



Comhairle Chontae na Gaillimhe
Galway County Council



SYSTRA

Kinvara Community Transport Study

Draft Kinvara Community Transport Study

Appendix A – Galway Policy Context Report



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Galway County Council

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DRAFT KINVARA COMMUNITY TRANSPORT STUDY

IDENTIFICATION TABLE

Client/Project owner	Galway County Council
Project	Draft Kinvara Community Transport Study
Study	Appendix A Galway Policy Context Report
Date	07/01/2025
Reference number	300876

APPROVAL

Version	Name		Position	Date	Modifications
1	Author	Ronan Fallon	Consultant	19/09/2022	First draft for client review
	Checked by	Alison Pickett	Associate Director	26/09/2022	
	Approved by	Andrew Archer	Director	27/09/2022	
2	Author	Alison Pickett	Director	30/01/2023	Final draft incorporating CAP 23 updates
	Checked by	Andrew Archer	Director	30/01/2023	
	Approved by	Andrew Archer	Director	30/01/2023	
3	Author	Sean Cronin	Assistant Consultant	22/11/2024	Updated draft incorporating new policies as of 2024
	Checked by	Ben Healy	Consultant	27/11/2024	
	Approved by	Alison Pickett	Director	11/12/2024	



APPROVAL

Version	Name		Position	Date	Modifications
4	Author	Sean Cronin	Assistant Consultant	10/03/2025	Updated draft incorporating new policies as of 2025
	Checked by	Ben Healy	Consultant	10/03/2025	
	Approved by	Alison Pickett	Director	11/03/2025	

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1. INTRODUCTION

1.1 Background

1.1.1 SYSTRA Ltd has been engaged by Galway County Council (GCC) to provide a range of Transport Support for the County. These include the following Workstreams:

- 1) County Level Transport Modelling Assessment.
- 2) County Galway Walking & Cycling Strategy.
- 3) Local Transport Plans (LTPs) for four settlements: Athenry; Gort; Loughrea; and Oranmore/Garraun.
- 4) Community Transport Studies (CTSs) for six settlements: Clifden; Headford; Kinvara; Oughterard; Portumna; and Maigh Cuilinn.
- 5) Cycling and Walking Sub-Plans for:
 - The four LTPs and six CTSs settlements listed above in items 3 and 4.
 - Twelve additional settlements:
 - Small Growth Settlements x six: An Spidéal; An Cheathrú Rua; Ballygar; Dunmore; Glenamaddy; and Moylough.
 - Rural Settlements x six: Carna; Clarinbridge; Clonbur; Craughwell; Miltown; and Mountbellow.

1.1.2 These Studies (known as the Galway Transport Support Programme) will guide future transport investment, setting out the County's Walking & Cycling Strategy as well as each settlement's transport strategy for the period to 2028, but also looking beyond to 2040.

1.2 Technical Note Contents

1.2.1 This Technical Note sets out a review of international, national, regional, and county level policies and plans relevant to the Studies outlined above. The development of the Galway Transport Modelling Assessment, Walking and Cycling Strategy and Local Transport Plans / Community Transport Plans will be shaped by and reflect these policies, along with relevant national guidance and current consultations.

1.2.2 This Technical Note summarises the review of policy, plans and guidance relevant to the Galway Transport Support Programme as follows:

- International level
- National level
- Regional level
- County level.



1.2.3

This Technical Note will be supplemented by a review of Local Plans and Policies for each of the 22 settlements listed above. These Local Plan and Policy reviews will form part of the Local Transport Plan / Community Transport Plan / Cycling & Walking Sub-Plan reports developed for each of the settlements.

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2. POLICY & PLAN REVIEW

2.1 International

Table 1. Policy & Plan Review – International

POLICY & PLANS	INTERNATIONAL
European Union Green Deal (European Commission, 2020) and Fit For 55 Package (European Commission, 2021)	The European Union Green Deal calls for a 90% reduction in transport greenhouse gas emissions in order for the EU to become a climate-neutral economy by 2050. In 2021, the European Commission published its Fit for 55 Package to enable the EU to meet the Paris Agreement carbon targets and achieve net zero by 2050. The Fit for 55 Package encompasses a suite of legislative initiatives across various sectors including energy, transport and buildings. It is intended to fundamentally overhaul the EU's climate policy framework and put the EU on track to deliver on its climate targets of a 55% reduction in carbon emissions by 2030 and net-zero emissions by 2050. Sustainable transport is one of the underscored ways to achieve this target through providing users with more affordable, accessible, healthier and cleaner mobility alternatives.
UN Convention for the Rights of People with Disabilities (2019)	In March 2019, Ireland ratified the UN Convention on the Rights of People with Disabilities. Article 9 of the 'UNCRPD' includes the right to transport and creating an accessible end to end journey. Its focus is: <i>"To enable persons with disabilities to live independently and participate fully in all aspects of life, States Parties shall take appropriate measures to ensure to persons with disabilities access, on an equal basis with others, to the physical environment, to transportation, to information and communications, including information and communications technologies and systems, and to other facilities and services open or provided to the public, both in urban and in rural areas. These measures, which shall include the identification and elimination of obstacles and barriers to accessibility, shall apply to, inter alia:</i> <i>Buildings, roads, transportation and other indoor and outdoor facilities, including schools, housing, medical facilities and workplaces.</i> <i>Information, communications and other services, including electronic services and emergency services."</i> Article 9 for the first time enshrines the right to transport within Irish legislation. The focus on Usability and Accessibility has implications and opportunities across transport planning and provision.

2.2 National Policies & Plans, Guidance & Consultations

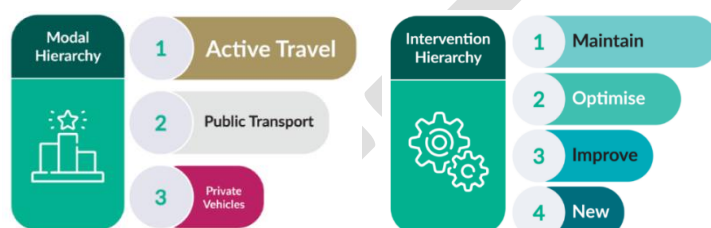
Table 2. Policy & Plan Review – National

