross-city, cross county movements. By providing this additional capacity for such traffic the orbital road will increase the opportunities for re-allocation of existing road space for use by pedestrians, buses and cyclists. In this regard the orbital route identified as part of the *N6 Galway City Ring Road* project, being undertaken by Galway County Council on behalf of both authorities and the TII, is considered to be a critical part of the Transport Strategy for the city in order to deliver the necessary capacity and support the delivery of sustainable transport measures.

This project includes for an emerging strategic east-west road. The project is at Stage 3 as defined under the *NRA Project Management Guidelines* (2010). This is where a preferred route corridor has been selected and the necessary further assessments are being carried out in order to bring the project to a level where the statutory consents can be sought from An

Bord Pleanála i.e. Stage 4. It is anticipated that the application for such approvals will be in the last quarter of 2016.

The Council will continue also to carry out road and junction improvements some of which will be necessary for the implementation of measures associated with GTS and also others to improve general safety and efficiencies in the network. Improvements in the network to provide such upgrades and key linkages are listed in the specific objectives section of this Chapter.

The *Design Manual for Urban Roads and Streets (2013)* DMURS reflects a revision in national policy regarding road and street design. It sets out a series of principles, approaches and standards that are necessary to create safe and successful streets serving all users. Design standards in the past have led to less flexible road layouts dominated by vehicular movements resulting in poor pedestrian linkage and permeability. DMURS seeks to promote the street as a place, incorporating elements of urban design, creating streets with a high quality public realm and a balanced approach to all users.

Of note also is the recent publication from the NTA *Permeability a best practice guide (2015)*. This encourages the transformation of neighbourhoods into permeable ones, where people can walk or cycle through areas safely and conveniently, and in a manner which can give advantage to these modes over private car travel in particular.

Allied to the design of the street network, the development of universal design to improve accessibility in particular for people with reduced mobility will be a critical element in any new street design or street improvement schemes. The Council will liaise with the NDA and have regard to best practice guidance including *Buildings for Everyone* which provides guidance on the design of spaces that can be readily accessed and used by everyone, regardless of age, size, ability or disability.

Policy 3.7 Road and Street Network and Accessibility

- Support the N6 GCR project in conjunction with Galway County Council and Transport Infrastructure Ireland (TII) in order to develop a transportation solution to address the existing congestion on the national and regional road network.
- Support the proposals in the GTS for design interventions, revised traffic management arrangements and priority arrangements for walking cycling and public transport on the road network.
- Implement improvements on the general road network, including new links and junction revisions where needed in the interest of safety and convenience.
- Facilitate the future sustainable development of Galway City supported by a transport solution that ensures the city has the necessary transport infrastructure and services, capable of optimising the capacity for modal shift and enhanced public transport options.
- Implement best practice in road and street design as set out in the *Design Manual for Urban Roads and Streets (2013)*.
- Promote accessibility for people with disabilities and people with reduced mobility and have regard to best practice guidance from the NDA.

- Promote a permeable urban and suburban environment in accordance with best practice guidance as provided for in the NTA publication *Permeability a best practice guide (2015)* and implement permeability schemes in existing areas where appropriate, permeability proof proposed developments and endeavour to retain existing local links with enhancements where needed.

3.8 Smarter Mobility and Mobility Management

The Urban Traffic Management Centre (UTMC) manages monitors and optimises transport on the road network including signalisation and traffic flows. It contributes to making improvements to the flow of traffic particularly during peak times and during specific events likely to generate large volumes of traffic. It also assists the Council in the dissemination of real-time information to the public. The GTS recommends expansion of the UTM network in addition to using Intelligent Transport Systems (ITS). The use of ITS – smarter mobility will allow transport modes to communicate with each other and the wider environment and provide integrated transport solutions for the customer. For example it can be used to manage parking more efficiently, improve wayfinding and increase efficiencies in junctions and provide real time information to customers. In general these systems can provide additional capacity in the network, incorporate demand management measures and deliver efficiencies and cost savings to the passengers. Smarter mobility policies and intelligent systems can be used also to future proof proposed infrastructure. The GTS see the adoption of smarter mobility measures as being a huge contribution to how the city will function now and in the future.

Travel planning is important too in transport management. The GTU are committed to work with major employers and schools within the city in the preparation of Travel Plans for existing and proposed developments that generate significant trip demand. Plans will be prepared in accordance with NTA guidance on Travel Plans for workplaces and schools.

Travel Plans are required to show how reliance on car-based travel can be reduced, both during construction and operation. Realistic and implementable measures to encourage sustainable travel modes within a development, such as proposals to encourage cycling and walking, car sharing, car clubs and flexible working hours should be included in such plans.

Policy 3.8 Mobility Management and Smart Technologies

- Support and promote the use of smarter mobility and intelligent transport solutions (ITS) to increase efficiency, safety and co-ordination across all transport networks.
- Promote the implementation of Travel Plans with employers and schools.

3.9 Galway Port

Galway Port is an important transport facility. The Council will support appropriate proposals for the development and extension of port facilities and supporting infrastructure to link in with the rail network.

Policy 3.9 Galway Port

- Support proposals for development and extension of port facilities and an extension of the rail line to the port.

3.10 Specific Objectives

Traffic and Road Network
<ul style="list-style-type: none"> • Implement the programme of actions and measures as provided for in the Galway Transport Strategy (GTS) in partnership with the National Transport Authority and on a phased and co-ordinated basis, based on priority needs.
<ul style="list-style-type: none"> • Reserve the preferred route corridor of the N6 Galway City Ring Road (N6 GCRR) project which has been selected to accommodate the requirements of an emerging strategic road and the associated bridge crossing of the River Corrib.
<ul style="list-style-type: none"> • Give priority to the reservation of the <i>N6 GCRR Preferred Route Corridor</i> and the associated land requirements over other land uses and objectives in the City Development Plan and prohibit developments within the corridor which could potentially prejudice the development of this strategic road and river crossing.
<ul style="list-style-type: none"> • Investigate and develop road improvements, junction improvements and traffic management solutions in the context of the Galway Transport Strategy and strategic developments, to maximise the operating efficiency and safety of the network having regard to the requirements of all categories of road users and road network capacity constraints. Such solutions or interventions will be developed in conjunction with the relevant agency, such as the TII, NTA, and the Department of Transport, Tourism and Sport and will, where necessary, be subject to the requirements and consenting procedures of the Planning and Development Acts and the Roads Acts.
<ul style="list-style-type: none"> • Implement the traffic management and infrastructural changes to facilitate the provision of the <i>City Centre Access Network</i> as part of the Galway Transport Strategy (GTS)
<ul style="list-style-type: none"> • Re-organise car parking in the city in particular to reduce on-street provision in the city centre and along key sustainable transport routes as provided for in the Galway Transport Strategy (GTS).
<ul style="list-style-type: none"> • Provide for upgrading of the Tuam Road (N17) from Bothar na dTreabh (N6) to the city boundary and including the realignment of the Castlegar Road/ Tuam Road (N17) junction
<ul style="list-style-type: none"> • Facilitate a new access to Merlin Park Hospital from the Dublin Road.
<ul style="list-style-type: none"> • Implement road widening and improvements at Bothar na gCoiste.
<ul style="list-style-type: none"> • Investigate a road link on undeveloped residential zoned lands between the Ballymoneen Road and the Clybaun Road subject to requirements of strategic road objectives.

