

**From:** [Planning](#)  
**To:** [forwardplanning](#)  
**Subject:** FW: Submission to the County Development Plan  
**Date:** Wednesday 9 September 2020 17:13:10

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**From:** [REDACTED]  
**Sent:** Wednesday 9 September 2020 17:09  
**To:** Planning <[planning@GalwayCoCo.ie](mailto:planning@GalwayCoCo.ie)>; Devcontributions <[Devcontributions@galwaycoco.ie](mailto:Devcontributions@galwaycoco.ie)>  
**Subject:** Submission to the County Development Plan

Dear Sir/Madam,

Please find links (EBook and Video) below to submit to the County Development Plan 2022-2028.

I hope this finds you well.

Regards,

Joseph Francis Kelly

An tEachréidh Greenway (Baile Chláir/Eanach Dúin) EBook  
<https://issuu.com/agpireland/docs/eachreidhgreenwaymay2019wbenefitspa>

An tEachréidh Greenway (Baile Chláir/Eanach Dúin) Video  
<https://youtu.be/NJUvNBtuDeg>

Galway Commuter Rail  
<https://issuu.com/agpireland/docs/gcomreportoct20182>

U-N.I.P (Uilleann Bus Nasc Iompair Pobail) Bus Rapid Transit serving both City and County  
<https://issuu.com/agpireland/docs/unippubdraftdec2018>

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# Δη τ-ΕΔχρήση Greenway

## ΔΗ ΤΕΔΧΡΕΙΔΗ GREENWAY

Sli Rochas agus Cosán/ Cycleway and Footpath



**Cregmore-Baile Chláir-Corrandulla-Annaghdown**

**By Joseph Francis Kelly (Baile Chláir)**



## Cregmore Bridge



## Castlecreevy Cottage

### ΔΗ ΤΕΔΧΡΕΪΔΗ ΓΡΕΕΝΒΑΥ

Slí Rochaí agus Cosáin/ Cycleway and Footpath



Baile Chláir



Δη Κορη Μόρα

Claregalway/Cosmora

Δη τΕοχρεΐδη

Cosáin

Rocháí

Annaghdown/Cossonulla

Εοnach Dúin



Cor an Dula

Annaghdown/Cossonulla



## Claregalway Abbey (Cloonbiggen)



## Cé na tEanach Dúin / Annaghdown Pier

**System length = 27.563km (est)**

**Actual new surface required  
= 11km**

**Currently surfaced & Roadsharing with Modifications  
= 16.57km**

**Waterford Greenway**  
**= 46km @ €15 million**

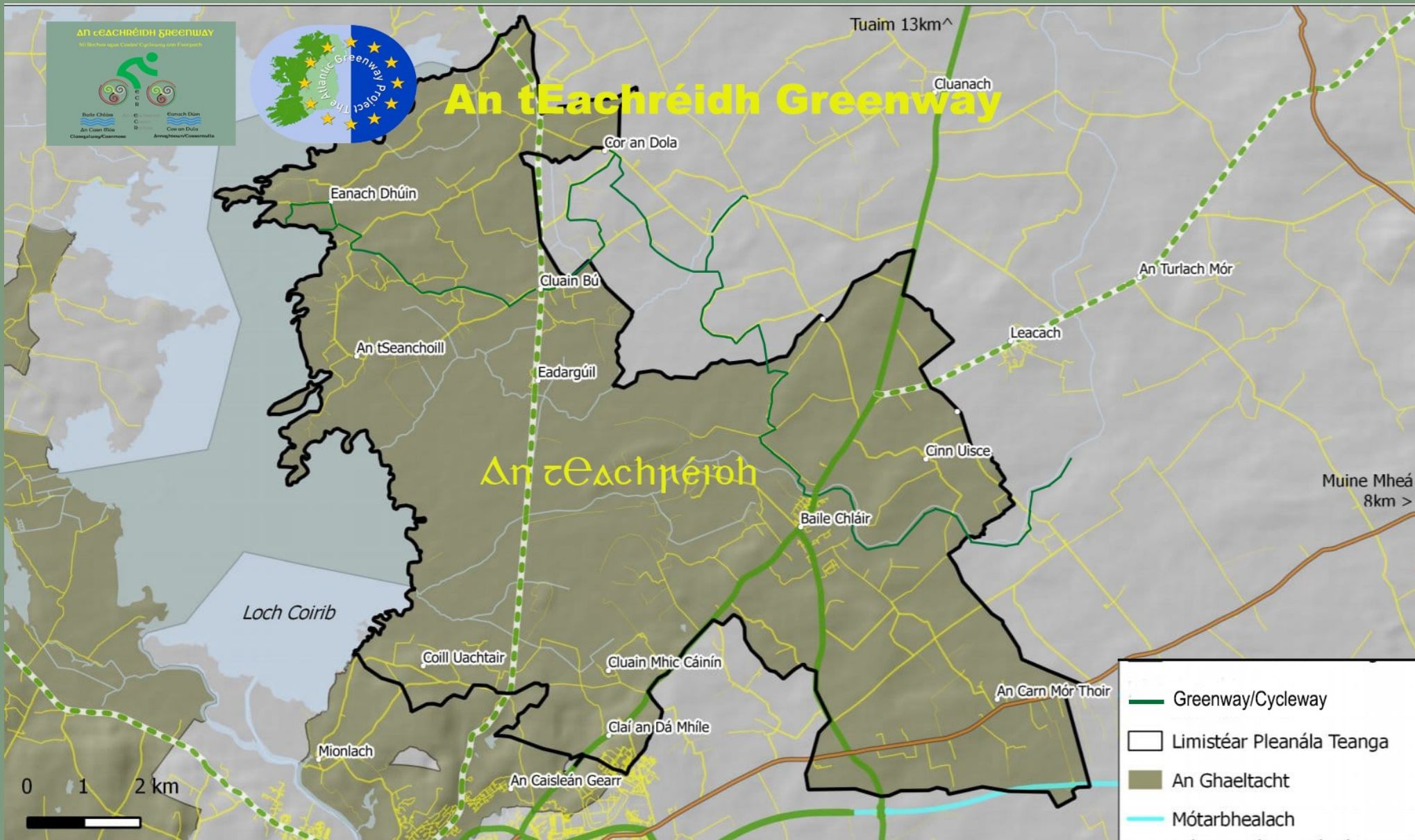
**Great Western Greenway(Westport)**  
**= 42km @ €5.7million**

**an atlantic gateway**  
to Europe from London, Glasgow and Plymouth



Route 1 (London)      Route 2 (Glasgow)  
via the Channel Tunnel      via the Channel Tunnel  
to the Atlantic Coast      to the Atlantic Coast









# Cregmore Bridge





# Cregcarragh



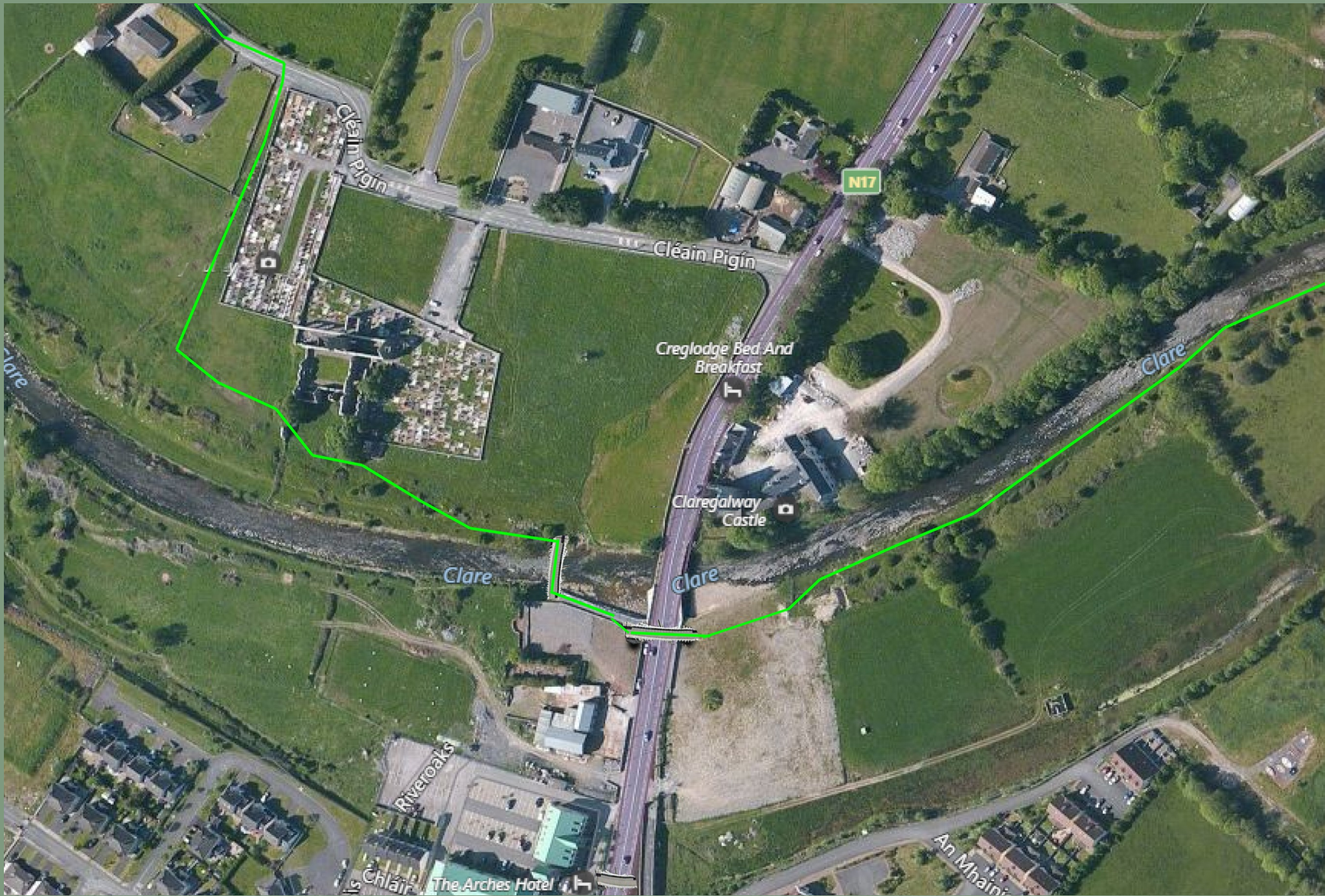
**ΔΙΕΥΧΗΡΙΣΤΗΣ GREENWAY**  
 Sli Bóthas agus Cóndá/ Cycleway and Footpath

