

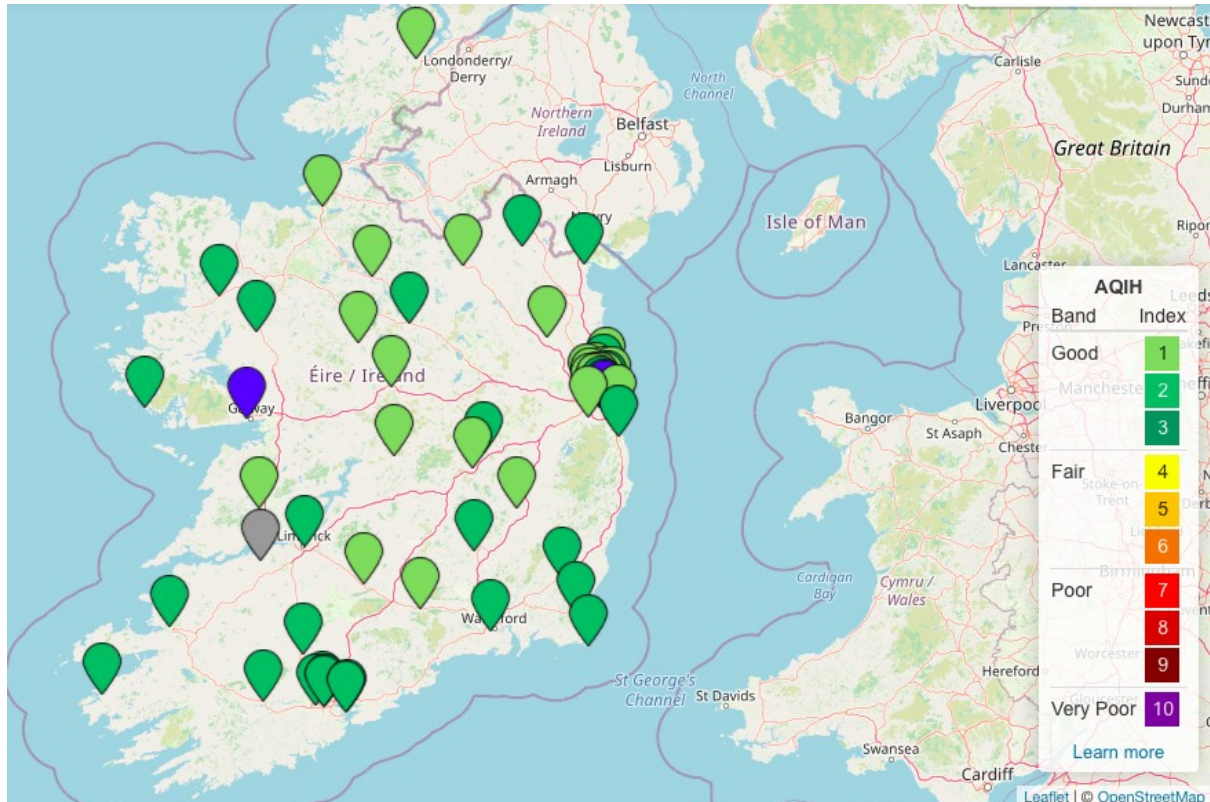
Theme 3 Transport and Sustainable Mobility

There are 18 actions below and their context.

Action 1 - this part of the development plan needs to be tied to the SDGs which are not mentioned in your questions despite being the international standard for sustainability. Every action needs to name the SDGs it impacts. **Action 2 - all actions need targets for which human resources and material resources are committed and time lines set.**

