



## **Travel Plan**

for **Proposed Strategic Housing Development at Dunlo,  
Ballinasloe, Co Galway**

on behalf of **Limekill Esker Ltd**

Prepared by

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**Civil**  
**Structural**  
**Traffic**

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## Document Control Sheet

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## **1. Introduction**

CST Group Chartered Consulting Engineers was commissioned by Limekill Esker Ltd to prepare a Mobility Management Plan, or as they are now referred to – a Travel Plan (TP), for the proposed construction of the new Strategic Housing Development at Dunlo, Ballinasloe, Co. Galway. The proposed development comprises of 59 houses and 106 apartments/ duplexes.

This Travel Plan will identify the suitability of the proposals for access to the development by all modes of transport and by all ability groups. The plan will also investigate measures that can be implemented to encourage the use of sustainable modes of transport by people accessing the site.

The plan deals primarily with the Occupational Phase of the development, but the Construction Phase has also been included. There will be common benefits between the two phases. A separate section sets out the Construction Phase Plan.

## 2. Objectives

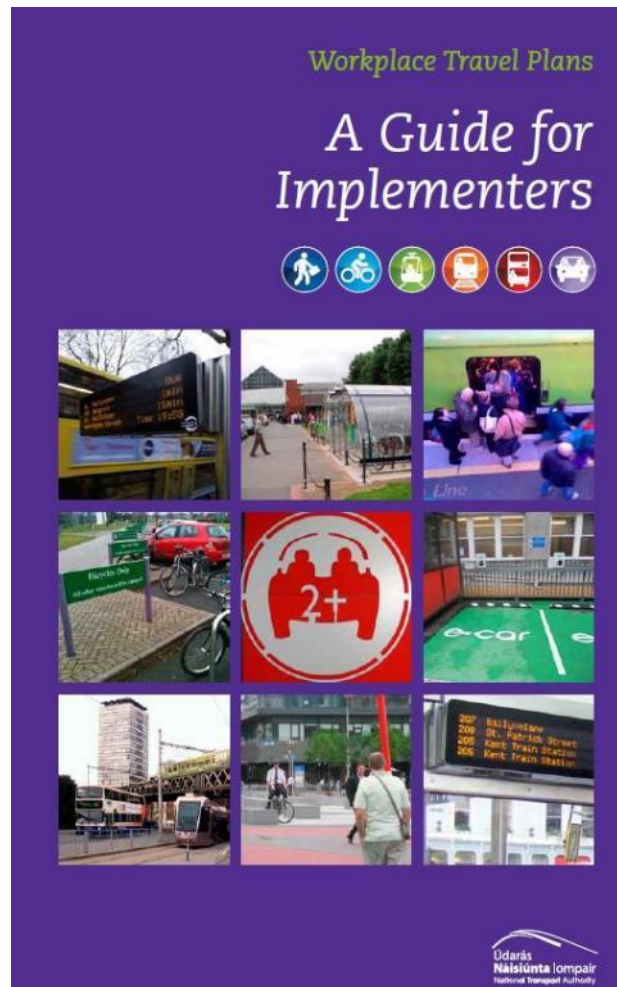
The primary objective of the Travel Plan is to influence the modal split to reduce the number of work-related car-based journeys to and from the site. The modal split can be defined as the ratio of different modes of transport to each other. Attempting to influence the current modal split demands an understanding of the existing travel habits and needs of people commuting to and from the site with the objective of increasing the attractiveness of more sustainable transport modes for existing and future users. The plan summarises the range of mobility management measures which can be adopted as a means of achieving the intended objectives of the plan which include:

- Provision of parking at appropriate ratios and parking management;
- Optimisation of links with public transport systems where possible;
- Further expansion of facilities for cyclists and pedestrians;
- Active promotion of alternative modes of transport other than personal travel by private car if applicable;
- Promotion of carpooling.

While attempting to influence the modal split, a strong objective of the plan will be to ensure that the site remains accessible to all its current and potential future users at all times. In this regard the plan recognises that the potential reliance on the car as a means of access is substantially more difficult to address in subsequent years and seeks to emphasise the use of non-car modes from the outset.

### 3. Occupational Travel Plan Framework

Travel plans have historically been primarily aimed at reducing car dependant trips for business end use. In Ireland the terms of reference used has been the *National Transport Authority Workplace Travel Plans - A Guide for Implementers*.



