



Connecting Ireland and Rural Public Transport Investment - Opportunities for Rural Regeneration

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Dublin Transport Authority Act 2008

Principal functions
of Authority.

11.—(1) The principal functions of the Authority are to—

- (a) undertake strategic planning of transport,
- (b) promote the development of an integrated, accessible public transport network,
- (c) secure the efficient use of public transport,
- (d) secure the provision of public transport services,
- (e) secure the—
 - (i) provision of public passenger transport services,
 - (ii) provision of public transport infrastructure,
 - (iii) provision of integrated ticketing and information systems for public transport,



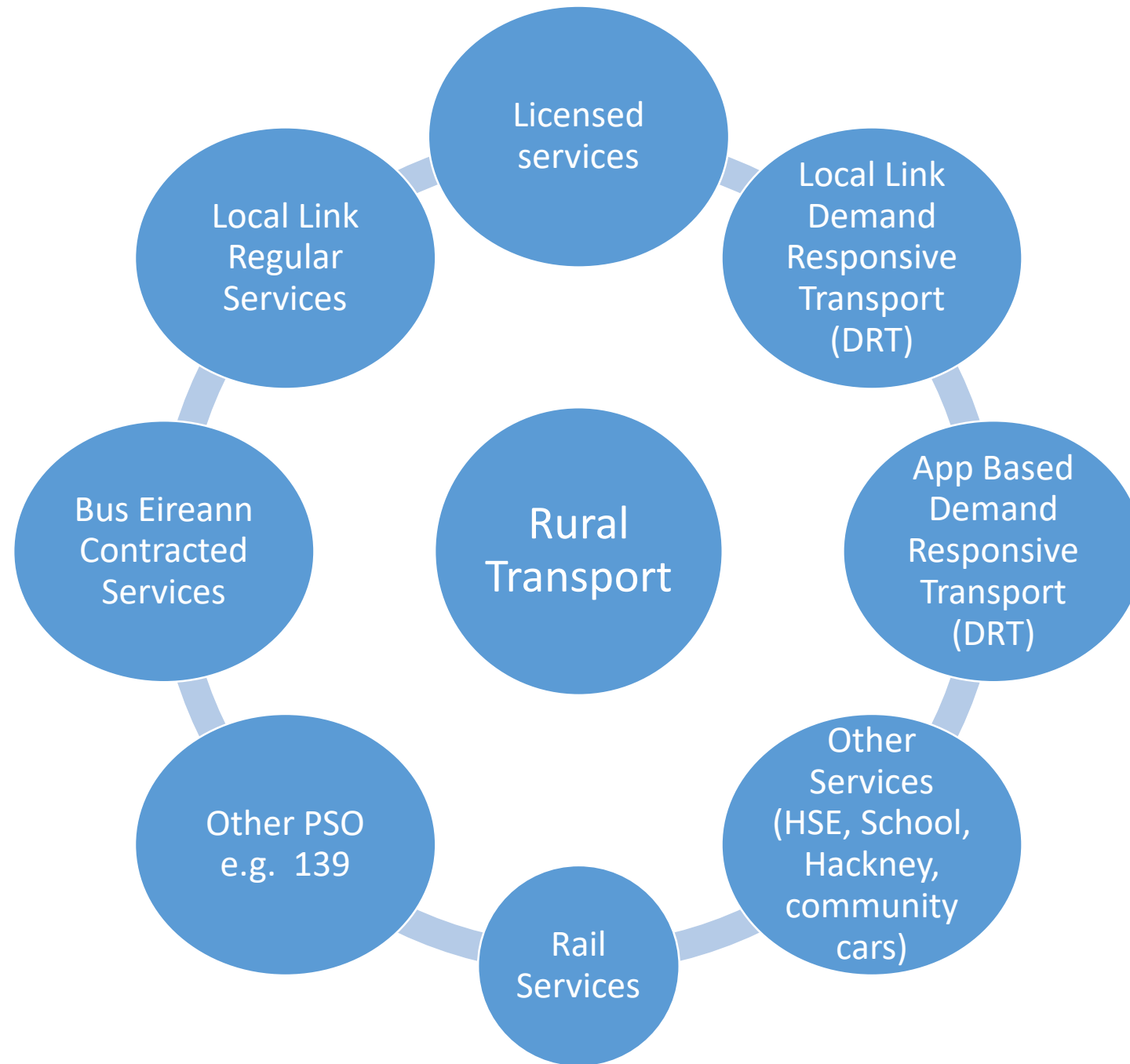
Public Transport Services in Ireland



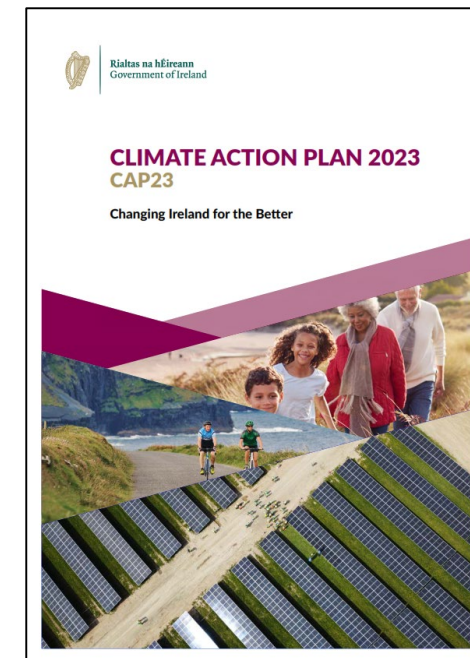
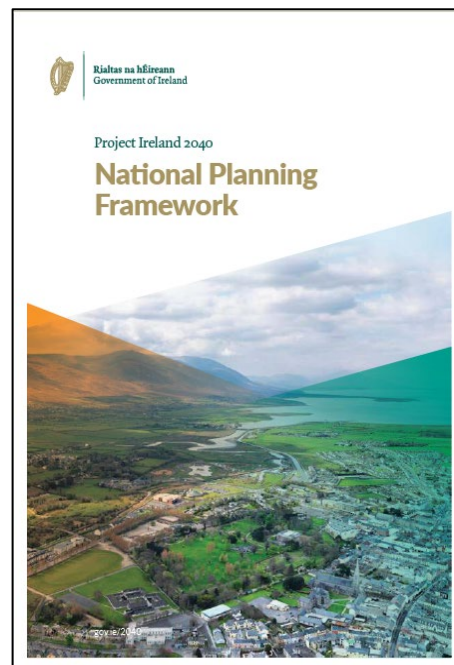
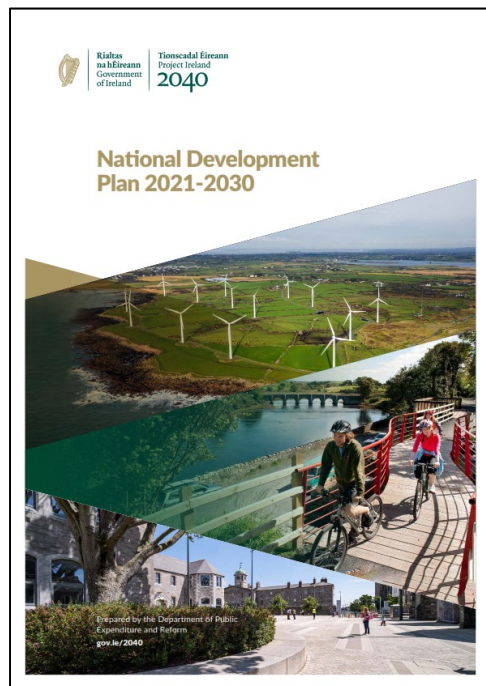
Contracted Public Transport Services

Public Bus Passenger Licensed Services





