A TRAVEL PLAN FOR NUI GALWAY 2011 - 2014

THE BUILDINGS OFFICE
THE PARTNERSHIP SUB-GROUP ON MOBILITY MANAGEMENT

Alan Lipscombe, Traffic & Transport Consultant
Greg Power, Planning & Projects Officer, Buildings Office, NUI Galway

January 2012
Summary of travel plan process

- Objectives
- Travel surveys & stats
- Contexts
- Major trends
- Produce travel plan
- Actions & summary
Contents and Areas for discussion

1 Objectives and goals of Travel Plan
2 Key travel survey results
3 Key strategies for Galway City and County Councils
4 Parking supply and demand scenarios
5 Key elements of Travel Plan (Follow on from 2006 Mobility Management Plan)
6 Potential impact on typical journeys
7 Potential shift in mode share
8 Summary and Action Plan
1 Objectives and Goals of Travel Plan

- Cater for the travel needs of the University Community
- Support, and form part of, the University Master Plan for physical development (as part of the Strategic Plan)
- Change transport patterns to be more sustainable
  - Encourage transfer of car based travel generated by NUI Galway to public transport, taking account of potential improvements
  - Promote shared use of vehicles
  - Promote trips by cycle & on foot by improving facilities on and off the campus
  - Contribute, as part of the Galway city and county community, to minimising the impact of car trips on the local environment
  - Reduce the travel carbon footprint
2 Key Travel Survey Results

- Traffic and pedestrian counts
- Staff and student travel questionnaires
- Parking supply and demand surveys
- Parking surveys on surrounding streets
- Focused on Galway City campus
- Survey figures in 2005 and 2010
2 Key Travel Survey Results

Travel modes – Staff

2005

- Car (own): 60%
- Car (with others): 15%
- Motorbike: 10%
- Train: 1%
- Bus: 4%
- Cycle: 7%
- Walk: 8%
- Taxi: 0%
- Other: 3%

2010

- Car (own): 62%
- Car (with others): 16%
- Motorbike: 10%
- Train: 1%
- Bus: 2%
- Cycle: 7%
- Walk: 8%
- Taxi: 0%
- Other: 1%

GALWAY COUNTY COUNCIL NRDO

NUI Galway OÉ Gaillimh

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS
2 Key Travel Survey Results

*Travel modes – Students*

### 2005
- **Walk**: 55%
- **Car (own)**: 14%
- **Car (with others)**: 10%
- **Cycle**: 12%
- **Bus**: 7%
- **Train**: 1%
- **Motorbike**: 1%
- **Taxi**: 0%
- **Other**: 0%

### 2010
- **Walk**: 45%
- **Car (own)**: 22%
- **Car (with others)**: 9%
- **Cycle**: 15%
- **Bus**: 7%
- **Train**: 1%
- **Motorbike**: 0%
- **Taxi**: 0%
- **Other**: 1%

Galway County Council NRDO
2 Key Travel Survey Results

*Single Occ Car trips - staff & students 2005 & 2010*

![Bar chart showing the number of single occupancy car trips by staff and students from 2005 to 2010.](chart.png)

- **Staff**
  - 2005: 1029
  - 2010: 1063

- **Students**
  - 2005: 248
  - 2010: 400
2 Key Travel Survey Results

Single occupancy car drivers

Distance from campus

- 30 mins
- 12 mins
- 15 mins
- 1 mile
- 2 miles
- 5 miles

- Staff
- Students

41% students
34% staff
10% students
18% staff
5% students
1% staff
2 Key Travel Survey Results

*Single occupancy car drivers*

*Main reasons for using car…*

- Quickest mode – 52% staff, 59% student
- Lack of alternative – 49% staff, 50% students
- Linked trips, dropping kids etc – 24% staff, 10% students
2 Key Travel Survey Results

**Quantitative Statistics Narrative**

- Parking spaces have increased by 23% *(between 2005 – 2010)*
- Parking demand has generally stabilised
- Staff travel patterns largely the same as 2005
- Student travel pattern changed *toward* the use of the car
- Capacity approaching as building/development continues
- Student drivers live closer and proportionately higher within walking and cycling distances
2 Key Travel Survey Results