**Baile Chláia** **Δι. C. R.** **Canach Dúm**  
 Δι. C. R. **Δι. C. R.** **Cois an Dúla**  
 Cloonagallagh/Clooneagh Anaghahoun/Clooneahulla



# Cloonagallagh/Clooneagh





AN tSúilíníon Gréasáil

AN tSúilíníon Gréasáil



Bealaí Chléir  
Bealach Éireann  
Bealach Éireann



# Baile Chláir Overpass & Cycling Bridge





# Claregalway Abbey(Cloonbiggen)





# Cloonbiggen



# Cloonbiggen-Waterdale Crossroads



**ΔΠ ΕΞΑΧΡΕΙΩΣΗ ΓΡΕΕΝΒΑΥ**  
ΣΤΙ ΒΙΟΧΩΡΟ ΑΓΙΑ ΣΟΦΙΑΣ ΕΥΡΩΠΑΪΚΟ ΠΡΟΓΡΑΜΜΑ

**Bialle Chláim** **Clann Dubh** **Clann Dúla**  
**Δη. Ορειν. Πάρκ** **Clann Dubh** **Clann Dúla**  
**Clann Dubh/Clann Dúla** **Δη. Ορειν. Πάρκ** **Clann Dúla**



Aire



Greenway







**AN tEACHRÉIDH GREENWAY**  
 SU Mocháil agus Cosán Cyclimúir arís Fíor-gach



**C C R**

Baile Chláir	An tEanáir	Éanách Dúin
An tOirthear	C. M.	C. M.
An tOirthear	C. M.	C. M.
An tOirthear	C. M.	C. M.
An tOirthear	C. M.	C. M.
An tOirthear	C. M.	C. M.
An tOirthear	C. M.	C. M.
An tOirthear	C. M.	C. M.
An tOirthear	C. M.	C. M.
An tOirthear	C. M.	C. M.



# Waterdale U-Turn

© 2014 Gaele





# Waterdale-Liscannaun Interconnect



Δημόσια Έρευνα για την Προστασία του Περιβάλλοντος  
 SI Rátha agus Cosán/ Cycleway onto Foerpoth

Baile Chláir    An t-Éireann    Ganach Dúin  
 Δημόσια Έρευνα    Κοινωνική Έρευνα    Κοινωνική Έρευνα  
 Clár Ráthanna/Cosáin    An t-Éireann/Cosáin    An t-Éireann/Cosáin



# Liscannaun Throughway



ΔΠ ΤΕΔΑΧΡΕΪΔΗ GREENWAY  
SI Bhoisce agus Cosán/ Cycleway arís Faoisach



B C R

Baile Chláir  
An Caisín Mór  
Clonsilla/Casnosa

An Caisín  
Rath

Enoch Dún  
Cao an Dula  
Annaghmore/Casasnoila



# Liscannanaun





# Gardenham (Cregg Wood Entrance)







# Cregg Road Intersect

© 2013, Cork City Council





**ΔΠ ΕΞΑΧΡΕΪΔΗ GREENWAY**  
 Sli Bheoch agus Cosán/ Cycleway and Footpath

**Boile Chláir**  
 An Caan Mhór  
 Clonsilla/Casnmas

**Δν εχάοιη**  
 C. wan  
 R. Chan

**Eanach Dúm**  
 Cos an Dula  
 Annohoun/Casnoulla



# Drumgriffin Boithrín



**ΔΗ ΕΛΑΧΡΕΪΔΗ GREENWAY**  
 Slí Rochtaí agus Cosáin/ Cycleway and Footpath

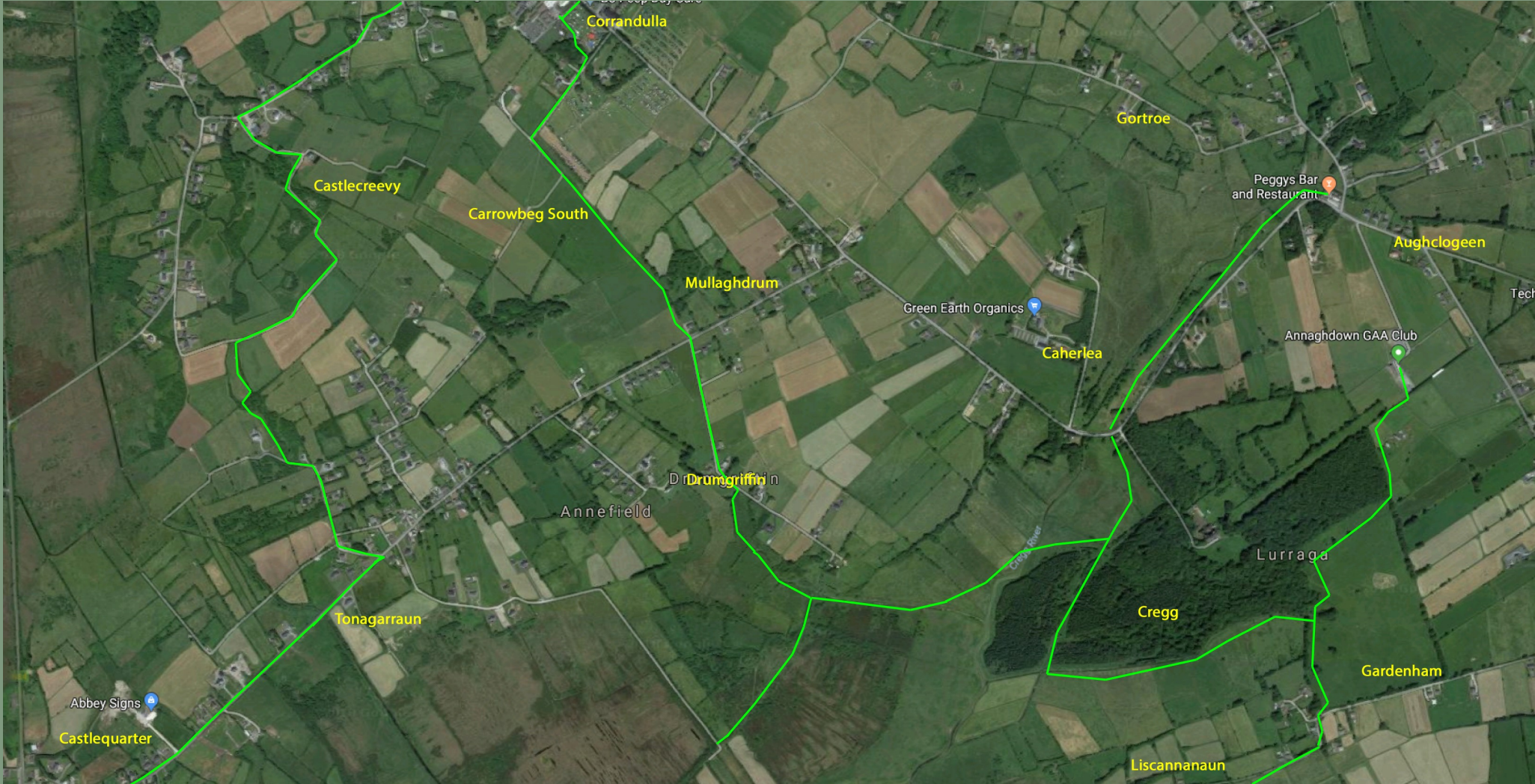
**Ε C R**

<p>Βαίτε Χηύαίρ          Δν Γααμ Μλόα          Claeogalway/Caanmooe</p>	<p>Δν Εαχάεαίη          Γααδαν          Ραχάαα</p>	<p>Εαααχ Δάα          Γαα αν Δαλα          Annaghoun/Cosaanoulta</p>
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# Drumgriffin