#### 3.1 Occupational Travel Plan Proposals

To fulfil the Occupational Phase Travel Plan the following will be/has been carried out:

1. In the opening year, provide a briefing to all occupants on Smarter Travel.
2. Issue the Travel Plan to all relevant parties as part of the induction system.
3. Once the development is complete, regular monitoring and updates will be carried out to ensure that the Travel Plan achieves the Smarter Travel targets and stays current with changes in offerings locally. The balance of facilities provided will also be reviewed in the context of transitions away from single occupant car usage. Examples of this are – allocation of car park

spaces to shared car users and additional cycle parking facilities where demand exceeds the existing provision.

The Travel Plan's principal targets are:

1. to support the establishment of the proposed development as a sustainable location;
2. to achieve 95% awareness of the Travel Plan, its aims and objectives;
3. to facilitate and encourage greater use of sustainable transport modes in preference to the use of private cars;
4. to develop a plan to achieve the minimum modal split targets as outlined in the government's policy on smarter travel.

## 4. Proposed Development

### 4.1. Description

The proposed development is a Strategic Housing Development consisting of 165 residential units. Of these 59 are houses and 106 are apartments.

The prospective SHD application also includes the proposed development of outdoor play areas, site landscaping, vehicular and pedestrian access, site services and associated site development works.

It is stated that 163 car parking spaces are proposed for the apartments and 118 in-curtilage car parking spaces for the housing units.

The land surrounding the immediate site is mixed containing office, residential, educational, retail and hotels nearby.

The proposed layout is shown below in **Figure 4.1**.

