SYSTRA

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TUAM LOCAL TRANSPORT PLAN

Tuam Local Area Plan 2023 – 2029

Comhairle Chontae na Gaillimhe
Galway County Council

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TUAM LOCAL AREA PLAN 2023-2029

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1.1 Overview of LTP

1.1.1 Galway County Council (the Council) has prepared a new Transport Study for the county alongside Local Transport Plans (LTPs) for the towns of Tuam and Ballinasloe. The Galway County Transport and Planning Study (GCTPS) has been adopted alongside the Galway County Development Plan (2022-2028).

1.1.2 SYSTRA Ltd (SYSTRA) has been commissioned by the Council to support the development of the GCTPS and the LTPs for Tuam and Ballinasloe. Through this work, SYSTRA has identified a range of sustainable transport measures and options suitable for the context of Galway County relating to the pedestrian, cycle, public transport and road networks. This LTP extends this process to the town of Tuam and seeks to determine how the transport needs of the town and its visitors can be met in a manner which reflects overarching national policy and builds upon the wider strategy set out in the GCTPS, as well as the policy objectives within the Tuam Local Area Plan 2023-2029 (LAP).

1.2 Report Structure

1.2.1 Following this introductory section, the LTP is structured as follows:

- Section 2 provides an examination of relevant National, Regional and Local Policies, and sets out how these are applicable to the preparation of the Tuam LTP;
- Section 3 presents a series of baseline information and analysis of local data to provide a suitable context for the consideration of transport options;
- Section 4 examines the objectives for the LTP which have been determined from consideration of policy, transport baseline and demand information;
- Section 5 describes the Option Development process and the identification of travel routes which should be enhanced in order to meet policy objectives;
- Section 6 presents the results of the Option Appraisal exercises, which have been undertaken to compare the benefits and impacts of different options against policy requirements;
- Section 7 sets out recommendations with regard to the combination of transport measures which the LTP will seek to promote and implement (with engagement and assistance from other parties such as the NTA where appropriate);
- Section 8 outlines the monitoring strategy for this LTP; and
- Section 9 provides a summary and conclusion to the report.

2. POLICY CONSIDERATIONS

2.1 Overview

2.1.1 This section provides an overview of policy and guidance at a national, regional and local level that has been utilised to inform development of the Tuam LTP and measures identification and appraisal process.

2.2 National & Regional Policies

Project Ireland 2040 – National Planning Framework (NPF)

2.2.1 The NPF is a long-term strategic development plan for Ireland, setting out planning policy up to 2040. The NPF outlines key national strategic outcomes and priorities, as identified in **Figure 1**. These are designed to guide public and private investment into the county and help shape future growth. The NPF seeks to enable all parts of Ireland (rural and urban) to "successfully accommodate growth and change, by facilitating a shift towards Ireland's regions and cities other than Dublin" (Chapter 2.1).

Figure 1. NPF National Strategic Outcomes

2.2.2 Transport and connectivity are key to a number of National Strategic Outcomes detailed in the NPF, and the Tuam LTP seeks to respond to these.

2.2.3 **National Strategic Outcome 1 (Compact Growth)** looks to create more attractive places to live by ensuring sustainable growth. In doing so it promotes a shift towards sustainable modes of travel (walking, cycling and public transport) at all levels, including urban cities, smaller towns, villages and rural areas.

2.2.4 **National Strategic Outcome 2 (Enhanced Regional Accessibility)** incorporates improved connectivity and accessibility between key urban centres of population and their regions, and between major cities. Transport sits at the heart of this outcome, with a range of measures identified including:

1. Maintaining strategic capacity and safety of the National Road Network;
2. Planning future capacity enhancements;
3. Improving average journey times;
4. Enabling effective traffic management, including the reallocation of road-space in appropriate locations to favour public transport services and walking / cycling facilities;
5. Advancing orbital traffic management solutions such as the Galway City Ring Road;
6. Upgrading sections of the N17 northwards to facilitate development of the Atlantic Economic Corridor from Galway; and
7. Strengthening public transport connectivity between cities and large growth towns, improving services and journey time reliability.

2.2.5 **National Strategic Outcome 3 (Strengthened Rural Economies & Communities)** recognises the importance of Ireland's rural areas and the role transport can play in supporting these. It seeks to ensure regional and local roads are maintained, with strategic road improvement projects undertaken in rural areas where necessary to ensure access to critical services (such as education, healthcare and employment), whilst also promoting a *'nationwide community-based public transport system in rural Ireland which responds to local needs under the Rural Transport Network and similar initiatives'.*

2.2.6 The NPF also supports the sustainable growth of rural communities, including through development in rural areas and improvements to local connectivity through the transport network.

2.2.7 **National Strategic Outcome 4 (Sustainable Mobility)** highlights that the overall objectives of the NPF are supported through 'a well-functioning, integrated public transport system' and enabling sustainable mobility choices. It notes that that large parts of Ireland are heavily dependent on vehicular travel, resulting in increased congestion, whilst the inter-city rail network is integral in offering sustainable travel alternatives.

2.2.8 As such, it looks to expand the public transport offer as a way of discouraging car use, reducing congestion, improving air quality and supporting sustainable population and employment growth. This will be done through the delivery of key bus-based projects in identified cities and towns, providing public transport infrastructure and services to meet the needs of smaller towns and rural areas, and development of a comprehensive network of safe cycling routes in metropolitan areas, towns and villages where appropriate.

2.2.9 **National Strategic Outcome 7 (Enhanced Amenities & Heritage)** notes that attractive places provide easy access to amenities and services through an integrated transport network and sustainable travel infrastructure, such as pedestrian and cycling facilities. It stresses that focus is required on improving walking and cycling routes and measures targeted at enhancing permeability and connectivity.

2.2.10 Chapter 6.2 (Healthy Communities) recognises that ability to access services and amenities is a key component in the population's quality of life and notes an increasing dependency on

the car and reduced levels of physical activity. Communities should be designed to support physical activity, for example through 'generously sized footpaths, safe cycle lanes and accessible recreation areas'. Wider economic benefits are also recognised. National Policy Objective 27 responds to this:

> *'Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages'.*

2.2.11 Future homes should be located in areas that can support sustainable development, with efficient provision of infrastructure, easy access to a range of local services and opportunities for sustainable travel modes including public transport, walking and cycling.

2.2.12 The NPF commits to climate action, with targets to reduce carbon dioxide emissions by 80% (compared to 1990 levels) by 2050 across the transport, electricity and built environment sectors. National Policy Objective 64 commits to improving air quality, including through sustainable development that supports public transport use, walking and cycling.

2.2.13 Through the NPF, the government will support energy-efficient development through housing and employment space located along public transport corridors, enabling an increase in public transport use and a reduction in car dependency. The NPF aims to assist in reducing emissions and supporting public transport, walking and cycling as more favourable modes of transport in favour of private car use (Chapter 9.4).

NPF SUMMARY

Responding to the NPF, the Tuam LTP seeks to:

- Promote sustainable growth through improving public transport, walking and cycling infrastructure in appropriate locations;
- Commit to reducing emissions and become climate resilient by encouraging sustainable travel uptake and decreasing dependency on single car trips through improved accessibility to sustainable transport modes;
- Improve connectivity to and from key services and amenities within Tuam between residential and employment zones within the town;
- Promote sustainable development through an integrated approach to transport and land use, including suitable relationship between public transport connections and housing / employment growth.

Project Ireland 2040 – National Development Plan (NDP)

2.2.14 The NDP identifies investment priorities that underpin the spatial strategy and implementation of the NPF over its first ten years. Major investment projects underway set out in the NDP that seek to support the National Strategic Outcomes set out in the NPF include:

- **Compact Growth: Housing & Sustainable Investment Development (€14.5bn)**

- Development of high density cities is a key priority with over 50% of future housing to be located in cities and 30% in other regions. This growth will be supported through investment in high quality public and sustainable transport systems.
- A reserve of development land is needed to achieve this objective. €2bn has been allocated to the Urban Regeneration and Development Fund to support the growth enablers in the five cities identified in the NPF, including a regeneration plan for Galway City.

- **Enhanced Regional Accessibility: Regional Roads Network & Accessibility to the North – West (€7.3bn):**

  - Improvement to road linkages, particularly in the north-west region. A high quality road network is envisioned to ensure all areas are linked to Dublin and to one another.
  - Priority is placed on delivery of the Atlantic Corridor, improving north to south connectivity between Cork, Limerick, Galway and Sligo, via Tuam.
  - Delivery of the Western Rail Corridor Phase 2, connecting Tuam to Athenry, increasing passenger, tourist and commercial use. Subject to a government review, this program will be prioritised.
  - Prioritise funding to enhance the existing inter-urban rail network, including improved journey times and connectivity on the Dublin to Galway route. Improved frequencies and journey times will help to encourage the uptake of rail usage. A programme of introduction of new diesel, electric trains in 2022 is planned, enhancing the rail fleet through provision of approximately 300 new carriages. It is noted that Tuam is not currently directly connected to the rail network, however direct bus services currently connect the town with Galway Ceannt station.

- **Sustainable Mobility: Public Transport (€8.6bn):**

  - Delivery of high quality and integrated public transport, with the aim of reversing current congestion issues through improving transport offer.
  - Public transport investment includes towards bus and rail fleet, delivery of the BusConnects programme, transition to use of low emission buses including electric buses, provision of Park & Ride facilities in strategic locations, delivery of improved walking and cycling networks, supporting rail and bus station improvements, and providing electric vehicle charging infrastructure where required.

- **Transition to a Low-Carbon and Climate Resilient Society (€21.8bn):**

  - Implementation of a new renewable energy support scheme by 2030, enabling a move towards green energy use. Transport-related NDP objectives that respond to the climate challenge include increased uptake in electric vehicles and provision of supporting charging infrastructure;

implementation of the BusConnects programme; transition to electric buses; and provision of comprehensive walking and cycling networks.

NPD SUMMARY

The NDP presents a variety of projects and funded schemes which seek to ensure that the National Strategic Outcomes in the NPF are delivered. The Tuam LTP will:

- Promote sustainable development through ensuring linked journeys with public transport are provided through the provision of a multi-modal hub and improvement walking and cycling connections to key public transport services;
- Connections will be suitably located to serve housing and employment zones;
- Make improvements to walking and cycling infrastructure to promote uptake in sustainable travel; and
- Give consideration to ways of promoting and encouraging sustainable transport usage, such as parking rationalisation and other traffic management measures.

Climate Action Plan (CAP) 2023

2.2.15 The Climate Action Plan 2023 is the second update to the Climate Action Plan 2019. The plan implements the carbon budgets and sectoral emissions ceilings and sets a roadmap for taking decisive action to halve carbon emissions by 2030 and reach net zero no later than 2050.

2.2.16 The CAP deems prompt action essential to increase the rate of key decarbonisation activities across all sectors of the economy, involving significant changes in lifestyles and business models over the period to 2030. Government policy will have a vital role in supporting and empowering the myriad of individual decisions that will be needed to drive the transition to a low carbon society and economy.

2.2.17 The CAP calls for a significant cut in transport emissions by 2030 in order to meet the sectoral emission ceiling. Meeting the 2030 transport abatement targets will require transformational change and accelerated action across all key decarbonisation channels. The targets from the previous 2021 plan have been revised to meet this higher level of ambition, including a 20% reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips and modal share.

2.2.18 The CAP identifies a set of key challenges within the transport sector including:

- Travel preferences are deeply embedded through settlement patterns, policies, and mindsets, which favour private car usage over more sustainable transport modes. There is also a clear correspondence between travel demand and economic and demographic growth. Systemic change is required at many levels;
- Dispersed and low-density development has led to high levels of transport poverty in certain regions and for certain cohorts of society. This is a particular, although not unique, challenge to rural communities;
- There are significant lead-in times associated with the delivery of major transport infrastructure and the rollout of additional public transport services, often hindered further by delays arising from protracted consultation processes; resource, capacity

and capability constraints (e.g., skills shortages); planning; administrative and legal delays; and the complexity and technical aspects involved in the design and detailed implementation of schemes;

- Public acceptance, supported by broad political support nationally and locally, is vital to deliver the scale of behavioural change required. Demonstrating and communicating the wider societal benefits (e.g., health, air quality, reduced noise pollution, and improved place-making) will form part of a compelling public engagement strategy; and
- Governance and oversight across all relevant policies and action plans impacting transport decarbonisation, particularly at Local Authority level, will be important in focusing resources on measures that will deliver the greatest impact.

2.2.19 To meet the required level of emissions reduction by 2025, the targets include the following:

- Enable the transition of a significant part of the vehicle fleet to electric;
- Regulate for higher biofuel blends in existing technologies as a vital transitionary measure;
- Drive implementation and acceleration of identified measures to reduce car kilometres, guided by the SMP action plan and a new National Demand Management Strategy;
- Communicate and demonstrate the well-being and co-benefits that accompany enhanced place-making and sustainable transport behaviour;
- Expand the number of safe, accessible, walking and cycling routes, including through the provision of 500 Safe Routes to School schemes and the rollout of over 1,000 kilometres in active travel infrastructure;
- Work with key stakeholders to implement the National Planning Framework, focusing on improving placemaking and accessibility;
- Enhance the integration of sustainable transport considerations into the spatial planning system; and
- Improve air quality, particularly through the transition of our vehicle fleets along with reduced car dependency.

2.2.20 To meet the required level of emissions reduction by 2030, the government will continue to develop many of the measures initiated in 2025 whilst also adding the following targets:

- Address transport poverty through the Connecting Ireland programme and by prioritising public transport projects and demand responsive services that enhance regional and rural connectivity;
- Communicate the benefits of a shift away from private car usage and facilitate the provision of the required infrastructure and services to bring about a very significant modal shift to public transport and active travel, and away from car journeys (internal combustion engine and electric vehicle;
- Ensure that all new car registrations are electric vehicles; and
- Shift a significant proportion of new freight vehicle registrations to zero-emission.

2.2.21 The CAP acknowledges that previous focus on development in peripheral areas has led to an over-reliance on travel by private car, with improved alignment between transport, spatial and land use planning policies required. Embedding transport-oriented development at all stages of planning and development is deemed key, particularly the siting of services and multi-use development at transport nodes.

2.2.22 The CAP highlights the accessibility requirements of settlements, with the creation of permeable paths and street networks that allow users to move through an area directly and via many different routes.

2.2.23 The availability and price of car parking is also deemed by the CAP to play a major role in people's choice to use a car, and impacts not only on climate emissions, but also on traffic congestion and the efficient operation of urban areas. The quantum, pricing and form of parking needs to be managed carefully so as to favour sustainable modes over car usage. Public authorities should work towards a reduction of on-street car parking spaces where it complements measures to prioritise active travel and public transport and to improve the public realm.

2.2.24 Greater prioritisation and reallocation of existing road space towards public transport and active travel will be a key supporting element of a new National Demand Strategy. Not only can road-space reallocation redirect valuable space from on-street car-parking and public urban roadways to public transport and active travel infrastructure (such as efficient bus lanes, and more spacious footpaths and segregated cycle-lanes), it also leads to significant and wide-scale improvements in our urban environments.

2.2.25 Significantly improving the attractiveness, capacity and frequency of public transport services is necessary to achieve the level of modal shift and associated reduction in fossil-fuelled vehicle kilometres travelled. The NTA's Connecting Ireland Rural Mobility Programme will prioritise public transport projects that enhance regional and rural connectivity. In practice, this means ensuring that 70% of people in rural Ireland have access to public transport service that provides at least three return trips daily to the nearby town (currently at approximately 50%).

2.2.26 Escort to education journeys currently undertaken by private car represent a significant component of travel demand. A new target set out above, that seeks a 30% reduction in private car escort-to-education journeys, reflects the high ambition to reverse the growing trend in 'school run' trips. This ambition will be supported with a variety of measures including the Safe Routes to School Programme, and the introduction and take-up of local initiatives, such as cycle buses to schools which can be greatly enhanced through the provision and promotion of infrastructure.

CAP SUMMARY

The CAP sets a roadmap for taking decisive action to halve carbon emissions by 2030 and reach net zero no later than 2050. This will be achieved by:

- Promoting sustainable, less transport-intensive development through efficient planning, remote and home-working and modal shift towards public transport;
- Encourage uptake of electric vehicles; and
- Conversion of public transport fleets to zero-carbon alternatives.

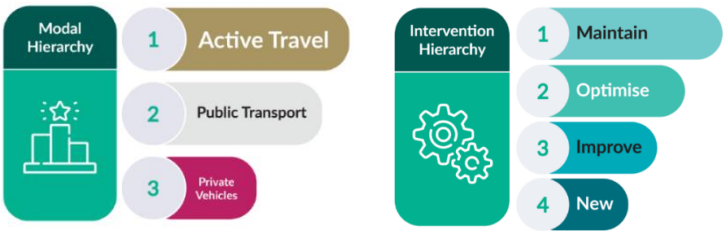
National Investment Framework for Transport in Ireland (NIFTI)

2.2.27 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.

2.2.28 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.

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



Northern & Western Regional Assembly, Regional Spatial & Economic Strategy (RSES) 2020-2032

2.2.30 The RSES provides a development framework for the Northern and Western Region over the 12 year period from 2020 to 2032, supporting effective implementation of the NPF alongside relevant Government economic policies and objectives.

2.2.31 The RSES is bespoke to the Northern & Western Region (encompassing Galway alongside Cavan, Donegal, Leitrim, Mayo, Monaghan, Roscommon and Sligo) and is centred around the National Policy Objectives and National Strategic Outcomes of the NPF, responding through a series of Regional Policy Objectives (RPO).

2.2.32 The overall strategic vision of the RSES is:

> *'To play a leading role in the transformation of this region into a vibrant, connected, natural, inclusive and smart place to work and live'.*

2.2.33 Five Growth Ambitions are detailed and 'Connected Ambition' recognises the role transport plays in promoting the region's economic competitiveness and attractiveness for living and visiting, and commits to supporting investment in sustainable transport measures.

2.2.34 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; and
- Ensuring sustainable development to cater for long-term growth through reducing levels of traffic congestion.

2.2.35 The RSES recognises the significant influence Galway has in the development of the region, including the extent of the region from which employees commute to the city centre. This extends beyond Tuam to the north, Clifden to the west, towards Ballinasloe in the east and beyond Gort to the south.

2.2.36 Section 3.8 of the RSES set outs priorities for Key Towns within the region, which includes Tuam. Key Towns are defined as 'regionally strategic employment centres of significant scale that have the potential to accommodate a significant level of growth in population and employment through appropriate investment in infrastructure, support services and placemaking initiatives'.

2.2.37 Tuam, located in the north of the county, is noted that 'As well as being a centre of education, the town centre provides a focus for commercial development as well as a variety of existing shops, restaurants and services for the local population offering a good quality of life. Four key future priorities for the town relate to transport:

- To develop Tuam as the focus for future development in North Galway providing the infrastructure and services for its surrounding small towns/villages and rural lands;
- Address deficiencies in the existing pedestrian/cycling network, promote walking/cycling and broader Smarter Travel initiatives and reduce car dependency;
- Capitalise on the compact urban form of Tuam town centre by encouraging greater connectivity for new development which promotes and encourages walking and cycling ensuring that principles of sustainable transportation along with practical design measures become central to the development of new neighbourhoods; and
- Support the provision of an integrated mixed-use sports development in an appropriate and sustainable location that is convenient to the town, transport networks and future public transport.

2.2.38 The RSES advises the preparation of Local Transport Plans (LTPs) 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).

2.2.39 Section 5.8 details development priorities in relation to walking and cycling networks. A 'Strategy for Future Development of National and Regional Greenways' has been developed,

providing a framework for the future development of Greenways. This includes provision of the Quiet Man Greenway, connecting Collooney and Athenry via Tuam.

2.2.40 Sections 6.2 and 6.3 of the RSES set out challenges, opportunities and investment priorities related to transport. Identified outcomes from this investment include strengthening public transport, walking and cycling accessibility within Galway City and surrounding areas, improving public transport reliability and journey times to Dublin and other regional cities and protecting road capacity. Key transport investment priorities within the RSES include:

- **Road Network**: RPO 6.5 states that the capacity and safety of the region's road networks will be maintained, managed and enhanced to ensure optimal use, with future capacity enhancements planned where appropriate. RPO 6.6 states that investment commitments such as delivery of the Galway City Ring Road will be secured by 2027.
- **Rail Network**: Improvements should be made to service frequencies, travel time reductions and the integration of local transport services. Key priorities include dualling the track between Athlone, Athenry and Galway to increase service frequency (RPO 6.12), completion of a review of the Western Rail Corridor proposals to link Limerick, Galway and Sligo, including Phases 2 (Athenry to Tuam) and 3 (Tuam to Claremorris) for passenger and freight movement (RPO 6.11), and pre-appraisal and early planning of a rail line between Athenry, Tuam, Claremorris and Sligo (RPO 6.13).
- **Bus Network**: Improvements should be focused on the connectivity between regional areas, with RPO 6.20 stating how transport network reviews should be undertaken to identify where additional regional support is required. RPO 6.21 discusses how bus services, including rural programmes, will need to provide a better connected pubic transport service. Key interchange facilities should also be provided were necessary, with improved passenger information services. There is a commitment to using low emission bus fleets.
- **Rural Transport**: Rural bus services are provided through the Transport For Ireland (TFI) Local Link programme, meeting the needs of communities outside larger settlement areas. Sustainable travel modes should continue to be provided in rural areas, supported by walking and cycling infrastructure (RPO 6.23).
- **Walking & Cycling**: There is move to increase sustainable travel in favour of private car use. RPO 6.26 notes walking and cycling infrastructure and networks should be improved through the implementation of Local Transport Plans for the Galway Metropolitan Area and further regional growth areas and key towns (including Ballinasloe and Tuam).
- **Electric Vehicles**: There is move to reduce dependency on fossil fuels in favour of alternative fuels for transport. RPO 6.34 notes that safe recharging points should be provided across the region, including in public parking and employment spaces.

2.2.41 To support the creation of healthy places and a healthy environment, RPO 7.9 supports the promotion of high quality and accessible public open spaces, including prioritising access to walking and cycling networks. RPO 7.12 seeks to ensure local housing and transport accessibility is developed to meet the needs of an aging population, those with disabilities and younger people.

RSES SUMMARY

The RSES provides a provides a development framework to support effective implementation of the NPF. The Tuam LTP will:

- Look to support compact growth and sustainable mobility, capitalising on the towns strategic location in terms of road access;
- Support the development of Tuam as the focus for future development in the northern reaches of Galway County;
- Improve local connectivity through provision of a multi-modal hub allowing for improved access to bus services and walking and cycling infrastructure, allowing for connecting trips across multiple modes;
- Cater for long-term growth in the area through encouraging a modal shift away from private car use with the framework of measures developed as part of the Tuam LTP looking to help achieve this; and
- Prioritise objectives in relation to sustainable transport infrastructure and plan for the efficient movement of people for internal and external trips within and to and from Tuam.

2.3 Local Policy

Galway County Development Plan 2022-2028

2.3.1 The County Development Plan (CPD) was adopted in May 2022, coming into effect in June 2022, and sets out the strategy and methods through which future planning and sustainable development of the county will be achieved for the period to 2028.

2.3.2 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.

2.3.3 The CDP looks 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'.*

2.3.4 A number of strategic aims and associated policy objectives are identified to help achieve this.

Galway County Transport and Planning Study (2022-2028)

2.3.5 The Galway County Transport and Planning Study (GCTPS) sets out the key policy objectives for Galway County to support the forecast level of growth up to 2028. The plan sets out the key transport requirements and aspirations in order to facilitate growth in a sustainable

manner but improving connectivity to key destinations within the region as well as enhancing connectivity to rural zones of the county.

2.3.6 A key theme of the identified objectives includes facilitating sustainable transport options, supporting major upgrades to public transport upgrades and enhancing new and existing walking and cycling networks as the first choice for local journeys, all of which have been reflected in the development of measures within the Tuam LTP.

2.3.7 The GCTPS includes the following policy objectives:

GCTPS 1 Galway County Transport & Planning Study and Galway Transportation Strategy

2.3.8 It is a policy objective of Galway County Council to support and facilitate the implementation of the Galway County Transport & Planning Study and Galway Transport Strategy across all modes of transport.

GCTPS 2 Integrated Approach to Land Use & Transportation

2.3.9 Galway County Council will pursue a fully integrated approach to land use and transportation, actively supporting measures which facilitate and attract developments to locations with high levels of sustainable transport provision (or which can achieve such provision as a result of the development in question).

GCTPS 3 Sustainable Transport

2.3.10 The County will seek to support a variety of measures which will reduce car dependency for residents, and will specifically seek to improve access to sustainable transport choices (including responsive and “flexible” modes) for those residents in rural areas of the County.

GCTPS 4 Walking and Cycling

2.3.11 Support for, and enhancement of, existing and new walking and cycling networks as the “first choice” for shorter local journeys and to link settlements within the County and to Galway City.

GCTPS 5 Upgrade to Public Transport Networks

2.3.12 Support any proposed major upgrades to the public transport networks, including the Western Rail Corridor and the dual tracking between Galway City and Athlone, in line with Galway CPD objective PT7.

GCTPS 6 Road-Based Public Transport

2.3.13 The County will seek to maintain and enhance infrastructure for road-based public transport, and to increase access to existing services (though provision of new stops and improved access via the pedestrian and cycle networks).

GCTPS 7 Improvements to Road Network

2.3.14 The County will manage and maintain the efficient and safe operation of the road network under its control, and will work with TII and NTA to identify locations on the national network where targeted improvements may be required to address specific issues.

GCTPS 8 Enhancement of National Networks

2.3.15 The County will co-operate with TII and the NTA with regard to the maintenance and enhancement of national networks for longer-distance and cross-country travel and movement of through-traffic including freight.

GCTPS 9 Collaboration with Galway City in the delivery of the GTS

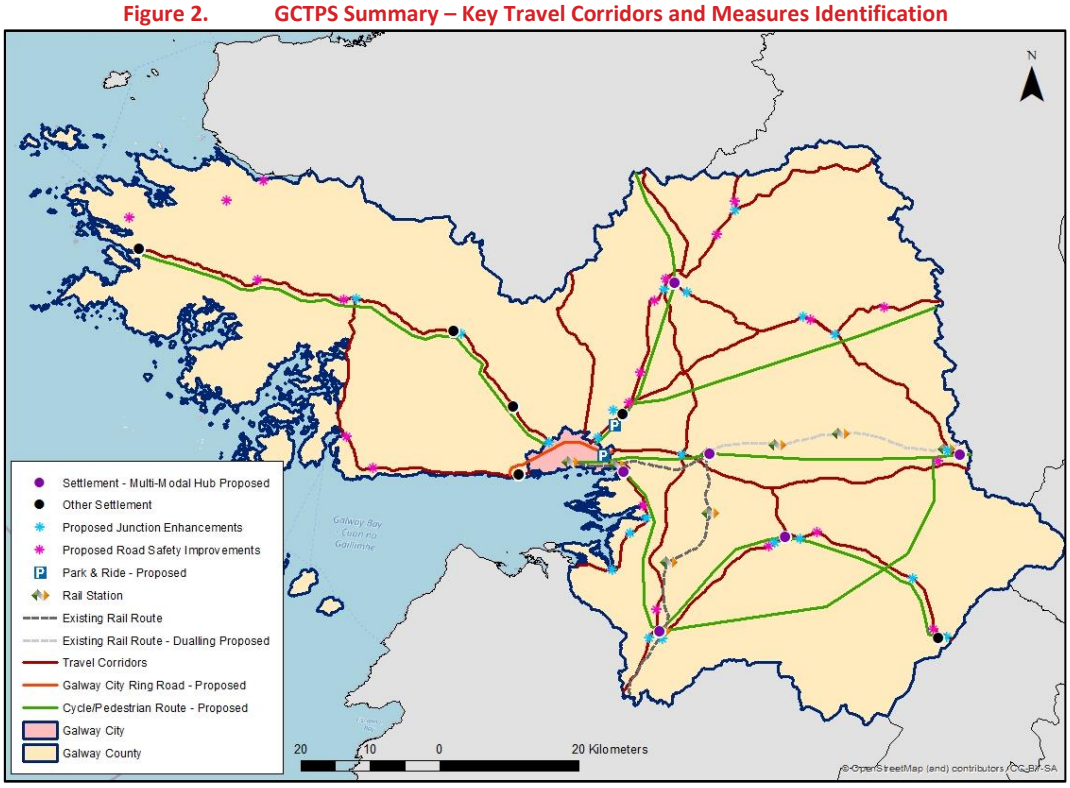
2.3.16 The Council will collaborate with Galway City Council as appropriate to bring forward transport proposals and measures which will enhance travel to and from Galway City in a manner which is compatible with the Galway Transport Strategy 2016 (GTS) and GCTPS, and where possible maximises the benefits to both areas from this approach.

GCTPS 10 Park & Stride

2.3.17 The Council will actively support the development of existing appropriate locations/set down areas to accommodate Park & Stride initiatives at appropriate locations, especially within walking distance to schools.

2.3.18 Key travel corridors and a summary of identified measures within the GCTPS are shown in **Figure 2**.

Figure 2. GCTPS Summary – Key Travel Corridors and Measures Identification



2.3.19 The GCTPS identifies thirteen key travel corridors across the county, of which Tuam forms a key node for a number of these corridors including Galway to Tuam, Tuam to Athenry and Ballinasloe to Tuam.

2.3.20 The GCTPS proposes a range of measures, including transport infrastructure upgrades, support for service enhancements, and supporting activities, which will collectively deliver enhancements and changes in travel behaviour within the County which adhere to the policy objectives of both the GCTPS and the CDP.

2.3.21 The GCTPS sets out a data driven approach to identifying transport needs along travel corridors, looking at movement patterns from future forecasts from the NTA Western Regional Model for the area. A summary of the proposed measures outlined in the GCTPS and forecast benefits is outlined within **Table 1** below.

Table 1. GCTPS Summary – Proposed Measures & Forecast Benefits

PROPOSED MEASURES	FORECAST BENEFITS
Safety-Led Improvements (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within identified Travel Corridors; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
Demand Management Improvements (incl. junction layout amendments, additional capacity for sustainable modes)	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout identified Travel Corridors.
Multi-Modal Hubs	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety).
Public Transport Infrastructure Improvements (e.g. Bus Stop Improvements in Centres and on local routes), in conjunction with NTA	Promote improvements to bus stops and facilities, and recommend locations of new bus stops to bridge gaps in network to enhance public transport connectivity and accessibility.
Support Rail Dualling (between Ballinasloe, Athenry & Galway City)	Increased service frequency and journey times, enhanced public transport offer.
Support Western Rail Corridor Proposals (subject to outcome of Government Rail Review)	Expansion of sustainable mode choices for travel on the Western rail corridor, including connectivity between Athenry and Tuam.
Local Walking / Cycling Routes	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development; enhance linkages with local rural routes.
National Cycle Routes (between Dublin, Ballinasloe, Galway City and Clifden)	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; benefits to bus journey times (through the removal of cyclists from bus lanes which can reduce bus speeds and increase delay).
Support for Park & Ride Provision (e.g. near M6 / N6 junction at Ardaun)	Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times, wider benefits to journeys to and from Galway City.
Support for Electric Vehicles	Increased use of electric vehicles and gradual reduction in petrol / diesel vehicles for personal use.

2.3.22 The GCTPS and the CDP, in tandem with the GTS, are key strategy documents designed to work together to maximise the potential benefits of growth for the transport networks, and to protect the efficient and safe operation of these networks for both existing and future residents of Galway County, and those who visit for work and leisure purposes.

2.3.23 Section 11 of the GCTPS outlines that the Tuam Local Transport Plan will provide a framework for delivery of the key transport measures identified as part of Travel Corridor optioneering. It will seek to promote sustainable transport as a means of supporting internal growth within the town as well as encouraging connectivity to/from the surrounding rural areas to promote a thriving and attractive place to live and work.

2.3.24 Promotion of a multi-modal hub within the Town Strategy, will be key to encourage active modes for first and last mile trips, allowing for seamless connections onto onwards public transport journeys via rail or bus, as well as facilitate a favourable environment for walking and cycling for shorter journeys within the town and from nearby settlements. These measures will look to create a vibrant town which favours walking and cycling over private vehicle for internal trips.

2.3.25 The GCTPS recommends exploring the feasibility of providing a greenway cycling route between Tuam and Galway, which will improve local connections and could have resultant impacts on leisure cycle tourism, having positive impacts on local businesses and growth opportunities.

2.3.26 These recommendations have been considered during the development of measures within the Tuam LTP.

Tuam Local Area Plan 2023-2029

2.3.27 The policy objectives deemed relevant to the LTP are listed below.

Objective TKT35 – Local Transport Plan

2.3.28 Support the implementation of the Local Transport Plan as set out in Section 3 of the LAP in accordance with proper planning and sustainable development.

Objective TKT36 – Transport Infrastructure

2.3.29 Facilitate the provision and maintenance of essential transportation infrastructure. This shall include the reservation of lands to facilitate public roads, footpaths, cycleways, bus stops and landscaping together with any necessary associated works, as appropriate.