ΔΗ ΕΞΑΧΡΕΪΔΗ GREENWAY  
 SH RICHAN agus Coadh/ Cycleduallj ant Fiosrach

E  
C  
R

Baile Chláir	Δε Ερημική	Εσπασχ Δύμ
Δη Caeη Πλός	Caeη	Cae an Dula
Claesgaluay/Caeηmoae	R:pas	Anneghbaur/Caeηmoalla



# Drumgriffin road intersect





# Carrow Beg South



AN tEACHRÉIDH GREENWAY

Sli Bóthair agus Cosán/ Cycleway and Footpath



Baile Chláir  
An Can Mór  
Clonsilla/Coinmsee

Doonagh  
Carran  
Rathfriland

Eanach Dúin  
Cosa an Dula  
Dunahannon/Cosainbulla



# Carrowbeg South (Community Centre Entrance)



**ΔΗ ΕΞΑΧΡΕΪΔΗ GREENWAY**  
 Sli Bochar agus Cosán/ Cycleway arís Foirneach



**E C R**

Baile Chláire    An Eanách    Éanach Dúin  
 An Caan Múe    Cosán    R    Cos an Dula  
 Closegaluay/Cosmose    Anaghobour/Cosonulla



# Corrandulla Community Centre



**AN tEACHRÉIDH GREENWAY**  
 Sli Bheatha agus Cosán/Cyfeirnydd ar Ffootpáth

**Bólaí CHlára**   **Ó**   **Eianach Dúm**  
**An Cosán Mhór**   **R**   **Cos an Duála**  
**Cloampárlaí/Cosannosa**   **Annghloann/Cosannosa**



# Corrandulla Village







# Castlecreevy Cottage



**ΔΠ ΕΛΔΧΗΡΕΙΔΗ ΓΡΕΕΝΒΑΥ**  
 SII Boithar agus Cosair/Cycleway and Footpath

**E  
C  
R**

Boile Chlára An Cosán Mór Clonsilla/Casnmoose	An Chreabach Cuan R. Chua	Eanách Dúin Cos an Dúla Annaghmore/Casaneulla
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# Tonagarraun

(Boithrín linking with Castlecreevy)





# Tonagarraun (Road Intersect)





# Cloonboo Crossroads (Traffic Light Junction)



ΔΗ ΕΞΑΧΡΕΪΔΗ GREENWAY  
 SÍ Bheithas agus Cosán/ Cycleway and Footpath

Baile Chláir  
 An Cosán Míde  
 Cleargharry/Cosannose

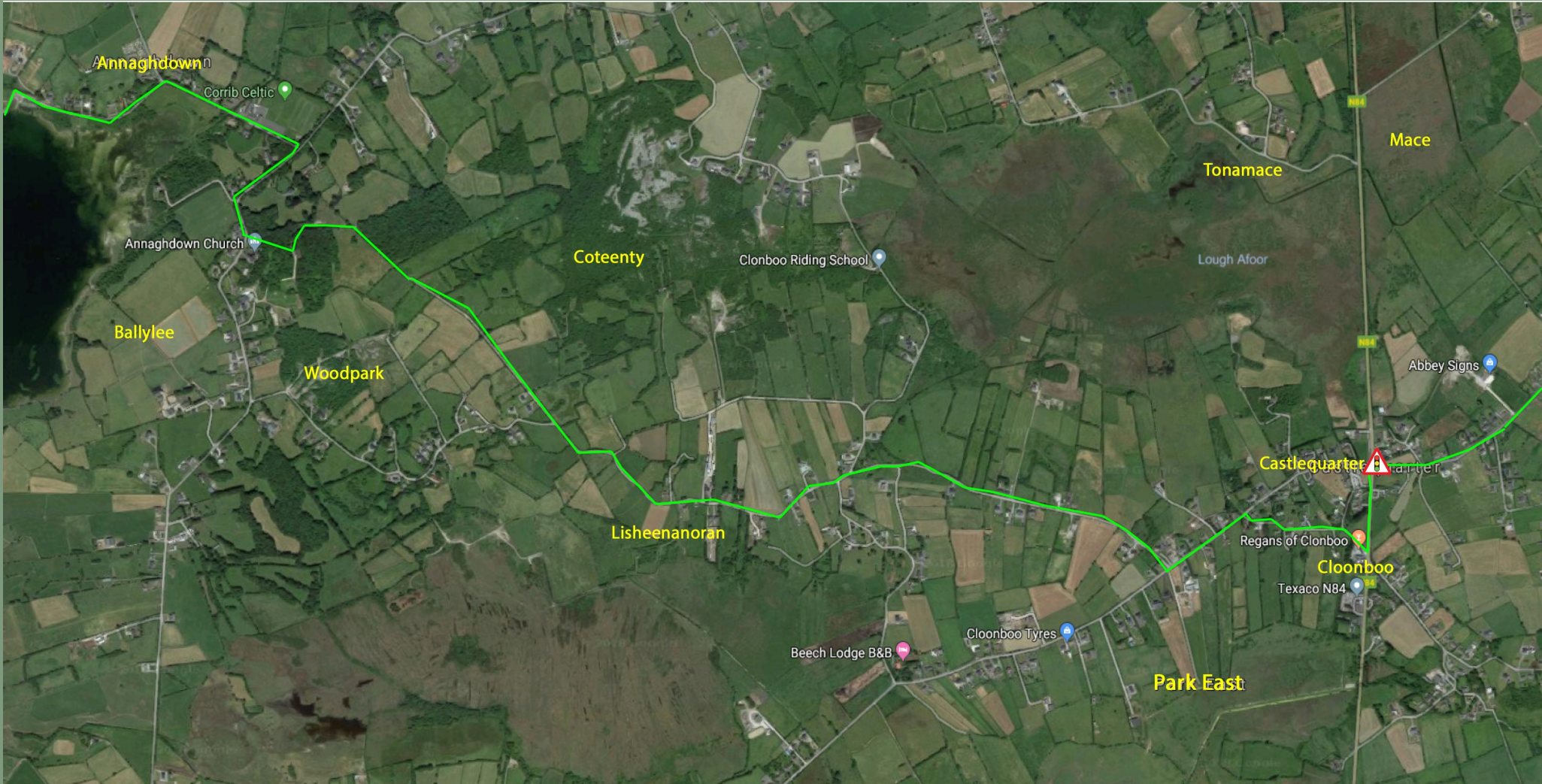
An Cosán Míde  
 Cleargharry/Cosannose

Eanách Dám  
 Cos an Dula  
 Annaghmore/Cosannobla



# Cloonboo





# Annaghdown rd

**ΔΠ ΓΕΑΧΡΕΪΔΗ GREENWAY**  
Sli Bheara agus Cosán/ Cycleway and Footpath



**E C R**

Baile Chlára	Δν. C. Achadh	Éanach Dún
Δν. Coimín	Rath	Cos an Dúla
Cloagatary/Cosnase		Annaghdown/Cosnabulla



**ΔΗ ΕΑΧΡΕΙΔΗ GREENWAY**  
 Sli Bóthas agus Cúisíní Cycleway ara Fóirpoch



**E C R**

<b>Baile Chláir</b> An Caisín Mísa Clonsilla/Caisínmísa	<b>An Cúisín</b> Cúisín Rícheann	<b>Éisoch Dúin</b> Cúisín Cúisín Dúla Annaghmore/Cúisín Dúla
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# Coteenty





# Annaghdown Church

**Δημόσια Έγκριση GREENWAY**  
Sti Bochar agus Cosain' Cycleway and Footpath



**ECR**

 Baile Chláin	 An Cosain	 Eanách Dún
 An Cosain Mhór	 R. Chas	 Cos an Dúla
Clonsilla/Cosainmór	Annaghdown/Cosainmór	



**AN tEACHRÉIDH GREENWAY**  
 Sli Bhothas agus Cúistín/ Cycleway and Footpath



**Baile Chlúna**    **Annagh**    **Eanach Dúin**  
 An Coim Thír    **Ó. R. 100**    **Cosán Dula**  
 Cloisgealway/Caisneamó    **Annaghmore/Caisneavilla**