POLICY & PLANS	NATIONAL
Project Ireland 2040 • National Planning Framework (NPF) • National Development Plan 2021-2030 (NDP)	Project Ireland 2040 sets out a framework for future national development and investment. It encompasses the National Planning Framework 2040 (NPF) and the National Development Plan (NDP) 2021-2030. The NPF sets out Ireland's planning policy up to 2040. The NPF sets the vision and strategy for shaping the future growth and development up to 2040 and is underpinned by National Strategic Outcomes (NSOs). • Compact Growth • Enhanced Regional Accessibility • Strengthened Rural Economies and Communities • Sustainable Mobility • A strong Economy supported by Enterprise, Innovation and Skills • High-Quality International Connectivity • Enhanced Amenity and Heritage • Transition to a Low Carbon and Climate Resilient Society • Sustainable Management of Water, Waste and other Environmental Resources • Access to Quality Childcare, Education and Health Services. The NDP sets out the enabling investment to implement the strategy set out in the NPF. The NPF combines with the National Development Plan to form Project Ireland 2040. Projects of relevance for Galway city and county include: • Galway – Dublin Greenway; scheduled for completion in 2026 • N6 Galway City Ring-Road • Feasibility study of a Galway City LRT (2022) • Upgrade works to Galway train stations • Continuing to replace diesel buses with hybrid-electric models. In June 2023 proceedings began to review and update the NPF with a Draft Revised National Planning Framework, recognising the need for accelerated delivery of new homes in line with employment and population growth. On 5th November 2024, Government agreed to progress and publish a draft schedule of amendments to the First Revision to the National Planning Framework (NPF) arising from the public consultation process which took place from 10th July 2024 to 12th September 2024. In order to finalise the Revision of the National Planning Framework, Government will in due course be required to approve a final Revised NPF following the conclusion of the environmental assessments, which will include a Strategic Environmental Assessment; Natura Impact Statement and Appropriate Assessment Determination, and a Strategic Flood Risk Assessment.
Project Ireland 2040 • National Investment Framework for Transport in Ireland 2021 (NIFTI)	The Department of Transport issued the National Investment Framework for Transport in Ireland (NIFTI) in 2021. It sets out the prioritisation for future investment in the land transport network to support the delivery of the NPF and the NSOs. A key objective of NIFTI is to protect and renew our existing transport assets to safeguard the value of our past investment and ensure that the network is resilient

to the impacts of climate change and adaptable to future transport behaviours. NIFTI sets out two hierarchies – travel modes and transport intervention – to enable the delivery of investments that address four investment priorities:

- **Decarbonisation**
- Protection and Renewal
- **Mobility of People and Goods in Urban Areas**
- **Enhanced Regional and Rural Connectivity.**

The NIFTI Modal Hierarchy outlines which modes are to be accommodated and encouraged when investments and other interventions are made.



Climate Action Plan 2024 (2024)

The new Climate Action Plan 2024 (CAP24) is the third annual update to Ireland Climate Action Plan 2019 and calls for transformational change and accelerated action across the transport sector to meet 2030 transport abatement targets. CAP24 sets out a target of a 50% reduction in transport emissions by 2030 to achieve the overall legally binding objective of a 51% reduction in greenhouse gas (GHG) emissions by 2030 specified in the Climate Action and Low Carbon Development (Amendment) Act 2021 (2022 figures reported in CAP24).

CAP24 includes outcome focussed indicators that convey the highly challenging level of change required in the transport sector to deliver carbon reductions. The policy emphasises the AVOID – SHIFT – IMPROVE framework introduced in CAP 2023, as follows:

- **Avoid** measures which aim to reduce or avoid the need for travel through enhanced spatial planning. Integrated transport and spatial planning are critical for reducing our GHG emissions and will bring significant co-benefits—promoting safer, low-carbon, and more people-focused transport, and ensuring long-term transport sustainability.
- **Shift** measures, encouraging a modal shift to more sustainable modes of transport. These measures can also include those which reduce the private car's 'competitive advantage' by installing bus-gates and reclaiming road-space currently dominated by cars.
- **Improve** measures which typically refer to technology-based measures that improve the GHG efficiency of residual vehicle-based transport or the efficiency of the network itself.

All-Ireland Strategic Rail Review (2024)

The All-Ireland Strategic Rail Review, published in July 2024, lays out a strategic vision for the development of Ireland's rail network through 2050, aiming to create a sustainable, efficient, and interconnected transport system across the island. It emphasises the role of rail in achieving decarbonisation goals and promoting regional development. The report identifies key issues with the current rail network, including capacity constraints, slow speeds, and poor connectivity, particularly in certain regions. It proposes a comprehensive set of recommendations to address these challenges, including:

- **Decarbonisation:** The report strongly advocates for the electrification of the island's intercity network as a crucial step towards achieving net-zero emissions targets. It also recommends the procurement of hybrid and electric rolling stock in the medium term.
- **Intercity Connectivity:** A key focus is improving connectivity between major cities, including Dublin, Belfast, Cork, Limerick, and Galway. The report recommends upgrading the cross-country network to dual-track and increasing service frequencies. It also suggests developing short sections of new railways to address congestion on certain corridors.
- **Regional and Rural Connectivity:** The report recognises the need to enhance connectivity in underserved regions, including the West Coast, where Galway is located. It proposes several initiatives, including the reinstatement of the Western Rail Corridor railway between Claremorris and Athenry. This reinstatement would offer several benefits:
 - Improved freight transport, enabling a direct route from the northwest to ports on the south coast, bypassing the congested Dublin area.
 - Reconnection of Tuam to the rail network.
 - Enablement of direct services between Galway and Mayo.
- **Sustainable Cities:** The report acknowledges the importance of supporting urban transport initiatives in major cities, including Galway, to encourage sustainable mobility and reduce reliance on cars.
- **Freight Transport:** The report aims to revitalise rail freight, recognising its potential to reduce road congestion and emissions. It recommends strengthening rail connectivity to ports, developing inland terminals, and reducing track access charges to improve competitiveness.

Additional Recommendations:

- The report specifically recommends **reinstating the Western Rail Corridor between Claremorris and Athenry**. This project would reconnect Galway to Mayo by rail, providing a direct route for both passenger and freight transport, and offer potential economic benefits for Tuam.
- The report supports improving service frequencies on existing lines serving Galway, including those connecting Galway to Dublin, Limerick, and Cork. It also

suggests exploring double-tracking between Athenry and Galway to accommodate increased traffic.

National Roads 2040 Strategy (2023)

Transport Infrastructure Ireland (TII) has a **long term strategy for planning, operating, and maintaining the National Roads network**. National Roads 2040 has been developed to support National Strategic Outcomes (NSOs), with the Strategy's investment priorities developed to align closely to the four NIFTI investment priorities:

- Decarbonisation
- Enhanced regional and rural connectivity
- Protection and renewal
- Mobility of people & goods in urban areas.

TII's vision is for the National Roads to be *"An evolving sustainable transport system focused on safety, innovation, accessibility and mobility of people, goods and services."*

Listed roles for TII includes the delivery of *"active travel infrastructure which contributes to compact growth, sustainable mobility, enhanced regional accessibility and the transition to a low-carbon future"*; and *"encouraging modal shift from car transport to public and active travel modes."* The Strategy states that:

"Where national roads are too dangerous for walkers or cyclists, meaningful interventions should be considered in cooperation with relevant stakeholders and partner agencies.... delivering improved active travel provision in all its projects, such as improving the safety of National Roads for active travel users and reducing the severance caused by some National Roads in urban areas.

***TII will collaborate with other stakeholders to progress the National Cycle Network plan to cater for more active trips and expand the Greenway network nationwide, on behalf of the Department of Transport. Provision of safe, high quality and active travel infrastructure will encourage modal shift and result in reductions in carbon emissions."* (5.1.3 Active Travel)**

And where there is urban congestion, "TII will support the provision of segregated or offline active travel infrastructure adjacent to national roads."