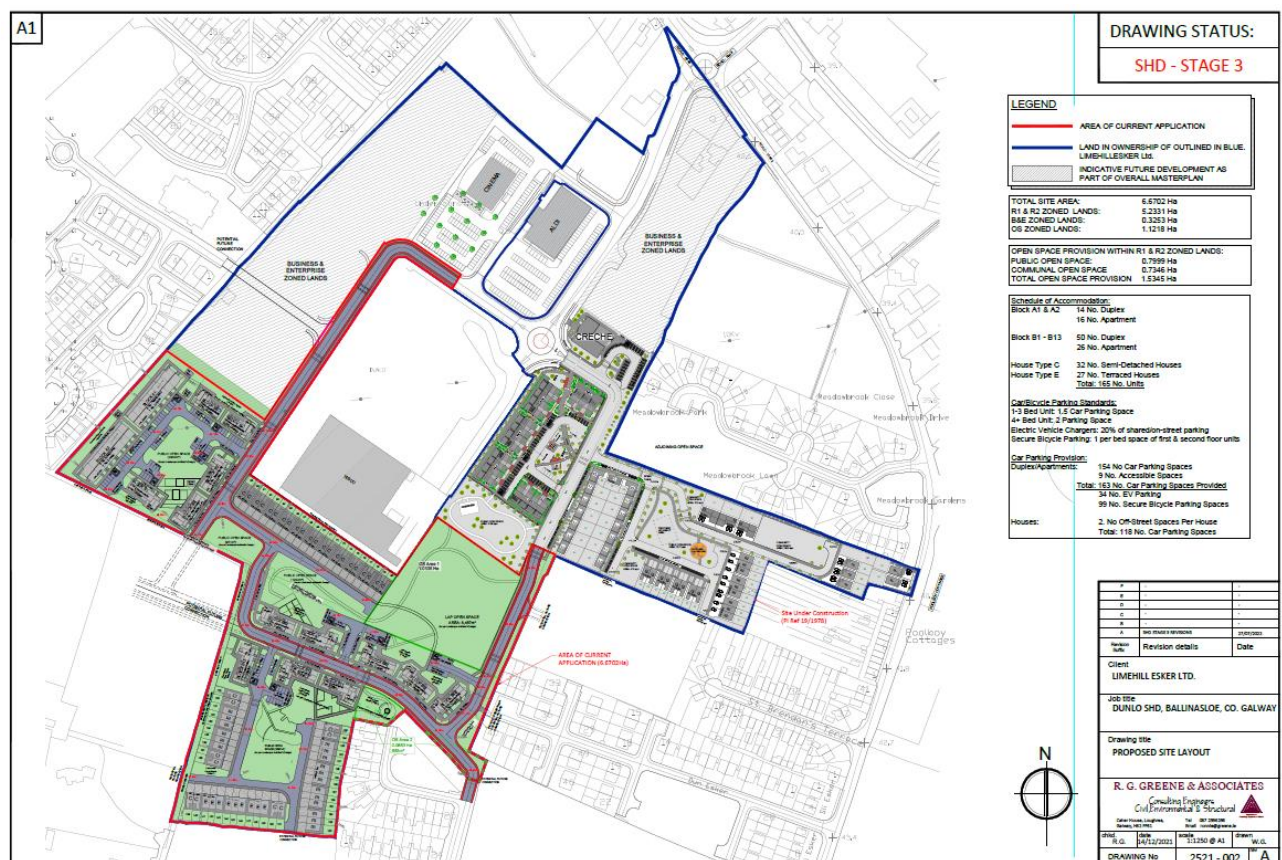


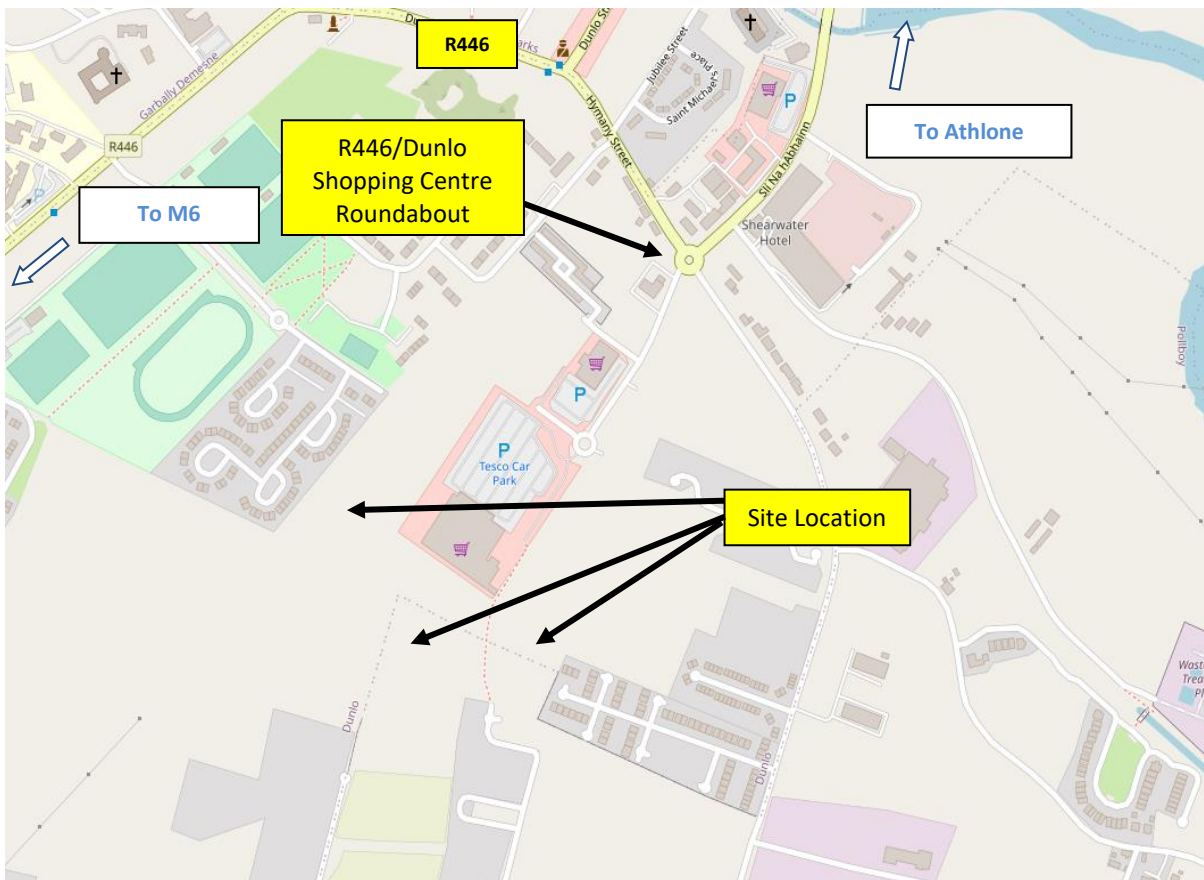
Figure 4.1: Proposed Site Layout



#### 4.2. Access Arrangements

The proposed development site is located in Dunlo, Ballinasloe, Co Galway, as indicated on **Figure 4.2**. The site is located circa 0.7km to the south of Ballinasloe town core in the Dunlo area. The site is bounded by the Esker Fields and Hymany Park housing estates to the northwest and Dun Esker development to the southeast.