Objective TKT37 – Noise

2.3.30 Require all new proposed development, which is considered to be noise sensitive within 300m of existing, new or planned national roads, or roadways with traffic volumes greater than 8,220 Annual Average Daily Traffic (AADT), to include a noise assessment and mitigation measures if necessary with their planning application documentation. The cost of mitigation measures shall be borne by the developer. Mitigation measures in order to protect the noise environment of Residential Existing development will be facilitated or enforced as necessary.

Objective TKT38 – Sustainable Transportation

2.3.31 Facilitate any Smarter Travel initiatives that will improve sustainable transportation within the plan area and facilitate sustainable transportation options including public transportation, freight, electric vehicles, car clubs, public bike schemes, cycle parking, as appropriate.

Objective TKT39 – Pedestrian and Cycle Network

2.3.32 Facilitate the improvement of the pedestrian and cycling environment and network so that it is safe and accessible to all, through the provision of the necessary infrastructure. New development shall promote and prioritise walking and cycling, shall be permeable, adequately linked and connected to neighbouring areas, the town centre, recreational, educational, residential and employment destinations and shall adhere to the principles contained within the national policy document Smarter Travel – A Sustainable Transport Future 2009-2020 and the Design Manual for Urban Roads and Streets (2013), as updated in 2019 and NTA document Permeability: Best Practice Guide.

Objective TKT40 – Traffic and Transport Assessment & Road Safety Audits

2.3.33 Require all significant development proposals to be accompanied by a Road Safety Audit and Traffic and Transport Assessment carried out by suitably competent consultants, which are assessed in association with their cumulative impact with neighbouring developments on the road network, in accordance with the requirements contained in TII's Traffic and Transport Assessment Guidelines (PEPDU- 02045) 2014 (including any updated/superseding document) and 'Road Safety Audit' (GE-STY- 01024) December 2017.

Objective TKT41 – Preservation of Routes, Road Upgrades and Infrastructure Provision

2.3.34 Prohibit development on lands which are reserved for proposed road/street corridors and associated buffers and where development would affect a route, line, level or layout of any proposed new roadway.

Objective TKT42 – Reservation of Access Points

2.3.35 Reserve access points for future development and the development of backlands that may be identified for reservation by the Planning Authority during the plan period, to ensure adequate vehicular, pedestrian and cycle access to backlands, in order to facilitate efficient development of these lands and to ensure connectivity and accessibility to lands with limited road frontage.

Objective TKT43 – Road Junction Improvements

2.3.36 Seek to upgrade the current road layout in the vicinity of existing schools from the Frank Stockwell Road/Dublin Road junction to the Dublin Road/ Athenry Road junction in the interests of pedestrian and vehicle highway safety. The junction is in the vicinity of many local schools.

Objective TKT44 – Climate Change

2.3.37 To implement, through this Local Area Plan, policy objectives that support and encourage sustainable compact growth and settlement patterns, integrate land use and transportation and maximise opportunities through development location, form, layout and design to secure climate resilience and reduce carbon dioxide and greenhouse emissions.

CDP/ GCTPS SUMMARY

The CDP and GCTPS provides a clear set of objectives, key travel corridors and framework of measures at a countywide level to support growth ambitions. The Tuam LTP will:

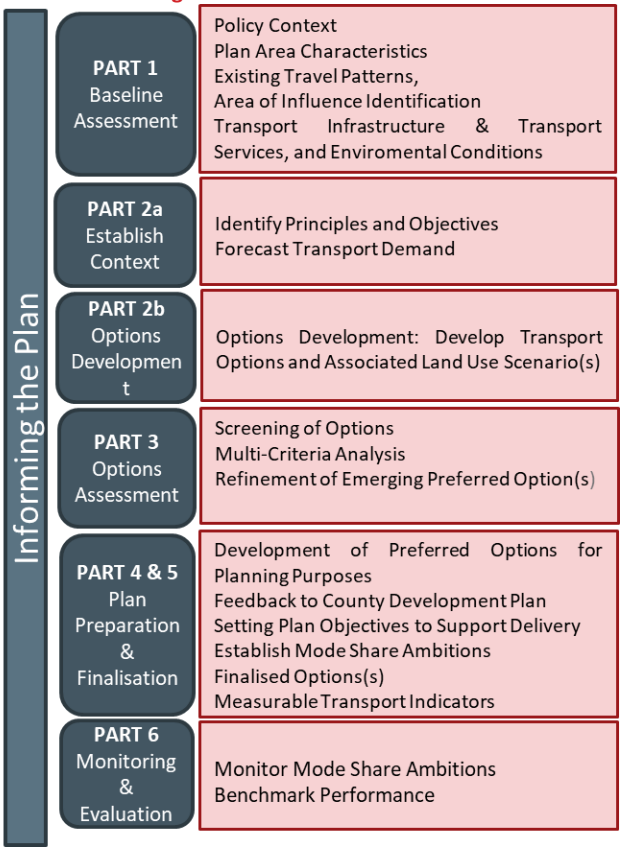
- Build upon key recommendations within the CDP and GCTPS to deliver a framework of local measures to support modal shift for internal journeys and promote connectivity to public transport services through the provision of a multi-modal hub to allow for seamless connections and encouraging active modes for first and last mile journeys;
- Consider key connections within the town and develop infrastructure to improve these linkages to existing amenities and facilities;
- Consider improvements to support the identification of key corridor movements from Tuam identified within the GCTPS including connections to Galway, Athenry and Ballinasloe.

2.4 Guidance

Area-Based Transport Assessments (ABTA)

2.4.1 The National Transport Authority (NTA) has issued guidance which recommends that Local Transport Plans should be based around an approach known as Area-Based Transport Assessments (ABTA). The structure of a typical ABTA is presented below.

Figure 3. ABTA Structure



2.4.2 The Tuam LTP has been prepared in accordance with the general ABTA structure and principles, with a particular focus on the needs of local residents and town visitors, and specific consideration of how wider policy objectives within the adopted CDP (2022-2028) will influence development of the town during the plan period.

Spatial Planning and National Roads: Guidelines for Planning Authorities

2.4.3 Spatial Planning and National Roads: Guidelines for Planning Authorities sets out planning policy considerations relating to development affecting national primary and secondary roads, including motorways and associated junctions, outside the 50-60 km/h speed limit zones for cities, towns and villages.

2.4.4 The guidelines aim to facilitate a well-informed, integrated and consistent approach that affords maximum support for the goal of achieving and maintaining a safe and efficient network of national roads in the broader context of sustainable development strategies, thereby facilitating continued economic growth and development throughout the country. The following key principles have informed these guidelines:

- Land-use and transportation policies are highly interdependent;
- Proper planning is central to ensuring road safety;
- Development should be plan-led;
- Development management is the key to plan implementation; and
- Planning Authorities, Transport Infrastructure Ireland and other public transport bodies must work closely together.

National Cycle Manual

2.4.5 The National Cycle Manual follows the principles of Sustainable Safety and provides guidance on integrating cycling in the design of urban areas, and seeks to challenge planners and engineers to place more emphasis on incorporating cycling within transport networks.

2.4.6 Sustainable Safety consists of five key principles; functionality, homogeneity, legibility, forgivingness and self-awareness and meeting the five needs of cyclists; road safety, coherence, directness, attractiveness and comfort. The Manual sets out best practise as well as current legislation and policy for all elements of cycle infrastructure designs and planning, including standards for managing potential conflict, quality of infrastructure such as surface, link and crossing types, and segregation / interaction. All aspects of the Manual are underpinned by the Principles of Sustainable Safety. The Manual sets out the steps for accommodating cycling on the transport network:

- Legislation and Policy – this sets out the main statutory, and non- statutory provisions regarding cycling, as well as current policy;
- Planning for the Bicycle – this covers actions to promote and deliver for cycling, including urban design, traffic managements and facilities development, as well as overall cycle network planning;
- Designing for the Bicycle – sets out the design process for determining appropriate infrastructure including crossings, links, roundabout and turns;
- Getting the Details Right – sets out further detail following design of cycle infrastructure, including lighting, drainage, and cycle parking;
- Maintenance – sets out roles and responsibilities for ensuring cycle facilities can be used and their purpose fulfilled through continued inspection and maintenance.

Design Manual for Urban Roads and Streets

2.4.7 The *Design Manual for Urban Roads and Streets* (DMURS) sets out design standards for urban roads and streets promoting an integrated design approach within urban areas (cities/towns/villages). It balances the place function (i.e. needs of residents and visitors) and the transport function (i.e. needs of pedestrians, cyclists, public transport, cars and goods vehicles).

2.4.8 By utilising the Manual, the end goal is that well-designed streets are placed at the heart of sustainable communities to promote access to walking, cycling and public transport. The standards, approaches and principles set out in this Manual apply to the design of all urban roads and streets (where speed limit is 60kmph or less) except for Motorways and, in exceptional circumstances, certain urban roads and streets which have provided written consent from Sanctioned Authorities.

2.4.9 The Manual itself is underpinned by a holistic design-led approach based upon a collaborative and consultative design process. The Manual recognises the importance of creating secure and connected places that work for all, characterised by creating new and existing streets as attractive places which prioritise access from pedestrians and cyclists whilst also balancing the available for access from appropriate vehicular access and movement.

2.4.10 The following four principles are presented within the manual which help to achieve a more place-based and integrated approach to road and street design. These are:

- Connected networks – support to create street networks which promote high levels of permeability and legibility for all, with a particular emphasis on more sustainable forms of transport.
- Multi-functional streets – promoting multi-functional, place based streets which balance the needs of all users in self-regulating environment.
- Pedestrian focus – quality of street is measured by the quality of environment user, with pedestrians and cyclists the preferred users.
- Multi-disciplinary approach – greater co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.

Permeability – A Best Practice Guide

2.4.11 The National Transport Authority's (NTA) Permeability: A Best Practice Guide provides guidance on how best to facilitate demand for walking and cycling in existing built-up areas. This relates to 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. In the latter case, by providing connections to existing public transport services, access to these services will be improved and increased levels of use may be expected.

2.4.12 The guidance provides a basis for the delivery of sustainable mode choice in existing built-up areas by promoting permeability for pedestrians and cyclists, whilst also addressing the legacy of severance inherent in the recent expansions of Irish towns and cities. Characteristics of a permeable environ are, in turn, highlighted as:

- Interconnected pedestrian and cycle street network.
- Absence of high walls and fences segregating housing areas and local/district centres.
- Absence of cul-de-sacs for pedestrians and cyclists.
- Secure, well-lit, overlooked pedestrian and cycle links between housing areas and between housing and local/district centres.

NTA Connecting Ireland Strategy (Draft)

2.4.13 The Connecting Ireland Rural Mobility Plan is a major national public initiative developed by 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

2.4.14 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, Ballina and Sligo, and with Westport, Roscommon and Longford
- Improved interurban bus services from Tuam, Gort, Clifden, Ballinasloe and Loughrea to Galway
- 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

NTA Cycle Connects Strategy (Draft)

2.4.15 In May 2022, TII launched a consultation on their proposed National Cycle Network, which is a planned core cycle network of 3,500km that will criss-cross the country, connecting more than 200 villages, towns and cities. The network will include cycling links to transport hubs, education centres, employment centres, 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.

2.4.16 The NCN map 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.

2.4.17 The next section of this LTP report presents analysis of baseline transport information and data for Tuam and its immediate area, before addressing matters of transport context and forecast transport demands.

3. BASELINE ASSESSMENT & TRANSPORT CONTEXT

3.1 Overview

3.1.1 This section describes the receiving transport environment in Tuam, identifying existing opportunities and constraints in the Tuam area.

3.1.2 The baseline assessment includes the following:

- Information relating to residents with a focus on elements which may impact on trip-making, such as age profiles, car ownership and employment;
- Identification of key trip generators (i.e. residential areas) and attractors (employment locations and schools) within the study area which drive trip-making;
- Identification of physical constraints such as topography or other natural features which may impact on travel choices and travel patterns for residents and visitors to the area; and
- An assessment of existing transport services and infrastructure.

3.2 Demographic Profile

Population Data

3.2.1 Data from the Irish Census (2016) has been extracted to understand the existing patterns of population and employment within Tuam.

Residential

3.2.2 The total residential population of Tuam was 8,767 at the time of the most recent Census survey in 2016.

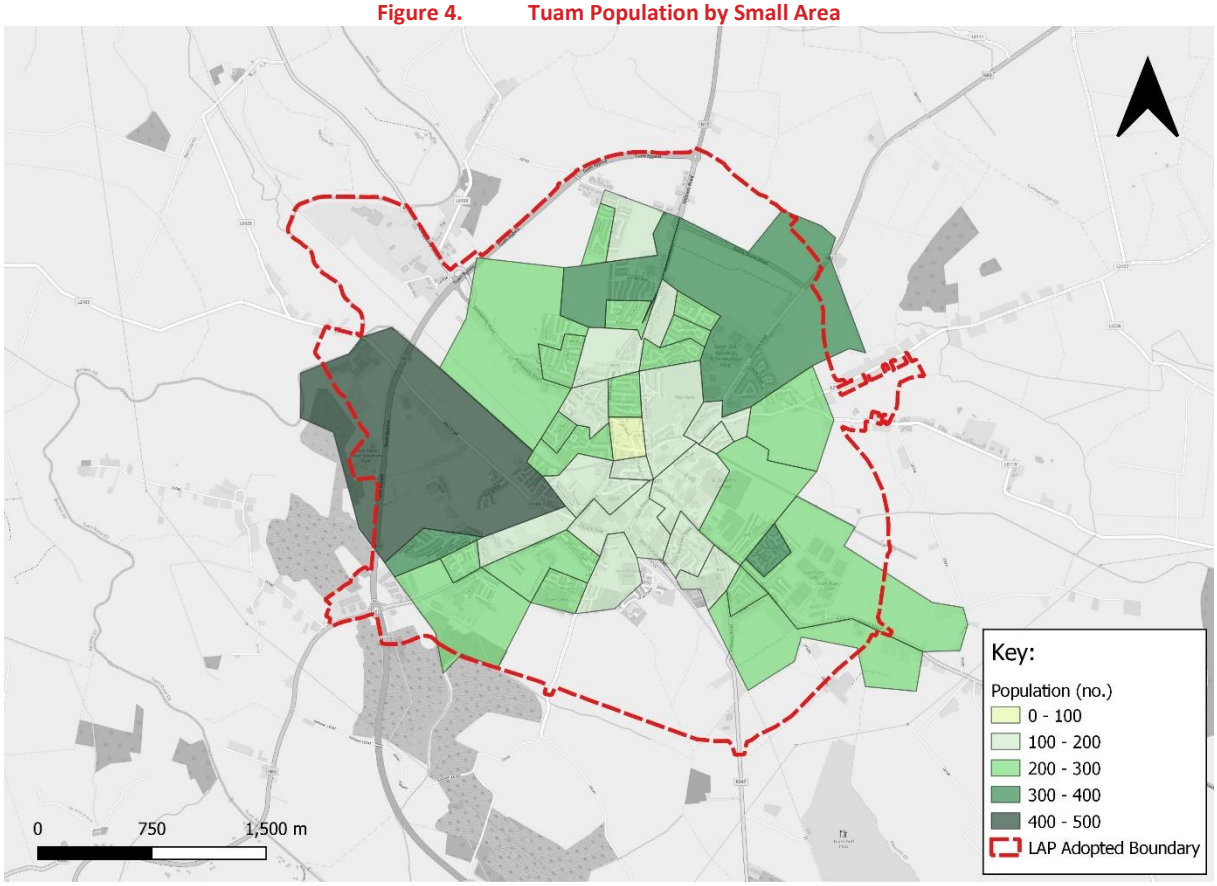
Table 2. Population Structure

	TOTAL POPULATION	<=15YO (%)	16-64 YO (%)	>=65 YO (%)
Tuam	8,767	25.3%	61.5%	13.2%
National	4,761,865	22.4%	64.2%	13.4%

3.2.3 A slightly higher proportion of residents younger than 15 (25.3%) are represented in Tuam, when compared to the national average (22.4%).

3.2.4 A slightly lower proportion of residents aged between 16 and 64 (61.5%) are represented in Tuam when compared to the national average (64.2%). This age category is the most likely to be part of the active employed population.

Figure 4. Tuam Population by Small Area



3.2.5 The areas of Tuam with the highest concentration of population are to the west and north east of the town centre, in the areas north of Galway Road and around Dunmore Road.

Employment

3.2.6 A total of 3,270 Tuam residents are identified as employed from the Census 2016 workplace zones dataset. It is noted that the workplace zone boundaries do not correspond to the census small output zones and therefore the west and north east zones extend beyond the Tuam boundary. However, it is considered that the extension covers predominantly rural areas which are not anticipated to be significant employment generators and it is therefore reasonable to assume that these jobs are within the boundary of the built-up area of Tuam.

3.2.7 The distribution of employment within Tuam is shown **Figure 5** below. It is noted that due to the varying geographic scales of the Census geographic zones the smaller zones in the central town have a higher density of jobs, such as the central zones including supermarkets. A notably dense area of jobs is located in the zone where Tuam Business Park is located.

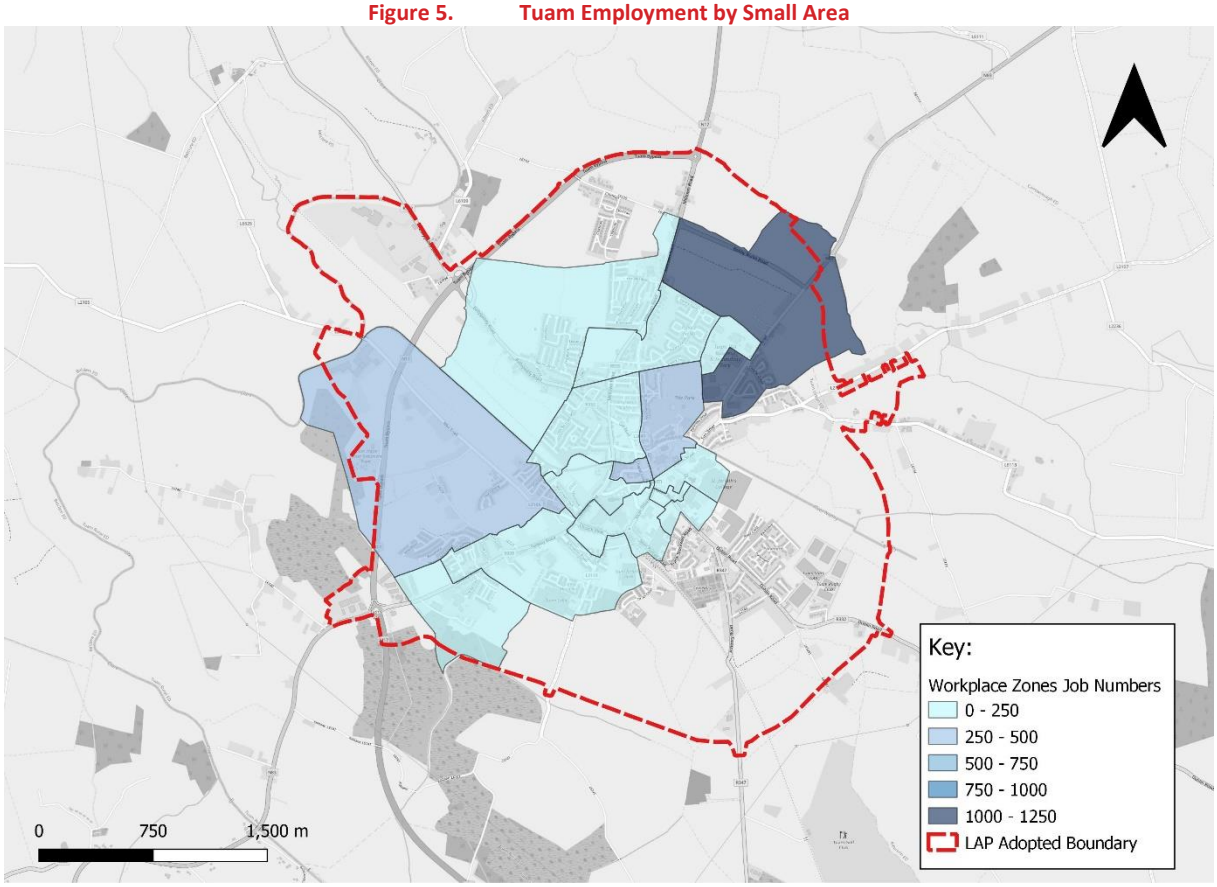
Table 3. Activity Structure in Tuam

EMPLOYED PEOPLE	JOB ATTRACTION	RATIO (JOB ATT/EMPLOYED)
3,270	3,700	1.13

3.2.8 Amongst those residing within Tuam, 3,270 were employed in the town in 2016. 3,700 people were working in Tuam in 2016, this figure includes non-residents.

3.2.9 A higher number of jobs was recorded in Tuam than employed residents (1.13 jobs per resident in employment). Therefore, it is inferred there are more people commuting from neighbouring settlements to work in Tuam, compared to the number of residents leaving the town for work.

Figure 5. Tuam Employment by Small Area



3.2.10 The area of Tuam with the highest concentration of employment is to the north east of the town centre, around Dunmore Road.

Car Ownership

3.2.11 The proportion of households in Tuam which do not own a car is shown below, with a comparison to the national average.

Table 4. Car ownership

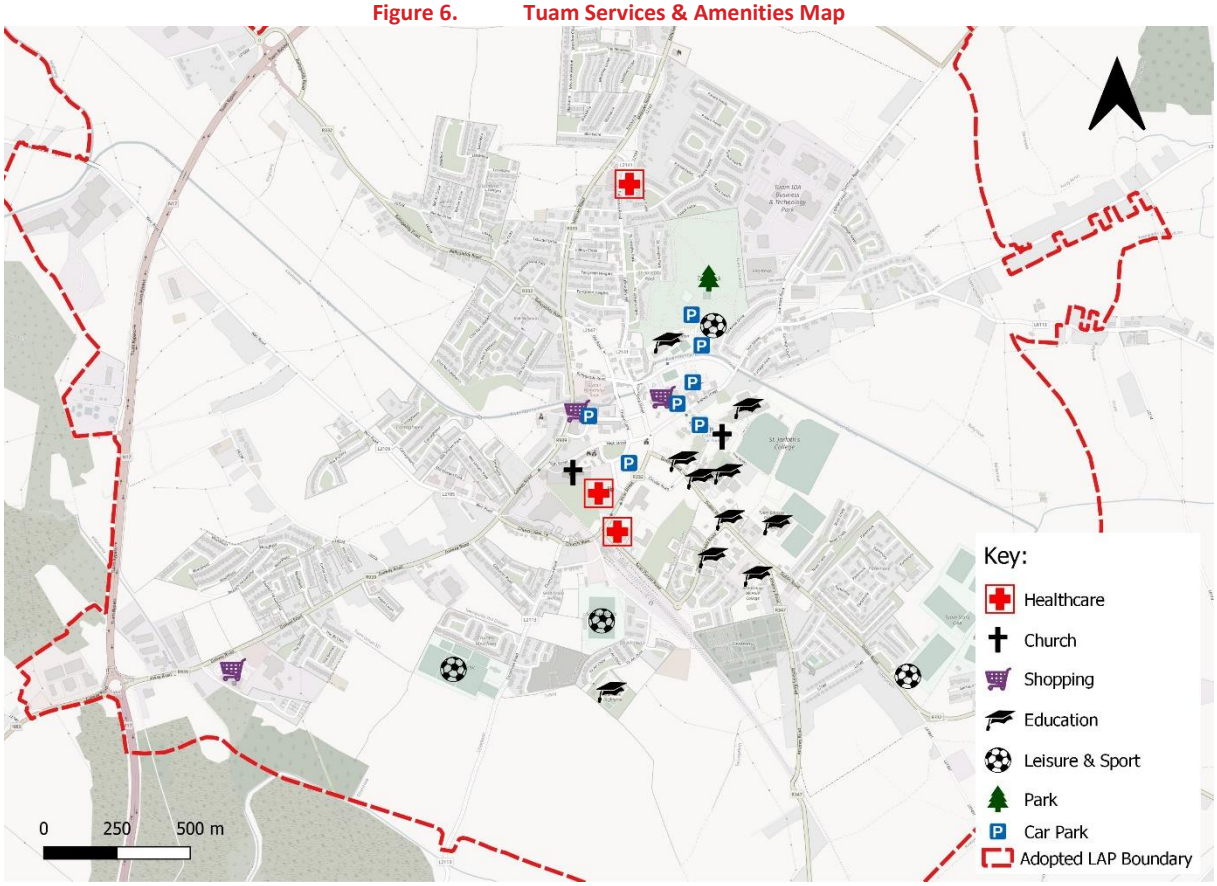
	% OF HOUSEHOLDS WITH NO CAR
Tuam	17.6%
National	15%

3.2.12 The proportion of Tuam households not owning a car is 17.6%, slightly higher than the national figure of 15%.

3.3 Trip Generators & Attractors

3.3.1 Key services and amenities within Tuam are presented in **Figure 6**.

Figure 6. Tuam Services & Amenities Map



3.3.2 The town centre is broadly concentrated around the High Street/Shop Street/Bishop Street/Vicar Street roundabout, with commercial properties present on each of these streets.

3.3.3 The Tuam Shopping Centre is located in the western section of the town's core, which includes a supermarket (Tesco) amongst other retail offerings. A second supermarket serving the town centre (O'Toole's SuperValu) is located to the north east of the central roundabout. An additional supermarket (Lidl) is located on the south west fringes of the town, approximately two kilometres distance from the town centre.

3.3.4 The town's Palace Grounds park and Leisure Centre are located to the north. Presentation College Secondary School is also located in this general area, opposite the Leisure Centre.

3.3.5 Two healthcare facilities, the Grove and Mall medical centres are both located on the southern fringes of the town centre. In addition, the Palace medical centre is located approximately one kilometre to the north of the central roundabout.

3.3.6 Two places of worship (Cathedral of the Assumption of the Blessed Virgin Mary and St Mary's Cathedral) are located on the eastern and western fringes of the town centre respectively. The Cathedral of the Assumption faces a landscaped area running to Bishop Street and St Mary's borders High Street.

3.3.7 A cluster of schools is located along Dublin Road, a key radial route running to the south east. This cluster includes the Educate Together National School, Mercy Secondary School and Trinity Primary School. In addition, St Jarlath's College is located slightly further to the north, in close proximity to the Cathedral of the Assumption. Archbishop McHale College is located on Athenry Road and St Oliver's Special School is located on Frank Stockwell Road.

3.3.8 Car parks in the town are located in the northern and eastern sections of the town centre. Both Tuam Shopping Centre and O'Toole's SuperValu provide dedicated parking facilities. A further car park is located adjacent to the Leisure Centre and the Palace Grounds park. A large parking area is also present around the Cathedral of the Assumption.

ATOS Data

3.3.9 The distance between residential areas and local services and facilities such as schools, GP surgeries and shops was analysed using ATOS walking and cycling data, to ascertain the current degree of active mode connections in Tuam.

3.3.10 The ATOS output data breaks down the assessment area into grid squares, measuring approximately 100m by 100m, scoring each grid according to its accessibility by a particular mode of transport. The scores range from A (highest accessibility) to E (lowest accessibility) and are colour coded accordingly.