The strategy also defines TII investment portfolios for coming years and provides guidance to Sponsoring Agencies and Local Authorities. TII, through NR2040, will align with the NIFTI Intervention hierarchy and seek to address transport challenges through the use of existing infrastructure before considering the provision of new infrastructure. When developing a project on National Roads, the relevant Local Authority, third party and / or TII department will need to show that the proposed investment aligns with NIFTI and address how potential negative impacts, against one of more of the NIFTI Investment Priorities, will be mitigated.

“NR2040 is not a ‘predict and provide’ exercise, but a proactive policy led strategy to maintain and develop a network that creates opportunities for the country.”

TII National Cycle Network

NTA Cycle Connects (ongoing)

TII's National Cycle Network (NCN), is a planned **core cycle network of 3,500km that will crisscross the country, connecting more than 200 villages, towns and cities**. The network will include cycling links to transport hubs, education centers, employment centers, leisure and tourist destinations, and support “last mile” bicycle deliveries. The network will make it easier and safer for more people to cycle for commuting, leisure, and tourism, reducing reliance on the car.

The NCN incorporates many existing and planned Greenways as well as a range of proposed new cycle routes, as part of its proposed national cycle corridors. The NCN will also complement and integrate local cycling development projects and Greenways. It will enable people to easily cycle to the centre of villages, towns and cities being developed by the NTA's Active Travel programme. It is envisaged the most of the NCN will be delivered by local authorities over the coming years.

The NTA's Cycle Connects programme aims to complement and build upon the core network of the NCN. The Plan includes proposals for additional routes to connect towns, cities and villages across 22 counties and integrate with cycling plans already developed for the Greater Dublin Area (Meath, Kildare, Wicklow and Dublin). The delivery of these strategies in conjunction with the NCN will create a comprehensive network of inter urban, primary, secondary, greenway and feeder routes throughout the country.

For Galway County, towns and settlements will be connected by either inter urban routes of dedicated Greenway routes such as that proposed from Clifden to Galway City that will serve Maigh Cuillin and Oughterard en route. This will allow improved connectivity for commuting trips and leisure activities through the county. More information can be found here: <https://www.nationaltransport.ie/planning-and-investment/transport-investment/active-travel-investment-programme/cycleconnects-irelands-cycle-network-active-travel/>

Connecting Ireland – Rural Mobility Plan (ongoing)

The **Connecting Ireland Rural Mobility Plan** is a major national public initiative developed by the NTA, with the aim of increasing connectivity around the country, particularly for people living outside major cities and towns. The plan aims to **improve mobility in rural areas by providing better connections between villages and towns** by linking these areas with an enhanced regional bus network connecting cities and regional centres nationwide. Connecting Ireland seeks to make public transport for rural communities more useful for more people, and it will do this by:

- Improving existing services
- Adding new services
- Enhancing the current Demand Responsive Transport (DRT) network which meets the transport needs of people who live in remote locations.

Proposals for Galway include:

- Enhanced interurban bus services between Galway City and Ennis, Limerick and Cork.
- Enhanced interurban bus services between Galway City and Castlebar and Westport linking Headford to regional towns and cities.
- Improved interurban bus services from Clifden to Galway City serving Oughterard and Maigh Cuilinn en route.
- Improved local bus services from Galway to Portumna to Nenagh and from Ballinasloe via Portumna to Ennis.
- New local bus routes from Ballygar to Athlone and from Glenamaddy, Mountbellow and Ahascragh to Ballinasloe, coordinated with rail services at Ballinasloe to points east to Dublin.
- New and enhanced connections along the west coast of the county, including between Carraroe and Maam Cross, between Roundstone and Clifden and between Clifden and Westport.

Consultation took place in 2022 on the proposals, with more information available (including mapping and routes) here: <https://www.nationaltransport.ie/connecting-ireland>

National Sustainable Mobility Policy (2022)

The **National Sustainable Mobility Policy** sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It is accompanied by an Action Plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing **safe, green, accessible and efficient alternatives to car journeys**. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce journeys taken by car.

In line with the Climate Action Plan, the policy targets 500,000 additional daily active travel and public transport journeys and a 10% reduction in vehicle kilometres by fossil fuelled cars by 2030.

The policy aims to make it easier for people to choose walking, cycling and use public transport daily instead of having to use a petrol or diesel car under the following key themes:

Safe and Green mobility

- Expanding walking, cycling and public transport infrastructure across the country.
- Moving the public transport fleet to low and zero emission vehicles.
- Improving the safety of walking, cycling and public transport networks.

People focused mobility

- Making walking, cycling and public transport more accessible for all users – including those with reduced mobility, disabilities and the elderly.
- Introducing a more attractive fare structure.
- Reallocating road space to prioritise walking, cycling and public transport.

Better integrated mobility

- Adopting a transport-orientated approach to housing development to place new housing close to public transport.
- Making it easier to switch between walking, bike, bus and rail.

OECD Redesigning Ireland's Transport Network for Net Zero (2022)

This report published by the OECD aims to help Ireland redesign its transport system to achieve its climate goals, particularly in the passenger surface transport sector. It analyses Ireland's current car-dependent transport system and its shortcomings in achieving sustainable accessibility and reducing greenhouse gas emissions.

The report argues that Ireland's current focus on policies like electric vehicle incentives is insufficient for achieving systemic change and instead advocates for transformative policies that focus on shifting away from car dependency and towards a more sustainable transport system. The report presents a number of recommendations for Ireland to prioritise, focusing on:

- Redefining the goal of the transport system as sustainable accessibility.
- Prioritizing policies with high transformative potential.
- Scaling up shared on-demand services.

Additionally, the report emphasises the importance of revising mental models, communication strategies, and governance structures to support the transition to a more sustainable transport system.

Five Cities' Demand Management Study (2021)

This Study, commissioned by the Climate Change Unit of the Dept of Transport as part of the 2019 Climate Action Plan (Action 81) to "Develop a regulatory framework on low emission zones and parking pricing policies, and provide local authorities with the power to restrict access to certain parts of a city or a town to zero emission vehicles only. Examine the **role of demand management measures in Irish cities**, including low emission zones and parking pricing policies." The Study had four key objectives:

- **Reduce greenhouse gas (GHG) emissions from road traffic**
- **Address air quality issues due to vehicular traffic emissions**
- **Manage vehicular traffic congestion**
- **Improve the quality of the urban environment**

While the study focused on the five cities, a number of the recommended Transport Demand Management measures are applicable across Galway County such as 1st = **15 Minute Neighbourhoods** and 2nd = **National Planning Framework Delivery Management** along with a range of Transport Demand Management (TDM) measures outlined in the Study's City Toolkit.

Our Journey Towards Vision Zero: Road Safety Strategy 2021 – 2030 (2021)

The Road Safety Authority (RSA)'s Road Safety Strategy has a new ambition at its core of a Vision Zero approach to Road Safety (delivered by the Safe System approach), which is a long-term goal aimed **at eradicating road traffic deaths and serious injuries by 2050**. This is international best practice and has been adopted by the European Commission in its Road Safety Strategy.