Single occupancy car drivers

Willingness to switch mode…

- 73% of staff & 67% students would consider switching if improvements made to alternative modes

  …to car sharing car / pooling…

- 38% of staff & 56% students would consider car sharing (required incentive: dedicated convenient parking)

- 26% of staff & 50% students would consider pooling permits (required incentive: as above)
2 Key Travel Survey Results

Single occupancy car drivers

…to public transport…

- Up to 56% of staff & 61% students would consider public transport (required incentive: more frequent services and direct routes)

…to cycling…

- Improved cycle routes, improved changing facilities and secure cycle storage were each given by approx 1/3 of staff and students as requirements to change mode
2 Key Travel Survey Results

Qualitative Statistics Narrative

- Willingness exists to change mode
- Students more positive to car pooling/sharing and PT
- Opportunities for further shift to cycling
- Scope to activate change by means of incentives alone
- City network / public transport improvements important
- *Health* features as significant draw to walking/cycling
3 Context: Key Strategies for Galway City and County Councils

- Galway Public Transport Feasibility Study (Galway City Council)
- Draft Galway City and Environs Walking and Cycling Strategy (Galway City and County Councils)
- Galway Metropolitan Smarter Travel Action Plan Bid 2015 (Galway City and County Councils)
## 3 Context: Galway Public Transport Strategy (Short-term measures)

<table>
<thead>
<tr>
<th></th>
<th>Existing Service</th>
<th>Enhanced Service</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Network</strong></td>
<td>Existing</td>
<td>Improved</td>
</tr>
<tr>
<td><strong>Service Frequency</strong></td>
<td>2 – 4 buses per hour</td>
<td>6 / hour</td>
</tr>
<tr>
<td><strong>Interchange</strong></td>
<td>Eyre Square</td>
<td>Cathedral</td>
</tr>
<tr>
<td><strong>Mode share</strong></td>
<td>4%</td>
<td>7%</td>
</tr>
</tbody>
</table>
3  Context: Galway City and Environs
Walking and Cycling Strategy

Proposed greenway corridors
Source: Draft Galway City & Environs Walking & Cycling Strategy
3 Context: Galway City and Environs Walking and Cycling Strategy

Artists impression – Corrib to coastline route
Source: Draft Galway City & Environs Walking & Cycling Strategy
3  Context:  Galway City and Environs Walking and Cycling Strategy

Artists impression – Quincentennial Bridge upgrade
Source: Draft Galway City & Environs Walking & Cycling Strategy
4 Major Trends & Factors

Parking Supply & Demand (*existing*)

- 85% spaces being used
  - (demand of 1,697 with 1,979 spaces)
4 Major Trends & Factors

*Parking Supply & Demand (with all committed developments)*

Campus will be almost full
(demand of 1,950 with 1,992 spaces)
4 Major Trends & Factors

*Parking Supply & Demand (with all committed developments)*

Campus will be almost full
(demand of 1,950 with 1,992 spaces)

<table>
<thead>
<tr>
<th>Development project</th>
<th>Demand</th>
<th>Provided</th>
<th>Excess demand</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEB</td>
<td>46</td>
<td>60</td>
<td>-14</td>
</tr>
<tr>
<td>Bol</td>
<td>21</td>
<td>0</td>
<td>21</td>
</tr>
<tr>
<td>CRF/TRF</td>
<td>27</td>
<td>0</td>
<td>27</td>
</tr>
<tr>
<td>SRB</td>
<td>42</td>
<td>18</td>
<td>24</td>
</tr>
<tr>
<td>HSSRB</td>
<td>15</td>
<td>0</td>
<td>15</td>
</tr>
<tr>
<td>HBB</td>
<td>71</td>
<td>0</td>
<td>71</td>
</tr>
<tr>
<td>Podiatry</td>
<td>19</td>
<td>0</td>
<td>19</td>
</tr>
<tr>
<td>AMBE</td>
<td>12</td>
<td>-65</td>
<td>77</td>
</tr>
<tr>
<td>All development</td>
<td>253</td>
<td>13</td>
<td>240</td>
</tr>
</tbody>
</table>