Connecting Ireland Rural Mobility Plan

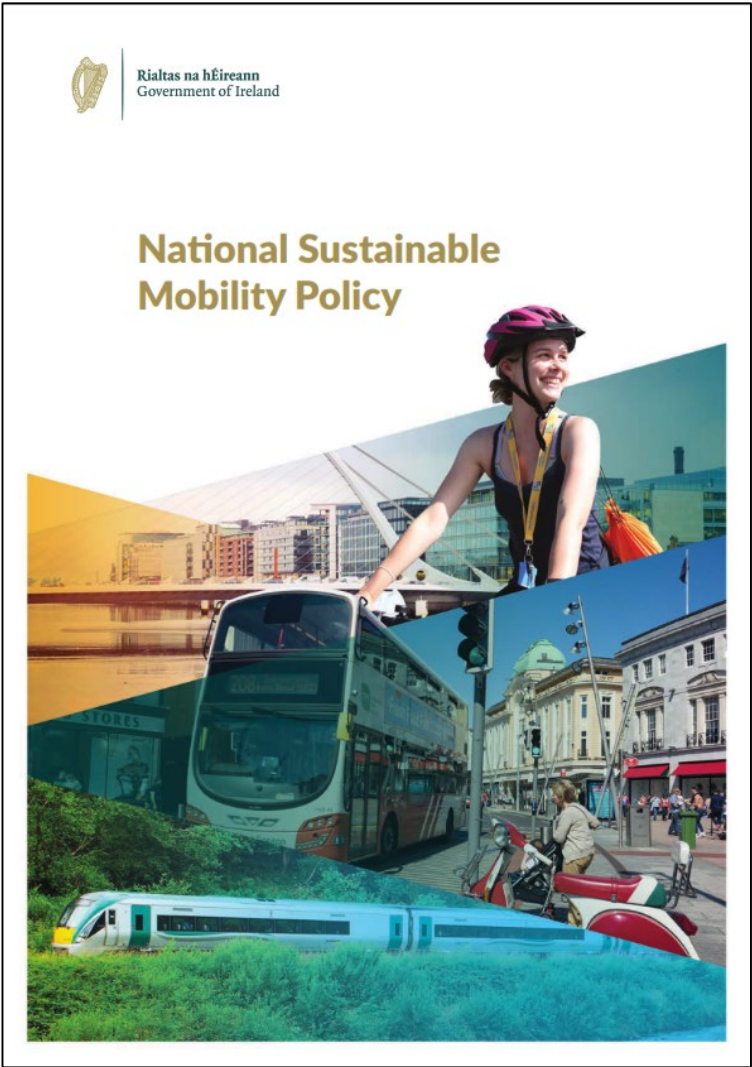


Climate Action Plan

2023 - 2025 Actions

Action Number	Actions	Steps necessary for delivery	Output	Timeline	Lead	Stakeholders
(J)	PT Services Investment & NTA Connecting Ireland – Rural Mobility Programme	Continued roll-out and expansion of NTA Connecting Ireland Rural Mobility Programme, and demand responsive services, and further analysis to develop multi-annual programme cost to meet decarbonisation pathway targets	Expansion of rural transport to support achievement of min. 70% rural coverage as per CAP23 targets	Q4 Annual	DOT	DPER, NTA, NewERA

National Sustainable Mobility Policy



National Sustainable Mobility Policy

32. Implement an enhanced rural transport system through delivery of Connecting Ireland. (Complements CAP action 245)	NTA	LAs, transport operators	2022: Connecting Ireland programme commenced for bus, rail and alternative solutions.
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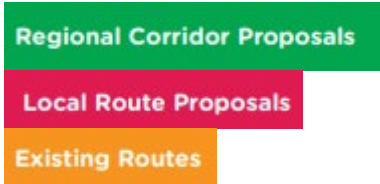
What is Connecting Ireland?