# Eanach Dúin/Annaghdown



ΔΗ ΕΞΑΧΡΕΙΔΗ GREENWAY

Sli Dúchais agus Cosán/ Cycleway and Footpath



Baile Chlára  
An Cosán Mór  
Classgalloy/Cosmose

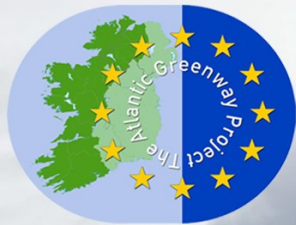
An C. hatah  
C. an  
R. hatah

Eanach Dúin  
Cos an Duá  
Annaghdown/Cosannulla



# Annaghdown Monastery





# Cé na tEanach Dúin /Annaghdown Pier



# Δημιουργημένη Greenway

## Δημιουργημένη Greenway

Slí Rochas agus Cosán/ Cycleway and Footpath



**Cregmore-Baile Chláir-Corrandulla-Annaghdown**

**By Joseph Francis Kelly (Baile Chláir)**

















Ξαλway Commuter Rail  
ΙΑΝΗΡΟΟ Comaίτέαα ηα ΞαίLimhe

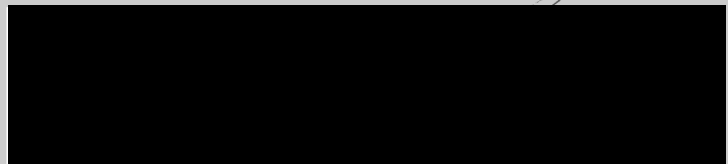




Dear Citizens and County Folk of Galway and The West,

The Galway Commuter Rail Strategy adds another solution to the search for the correct **“Mobility Mix”** in Galway and it’s service hinterland. The enhancement of this already installed infrastructure can benefit many beleaguered and weary commuters in the Galway of 2018 and beyond. With an overbearing 80,000 Vehicle Commuters labouring the City’s road infrastructure on a daily basis, the offering of supporting non-road infrastructure has sensible appeal. With this, the issues of environmental protection and socio-economic factors are also quite important to such an installation, taking into account cost of running a commuter vehicle , the emissions exhaled from an accumulation of vehicles and the spaces within cities that are drawn into planning for commuting vehicles such as cars. With the introduction of a daily dedicated set of carriages and schedules for a Commuter Line from Galway to Athenry, and passing loops at strategic points to allow for optimal frequency, The Galway Commuter Rail strategy presents one solution that could decrease the congestion in Galway City. The search for an adequate **“Mobility Mix”** , must also assist an integrated solution which has a satisfactory probability of solving and sustaining commuting life in Galway City and it’s environs.

Is Mise Le Meas,

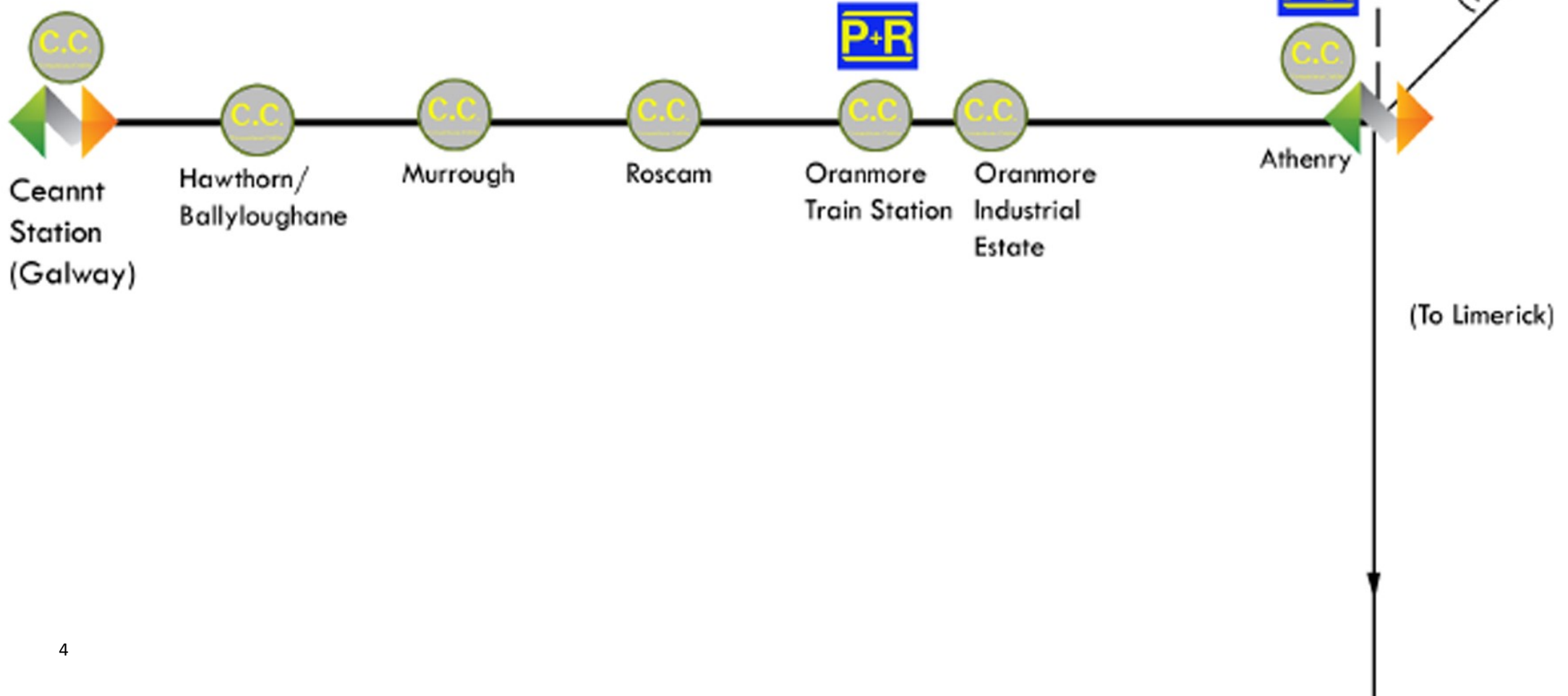


**Joseph Francis Kelly**



# Galway-Athenry Commuter Rail





# Line Terminals and Platforms









**Ballyloughane Bridge**

From this vantage point , we can see that there is already proto-infrastructure displayed which would emulate A functional single platform from this point and continuing along for 528.94 meters to Hawthorn Drive.

To place a single concrete platform between these points is optimal for reasons of access and providing an adequate location to integrate with a Bus Rapid Transit i.e. U-N.I.P and minimally a Bus Éireann supporting line.

There adequate space available to install all of the above mentioned between these locations.





**Murrough Level Crossing**

At this point at Murrough ,Placing a single concrete platform measuring at 182.75 meters at Murrough level crossing is optimal for reasons of access to walkways that lead off to different points of the Neighbourhood in Renmore and providing an adequate location to integrate with a Bus Rapid Transit i.e. U-N.I.P and minimally a Bus Éireann supporting line. There is adequate space available to install this platform.



# Roscam Platform and Bus Rapid Transit Depot

Proposed  
Bus Rapid Transit  
Line

Rail Passenger  
Platform

C.C.

Supporting  
Bus Éireann  
Line



Roscam Rail ; a view from the level crossing



Roscam directly adjacent due north from Rail Line

At this Point in Roscam, there is adequate space to install a single concrete platform measuring 212.64 meters long.

Directly adjacent to the rail line, there is also ample space to install a depot for linking Public Transport , ideally a comprehensive Bus Rapid Transit system and some small ancillary services i.e. Kiosk for coffee and snacks. Finding space for parking may also become an issue, as the weather and major road links close by, could prompt this platform to attract the behaviour of a park and ride.

The surrounding population of Roscam/ Doughsika (6,019+), is quite dense in comparison to other areas and would present a regular form of transport for these residents , albeit this would be very successful if there is an integration with a Reliable rapid public transport system i.e. U-N.I.P Bus Rapid Transit (Please view page 16).



# Oranmore Rail Platform (Active and Built) & Oranmore Industrial Estate Platform





Oranmore Train platform built and active since 2011

The Oranmore Train Station and Park and Ride has been installed since 2011, has a seen a rise in Rail passengers using this facility. Rail passenger usage passing through this station has risen by 39% in regard of both Dublin and Limerick chartered services in 2017 from the previous year.