Some of the key interventions include **significant investment in the provision of safe, segregated infrastructure to protect those walking and cycling**, along with **initiatives to promote modal shift** from motor vehicle travel to support environmental, safety and health objectives. There are seven Safe System priority intervention areas aims.

- **Safe roads and roadsides.** To improve the **protective quality of our roads** and infrastructure.
- **Safe speeds. To reduce speeds to safe, appropriate levels for the roads being used, and the road users using them.**
- **Safe vehicles.** To enhance the safety features and roadworthiness of vehicles on our roads.
- **Safe road use. To improve road user standards and behaviours** in line with traffic legislation, supported by enforcement.
- **Post-crash response.** To improve the treatment and rehabilitation of collision casualties.
- **Safe and healthy modes of travel. To promote and protect road users engaging in public or active transport.**
- **Safe work-related road use.** To improve safety management of work-related journeys.

Irish Rail Strategy 2027 (2021)

Galway will see improvements to its rail services and infrastructure, as set out in Iarnród Éireann's 2027 Rail Strategy. These include improvements to both regional services and intercity services including:

- Service frequency improvements to/from Dublin
- An upgrade of Ceannt Station in Galway City
- Infrastructure upgrades at Oranmore. This includes a 1KM passing railway loop at the existing Oranmore Train Station, including additional platform and associated infrastructure.
- Double tracking of the Athenry – Oranmore – Galway Line.
- Additional platform at Woodlawn Station on the Galway Line.

National Disability Inclusion Strategy (NDIS) 2017-2022

The National Disability Inclusion Strategy is a whole of Government approach to improving the lives of people with disabilities. The action plan contains a "Transport and Accessible Places" theme which includes a number of actions relevant to transport in Galway County:

- Action 100: Improve the **accessibility and availability of public transport**
- Action 107: Develop **access to outdoor recreation facilities**, in particular footpaths and trails
- Action 108: Implement the programme of **dishing of footpaths in urban areas**, in line with guidance from the National Disability Authority's publication: *Building for Everyone*
- Action 109: Ensure further roll-out of **accessible inter-city coaches and accessible regional / rural coach and bus stops**

The National Disability Inclusion Strategy is currently in the process of being updated with an extensive and targeted consultation period between November 2023 – February 2024 held for individuals and stakeholder groups.

Sport Ireland Participation Plan 2021 – 2024 (2021)

This plan is the national framework with ideas and initiatives to increase physical activity in Ireland. It aims to increase physical activity levels across the whole population and to create a society which facilitates people to lead an active way of life, setting targets to increase physical activity by 1% across all ages and decrease inactivity by 0.5%.

Action Area Four of the NPAP focuses on the use of the natural and built environment as a way to build in daily physical activity. It recognises that **promoting active transport is the most practical and sustainable way to increase physical activity as part of people's everyday routine**. It specifically identifies the role of walking or cycling for utility transport as a means to increase people's physical activity levels.

Housing for All – a New Housing Plan for Ireland (2021)

Housing for All is the new housing plan for Ireland aims to improve the accessibility to affordable and high standard housing for everyone who wishes to purchase or rent a home. The Plan references Urban Development Zones which includes transport-led development, and the promotion of compact, sustainable and liveable settlements.

The document states that a well-functioning and sustainable housing system requires **strong integration between housing developments and the surrounding transport infrastructure**.

Travelling in a Woman's Shoes (2020)

Transport Infrastructure Ireland's (TII) Travelling in a Woman's Shoes 2020 study identifies that historically, transport has not been designed with the needs of women in mind. **Identifying and supporting the travel needs of women will help Ireland transition to a carbon-neutral transport system**. The Study explores the drivers of car dependency for women, including transport infrastructure, significant caregiving responsibilities, safety concerns and equality of access to quality services.

The study identifies a range of policy opportunities to address this car dependency and encourage the wider adoption of sustainable transport, including active travel.

Transport – Climate Change Sectoral Adaption Plan (2019)

A Climate Change Sectoral Adaptation Plan was prepared for the Transport sector under the National Adaptation Framework. The plan seeks to ensure that the transport sector can continue to fulfil its objectives as the country reckons with ever increasing extreme weather events and rising sea levels due to climate change. The plan lays out a number of actions aimed at:

- Improving understanding of climate change on transport infrastructure.
- Assisting stakeholders in identifying and prioritising climate risks to existing and planned infrastructural assets and enabling them to implement adaptation measures accordingly.
- Ensuring that resilience to weather extremes and longer-term adaptation needs are considered in investment programmes for planned future transport infrastructure.



A draft update of the plan is currently being undertaken and is expected to undergo consultation in early 2025. The new plan aims to improve on current progress and align with the National Adaptation Framework 2024 and the Climate Action Plan.

Get Ireland Walking

Get Ireland Walking is an initiative by Sport Ireland. The core aim of the initiative is to **unify and enable the efforts of all agencies interested in promoting walking**. It is a nationwide initiative to deliver programmes in conjunction with All Sports Partnerships. The programme hopes to create a vibrant culture of walking throughout Ireland.

The initiative highlights how places need to be conducive to walking and that walking needs to be integrated into policies and plans at all scales. It highlights how, **in order to increase the numbers of people walking, infrastructure needs to be safe, attractive to walk in and it must cater for all users** including those in strollers, wheelchairs and the elderly.

Healthy Ireland: A Framework for Improved Health and Wellbeing 2019 – 2025 (2019)

A Framework for Improved Health and Wellbeing 2019-2025's is a national framework to improve health and wellbeing in Ireland. Its vision is for a healthier Ireland, where everyone can enjoy physical and mental health and wellbeing to their full potential, where wellbeing is valued and supported at every level of society and is everyone's responsibility.

The Framework identifies a number of broad intersectoral actions, one of which commits to the **development of a plan to promote increased physical activity levels**.

Healthy Ireland: National Physical Activity Plan (2019)

The National Physical Activity Plan (NPAP) recognises that physical inactivity is a demonstrated clear risk to health and wellbeing in Ireland, and aims to increase physical activity levels across the whole population. It aims to create a society which **facilitates people to lead an active way of life, setting targets to increase physical activity by 1% across all ages and decrease inactivity by 0.5%**.

Action Area Four of the NPAP focuses on the use of the natural and built environment as a way to build in daily physical activity. **It recognises that promoting active transport is the most practical and sustainable way to increase physical activity as part of people's everyday routine**. It specifically identifies the role of walking or cycling for utility transport as a means to increase people's physical activity levels.

Electric Vehicle (EV) Infrastructure Strategy 2022-2025

Zero Emission Vehicles Ireland (ZEVI) is a dedicated office within the Department of Transport charged with supporting consumers, the public sector, and businesses to continue to make the switch to zero emission vehicles.

ZEVI published the **EV Infrastructure Strategy 2022-2025** which sets a roadmap for the delivery of Ireland's EV charging infrastructure by 2025. It outlines a comprehensive plan to integrate EV infrastructure into a broader sustainable transport network. The strategy emphasises inclusivity, ensuring that the charging

infrastructure is accessible to all, regardless of age, health, or income. It acknowledges that home charging will remain the primary solution for most EV users, but also provides options for those unable to charge at home. A key focus is on interoperability and user-friendliness across the charging network.