The site and general area is accessed via the southwestern arm of a recently constructed roundabout 500m to the north of the site at Dunlo Quay also linking Regional Road R446 and Local Road L- 4602.



**Figure 4.2: Location map of development and surrounding road network ©OpenStreetMap Contributor**

## 5. Existing Site Audit

A site audit was carried out at the existing site to establish the following:

- Existing Pedestrian Facilities: There are footpaths internally within the development providing linkage from the site to the surrounding footpath network which connects to Ballinasloe Town Centre.
- Existing Cycle Lane Infrastructure: There are cycle lanes internally within the development providing linkage to the Dunlo Shopping Centre Road which has cycle lanes. However, there are currently no cycle lanes on any of the other arms/ roads of the Grand Canal Roundabout connecting to Ballinasloe Town Centre and surrounding areas.
- Existing sustainable transport infrastructure: See Section 7 for information.

## 6. Transport Modal Types

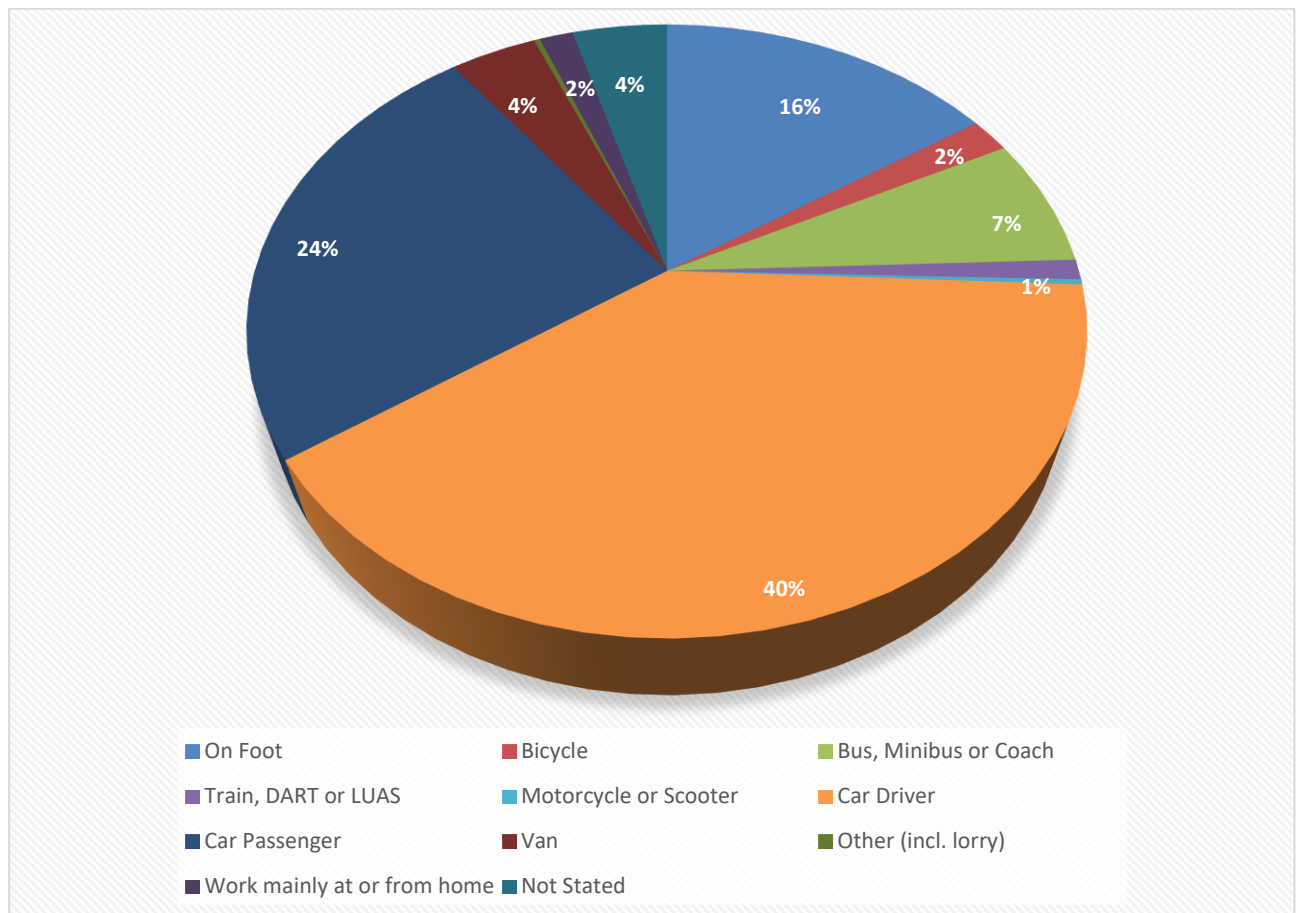
The first goal for the site is to achieve a mode split of 45% trips by car drivers (maximum) and 55% trips by walking, cycling and public transport and other sustainable modes (minimum targets) as per Government policy stated in the document published by the Department of Transport entitled, '*Smarter Travel, A Sustainable Transport Future 2009-2020*'.

