

Galway Harbour Company



Galway Harbour Extension

Response to An Bord Pleanála Sept. 2024

EIS Addendum Chapter 13.5

Mobility Management Framework

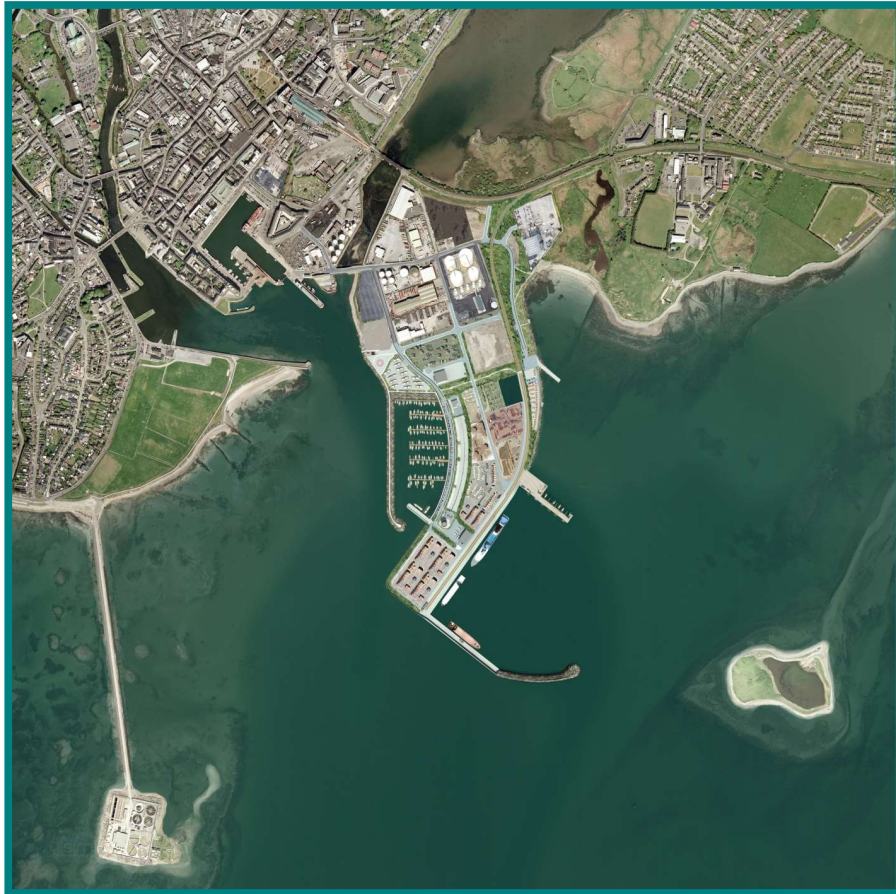


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13.5. Mobility Management Framework

13.5.1. Introduction

The previously submitted Chapter 13.5 of the Environmental Impact Statement (“EIS”) summarised the improvements of all short, medium and long-distance accessibility to the proposed Port of Galway Extension by using, as much as possible, alternative means of transportation to the car, as well as aiming to minimise the impact of haulage-related activities on the surrounding road network.

A review of current legislation, traffic and transportation guidance were complete to determine if any information in the original EIS had become outdated or to include any new information that could support the data already submitted.

This Chapter was drafted by Maria Rooney. Maria Rooney (TOBIN Senior Engineer: Roads and Traffic) is a Chartered Engineer and has a Bachelor of Engineering in Civil Engineering and Master of Engineering in Roads and Transport Engineering. She has over ten year’s work experience in roads and transport engineering. Maria has undertaken many Traffic and Transportation Assessments (TTA) and EIAR Traffic Chapters for various developments including environmental projects, waste management facilities and energy projects.

13.5.2. Report Format

This update to the original EIS includes a review of any changes to the original EIS chapter, a summary of conclusions of original chapter in EIS, an overview of additional policy of relevance, an Assessment of the validity of earlier conclusions or any necessary amendments to same, followed by a conclusion.