<ul style="list-style-type: none"> • Implement junction improvements at the Parkmore/Monivea Road (R339) junctions.
<ul style="list-style-type: none"> • Continue to implement junction upgrades as part of the N6 Multi Modal Corridor Improvement Scheme to improve the functioning of the junctions, provide for pedestrian and cycle movements and to facilitate public transport.
<ul style="list-style-type: none"> • Ensure that along the Western Distributer Road, new access points will only be considered where adequate traffic and public safety can be ensured, where the objective to provide bus lanes can be secured and where the proposal provides improved permeability and contributes to the public realm. Minimum distances between existing and proposed junctions of 100m will be required.
<ul style="list-style-type: none"> • Expand the use of mobility management and smart technologies in conjunction with service providers and the NTA.
<p>Public Transport</p>
<ul style="list-style-type: none"> • Implement traffic management and infrastructural changes to facilitate the provision of the 'Cross – City Link' as part of the Galway Transport Strategy (GTS)
<ul style="list-style-type: none"> • Implement traffic management and infrastructural changes to facilitate the development of a public bus network in accordance with the Galway Transport Strategy (GTS).
<ul style="list-style-type: none"> • Facilitate the development of Ceannt Station as a multi-modal transportation interchange
<ul style="list-style-type: none"> • Support the improvement of access for public transport, pedestrian and cyclists to and within major employment areas and institutions.
<ul style="list-style-type: none"> • Reserve lands parallel with the rail line from the city centre to the eastern city boundary for future rail transport requirements.
<ul style="list-style-type: none"> • Explore the provision of an on-road quality bus corridor to serve Merlin Park Hospital, Doughiska and Ardaun and the existing Merlin Park Woods will be reserved for pedestrian and cycle use only.
<ul style="list-style-type: none"> • Continue to provide for bus termini and appropriate passenger facilities at Galway Cathedral, and within the Headford Road LAP area.
<ul style="list-style-type: none"> • Provide bus shelters on all routes within the city capable of incorporating future integrated ticketing and future real-time scheduling.
<ul style="list-style-type: none"> • Provide for possible commuter rail stops within the city.
<ul style="list-style-type: none"> • Prioritise the accommodation of bus and pedestrian bridge crossing of the River Corrib adjacent to the Salmon Weir Bridge.
<ul style="list-style-type: none"> • Provide measures to allow for the repair/replacement of Wolfe Tone Bridge in the interests of safety.

<ul style="list-style-type: none"> Promote the provision of appointed taxi stands on the public road network and in new developments as appropriate.
<ul style="list-style-type: none"> Develop the Tuam Road Bus and Cycle Corridor from Claregalway to Moneenageisha via Joyces Road in conjunction with Galway County Council and reserve lands accordingly.
<ul style="list-style-type: none"> Identify appropriate locations in the city to accommodate tour bus parking facilities and drop off/pick up points in accordance with the <i>Tour Bus Parking Study</i>.
<ul style="list-style-type: none"> Provide for park and ride schemes at strategic locations on approach roads to the city and at key modal change locations in particular to the east and west of the city as part of the proposals in the Galway Transport Strategy (GTS).
<p>Cycling</p>
<ul style="list-style-type: none"> Implement traffic management and infrastructural changes to facilitate the development of a cycle network including for a core, secondary and feeder network in accordance with the Galway Transport Strategy (GTS).
<ul style="list-style-type: none"> Provide cycle parking facilities at appropriate locations including the City Centre, District Centres, Neighbourhood Centres, schools, beaches, cemeteries and parks.
<ul style="list-style-type: none"> Provide cycle parking facilities in conjunction with proposals included in the Galway Transport Strategy (GTS) in particular for the Cycle Network and close to public transport interchanges.
<p>Pedestrian</p>
<ul style="list-style-type: none"> Investigate the potential for the construction of a new pedestrian bridge from Gaol Road to Newtownsmyth.
<ul style="list-style-type: none"> Provide a new pedestrian and cycle bridge on the piers of the Old Clifden Railway Line from Waterside to NUIG.
<ul style="list-style-type: none"> Prioritise improvements to pedestrian movements and safety within the city centre including extension of pedestrianisation, provision of wider footpaths and shared streets.
<ul style="list-style-type: none"> Prioritise improvements to pedestrian movements and safety between the City Centre, Woodquay and Bothar na mBan to the Headford Road LAP area.
<ul style="list-style-type: none"> Improve permeability and linkages within the City Centre, between the City Centre and designated regeneration areas and linkages with the immediate environs.
<ul style="list-style-type: none"> Improve permeability within residential neighbourhoods, commercial areas and workplaces.

Amendment No.	Detail
A3.2	<p>Mapping Amendments to Land Use Zoning and Specific Objectives Map (see map) - Transport Specific Objectives and Greenway Specific Objectives</p> <ol style="list-style-type: none"> 1. Insert specific objective - <i>Bus Routes</i> 2. Insert specific objective - <i>Indicative Greenway Cycle Network</i> 3. Insert specific objective - <i>Primary Cycle Network</i> 4. Insert specific objective - <i>N6 Galway City Ring Road (N6GCRR)</i> 5. Insert specific objective- <i>new link road from Liosban to Bóthar na dTreabh.</i> 6. Amend existing specific objective - <i>Greenways</i> to rename <i>RA Greenways</i> and amend to rationalise the network and to align with new <i>Indicative Greenway Cycle Network</i>. 7. Amend existing specific objective- <i>Bus Priority Measures</i> for Tuam Road to – <i>Tuam Road Bus and Cycle Corridor</i>. 8. Remove existing specific objective – <i>Bus Priority Measures</i>. 9. Remove existing specific objective –<i>Quality Bus Corridor</i>. 10. Remove existing specific objective –<i>Rapid Transit Route</i>. 11. Remove existing specific objective – <i>Pedestrian and Cycle Ways</i> 12. Amend existing specific objective to remove <i>Bus terminal</i> at Knocknacarra District Centre.

Proposed Changes Chapter 4 – Natural Heritage, Recreation & Amenity

Amendment No.	Detail
A4.1	<p>Amend text of 4.5.1 Greenways and Public Rights of Way as follows;</p> <p>Currently a number of major greenway projects are proposed in the city. The creation of the National Galway to Dublin Cycleway project has commenced and will form part of the Eurovelo network of long-distance cycling routes in Europe. A greenway between Galway City and Moycullen Village is proposed, which will run through the NUIG campus <i>along the dismantled Connemara railway line close to the banks of the River Corrib</i>. This section of greenway will ultimately link with the planned Connemara Greenway.</p> <p>The <i>Recreation and Amenity Needs Study</i> identified the benefits of an extensive citywide coastal greenway from east to west and linking with riverside walkways to the city. It is important that the city's network of greenways continue to be developed and improved. The <i>Galway City Walking and Cycling Strategy 2012</i> and <i>Galway Metropolitan Area Bus and Cycle Network Plan 2014</i> Galway Transport Strategy identifies green corridors which will offer a safe and direct routes for both pedestrians and cyclists to work/school and or for leisure; city centre to Bearna, city centre to Maigh Cuillinn and Galway/Dublin cycleway. <i>There are other greenways within the city that have an important recreational and amenity role encouraging healthy lifestyles and sustainable tourism</i>. Preliminary studies have taken place regarding the proposed coastal greenway from Oranmore to Bearna. The detailed design of the Silverstrand – Sailin Coastal Protection Scheme is being progressed. The scheme includes the construction of pathways and footbridges spanning the shoreline between Silverstrand and Sailin, while protecting the coast against erosion.</p>