- A **five-year programme** of public transport improvements
- Consists of a range of **regional and local bus** service improvements and pilots of complementary non-conventional transport improvements
- A **plan-led intensification** of the Authority's service review process
- To offer a viable **alternative to the car**
- A **partnership** approach to public transport network planning

Objectives	
Quantity	Connecting more people to more opportunities in more places
Quality	Providing an attractive service as an alternative to the car for some trips
Utility	Providing an integrated, useful network
Plan Led	A systematic and strategic approach to planning public transport services in rural Ireland

Timeline





Dispersed Rural Housing and Connecting Ireland

The above principles will help guide improvements to fixed route bus services. In sparsely populated, dispersed settlements fixed routes will not be an appropriate solution and we will therefore need to tailor our approach. This can be achieved in several ways including expansion of the DRT network and utilising innovative approaches to improve public transport connectivity in these areas. The overall aim is to connect outlying areas with their nearest town at times of the day and week that are useful to most residents.



Delivery of Connecting Ireland Network

The Connecting Ireland Network is being delivered through a number of mechanisms:

- Local Link PSO (Public Service Obligation) services;
- Revision of existing PSO operator contracts e.g. Bus Eireann, Irish Rail;
- New PSO direct award contracts;
- Licensed services; and
- Non conventional public transport e.g. DRT/ App Based DRT.

Connecting Ireland Principles

We will apply a range of principles and standards to develop the network, including:

- ▶ Increasing frequency on existing routes to attract more passengers
- ▶ Design useful and integrated timetables
- ▶ Schedule services to arrive at a centre before 09:00, particularly for work and education trips
- ▶ Allow for trips in the middle of the day for those shopping, attending health appointments, or visiting friends and family
- ▶ Schedule a return home at around 17:30 and potentially provide later services for socialising and evening retail where there is demand
- ▶ Provide services seven days a week
- ▶ Provide local routes that connect smaller settlements with the regional public transport network with integrated timetables that allow more interchange opportunities
- ▶ Serve key locations within towns, e.g. hospitals, train stations, educational institutes, etc.

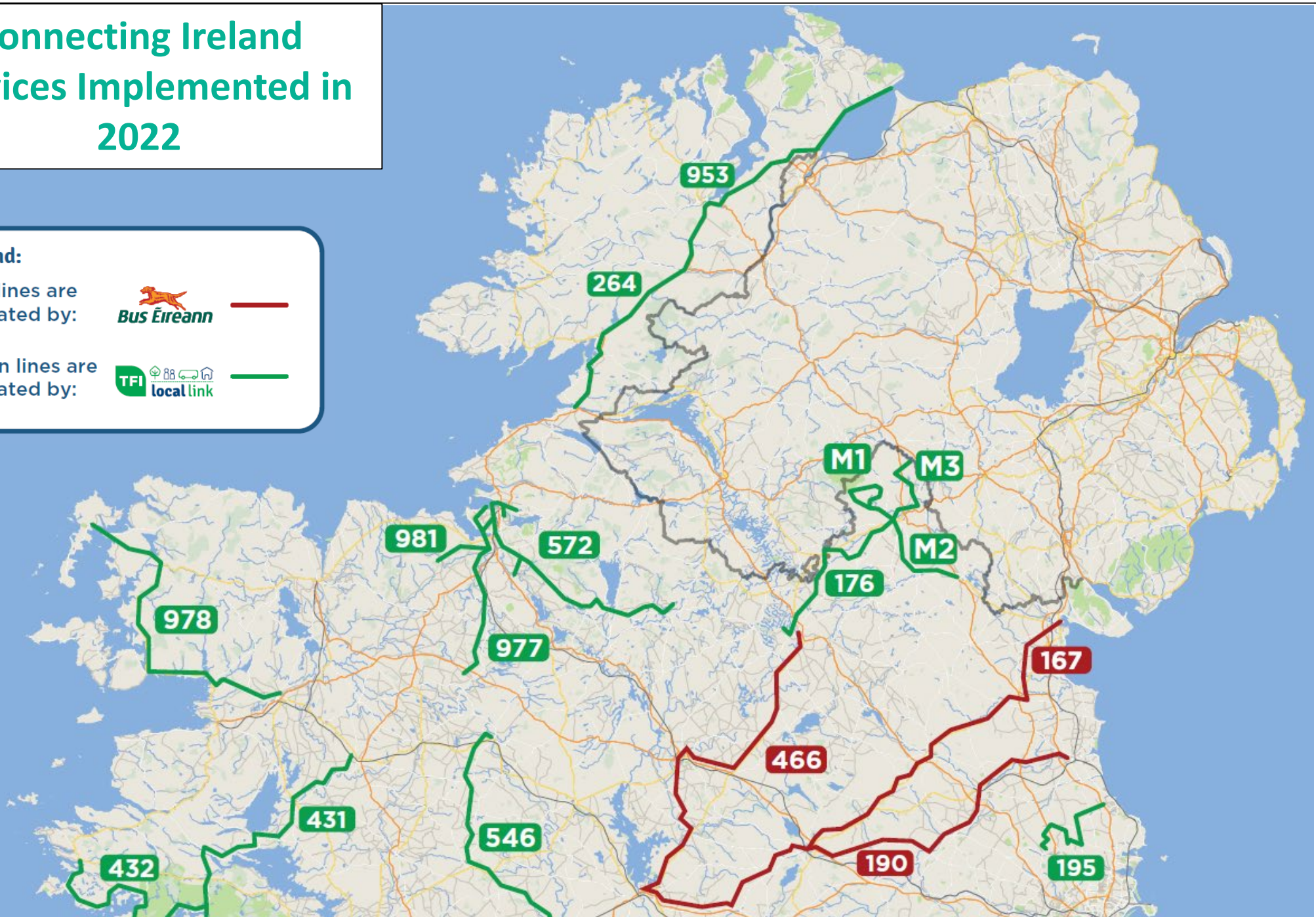
Connecting Ireland Services Implemented in 2022

Legend:

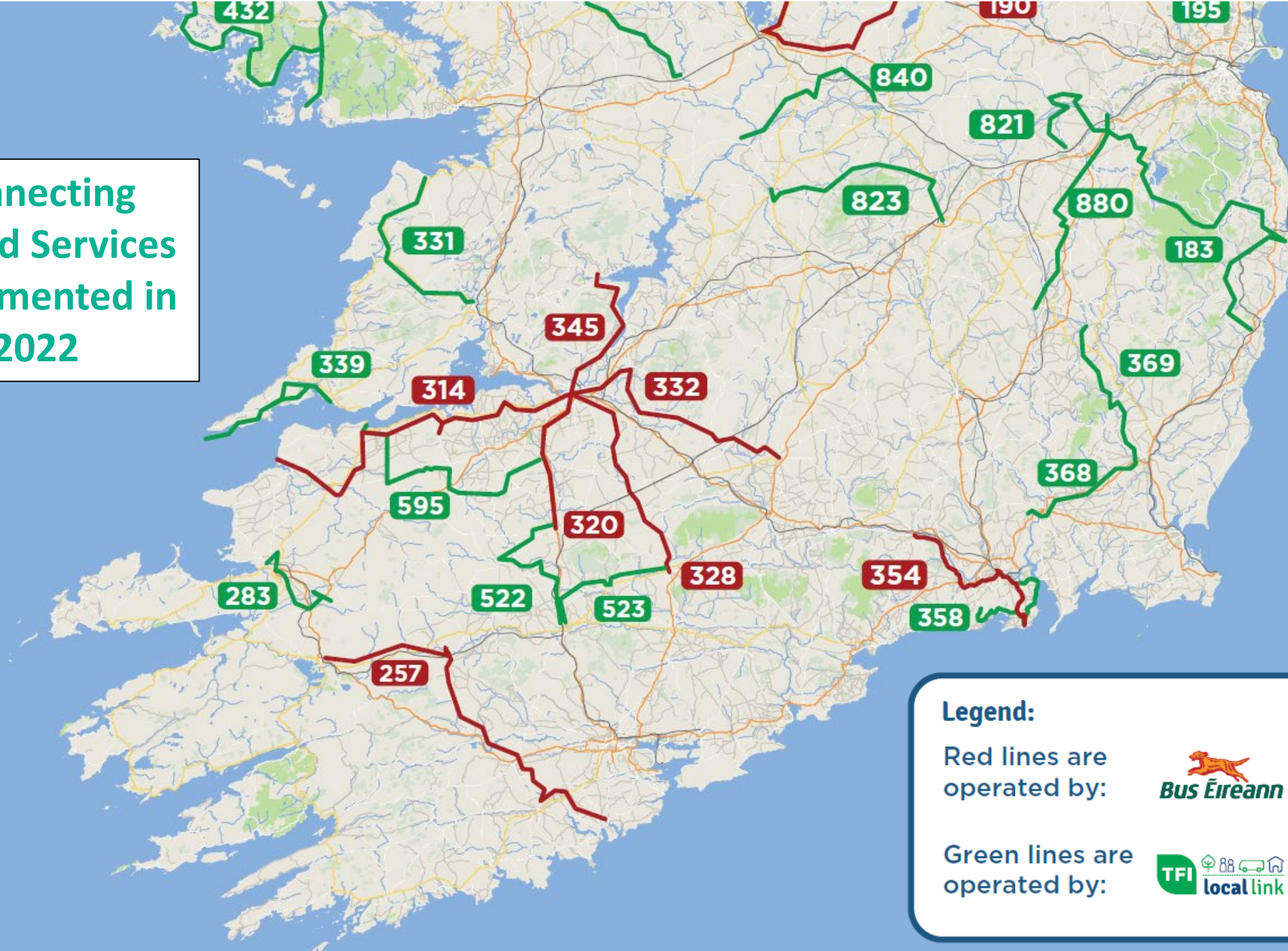
Red lines are
operated by:



Green lines are
operated by:



Connecting Ireland Services Implemented in 2022



Legend:

Red lines are
operated by:



Green lines are
operated by:



Phase 1 Key Achievements

Since the implementation of Phase 1 in January 2022, the programme has delivered 38 new and enhanced bus services throughout the country. The introduction of these services has increased connectivity, particularly for people living outside major towns and cities. By designing all routes to connect with the wider TFI bus and rail network, local communities now have improved access to educational, employment and health care facilities – supporting a cleaner, greener and more sustainable future.

342,607



passenger journeys took place on the 38 new and enhanced bus services



Over
100,000



weekly kilometres were added to
the Public Transport Network

Connected over



new towns and villages



patronage growth on the
enhanced services

Service Planning Issues

- 1) Licensing issues and Commercial Bus Operator (CBO) retrenchment/expansion;
- 2) Driver Issues (Availability/ Hours/ Breaks);
- 3) Operator Issues and capacity of market;
- 4) Bus Fleet availability;
- 5) Planning resource capacity/ new priorities (e.g. Ukraine refugee transport);
- 6) Integration Issues;
- 7) Post implementation issues/ subsequent timetable amendments; and
- 8) Customer feedback and issues.

Connecting Ireland – Bus Stop Infrastructure

- There are c.16,000 stop locations in urban and rural locations in the state.
- To expedite service implementation, the Authority commenced new CI services in advance of the roll out of new bus stop infrastructure, using existing bus infrastructure.
- The Authority is currently planning the design of bus stop infrastructure for Connecting Ireland services and is rolling out stops in parts of the network during the lifetime of the programme. The construction of new stops is already commencing and will be ramped up in 2024.
- The Authority is commencing a review of key stops in CSO settlements along Connecting Ireland routes to ensure bus infrastructure is prioritised.
- In 2022, the NTA upgraded c.1,200 stops. For most new stop infrastructure, there is a requirement to do the following:
 - Agree location of stops;
 - Obtain stop permission from local authority/landowner;
 - Site visit and assessment;
 - Safety audit;
 - Design drawings;
 - Procure construction and install poles, sockets, bus cage, carousels; and
 - Stop information etc.