Note:
Demand based on existing 1697 + additional 253 = 1950
Spaces provided based on 1979 existing + 13 additional = 1992
4 Major Trends & Factors

Parking Supply & Demand *(with all committed developments)*

- Campus will be full
  (demand of 1,950 with 1,992 spaces)

- The relocation of 160 cars parked on residential street will require a 6% reduction in car use

- The removal of a further 90 temporary spaces will require 10% reduction in car use
## 4 Major Trends & Factors

### Parking Summary

<table>
<thead>
<tr>
<th></th>
<th>Existing</th>
<th>Project to 2014</th>
<th>2014 +</th>
</tr>
</thead>
<tbody>
<tr>
<td>Demand</td>
<td>1697 spaces</td>
<td>1950</td>
<td>Looking ahead to factors affecting demand</td>
</tr>
<tr>
<td>Capacity</td>
<td>1979 spaces</td>
<td>1992</td>
<td></td>
</tr>
<tr>
<td>Utilisation</td>
<td>85%</td>
<td>98%</td>
<td>University Growth</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Demographics</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Employment context</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Local authority changes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Taxation / levy</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Market prices <em>(oil, car, insurances)</em></td>
</tr>
</tbody>
</table>
5 Travel Plan

A Response to Major Trends & Factors and Findings

- Continue forum for **consensual change** to the system
- Encourage **walking and cycling**
- Facilitate improvements to **public transport**
- Continue to provide **parking** enforcement
- Maintain agreed **parking** capacities for staff and students
- Initiate **car pooling and car sharing**
- Enhance **infrastructure** for pedestrian, cycles and cars
- Explore travel benefits from changes to **work practices**
- **Monitor** and gather data
- Programme of **promotion, marketing and education**
5 Travel Plan

Walking and cycling

- Shower facilities are now standard installations in new buildings
- Cycle to work scheme implemented
5 Travel Plan

Walking and cycling

- New bicycle racks and covers recently installed
5 Travel Plan

Walking and cycling

- Liaison with GCC re Eglinton Canal footbridge as part of Greenway
5 Travel Plan

Walking and cycling
5 Travel Plan

Walking and cycling
5 Travel Plan

Public transport

- Tax saver pass scheme was launched, limited uptake
- Internal bus linking north & south campus now in place
5  Travel Plan

Public transport

- Tax saver pass scheme was launched, limited uptake
- Internal bus linking north & south campus now in place
- Proposal to update NUI Galway website to have up-to-date information for all public transport
- Galway to Limerick section of WRC open (Oranmore Station open later this year)
- Improved services identified as part of GCC Public Transport Feasibility Study
- Long term Bus Rapid Transit
5 Travel Plan

Parking

Parking enforcement and control introduced on campus

- Spaces
- Information
- Permits
  - Staff
  - Students
  - Visitors
  - Contractors
  - Suppliers
  - Conferences
  - Partnerships
- Enforcement (non commission)
- Appeal process
5 Travel Plan

Parking

- Parking enforcement and control introduced on campus
- Introduction of 500 space car park and bus service (carries 300 trips / day) *(opened in August 2009)*
5 Travel Plan

Parking

- Parking enforcement and control introduced on campus
- Introduction of 500 space car park and bus service (carries 300 trips / day) *(opened in August 2009)*
5 Travel Plan

*Parking*

- Parking enforcement and control introduced on campus
- Introduction of 500 space car park and bus service (carries 300 trips / day) *(opened in August 2009)*
- Partnership-based forum for consensual decision making
- Parking provision now successfully provides for all demand generated by University
- Staff permits reduced by 54% (3,520 to 1,600), students reduced by approx 42% (from 2,400 to approx 1,400)
- Charge introduced for permits
5 Travel Plan

Parking On-Street

Working with GCC and our Neighbours
5 Travel Plan

Car sharing and pooling

- NUI Galway part of NTA car sharing database
  [www.carsharing.ie/nuigalway](http://www.carsharing.ie/nuigalway) (started Oct 2010)