13.5.3. Review of any material changes to relevant chapter in original EIS

The previous EIS Chapter 13.5 submitted outlined targets set are in line with fixed targets set by Galway City Council aimed at promoting alternative modes of transport to the private car, and are sufficient to make a real difference to overall habits and modal split.

The Mobility Management Framework provides the basic structure whereby individual tenants of the port will implement their own Mobility Management Plans.

The Mobility Management Framework recommendations list a number of items during operation and construction that aim to provide a sustainable, safe and environmentally-friendly alternative to private car use for employees and visitors to the Port of Galway.

13.5.4. Summary of previous conclusion of chapter in original EIS

The previous conclusion outlined the following:

This Framework will form the basis for all Mobility Management Plans (MMP) that will be developed by individual tenants of the Port, which will themselves evolve as background conditions change, and the end users’ needs become clearer. The ability of a MMP to succeed in its stated objectives is highly dependent on the cooperation of all stakeholders, including Galway Harbour Company and Galway City Council. Galway Harbour Company is committed to ensuring, so far as possible, that this cooperation is maintained at all levels to ensure that the impact of the development on the surrounding road network is minimised.

Summary of Mobility Management Framework Recommendations

Galway Harbour Company will ensure the following:

- Appointment of a Mobility Management Plan Coordinator.
 - The co-ordinator will ensure that all existing tenants and any future tenants develop a Mobility Management Plan to comply with the requirements of the Mobility Management Framework;
 - Planning applications for future enterprises within the site shall include a Mobility Management Plan and comply with the requirements of the Mobility Management Framework,
- Establish Steering Group to oversee implementation and development of Framework.
 - The Steering Group shall include a member from Galway City Council
- Senior management of all tenants to support and champion the Framework;
- Annual monitoring of Framework, including:
 - Travel Survey;
 - Reviewing implementation of different measures;
 - Controlling achievement of targets;
 - Taking account of any new/proposed adjacent facilities;
 - Propose corrective measures if required;
 - Report to Galway City Council re. implementation and progress of Framework.
- Balance car parking provision and demand having cognisance on the target modal shift;
 - Combined parking facilities shall be incorporated around the site, where appropriate;
 - Parking space requirements will be considered within the Enterprise Park on an individual Planning Application basis as per target modal shift;
 - Electric car charging stations to be established around the enterprise park.
- Hold events such as Travel to Work Exhibitions to create and maintain staff awareness of the Framework;
- Establish a monthly competition whereby staff using sustainable modes of travel other than a car are entered into a draw for a prize.

Galway Harbour Company will promote alternative modes of travel to achieve the Galway City Council targets of Modal Split by the completion of Stage 4 of the harbour development. During Stage 1 and 2 Construction, the Harbour Company will target a modal split of an approximate mean of the existing modal split and GCC's 2020 targets.

Table 13.5-1: Target Modal Splits for the Port of Galway & Enterprise Park

Target Modal Splits for the Port of Galway and Enterprise Park			
Mode	Year 2016* (2029)	Year 2020* (2033)	Year 2023* (2036)*
Walk	24%	25%	25%
Cycle	8%	12%	15%
Public Transport	11%	14%	19%
Car	55%	48%	40%
Other	2%	1%	1%

* Noted these dates have since been superseded due to the passage of time it is expected they will update to 2029, 2033 and 2038.

Construction

During the Construction Stages, Galway Harbour Company will:

- Implement a Construction Traffic Management Plan with the aim of reducing the impact of construction traffic on the surrounding road network;
 - The Construction Traffic Management Plan shall ensure construction workers accessing the site are transported by mini-bus and incentivised to use public transport, walk or cycle to the site. Carpooling shall be considered as a further measure, but targeting a pool of at least 3 occupied seats;
 - Deliveries and other HGV movements to and from the site, be managed outside of network peak periods.
 - Exceptions to this may occur on occasion, such as a case of a large concrete pour, that will receive lorries over a certain period of a day in line with the supplier's delivery schedule. However the peak period can still be managed by staggering the concrete lorries by an appropriate amount of time.
 - During the busy shopping period approaching Christmas, from 5 December to 28 December, deliveries and other HGV movements to and from the site, shall be managed outside an extended network peak of 08:00 – 09:30 and 16:30 – 19:00. Deliveries shall avoid a Saturday afternoon from 12 noon, where feasible.