Amendment No.	Detail
A4.2	<p>Insert <i>Sandy River and Ballindooley Lough</i> into Table no. 4.2, Rivers, waterways and lakes.</p>

Amendment No.	Detail
A4.3	<p>Amend Policy 4.1 Green Network (sixth point) as follows;</p> <p>Improve accessibility to the City Parks, recreation and amenity areas and facilities, in particular by sustainable modes <i>where appropriate including the measures proposed in the Galway Transport Strategy</i>.</p>

Amendment No.	Detail
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A4.4	Amend Policy 4.5.1 Community Spaces: Greenways and Public Rights of Way (third point) as follows;
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~~Investigate the potential of and~~ Facilitate linked greenways from the city into the county area, in particular to Bearna, Oranmore ~~Tonabrocky~~ and Maigh Cuillinn ~~as identified in the Galway Transport Strategy and investigate the potential for an additional link to the Tonabrocky area.~~

Amendment No.	Detail
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A4.5	Policy 4.5.1.(sixth point)
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Promote and facilitate safe and convenient walking and cycling routes though land use policy and implementation of measures as set out in the ~~imminent ITMP which will have regard to the recommendations of the Galway City and Environs Walking and Cycling Strategy (2012) and the Galway Metropolitan Area Bus and Cycle Network Plan (2014)~~ Galway Transport Strategy.

Amendment No.	Detail
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A4.6	4.7 Green Network Specific Objectives
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Amend the following specific objectives;

Community Spaces

Short Term

Facilitate the extension of the existing coastal greenway and linkages ~~to create a city-wide coastal path from Silverstrand~~ Bearna to Oranmore ~~including the coastal walk extending from Silverstrand to Sailin in conjunction with approved coastal protection works~~ in conjunction with the greenway measures as identified in the Galway Transport Strategy including if feasible, a link extending from Silverstrand to Sailin.

Medium/Long Term

Prepare an amenity environs plan in conjunction with Galway County Council to include greenway linkages to Barna, Oranmore, Tonabrocky and Moycullen which includes the greenway linkages as identified in the Galway Transport Strategy and accommodate additional links to the Tonabrocky area.

Develop a number of greenways within the city including:

- Coastal walk extending from Galway Docks to Roscam Point.
 - Riverside walk along the western side of the River Corrib in conjunction with NUIG to terminate at the access road beside the running track which links Galway/Moycullen road at Dangan to the River Corrib.
 - Riverside walk from the Dyke road to NUIG lands on the opposite side of the River Corrib using the piers of the Old Galway - Clifden Railway Line.
 - Riverside walk along the eastern side of the River Corrib from the Dyke Road to the pier at Menlough. A deviation from the route indicated on the development plan map may be permitted, any alternative alignments shall maximise amenity benefits
 - Riverside Walk along the northern side of the Terryland River from the Dyke Road to the point where it disappears underground at Glenanail to the rear of Glenburren Park.
 - ~~Pedestrian Walk along the Railway Line from Eyre Square to Curragrean.~~
 - Riverside walk along western side of the River Corrib from O'Briens Bridge to Wolfe Tone Bridge.
- Develop a high quality pedestrian and cycle network at Knockacarra, Doughiska and Castlegar linking residential with existing and future services and amenities as supported in the Galway Transport Strategy.

Amendment No.	Detail
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A4.7	Insert new policy under Policy 4.1 Green Network, pg. 54.
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- Support the actions of the *Get Ireland Active: A Framework for Improved Health and Wellbeing, 2015-2025, (DH and DTTTS, 2015).*

Proposed Changes Chapter 5 – Economic Activities

Amendment No.	Detail
A5.1	<p>.....socio-economic review of the performance of Galway Gateway (2012) found that Galway performed well on both a national and regional level and relative to the other national Gateways. This reflected the particular success in the areas of knowledge and innovation, social facilities and infrastructure. The city did not perform as well in areas of transportation, connectivity and the environment but nevertheless achieved a higher than average score for Gateways</p> <p>Add text<i>The impact of this poor performance in relation to transportation and connectivity and the consequent congestion is having a critical impact on the economy of the city, county and region. In the absence of a transport strategy and in conjunction with a projected increase in population and activity this situation will worsen. It will inevitably result in a decrease in efficiency of the transportation infrastructure. It will also limit the opportunities for and the success of any smart mobility measures, public transport initiatives and safety improvements. Such circumstances will also impact negatively on the success of the Gateway and all emerging economic plans. This highlights the need to fully implement the recently prepared Galway Transport Strategy (GTS) in conjunction with the proposals for the N6 GCRR which are designed to address the transport problems in the city and deliver the consequent economic benefits for the city and region.</i></p>

Amendment No.	Detail
A5.2	<p>Strategy</p> <p>Amend to include the following;</p> <p>Enhance the economic performance of Galway as a Gateway and regional growth centre by addressing the identified current transportation problems in addition to providing for the future transportation requirements through the delivery of the transport components of the Galway Transport Strategy (GTS) and the N6 Galway City Ring Road (N6 GCRR).</p>

Amendment No.	Detail
A5.3	<p>Policy5.1 Enterprise</p> <p>Amend to include the following;</p> <p>Support the implementation of the phased plan of transportation measures as proposed for in the Galway Transport Strategy (GTS)including for public transport, walking and cycling,and a strategic new road, the N6 GCRR.</p>

Amendment No.	Detail
A5.4	<p data-bbox="432 304 671 331">Policy5.1 Enterprise</p> <p data-bbox="432 353 770 380">Insert new Policy as follows;</p> <p data-bbox="432 443 1315 510">Initiate in conjunction with NUIG, the preparation of a masterplan for the regeneration of lands and buildings at Nuns Island.</p>

Proposed Changes Chapter 6 – Retail Strategy

Amendment No.	Detail
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A6.1	<p>Amend Section 6.1 Strategy as follows;</p> <p>Improve access and permeability in the city centre and other designated centres with particular emphasis on improving access by public transportation, cycling and walking as included for in the Galway Transport Strategy.</p>
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Amendment No.	Detail
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A6.2	<p>Mapping Amendments:</p> <p>Remove existing Specific Objective for Neighbourhood Centre on lands along Ballymoneen Road south of Blake Roundabout.</p>
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Amendment No.	Detail
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A6.3	<p>Mapping Amendments:</p> <p>Insert a Specific Objective for Local Centre on lands at the junction of Ballymoneen Road and Western Distributor Road.</p>
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Amendment No.	Detail
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A6.4	<p>Revised the text of Section 6.3 Retail Hierarchy Level 5: Neighbourhood Centre second paragraph as follows;</p> <p>There are a number of existing developed pockets of commercial activities in the city that function as neighbourhood centres e.g. include Dublin Road Remore, Joyce's Knocknacarra, Salthill, Doughiska Road, Castlegar, commercial area, Ballinfoile (Tornóg) and emerging sites such as Joyce's Road Mervue. and CI-zoned lands at Ballyburke.</p>
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Proposed Changes Chapter 7 – Community & Culture