- Scheme just implemented and some users have registered from NUI Galway (9 users so far)

- Consider car pooling (parking permit pooling) scheme
5 Travel Plan

Car sharing and pooling

- NUI Galway part of NTA car sharing database
  www.carsharing.ie/nuigalway (started Oct 2010)

- Scheme just implemented and some users have registered from NUI Galway (9 users so far)

- Consider car pooling (parking permit pooling) scheme

- Consider reserving up to 200 spaces for car poolers/sharers (20 space pilot scheme planned for Sept 2011)

- Consider introducing small “traditional” car pool for staff business trips
5 Travel Plan

*Tax saver schemes (Partnership office in HR)*

- **Cycle to work**
  - 2009 – 133
  - (started 2009) 2010 – 136
  - 2011 – 26 (to date)

- **Travel pass scheme**
  - 2009 – 12
  - (started 2009) 2010 – 22
  - 2011 – 5 (to date)
5 Travel Plan

*Promotion / marketing / education*

- Comprehensive marketing campaign required
- Marketing campaign must encourage “buy in” to the process
6 Typical journeys

*Person A*

**Current trip - 10km**

Travels from Oranmore

Car - mostly

Cycle - April to September
## 6 Typical journeys

**Person A**

<table>
<thead>
<tr>
<th>Current trip - 10km</th>
<th>Attitudes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travels from Oranmore</td>
<td>Cycling limited by personal security / safety concerns</td>
</tr>
<tr>
<td>Car - mostly</td>
<td>Open to more cycling if safer</td>
</tr>
<tr>
<td>Cycle - April to September</td>
<td>Open to car sharing</td>
</tr>
</tbody>
</table>

### Future Alternatives

- Formal car sharing
- Proposed improvements to bus network
- Proposed improvements to cycle & walking facilities
6 Typical journeys

*Person B*

**Current trip > 10km**

- Travels from Moycullen
- Car – always
- Drops children to school
6 Typical journeys

*Person B*

<table>
<thead>
<tr>
<th>Current trip &gt; 10km</th>
<th>Attitudes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travels from Moycullen</td>
<td>Would switch but feels there is no alternative at this point in time</td>
</tr>
<tr>
<td>Car – always</td>
<td></td>
</tr>
<tr>
<td>Drops children to school</td>
<td></td>
</tr>
</tbody>
</table>

**Future Alternatives**

- No alternative as part of Travel Plan
- School bus schemes?
- Local car sharing may be possible but difficult
6 Typical journeys

*Person C*

**Current trip < 1.5km**

Travels from Newcastle

Car – always

Never uses other modes
## 6 Typical journeys

*Person C*

<table>
<thead>
<tr>
<th>Current trip &lt; 1.5km</th>
<th>Attitudes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travels from Newcastle</td>
<td>Car - comfort &amp; security</td>
</tr>
<tr>
<td>Car – always</td>
<td>Not open to alternative modes</td>
</tr>
<tr>
<td>Never uses other modes</td>
<td></td>
</tr>
</tbody>
</table>

### Future Alternatives

- Walking & cycling options
- Proposed improvements to bus services
- Parking restrictions or only remote parking spaces
# 6 Typical journeys

*One case; Savings to be made (trip from Oranmore)*

<table>
<thead>
<tr>
<th>Existing</th>
<th>Option</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.5 km drive</td>
<td>Coach service</td>
</tr>
<tr>
<td>40 minute rush-hour trip</td>
<td>3 times morn, 3 times eve</td>
</tr>
<tr>
<td>Fuel approx €45 per week</td>
<td>€1,200 tax-saver (€11 p.wk.)</td>
</tr>
</tbody>
</table>

**Improvements**

- Savings on fuel = €1,700pa
- Tax, maint, etc. = €1,000pa
- Lifestyle, stress, switchtime

**Issues**

- Punctuality (both)
- Flexibility and luggage
- Walk to bus stops and rain!