Connecting Ireland – Planning

- New services significantly improve the quality of life for residents, particularly for those who don't have access to private vehicles.
- The consolidation of development in key settlements along route corridors supports the provision of bus services and allows residents to access jobs, schools, shops, social services etc. This supports the development of the rural economy and adds to the vibrancy of rural areas, contributing to rural regeneration.
- Where development occurs in key settlements, safe pedestrian access within reasonable walking distance to public transport stops should be a key consideration. Consideration needs to be given to providing bus infrastructure as part of any new large development (stops, shelters, layovers, turnaround facilities etc.).
- Rural stops outside of settlements are particularly problematic given the lack of pedestrian facilities, road safety and passenger welfare issues. Given the dispersed development patterns in much of rural Ireland, it is not possible to provide reasonably frequent, regular public transport services within safe walking distance of many houses in rural areas.

Transport for Ireland (TFI) Local Link

- Responsibility for the Rural Transport Programme (RTP) was assigned to NTA in 2012, rebranded to TFI Local Link.
- 15 Transport Coordination Units (TCU) administer and manage TFI Local Link on behalf of the Authority.
- TFI Local Link bus services connect communities throughout rural Ireland as part of the Transport for Ireland public transport network.
- TFI Local Link operate two different types of service - Regular Rural Bus Services (RRS) which offer fixed routes between towns and villages that have a scheduled timetable; and Door-to-Door Bus Services (DRT) which collect and drop off pre-booked passengers directly to their homes.
- During 2022, TFI Local Link regular services nationally carried a total of 2.8 million passengers reaching 55,000 passengers per week during February 2023 (from 6,000 passengers per week in 2018).



Rural Transport Case Study – Laois Offaly

Frances Byrne – Manager, TCU Laois Offaly

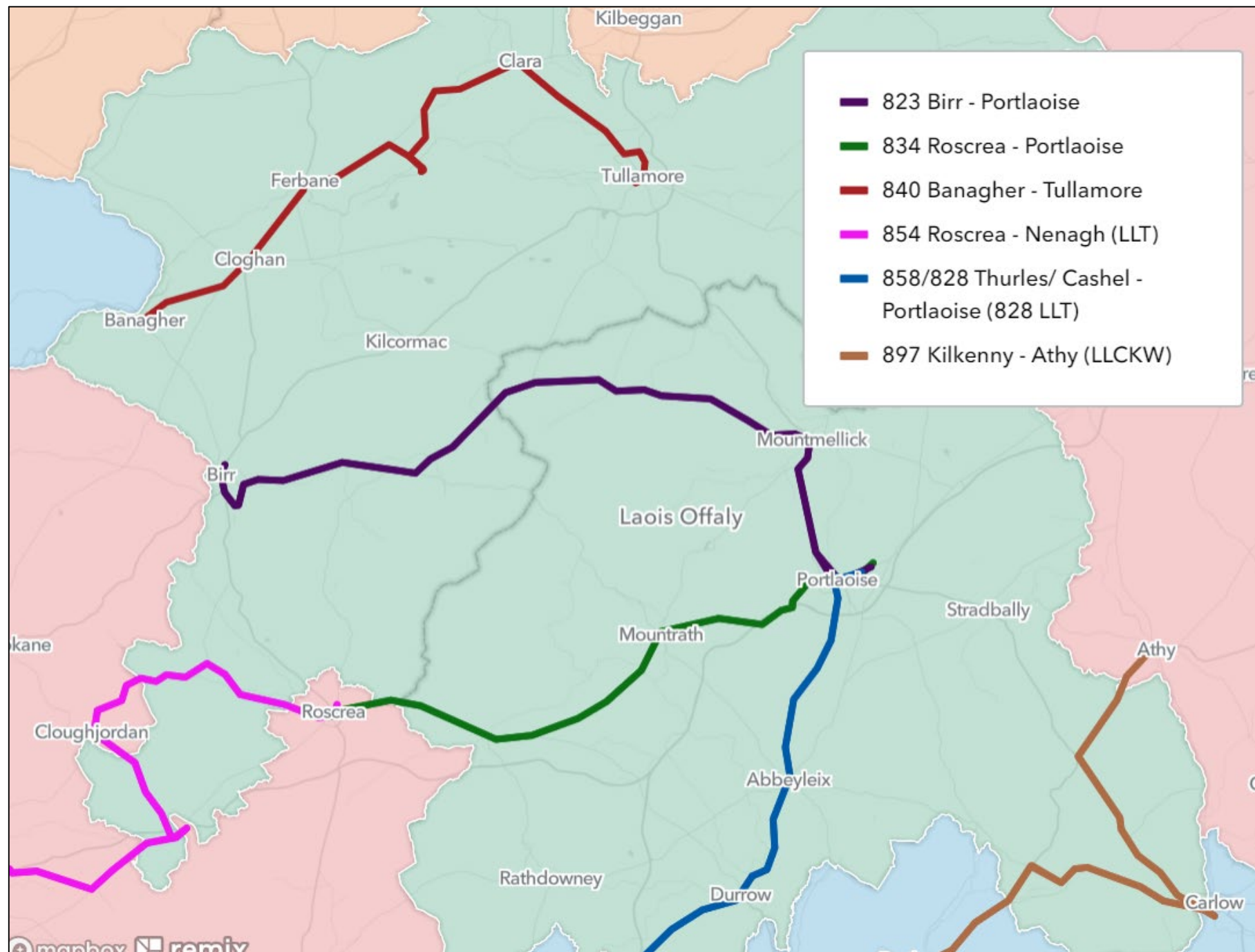
Rural Transport – Case Study – Laois Offaly

- TFI Local Link Laois Offaly is one of 15 nationwide Transport Coordination Units (TCU), for the National Transport Authority.
- We are a charitable Company with a voluntary Board of Directors who represent many of the public bodies, from the local authority, Laois Partnership, Offaly Local Development Company, the Public Participation Network and the Education Training Boards along with community representatives
- Our office is based in Laois County Council Buildings, Portlaoise and comprises of 4 full time staff
 - Manager
 - Finance & Compliance Administrator
 - Dispatch & Media Officer
 - Dispatch & Compliance Officer