Amendment No.	Detail
A7.1	<p>Policy 7.4.1 Community Facilities</p> <p>Amend policy as follows;</p> <p>Ensure that proposed community developments are located, designed and laid out to accommodate maximum opportunities for different transport modes in particular the sustainable networks and associated proposals included for in the Galway Transport Strategy.</p>
A7.2	<p>Amend 7.5. Specific Objective last point as follows;</p> <ul style="list-style-type: none"> • Prepare and Implement the Local Economic and Community Plan in partnership with the Local Community Development Committee (LCDC).
A7.3	<p>Section 7.1 Context update reference to LCDC to reflect its adoption since publication of Draft Plan as follows;</p> <p>Galway City Council plays a role in promoting and facilitating socio-economic, cultural and community development of the city. <i>'Putting People First – Action Programme for Effective Local Government'</i> 2012 sees the role for local government increase in this respect. In accordance with the Local Government Reform Act 2014, the City Council is making adopted a Local Economic and Community Plan (LECP) in October 2015. This Plan will sets out, for a six year period, the objectives and actions needed to promote and support economic development and local community development in the city, by the City Council and in partnership with other economic and community development stakeholders. The LECP is required to be consistent with the Core Strategy and objectives of the Development Plan and national and regional policy on economic and community development. The LECP consists of two elements: a local economic element (prepared and adopted by the Local Authority and a community development element (prepared, adopted and managed by a broadly based Local Community Development Committee). Galway City Council has commenced the process and has issued a <i>Socio-Economic Statement (June 2015)</i>. The document identifies the key priorities for the social, community and economic development of the city, see fig. 7.1.</p>

Amendment No.	Detail
A7.4	Amend 7.5. Specific Objective to remove third specific objective as follows; Reserve lands at Knocknacarra for the purposes of neighbourhood centre uses, which will accommodate a mix of uses primarily of a public/community nature. In the event that these lands become unnecessary, these lands can be used for uses compatible with the R residential land use zoning.

Proposed Changes Chapter 8 – *Built Heritage and Urban Design*

Amendment No.	Detail
A8.1	8.7 Urban Design p116 - 5 th paragraph Amend heading from Redevelopment Areas to Regeneration Areas and replace in text.

Amendment No.	Detail
A8.2	Section 8.7 Urban Design Public Realm p117- add the following The strategy will co-ordinate with the GTS which includes for a range of measures to improve the quality and experience of the city environment in particular increased opportunities to re- allocate road space for public transport, walking and cycling, to reduce traffic movements in the city centre including for the reduction of on street car parking. The strategy will complement the GTS ensuring that qualitative public realm considerations are integrated into GTS projects.

Amendment No.	Detail
A8.3	Policy 8.7 Urban Design Public Realm pg.117 Add the following policy; Explore the potential for improvements to the environment of the city centre street network that can be delivered through implementation of the traffic management measures and the introduction of the Cross –City Link as proposed in the Galway Transport Strategy and integrate with the strategy for the public realm.

Proposed Changes Chapter 9 – Environment & Infrastructure

Amendment No.	Detail
A9.1	<p>Insert new policy under Section 9.2 Climate Change Resilience</p> <p><i>Policy 9.2 Climate Change Resilience</i></p> <p>Support the implementation of the <i>National Climate Change Adaptation Framework, 2012</i>.</p>

Amendment No.	Detail
A9.2	<p>Insert a Specific Objective in Section 9.15 Specific Objectives the following objective</p> <p><i>Prepare a local climate change adaptation strategy.</i></p>

Amendment No.	Detail
A9.3	<p>Insert reference to Eirgrid Strategy 2015 in Section 9.14 Energy and Associated Infrastructure</p> <p>Amend paragraph 2 to read</p> <p>The Council facilitates the provision of many services such as the gas and electricity transmission networks. <i>Grid 25 – A Strategy for the Development of Ireland's Electricity Grid for a Sustainable and Competitive Future (Eirgrid 2009) Your Grid, Your Views, Your Tomorrow (Eirgrid 2015)</i> provides a long term view of electricity transmission infrastructure requirements and provides a guide to the scale of grid development required to correctly match the anticipated long term needs. The implementation plan of Grid25 indicates that new electricity transmission infrastructure will be required from west County Galway to the city and beyond.</p>

Amendment No.	Detail
A9.4	<p>Amend Policy 9.14 Energy and Associated Infrastructure second point</p> <p>Support the implementation of <i>Grid 25 – A Strategy for the Development of Ireland's Electricity Grid for a Sustainable and Competitive Future (Eirgrid 2009) Your Grid, Your Views, Your Tomorrow (Eirgrid 2015)</i> to deliver a sustainable electricity system and ensure transition to a low-carbon economy.</p>

Amendment No.	Detail
A9.5	Minor amendments/updates from Irish Water to the text of Chapter 9, Section 9.7 Water Services are recommended.

9.7 Water Services

In 2014, Irish Water (IW) took over the responsibility for water services infrastructure and treatment facilities for the city and is now the National Water Services Authority Utility. The Council retains responsibility for surface water services and remains a water protection authority through its functions relating to water quality monitoring and the issuing of discharge licenses to the drainage network. ~~A key aim of Irish Water is to support social and economic growth and to work with Local Authorities to plan for future development aligned with national and regional spatial planning policy, together with population and economic growth predictions.~~ It is the objective of Irish Water to provide both drinking water and wastewater infrastructure capacity to meet the domestic requirements of the Core Strategy of the Plan. Irish Water will endeavour to secure provision of infrastructure necessary to support the evolving population change and economic activity over the next plan period, subject to the availability of the necessary capital investment and in compliance with environmental objectives and regulations.

The continued development and improvement of water services is vital for the future advancement of the city. A good quality and plentiful water supply is important to support future social and economic growth and attract foreign direct investment and support jobs creation. Waste water infrastructure allows for the achievement of environmental and public health standards and the protection of the city's environment. The delivery of the Core Strategy is intrinsically linked to the delivery of concurrent water and drainage infrastructure by Irish Water to serve the priority growth locations in particular Ardaun. The Council will work with Irish Water in identifying water services investment requirements and priorities in the city and support the delivery of the objectives of the ~~Strategic~~ Water ~~Strategic~~ Services Plan which outlines the strategic direction for Irish Water up to 2040. Galway City Council is contracted to manage and maintain aspects of the water supply and foul drainage networks at a local level through a Service Level Agreement with Irish Water which came into force on the 1st January 2014.

In relation to wastewater services, Irish Water ~~is currently upgrading~~ have upgraded the Mutton Island Wastewater Treatment facility under ~~IW Major Capital Investment Plan 2014-2016~~ (Galway Sewerage Scheme Phase 3 – Network Upgrade Contract No. 1 Volume D). The upgrade will increase the capacity of the plant from 92,000 to 170,000 p.e. There are issues with combined sewer overflows on the wastewater sewer network. These sewer overflows are from older combined sewers in the city and occur in times of heavy rainfall with excess surface water run-off and may be an intermittent source of pollution for water bodies. ~~The IW Capital Investment Plan includes the review of the contract of sewerage network upgrade, (Galway City Sewerage Scheme phase 3 advance contract no. 1 Volume D), which will address combined sewer overflows.~~ The IW Capital Investment Plan includes Investment in

Drainage Area Plan (DAP) for Galway City to identify the current performance level of the collection systems and the intervention measures to cater for existing loadings and future growth areas. The DAP will determine the solutions required to bring sewer overflows into compliance. The DAP will determine the Merlin Park Drainage Catchment to identify cross connections and defects in the system.