Table 19: Daily Patronage on remaining Lines outside Cork and the GDA

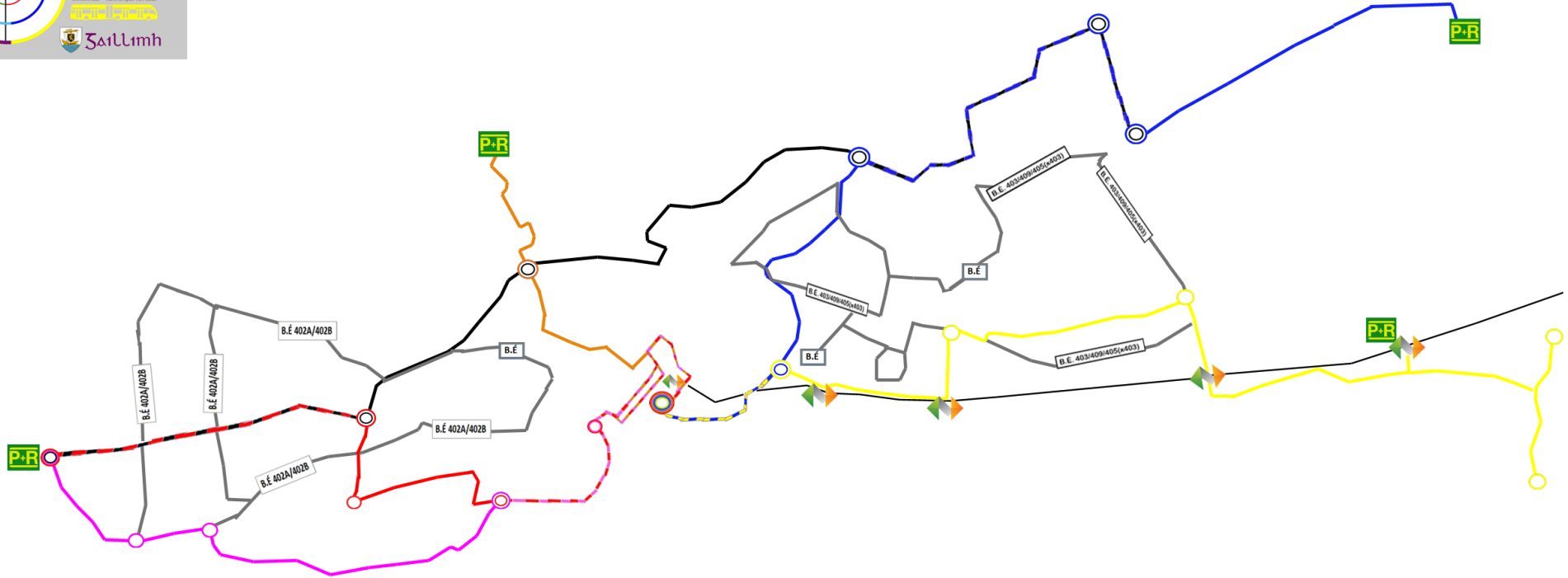
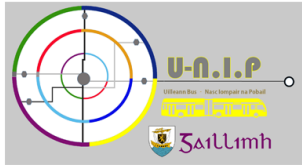
Line	2016	2017	Annual % Change
Galway - Athenry/Athlone/Westport	716	906	27%
Galway - Ennis/Limerick/Limerick Junction	2,083	2,329	12%
Limerick - Nenagh/Thurles/Ballybrophy	163	209	28%
Waterford - Limerick Junction	109	119	9%
<b>Total</b>	<b>3,071</b>	<b>3,563</b>	<b>16%</b>

\* Graph obtained from the National Heavy Rail Census report 2017 (July 2018)

As presented from the graph above, the clear increase of Rail passengers has been evident over the past two years, along the Galway to Athenry route ranging from Intercity users to Commuters within the Galway Area . This provides further reinforcement of the need to run both a function inter city and commuter service on this line. Implementing such structures would also assist to relative environmental and socio-economic goals i.e. reducing carbon emissions by encouraging Public Transport usage and making a daily commute cheaper for citizens opting for Public Transport before car usage. The social implications of people sharing journeys regularly most often are binding and create a spirit of familiarity. Moreover, the less amount of time commuters spend waiting in traffic congestion may present more positive feedback on commuting in comparison to the status quo in Galway at present.

**An Integrated Approach**  
**Linking with a Bus Rapid Transit**

# Uilleann Bus– Nasc Iompair Pobail/U-N.I.P : A Bus Rapid Transit System numbered with Low Carbon Hybrid Bendi Bus Vehicles



**P+R** Park and Ride Facilities

— Bus Éireann Supporting Network Services

↔ Iarnród Eireann/Irish Rail Connecting Services

© **AGP Ireland\***

\*(The N6 Ring Road is not the design of AGP Ireland or U-NIP, The proposed Elbow Bus system aims to support current and proposed Transport Infrastructure within the Remit of Galway)

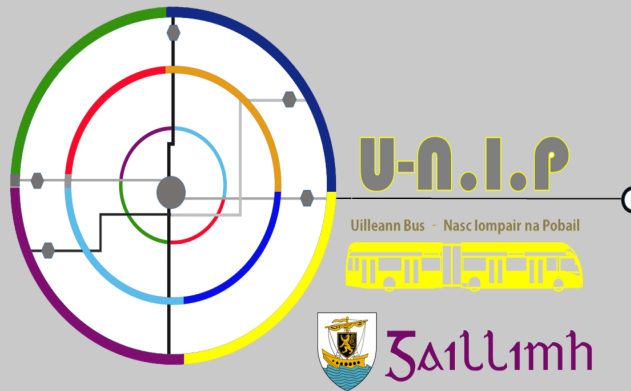


©AGP Ireland



**Uilleann Bus—Nasc Iompair Pobail**

# U-N.I.P



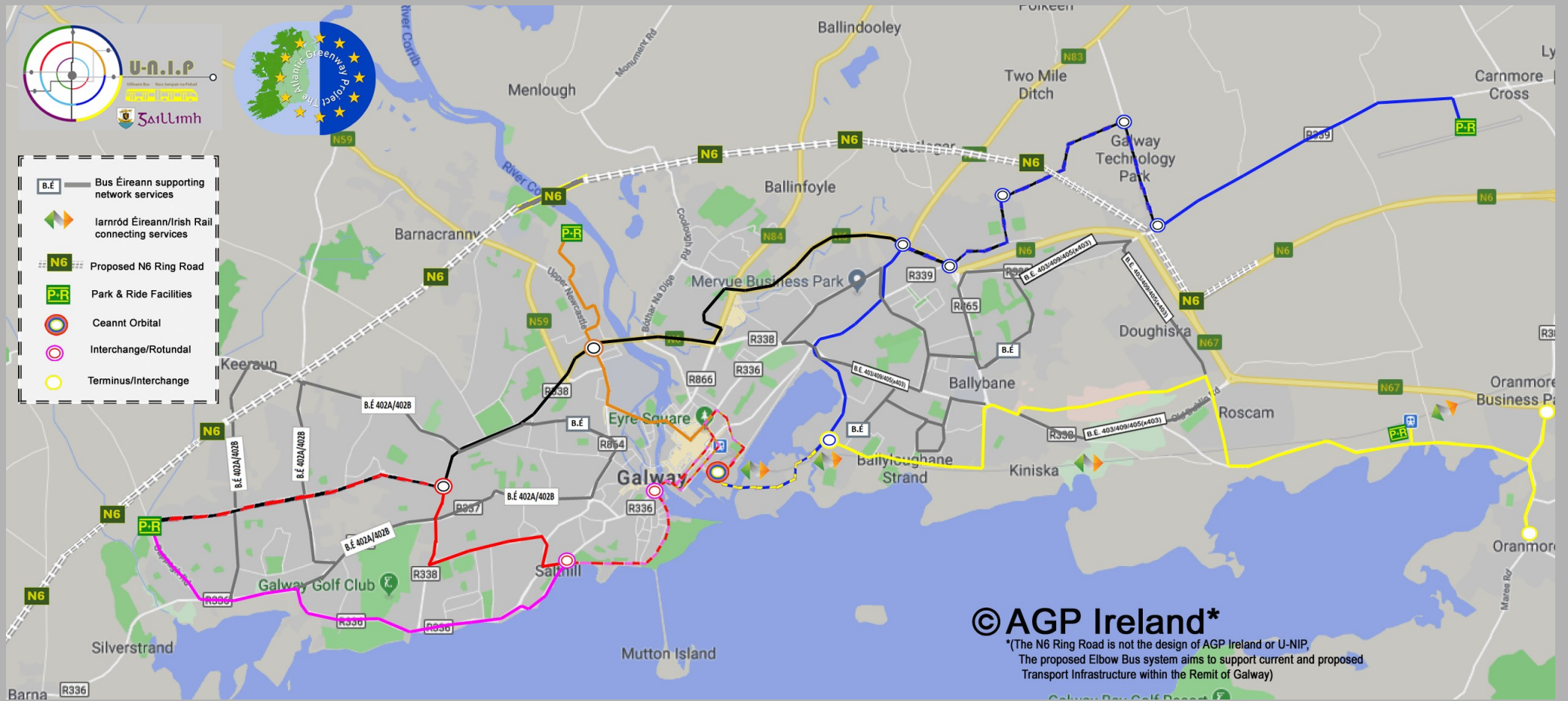
**Supporting existing Transport Infrastructure of :**