Transport Coordination Unit Laois Offaly - Remit

- The TCU's remit is to manage the Rural Transport Programme on the ground and develop and grow future services for the National Transport Authority.
- TFI Local Link has two types of services which are open for all to use and we accept the free travel pass card. Service types are:
 - Door to door services (Demand Responsive Transport) which are pre-booked a day in advance. TFI Local Link Laois Offaly have 62 door to door services and 11 of these services connect to Athlone TUS, Maynooth and local Education Training Centres across both counties.
 - Regular Rural Services, RRS, which operate on a fixed route between towns and villages. TFI Local Link Laois Offaly have 4 in operation and 1 in tender stage at present.
- All our services are tendered out to a pre-qualified operator's panel. This panel is open to all operators to register on at any time and is accessed through etenders.
- All services are operated with buses that are branded under the TFI Local Link logos. Generally, all contracts are of a 4 year duration.

**Local Link –
Regular Rural
Services Laois
Offaly Area**



Connecting Ireland Programme and the TFI Local Link TCU

There are a number of stages in planning a route until it goes into operation.

- The TCU works collaboratively with the Connecting Ireland team within the NTA. Routes have been identified through the public consultation process and by mapping existing services and realising the deficits that appear.
- At early stages of the route planning, input from the TCU is submitted to the Connecting Ireland team which would determine times or route patterns for known local needs. Collectively these are pulled together and draft timetables and routes tested before putting out to tender. During testing, we may engage a bus and driver to drive the route to assess vehicle size, geographical issues and timings.
- Next stage is procurement where the registered panel will all be notified of the upcoming service going to tender.
 1. Expression of Interest, EOI – operators on the panel confirm their intention to tender.
 2. Release of Tender Documents to the interested parties from EOI stage.
 3. Evaluation of Tenders – undertaken independently by the Contracts Managers from the NTA's Rural Transport Team.
 4. Award of Tender.

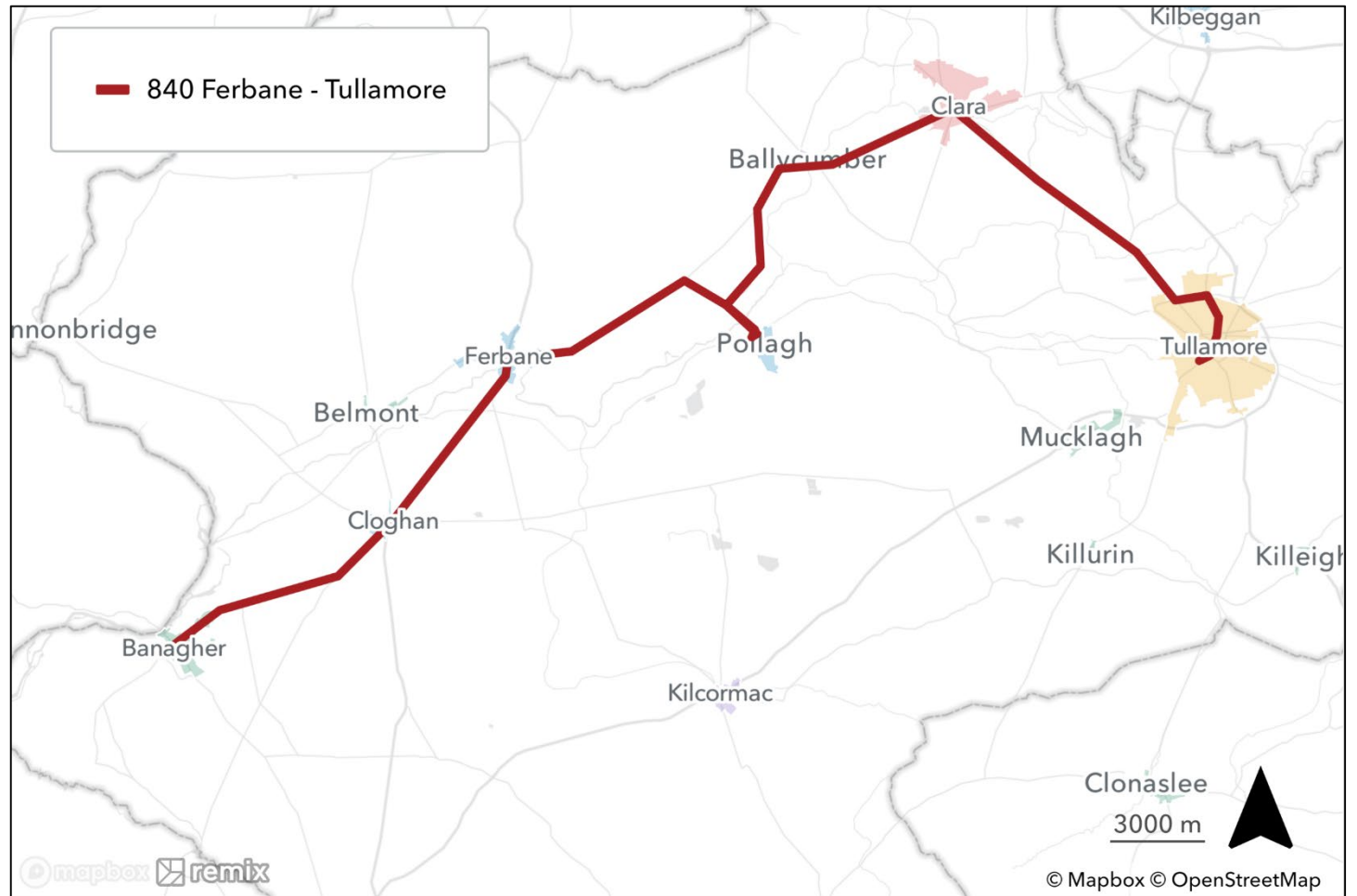
Issues with commencing services

In the last two years, many delays in starting a service have arisen:

- Due to lack of buses from the fallout of Covid and the war in Ukraine impacting construction and bus components to be obtained for manufacture;
- Brexit has decreased the number of buses available in the second-hand market due to import charges;
- A lack of available drivers which is continuing to affect the volume of services we will be able to undertake;
- In relation to bus stop infrastructure, we still have a long way to improve and install bus stop infrastructure on the ground;
- Proper bus bays to facilitate low floor accessible buses in the main towns, real time information boards and bus poles are in low supply in rural Ireland and need to be addressed and included in our local authority transport plans and prioritised by the NTA; and
- The Connecting Ireland programme will see greater sustainable mobility in rural Ireland but needs infrastructure to optimise its full potential.