Haulage-Related Recommendations

Following the opening of the new harbour, Galway Harbour Company will ensure the following is adopted

- Restriction of haulage-related activities, for any new or revised development within the Port of Galway, between 08:00 – 09:30 and 17:00 – 18:30;
- The promotion of haulage-related activities by Rail, when economically viable within the existing rail corridor.

Non-Haulage-Related Recommendations

Galway Harbour Company will promote alternative models of travel for non-haulage related travel. The harbour will therefore establish the following:

- Establishment of shuttle service, when commercially viable, between the transport hubs of Ceannt Station / Coach Station and Eyre Square and the Harbour;
- All organisations within the enterprise park to register with the public transport tax saver scheme;
- Provide information on public transport service to staff:
 - Ensure current Time Tables for the various services are clearly displayed;
 - set-up easy links to the real time information web-sites of the various bus and train services).
- Provision of pool cars or establish a pay-as-you-go use of a car for the enterprise park;
- Negotiate a contract with local taxi firm;
- Establishment of Car Sharing scheme:
 - Car Sharing data base to be established for the entire enterprise park;
 - Incentivising car sharing by:
 - Preferential Parking;
 - Closer parking to be made available to car sharing of 3 or more occupants.

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- Assess the provision of guaranteed ride home.
 - Promoting Cycling:
 - Setting up a Bicycle User Group to provide forum for feedback and consultation;
 - Provision of adequate number of secure and sheltered bicycle parking spaces;
 - Ensure that additional spaces can be provided if demand increases;
 - Provision of changing, shower and storage facilities for cyclists;
 - Provide bicycle purchase incentives / discounts;
 - Provide bicycle training;
 - Provide loaner / trial bicycles;
 - Provide continuous publicity, internally and to general public, of cycling initiatives;
 - Establish a bike rental station within the enterprise park, (ideally close to the cruise terminal and marina to promote use by visitors).

 - Promoting Walking:
 - Provision of internal links to the improved pedestrian infrastructure and crossing facilities on the public roadway (in conjunction with GCC);
 - Ensure adequate security and good lighting along all pedestrian routes;
 - 'Wayfinding' signage will be erected at the Cruise Terminal and Marina (consistent with 'wayfinding' signs proposed by Galway City Council).

Galway Harbour Company will also promote the following, where feasible:

- Staggering starting / finishing times;
- Telework;
- Compressed working week;
- Video / teleconference facilities.

Cruise Liner Recommendations

Galway Harbour Company will also establish the following:

- Coach tours to avoid network peaks, when possible;
- Servicing activities to be carried out outside of network peaks

13.5.5. Any additional surveys, data or policy developments of relevance

The previous analysis remain valid and the conclusion remains the same as outlined above and a summary is provided in Section 13.5.1 below.

It is noted Galway Harbour Company have commenced implementing some the operational recommendations listed in the original Chapter 13.5. For example coach tours avoid network peaks, service activities are carried out outside network peaks, office staff work from home and staff utilise video / teleconference facilities.

13.5.6. Assessment of validity of earlier conclusions or any necessary amendments to same

A review of the Target Modal Splits for the Port of Galway & Enterprise Park has been undertaken. Galway Harbour Company remains committed to ensuring that the cooperation with all stakeholders,

including Galway City Council is maintained at all levels to ensure that the impact of the development on the surrounding road network is minimised.

13.5.7. Conclusion

There are no changes to the previous conclusions due to the passage of time and the targets proposal remains in Table 13.5-1 as originally envisaged.