The Central Statistics Office (CSO) has previously established (in 2016 census) a modal split for people traveling to work, school or college as shown below.

Mode	Work	School or College	Total
On foot	289	285	574
Bicycle	45	24	69
Bus, minibus or coach	35	218	253
Train, DART or LUAS	22	17	39
Motorcycle or scooter	10	0	10
Car driver	1390	65	1455
Car passenger	132	765	897
Van	147	0	147
Other (incl. lorry)	10	0	10
Work mainly at or from home	57	0	57
Not stated	116	46	162
<b>Total</b>	<b>2253</b>	<b>1420</b>	<b>3673</b>

**Table 6.1: Mode Share by Trip Purpose (Source: SAPMAP CSO.ie)**

It should be noted that there is a wide range of employment in the surrounding area and also several primary and secondary schools in close proximity to the proposed site.



**Figure 6.1 -2016 Modal Split for Travelling to work, school or college**

As can be seen in the above chart, the existing CSO modal split fails to achieve the government policy as outlined in the smarter travel document, namely a maximum of 45% of trips by motorcars. However, it is not far off with 64% using car as main transport mode. Walking provides for a high proportion of trips, amounting to 16% overall mode share.

## **7. Sustainable Transport Modes**

To ensure future transport sustainability, and to endeavour to make the development as accessible as possible to travel by means other than single occupant private car, an assessment has been made of the existing public transport, cyclist and pedestrian facilities which can be utilised by residents of the proposed development.

### **7.1. Public Transport - Bus**

The local area surrounding the development is served very well by existing Bus Éireann services. There is a bus stop located on Dunlo street, just north of the development. The Galway to Dublin and Dublin to Galway bus routes pass through Ballinasloe and operate on a regular basis.

Other bus routes (by private operators) may be available at other stops in the vicinity of the site. The site is in a prime location within Ballinasloe for availing of frequent and regular bus services.

### **7.2. Public Transport - Train**

Ballinasloe Train Station is very accessible from the site and there are regular train services going from Dublin to Galway and Galway to Dublin which pass through Ballinasloe Train Station.

The site is located approx. 2km from Ballinasloe Train Station making it a 25-minute walk and is accessible by public transport and non-car-based transport. Irish Rail connects Ballinasloe to the rest of the country and is a reliable and efficient service running throughout Ireland.

### **7.3. Car Sharing**

It is acknowledged that there will be times when car or van transport is required. There are car-sharing facilities (i.e. "GoCar" bases) in the area of the development with the closest being at Tesco which is approximately a 2-min walk from the proposed site.

Carpooling is also encouraged to reduce the amount of traffic heading to site and on the roads in the vicinity. No dedicated parking in closer proximity to the building exists for car-pooling at present.

### **7.4. Non-Motorised Users (NMUs)**

#### **7.4.1. Cycling**

Cycling is to be encouraged as part of the development. There are cycle facilities on the Dunlo Shopping Centre Road and these cycle lanes will link to the estate road of the proposed development. These existing cycle lanes however stop at the Grand Canal Roundabout and do not continue into Ballinasloe Town Centre.