840 – Case Study

- TFI Local Link Laois Offaly under the Connecting Ireland programme have enhanced our existing 840 Banagher to Tullamore service which now operates 7 days a week, an increase from 5 days a week and the route extended to Banagher and Tullamore from its original Pollagh to Clara.
- With this enhancement, in June 2021, we complimented timings with a private operator across the route and increased frequency for the local towns.



Timetable Design

- Peak morning/evening service into and from Tullamore for work and education journeys.
- Weekend service/ later evening services.
- Memorable/ legible timetable.
- Consistent routing throughout week.
- Route serving key destinations including hospital and Tullamore train station.

840

Banagher to Tullamore

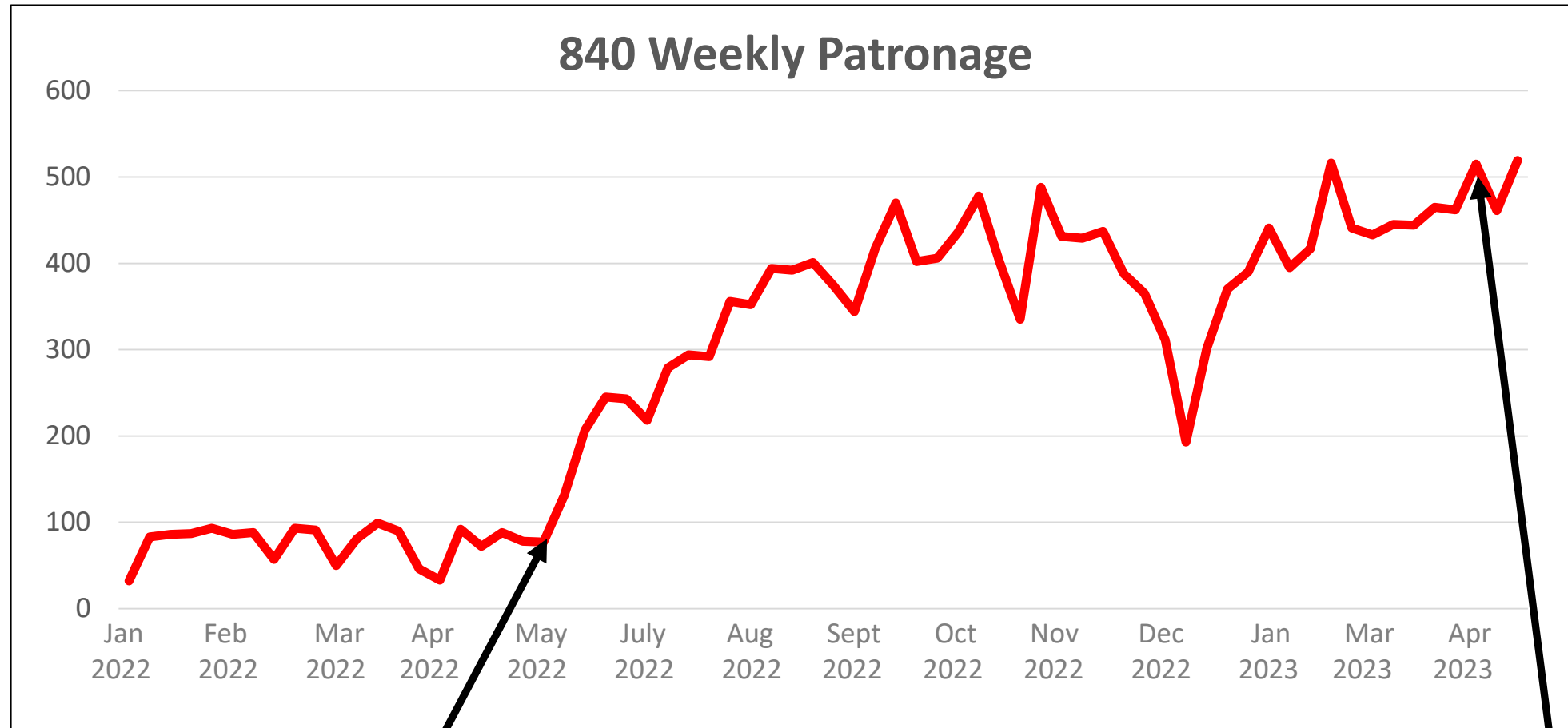
BANAGHER TO TULLAMORE

Departs	Stops	Monday to Friday					Saturday, Sunday & Bank Holidays			
Banagher	<i>Library</i>	07:30	11:00	14:10	17:00	19:40	07:30	11:00	15:00	19:40
Cloghan	<i>Bus Éireann Stop</i>	07:40	11:10	14:20	17:10	19:50	07:40	11:10	15:10	19:50
Ferbane	<i>Gallen School</i>	07:46	11:16	14:26	17:16	19:56	07:46	11:16	15:16	19:56
Pollagh	<i>Church</i>	08:00	11:30	14:40	17:30	20:10	08:00	11:30	15:30	20:10
Ballycumber	<i>Post Office</i>	08:13	11:43	14:53	17:43	20:23	08:13	11:43	15:43	20:23
Clara	<i>Church</i>	08:19	11:49	14:59	17:49	20:29	08:19	11:49	15:49	20:29
Clara	<i>Train Station</i>	08:21	11:51	15:01	17:51	20:31	08:21	11:51	15:51	20:31
Tullamore	<i>Hospital</i>	08:34	12:04	15:14	18:04	20:44	08:34	12:04	16:04	20:44
Tullamore	<i>Bus Éireann Stop, Kilbeggan Bridge</i>	08:40	12:10	15:20	18:10	20:50	08:40	12:10	16:10	20:50
Tullamore	<i>Train Station</i>	08:45	12:15	15:25	18:15	20:55	08:45	12:15	16:15	20:55

