

Senior Planner
Planning Department
Galway City Council
City Hall
Galway

15th August 2014

Re. Ardaun – Pre Draft Issues Paper 2014

Dear Sir/Madam,

The National Transport Authority (the 'Authority') submits the following comments on the pre-draft Issues Paper, for the Council's consideration in the preparation of the local area plan.

Overview

The Authority has had an involvement in the planning of the Galway City Council area since our establishment in 2009, initially through our role on the West Regional Authority Regional Planning Guidelines Implementation Group, and subsequently as the administrative body in charge of the management of the Regional Cities Grants programme for Galway City. At a national level, the Authority also has statutory responsibility for securing the provision of public passenger land transport services, which, with respect to Galway City would relate to the licencing of Bus Éireann and private bus operator routes. In this context, the Authority supports the preparation of an LAP for Ardaun as a means of setting out a planned and phased approach to the sustainable development of this area as a new suburb of Galway City.

Transport Network Planning

The Authority recommends that a Transport Plan be prepared for Ardaun as part of the LAP. A clearly defined transport network which corresponds to the phasing of development and to the build

out of land use is critical. The transport network set out in the LAP should be consistent with, and feed into, the Galway City 5 year Transport Investment Programme, which frames the agreed funding programme of the Galway Regional City Grants scheme. The transport network defined in the LAP should also take into account the strategic bus and cycle network set down in the Galway Metropolitan Area Bus and Cycle Network Plan (2014).

Design and Layout

The design and layout of the LAP lands are fundamental to the utilisation and success of sustainable transport modes. The location of schools, shops, local services and other land uses, relative to the location of residential development, is a critical determinant of the need to travel, the distances travelled and the modes of transport chosen. Accessibility to key local services by walking and cycling from residential area should be a key criterion in the LAP. Likewise, the layout, design and density of residential development must be carefully considered in order to compliment and support any higher capacity public transport which will serve the LAP lands. Higher capacity public transport will only be effective if matched with complementary development patterns which facilitate their use.

Policy Guidance

With regard to the above points, the Authority would suggest that in the development of the LAP, the Local Authority are cognisant of the guidance set out in the following documentation;

- Sustainable Urban Development in Urban Areas (DoECLG)
- Spatial Planning and National Roads Guidelines (DoECLG)
- Design Manual for Urban Roads and Streets (DoECLG)
- National Cycle Manual (NTA)
- Planning and Development of Large Scale, Rail Focussed Residential Areas in Dublin (NTA/DoECLG) (Chps 4 & 5)
- Integrated Implementation Plan 2013-2018 (NTA) (Chp 5)

I trust the views of the Authority will be taken into consideration in the preparation of the LAP. In regard to the issues raised, the Authority would welcome the opportunity for further discussion with the Council.

Yours sincerely,



Hugh Creegan

Director of Planning, Investment and Taxi Regulation