1. What are the key transport and mobility issues affecting residents, workers, students and visitors? The motor car is openly incentivised and its owners convenience is prioritised. Our harmful emissions measurement is poor. Ragoon is our only air pollution monitor while Limerick has 3 monitors plus one in its suburbs. The EPA map shows that galways air monitoring data is the only installation in the country that is not automated and that the air quality in Galway is poor. Please see appendices. Their data for Galway shows we harm our residents, pedestrians and cyclers more than any other local authority area in Ireland, that we have fewer monitoring stations per head of population than elsewhere and that the only station we have uses the oldest technology. **Action (3) We need galway city council to work with the EPA and build a comprehensive air monitoring and display network so residents, pedestrians and cyclists do not continue to breath life-changing harmful emissions. Action (4) Any planning permissions sought for buildings where societys most vulnerable are housed should require the provision of air monitoring data at the site. This data should include peak times, and winter and summer use. Schools, Homes for the elderly, nurseries, community centres etc are often built on the busiest intersections and roads.** These should refer to the WHO findings on harmful emissions and address areas of concentration such as urban canyons and others. Nursing homes have very special and diverse needs for their patients and such harmful emissions need to be addressed as to their impacts on the different patients and their context. Harmful emissions have untold effects on our vulnerable citizens and this has to stop. **Action (5) All new road projects (including roads that are not yet fully commissioned) should forecast the impact of harmful emissions on the various demographics within these buildings that house our vulnerable.** These should refer to the WHO findings on harmful emissions and address areas of concentration such as urban canyons and others. Nursing homes have very special and diverse needs for their patients and such harmful emissions need to be addressed as to their impacts on the different patients and their context. Harmful emissions have untold effects on our vulnerable citizens and this has to stop. **Action (6) support terryland forest park - it cleans our air and is a climate change adaptation strategy that allows a**

transition to more climate change mitigation strategies. Human and financial resources to be provided to enhance and sustain the forest. Action (7) EVs need to be enhanced. Charging infrastructure needs to be made available. Once you pass west across Newcastle Road there is no EV charging. The Local Authority have plenty of estate where this could be made possible. Action (8) Incentivisation of commercial businesses with lower rates for fitting public EV chargers is also an opportunity.



- How do we continue to support the objectives of the Galway Transport Strategy to reduce car dependency and increase walking, cycling and public transport use? A thorough consultation bringing various groups together to build the most preferred strategy possible. We have facilitators in the city who broker such agreement nationally and internationally and we should use our local skills to solve local problems and build our local strategy. Individual convenience needs to be addressed and the car needs curtailment and this needs to be consulted openly. Lived areas need walking and cycling infrastructure (these are separate) as well as access to the motor car. Safety is key. **Action (9) increase continuous bike and walking pathways (by 2km each per year of this development plan). Action increase secure bike parking infrastructure in the city (by 30 bikes per year of this plan).**

3. How can we ensure equitable access for those with mobility issues around the city? We need to consult on the major issues here. We have facilitators in the city who broker such agreement nationally and internationally and we should use our local skills to solve local questions like this. A delphi method would be useful to address this, we have many specialist charities and organisations supporting disability and these should be consulted. **Action (10) consult agencies specialist in disability support using a delphi method or likewise and develop a plan with a register of opportunities.**
4. How can the use of public transport, cycling and walking be promoted? Please read answer to 2. There are strong views on public transport. Thinking positively the current system is so poor its going to be easy to make improvements in the life of this plan. **Action (11) An orbital bus/tram route needs to be developed as radial does not fit the complexities of residents needs. Action (12) Five park and ride sites need to be developed within the life of this plan through consultation with galway county council for Oranmore, Claregalway, Derrybrien, etc. Action (13) Two Pedestrian and cycling bridges crossing the corrib within city limits need to be built in the lifetime of this plan. Action (14) The bridge for the old Clifden train line needs to be rebuilt in the lifetime of this plan or through consultation and due process the project needs to be bought as close to fruition as possible during the plans lifetime.**
5. What additional infrastructure is required to support the transition to sustainable modes? **Action (15) Reliable Orbital transport is key and must be created in the lifetime of this plan. Action (16) Hybrid electric trams/buses are a possibility so that they move on tram lines proximal to the city but as they move to the fringes the onboard batteries allow all areas to be reached. Galway is compact and a pilot of one of these buses/trams should be carried out in the lifetime of this plan. Buying is expensive and technology providers want to have this hybrid innovation grow so leasing 2 buses or trams for a pilot needs to be carried out in the life of this plan so we can see how this works over a period of 2 years minimum. (17) Action support terryland forest park - it cleans our air and is a climate change adaptation strategy that allows a transition to more climate change mitigation strategies.**
6. How can we best support the delivery of such infrastructure through the development plan? **(18) Set actions. Actions need targets for which human resources and material resources are committed and time lines set. You have to crack an egg to make an omelette.**