The strategy details various types of charging solutions, including destination charging at leisure and tourism locations, and en-route charging with fast, high-powered stations. It highlights the importance of government support in the form of seed funding to encourage the rollout of these infrastructures. Standards for EV infrastructure are set to ensure ease of payment, accessibility, data sharing, interoperability, smart charging capabilities, and sustainability tracking. The Strategy also outlines existing and new infrastructure supports, such as grants for home and residential charging, and initiatives to promote shared charging solutions.

National EV infrastructure Plan

- **National Road Network EV Charging Plan 2024 to 2030**
- **Regional and Local EV Charging Network Plan 2024- 2030**

Arising from this Strategy is the **National EV infrastructure Plan** which is made up of the **National Road Network EV Charging Plan 2024 to 2030** and the **Regional and Local EV Charging Network Plan 2024- 2030**. Both of these plans provide for delivering EV Infrastructure for national roads, at key destinations and neighbourhood locations to provide infrastructure to support the transition to EVs and address user needs.

2.2.1 The National Road Network EV Charging Plan is a strategic initiative aimed at enhancing the electric vehicle (EV) charging infrastructure across the national road network, ensuring comprehensive geographic coverage for light-duty vehicles (LDVs) such as passenger cars. The plan outlines a phased approach to infrastructure delivery and includes provisions for heavy-duty vehicles (HDVs), with specific targets for electric trucks and buses by 2030. It considers factors such as grid connection availability and environmental considerations for optimal site locations. The plan also addresses the need for a robust grid infrastructure to support the development of public EV charging capacity.

2.2.2 The Regional and Local EV Charging Network Plan for 2024-2030 is designed to enhance the accessibility and availability of EV charging infrastructure at a more localised level, focusing on destination and neighbourhood charging. This plan aims to address the diverse needs of EV users by implementing a bottom-up modelling approach, allowing local authorities to estimate infrastructure demand accurately and identify strategic sites for EV charging stations. The plan emphasises flexibility and adaptability to foster widespread EV adoption, ensuring that infrastructure aligns with the Alternative Fuels Infrastructure Regulation (AFIR) requirements while also considering potential additional needs.

Local Authorities will play a lead role in delivering infrastructure through the Regional and Local EV Charging Network Plan and are currently developing EV Strategies for their Local Authorities to identify Neighbourhood and Destination Charging needs and subsequent implementation plans to ensure delivery of this EV infrastructure.

Table 3. Policy & Plan Review – National Advice & Guidance Documents

NATIONAL ADVICE & GUIDANCE

Design Manual for Urban Roads and Streets (DMURS) (2019)	DMURS sets out the manner in which roads and streets in urban areas should be designed to prioritise the needs of sustainable travel users in Ireland and reduce the dominance of the private car. The focus of the guidance is the balance between the different modes of transport to ensure that the urban realm is pleasant and safe for all users. Similar to the NIFTI, the guidelines emphasise that sustainable modes of transport should be prioritized in street designs. Active travel is to be considered first, then public transport, and then cars. The guidance also supports a network-based approach to designing streets. The connectivity of the active travel routes and permeability of neighbourhoods are highlighted as important components of the design of Irish streets. The Design Manual for Urban Roads and Streets (DMURS) Interim Advice Note – Covid-19 Pandemic Response also includes guidance that designers should ensure that measures align with the principles of universal design, consider Government policy on accessibility for people with disabilities and consult people with disabilities to further appraise measures.
NTA Greening and Nature-based SuDS for Active Travel Schemes (2023)	The NTA recognises the need to mitigate the impacts of climate change and improve the resilience of towns and cities. The greening of urban spaces with Sustainable Drainage Systems (SuDS) as part of active travel schemes aim to reintroduce nature and biodiversity through use of parklets, planters and rain gardens as part of urban realm enhancements. The guidelines aim to create an attractive and sustainable nature focused urban environment to encourage outdoor living. When new active travel infrastructure is being implemented, green spaces are to be protected or their reductions minimised to maintain adequate levels of permeable surfaces.
NTA Rapid Build Active Travel Facilities (2023)	In response to rising construction costs and the Climate Action Plan (CAP) requirement for 1,000km of new active travel infrastructure to be built by 2025, the NTA issued an Active Travel Advice Note in February 2023 concerning rapid build facilities. This note outlines that cost-effective rapid build construction approaches, including road space reallocation, are now required as initial options to be considered when planning for new active travel infrastructure. Rapid build active travel facilities are schemes that utilise cost-effective measures to deliver walking and cycling infrastructure quicker than traditional (full build) construction methods. They do not typically involve major construction works such as full road reconstruction or significant changes to drainage systems or relocation of utilities, however they may involve changes to kerb lines and minor drainage works. The works will also be typically within the boundaries of the existing roadway which can simplify the planning process, with positive impacts on project programme and delivery.

Permeability Best Practice Guide (2015)

The Permeability Best Practice Guide provides **recommendations on how best to facilitate demand for walking and cycling in existing built-up areas.**

Recommendations include the **retention and creation of linkages within the urban environment** for people to walk and cycle from their homes to shops, schools, local services, places of work and public transport stops and stations.

The Guide also includes recommended **metrics for measuring pedestrian and cycle link Quality of Service**. These key performance indicators (KPIs) include pedestrian route directness (PRD) and the width of the facility.

Universal Design Walkability Audit Tool for Roads and Streets

The Universal Design Walkability Audit Tool is used to capture existing conditions of walking routes in relation to its walkability. The Audit Tool supports the Government's policy of transition to more sustainable forms of transport, with increased levels of walking contributing to a wide range of societal and health benefits including improved levels of fitness, cleaner air, safer environments and better social inclusion.

The aims of the audit tool are to **assess if neighbourhoods and streets are places where people of all ages and abilities can walk safely, conveniently and independently.**

National Cycle Manual

The National Cycle Manual provides **guidance on the design of cycling networks and on engineering design of cycling infrastructure**. The guidance is based on the Five Needs of a Cyclist:

- Safety
- Coherence
- Directness
- Attractiveness
- Comfort

Greenways Guidelines

Rural Cycleway Design (Offline and Greenways)

There are a number of documents which provide **specifications and guidelines for the construction of greenways and cycle routes**. These documents focus mainly on the primary route infrastructure such as the path itself, it's design characteristics such as the width, the gradient, the surface finish etc.

One of these documents is the "Greenways and Cycle Routes Ancillary Infrastructure Guidelines" (2018) which provides suggestions and best practise examples for the construction of new greenways. TII also provides two documents with relevance to the construction of rural cycleways. These are "Rural Cycleway Design (Offline and Greenways)" (2022) and "Rural Road Link Design" (2017). The cycleway manual provides specifications for:

- Planning for Rural Cycleways
- Design considerations
- Road / Cycleway Junctions & Crossings
- Ancillary Infrastructure
- Pavement & Foundation Construction Details
- Monitoring and Evaluation

The road manual instructs Local Authorities as to how they can implement and integrate cycling infrastructure into the rural road network. Some of the major points in the document include:

- Designing for Speed
- Stopping Sight Distance
- Horizontal Alignment
- Edge Treatment
- Drainage

**Traffic Management
Guidelines Manual (2019)**

Prepared in line with current national transport strategy guidelines that promote sustainability and accessibility through improvement to and better management of the transport system, the purpose of the Traffic Management Guidelines Manual is to provide guidance on a variety of issues.