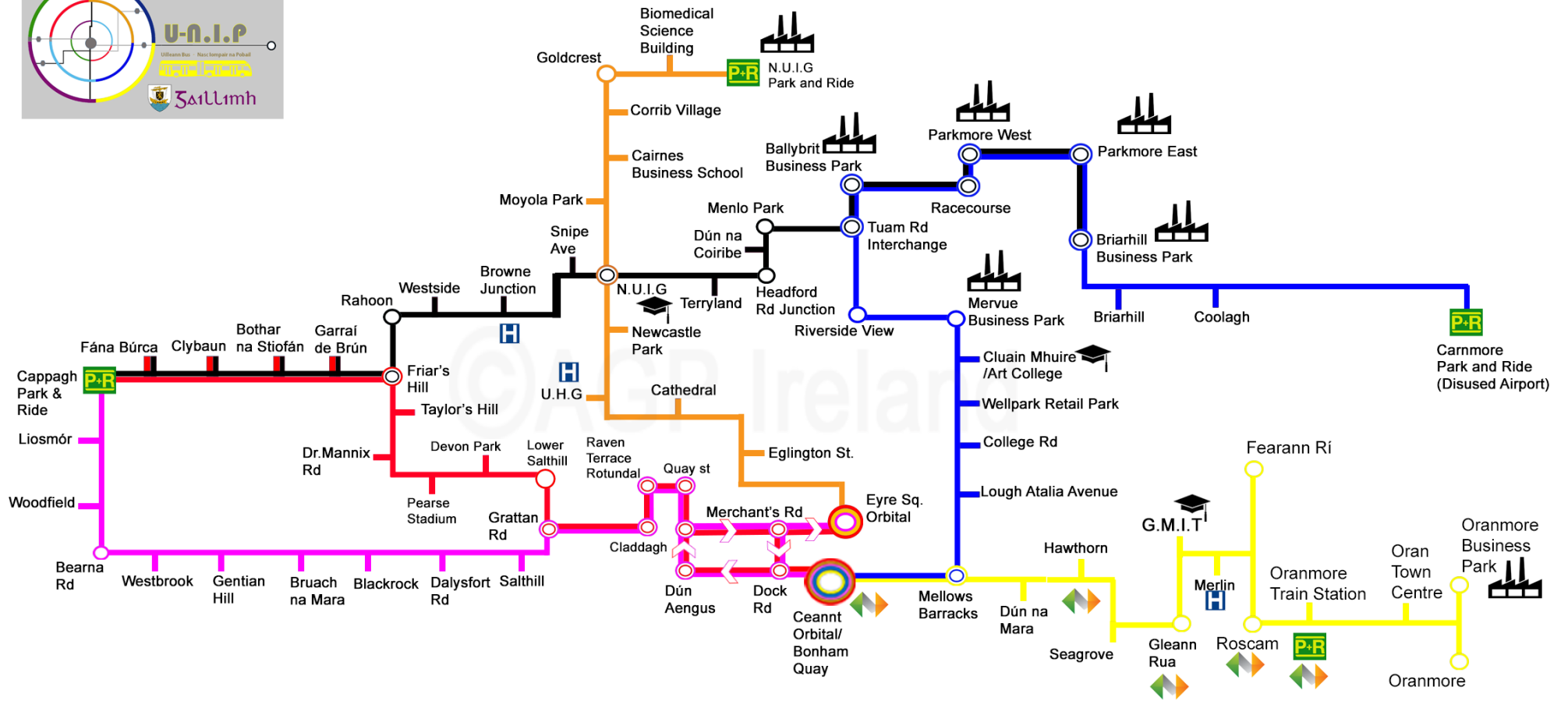


## **International Definitions of Bus Rapid Transit**

*“A high quality bus based transit system that delivers fast , comfortable and cost effective urban mobility through the provision of segregated right of way infrastructure incorporated with rapid and frequent operations with excellence in Marketing and Customer Service”*

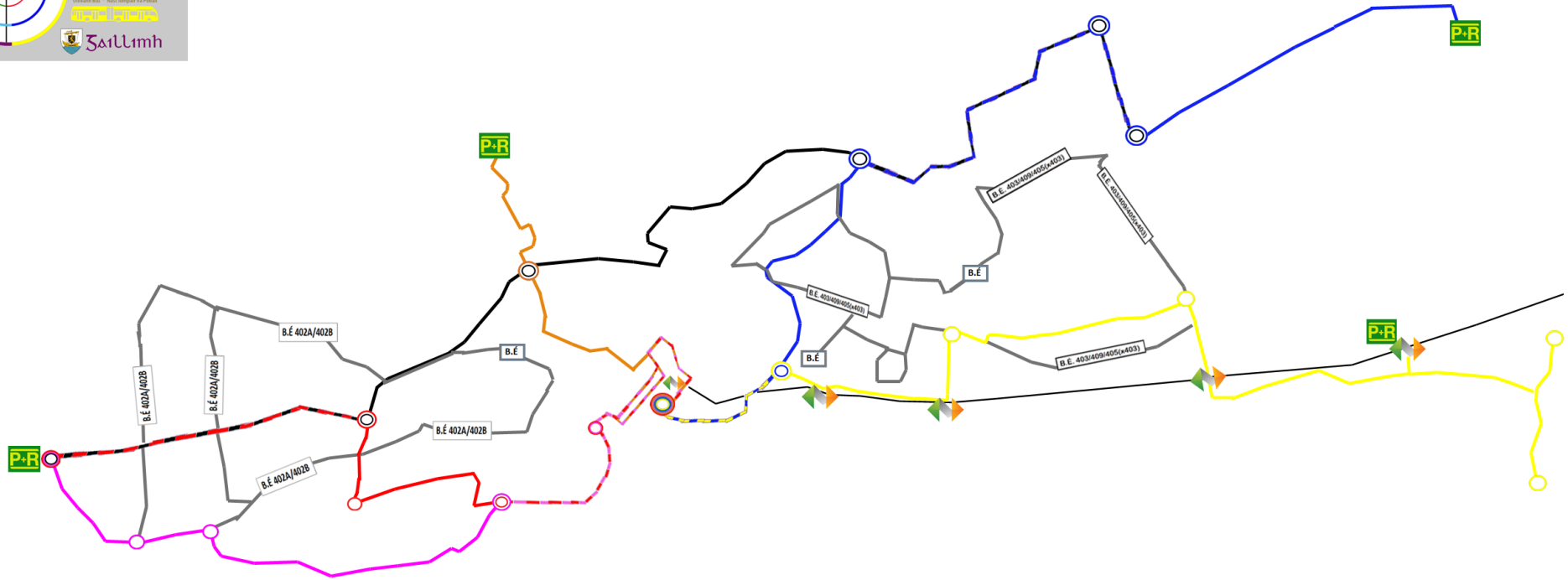
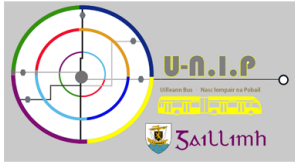
Levinson et al, BRT Planning Guides (IDTP,2007)





©AGP Ireland\*   
\*The N6 Ring Road is not the design of AGP Ireland or U-NIP. The proposed Elbow Bus system aims to support current and proposed Transport Infrastructure within the Remit of Galway)





- Park and Ride Facilities
- Bus Éireann Supporting Network Services
- Iarnród Éireann/Irish Rail Connecting Services

© AGP Ireland

## **Uilleann Bus- Nasc Iompair Pobail U-N.I.P.: Hybrid Bus Rapid Transit (BRT)**

The compromising solution for all interests in Galway's Transport debate is perceived as the most optimal, the implementation of N6 Transport Project inclusive of a comprehensive Sustainable Public Transport Solution presents the positive consensus understood from the feedback attained by the majority. With such a compromise, the presentation of a comprehensive BRT system, **Uilleann Bus- Nasc Iompair Pobail U-N.I.P** aims to satisfy short to medium to Long term objectives with a view to solving the obvious transport challenges of the Western Region's Service Centre, Galway City, and the interconnected County area.

The relative objectives of the N6 Transport Project, concurrent or otherwise, have been considered and U-N.I.P. has aimed to satisfy, in part, the endeavour which is to serve the Public necessity of Sustainable Public Transport.

With the U-N.I.P. BRT system, the Public Transport objectives of the N6 Transport Project would be achieved.



### technical specifications

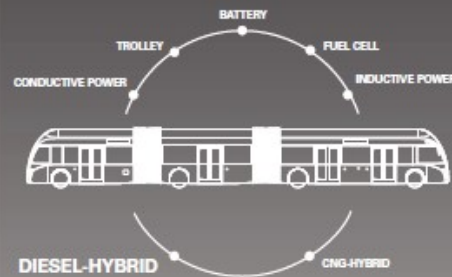
dimensions	Exqui.City 24 diesel-hybrid
length	23 820 mm
width	2 550 mm
height	3 350 mm
boarding height	320 mm
standing height	2 280 mm
wheelbase	6 600 mm / 6 710 mm / 6 710 mm
front overhang	1 900 mm
rear overhang	1 900 mm
approach angle	7°7'
departure angle	7°7'
turning radius	12 400 mm
turning radius between sidewalks	11 350 mm
inside turning radius	5 200 mm
curb weight	24 800 kg
number of access doors	4 (2 wheelchair ramps)
tires	12 tires: 275/70 - R 22,5
seating capacity	40
	2 wheelchair areas
diesel engine	MAN D0836 LOH61 - EEV - OBD2
	184 kW (250 PS)
hybrid electric traction engine	Siemens PEM 10B2024 + 2 VPM
hybrid generator	Siemens 1FV5168

### technology

The heart of the Exqui.City is the **Multi Propulsion Platform**, designed to accommodate the latest and greenest alternative propulsion technologies.