Appendix

None of Irelands NO2 monitoring stations are in Galway

Further details are available at <http://www.epa.ie/air/quality/monitor> or email airquality@epa.ie

Station Name	Number of values greater than 200ug/m ³ (year to date)	Station Location	Station Type	Data available to	Station Operator
Rathmines	0	Dublin 6	Urban Background	28 th February	EPA
Ballyfermot	0	Dublin 7	Urban Traffic	28 th February	Dublin City Council
St. John's Road	0	Dublin 8	Urban Traffic	28 th February	Dublin City Council
Pearse Street	0	Dublin 2	Urban Traffic	28 th February	EPA
Winetavern Street	0	Dublin 8	Urban Background	28 th February	Dublin City Council
Blanchardstown	0	Dublin 15	Suburban Traffic	28 th February	Fingal County Council
Davitt Road	0	Dublin 12	Suburban Traffic	28 th February	Dublin City Council
Tallaght	0	Dublin 24	Suburban Traffic	28 th February	EPA
Dún Laoghaire	0	Co. Dublin	Suburban Background	28 th February	Dún Laoghaire Rathdown County Council
Swords	0	Co. Dublin	Suburban Background	28 th February	EPA
Ringsend	0	Dublin 4	Urban Traffic	28 th February	EPA
Dublin Port	0	Dublin 1	Suburban Background	28 th February	EPA/DPA
Dublin Airport Authority	0	Co Dublin	Suburban Background	28 th February	DAA/EPA
Portlaoise	0	Co. Laois	Suburban Background	28 th February	EPA
Birr	0	Co. Offaly	Suburban Traffic	28 th February	EPA
UCC Distillery Field	0	Cork City	Suburban Background	28 th February	UCC
South Link Road	0	Cork City	Suburban Traffic	28 th February	Cork City Council
Mallow	0	Co. Cork	Suburban Background	28 th February	EPA
Kilkenny Seville Lodge	0	Kilkenny City	Suburban Background	28 th February	EPA

Dundalk	0	Co. Louth	Suburban background	28 th February	EPA
Emo Court	0	Co. Laois	Rural Background	28 th February	EPA
Carrick-On-Shannon	0	Co. Leitrim	Suburban Traffic	28 th February	EPA
Castlebar	0	Co. Mayo	Suburban Background	28 th February	EPA
Navan	0	Co. Meath	Suburban Traffic	28 th February	EPA
Kilkitt	0	Co. Monaghan	Rural Background	28 th February	EPA
Peoples's Park Limerick	0	Co. Limerick	Urban Background	28 th February	EPA
Sligo	0	Co. Sligo	Urban Traffic	28 th February	EPA
Waterford	0	Co. Waterford	Suburban Background	28 th February	EPA
Comments:					

One of Irelands P10 monitoring stations are in Galway

Station Name		Number of values greater than 50 ug/m ³ (year to date)		Station Location		Station Type	Station Operator
Askeaton		0		Co. Limerick		Rural Background	EPA
Athlone Civic Centre		1		Co. Westmeath		Suburban Background	EPA
Ballyfermot		0		Dublin 10		Suburban Background	Dublin City Council
Blanchardstown		0		Dublin 15		Suburban Traffic	Fingal County Council
Birr		0		Co. Offaly		Suburban Traffic	EPA
Brownes Road		1		Waterford City		Suburban Background	EPA
Carlow		0		Carlow Town		Suburban Background	EPA
Carrick-on-Shannon		0		Co. Leitrim		Suburban Traffic	EPA
Castlebar		0		Co. Mayo		Suburban Background	EPA
Cavan		0		Co Cavan		Suburban Background	EPA
MTU Bishopstown		0		Cork City		Suburban Background	MTU
Claremorris		0		Co. Mayo		Rural Background	EPA
Clonmel		0		Co. Tipperary		Urban Background	EPA
Clonskeagh		0		Dublin 14		Suburban Background	EPA
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