3.3.11 The walking and cycling ATOS outputs for primary and post-primary schools are shown below.

Figure 7. Primary School Walking – ATOS Output

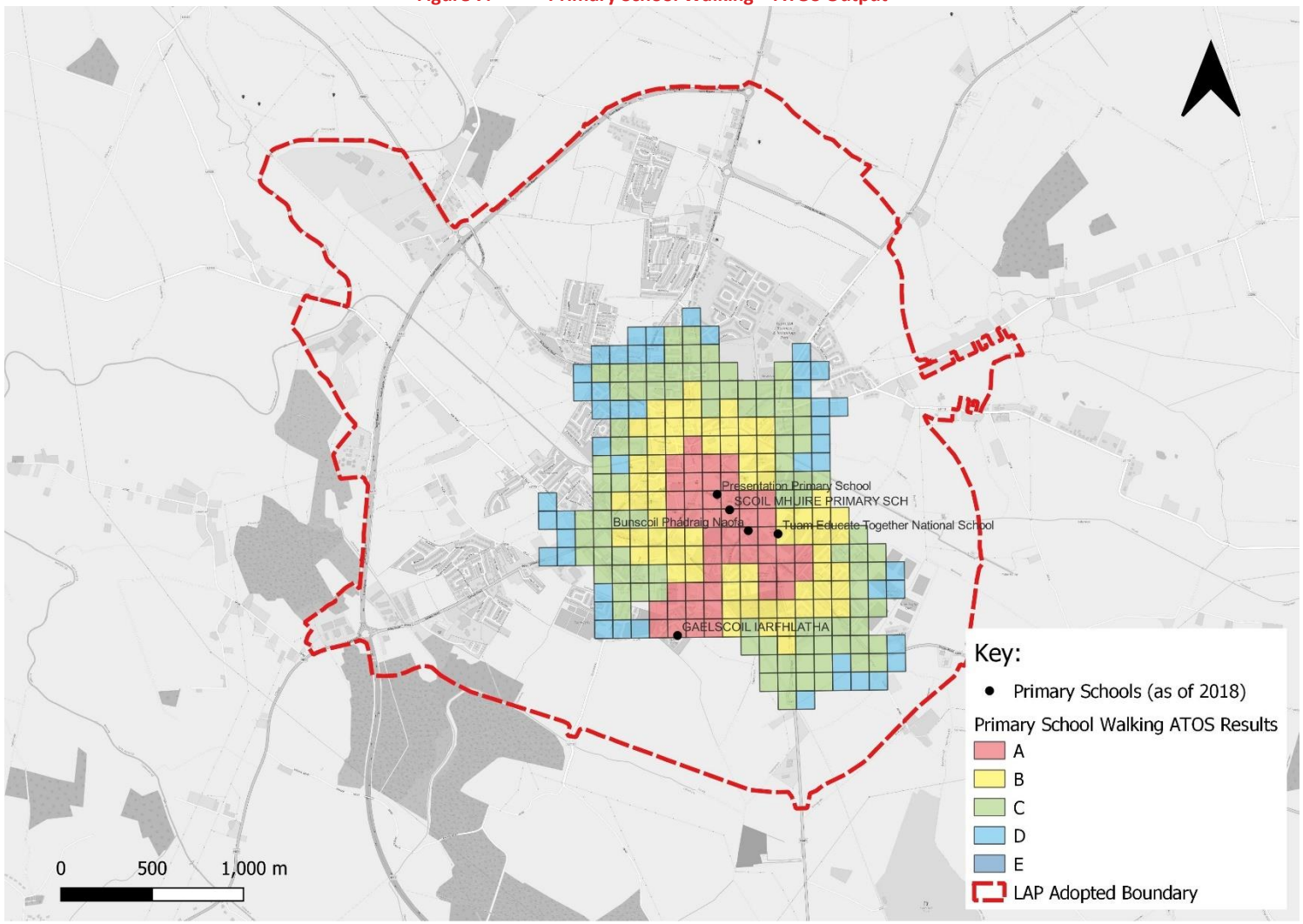


Figure 8. Primary School Cycling – ATOS Output

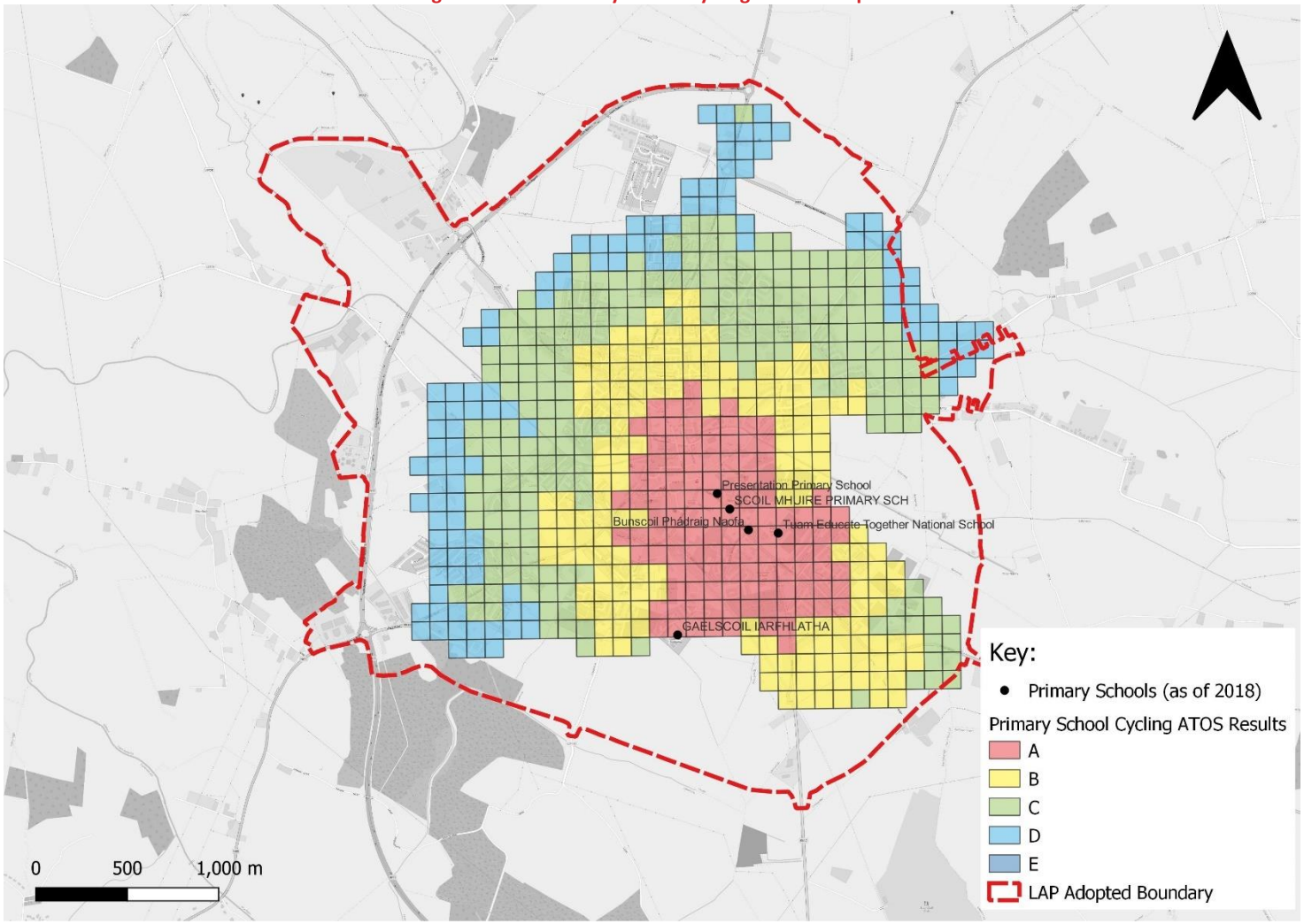
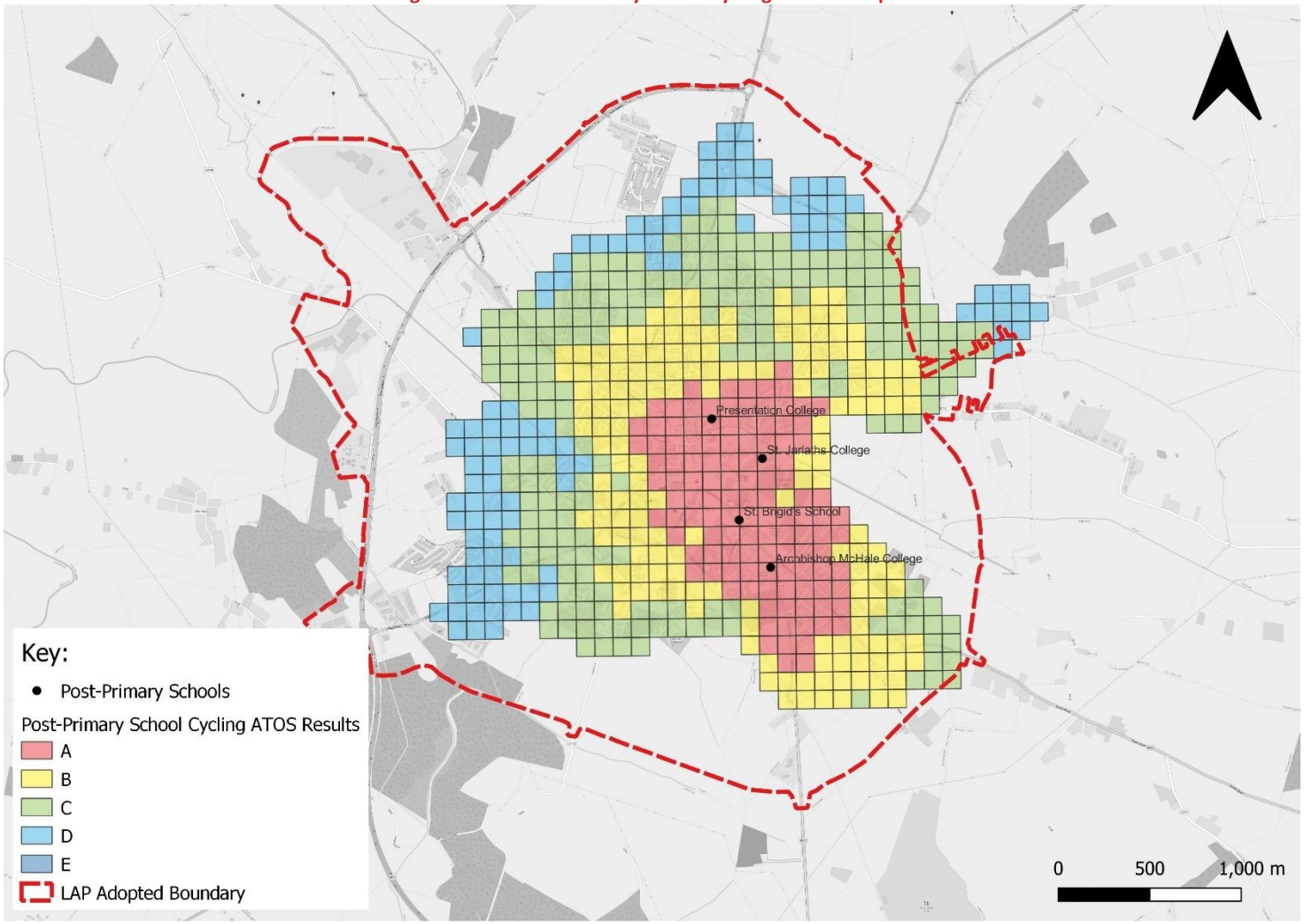


Figure 9. Post-Primary School Walking – ATOS Output

Figure 10. Post Primary School Cycling – ATOS Output



3.3.12 With the concentration of primary schools on Dublin Road, the accessibility score is relatively high on the south and east sides of the town, owing to the proximity to this radial corridor. In contrast, walking accessibility is much poorer on the north and west sides of the town, with longer journeys on busy roads with only narrow footways provided.

3.3.13 The town is compact enough to ensure that the cycling ATOS scores are reasonable across the majority of the northern and western areas, despite the concentration of primary schools on the Dublin Road corridor on the opposite side of the town centre.

3.3.14 The town's post-primary schools are more evenly distributed when compared to the primary schools. Despite the more central location of Presentation College and St. Jarlath's College, the ATOS score for the areas directly north are poor, due to the lack of direct routes connecting to residential neighbourhoods in this direction. The western area also scores low for walking accessibility.

3.3.15 Similar to the primary school cycling ATOS scores, the majority of the town scores between moderate and high for cycle accessibility to post-primary schools. Only relatively small areas at the fringes of the town record a low score.

3.3.16 The walking and cycling ATOS outputs for employment land uses are shown below.

Figure 11. Employment Walking – ATOS Output

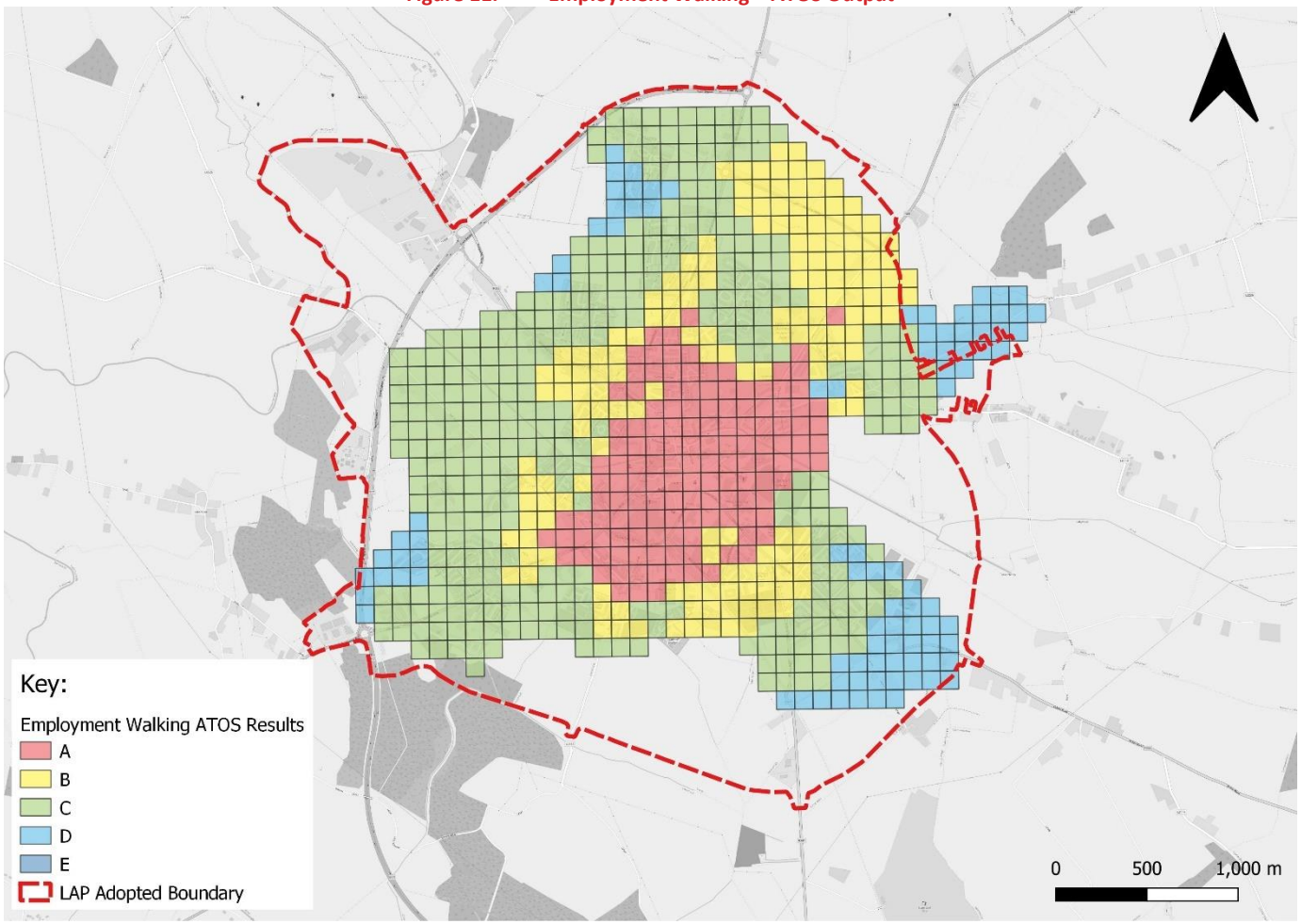
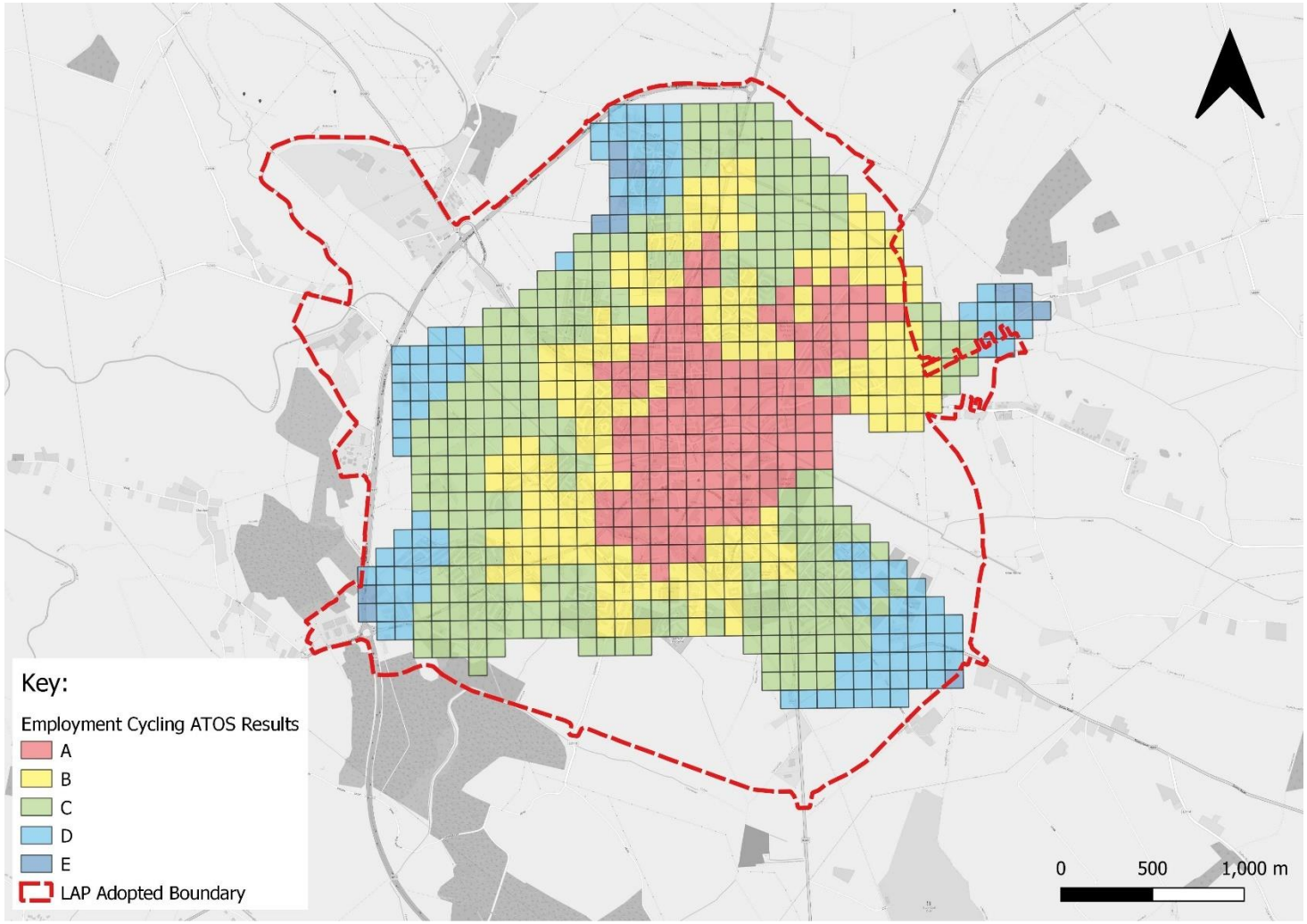


Figure 12. Employment Cycling – ATOS Output



3.3.17 With a compact town centre, the accessibility to areas of employment within Tuam is highest in and around the town's core. With the Tuam Business Park located on the north east side of the town, the residential neighbourhoods in this area also score highly. The west and south east areas of the town record lower scores, due to the concentration of employment away from these areas.

3.3.18 Nearly all areas of the town score between moderate to high for cycle accessibility to employment areas. The segregated cycle lanes present on the Milltown Road and Dunmore Road corridors enable the adjacent residential areas to obtain the highest ATOS score for cycle accessibility. The west and south east areas of the town record lower scores, due to the concentration of employment away from these areas and the lack of adequate cycle infrastructure.

3.3.19 The walking and cycling ATOS outputs for healthcare facilities are shown below.

3.3.20 Two facilities are located to the south west of the town centre, one in the centre itself and one facility approximately 700m north of the centre.

3.3.21 Walking and cycling accessibility is high in the centre, north and south west areas of the town. The west, south east and north east areas recorded low scores.

Figure 13. Healthcare Facilities Walking – ATOS Output

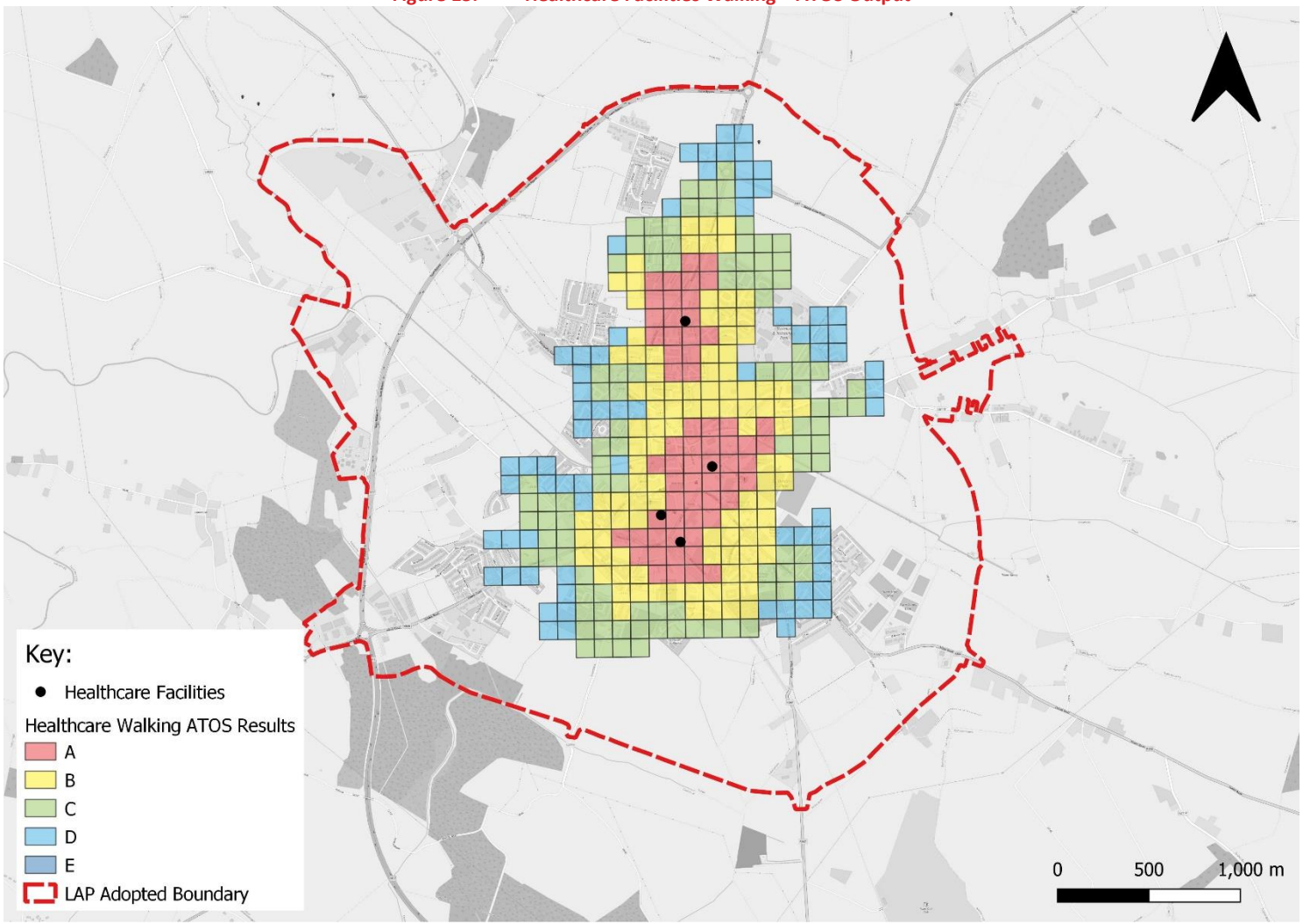
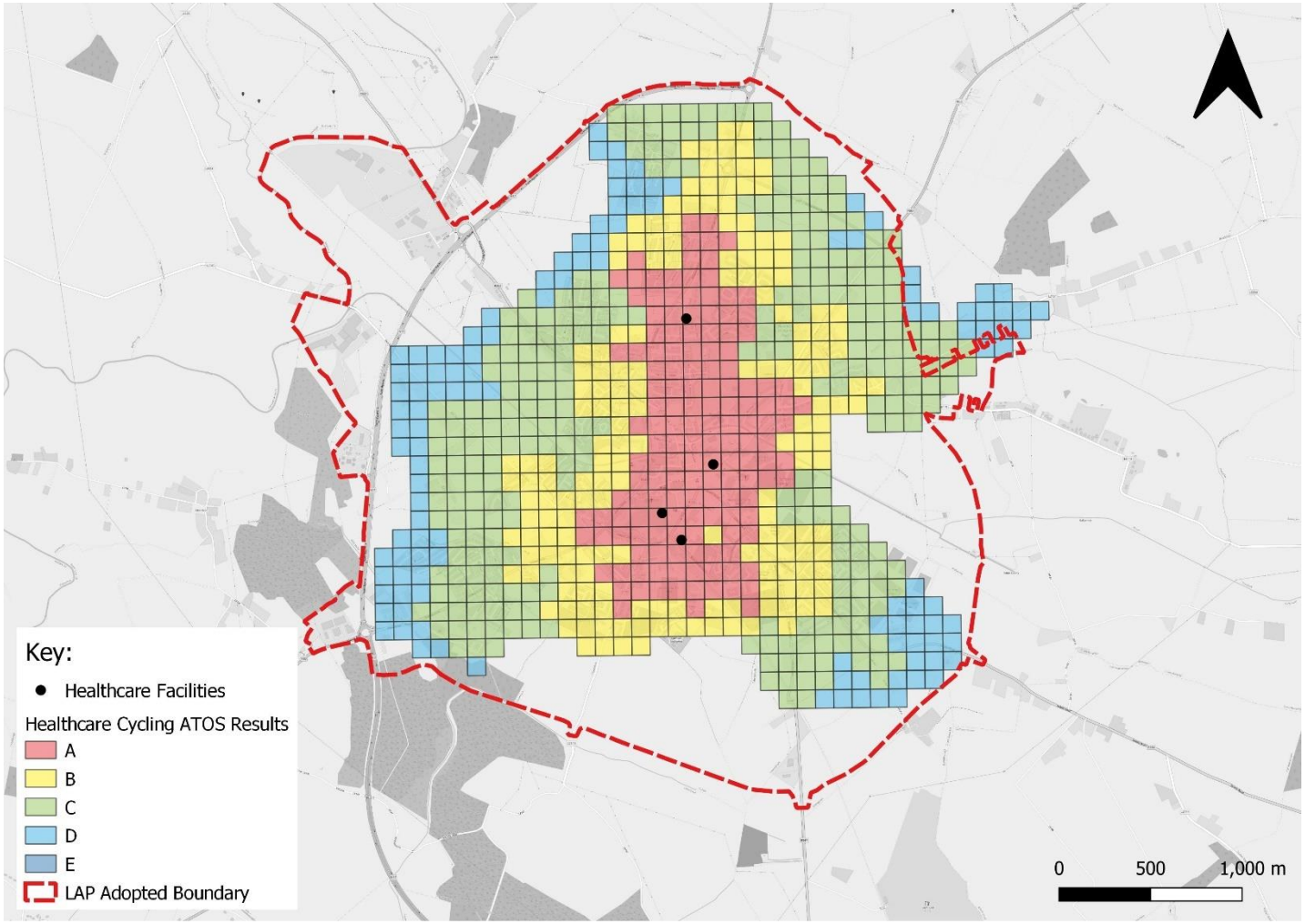


Figure 14. Healthcare Facilities Cycling – ATOS Output



3.4 Travel Patterns

Existing Trip Distribution Profile

3.4.1 A map which summarises the current trip-making patterns into and out of Tuam (taken from the 2016 Census) is shown below; this data is also shown in tabular form.

Figure 15. Trip Patterns into and out of Tuam

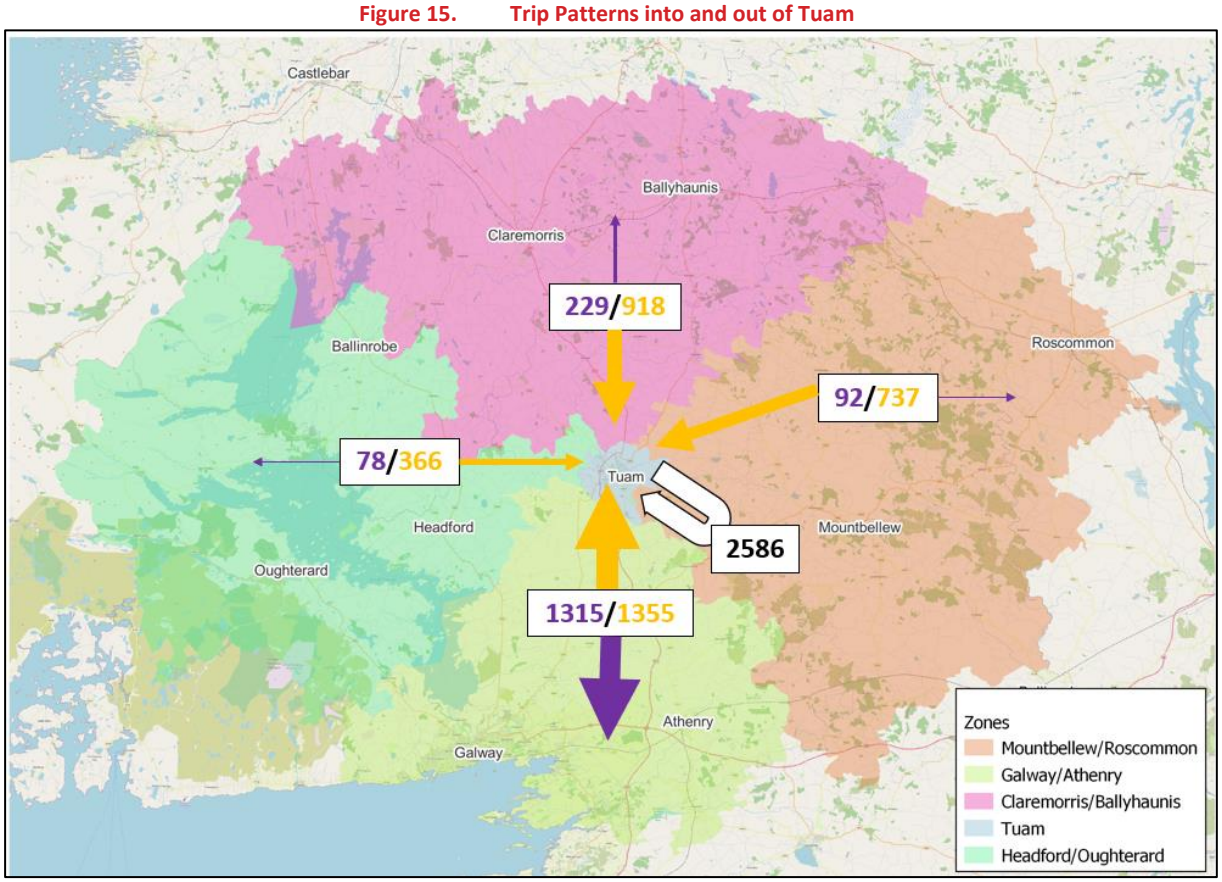


Table 5. Trip Movements into/out of Tuam

FROM\TO	TUAM	HEADFORD/OUGHTERARD	CLAREMORRIS/BALLYHAUNIS	GALWAY/ATHENRY	MOUNTBELLEW/ROSCOMON
Tuam	2586	78	229	1315	92
Headford/Oughterard	366	6369	310	4635	37
Claremorris/Ballyhaunis	918	859	10076	1656	500
Galway/Athenry	1355	708	166	66366	428
Mountbellew/Roscomon	737	39	632	2972	9909

3.4.2 The map shows the geographical location of the zones listed in the corresponding table. Trips made in and out of Tuam during the AM Peak are shown on the map. The trips

towards Tuam are shown in yellow; the trips from Tuam are shown in purple. The table refers to the number of Daily trips made during the AM peak, between and within the different zones.

3.4.3 A key observation from the data is that 2,586 daily trips are made within the town of Tuam. People from the town are almost twice as likely to have made a trip within the town than to any other zone shown in the table. The destination zone with the highest number of trips from Tuam is Galway/Athenry, with 1,315 trips.

3.4.4 For trips made into Tuam, demand is still highest from the Galway/Athenry zone at 1,355 trips. The Claremorris/Ballyhaunis zone to the north and Mountbellew/Roscommon zone to the east recorded higher numbers of trips into Tuam, with 918 and 737 respectively.

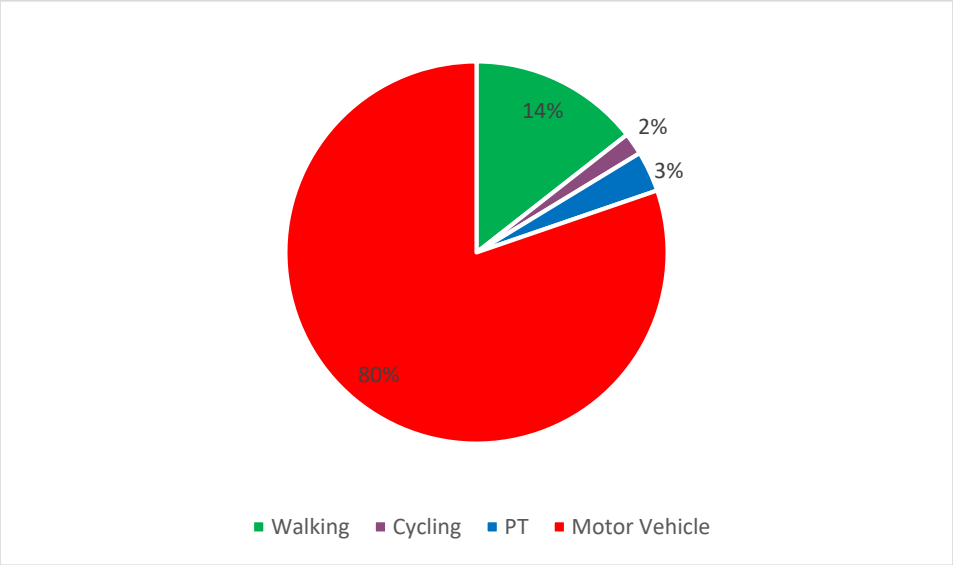
Mode Shares (Work & Education)

3.4.5 Mode shares for journeys to work by residents of Tuam (taken from 2016 Census information) are summarised in the table and graph below. (It is noted that this includes all trips to work by Tuam residents, whether to destinations within Tuam itself or elsewhere).

Table 6. Mode shares - Commuting to work

	WALKING	CYCLING	PUBLIC TRANSPORT	CAR AND MOTORCYCLE
Tuam	14%	2%	3%	80%
National	10%	3%	10%	77%

Figure 16. Mode Share - Trips to work - Tuam



3.4.6 It is noted that the recorded commuting mode share for Tuam residents was over three times less for public transport, at 3% compared to the national proportion of 10%. The walking mode share was higher, at 14% compared to 10% nationally.

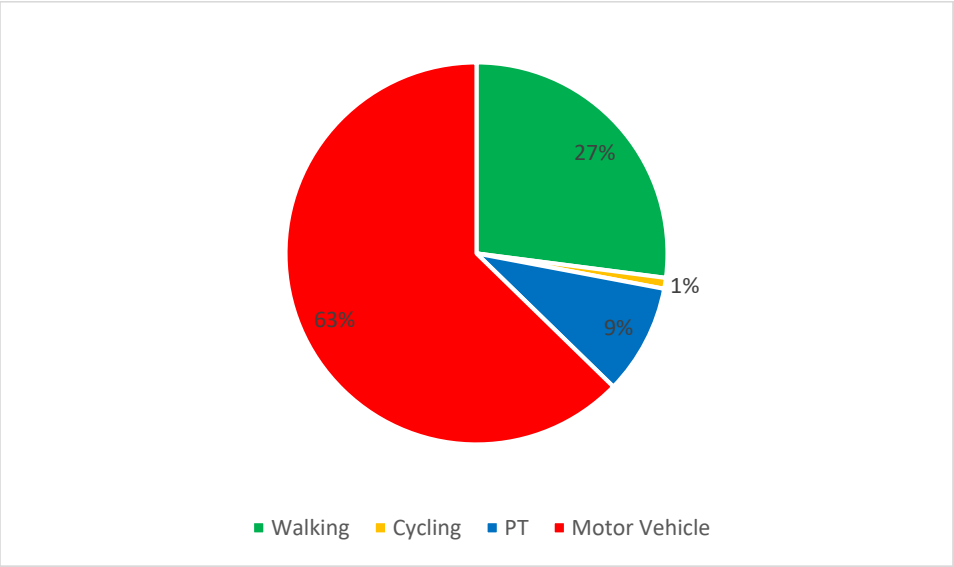
3.4.7 A slightly higher proportion of commuting trips were made by car/motorcycle by Tuam residents, at 80% compared to 77% nationally.