The Exqui.City Design Mettis is a diesel-hybrid version.

#### multi propulsion platform



## Reduced Emissions

Hybrid buses are estimated to cut emissions by as much as 75 percent when compared to conventional diesel buses

## Reduced Costs

The hybrid buses are expected to have lower maintenance costs due to reduced stress and maintenance on mechanical components such as brake linings, which may extend brake life by 50 – 100 percent. In addition, the electric drive has fewer parts, therefore requiring less maintenance than a traditional transmission

## Increased fuel efficiency

With less fuel need for operation ,the Electric motor combined with a low amount of diesel used.

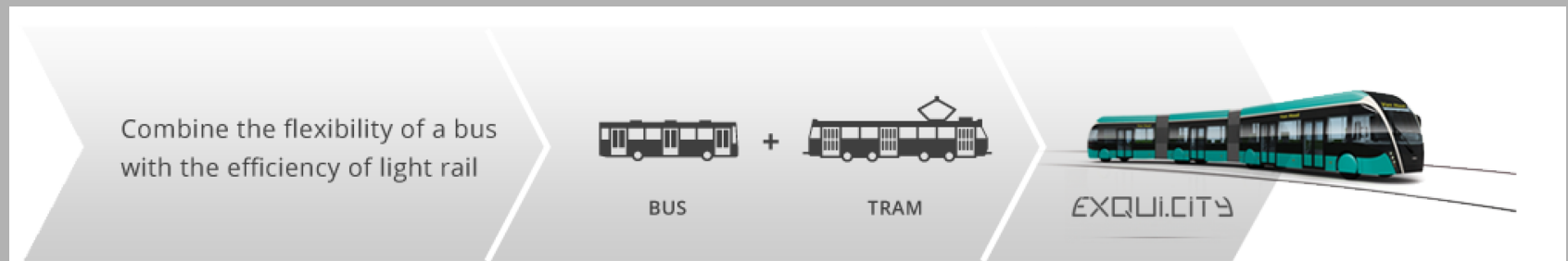
## Flexibility of Use

Lines have the ability to be modified to suit demands of City's Infrastructure.

Source:

[www.exquicity.be](http://www.exquicity.be)

[www.Vanhool.be](http://www.Vanhool.be)



## **Advantages and Comparisons of Bus Rapid Transit (BRT)**

- Routeways Simple more direct than Local Service
- Improves existing Transport Facilities
- No tearing up of roadways
- Decreasing emissions
- Frequent Reliable Service
- Vehicles Euro Style Sleek with Spacious Interior
- Lower Cost and Low Maintenance (Hybrid Electric)
- Increased Customer Service to Bus Users
- Lessening reliance on Fossil Fuel
- Cheaper than LRT (Light Rail) ; 116million (MVA Consultancy,2010)
- Routeways are flexible and can be modified
- Quick to Implement
- Low cost , high capacity alternative to LRT

# Additions to Existing Facilities: Inclusive of the N6 Ring Road

To achieve optimal unhindered movement there are a few additions required to enable the U-N.I.P Hybrid Bus Rapid Transit system to provide a reliable commuting transport service.

The additions would range from :

- Added links to routeways for continuity and connectivity
- Widening and slight alteration to add 1.5 metres to 2metres extra road space in some parts of road surface i.e. Mervue to Moneenagisha junction, Roscam, Knocknacarra etc..
- Designated BRT lanes (where possible)
- Signalling to enhance a BRT Right of Way at Junctions

# Hybrid Bus Rapid Transit (BRT) routeway addition: Mellows Park—Na Duganna

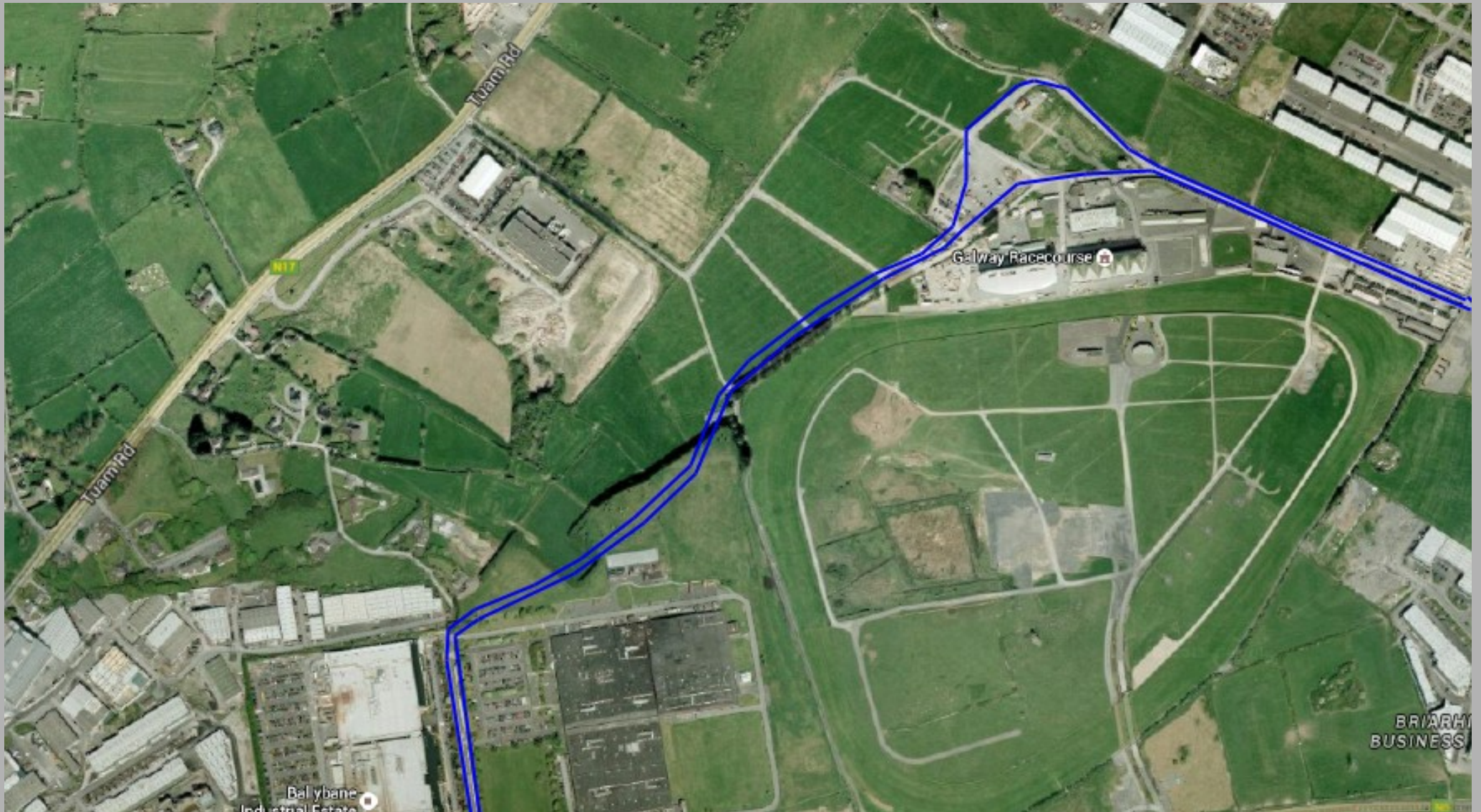


# Hybrid Bus Rapid Transit (BRT) routeway addition: Quincentennial (Designated Lanes)





# Hybrid Bus Rapid Transit (BRT) routeway addition: Racecourse to Ballybrit



# Hybrid Bus Rapid Transit (BRT) routeway addition: Western Distributor Road (Park & Ride Installation and Designated Lanes)



Blue Line	Headway	Run Time * At Avg.Speed of 40kmphr	Layover	Recovery Time	Spare	Vehicles
11.8km	5mins	17mins	5mins	2.50mins	2	9
Red Line	Headway	Run Time * At Avg.Speed of 40kmphr	Layover	Recovery Time	Spare	Vehicles
6.75	5mins	11mins	5mins	2.50mins	1	7
Amber Line	Headway	Run Time * At Avg.Speed of 40kmphr	Layover	Recovery Time	Spare	Vehicles
8.8KM	5mins	13mins	5mins	2.50mins	1	7
Black Line	Headway	Run Time * At Avg.Speed of 40kmphr	Layover	Recovery Time	Spare	Vehicles
12.9km	5mins	19mins	5mins	2.50mins	2	9
Yellow Line	Headway	Run Time * At Avg.Speed of 40kmphr	Layover	Recovery Time	Spare	Vehicles
13.2km	5mins	19mins	5mins	2.50mins	2	9
Sherice Line	Headway	Run Time * At Avg.Speed of 40kmphr	Layover	Recovery Time	Spare	Vehicles
6.8km	5mins	10mins	5mins	2.50mins	1	7
Total Length						Required Bus Rapid Transit Fleet
60.25km						48