These include traffic planning, traffic calming and management, incorporation of speed restraint measures in new residential designs and the provision of suitably designed facilities for public transport users and for vulnerable road users such as cyclists, motorcyclists and pedestrians (including those with mobility/ sensory impairments). It also focuses on how these issues must be examined and implemented in the context of overall transportation and land use policies.

**TII/NTA Area Based
Transport Assessment
(ABTA) Guidance Notes
(2018)**

AND

**ABTA How to Guide, Pilot
Methodology (2021)**

The intention of the ABTA process is to **ensure that sustainable transport is considered and planned for at the earliest stage**, at every level in the hierarchy of plans and investment programmes, and ultimately in the assessment of the developments' transport requirements and impacts at the local level. The key aims of the ABTA approach are as follows:

- Maximise the opportunities for the integration of land use and transport planning by including the ABTA process as integral to the preparation of the Plan.
- Assess the existing traffic, transport and movement conditions within the Plan area and in its wider context.
- Plan for the efficient movement of people, goods and services within, to and from the Plan area.
- Identify the extent to which estimated transport demand associated with the emerging local development objectives can be supported and managed on the basis of existing transport assets.
- Identify the transport interventions required within the Plan area and in the wider context, to effectively accommodate the anticipated increase in demand.
- Inform Site Specific Transport Assessments for development management applications.

**Safe to School: An Ideas
Document for Safe Access
to School (2020)**

The Safe to School: An Ideas Document for Safe Access to School presents research conducted in the context of social distancing requirements since the Covid-19 pandemic and beyond. It is designed to present ideas for school principals, boards of



management, teachers, parents and students to consider implementing **to address front of school vehicle congestion and enable more journeys by active travel.**

Eight measures are suggested, including widening footpaths, park 'n' stride, preventing illegal parking, informal car-free zone, school streets, visual interventions, cycle bus and separate access.

NTA Safe Routes to School Design Guide (2022)

The Safe Routes to School programme aims to **increase active travel choices to schools and to improve safety and access** for students and their parents and carers on their journeys to/from school. The NTA Design Guide comprises key design principles to create safer, calmer, more attractive routes to school and improve front of school environments.

Spatial Planning and National Roads - Guidelines for Planning Authorities (2012)

Guidelines for Spatial Planning affecting National Roads were developed to deliver on the National Spatial Strategy. The guidelines make it clear that **government policy no longer support unsustainable urban sprawl or dispersed and car dependent forms of development**, both of which have been accelerated by the location of employment and retail centres near national road junctions.

Moving major inter-urban and inter-regional traffic (i.e. strategic traffic) is the primary purpose of the national road network. Therefore, local authorities must limit development which promotes short trip making on the national road network. There are a number of key messages in the plan regarding development planning and roads:

- Development plans must include **measurable objectives for securing more compact development** that reduces overall demand for transport and encourages modal shift towards sustainable travel modes.
- Development plans must include policies which seek to **maintain and protect the safety, capacity and efficiency of national roads and associated junctions**, avoiding the creation of new accesses and the intensification of existing accesses to national roads where a speed limit greater than 50 kph applies. New accesses to these roads are prohibited bar very exceptional circumstances.
- Planning authorities and the NRA (now TII) must work together during the early stages of plan preparation to identify any areas where a less restrictive approach may apply.
- Development plans must include **clear policies and objectives with regard to planning and reservation of new routes and/or upgrades.**
- Planning authorities should consult at a very early stage with transport infrastructure providers (including the NRA) and, in the Greater Dublin area, with the National Transport Authority.



Table 4. National Consultations

NATIONAL CONSULTATIONS	
Moving Together, Department of Transport 2024	“Moving Together: A Strategic Approach to the Improved Efficiency of the Transport System in Ireland” is the new national overarching strategy framework for managing transport demand. The draft strategy aims to alleviate the economic and social costs of congestion and car dependency, in tandem with considerable investment in public transport, active travel and electric vehicle infrastructure – working towards the Climate Action Plan target of reducing overall kilometres travelled by 20% by 2030. Whilst these objectives are designed to lower carbon emissions by the transport sector, they will also target congestion, pollution, road safety and maximise the wellbeing utility of public space. Three key approaches are identified: 1. The leveraging of existing policies, programmes and infrastructures which reduce travel demand. 2. Building an improved evidence base which would inform the identification of any impediments in reducing travel demand, as well as the appropriate ways to address these impediments. 3. Enabling and empowering state and civil society actors at a range of different levels to collaboratively work towards the delivery of the framework’s objectives, through bespoke planning for their communities.