~~Irish Water has commenced the process of the preparing the Galway City Drainage Area Plan (DAP). This will include a review of all existing drainage data in order to build a new model from which needs assessments for city and environs can be undertaken, with options and solution design to address all existing issues on the drainage network and future growth areas identified in this Development Plan.~~

The growth of population in the city has been coupled by increases in water demand and the volume of water use per head of population. The demand for water in the city is 441,000m³ per day with the demand being met by IW's Terryland Water Treatment Plant (maximum capacity of 55,000m³ per day). An interconnection from IW's Tuam Regional Water Supply Water Treatment Plan provides a strategic security of supply link to the city. The IW ~~Major~~ Capital Investment Plan includes for the Galway City Water Supply Scheme Terryland WTP Phase 3. This is a ~~long term 20 year strategy for upgrading of the Terryland WTP and relocating the existing water intake, this is currently under examination by IW.~~ 10 year strategy which includes for the upgrading of the infrastructure to secure the water intake for Terryland WTP and the provision of new rising main for west of city.

IW has plans to replace some of the city's problematic water mains over the next few years in order to reduce the current levels of leakage. Water conservation is a cost effective and sustainable way to limit water demand and increases the efficiency and capacity in the water distribution network to meet existing and future demand. The Council will continue to encourage water conservation initiatives including rainwater harvesting and grey water recycling in developments in liaison with IW as part of the Galway City Water Conservation Stage 3 Works and IW Conservation Strategy.

IW, in partnership with Galway City Council, has commenced a €7.3 million project to replace 19.8km of old and ineffective water main pipelines in Galway City, ~~the Galway City Main Rehabilitation Contract~~. These works will reduce the amount of water lost through leakage and improve the reliability of water supply. The proposed water main rehabilitation works will also involve the replacement of water services connections to properties currently served by communal services in Claddagh, Bohermore and Prospect Hill, Old Mervue, Court Avenue, Raleigh Row and St. Enda's Road. This water conservation initiative seeks to continue to provide a reliable drinking water supply in the city which will support its future socio-economic development. ~~The Galway City Main Rehabilitation Contract is at detailed design stage and works will commence in 2017.~~

Amendment No.	Detail
A9.6	<p data-bbox="432 304 1406 405">Update Context of Section 9.1 Aim, Context & Strategy to reflect advances in international and national climate change policy that have occurred since publication of Draft Plan as follows;</p> <p data-bbox="432 483 1406 1223">At national level, there is currently an on-going review of climate change policy which will aid in the transition to a low-carbon, climate resilient, environmentally sustainable economy by 2050. This will be through identifying specific policy measures to ensure compliance with relevant emission reduction obligations. In accordance with the EU objective of reducing greenhouse gas emissions Ireland is developing a National Low-Carbon Roadmap, which will set out the strategy to be employed to meet these targets.² (update footnote reference to <i>White Paper on Energy Policy in Ireland, 'Ireland's Transition to a Low Carbon Energy Future 2015-2030'</i> DCENR, 2015.) A National Climate Change Adaptation Framework has been in place since 2012. This provides the policy context for a strategic national adaptation response to climate change ensuring adaptation measures are implemented across different sectors to reduce Ireland's vulnerability to the negative impacts of climate change. A draft Climate Action and Low-Carbon Development Bill 2015 provides for the approval of government plans in relation to climate change for the purpose of pursuing the transition to a low carbon, climate resilient and environmentally sustainable economy by the year 2050. The National Mitigation Plan is currently being prepared by the DECLG, relates to enactment of the Climate Action and Low Carbon Development Bill 2015. The National Mitigation Plan will specify the manner in which it is proposed to achieve the national transition objective to a low carbon future, and will outline the sectoral mitigation measures.</p> <p data-bbox="432 1267 1406 1435">At a local level the policies and objectives of the Development Plan can contribute to the national commitment to reduce greenhouse gas emissions and include climate change adaptation through the promotion of sustainable development, integrated transport, flood risk management, renewable energy sources and energy conservation.</p>

Amendment No.	Detail
A9.7	<p data-bbox="432 1597 1406 1630">Amend Section 9.4 Renewable Energy as follows;</p> <p data-bbox="432 1675 1406 1937">Ireland's <i>National Renewable Energy Action Plan (2010)</i> sets a target of 16% of the national gross final consumption of energy to be from renewable resources by 2020. This is to be achieved by attaining 40% consumption of electricity and 10% of transport energy from renewable sources. In order to achieve these national targets the use of renewable sources of energy generation including wind, hydro, wave/ocean, solar power, geothermal/CHP and biomass must be optimised. National policy recognises that there is a need to transform Ireland's economy from one based on a predominantly imported fossil fuels to a</p>

² *White Paper on Energy Policy in Ireland, 'Ireland's Transition to a Low Carbon Energy Future 2015-2030'* DCENR, 2015.

more indigenous low carbon economy centred around energy efficiency, renewable energy and smart networks. Sustained growth in the use of renewable energy resources and improved energy efficiency has associated climate change adaptation benefits. It also has the potential for energy sector job creation, and ensures security, diversity and affordability of energy supply which is crucial for the economy, environment and society. The Council plays a key role in assessing and permitting renewable energy projects and infrastructure in the city. In recognition of the need to reduce the City Council's carbon footprint in line with national climate change policy, the Council have prepared a draft *Corporate Energy Management Strategy (2015)*, which will be followed by an *Energy Action Plan* for implementation. **Consideration will also be given to the potential for developing a hydro electric generating plant possibly on the Eglinton Canal.**

Amendment No.	Detail
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A9.8	Amend Section 9.2 Climate Change Resilience as follows;
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The Development Plan can identify and pursue strategies to increase the city's resilience to climate change by; enabling sustainable development, encouraging new and existing development to reduce carbon emissions and build resilience to issues such as flood risk. The Council seeks to promote specific policies that make the city less vulnerable to climate change, support a move to a low-carbon economy and protect and enhance the quality of the city's environment and infrastructure, while also facilitating sustainable development. Climate Change adaptation is reflected throughout the Development Plan, including, the delivery of sustainable patterns of land use, sustainable transport initiatives, green network and biodiversity. Other co-ordinated sustainable land use and transportation policies are detailed in Chapter 2 and 3. These include the creation of self-sustaining, accessible, residential neighbourhoods and sustainable travel patterns, which will also have a beneficial impact on the quality of the environment, particularly in terms of emission levels, air quality and noise. The protection and retention of areas of natural heritage importance, water bodies, parks, local biodiversity areas and green spaces provide carbon capture for the built-up city area and are outlined in Chapter 4. Sustainability appraisal and climate change considerations are fully integrated into the Strategic Environmental Assessment of this Plan. In the future and subsequent to the publication of national guidelines, it is anticipated that a climate change adaptation strategy will be prepared for the city having regard to the *EPA Local Authority Adaptation Guidelines, (2016), for Climate Change.*