## Proposed and Optimal System Operational Details including :

**Distance:** Length of Journey from start to terminus and all combined.

**Run time :** Amount of time a full single journey should take from start to terminus before the journey is recycled to outbound/inbound (assessed with average speed of 40km per hour)

**Frequency of Vehicles:** The time it should take to wait and receive a BRT Vehicle when present at a stop

**Fleet requirements:** Optimal amount of vehicles needed so that the system runs adequately in conjunction with users their journey planning time and in accordance with the route length , this is a variable figure which is flexible as some areas may hold more population than others

# Hybrid Bus Rapid Transit (BRT) Recommended Vehicle Type





# **Bus Rapid Transit (BRT) Case Studies**

Europe and the Wider World

# BRT Case Study # 1 ; Jönköping , Sweden

Population :

City; 61,559

(Metro; 93,662)

OECD City Classification:

Small





# BRT Case Study # 2 ; Lorient ,France (Twinned with Galway,Éire)

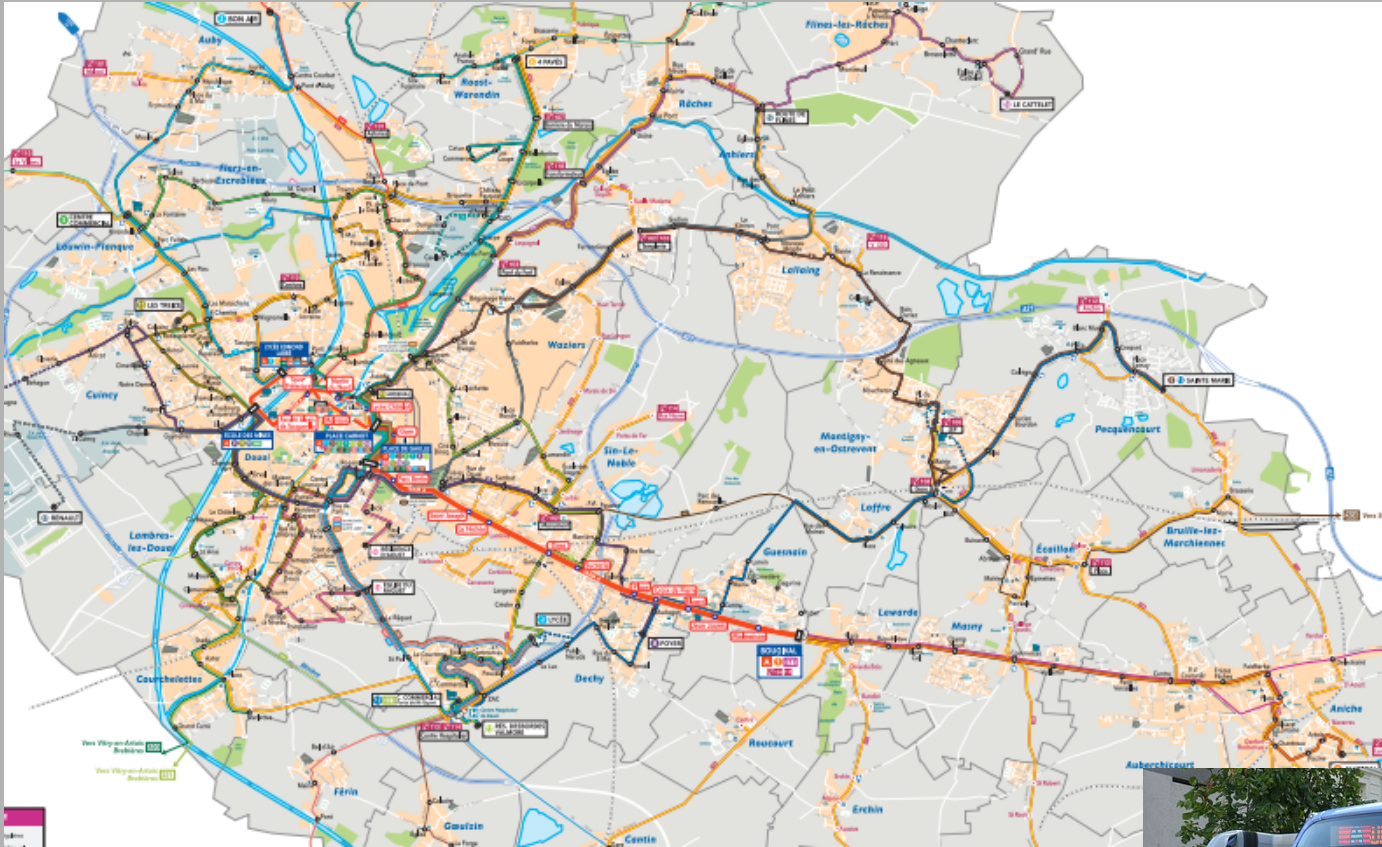


Population: 58,135

OECD City Classification:  
 Small



# BRT Case Study # 3 ; Douai ,France



Population: 42,796

OECD City Classification:  
Small



# BRT Case Study # 4 ; Cambridge,England



Population:128,515

O.E.C.D City Classification:  
Medium



# Hybrid Bus Rapid Transit (BRT) Costings of Construction

The Costings of Construction based on the MVA Consultancy report (2009) undertaken to assess the feasibility of BRT in Galway , however some of the costings have perplexed the potential accuracy inclusive of high bus stop alterations and their costs (€47,000,000) whereas enhanced road improvements amounted to €18,500,000 , however based on these costings the implementation of the Uilleann Bus - Nasc Iompair Pobail (U-N.I.P) BRT would range from €80,000,000 to €171,500,000 as so ;

MVA Consultancy 2009 BRT@ €116,000,000 for 14.6km inclusive of fleet and road modifications

Based on these preliminary costings the U-N.I.P BRT would amount to €171,500,000  
This cost could be potentially renumerated within a 5 year period, please view over-leaf for Renumeration strategy

# U-N.I.P Hybrid Bus Rapid Transit (BRT) Substitution Rate, User Projections & Renumeration

Applying a Substitution Rate of 40% of Commuters on to the SUIG BRT system working from the figures 77,048 commuters (available at: [http://issuu.com/agpireland/docs/commuting\\_and\\_galway\\_city\\_from\\_a\\_su](http://issuu.com/agpireland/docs/commuting_and_galway_city_from_a_su)),

Using the City's Infrastructure on a daily basis, a 40% share on to the SUIG BRT system is dependent on placement of routes in accordance with frequent Land Use i.e. Industrial, Commercial, Educational, Residential, Recreational and also the interconnectedness to existing transport facilities both public and private .

Using the TUBA Transport Calculating Matrix the workings of use based on these precedents are as so :

Daily Commuters  $77,048 \times 40\% = 30,819$  commuters as the 40% Daily User Amount

Full Access Adult Daily Return = €3.00

$30,819 \times €3 = €92,458$  (Daily Intake of Ticket Sales)

7 Day model of use = €647,203

Annual Gross Profit = €33,654,566



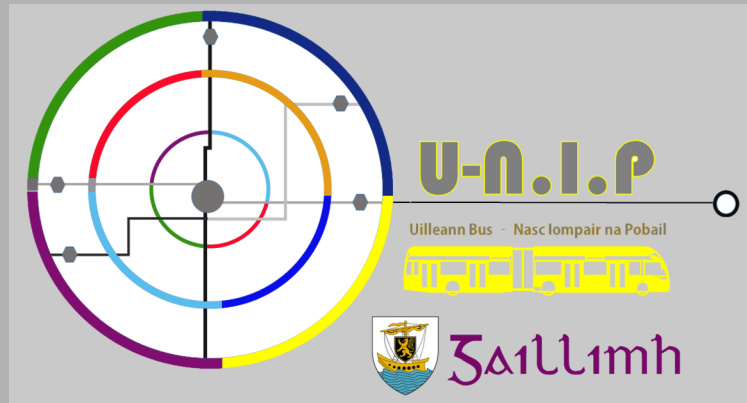
Joseph Francis Kelly , 38, is a native of Galway and has been undertaking independent research themes for over 5 years now. He has studied and graduated from University of Limerick (Business Studies), University College Cork (geography w/Planning) and NUI Galway (E-Business Analysis/German).

To date, he has aimed to add to the solutions which can solve ongoing problems of Galway's transport crisis by presenting solutions based on Public Transport and Cycling Infrastructure and additionally Regional Development, Governance and Local Government, all of which have been unremunerated to date and furthermore , has expressed interest in maintaining a career in this area due to it's *"great degree of job satisfaction, being creative yet measured in serving commercial or public good"*.

He currently resides in Baile Chláir/Claregalway and continues to work in the community with local sports clubs and also still competes at his beloved Soccer whilst learning to coach and achieve badges through Sport Ireland and the F.A.I. He hopes that his contribution can improve the architectural , social and economic life of Galway .



# Supporting existing and proposed Transport Infrastructure



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