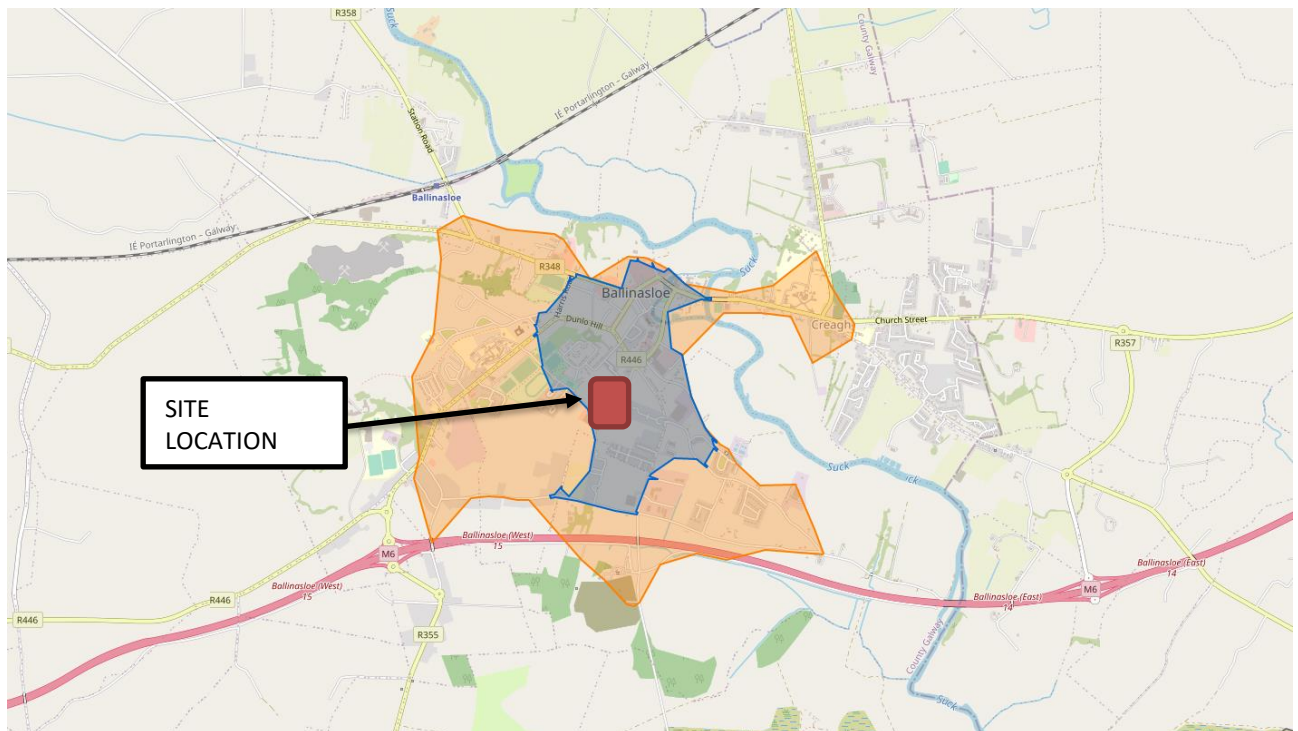
The Ballinasloe Local Transport Plan aspires to bring about improvements which are able to connect together to create a new "east-west" cycle link through the town, such that the road networks forming the link are sufficiently "cycle friendly" to actively encourage cycle travel between the different areas of the town.

The proposed development will provide bike spaces for 99 bicycles and shelter.

#### 7.4.2. Walking

The area is well-served by pedestrian facilities. There are footpaths on both sides of the roads surrounding the site and these footpaths connect from the development to Ballinasloe Town Centre.

**Figure 7.1** sets out isodistances for the areas that can be accessed by walking from the site. The inner area (blue) being 1km walking distance and the outer (orange) 2km as defined as acceptable and the preferred maximum respectively in Institution of Highways & Transportations 'Guidelines for Providing for Journeys on Foot' Table 3.2-Suggested Acceptable Walking Distance.



**Figure 7.1–Walking Isodistance**

© OpenStreetMaps

## 8. Construction Travel Plan

In Ireland the terms of reference used for the development of Travel Plans has been the *National Transport Authority Workplace Travel Plans - A Guide for Implementers*.

The nature of construction is such that the operative working at the site is constantly changing depending on the stage of construction.

To fulfil the Construction Phase travel plan

1. The Main Contractor will appoint a Travel Plan Coordinator in accordance with the *National Transport Authority Workplace Travel Plans - A Guide for Implementers*.
2. The information set out in the preceding sections will be used to develop the site construction travel plan. The information will be posted on noticeboards in the main site office and at welfare facilities.
3. As a part of the site orientation/induction the alternatives to motorised private transport will be highlighted to workers as set out in the sections preceding.