Proposed Changes Chapter 10 – City Centre/Area Based Plans

Amendment No.	Detail
A10.1	<p>Section 10.2- City Centre Transport and accessibility pg.136 insert the following;</p> <p>These issues have been assessed in the context of the GTS which proposes a range of measures which, combined with the proposed N6 GCRR, will reduce the volume of motorised transport in the city centre. The measures proposed in the GTS for the city centre focus on improving and prioritising walking, cycling and public transport with the introduction of a Cross-City Link which gives priority to sustainable transport modes. This is part of a clearly defined city centre access network which will increase the quality and experience of the city centre and afford opportunities for improvements in the public realm and reinforcing the concept of Galway as a “walking city”.</p>

Amendment No.	Detail
A10.2	<p>Section 10.2- City Centre Public realm and greening of the City centre P137- mid 2nd paragraph insert the following;</p> <p>Measures set out in the GTS will also provide opportunities for improvements to the public realm.</p>

Amendment No.	Detail
A10.3	<p>Section 10.2.1 Ceannt Station P138 3rd paragraph insert the following;</p> <p>There will also be a requirement as part of any masterplan proposals to accord with measures proposed in the GTS.</p>

Amendment No.	Detail
A10.4	<p>Section 10.2.2 Inner Harbour Area pg. 140 5th paragraph insert the following;</p> <p>There will also be a requirement as part of any masterplan proposals to accord with measures proposed in the GTS.</p>

Amendment No.	Detail
A10.5	<p>Section 10.2.5 amend Raven Terrace section – revise title to The West Area</p> <p>Insert wording...</p> <p>It is recognised that the West Area has a certain distinctive character and an established business and residential community. The Council will seek to strengthen the character of this area through improvements to the public realm, improved linkages and accessibility and through traffic management measures. The Council will build on pedestrian improvements carried out to date at Raven Terrace to enhance permeability to the West Area and continue to investigate opportunities to carry out improvements taking account of the public realm strategy to be prepared.</p> <p>Insert new policy</p> <p>Policy 10.2.5 Other City Centre Areas Enhance the quality of the urban environment in the West Area through improvements to the public realm, enhanced linkages and through implementation of traffic management measures.</p>

Amendment No.	Detail
A10.6	<p>Section 10.3 Salthill p146 replace 4th paragraph with :</p> <p>The Council will also seek to improve linkages and accessibility to Salthill from the surrounding areas in particular from the city centre through implementation of measures proposed in the GTS in particular through improvements in public transport, walking and cycling. Proposed measures include the provision of a core bus route through Salthill and improvements in the cycle and pedestrian network which will include implementation of the city centre to Bearna Greenway and the primary cycle network along Threadneedle Road linking with the Western Distributor Road and Seamus Quirke Road. Other measures such as the proposed city wayfinding scheme, extension of the public bike scheme and the Sailín to Silverstrand coastal protection works which has capacity to include a pedestrian walkway will improve accessibility and will support environmental and public realm improvements.</p>

Amendment No.	Detail
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A10.7	Policy 10.2 City Centre
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Insert new policy as follows;

Maintain and enhance the quality of the city centre public realm and enhance accessibility and connectivity to and within the city centre through implementation of measures included in the Galway Transport Strategy.

Amendment No.	Detail
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A10.8	Policy 10.3 Salthill
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Amend the policy as follows;

Continue to improve the amenity, recreational quality of the area through the preparation of a strategy for the long-term management and enhancement of the Salthill Promenade and by the implementation of environmental and coastal improvement schemes and measures included in the Galway Transport Strategy. This shall include for appropriate flood risk assessment and management measures.

Proposed Changes Chapter 11 – Landuse Zoning Objectives & Development Standards & Guidelines

Amendment No.	Detail
A11.1	<p>Insert in map legend-</p> <p>Additional detail with respect to certain Land Use Zonings and Specific Objectives is included in the Written Statement.</p>

Amendment No.	Detail
A11.2	<p>Insert reference to new Section 28 Ministerial Guidelines, <i>Planning Guidelines on Design Standards for New Apartments (DECLG 2015)</i> in Chapter 11 Section 11.3 Residential Development regarding private open space standards and reference the <i>NTA Permeability in existing Urban Areas, Best Practice Guide (2015)</i>.</p>

Amendment No.	Detail
A11.3	<p>Amendment recommended to the Draft Plan to include <i>hostels</i> in Chapter 11, Section 11.2.8, in uses which are compatible with and contribute to the land use zoning objective.</p>

Amendment No.	Detail
A11.4	<p>Amendment recommended to Fig 11.19. Ballindooley to replace wording "shall be reserved for a cultural facility" with "shall be reserved for the provision of community, recreational, educational and heritage facilities and car parking related to these facilities".</p>

Amendment No.	Detail
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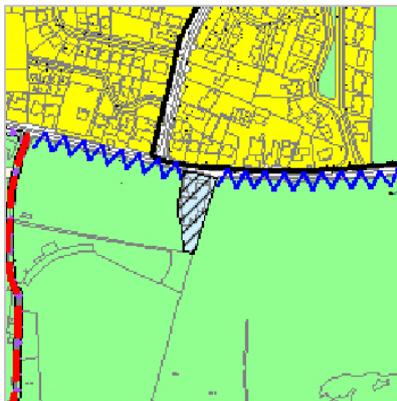
A11.5 Amend Section 11.2.6 Commercial/Industrial CI Land Use Zoning Objective - Specific Development Objective as follows;

CI lands at 'Joyce's Supermarket', Kingston Road, Knocknacarra, the part of the building complex in use as community rooms shall continue to be reserved for community purposes such as uses to facilitate club meetings / recreational classes/community group activities.

Amendment No.	Detail
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A11.6

Rezone lands from CI to R (0.22Ha) at the Spinnaker House Hotel site.



Include specific development objective :

R lands known as the Spinnaker House Hotel Site- Any development including ancillary requirements will be designed so as to not impact the integrity of adjacent protected views.

The Council will consider the adjoining RA zoned lands of approximately 0.86 ha, associated with the existing use on the site to be used for the purposes of communal open space requirements associated with the redevelopment of the site for residential purposes, where it can be demonstrated that the entirety of this area will be restored to a natural, open environment and landscaped with native and biodiversity enhancing species. This RA land will not be permitted to be used for compliance with plot ratio standards nor used for car parking purposes. Credit will be given for existing floor space in the assessment of any future re-development

Amendment No.

Detail

A11.7

Rezone R zoned land to CF at Newcastle NUIG entrance permitted under pl.ref. no. 07/814.



Amendment No.

Detail

A11.8

Rezone R zoned land to CF at Martin Ryan Institute Annex building.



Amendment No.

Detail

A11.9

Rezone lands from RA to R within the curtilage of a private dwelling house at Kirwan Roundabout.



Amendment No.	Detail
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A11.10

Rezone lands from LDR to R at Doughiska.



Amendment No.	Detail
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A11.11

Chapter 11 Section 11.3.1 Insert a requirement for Road Safety Impact Assessment (RSIA) and Road Safety Audit (RSA) standards must be addressed in the design of roads and road schemes.