3.4.8 The same analysis for education trips by Tuam residents is detailed below.

Table 7. Mode shares – Trips to school

	WALKING	CYCLING	PUBLIC TRANSPORT	CAR AND MOTORCYCLE
Tuam	27%	1%	9%	63%
National	24%	2%	21%	52%

Figure 17. Mode Share - Trips to school - Tuam



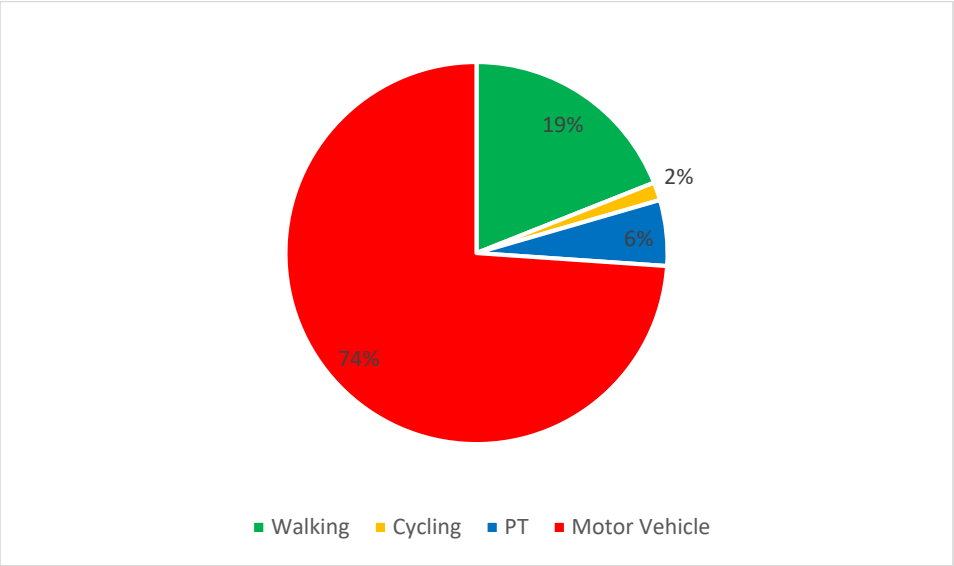
3.4.9 The proportion of education trips in Tuam made by car (63%) is notably higher than the national figure (52%). The share of public transport is over 10% lower for Tuam (9%) compared to the national figure (21%). A slightly higher walking mode share was recorded for Tuam.

3.4.10 The overall work and education mode shares are detailed below.

Table 8. Mode shares - Total

	WALKING	CYCLING	PUBLIC TRANSPORT	CAR AND MOTORCYCLE
Tuam	19%	2%	6%	74%
National	15%	3%	14%	68%

Figure 18. Mode Share - All trips - Tuam



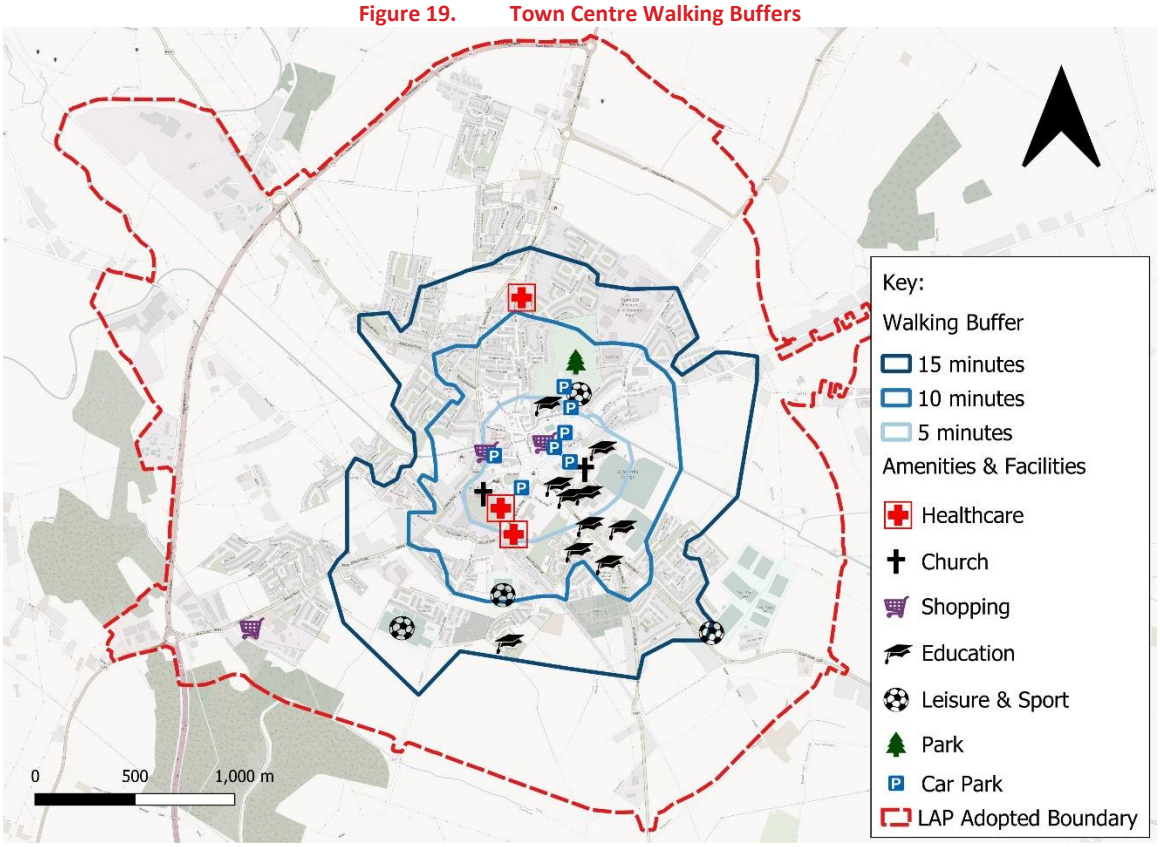
3.4.11 Overall, current mode choices for work and education in Tuam differ from the national average by way of a higher use of private vehicles (74% vs 68% nationally), and by a lower use of public transport (6% vs 14% nationally).

3.5 Transport Network

Walking & Cycling Infrastructure

3.5.1 A walking buffer map for the town centre is shown below in Figure 19. The walking speed is assumed at 4.8km/hour

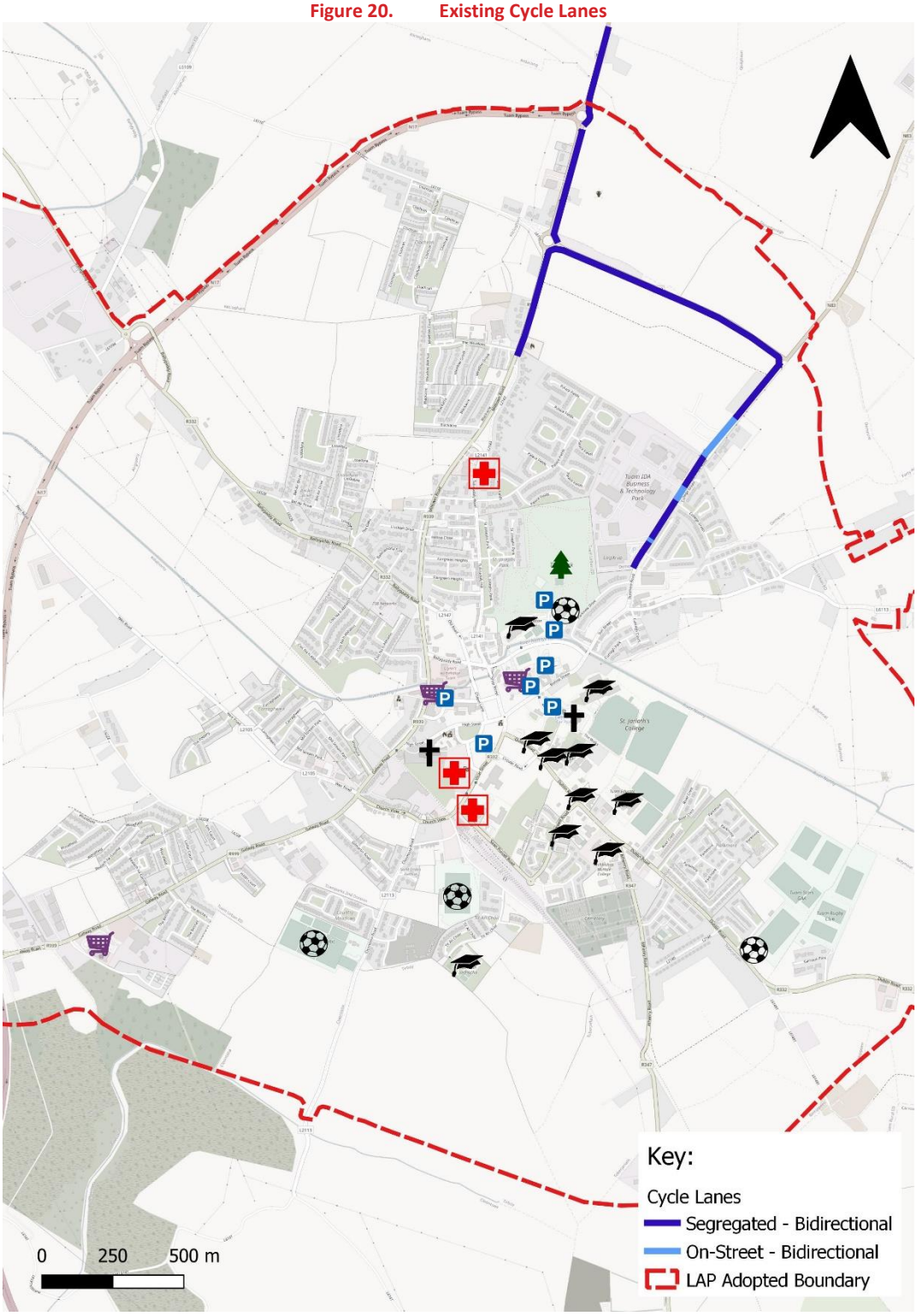
Figure 19. Town Centre Walking Buffers



3.5.2 It can be seen that the majority of the town's services and amenities are located within walking distance of the town centre. These distances are therefore considered suitable for encouraging mode shift to active modes through walking and cycling improvements and better connections to residential areas. The existing physical provision for walking within the town is of variable quality; the town centre area generally has good surfacing but there are a number of constraints due to narrow streets (some of which are due to the historic nature of parts of the town centre); elsewhere surfacing and pavement widths have areas which are of poorer quality and would therefore benefit from improvement on a number of fronts. These could include footway surfacing improvements, junction improvements, addition of pedestrian crossings and the removal of parking to support modal shift.

3.5.3 Segregated two-way cycle lanes are present on the outer sections of Dunmore Road, Milltown Road and parts of the N83. These cycle lanes do not extend into the town centre or serve the town's major amenities. The routes of the existing cycle lanes are shown in **Figure 20**.

Figure 20. Existing Cycle Lanes



Public Transport

3.5.4 Formal bus stops are located in the town centre of Tuam, on Vicar Street. These existing bus stops themselves are generally of good quality with seating, but no real-time information provided. Local buses also call at Presentation College, Galway Road

(Gilmartin Road, Killaloonty Road), Bishop Street, Dunmore Road (Parkview Drive, College Green), Milltown Road (Ballygaddy Road, Black Acre, Kilcolghans), with no signs or facilities at these locations.

3.5.5 A detailed list of bus services in the Tuam area can be seen in **Table 9**.

Table 9. Bus Services in Tuam

ROUTE	OPERATOR	MAX NO. WEEKDAY SERVICES	MAX NO. WEEKEND SERVICES
52 (Ballina – Galway)	Bus Éireann	6	6
64 (Derry – Galway)	Bus Éireann	6	6
65 (Monaghan – Galway)	Bus Éireann	1	1
427 (Dunmore/Tuam – Galway)	Burkes Bus	18	11
428 (Tuam – Galway)	Burkes Bus	4	1
429 (Castlerea – Galway)	Bus Éireann	1	1
430 (Ballina – Galway)	Go Bus	5	5
441 (Tuam – Corrofin)	Farragher International	1	1
527 (Kilcurriff – Galway)	Farragher International	0	1
964 (Donegal – Galway)	Bus Feda	4	3

3.5.6 Up to 45 services per day provide a link from Tuam to Galway (City).

Road Network

3.5.7 Tuam is located at the point where a number of regional routes converge, including the M17/N17, N83, R347 and R332.

3.5.8 The M17 motorway is a strategic north-south route through Galway County and forms part of the most direct link to Dublin, via the M6. The northern terminus of the M17 is located at the roundabout junction with the N83 and N17, approximately two kilometres to the south west of the town centre. The N17 route continues north and forms a western bypass route to the town, before routing north towards Milltown.

3.5.9 The N83 route forms the most direct link between Tuam and Galway (City). The route officially starts at the roundabout junction with the M17 and N17, with Galway Road forming a direct link to the town centre and one of the town's principal radial routes. The N83 shares part of the western bypass with the N17, before continuing north east towards Dunmore.

3.5.10 The R332 passes through the centre of Tuam, forming a cross-town north west to south east route, forming radial routes on both sides. Due to the one-way system within and around the town centre, the route makes detours and some sections are narrow with parking restricting the space available for moving vehicles, particularly the sections on Shop Street and High Street.

3.5.11 The R347 route approaches Tuam from the south, running roughly parallel to the M17 motorway. The R347 meets the R332 at the Dublin Road/Athenry Road unsignalised junction approximately 600m to the south east of the town centre.

3.5.12 Due to the layout of the local road network, through trips approaching Tuam from the east and south east, specifically the Dublin Road, Athenry Road and Birmingham Road corridors, must route via the town centre, in particular the central roundabout junction.

3.6 SWOT Analysis

3.6.1 A SWOT (Strengths, Weaknesses, Opportunities and Threats) exercise has been undertaken for the Tuam area; this analysis is based upon all of the data and other information which has been collated and reported in sections 2 to 3 of this LTP document.

3.6.2 The SWOT analysis is presented in tabular format below.

Table 10. Tuam SWOT Analysis

Strengths	Weaknesses
• Historic town centre with established street layout and strong sense of place • Good access to the National Road network providing strong connectivity North to South, including direct links to Galway City • Existing disused railway corridor and previous Station location • Good quantum of conveniently located off-street parking serving town centre needs • Accessible and centrally located key services, with major schools provision serving both the town and surrounding villages • Natural amenities offered by River Nanny and adjoining town parks • Variety of residential areas arranged radially around historic core	• Town centre and adjoining areas formed from narrow streets with many competing demands for road space • Lack of dedicated cycle facilities linking several residential areas to town centre and key amenities; existing facilities are not designed to current standards • Relatively poor pedestrian provision within certain parts of town centre • Dominance of large car parks within north-eastern parts of town centre • Severance caused by current inaccessibility of existing disused railway corridor • Vicar Street bus stops are modest in scale; lack of formal bus stop provision elsewhere in town • On-Street parking in some areas of the town centre limits space for other street activities and in particular creates a less attractive environment for cycling
Opportunities	**Threats**
• Potential re-arrangement of access and traffic management within the town centre to create additional space for pedestrian and cycle facilities and/or street activities • Upgrading of Vicar Street bus stops or creation of alternative multi-modal hub location (as outlined in GCTPS) • Creation of new on-street cycling facilities to link residential areas to town centre and schools cluster • Potential to re-purpose retained rail line as a sustainable travel corridor • Wider upgrading of bus stop infrastructure to support proposals within the emerging wider “Connecting Ireland” strategy	• Need to manage potentially conflicting demands for access and servicing with active travel and public transport • Political differences of opinion regarding future use of rail corridor • Safety implications of new or improved routes for cyclists to schools cluster, and corresponding impacts on other road users • Sufficient funding to deliver necessary improvements

4. LTP OBJECTIVES & FUTURE DEMAND FOR TRAVEL

4.1 Overview

4.1.1 The Tuam LTP is required to demonstrate how measures to improve transport provision within the town (and for trips made to and from the town by visitors) will align with the wider objectives and principles within the CDP and GCTPS.

4.1.2 This section of the report presents analysis of how this can be achieved in principle, by defining objectives for the LTP itself and comparing these with expected future demands for travel to, from and within Tuam. Section 5 of this report subsequently applies these findings to a corresponding process of option development.

4.2 LTP Objectives

4.2.1 It is noted that, via the SWOT analysis and dialogue with GCC Officers, the following points have been identified as being of relevance to the development of LTP objectives:

4.2.2 The following policy objectives have been proposed for the Tuam LTP, guided by national, regional and local policy as well as best practice:

Access to Local Services

Support and implement transport measures which improve access to local services by walking and cycling.

Access to Town Centre

Improve connectivity to the town centre by sustainable modes whilst contributing to the town's economic vitality.

Wider Transport Demand

Improve integration between sustainable transport modes, providing increased options within the town.

Reduce unnecessary through movement within the town centre to improve road-based public transport services.

4.3 Future Demand for Travel

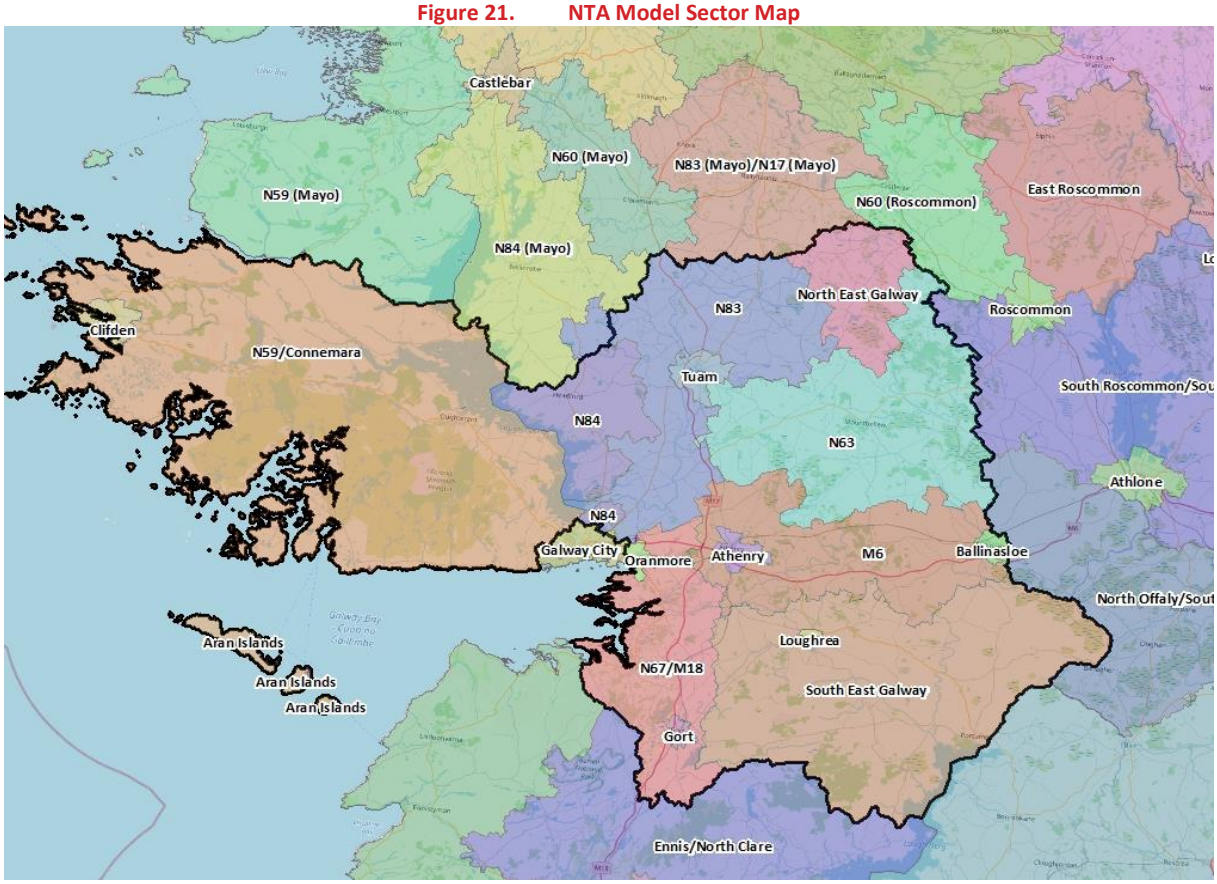
4.3.1 Existing data sources have been reviewed in order to understand the baseline characteristics of Tuam as well as the future forecast travel trends from outputs from the NTA Western Regional Model (WRM). This provides valuable information on the current and future travel patterns including origins, destinations and key demand routes. It is noted that the WRM is a strategic model which divides Galway County (as well as the remainder of the country) into a number of sectors, from which trips originating and finishing are identified. A total of 16 sectors are located within Galway County, including

standalone sectors for key towns and larger sectors covering more rural areas of the county.

4.3.2 Tuam is represented as a single model sector, allowing for extraction of key origin and destination data to and from the town. The data extraction provides a strategic overview of the key demand routes between model zones and the proportion of internal zone trip making.

4.3.3 The WRM sectors are shown in **Figure 21** for information.

Figure 21. NTA Model Sector Map



4.3.4 The WRM presents data for a base and future year scenario, with a linear pattern of growth incorporated:

- **2016**: Baseline; and
- **2039**: Future Year, aligned to the National Planning Framework growth forecast.

4.3.5 WRM data has been considered as part of the Option Development process, which is described in subsequent sections of the report.

5. OPTION DEVELOPMENT

5.1 Option Development Process

5.1.1 The identification of options for improving transport and movement within, to and from Tuam has been undertaken using the outputs of the SWOT analysis as a starting point. It is recognised that improvements to infrastructure will be planned and delivered in a different manner to improvements to services; as such, the LTP focuses on infrastructure whilst including consideration of how that infrastructure can support improvement and expansion of public transport services.

5.1.2 The following chapter outlines the long-list of options developed to overcome some of the weaknesses and constraints identified in the baseline assessment, and achieve the defined objectives for the LTP.

- Data review to identify proposals from wider policy/strategies for the study area;
- Site visits to review issues identified in the baseline assessment and opportunities for improvement; and
- Workshops between the project working group to discuss and agree potential options.

5.1.3 The options development process has broadly followed the Department of Transport's National Investment Framework for Transport in Ireland (NIFTI) modal and intervention hierarchies (Figure 2.1). As such, options for applicable measures were first considered in relation to active modes (walking and cycling), followed by public transport and finally general vehicular traffic. The options were also initially focused on maintaining, optimising and improving existing facilities before considering the construction of new infrastructure.

Figure 22. NIFTI Modal and Intervention Hierarchy

5.2 Local Walking and Cycling Improvements

5.2.1 Options for improvements to the town's local walking and cycling networks have been identified which have taken into account the NTA's Cycle Connects plans for the area as referenced in the policy review section of this report. A number of key routes into and around the town centre have been designated as the primary network, with a secondary

network feeding onto these routes, shown below within the context of the town's residential and employment zoning, in **Figure 23** and **Figure 24** respectively.

5.2.2 Primary routes are defined as those which link key areas of the town (primarily connections to the town centre and main employment areas) and where substantial concentrations of pedestrian and cycle activity are either present or anticipated to arise in future.

5.2.3 Secondary routes are defined as those which make connections to primary route corridors, and which will typically serve a defined area, such as a residential estate or an area of employment.

Figure 23. Tuam Walking & Cycling Options Map – Residential Zoning

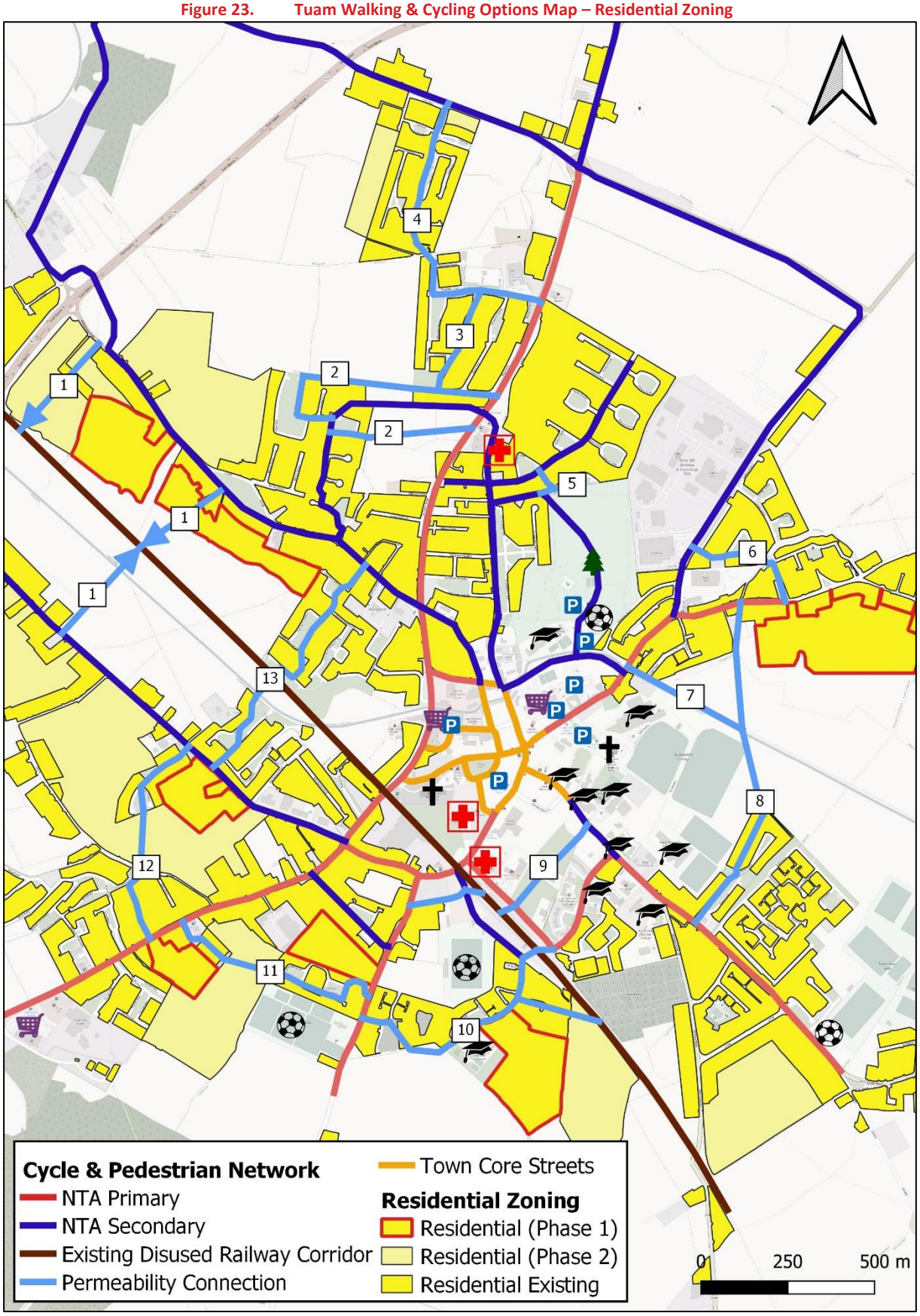
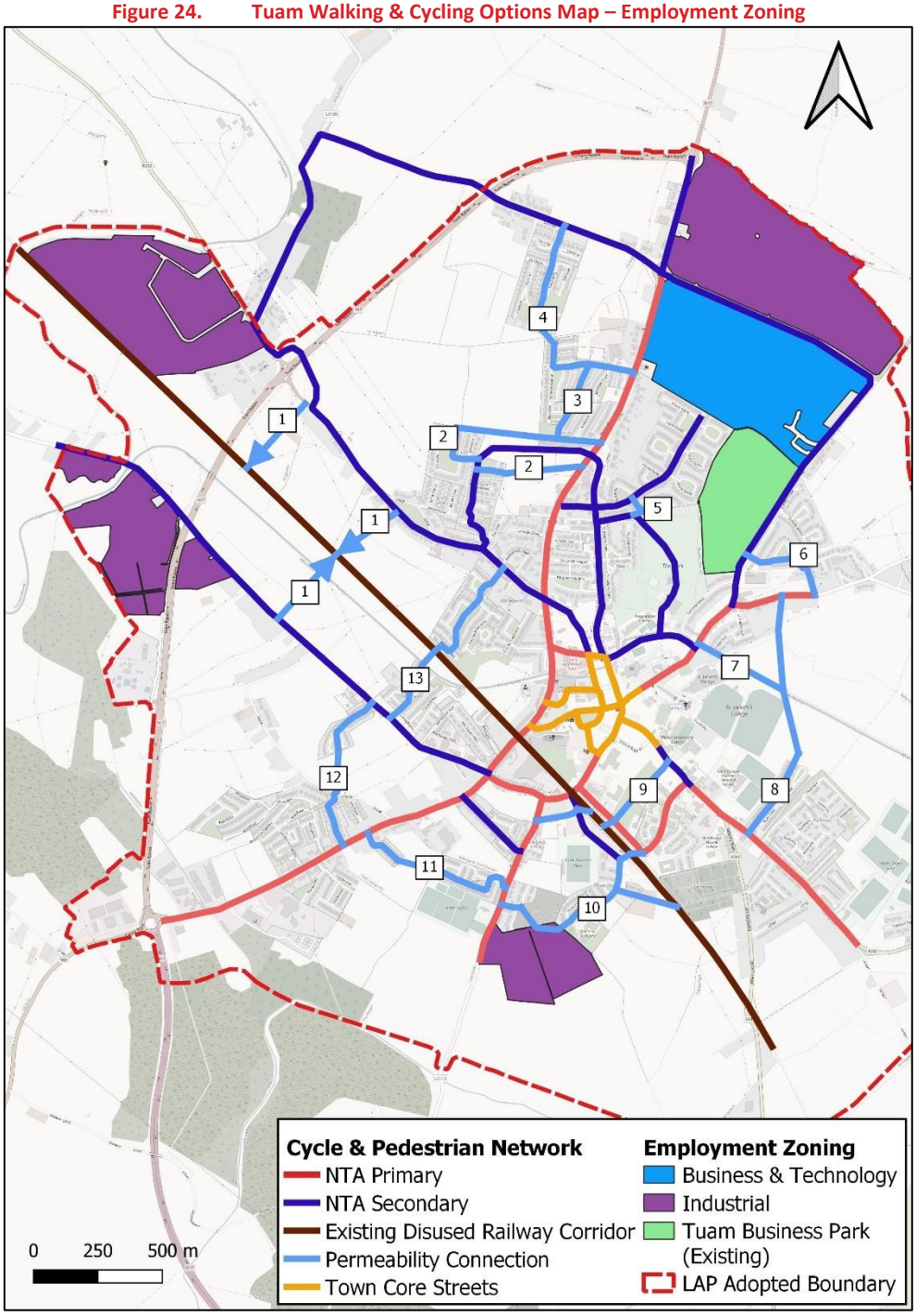


Figure 24. Tuam Walking & Cycling Options Map – Employment Zoning



5.2.4 Permeability routes have been identified which supplement the NTA's network of primary and secondary routes. These measures are focused on strengthening and improving existing links, providing connectivity to the wider network and key services such as schools, parks, shops etc. In combination with the strategic measures outlined above, these options will provide a comprehensive and integrated walk and cycle network supporting increased accessibility and permeability. **Table 11** outlines the various permeability improvements options proposed.

Table 11. Permeability Improvement Options

OPTION	DESCRIPTION	PURPOSE
1	New connections between Disused Rail Line and Weir Road/Ballygaddy Road corridors	Provide access to a strategic cross-town link for north west residential areas, including a potential river crossing
2	New connections between Milltown Road and Lissadyra Road	Provide a safe cycle route connecting the residential area west of Milltown Road and north of Ballygaddy Road
3	New connection between Meadow Grove and Black Acre	Provide a missing cycle/pedestrian link between two nearby residential areas and enable orbital connections on north side of town
4	Enhance connection between sections of Meadow Court	Enhance the existing link between the non-contiguous sections of Meadow Court (currently narrow and constrained by bollards), as part of orbital cycle/pedestrian connections on north side of town
5	Make minor enhancements to the access link to St Joseph's Park from Palace Fields Road	Integrate park into the town's walking and cycling network and enhance orbital pedestrian/cycle connections on north side of town
6	New connection between Cricket Fields Road and Gold Cave Crescent, providing a river crossing	A new river crossing would enable orbital connections on east side of town
7	Enhance lane running east from Curragh Park to provide pedestrian/cycle access	This link would enhance orbital connections on east side of town
8	New pedestrian/cycle orbital connection between Bohernagreana and Dublin Road corridors. Potential to be delivered in tandem with proposed vehicle link	This connection would provide a major orbital link and river crossing for pedestrians and cyclists in Tuam, facilitating better access to the schools on the Dublin Road corridor
9	New connection between Dublin Road corridor, R332 route and the disused railway route	Provide access to a strategic cross-town link for schools on Dublin Road corridor, enhance orbital cycle/pedestrian connections on south east side of town
10	New cycle/pedestrian link between Tir Boy Road and Tir an Chóir Road	Provide a missing cycle/pedestrian link between two nearby residential areas

OPTION	DESCRIPTION	PURPOSE
		and enable orbital connections on south side of town. Potential access to adjacent land zoned for future industrial uses.
11	New cycle/pedestrian link between Country Meadows Road and Hazel Court	Provide a missing cycle/pedestrian link between two nearby residential areas and enable orbital connections on south west side of town
12	New cycle/pedestrian link between Killaloonty Road and The Pottery	Provide a missing cycle/pedestrian link between two nearby residential areas and enable orbital connections on south west side of town
13	New cycle/pedestrian link between Carrigweir Road and Cois Na H-Abhainn with a connection to the disused rail route	Provide access to a strategic cross-town walking and cycling link for western residential areas as well as orbital connections

5.2.5 These connections consist of quiet residential streets as well as short links between built up areas. Some of these connections may have obstacles needing to be removed, such as fences or walls; it is proposed that where minor modifications can be made to create or strengthen these local links, there is significant potential benefit for those undertaking local journeys on foot and by cycle.