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7 Potential shift in mode share

Assumptions

- All using car for medical reasons or linked trips were assumed to be captive to the car (27% staff, 15% students)
- 1 in 4 of those open to change mode assumed to do so
- It was assumed that no changes would be made to the allocation of parking permits
- Maintain agreed parking capacities for staff & students
- Projections to 2014 using Travel Plan initiatives
7 Potential shift in mode share

Staff – existing & projected

existing

2014

Car (own) 62%

Car (with others) 16%

Bus 2%

Train 1%

Motorbike 0%

Walk 8%

Cycle 10%

Other 1%

Taxi 0%

Car (own) 46%

Car (with others) 20%

Bus 8%

Train 1%

Motorbike 0%

Walk 10%

Cycle 14%

Other 1%

Taxi 0%
7 Potential shift in mode share

*Students – existing & projected*

**existing**
- Walk: 45%
- Car (own): 22%
- Car (with others): 9%
- Cycle: 15%
- Bus: 7%
- Train: 1%
- Motorbike: 0%

**2014**
- Walk: 46%
- Car (own): 17%
- Car (with others): 12%
- Cycle: 15%
- Bus: 10%
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## 7 Potential shift in mode share

*Comparison - Galway Travel Plan & GMSTAP*

<table>
<thead>
<tr>
<th>Type</th>
<th>NUIG Travel Plan</th>
<th>GMSTAP</th>
<th>% change</th>
<th>% change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2010</td>
<td>2014</td>
<td></td>
<td>2006</td>
</tr>
<tr>
<td>Car (own)</td>
<td>42%</td>
<td>30%</td>
<td>-29%</td>
<td>NA</td>
</tr>
<tr>
<td>Car (w. others)</td>
<td>13%</td>
<td>16%</td>
<td>26%</td>
<td>NA</td>
</tr>
<tr>
<td>All car</td>
<td>55%</td>
<td>46%</td>
<td>-16%</td>
<td>61%</td>
</tr>
<tr>
<td>Public transport</td>
<td>5%</td>
<td>10%</td>
<td>87%</td>
<td>9%</td>
</tr>
<tr>
<td>Walk</td>
<td>27%</td>
<td>29%</td>
<td>6%</td>
<td>23%</td>
</tr>
<tr>
<td>Cycle</td>
<td>13%</td>
<td>15%</td>
<td>20%</td>
<td>4%</td>
</tr>
</tbody>
</table>
7 Potential shift in mode share

Success dependant on!

- Car sharing & pooling 100% in control of NUI Galway
- PT improvements 100% in Control of GCC / BE
- Walking and cycling split approx 33% NUIG / 67% GCC
- Parking “collar” 100% in control of GCC

Overall success

40% - NUI Galway  (167 cars)
60% - GCC / BE   (250 cars)

Total  (417 cars)
7 Potential shift in mode share

_Car trips - staff & students 2005, 2009 & 2014_

- **Staff**: 1029 (2005), 1063 (2010), 792 (2014)
- **Students**: 248 (2005), 400 (2010), 254 (2014)
8 Summary & Action Plan

Summary

- Parking – existing capacity provides for existing and future development
- Parking – relocation of overspill parking onto campus and removal of temporary car park will require 10% switch
- Identified a willingness to switch from car to other modes
- Identified Travel Plan measures to achieve projections
- Risk! - Requires significant input from GCC and others to achieve projections
8 Summary & Action Plan

Action Plan

- Buildings Office to nominate staff member/team to fulfil role of *Travel Plan Co-ordinator*
- Continue Promotion, Marketing & Education
- GCC to implement parking restrictions around campus
- Meet with GCC and Bus Eireann to discuss proposed improvements to local bus services
- Meet with GCC to discuss Galway City and Environs Walking and Cycling Strategy, and city infrastructural improvements (e.g., Salmon Weir Bridge)
8 Summary & Action Plan

Action Plan (continued)

- Car sharing – Monitor use and consider provision of dedicated spaces
- Car pooling – Publicise and implement scheme and provide dedicated spaces
- Continue consultative forum for consensual change and continuous improvements to transport system
- Amend existing parking plan to include new parking areas for car sharing / pooling
- Continue improvements within the campus for pedestrians and cyclists