Amendment No.	Detail
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A11.12

Rezone lands (2.5acres) at Doughiska from CF to R.



And remove the following specific development objective from Chapter 11 Section 11.2.1

~~CF lands on Doughiska road. The Council will consider the development of a portion of these lands for community based enterprise units. Any development of these lands will be subject to an overall layout.~~

Amendment No.	Detail
A11.13	Under Section 11.10 Transportation Insert the following requirement for Travel Plans as per GTS.

Section 11.10 Transportation

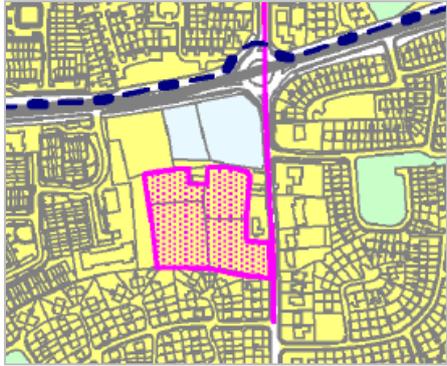
New Section 11.10.1 Travel Plans

Travel Plans, also known as Mobility Management Plans, comprise of a package of sustainable and transport measures specific to certain type, scale and location of development such as workplaces, schools/colleges and mixed use developments. Travel Plans include sustainable and cost effective transport measures, initiatives and incentives to support and encourage sustainable travel for all commuting and travel to that development and to encourage a shift from single occupancy private car use. Measures may include the provision of infrastructure and incentives to facilitate walking, cycling and public transport, shuttle bus or car share schemes, parking restraints, video conferencing and flexible working arrangements.

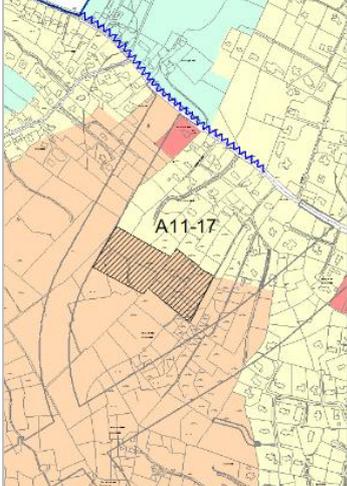
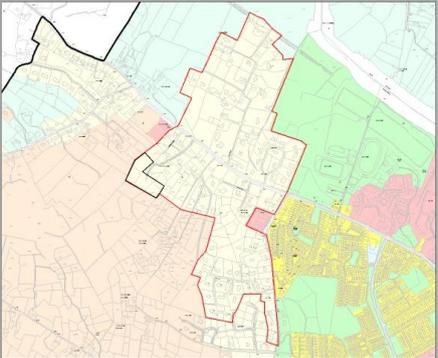
The requirement for the submission of a Travel Plan will be assessed on a case by case basis by the Council and cognisance will be taken of the location, scale of development, the nature of uses proposed and the anticipated impact on the existing and proposed transport network. In line with the threshold indicated in the *Department of Transport's Smarter Travel A Sustainable Transport Future 2009-2022* and NTA guidance *Achieving Effective Workplace Travel Plans – Guidance for Local Authorities*, the Council may request a Travel Plan if an existing or proposed development has the potential to employ over 100 people. Developments may include office and commercial buildings, industrial, warehousing and wholesaling, retail, leisure, medical or educational facilities and schools. The Travel Plan shall include the appointment of a Travel Plan Co-ordinator to implement the plan and liaise with the City Council. The Travel Plan shall require regular monitoring and review of the achievement of actions, targets and associated timelines to deliver defined transport modal splits as the plan progresses.

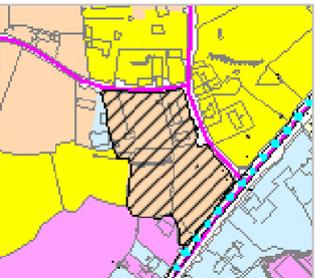
Amendment No.	Detail
A11.14	I zoned lands at Trappers Inn, Tuam Road include a new specific development objective under Section 11.2.5 Industrial I Land Use Zoning

Lands zoned I at the Trappers Inn, Tuam Road - The Council will consider change of use from the established commercial use on site to use(s) of a commercial/non-industrial nature and will also consider a moderate extension of such a development, which equates to not more than 10% of the existing floorspace, subject to normal planning requirements.

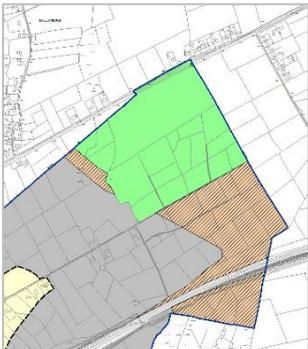
Amendment No.	Detail
<p data-bbox="177 230 279 259">A11.15</p> 	<p data-bbox="667 230 1385 338">Rezoned lands located at the Junction of Western Distributor and Ballymoneen Road from CI to R and insert local centre designation.</p> <p data-bbox="667 376 1353 443">Insert new specific development objective under Section 11.2.8 Residential R and LDR Land Use Zoning Objectives:</p> <p data-bbox="667 481 1406 801">Lands located at the junction of the Western Distributer Road, Ballymoneen Road and Blake Roundabout, defined in PI ref. 14/317 and comprising approximately 0.815ha – These lands shall accommodate convenience goods retailing and local services of a public/community nature. These uses shall be of a scale that is equivalent to approximately 20% of the development of the overall site and will be so designed as to form an integrated element in the design and layout of the overall development of the overall development.</p>

Amendment No.	Detail
<p data-bbox="177 1182 279 1211">A11.16</p> 	<p data-bbox="667 1182 1326 1249">Text Rezoned lands from RA to I Bothar na Dtreabh, Ballybrit.</p>

Amendment No.	Detail
<p>A11.17</p> 	<p>Rezone lands (11 acres, plot B) from A to LDR at Barnacranny and amend Fig. 11.20 and insert new Fig. 11.21.</p> <p>Fig 11.21</p> <ul style="list-style-type: none"> • Development shall generally have a maximum density of 5 houses to the hectare. • Any proposed development shall assess and take into consideration the ecological importance of these lands. • Where possible hedgerows and stone walls shall be retained.
	<p>Amend Fig:11.20 LDR Chestnut Lane and Barnacranny as follows;</p> <p>Fig:11.20: LDR Chestnut Lane and Barnacranny</p> <ul style="list-style-type: none"> • Development shall generally have a maximum density of 2.5 houses to the hectare. • Any proposed development shall assess and take into consideration the ecological importance of these lands. • Where possible hedgerows and stone walls shall be retained. • A maximum density of 5 houses to the hectare shall apply in the site outlined in black (2 hectares/5acres).