5.2.6 These permeability connections have the potential to provide a continuous orbital link around the west, south and east sides of the town, when combined with parts of the NTA primary and secondary networks. It is acknowledged that the Tuam Business Park and the layout of the residential neighbourhoods to the north of the town centre do not allow for an easy orbital connection that would not require the purchase of private land; further examination of potential improvements in this area may need to be deferred until the use of these sites is revisited in the future. A link is included to Dublin Road, providing a potential connection to the schools.

5.2.7 It is noted that the existing disused railway corridor currently runs on a north west to south east alignment, passing to the south west of the town centre. In the event that this corridor is not reopened by Irish Rail, it is considered that it offers a unique opportunity for a high quality pedestrian and cycle route which would provide direct and easy connections between the eastern and western parts of the town. A conversion to an active travel corridor would not prevent the corridor later being adapted as part of any future public transport scheme, such as a reopening of the railway; the potential benefits and costs of this opportunity are considered further as part of the options appraisal exercises describe later in this LTP document.

Pedestrian Crossings

5.2.8 The number and quality of pedestrian crossings within Tuam is considered to be a topic where there is potential for benefits to be gained in terms of improving both the perception and experience of the walking environment. It is considered that such a review should form part of the LTP strategy and be integrated with the eventual preferred option(s) in terms of town centre and other improvements which are discussed below.

Additional Cycle Parking

5.2.9 Similarly to the consideration of pedestrian crossings, the provision of appropriate new local cycle parking, both within the town centre and at key locations elsewhere in the town, is considered to represent a "quick win" which can be progressed either alongside the development of other schemes identified within this LTP, or brought forward as a stand-alone action where opportunities arise. (It is noted that the future implementation of the NTA's proposals for county-level cycle route infrastructure can be supported by this action and would encourage cyclists making longer journeys as well as shorter ones to stop and visit attractions and businesses in Tuam).

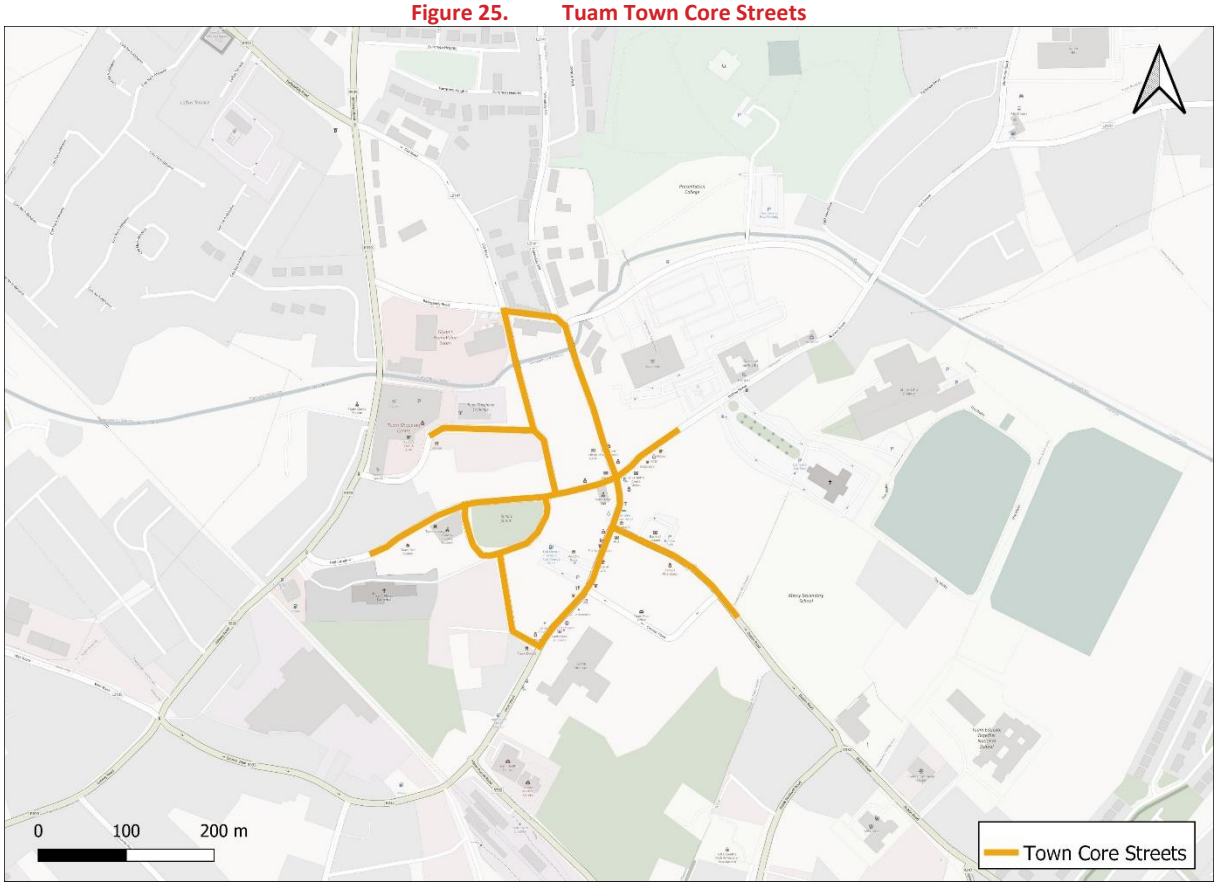
5.3 Town Centre Improvements

5.3.1 Multiple streets in the town centre have been identified as having potential to accommodate improvements which are consistent with the aims of County and local policies, characterised by one or more of the following:

- Retail land uses;
- Vehicle dominance in areas of high pedestrian activity;
- Narrow footways;
- Limited road space; and
- On-street parking constraints.

5.3.2 The streets associated with the characteristics identified above have been termed the "town core" and are shown in **Figure 25**.

Figure 25. Tuam Town Core Streets

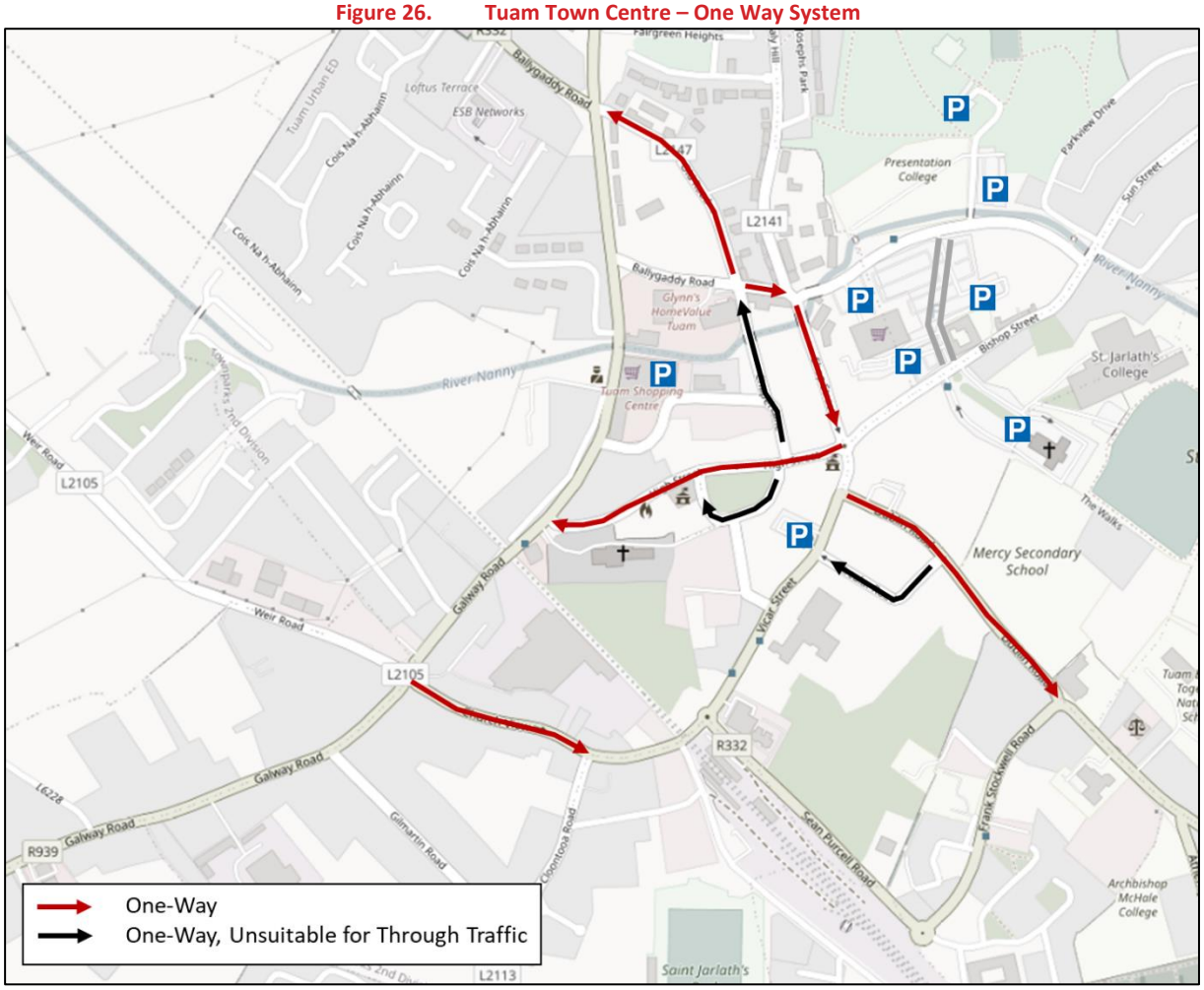


5.3.3 In part due to the radial nature of the road network, the town core under the current layout is deemed to favour the movement of vehicles at a detriment to pedestrians and cyclists, effectively forming a barrier to an increased uptake in these modes for short-distance local trips within the town.

5.3.4 Options which have been considered are therefore focused on reducing the dominance of vehicle traffic whilst retaining vehicular access to the town centre, in order to improve the connections for active modes through the town core, as well as providing an enhanced civic space for the town.

5.3.5 It is noted that vehicles must currently make use of a substantial one-way system when travelling to, from and around the centre of Tuam, primarily due to the historic, narrow street network, shown in **Figure 26**.

Figure 26. Tuam Town Centre – One Way System



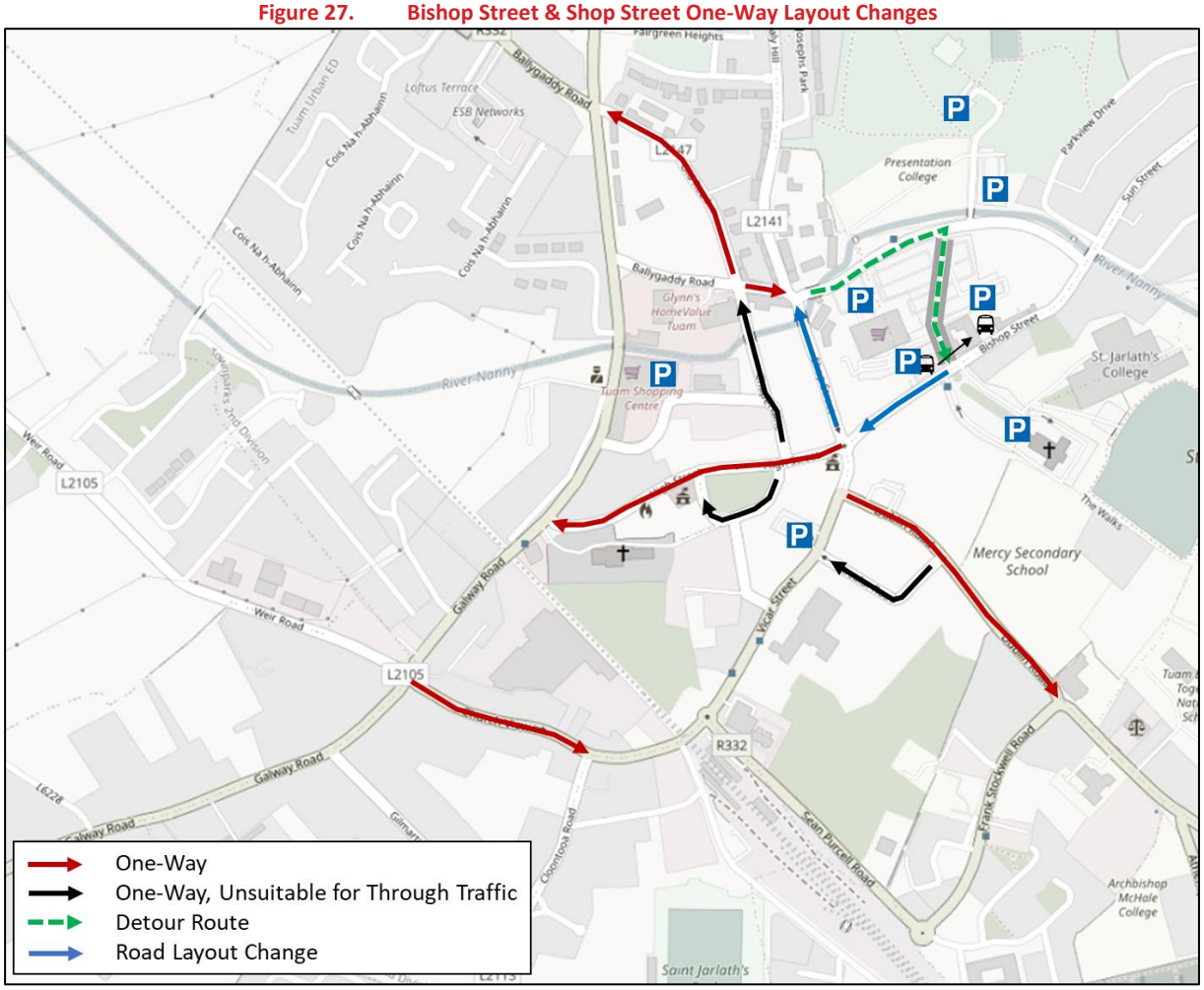
5.3.6 Various options to amend the current circulation arrangements have been considered, with the aim of rationalising the one way system and routing fewer vehicles through the town core, in accordance with the desired modal hierarchy. This would also allow for the potential widening or other improvement of pedestrian and cycle infrastructure on those routes where two-way running is restricted, and where physical widening of the street itself is not possible due to the historical layout of the town's core.

Option 1: Bishop Street One Way Layout

5.3.7 The possibility of making the section of Bishop Street between the central roundabout and the Cathedral of the Assumption one way in either direction has been considered. This would allow for substantial improvements to Bishop Street for pedestrians and cyclists, "filling in" a key gap in existing provision for these modes for routes from the north, whilst also allowing for existing servicing activity and access for properties to continue.

5.3.8 Restricting traffic on Bishop Street to one way running in the westbound direction would result in a detour of over one kilometre for traffic accessing this route from Dublin Road as well as the rerouting of multiple bus routes. It is assumed that Chapel Street would not be signposted as the new route given its unsuitability for through traffic. This detour for traffic and impact on bus services would be reduced if the Shop Street one way layout were reversed to northbound, as shown in **Figure 27**.

Figure 27. Bishop Street & Shop Street One-Way Layout Changes



5.3.9 Restricting traffic on Bishop Street to one way running in the eastbound direction would result in a short detour for traffic and bus services, via the northern bypass and Shop Street.

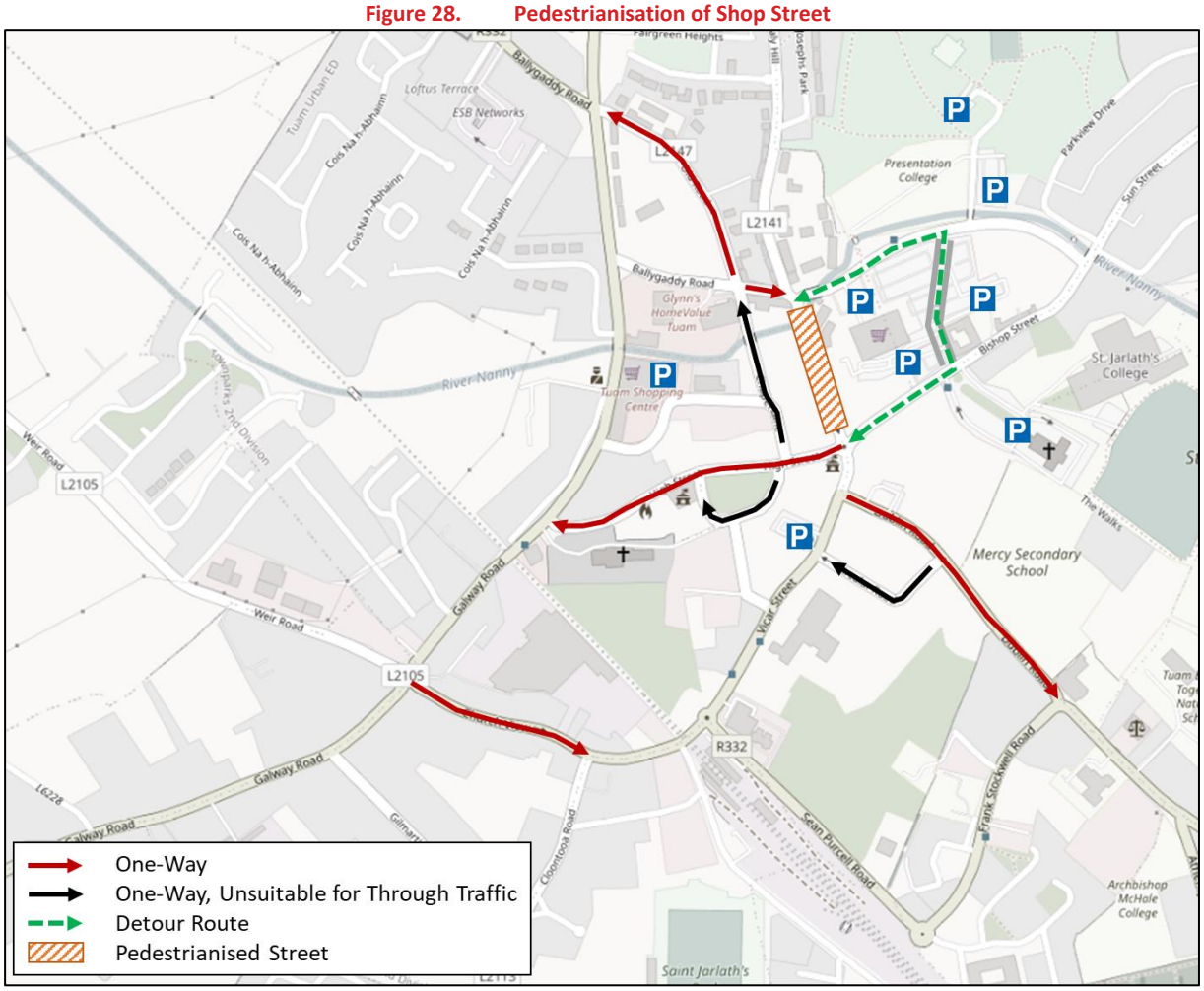
Option 2: Pedestrianisation of Shop Street

5.3.10 The possibility of closing Shop Street to motor vehicles (except for access to properties for servicing) between the central roundabout and the northern bypass road has been considered. This would result in a major reduction in vehicular traffic on Shop Street, allowing for improved pedestrian and cycle facilities and making the route more attractive for walking and cycling activity.

5.3.11 This would result in a 400m detour for traffic making a north-south movement, via the northern bypass, link road and Bishop Street. Bus services would face minor amendments. The constrained layout of the Shop Street/Fosters Place/Tullinadaly Road/northern bypass junction is anticipated to present a challenge to this layout.

5.3.12 The layout changes are shown in **Figure 28**.

Figure 28. Pedestrianisation of Shop Street

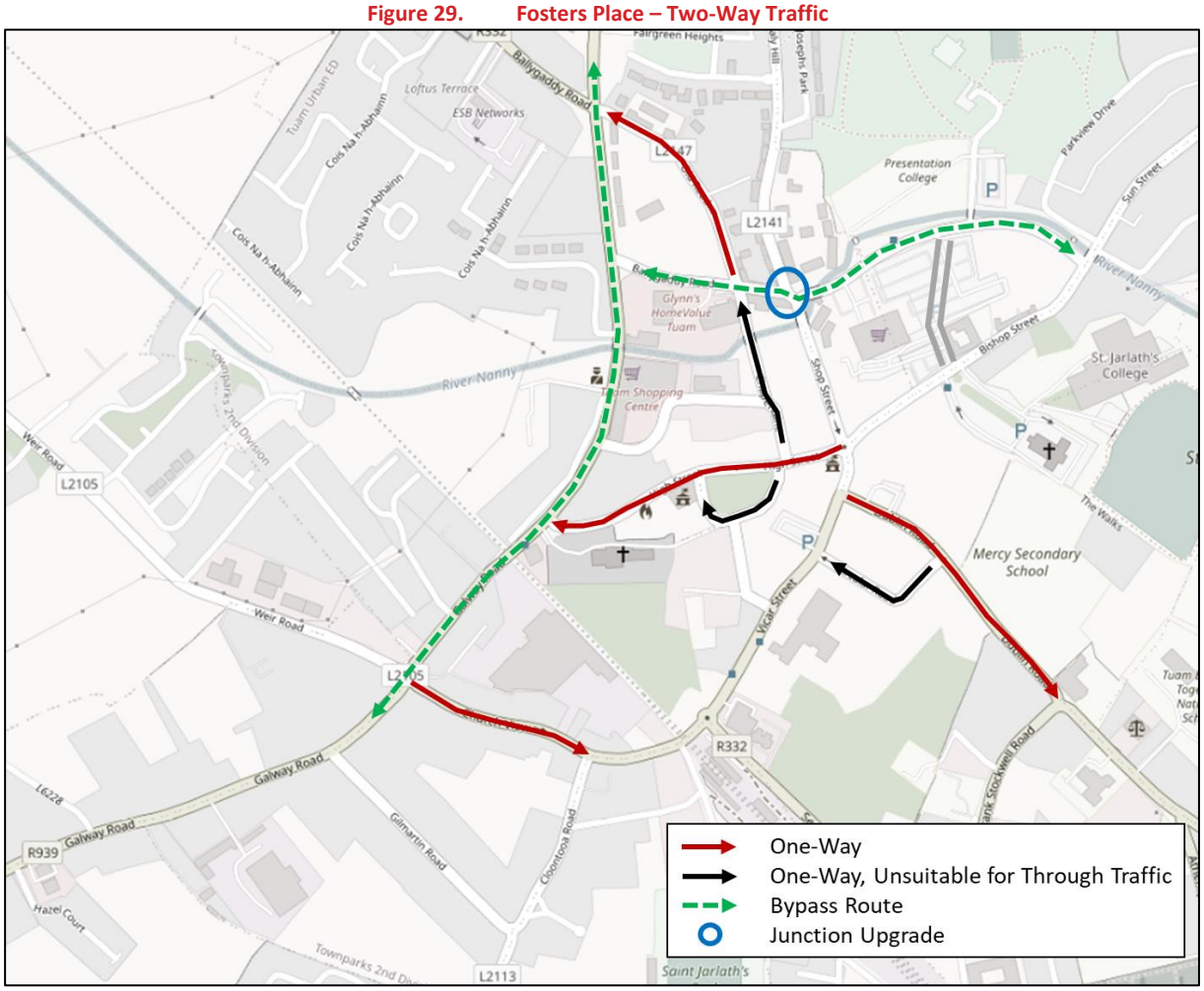


Shop Street/Fosters Place/Tullinadaly Road/Northern Bypass Junction Upgrade

5.3.13 Opening Fosters Place to two-way traffic would create a new east-west running link enabling traffic to bypass the town centre. This would complement the existing north-south town centre bypass route via Galway Road and Milltown Road and reduce traffic movements in the main town centre area.

5.3.14 This alignment would require an upgrade to the Shop Street/ Fosters Place/Tullinadaly Road/Northern Bypass junction, shown in **Figure 29**.

Figure 29. Fosters Place – Two-Way Traffic



Summary

5.3.15 It is considered that reorienting the one-way layouts on Bishop Street and Shop Street combined with a rationalisation of on-street parking as discussed above would create more space for non-vehicle modes and substantially encourage walking and cycling activity, as well as improving safety for vulnerable road users (this would include pupils travelling to and from the schools cluster to the south east of the town centre). However, the issue of the majority of local through vehicle trips passing through the town centre would remain.

5.3.16 The closure of Shop Street to motor vehicles would realistically be achievable once an upgrade to the Shop Street/ Fosters Place/Tullinadaly Road/Northern Bypass junction is in place. Therefore, this is considered to be a medium/long term scheme.

5.4 Education Access

5.4.1 Six schools are located on the 400m section of Dublin Road between the junctions with Circular Road and Athenry Road. The section of Dublin Road north of the junction with Frank Stockwell Road is one-way running, in the southbound direction.

5.4.2 Parking is provided on both sides of the street, serving local residents and businesses, as well as parents during school pick up and drop off times. Whilst the opening and closing times of

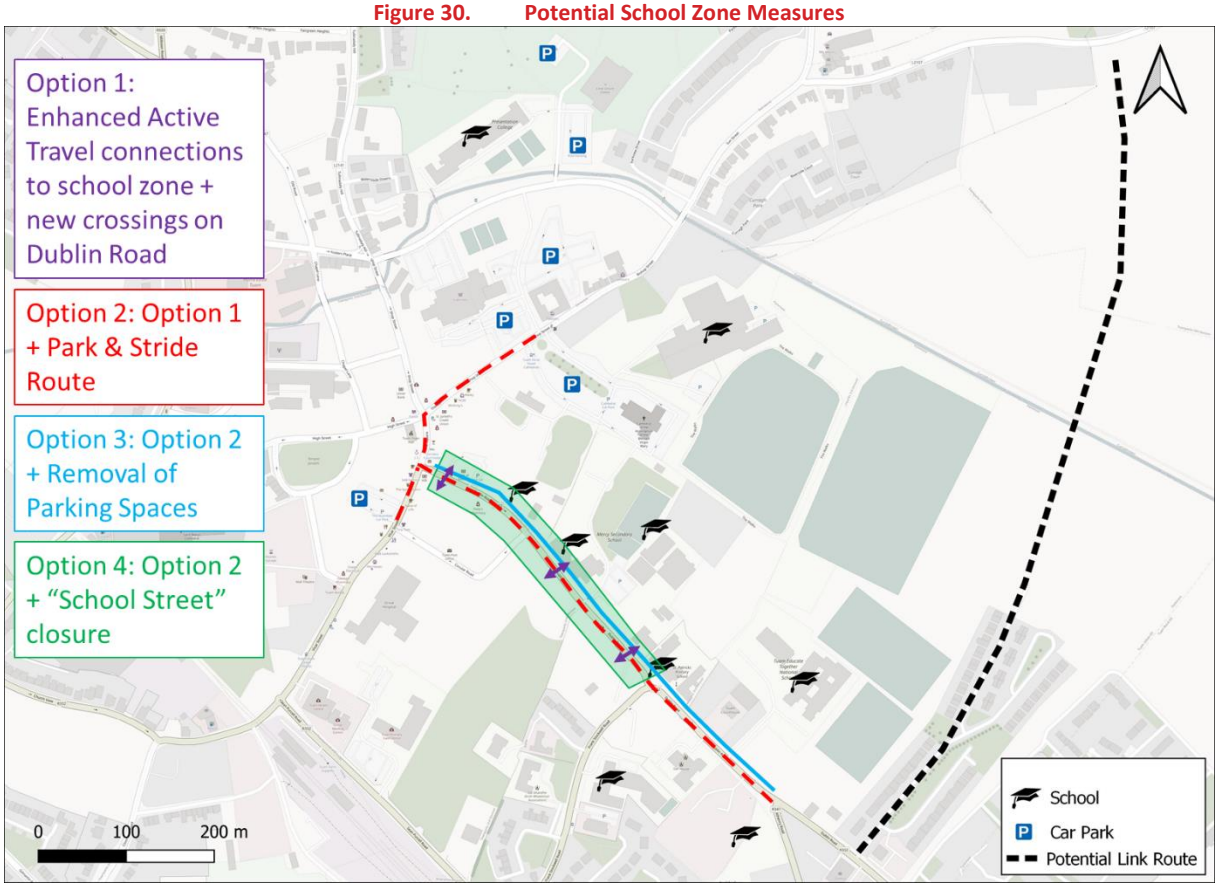
the schools are staggered, the street suffers from congestion during school pick up and drop off times. The narrow footpaths and lack of cycle facilities result in an environment non-conducive to walking and cycling trips to schools. It is recognised that a coordinated approach is required on the Dublin Road to improve accessibility to the schools, with a focus on non-car modes.

5.4.3 Options for improvement have taken into account the level of on-street parking, the current street and footway widths and the current routes vehicles must take when using the Dublin Road corridor.

5.4.4 In order to ease the traffic pressure during the start and end of the school day, it is proposed to encourage parents driving to the schools to use one of the town centre car parks and then walk the last part of the journey. This measure could be enacted in the short term.

5.4.5 Due to the amount of road space available on Dublin Road and its status as one of the town's key radial corridors, it is deemed unlikely that substantial hard measures designed to enhance active travel, such as segregated cycle lanes and footway widening, can take place until arrangements have been enacted that enable traffic to route elsewhere. A proposed link connecting the Dublin Road and Dunmore Road corridors and designed to accommodate these measures is discussed in Section 5.6.

Figure 30. Potential School Zone Measures



5.5 Public Transport

5.5.1 Consideration of potential public transport infrastructure schemes is based on a "multi-modal hub", and further improvement works to bus stops in the town. This reflects the analysis and conclusions reached within the GCTPS in relation to Tuam and the specific role of public transport for both local needs and travel to other key centres, most notably Galway City.