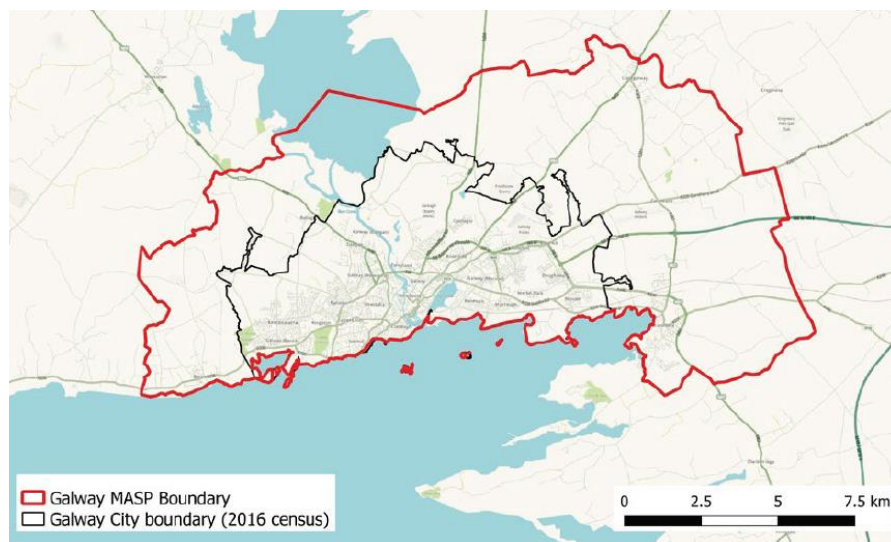
2.3 Regional Policies & Plans

Table 5. Policy & Plan Review – Regional

POLICY & PLANS	REGIONAL
Northern & Western Regional Assembly, Regional Spatial and Economic Strategy (RSES) 2020-2032 (2020) AND Galway Metropolitan Area Strategic Plan (GMASP)	At a regional level, the NPF 2040 recommends the development of Regional Spatial & Economic Strategies (RSESs) to ensure better co-ordination in planning and development across local authority boundaries, providing a link between the NPF, City and County Development Plans and Local Economic and Community Plans. Galway falls under the North and Western RSES, which was issued by the Regional Assembly in 2020. The RSES Vision is <i>‘To play a leading role in the transformation of this region into a vibrant, connected, natural, inclusive and smart place to work and live’</i>. The RSES’s strategic outcomes reflect those of the NPF, including a focus on Compact Growth, Sustainable Mobility, and a Low Carbon, Climate Resilient and Sustainable Society. The region is highly dependent on private car use, with 2016 Census data confirming 70% of commuter trips are made by private car. In response, whilst there are limited opportunities for use of sustainable transport modes in parts of the region, the RSES identifies four high-level transport principles: • Improving strategic and local connectivity. • Improving access to public transport facilities. • Catering for the role of the car within the region. • Ensuring sustainable development to cater for long-term growth through reducing levels of traffic congestion. The priority Core Transport Outcomes to be delivered across the region include the following: • Supporting the achievement of compact, smart growth through the achievement of ‘mutual consistency’ between land use and transport planning/investment/service provision. • Promotion of higher development densities in appropriate locations with an associated consideration being given to reduced constraints on building heights. • Strengthening inter-regional connectivity through the improvement of inter-urban road and rail connectivity. • Strengthening public transport connectivity between the Assembly Area’s city and large towns, and between the large towns, with improved services and reliable journey times. • Providing public transport infrastructure and services to meet the needs of smaller towns, villages and rural areas. • Developing a comprehensive network of safe cycling routes in the three Regional Growth Centres and providing similar facilities in other towns and villages, where appropriate. The RSES advises the preparation of Local Transport Plans (LTP) for identified key towns to support compact growth and sustainable mobility. LTPs should identify and prioritise objectives in relation to sustainable travel infrastructure and plan for the efficient movement of people within and outside of the area served by the LTP, which

should **deliver appropriate measures to promote walking, cycling and public transport** use to create accessible spaces (RPO 6.29).

As part of the RSES, a **Metropolitan Area Strategic Plan (MASP)** has been prepared for Galway, providing an implementation strategy for development outcomes in the Galway Metropolitan Area, which encompasses Galway City and surrounding parts of the county.

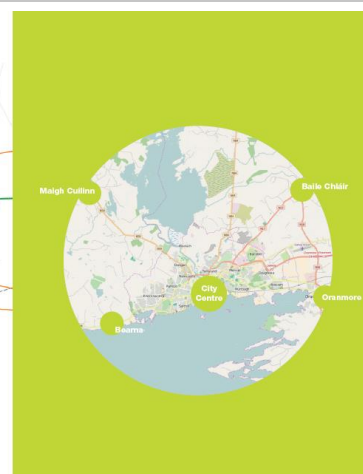


The population of the Metropolitan Area is projected to grow by 27,500 to 2026 and by a further 14,500 to 2031, with the population of the city and suburbs accommodating 23,000 to 2026 and a further 12,000 to 2031. Within Galway County, residential growth areas are identified in Bearna to the west, Oranmore to the east and Baile Chláir to the northeast, with industrial / technology growth identified in Oranmore and around the former Galway Airport.

The MASP reaffirms projects developed under the Galway Transport Strategy, including the Galway City Ring Road, the Tuam Bus Corridor, the Dublin Road Bus Corridor and a high frequency cross-city bus network as well as provision of active travel infrastructure, Park and Ride sites and the double tracking of the rail line from Ceannt station to Athlone.

Galway Transport Strategy (2017)

The Galway Transport Strategy was developed by Galway City Council, in partnership with Galway County Council and the National Transport Authority, to address current and future identified transport issues and opportunities within Galway City and the surrounding metropolitan area.



In terms of impacts on the wider county, the suite of measures in the strategy includes the construction of the N6 Galway City Ring Road and a revamp of the city and commuter bus networks.

The strategy proposes upgrade of the existing main bus corridors to provide high frequency routes. The Brown bus route would extend to Bearnna to the west and Oranmore to the east, both located within Galway County. The strategy aspires for these routes to operate at a frequency of at least once every 15 minutes, with high frequency to be maintained across the daily period as opposed to just within peak hours.

To complement these services, Park and Ride sites along National Roads are proposed to cater for trips to Galway City originating outside of the metropolitan area.

N6 Galway City Ring Road Project

The N6 Galway City Ring Road (GCRR) is a key measure within the Galway Transport Strategy which realises Galway City and County Council's vision of all elements of transport working together to achieve an integrated sustainable transport solution. Galway City currently experiences significant transport issues such as:

- Peak hour congestion and journey time unreliability
- Over reliance on private cars
- Lack of alternative transport modes
- Lack of road space for the development of Smarter Mobility and Public Transport

The ring-road forms a vital part of the councils strategy to minimise these issues and free up the city centre of freight and private car traffic, as illustrated in the figure below.



Western Rail Corridor Financial and Economic Appraisal (2020)

A Financial and Economic Appraisal of the Western Rail Corridor was undertaken on foot of a commitment in the National Development Plan 2018 – 2027. The aim of this report is to assess whether the investment which would be required to reactivate these two phases can be justified in delivering value for money for the Irish Exchequer.

As part of the appraisal a public survey was undertaken which received over 6,000 responses. The survey showed overwhelming public preference for the alignment to be used as a railway rather than a greenway.

The outcome of the Economic Appraisal was a Benefit to Cost Ratio of 0.21, based on estimated construction costs of €264m excl. VAT. Despite the strong economic benefits that the line delivers, they were not found to be sufficient to justify the large capital costs which would be required to reactivate the line.

JASPERS Project Screening Note: Western Rail Corridor Phase 2/3 (2020)

In 2020, JASPERS undertook an independent review of the proposed investment for reconstruction of the Western Rail Corridor phases 2 and 3. The review examined all material available for the project, with specific reference to the Financial and Economic Appraisal prepared by EY.

The review concluded that the findings of the Financial and Economic Appraisal were not unreasonable, and that the project in its current form is likely to present a very weak justification for investment. Additionally, JASPERS found that to gain EU financing through the European Investment Bank or inclusion in the TEN-T networks would require a strong demonstration of the strategic need for the corridor which is not currently available.

2.4 County Policies & Plans

Table 6. Policy & Plan Review – County

POLICY AND PLANS	COUNTY
Galway County Development Plan 2022-2028	The Galway County Development Plan 2022-2028 (CPD) sets out the strategy and methods through which future planning and sustainable development of the county will be achieved for the period to 2028. Preparation of the CDP commenced in June 2020, and was adopted by the elected members of the Council in May 2022, coming into effect in June 2022. Chapter 6 (Transport& Movement) sets out the ways in which appropriate provision for the safeguarding and upgrading of existing transport infrastructure will be ensured. It seeks to build on the existing strengths within the county while also addressing deficiencies in a sustainable manner, including through taking account of climate change and creating more sustainable communities. The CDP looks to: <i>‘Encourage investment and improvements across all sectors of transport that will support targeted population, economic growth and more sustainable modes of travel including, walking, cycling and public transport’.</i> A number of strategic aims and associated policy objectives are identified to help achieve this, which are outlined below in more detail.
Galway County Tourism Strategy 2023 – 2031 (2023)	The strategy aims to promote and capitalise on Galway’s current and ongoing success as a tourist destination through showcasing it’s culture, heritage and natural sites. By developing sites and attractions in a focused manner along patterns of visitors demand and support growth to less known areas, the strategy will help to spread economic gains county wide. The Strategy focuses on sustainable growth and its approach is grounded on a number of key themes, including: • Support for the sustainability of rural economies and communities. • A focus on sustainability in all its forms including environmental, social and economic. • Community engagement as a core part of all development. • An emphasis on ‘opening up the outdoors’. • An emphasis on green and blue infrastructure and associated amenities and experiences.
Galway County Transport and Planning Study (GCTPS) (2021)	The Galway County Transport and Planning Study (GCTPS) sits alongside and supports the Galway County Development Plan (2022-2028). The strategy supports the councils transport aims <i>‘To encourage investment and improvements across all sectors of transport that will support targeted population, economic growth and more sustainable modes of travel including, walking, cycling and public transport’.</i> The development process for the GCTPS followed a thorough baseline establishment as well as identification of planned new development in the County Development Plan.