Amendment No.	Detail
<p>A11.18</p> 	<p>Rezone lands from A to LDR at Junction of Tuam Road and Castlegar Road.</p> <p>Insert new specific development objective :</p> <p>Any development of these lands will only be considered where appropriate traffic safety measures and compatibility with junction and road upgrade measures are ensured. No vehicular access will be permitted onto Bóthar an Choiste.</p>

Amendment No.	Detail
A11.19	<p data-bbox="432 293 1337 405">Amend Section 11.2.6 Commercial/Industrial CI Land Use Zoning Objective Specific Development Objective Former Crown Equipment Site zoned CI, as follows;</p> <p data-bbox="432 439 1410 934">Former Crown Equipment Site zoned CI. The majority of retail floor space to be dedicated for bulky goods retailing and the balance for local retailing needs. The existing Monivea Road entrance to these lands shall be closed and no entrance or exit, either vehicular or pedestrian, shall be opened onto the Monivea Road. Retail buildings shall only be developed along Monivea Road. Parking shall be kept back from Monivea Road and separated from the Monivea Road by buildings. The design of frontage facing Monivea Road shall be of a high architectural standard. All buildings shall be set back a minimum of 10m from the fence line. Buildings on the Monivea Road side of the site should not exceed two levels over ground. The highest buildings developed on the site shall be located on those parts of the site furthest from the Monivea Road. The highest buildings should not exceed four levels over ground in height. Any residential component, either houses or apartments, shall comprise no more than 20% of the overall floor area of the development.</p>

Amendment No.	Detail
<p data-bbox="177 1046 400 1077">A11.20</p> 	<p data-bbox="660 1046 1401 1115">Rezone former GCOB road reservation lands from A to LAP at Ardaun.</p>

Amendment No.	Detail
A11.21	<p data-bbox="660 1615 1377 1691">Rezone Council owned lands which are subject to flood risk from R to RA near Suan and Brookdale, Headford Road.</p>



Amendment No.	Detail
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A11.22

Section 11.2.2- Natural Heritage, Recreation and Amenity RA Land Use Zoning Objectives

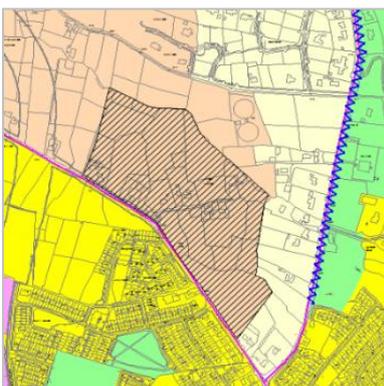
Amend specific development objective as follows;

RA lands privately owned by NUI Galway, comprising of 36.98 hectares, but not including the strip of land zoned RA located between the River Corrib and university (CF) lands. The Council will consider the development of these lands for university and related uses, which are compatible with and contribute to the CF zoning objective. An exception to this will be for the Council to allow for consideration of the development of a secondary school with associated ancillary development on lands of circa 1.6 hectares (4 acres) between NUIG Hockey Pitch and the N59 road.

Any development of this site for a secondary school shall include for a School Traffic Control Management Plan and a Mobility Management Plan which will be required to set targets for modal shift to sustainable modes and public transport for staff and pupils working at and attending school and shall include for appropriate facilities to support these sustainable modes.

Amendment No.	Detail
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A11.23



Rezone lands at Letteragh from A to R

Amendment No.	Detail
A11.24	<p data-bbox="432 439 1203 472">Insert the following into Section 11.29 Student Accommodation.</p> <p data-bbox="432 501 815 535">11.29 Student Accommodation</p> <p data-bbox="432 573 1409 745">The City Council supports the provision of high quality, professionally managed purpose built student accommodation on/off campus at appropriate locations in terms of access to sustainable and public transport modes and third level institutes, in a manner that respects the residential amenities of the surrounding area.</p> <p data-bbox="432 786 1409 1211">Student accommodation should be designed to be attractive, accessible, safe, and minimise adverse impacts on the surrounding area while creating mixed, healthy and inclusive communities. The nature, layout and design of the development should be appropriate to its location and context and should not result in an unacceptable impact on local character, environmental quality or residential amenity. Proposals should be designed to be safe and secure for their occupants whilst respecting the character and permeability of the surrounding area. An appropriate Management Plan should be part of student accommodation applications to minimise potential negative impacts from occupants and the development on surrounding properties and neighbourhoods and to create a positive and safe living environment for students. Adequate open space of suitable orientation should be provided within developments.</p> <p data-bbox="432 1249 1409 1451">Proposals for student accommodation should comply in general with the design standards promoted in the <i>Guidelines on Residential Development for Third Level Students (DES 1999)</i>, the subsequent supplementary document (2005) and the '<i>Student Accommodation Scheme</i>', (ORC 2007) unless superseded by new standards. Alternative design standards will be required to show that they are adapted from other international standards and prevailing best practice.</p>

Amendment No.	Detail
A11.25	<p data-bbox="432 1682 1043 1715">Chapter 11, Section 11.2 Land Use Zoning General</p> <p data-bbox="432 1720 687 1753">Insert additional text</p> <p data-bbox="432 1789 1409 1888">Priority will be given to the reservation of the <i>N6 GCRR Preferred Route Corridor</i> and the associated land requirements over other land use zonings and specific objectives.</p>

Proposed Changes Schedule 1 – Housing Strategy

Amendment No.	Detail
AS1.1	Include map of lands suitable for future residential development in the Housing Strategy.

Amendment No.	Detail
AS1.2	Insert in Schedule 1- Housing Strategy the following; <i>reference to new Section 28 Ministerial Guidelines - Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, 2015.</i>

Amendment No.	Detail
AS1.3	<p>Insert in Schedule 1 Housing Strategy Section S1.2 Legislation - end of third paragraph pg.193 the following;</p> <p>Also introduced under this legislation is a vacant site levy to be paid by the owner of a registered vacant site. The levy is intended as a mechanism to incentivise the development of vacant sites, enabling them to be brought into beneficial use or to encourage their sale to those who have an interest and resources to develop. Monies raised arising from the levy will be required to be spent on housing or public improvements in the vicinity of the site. The Council are required to commence the preparation of a vacant sites register for the city in 2017 and the levy will be implemented in 2018.</p>

Proposed Changes Schedule 2 – *Statement of Compliance with Ministerial Guidelines*

Amendment No.	Detail
AS2.1	Insert reference to new Section 28 Ministerial Guidelines, Planning Guidelines on Design Standards for New Apartments (DECLG 2015) in Schedule 2, page 210.
Section 28 Guidelines	Galway City Council Draft Development Plan 2017-2023
Design Standards for New Apartments (2007) (2015)	Chapter 2, Housing and Sustainable Neighbourhoods sets out Council's policies on apartments and Chapter 11, Section 11.3 Residential Development take account of these standards.

Proposed Changes Appendix – Glossary & Acronyms

Amendment No.	Detail
AA.1	Provide a definition of citizen and citizenship in the context of the Development Plan.

Citizen/Citizenship – an inhabitant and resident of Galway City.

Amendment No.	Detail
AA.2	Expand the definition of sustainable development in the context of the Development Plan.

Sustainable Development - Sustainable Development is usually defined as *'development that meets the needs of the present without compromising the ability of future generations to meet their own needs without undermining the integrity and conservation objectives of European Sites and NHAs. It contains within it two key concepts: the concept of needs, in particular the essential needs of the world's poor, to which overriding priority should be given; and the idea of limitations imposed by the state of technology and social organization on the environment's ability to meet present and future needs.'* (Taken from *Our Common Future, Un World Commission on Environment and Development, 1987, also known as the Brundtland Report*).