Figure 31. Existing Long Distance Bus Routes

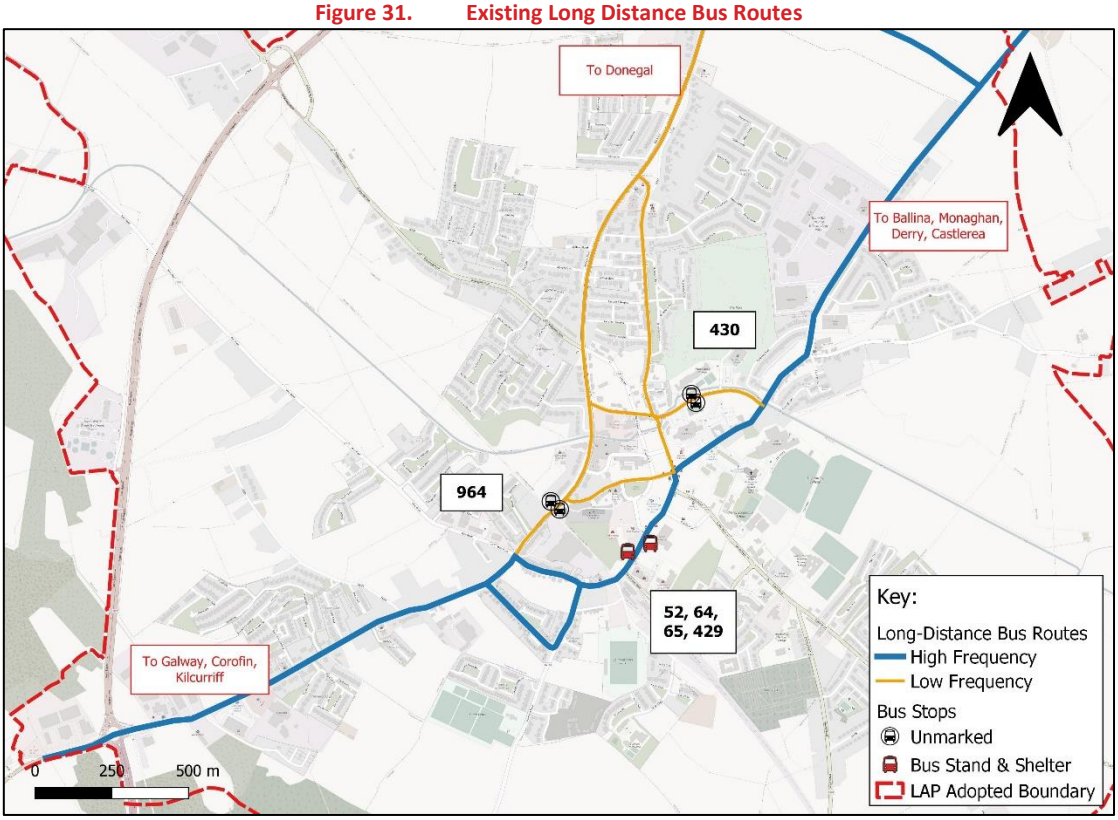


Figure 32. Existing Local Bus Routes

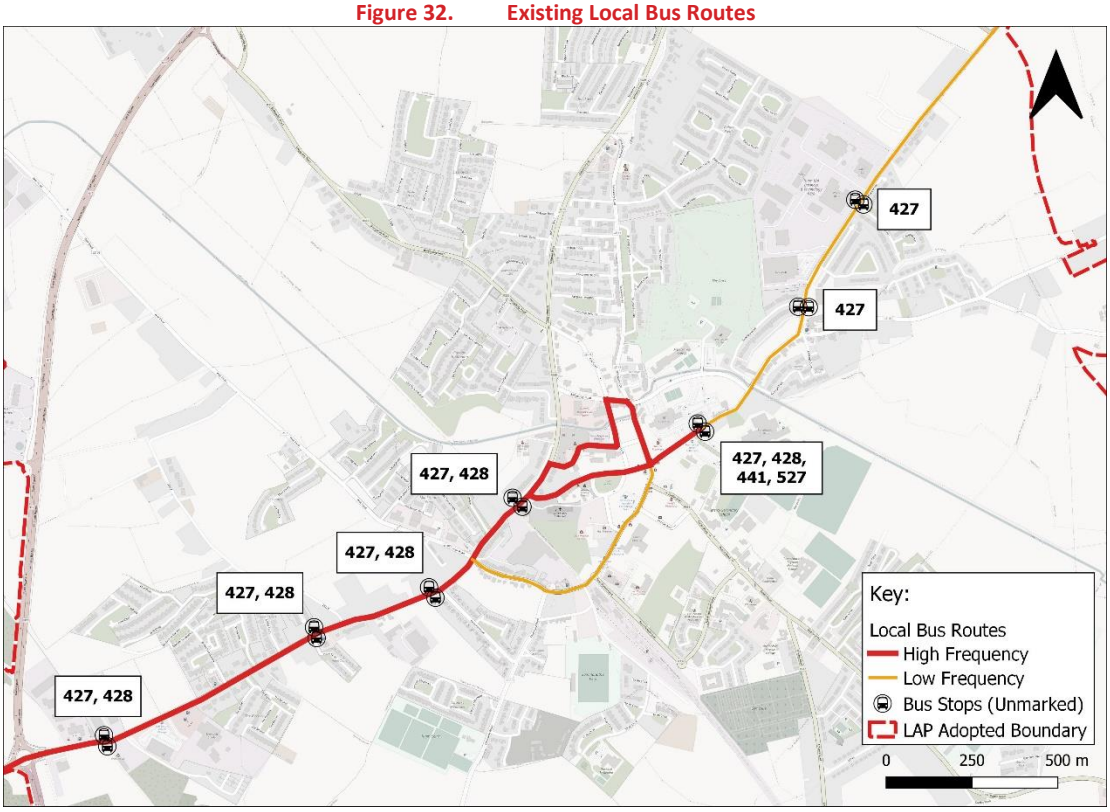


Figure 33. Future Long Distance Bus Routes & Potential Mobility Hub Locations

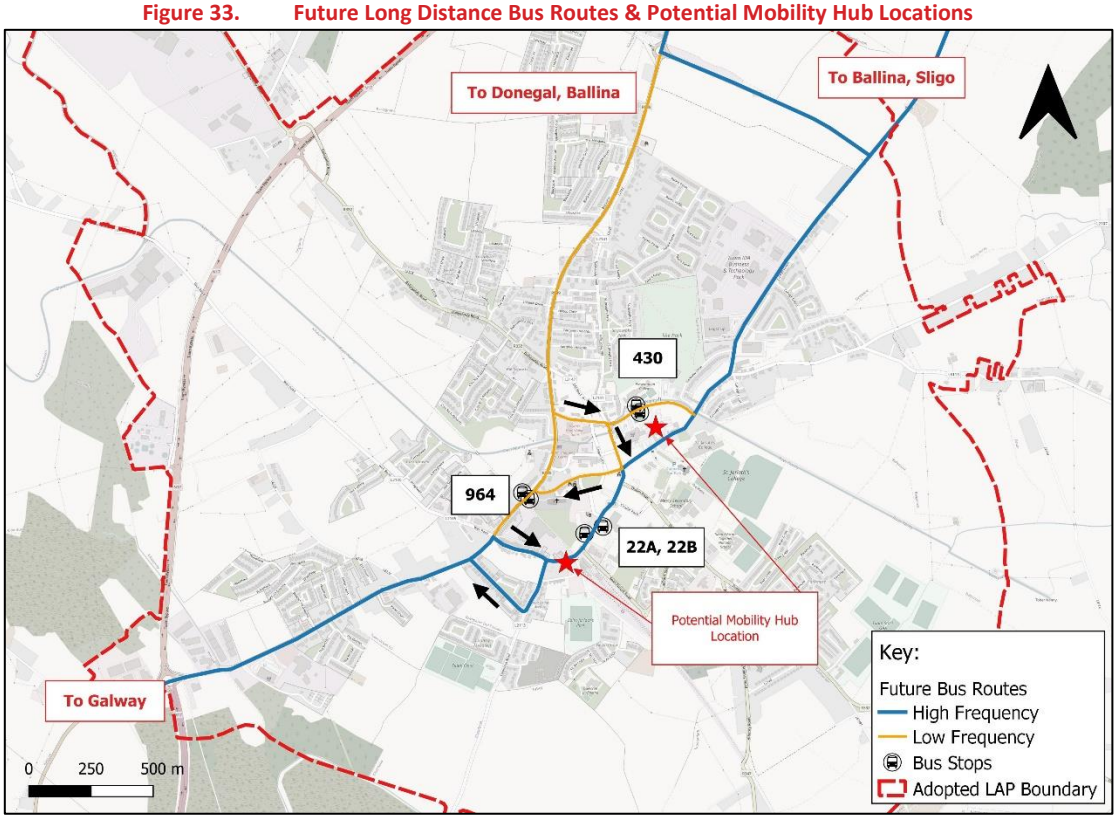
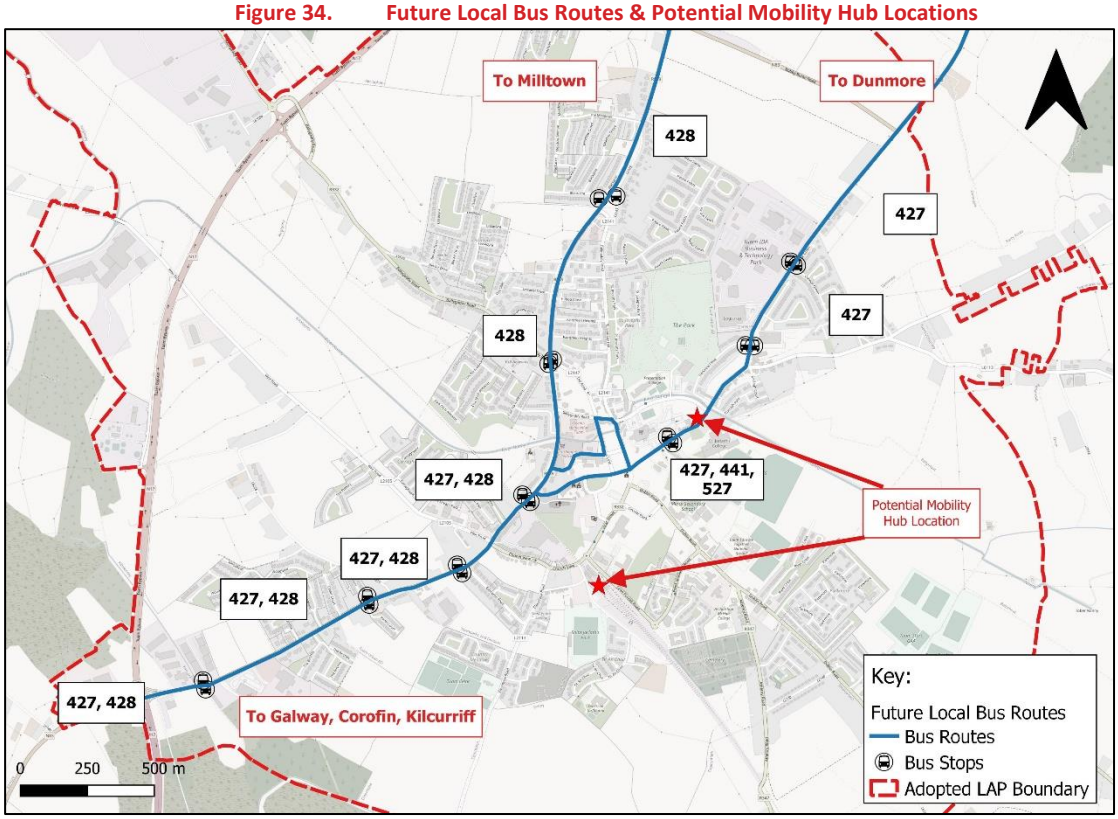


Figure 34. Future Local Bus Routes & Potential Mobility Hub Locations



Multi-Modal Hub

5.5.2 A proposed multi-modal hub centred in the heart of Tuam would seek to bring together the majority of the bus routes serving Tuam, offering a simple and convenient interchange between the various long-distance and local bus services. Analysis of the current routing patterns has indicated that this is feasible without leading to a loss of service elsewhere in the town, as formal bus stop facilities are limited and the compact nature of the town centre means that bus users would not face a substantial additional travel distance to access a hub in this area. Appropriate cycle parking and wayfinding information aiding onward trips on foot would be provided as part of the hub design.

5.5.3 As has previously been established through the GCTPS, a location within or close to the town centre is considered to be appropriate for the multi-modal hub. Of the available options, a new hub facility at a central location would maximise the potential destinations available within walking distance and would result in the least amount of total onward journey time for passengers. Due to spatial constraints, a multi-modal hub located in the town centre would be likely to require a modest amount of land currently comprising of car parking. Buses would also be impacted by the one-way system currently in operation in and around the town centre, with some rerouting of current services required.

5.5.4 An alternative location in close proximity to the current bus stops located on Vicar Street has also been considered. Although this location would be a 5-10 minute walk to/from the town centre, it is anticipated that little rerouting to current bus services would be required. A parcel of brownfield land adjacent to the old rail station building has been noted as a potential location for the provision of additional hub facilities.

5.5.5 The proposed multi-modal hub would be designed to accommodate buses and coaches, as well as provide cycle parking and vehicle drop-off facilities, maximising the interchange potential between different modes.

Bus Stop Infrastructure

5.5.6 A pair of bus stops with shelters are provided on Vicar Street, which are served by the majority of the long-distance bus routes currently stopping in Tuam. It is noted that some routes stop at additional locations on the key Galway Road, Milltown Road and Dunmore Road corridors and by Presentation College, with all of these bus stops being unmarked.

5.5.7 The general distribution of bus stops within the town has been considered to be sensible and offers good coverage for general access to bus services for residents, as well as providing a good level of access for those using bus services to reach Tuam from outside of the town.

5.5.8 It is therefore proposed to provide formal passenger infrastructure such as flagpoles, timetable information and shelters to the unmarked bus stops discussed above, prioritising those nearest the town centre and those serving key locations such as the Tuam Business Park.

Bus Routes

5.5.9 In terms of service provision (routes and frequencies), the preferred public transport option is centred on dialogue with the NTA and local operators. The NTA is understood to be supportive of additional services to and from Tuam as part of its active travel programme.

5.5.10 The NTA's Connecting Ireland Rural Mobility Plan (2021) has been analysed in terms of assessing the potential future services for Tuam. Two new services (22A & 22B) are planned to replace the existing Bus Éireann services, combining for a frequency of one bus per half hour between Galway City and Tuam in each direction. One bus per hour each would connect to Ballina via Milltown and Sligo via Dunmore. The existing bus services provided by operators other than Bus Éireann are expected to remain unchanged.

5.5.11 It is considered that further analysis and consideration should be given to how Tuam's rural hinterland, currently not served by existing or planned bus services, could be served by demand-responsive or "community" travel initiatives such an expansion of the current "Local Link" services, as these locations are essentially car-dependent at present and there would be clear benefits in seeking to open up sustainable travel options for those who have less or no access to car travel.

5.6 Strategic Network

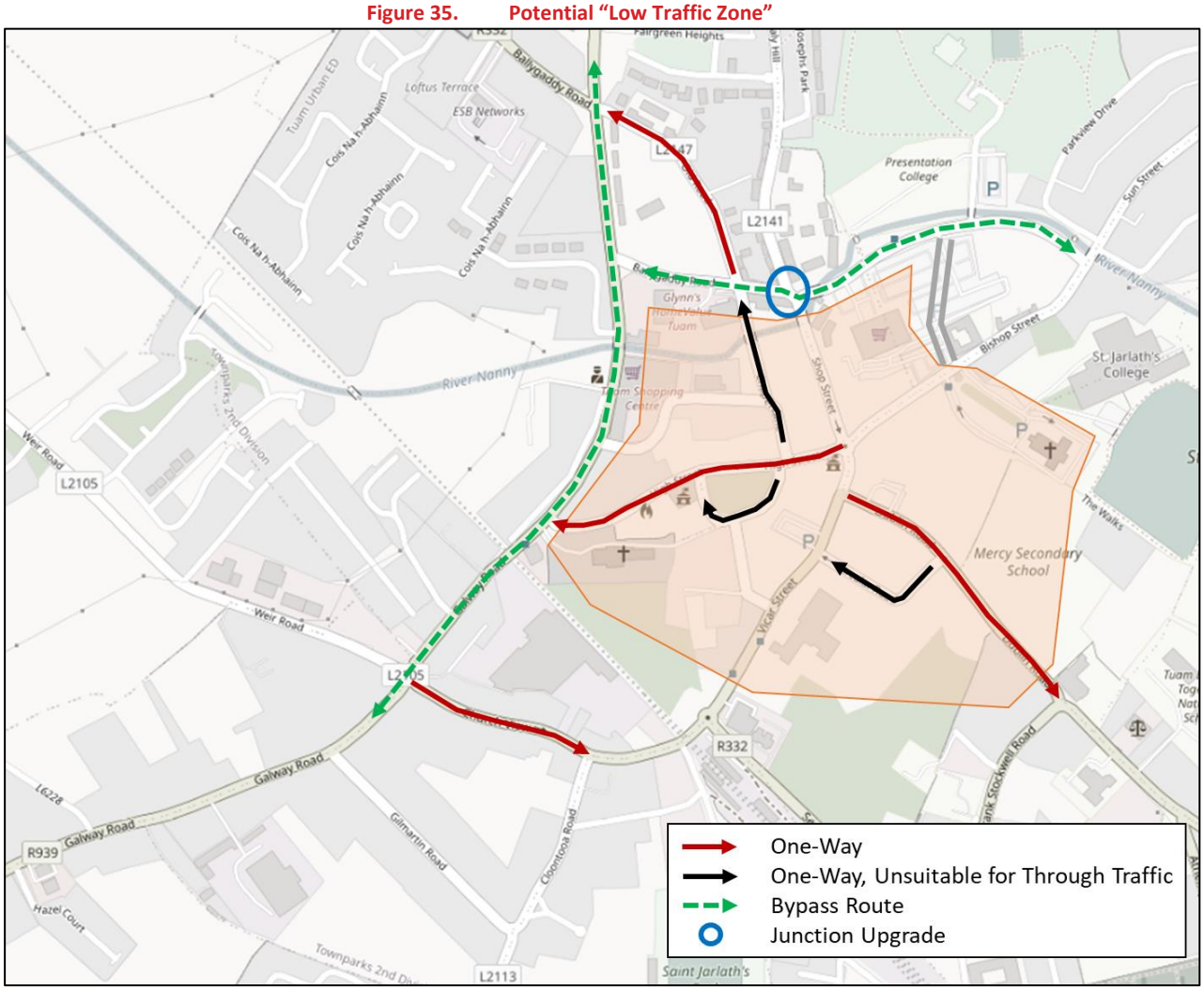
Town Centre "Low Traffic" Zone

5.6.1 The proposals for potential changes to the current traffic routings through the town centre area could be expanded over time to result in the establishment of a wider "low traffic zone" encompassing the majority of the core streets. Under this scenario, local through trips would be able to bypass the town centre on both the north-south and east-west axes, leading to a significant fall in vehicle trips through the town centre area.

5.6.2 It is envisaged that this zone would feature a package of enhanced measures which prioritise pedestrians, cyclists, taxis and public transport users over private vehicles. Those driving private vehicles and not requiring access to the town centre would be signposted to use the bypass routes.

5.6.3 The potential area proposed for this zone is marked in orange, in **Figure 35** below.

Figure 35. Potential "Low Traffic Zone"



5.6.4 The impact of avoiding the town centre for through trips has been estimated for the main radial corridors. Journey time changes have been calculated using the route planner function in Google Maps.

5.6.5 For the Galway Road corridor, the impacts were deemed minor, with both bypasses within easy access and minimal changes anticipated in terms of total journey times.

5.6.6 Vehicle trips from the Milltown Road corridor would have to detour for an extra kilometre to access the Dublin Road corridor, via Church View, Vicar Street and Frank Stockwell Road, but could save up to a minute in term of actual journey times in avoiding the town centre.

5.6.7 Vehicle trips from the Dunmore Road corridor would have to detour for an extra 1.5 kilometres to access the Dublin Road corridor, via the northern bypass, Ballygaddy Road,

Galway Road, Church View and Frank Stockwell Road with this detour expected to increase journey times by five minutes.

5.6.8 Vehicle trips from the Dublin Road corridor would have to detour for an extra half kilometre to access the Milltown Road corridor, via Gilmartin Road. This is forecast to take roughly the same amount of time as the present route, due to the nature of the route through the town centre. For trips to the Dunmore Road corridor, a longer detour of 1.5km is required via Gilmartin Road, Galway Road, Ballygaddy Road and the northern bypass link, with an approximate additional journey time of three minutes.

5.6.9 It is noted that the largest impacts for through vehicle trips, for both journey distance and time, are observed between the Dunmore Road (northeast) and Dublin Road (southeast) corridors and vice-versa.

Eastern Bypass/Connector Route

5.6.10 A new bypass route to the east of the town centre, connecting the Dublin Road and Dunmore corridors, would enable a large proportion of through vehicle traffic to avoid the town centre and the one-way system entirely.

5.6.11 Such a route additionally be designed to accommodate pedestrians and cyclists, expanding on the current networks available and delivering similar benefits to those modes in terms of faster and safer connections between the northern and eastern areas of the town. This would also provide a major alternative route for traffic which presently routes via the “schools quarter” and would enable a full “School Streets” scheme for restricted vehicle through-access to be brought forward.

5.6.12 It is considered that a bypass route scheme to the east of the town is effectively a longer-term aspiration than a majority of the options described within the LTP. However, if combined in future with other proposed improvements, the scheme has potential to greatly improve access for all modes within the town.

6. OPTION APPRAISAL

6.1 Option Review VS. SWOT

6.1.1 The SWOT analysis initially presented in section 3 has been used to undertake the first element of the Option Appraisal process. The improvement options which have been generated as a result of the previous site, desk-based and GIS exercises have been compared to the identified “strengths” and “weaknesses” within the SWOT table.

6.2 Measures Analysis

6.2.1 A Measures Analysis (MA) table has been developed for the purpose of assessing the impacts and benefits of the individual improvement measures which have identified from the option generation process.

6.2.2 The MA presents a series of five broad policy objectives which reflect those found within the Transport Chapter of the CDP and the LTP objectives defined within section 4 of this document. These are:

- Multi-modal Transport Network – represents policies designed to support sustainable mode choices and accessibility.
- Integrated Transport Network - supports integration between land use planning and transport infrastructure, local connectivity.
- Environmental Effects – represents policies which seek to manage impacts from existing and future development to air quality, noise and other environmental factors.
- Safe Transport Network – represents policies which seek to reduce and mitigate impacts to vulnerable road users and encourage active travel.
- Public Realm – represents policies which promote enhancements to streets and public spaces, and flexible or multiple uses of public space where appropriate.

6.2.3 These five categories are based upon the Common Assessment Framework (CAF), with sub-categories designed to reflect the aims and requirements identified in Section 4.

6.2.4 Within each objective, a series of criteria have been defined which seek to demonstrate how far each of the proposed individual measures is able to support the policy objective in question. It should be noted that the intention is not to assess “competing” packages of options, but to identify those which have the greatest potential benefits in delivering either individual policy objectives, or to provide more general support to a larger number of policy objectives.

6.2.5 For each MA table, a matrix is created which allows the expected performance of each individual measure to be rated on a five-point scale, illustrated by shading within the MA grid. The definitions of each point on the scale are presented below.

Table 12. MA Definitions

Major Beneficial / Positive Impact	Would strongly encourage desirable behaviours and/or contribute materially to one or more CDP/LTP policy objectives.
Minor Beneficial / Positive Impact	Would have a small impact upon desired behaviours or make a small contribution to one or more CDP/LTP policy objectives.
Neutral Impact	Would not result in a material change in behaviours or impacts from the current baseline.
Minor Negative Impact	Would have a small negative impact upon desirable behaviours and/or run counter to one or more CDP/LTP policy objectives.
Major Negative Impact	Would actively discourage desirable behaviours or strongly negatively affect one or more user groups.

6.2.6 As a result of the option development process, it has been identified that there are a number of improvements which have a single clear "form" – examples of these are the proposed new and improved cycling and walking connections between residential areas, and the proposed improvements to bus stop locations within the town. The benefits of these improvements have been compared with the LTP aims via the Measures Assessment, but it is considered that these should definitely form part of the Transport Strategy. These are termed "core measures" for the purposes of the Assessment.

6.2.7 For other improvements, the option development process has resulted in proposals where more than one possible "form" has been identified, or where the inclusion of the measure is dependent on it offering sufficient benefits, and where a preferred option will need to be determined for inclusion within the transport strategy. The proposals which fall into this category are as follows:

- Town Centre Vehicular Routing Changes;
- Multi-modal Hub Location;
- Dublin Road School Street (Option 4); and
- Walking / Cycling east-west corridor (potentially utilising the existing disused rail corridor).

6.2.8 In these cases, the measures assessment is intended to identify which of the options would provide the greatest overall benefits within the wider LTP strategy, so that a preferred option can be included in the Transport Strategy itself. In the case of the Walking and Cycling corridor, the measures assessment is intended to provide a technical basis from which the decision to include or exclude the corridor scheme as an active proposal within the Transport Strategy can be made.

6.2.9 The Measures Assessment matrices for the Core and Option measures are presented below.

Table 13. Measures Assessment – Core Measures

		Proposed Interventions - Core Measures				
Objective to be tested	**Measurement of Performance**	Walking and Cycling - Local Connectivity Improvements	Pedestrian Crossing Improvements	Enhanced Cycle Parking	Dublin Road (Schools) Measures	Bus Stop Infrastructure Provision
Multi-modal Transport Network - supports sustainable mode choices and accessibility	Public transport accessibility (coverage of stops / PT routes)					
	Presence / quality of cycle facilities					
	Facilities for walking (pavement quality, dropped kerbs, crossings)					
Integrated Transport Network - supports integration between land use planning and transport infrastructure, local connectivity	Alignment with identified development sites (CDP)					
	Effects on local walking connectivity					
	Effects on local cycling connectivity					
	Effects on Transport Interchange					
	Effects on Car Parking					
Environmental Effects - impacts to air quality and noise	Anticipated change on PT mode shares					
	Anticipated change on walking / cycling mode shares					
	"Greening" / other Environmental benefits					
Safe Transport Network - impacts to vulnerable road users and encourages active travel	Safety benefits to pedestrians					
	Safety benefits to cyclists					
	Facilitates active travel modes					
Public Realm - enhancements to streets and public spaces, multiple	Attractive street environment					
	Flexible use of street space					

Table 14. Measures Assessment – Optional Measures

		Proposed Interventions - Option Measures (Town Centre Routing, Multi-Modal Hub Location, Dublin Road School Street, East-West Cycle Link)							
Objective to be tested	**Measurement of Performance**	Bishop Street One-Way scheme	Shop Street Pedestrianisation	Fosters Place Two-Way scheme	Town Centre "Low Traffic Zone"	Multi-modal Hub (Vicar St)	Multi-modal Hub (Old Station)	Dublin Road School Street	East-West Cycle Corridor (re-use of rail corridor)
Multi-modal Transport Network - supports sustainable mode choices and accessibility	Public transport accessibility (coverage of stops / PT routes)								
	Presence / quality of cycle facilities								
	Facilities for walking (pavement quality, dropped kerbs, crossings)								
Integrated Transport Network - supports integration between land use planning and transport infrastructure, local connectivity	Alignment with identified development sites (CDP)								
	Effects on local walking connectivity								
	Effects on local cycling connectivity								
	Effects on Transport Interchange								
	Effects on Car Parking								
Environmental Effects - impacts to air quality and noise	Anticipated change on PT mode shares								
	Anticipated change on walking / cycling mode shares								
	"Greening" / other Environmental benefits								
Safe Transport Network - impacts to vulnerable road users and encourages active travel	Safety benefits to pedestrians								
	Safety benefits to cyclists								
	Facilitates active travel modes								
Public Realm - enhancements to streets and public spaces, multiple	Attractive street environment								
	Flexible use of street space								

6.2.10 All of the core measures are noted to be aligned with multiple policies and stated aims of the LTP, with the proposed local connectivity improvements, and improvements to pedestrian crossing facilities, offering the most wide-ranging benefits. It is noted that none of the core measures would be expected to result in any negative impacts to other modes or elements of transport provision. Whilst these measures are all proposed at a relatively small scale, collectively they offer a substantial opportunity to encourage and grow sustainable travel choices for trips within the town. The measures would also benefit visitors to the town and potentially encourage longer dwell times and activity within the town centre business areas.

6.2.11 Of the proposed town centre options for re-working vehicular access, it is noted that the Shop Street and "Low Traffic Zone" schemes score most highly in terms of their expected benefits. This is because these two schemes would contribute most directly to reducing town centre traffic and allowing more space for pedestrian and cycle facilities to be improved. It is further noted that improvements at the Fosters Place / Shop Street junction could, if implemented prior to or as part of a scheme for Shop Street itself, lend themselves to supporting a wider town centre low traffic zone approach in the longer term.

6.2.12 The two multi-modal hub options both offer similar potential in terms of their physical provision. However, when the two options are compared, it is evident that the Vicar Street hub would offer greater opportunities to improve safety for active modes. It is also recognised that, as a majority of bus services use the existing Vicar Street stops, creating a hub here would not place any major service change requirements on existing operators. The use of Vicar Street as a hub location would also be compatible with the wider town centre proposals as the routing changes would expressly not be designed to affect buses and public transport vehicles would continue to be able to pass through the town centre without impediment. It is in fact likely that there would be some small improvements to journey time reliability for public transport services as a result of there being less general traffic present in the town centre area.

6.2.13 The implementation of a School Streets scheme on Dublin Road would result in major improvements for pedestrian and cycle access to the schools present in this area. It would increase the benefits of the strategy to increase park and stride behaviour and also firmly prioritise active travel modes in terms of both travel time and convenience. It is recognised that such a strategy would be most likely to succeed if the "option 3" measures were introduced first (i.e. without the formal school streets closure), which could be achieved in the short to medium term; the option 4 school street implementation would then take place in the longer term once travel patterns have been successfully established.

6.2.14 The assessment of the east-west cycle corridor makes it clear that this scheme would be extremely well aligned with a significant number of policies and transport aims as set out in this LTP. It is recognised that issues and concerns remain around the potential "loss of opportunity" associated with an alternative use of this corridor within the Tuam area; this is discussed further in the context of the wider Transport Strategy in section 7, but it is considered that the potential to deliver major benefits in a comparably short timeframe (and for a fraction of the cost associated with any PT-based scheme) should be given appropriate weight. As such it is proposed that the east-west corridor should be identified within the Tuam Transport Strategy as one to be actively pursued and developed further within the LTP / LAP plan periods.

7. TRANSPORT STRATEGY

7.1 Introduction

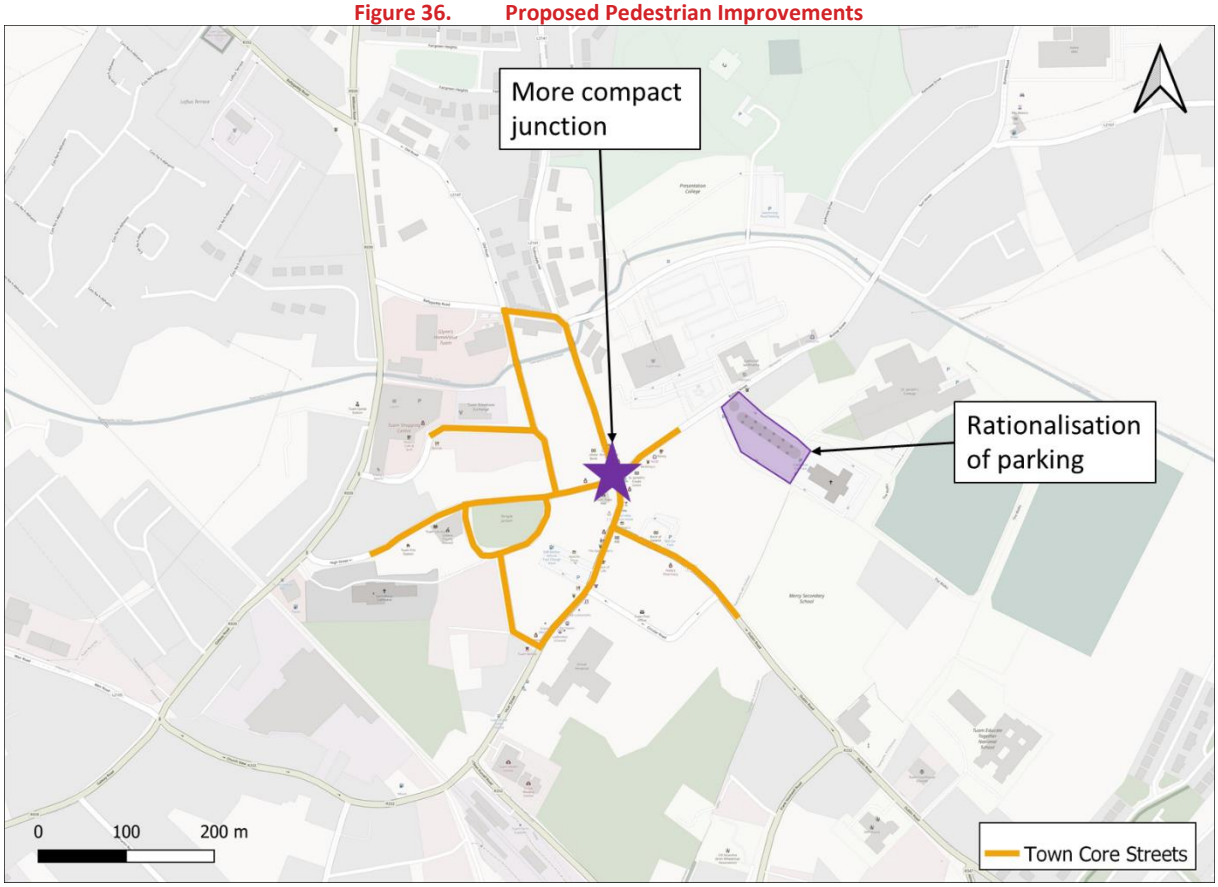
7.1.1 Following the options outlined in Section 5 and the appraisal process discussed in Section 6, this section summarises the preferred options identified for this LTP report.

7.1.2 It is noted that the proposed measures do not encroach on the strategic roads network and focus on enhancing sustainable transport modes as well as encouraging modal shift away from car trips. It is therefore envisaged that traffic using the strategic roads network in the Tuam area would be reduced, with no negative impacts arising as a result of the measures proposed within this LTP.

7.2 Pedestrian / Walking Improvements

7.2.1 The proposed pedestrian improvements are shown below.

Figure 36. Proposed Pedestrian Improvements



Central Junction (Shop Street / High Street / Market Square)

7.2.2 The existing roundabout at this key town centre location is considered to be relatively dominated by vehicular movements at the unnecessary expense of other modes. A more compact roundabout or signalised junction with accompanying footway build-out would benefit pedestrian connectivity.

Cathedral Square

7.2.3 It is proposed to increase the amount of space available to pedestrians within the area between Bishop Street and the Cathedral of the Assumption, the majority of which is currently dedicated to car parking.