The findings of that process were used in an option development process for defined movement corridors across the county. A longlist of options by mode was considered against key objectives for each corridor in order to develop preferred options by corridor. These preferred options were then combined to form county wide mode based strategies to meet relevant mode based policy objectives in the Development Plan.

The GCTPS proposes a range of measures, including transport infrastructure upgrades, support for transport service enhancements, and supporting activities, which will collectively deliver enhancements and changes in travel behaviour within the County which are consistent with the policy objectives defined within Chapter 6 of the County Development Plan (CDP).

In summary, the GCTPS supports the CDP objectives relating to Transport as follows:

- **Integrated Transport Planning:** Support for transition toward active, sustainable and low-carbon modes of transportation, and preparation of Local Transport Plans for the towns of Ballinasloe and Tuam.
- **Walking & Cycling:** Provision of a modern walking and cycling network which gives such infrastructure high priority within street hierarchies, adheres to the design principles and requirements set out in the National Cycle Manual and DMURS, and which provides safe and secure cycle parking as part of new developments and public space regeneration projects.
- **Electric Vehicles:** Support for the roll-out of charging infrastructure and other facilities to encourage the uptake of electric vehicles.
- **Public Transport:** Support for enhanced public transport services, including provision of new and improved public transport infrastructure; advocacy for improvements to public transport services; engagement with the NTA, TII and others with regard to provision for Park and Ride services, and support for the Galway to Athlone rail link and Western Rail Corridor schemes.
- **National Roads:** Protection of the safe and efficient operation of the national road network, support for planned major upgrade schemes, and use of Traffic and Transport Assessments (TTAs) and Road Safety Audits (RSAs) to assess the impacts of proposed development upon the national road network.
- **Non-National Roads:** Safeguarding of capacity on restricted and non-restricted regional roads within the regional and local road networks; management of through-traffic within town and local centres.
- **Supporting Measures;** use of School Travel Plans and Mobility Management Plans to drive and encourage increased use of sustainable modes of travel to education and other significant development sites; and application of car parking standards and associated requirements as set out in Chapter 15 of the CDP.

Galway County Walking & Cycling Strategy (2013)

The 2013 Galway County Walking & Cycling Strategy examines and deals with primary walking and cycling aspects of commuting, tourism and community exercise and activities in Galway County. Tuam, Ballinasloe, Oranmore and Clifden are designated as major study towns.

The cycling network in 2013 is described as variable, with the better-quality cycling facilities usually provided as a result of road improvement schemes. The Strategy identifies the Council's goals for walking and cycling as to:

- Encourage **modal shift** for students and workers from cars to walking and cycling.
- **Boost tourism** within the County through the creation of walking and cycling attractions and facilities.
- Develop local walking and cycling facilities to **encourage uptake in local sporting and physical exercise**.
- Raise **public awareness of the benefits** of walking and cycling.

The following targets are set out as part of the Strategy:

- Increase the proportion of people who walk to work within the County from 5% to 20%.
- Increase the mode share for cycling for journeys to work from 1% to 8%.
- Increase the number of children between ages five and twelve who walk to and from school from 13% to 21%.
- Increase the number of children between five and twelve years old who cycle to and from school from 1% to 6%.
- Increase the proportion of students aged 13 to 18 who walk to school / college to match the national average as a minimum.
- Increase the number of students between 13 and 18 years old who cycle to school / college from 1% to 8%.

A new County Wide Cycling and Walking Strategy is currently being prepared.

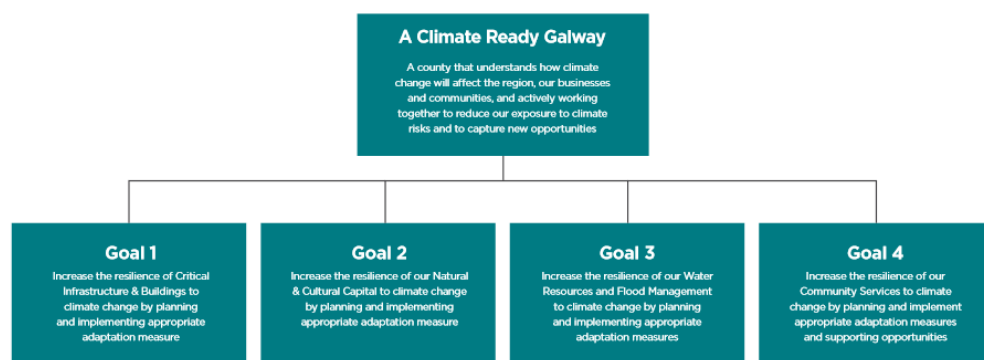
County Galway Climate Change Adaptation Strategy 2019 – 2024 (2019)

As part of the National Climate Change Action Plan 2019, County Galway produced and adopted its first Climate Adaptation Strategy in August 2019.

The plan takes stock of the policy context, the profile of the city and county area and the impact of climate change observed to date and projected into the future, first at a global level and then focussing on Ireland. A baseline assessment of climate risks for the county analysed a series of past extreme weather events and their effects on the county. Arising from this work, a Climate Risk & Opportunity Register was compiled.

The strategy has four goals towards developing a 'Climate Ready Galway':





Based on these goals, the strategy contains an action plan with four main headings: Infrastructure, Nature and Culture, Water and Flooding and Community Services. Under infrastructure, there is an action to undertake a risk assessment of critical public road infrastructure to identify relevant hazards arising from climate change and extreme weather events.

Galway City and County Age Friendly Programme 2014 – 2019

The strategy aims to make Galway a great place for older people to live, where they can continue to enjoy living within their communities with dignity and respect. Strategic goals are centred on 8 strategic priorities. Strategic Priority 2 is to ensure that “older people can get to where they need to go, when they need to do so”.

Galway County Integration & Diversity Strategy 2013-2017

The strategy was prepared to address “the significant demographic changes that have taken place throughout the County over the past decade or more”. The plan preparation involved detailed collaboration with stakeholders which resulted in the finding of many positives and challenges to be addressed. Based on these findings, the strategy includes an action plan based on four key areas:

- Education and Training
- Employment and Work
- Health and Public Services
- Community Participation.