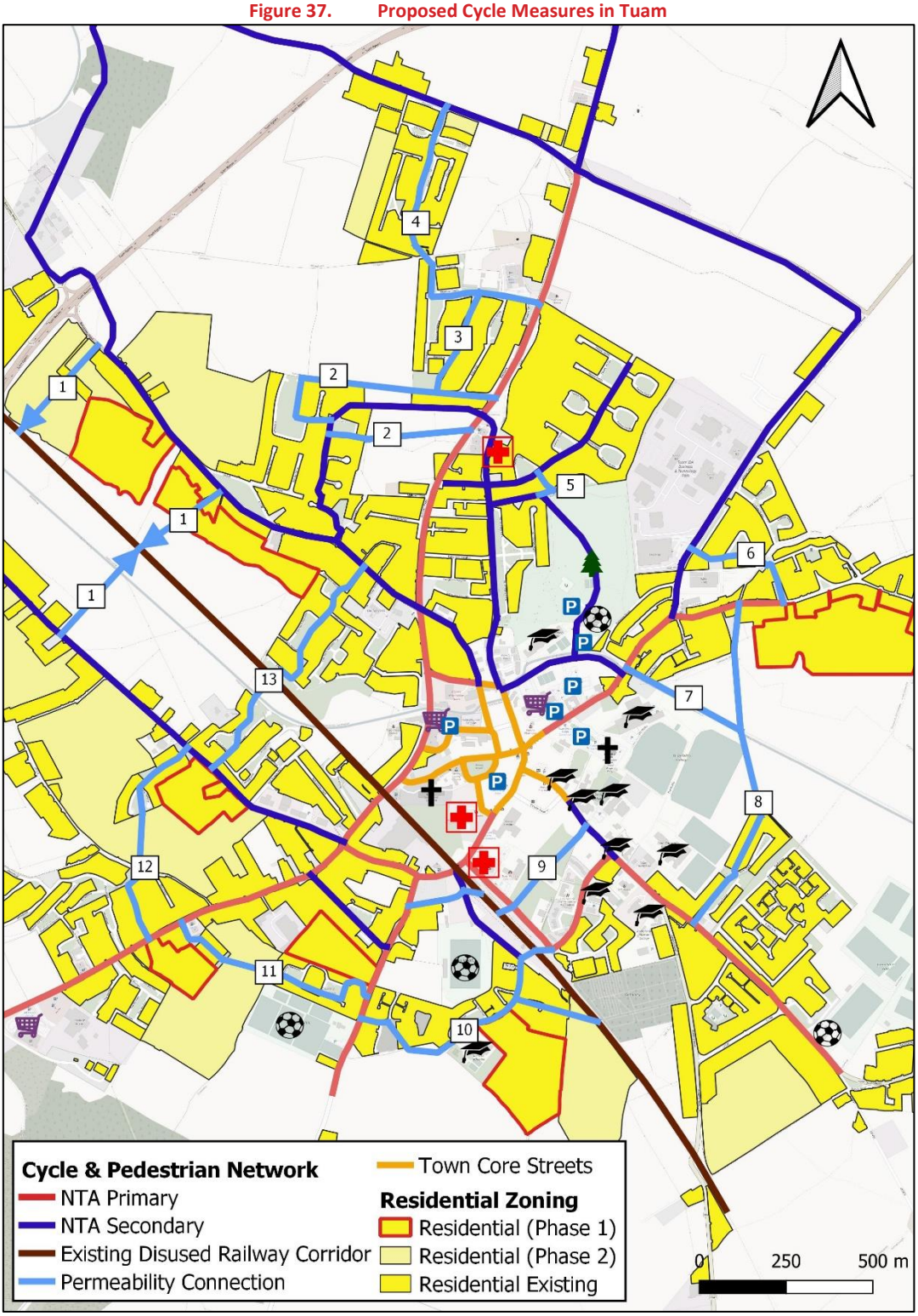
7.2.4 Rationalising the existing parking will allow greater flexibility of activity, examination of potential to provide additional outdoor facilities such as power outlets for temporary uses and a review of current lighting within the square and on key approaches.

7.3 Cycling Improvements

7.3.1 The proposed measures to enhance cycle infrastructure in Tuam take into account the NTA's own plans for the area. Certain key routes into and around the town centre are designated as the primary network, with a secondary network feeding onto these routes.

7.3.2 The cycle improvements proposed are shown in **Figure 37**. The permeability measures discussed in the section below have been labelled in accordance with **Table 11.**

Figure 37. Proposed Cycle Measures in Tuam



7.3.3 The sites allocated for future industrial and business/technology development are anticipated to be served by the primary and secondary cycle network links on Cloontooa Road, Weir Road, Ballygaddy Road, Milltown Road and Dunmore Road, as shown in **Figure 24**.

Permeability Connections

7.3.4 In order to provide residents of the town with a cycle route which does not pass through the town centre, a series of permeability connections has been mapped out. These connections consist of quiet residential streets or short links between built up areas. Some of these connections may have obstacles needing to be removed, such as fences or walls.

7.3.5 These permeability connections have the potential to provide a continuous orbital link around the west, south and east sides of the town, when combined with parts of the NTA primary and secondary networks. It is acknowledged that the Tuam Business Park and the layout of the residential neighbourhoods to the north of the town centre do not allow for an easy orbital connection that would not require the purchase of private land. A link is included to Dublin Road, providing a potential connection to the schools.

7.3.6 It is acknowledged that not all of the cycle improvements shown are likely to be delivered in the short term; the full suite of cycle measures will be delivered over short, medium and long term horizons.

Existing Disused Railway Corridor

7.3.7 The existing disused railway corridor currently running on a north west to south east alignment, passing to the south west of the town centre, potentially offers a unique opportunity for a high quality pedestrian and cycle route.

7.3.8 The potential provision of this active travel corridor through the heart of the town, delivered in tandem with multiple permeability connections, would provide an attractive traffic-free amenity linking residential communities to the town centre, schools, parks and places of employment, especially the site zoned for industrial uses between the corridor and Ballygaddy Road to the northwest.

7.3.9 It is recognised that there have been previous efforts to bring forward alternative uses of this corridor and that concerns have been expressed regarding the potential lost opportunity for revival of the rail service to Tuam. This venture would take a number of years to develop, and in the meantime a proportionally much smaller investment would significantly improve connectivity and the attractiveness and safety of active modes for journeys within the town. It is noted that no firm decision has been made on the future use of the rail corridor, however the LTP will support the approach chosen by the national government.

7.3.10 It is therefore considered that the Transport Strategy should act as the basis for further discussions around methods for developing and funding suitable “light touch” proposals for the use of this route as indicated within the wider walking and cycling strategies, and its potential links to the NTA’s emerging cross-county cycle network proposals.

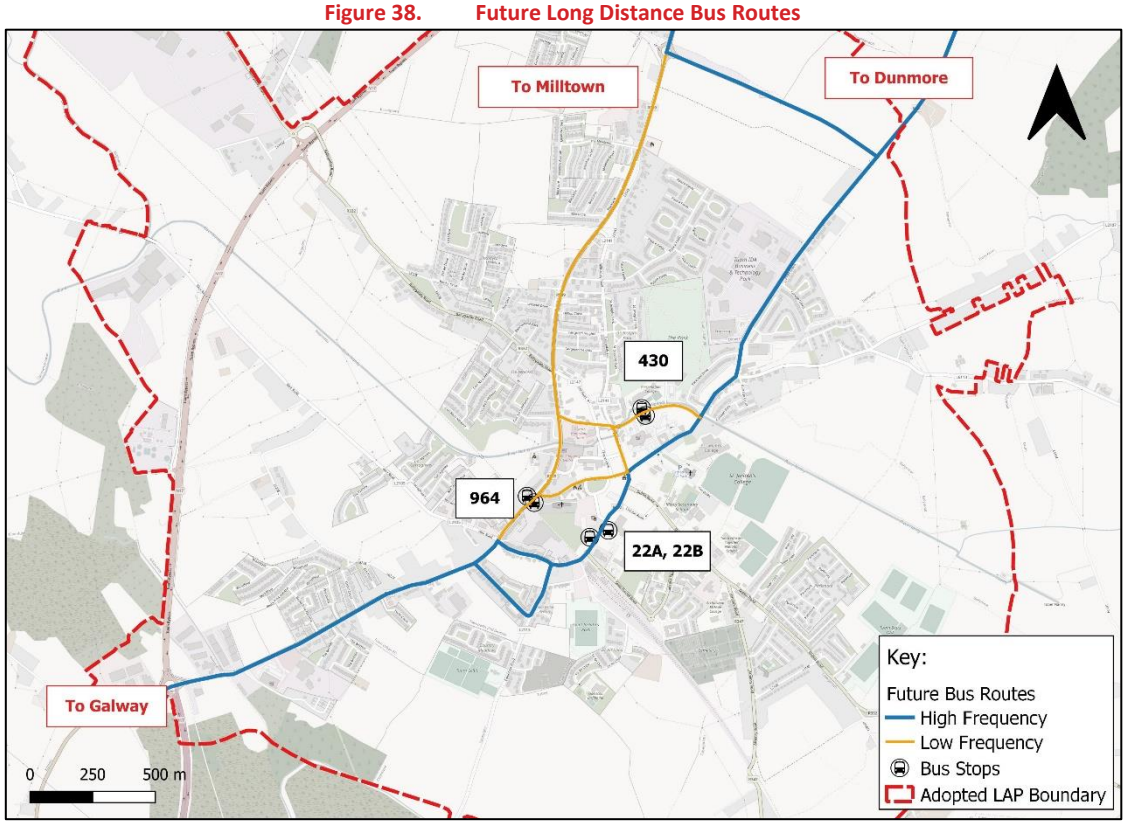
7.4 Public Transport Improvements (inc. Hub)

Bus Routes

7.4.1 The NTA’s Connecting Ireland Rural Mobility Plan has been discussed in Section 5.5. **Figure 38** shows the expected future services, split into two services an hour between Tuam and Galway, as well as one service per hour north of Tuam to Ballina and Sligo, during the day. In addition, the less frequent private operator long distance routes are shown. Whilst it is

recognised that these plans will be subject to further development and funding requirements, the bus proposals within the LTP have been designed to support these services and routes so that the proposed improvements can be implemented as soon as is practical.

Figure 38. Future Long Distance Bus Routes

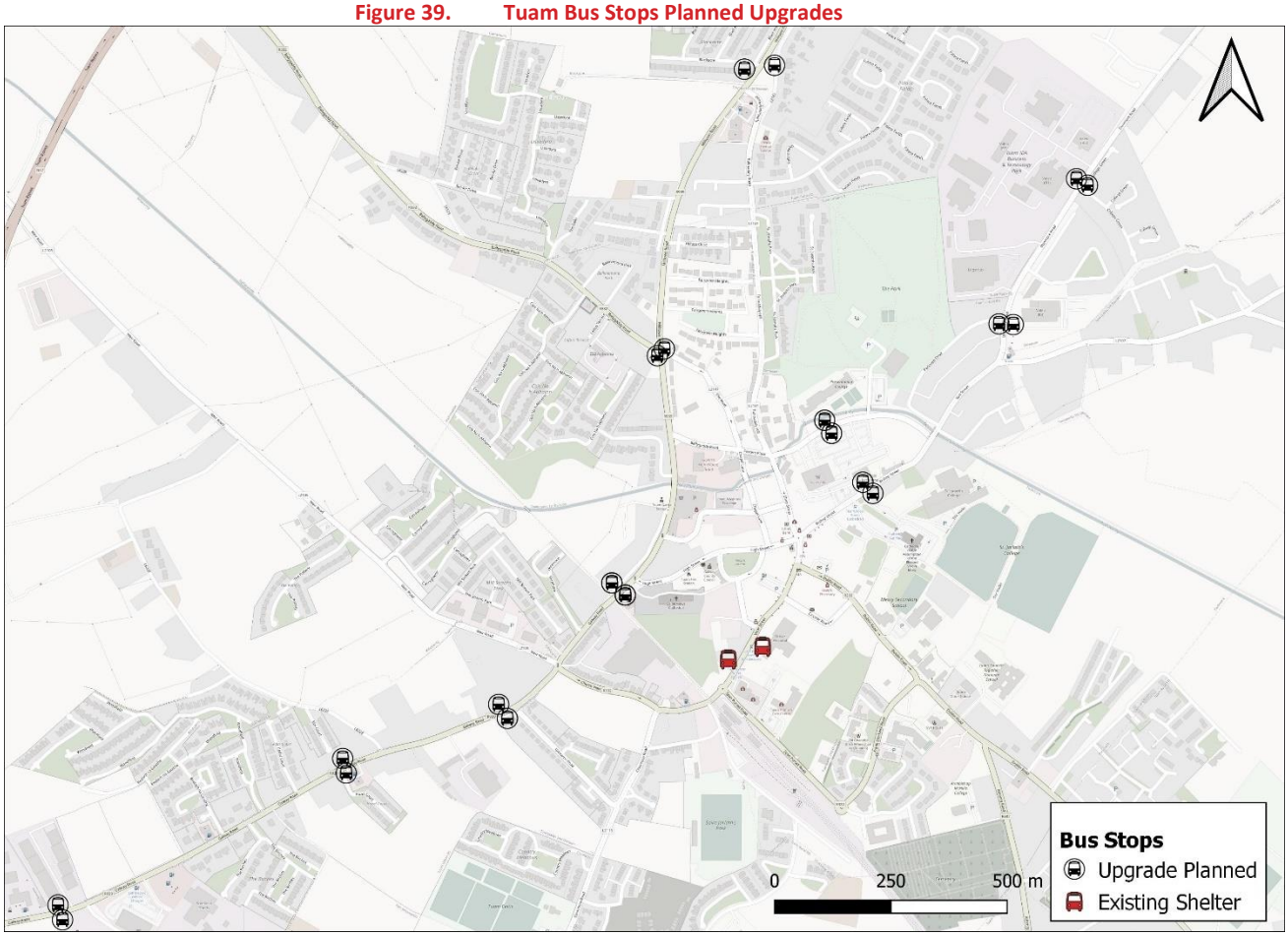


Bus Infrastructure

7.4.2 It is proposed to provide formal passenger infrastructure such as flagpoles, timetable information and shelters to the unmarked bus stops, prioritising those nearest the town centre and those serving key locations such as the Tuam Business Park.

7.4.3 The bus stops where formal infrastructure is planned are shown in **Figure 39**.

Figure 39. Tuam Bus Stops Planned Upgrades



7.4.4 Further consultation with the NTA will be conducted on the specific nature of the improvements to the bus stops shown above.

Multi-Modal Hub

7.4.5 Various potential locations for the multi-modal hub have been discussed in Section 5.5; two options have been selected as the most realistic and these have been compared to one another via the measures assessment.

7.4.6 It is considered that, on the basis of the findings of this assessment, a location in the vicinity of Vicar Street would be optimal in terms of integration with existing bus routes, which is considered pivotal to the wider success of the hub and its use and support by bus and coach operators. This option would also provide a simple connection to the potential active travel route on the disused rail line crossing Vicar Street.

7.4.7 Further investigations, including consultations with the NTA, will be conducted with regards to the provision of a multi-modal hub in Tuam.

7.5 Parking Rationalisation

Town Centre

7.5.1 As part of addressing the town core issues discussed in Section 5.2, it is proposed to rationalise the on-street parking on these streets. This would reduce the dominance of vehicles in the town core and create more space for public transport and active modes of travel.

7.5.2 Those requiring a vehicle to access the town centre would be directed to one of the nearby council operated car parks. Appropriate provision for disabled spaces would be maintained.

Cathedral Square

7.5.3 As discussed in Section 7.2, it is proposed to rationalise the excessive levels of parking in the area between the Cathedral of the Assumption and Bishop Street. There is the potential to transform this location into a space for recreation and civic events, as well as provide an appropriate amount of parking which considers the needs of those who require a car for personal transport.

Parking Management Strategy

7.5.4 A Parking Management Strategy will be developed, which will further consider the capacity and social and economic cost of parking in Tuam long-term.

7.6 School Streets

7.6.1 It is proposed to restrict the section of Dublin Road between the junctions with Athenry Road and Circular Road to motor vehicles, during the periods covering the start and end of the school day. Those driving a vehicle to school would be encouraged to park in one of the town centre car parks and then walk the remaining part of the journey. Appropriate exceptions for residents and disabled drivers would apply.

7.7 Road Transport Improvements

Shop Street/Fosters Place/Tullinadaly Road/Northern Bypass Junction Upgrade

7.7.1 An upgrade to this junction and opening Fosters Place to two-way traffic would enable local through vehicle trips to bypass the town centre on an east-west running axis, via the northern bypass link. This would create an alternative viable route for trips between most of the key corridors.

7.7.2 It is acknowledged that the current layout of this junction is constrained by the location of adjacent private buildings. Therefore, this scheme is considered a medium term measure, which if taken forward would also need to be integrated with the wider Town Centre proposals set out below.

Town Centre

7.7.3 Section 5.2 has identified streets within the town core which currently are subject to higher than desirable levels of through vehicle traffic, shown in **Figure 25**. A general

opportunity has been identified to reduce the levels and dominance of through vehicle traffic, in favour of enhanced access for public transport and active modes. As has been described in sections 5 and 6, multiple potential options have been identified which have the potential to respond to this opportunity.

7.7.4 The identified preferred option in terms of a medium term aspiration is the closure of Shop Street to motor vehicles, removing a narrow through link from the town's road network and creating an attractive and engaging civic space, offering new opportunities for the businesses fronting this street. this is shown in **Figure 28.**

7.7.5 A further aspiration is to transform most of the town centre into a low traffic zone, in where local through trips would no longer be encouraged. This would facilitate improvements to public transport and active travel infrastructure, encouraging their uptake for short local trips. This would also transform the town centre from its current status as a pseudo-barrier to walking and cycling, instead encouraging these modes.

7.7.6 It is acknowledged that for such a scheme to be delivered and operate effectively, the majority of the interventions discussed in Section 7 would need to be in place beforehand to ensure adequate alternatives for local through trips are in place. The town centre low traffic zone would therefore effectively be a longer term scheme which would build upon the Shop Street, walking and cycling, and PT hub proposals.

Eastern Orbital Route

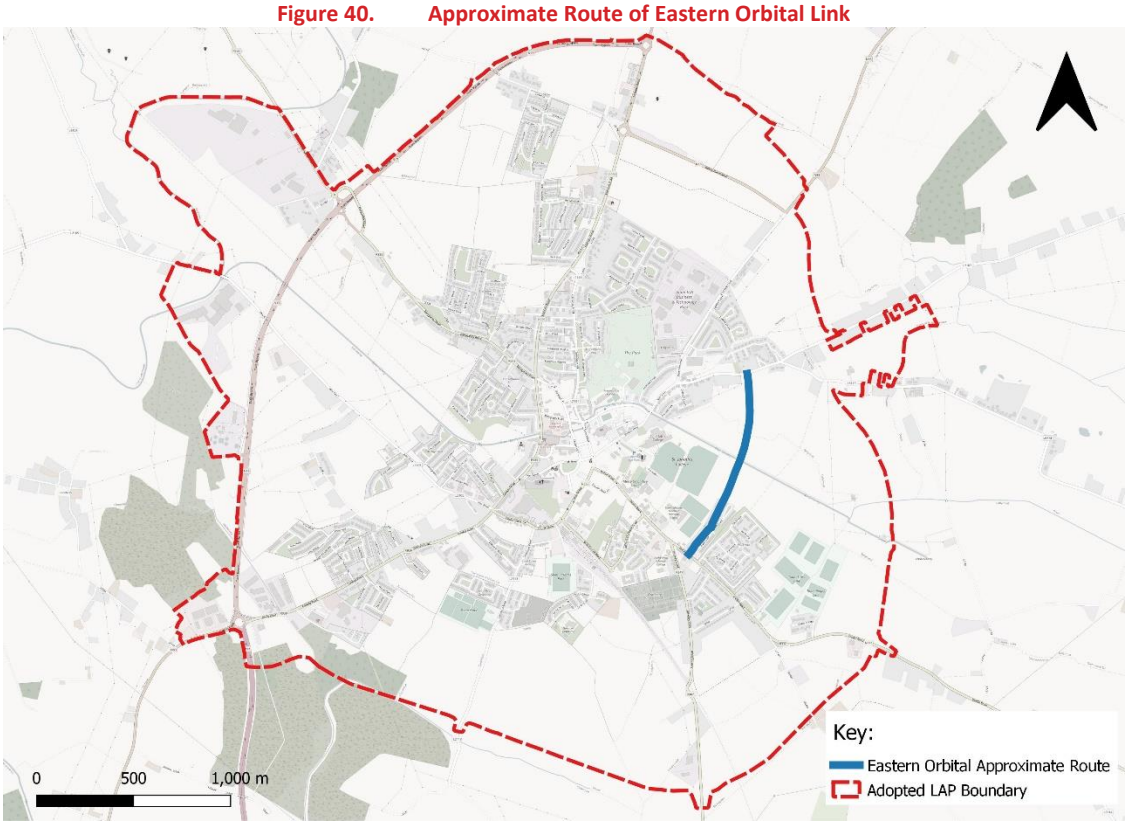
7.7.7 As discussed in Section 5.6, an orbital vehicle route connecting the Dublin Road and Dunmore Road corridors is considered an important consideration in the longer-term goal of reducing or removing through traffic from one of the more challenging corridors within the town.

7.7.8 Any such route would be designed according to Section 13.2 of the NTA's Greater Dublin Area Transport Strategy 2022-2042 (Principles for Road Development), the policies for which are applicable nationally, and include provision for pedestrians and cyclists in order to enhance connectivity for these modes.

7.7.9 It is considered that delivery of such a scheme would realistically occur in the long term.

7.7.10 The approximate route of this proposed link is shown below.

Figure 40. Approximate Route of Eastern Orbital Link



7.8 ATOS Analysis

7.8.1 The walking and cycling permeability measures discussed in this section and shown in **Figure 37** were included in a further ATOS analysis, to deduce the impact of the measures on active modes. The measures include the existing disused rail corridor converted to an active travel route.

7.8.2 The figures below show the before and after results for various amenities and facilities, for both walking and cycling.

Employment

7.8.3 The permeability measures considerably enhance access by active modes to the town's employment areas, in particular to the south. Almost all of the town's footprint is now covered by the highest two accessibility categories for both walking and cycling.

Figure 41. Employment – Walking – ATOS Output Pre & Post Permeability Measures

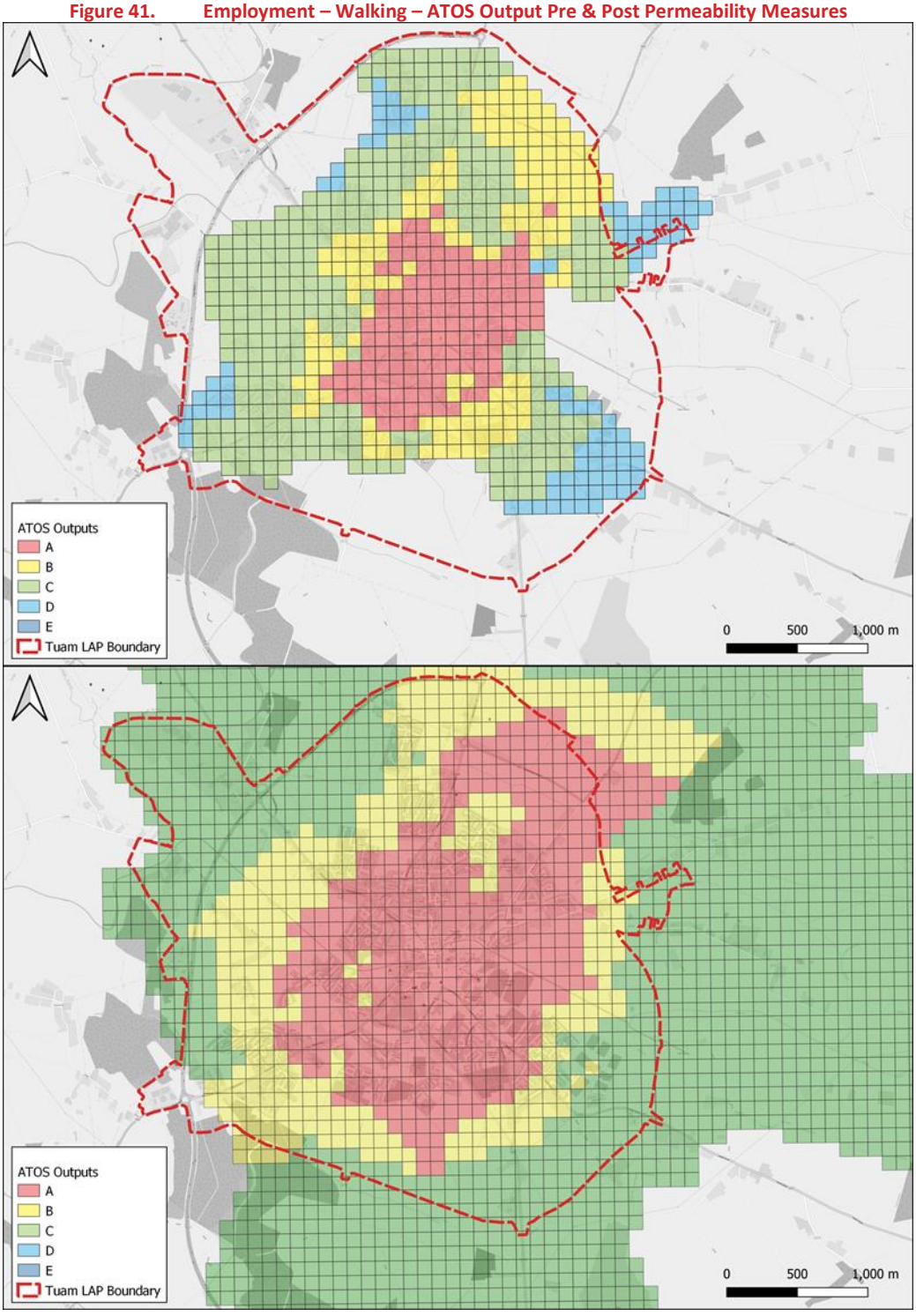
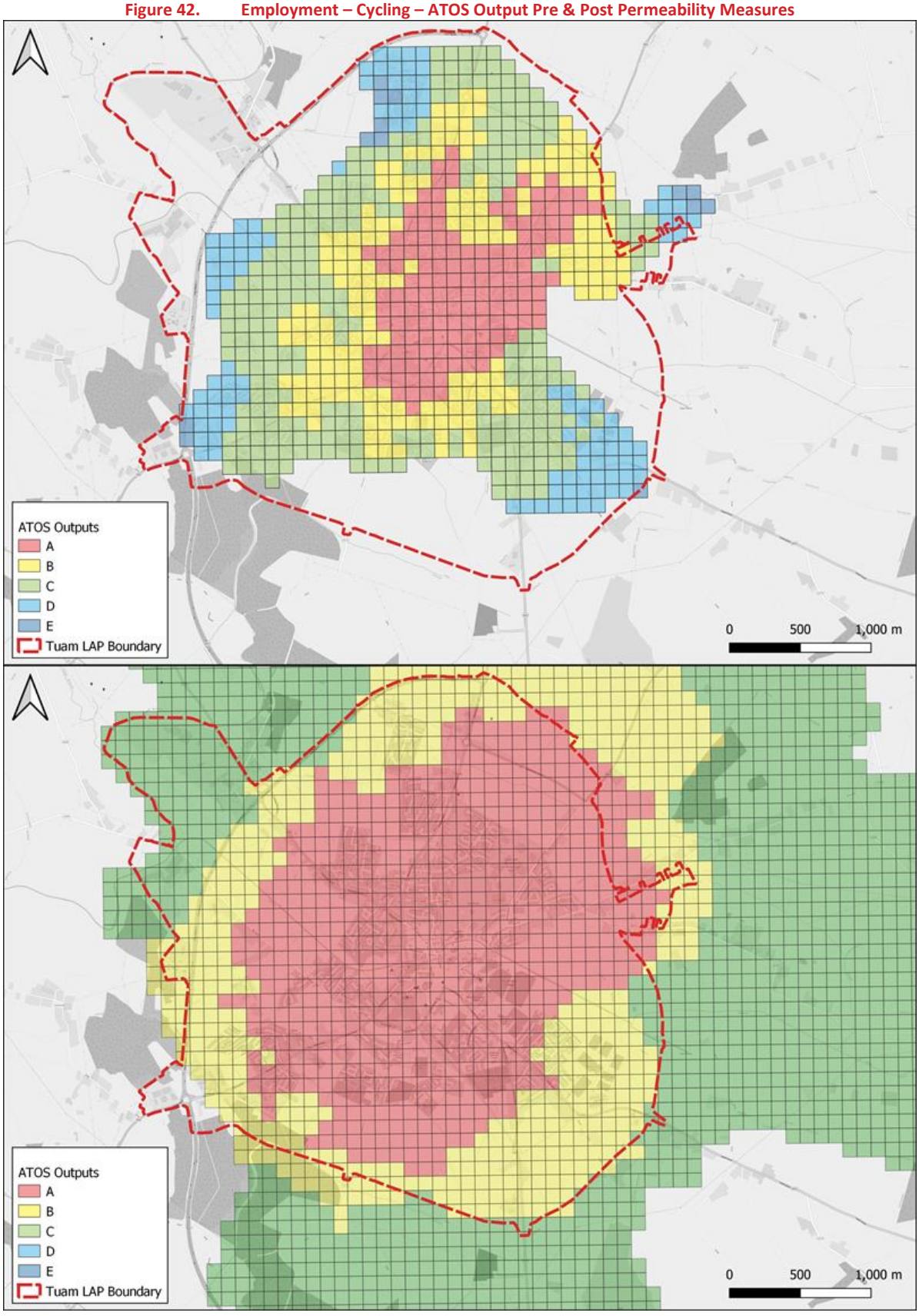


Figure 42. Employment – Cycling – ATOS Output Pre & Post Permeability Measures



Healthcare

7.8.4 For cycling, the permeability measures considerably enhance access by active modes to the town's healthcare facilities. All of the central and northern areas are covered by the highest accessibility category, with the second highest category covering most of the southern and eastern neighbourhoods.

7.8.5 For walking, more modest gains are observed, with the areas of moderate accessibility expanding to the east and south.

Figure 43. Healthcare – Walking – ATOS Output Pre & Post Permeability Measures

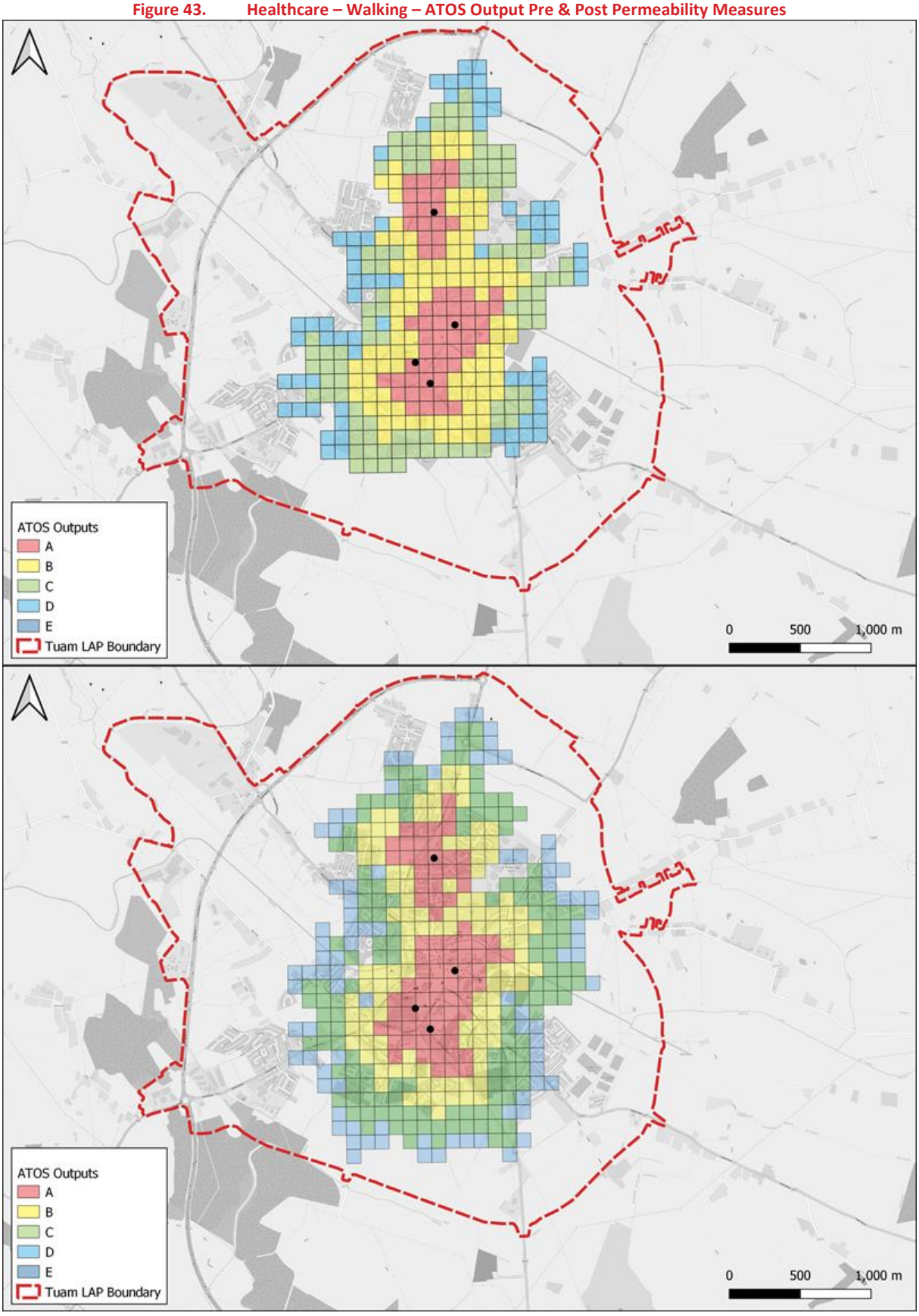
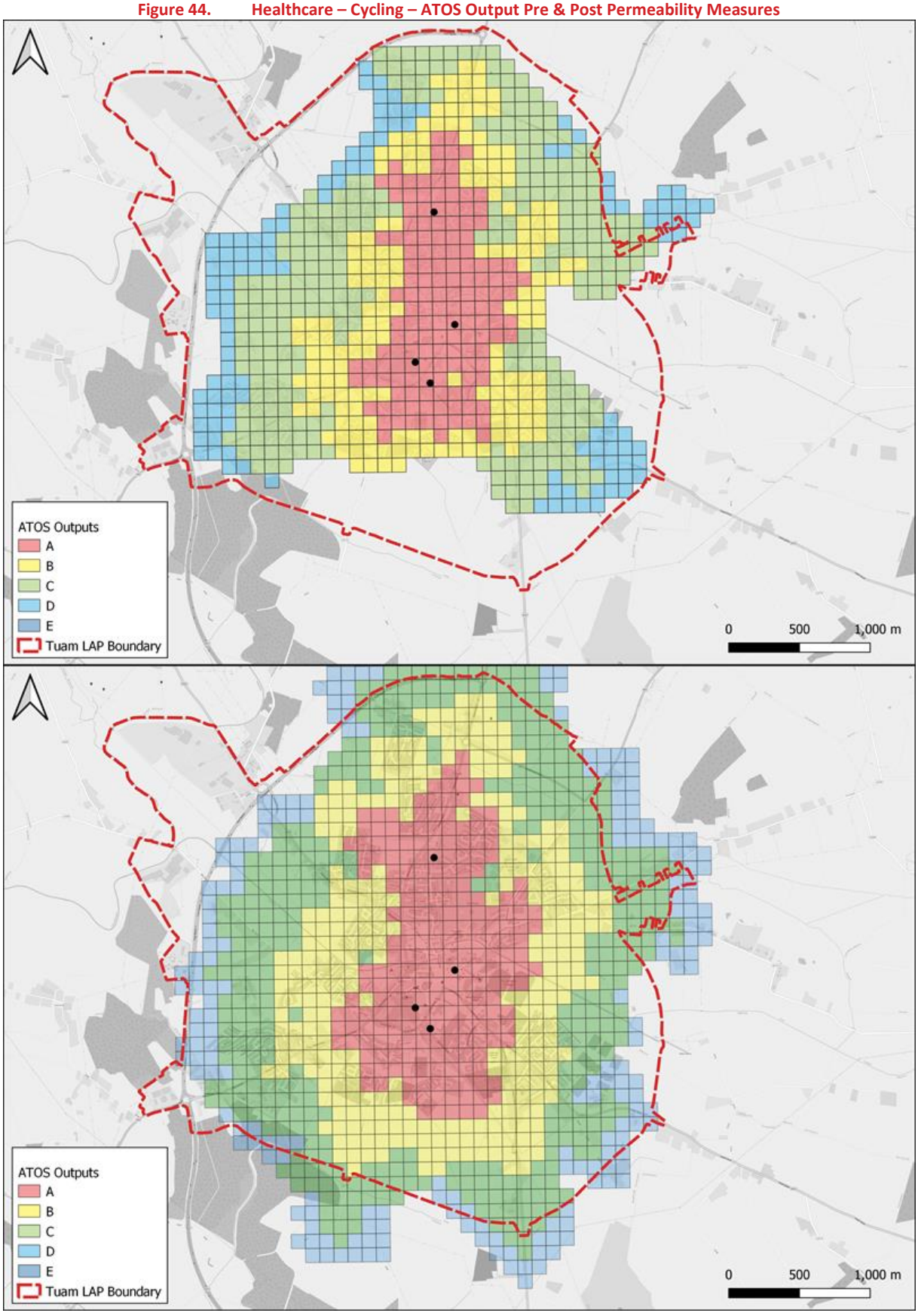


Figure 44. Healthcare – Cycling – ATOS Output Pre & Post Permeability Measures



Education

7.8.6 The permeability measures show an increase in active mode accessibility for post primary schools in all directions. It is noted that the two highest cycling accessibility categories now extend considerably further north than before, where accessibility was previously noted to be poor.

7.8.7 The permeability measures show an increase in active mode accessibility for post primary schools in all directions, particularly to the north. The northern neighbourhoods are now mainly covered by the top three levels of cycle accessibility.

Figure 45. Post Primary Schools – Walking – ATOS Output Pre & Post Permeability Measures

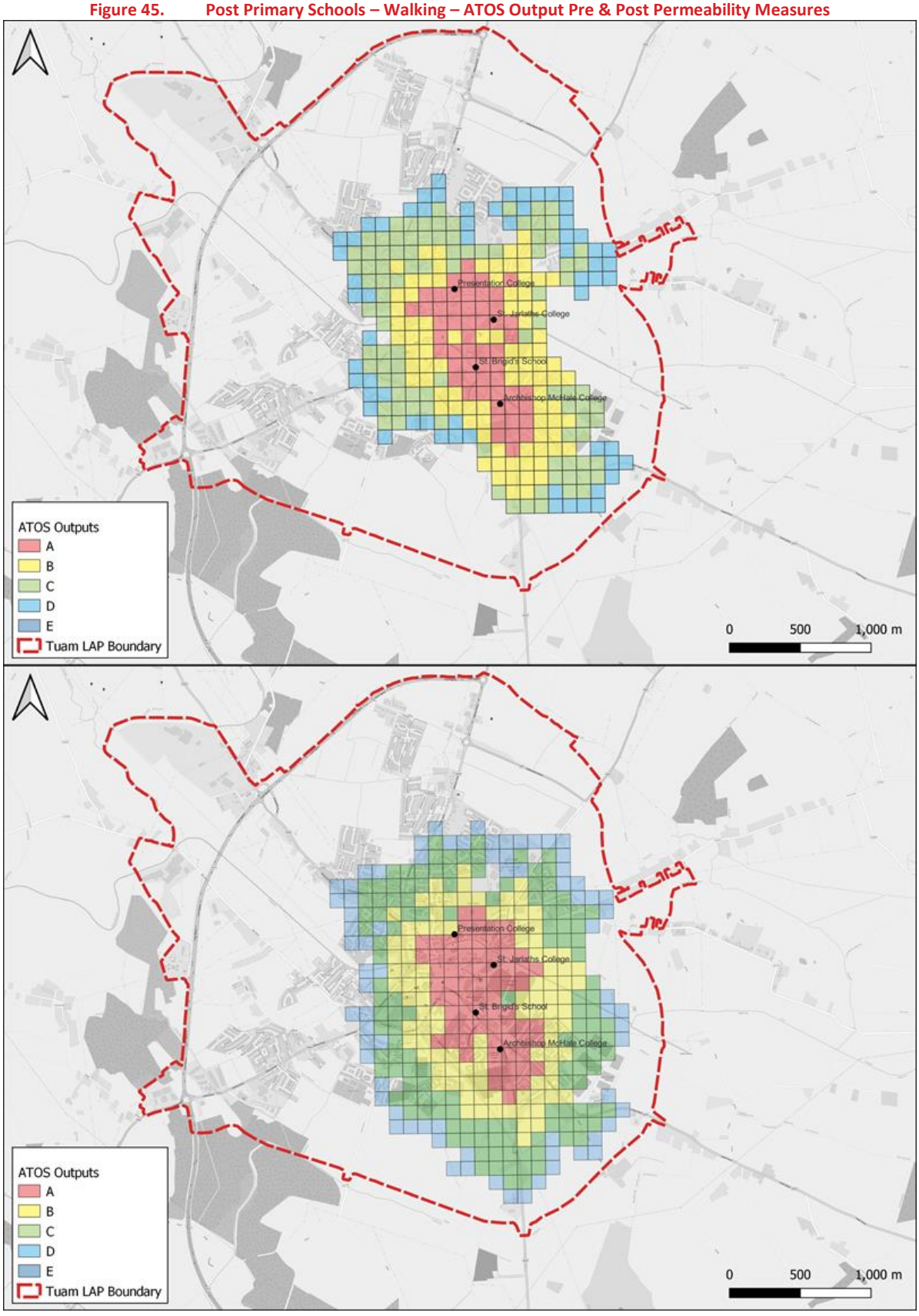


Figure 46. Post Primary Schools – Cycling – ATOS Output Pre & Post Permeability Measures

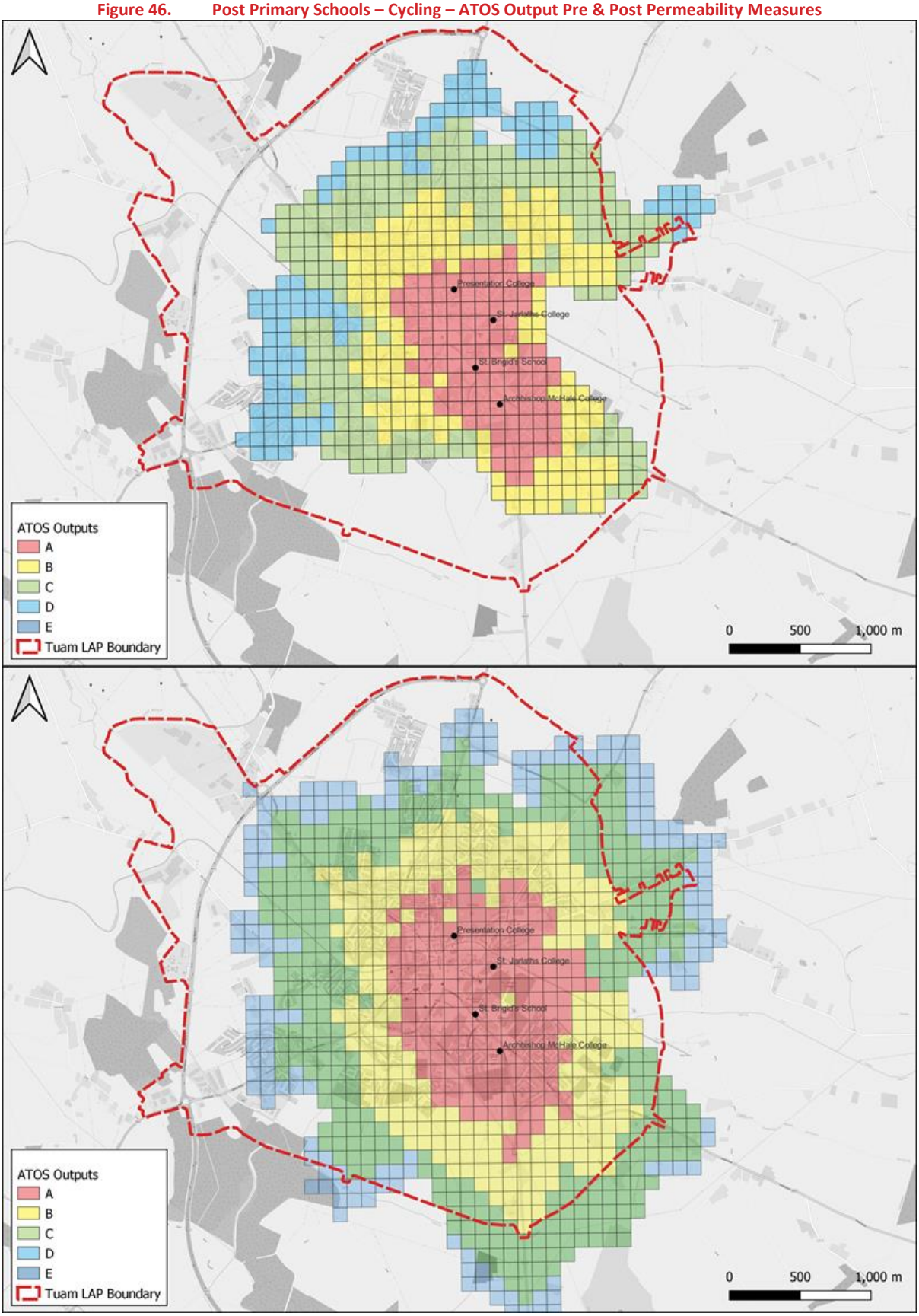


Figure 47. Primary Schools – Walking – ATOS Output Pre & Post Permeability Measures

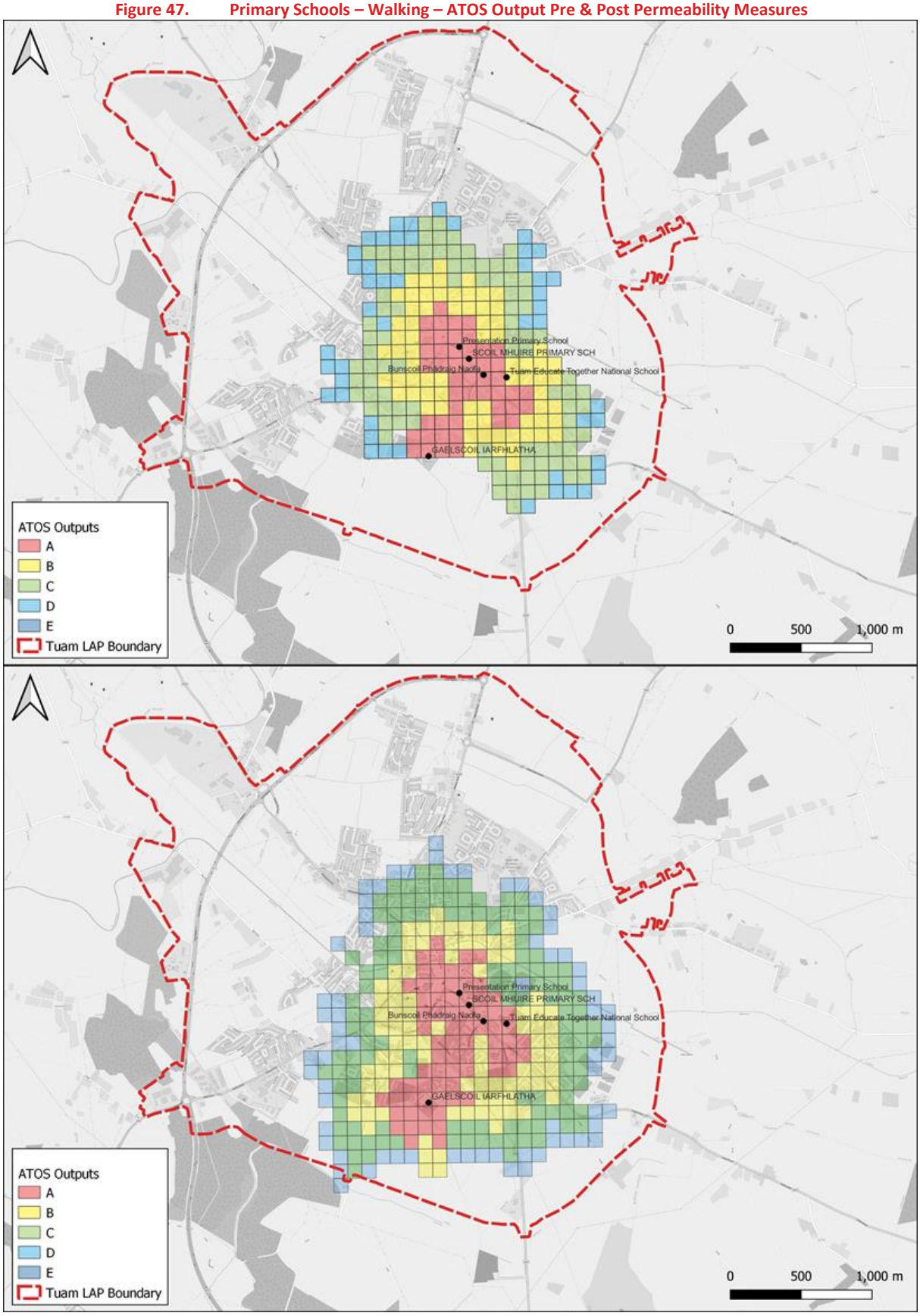
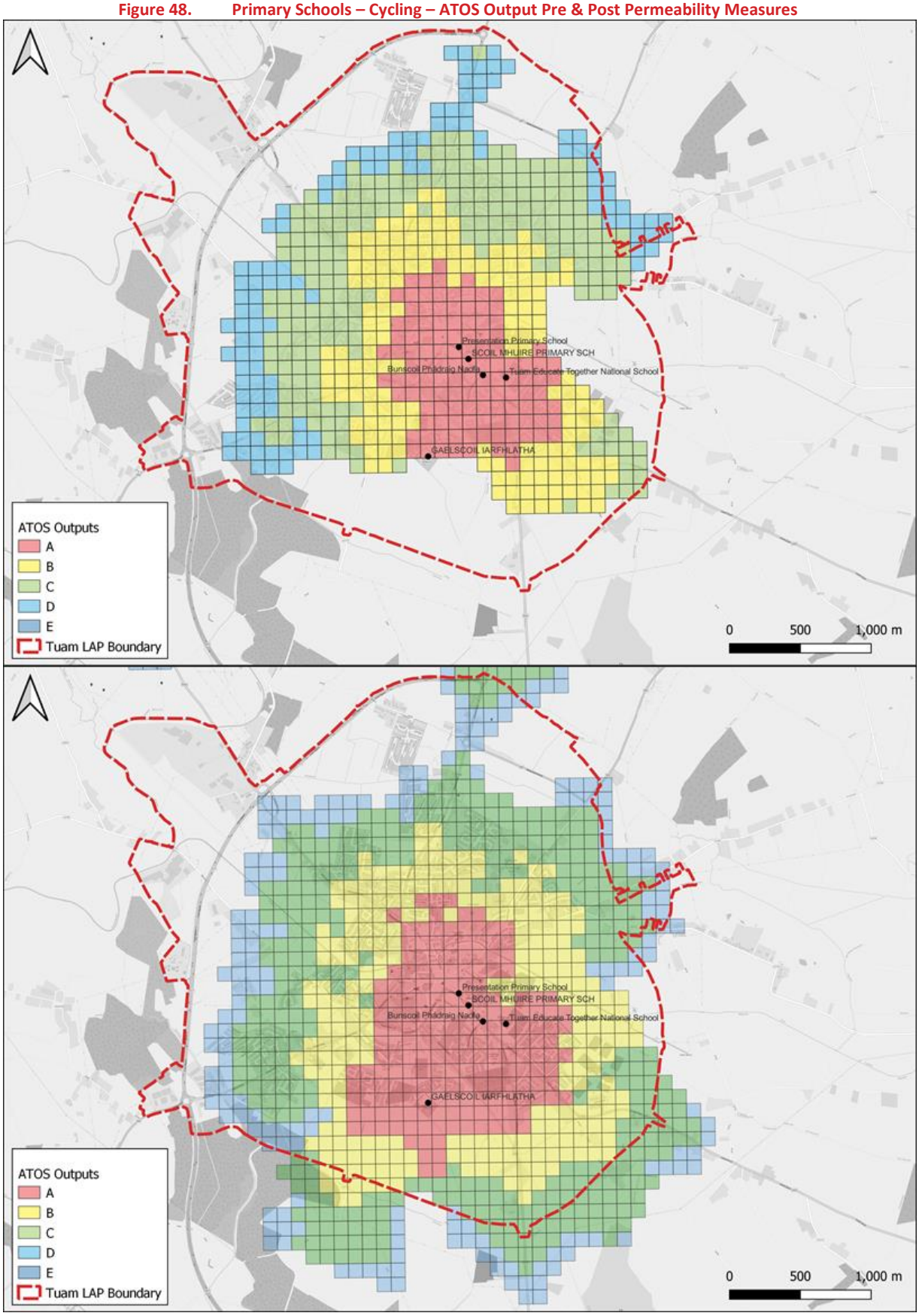


Figure 48. Primary Schools – Cycling – ATOS Output Pre & Post Permeability Measures



Supermarkets & Convenience Stores

7.8.8 For cycling, the permeability measures considerably enhance access by active modes to the town's supermarket/ convenience store amenities. For cycling, the majority of residential neighbourhoods are now covered by the highest two levels of cycle accessibility.

7.8.9 The permeability measures considerably enhance access by active modes to the town's employment areas, in particular to the south. Almost all of the town's footprint is now covered by the highest two accessibility categories for both walking and cycling.

7.8.10 The permeability measures considerably enhance access by active modes to the town's employment areas, in particular to the south. Almost all of the town's footprint is now covered by the highest two accessibility categories for both walking and cycling.

Figure 49. Supermarkets – Walking – ATOS Output Pre & Post Permeability Measures

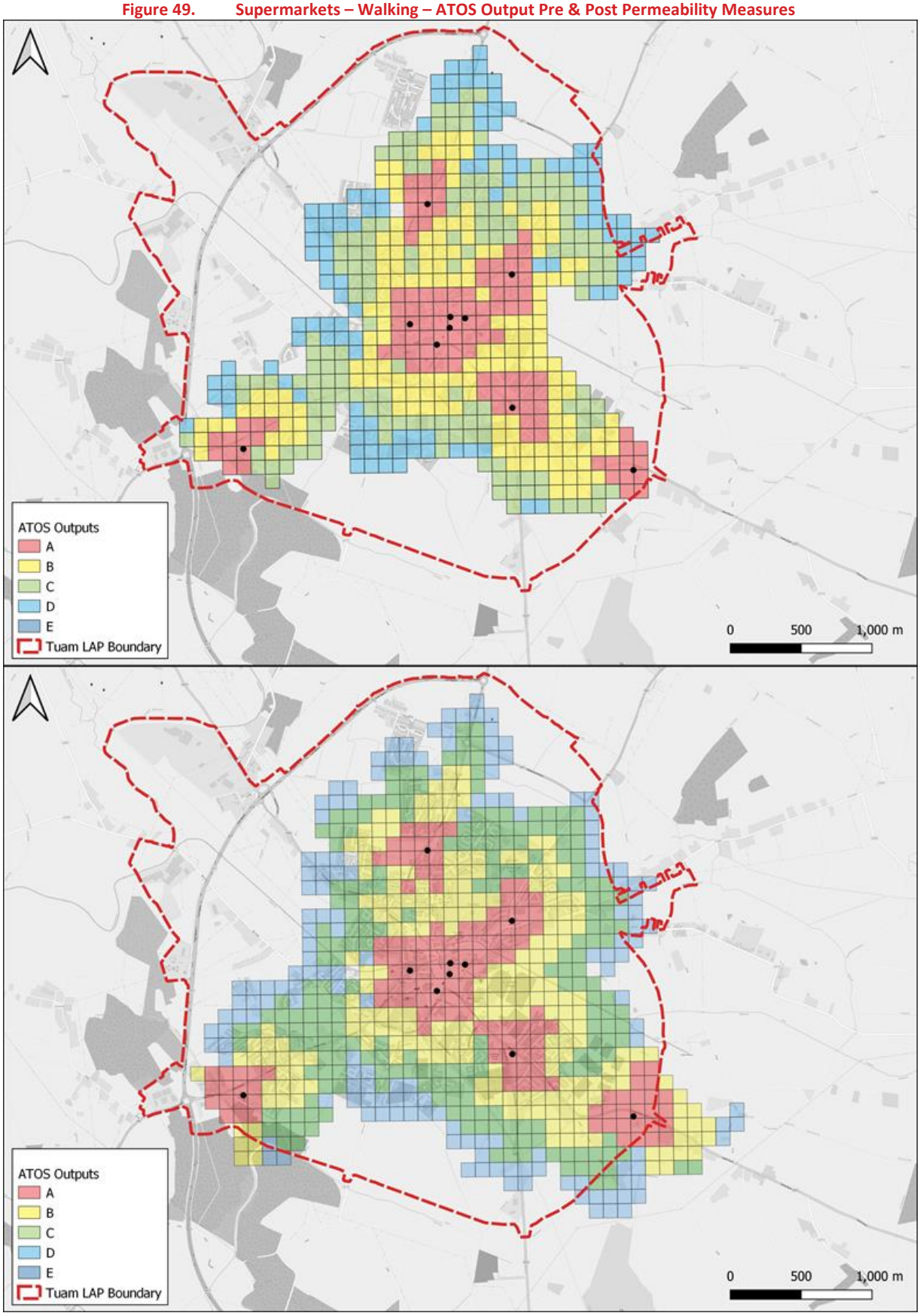
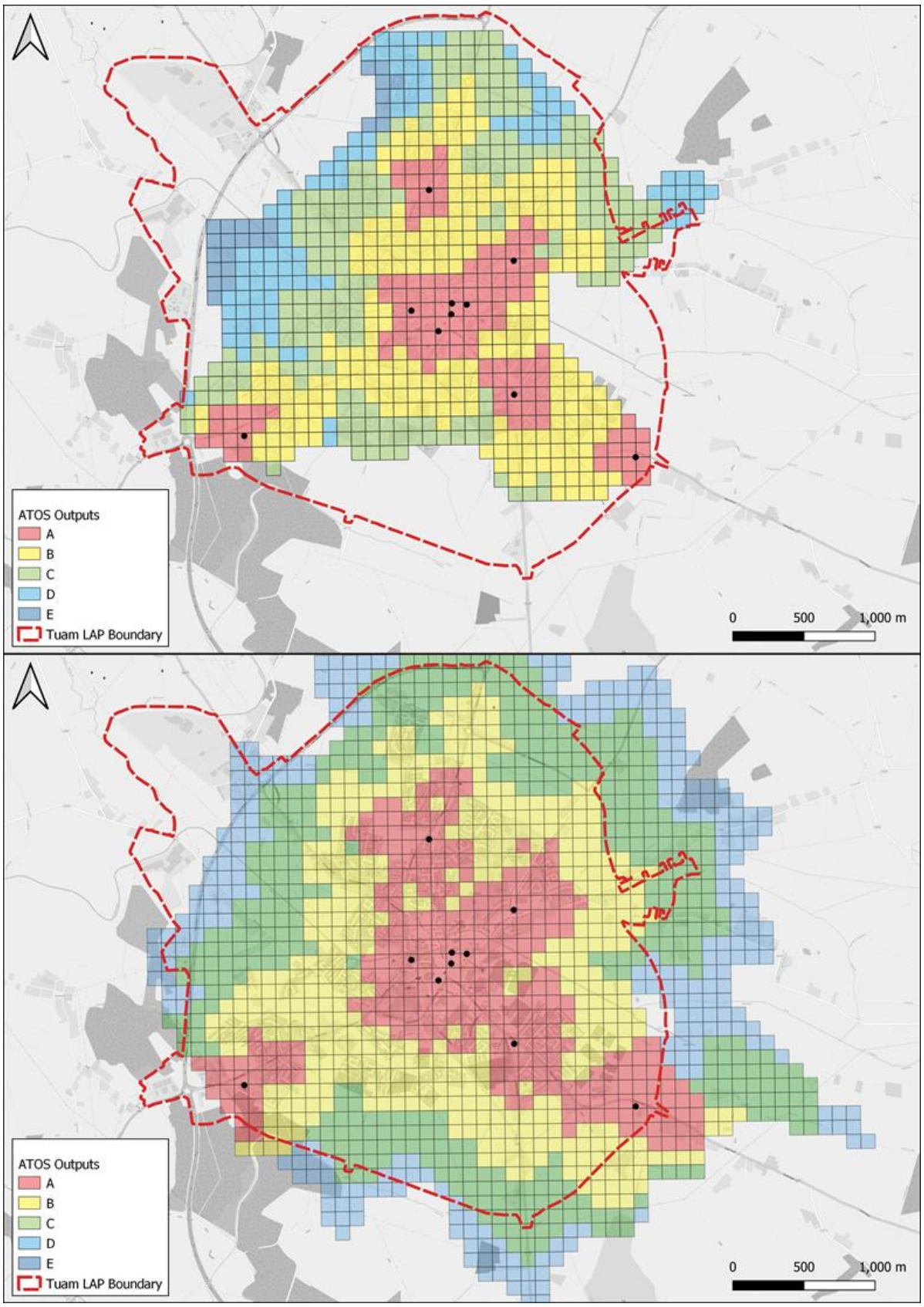


Figure 50. Supermarkets – Cycling – ATOS Output Pre & Post Permeability Measures



8. MONITORING STRATEGY & LTP REVIEW

8.1.1 It is noted that the Tuam LAP may be reviewed during its lifetime; should this occur, it is recommended that the LTP should be revisited in parallel, with any potential amendments identified where this will assist in meeting new or revised LAP policy objectives.

8.1.2 It is further recommended that the LTP should be reviewed approximately two years into the period of the LAP, and four to five years into this period, in order for progress toward LAP and LTP objectives to be gauged. This review may include the following:

- Progress on implementation of preferred options by transport mode;
- Cross-check of assumptions, including availability of new traffic survey or strategic model data; and
- Appraisal of development which has taken place in Tuam and whether this is consistent with the assumptions made in the Tuam LAP.

8.1.3 The reviews should seek to adapt the LTP and the preferred options to observed conditions (plus any notable changes in national or regional policy). Such changes may, depending on their extent, need to be fed back into the LAP.

9. SUMMARY & CONCLUSIONS

9.1.1 Galway County Council (the Council) is developing a new Transport Strategy for the county alongside Local Transport Plans (LTPs) for the towns of Tuam and Ballinasloe. The Galway County Transport and Planning Study (GCTPS) has been adopted alongside the Galway County Development Plan (2022-2028).

9.1.2 SYSTRA Ltd (SYSTRA) has been commissioned by the Council to support the development of the GCTPS and the LTPs for Tuam and Ballinasloe. Through this work, SYSTRA has identified a range of measures and options suitable for the context of Galway County relating to the pedestrian, cycle, public transport and road networks. This LTP has extended this process to the town of Tuam and the resulting strategy set out how the transport needs of the town and its visitors can be met in a manner which reflects and builds upon the wider strategy which is set out in the GCTPS, and the policies within the County Development Plan 2022-2028 (CDP).

9.1.3 A series of policy objectives have been determined for the Tuam LTP, as follows:

Access to Local Services

- Support and implement transport measures which improve access to local services by walking and cycling.

Access to Town Centre

- Improve connectivity to the town centre by sustainable modes whilst contributing to the town's economic vitality.

Wider Transport Demand

- Improve integration between sustainable transport modes, providing increased options within the town.
- Reduce unnecessary through movement within the town centre to improve road-based public transport services.

9.1.4 The technical analysis undertaken to support the LTP has identified a number of potential improvements and other transport measures which would be capable of fulfilling the LTP policy objectives. These have been developed initially as a longlist, and then assessed using a SWOT analysis to determine which measures (and combination of measures) will have the greatest benefits, both for specific modes of travel and for different journey types.

9.1.5 The LTP therefore proposes a series of interlinked measures which are designed to increase the mode share of walking and cycling trips within the town, improve active mode connections within the town centre, enhance accessibility by active modes to the town's education facilities in particular, improve the town's public transport connections and rebalance the road network in and around the town in line with the desired modal hierarchy. Specific schemes include a proposed mobility hub, a school street on the Dublin Road corridor, making the central roundabout junction more compact and rationalising the parking outside the Cathedral of the Assumption, all designed to make a significant contribution to the accessibility of the town by sustainable modes of travel.

9.1.6 The table below summarises the proposed schemes as well as their intended timeframe. Short-term is defined as within the next 1-2 years, medium term as 2-6 years (covering the remainder of the LAP period) and long term as beyond the LAP period (>7 years).

Table 15. Proposed Measures Summary

CATEGORY	PROPOSED MEASURE	TIMEFRAME
Pedestrian/Walking	Central Junction Improvements	Medium Term
	Cathedral Square Improvements	Short Term
Cycling	Permeability Connections	Short Term (locations requiring simple works), Medium/Long Term (locations requiring bridges /new road links)
	Existing Disused Rail Corridor	Medium Term
Public Transport	Bus Routes	Short-Medium Term
	Bus Infrastructure	Short Term
	Multi-Modal Hub	Medium Term
Parking	Town Centre Parking Rationalisation	Short Term
School Streets	Dublin Road	Medium Term
Road Improvements	Shop Street /Fosters Place /Tullinadaly Road /Northern Bypass Junction Upgrade	Medium Term
	Town Centre – Pedestrianisation of Shop Street	Medium Term
	Town Centre – Wider Low Traffic Zone	Long Term
	Eastern Orbital Route	Long Term

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