TULLAMORE TO BANAGHER

Departs	Stops	Monday to Friday					Saturday, Sunday & Bank Holidays			
Tullamore	<i>Train Station</i>	09:00	12:15	15:40	18:20	21:00	09:00	12:15	16:50	21:00
Tullamore	<i>Bus Éireann Stop, Kilbeggan Bridge</i>	09:05	12:20	15:45	18:25	21:05	09:05	12:20	16:55	21:05
Tullamore	<i>Hospital</i>	09:11	12:26	15:51	18:31	21:11	09:11	12:26	17:01	21:11
Clara	<i>Church</i>	09:24	12:39	16:04	18:44	21:24	09:24	12:39	17:14	21:24
Clara	<i>Train Station</i>	09:26	12:41	16:06	18:46	21:26	09:26	12:41	17:16	21:26
Ballycumber	<i>Post Office</i>	09:33	12:48	16:13	18:53	21:33	09:33	12:48	17:23	21:33
Pollagh	<i>Church</i>	09:45	13:00	16:25	19:05	21:45	09:45	13:00	17:35	21:45
Ferbane	<i>Gallen School</i>	09:59	13:14	16:39	19:19	21:59	09:59	13:14	17:49	21:59
Cloghan	<i>Bus Éireann Stop</i>	10:06	13:21	16:46	19:26	22:06	10:06	13:21	17:56	22:06
Banagher	<i>Library</i>	10:17	13:32	16:57	19:37	22:17	10:17	13:32	18:07	22:17

840 Performance



The growth of this service was instant from the start of the enhancement (June 2022)

400% increase in patronage since service enhancement.

Connecting Ireland - Planning

TFI Local Link Laois Offaly have also now in operation the 823 Birr to Kinnitty since October 2022, which takes in the beautiful Slieve Bloom mountains and the developing bike trails. All the Connecting Ireland services are assessed across many factors taking in:

- Social needs
- Employment
- Tourism
- Education
- Health
- Digital hub access for remote workers
- Rail and onward travel connections

823

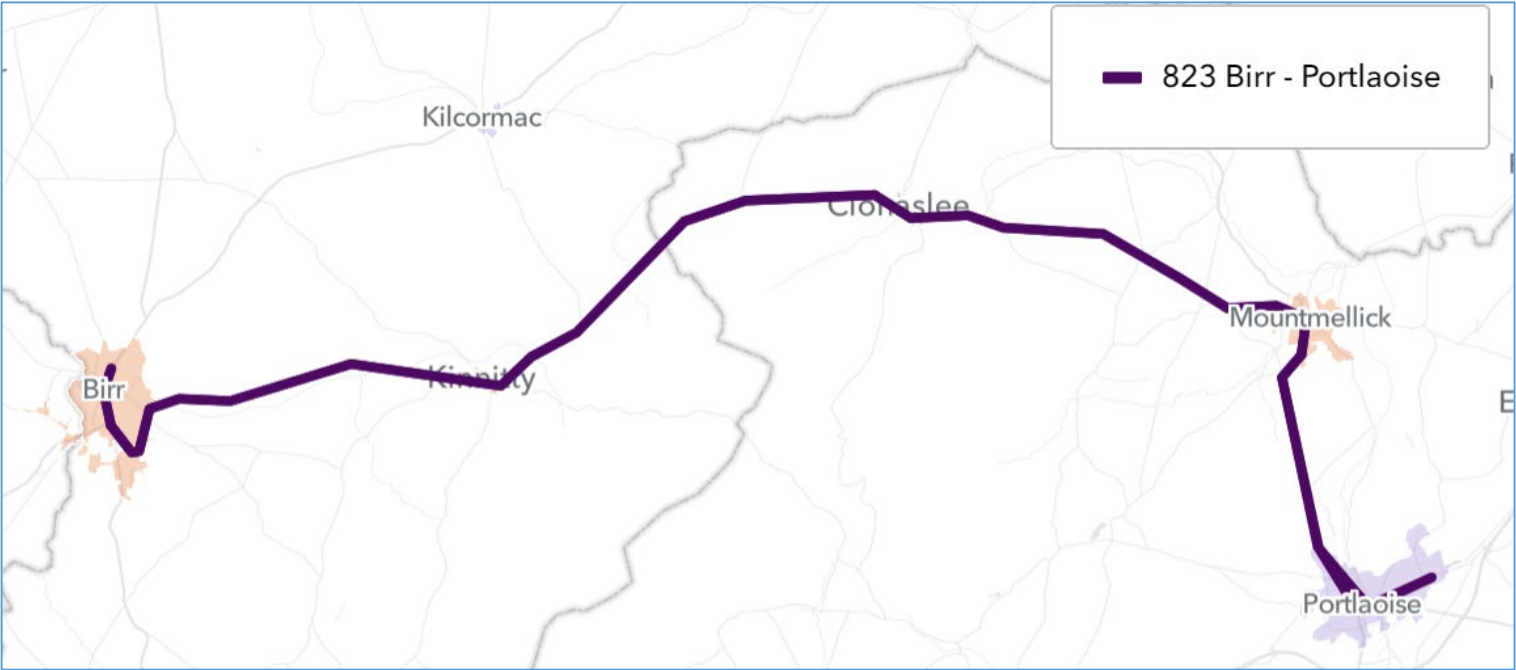
Birr to Portlaoise

Day: Monday to Sunday

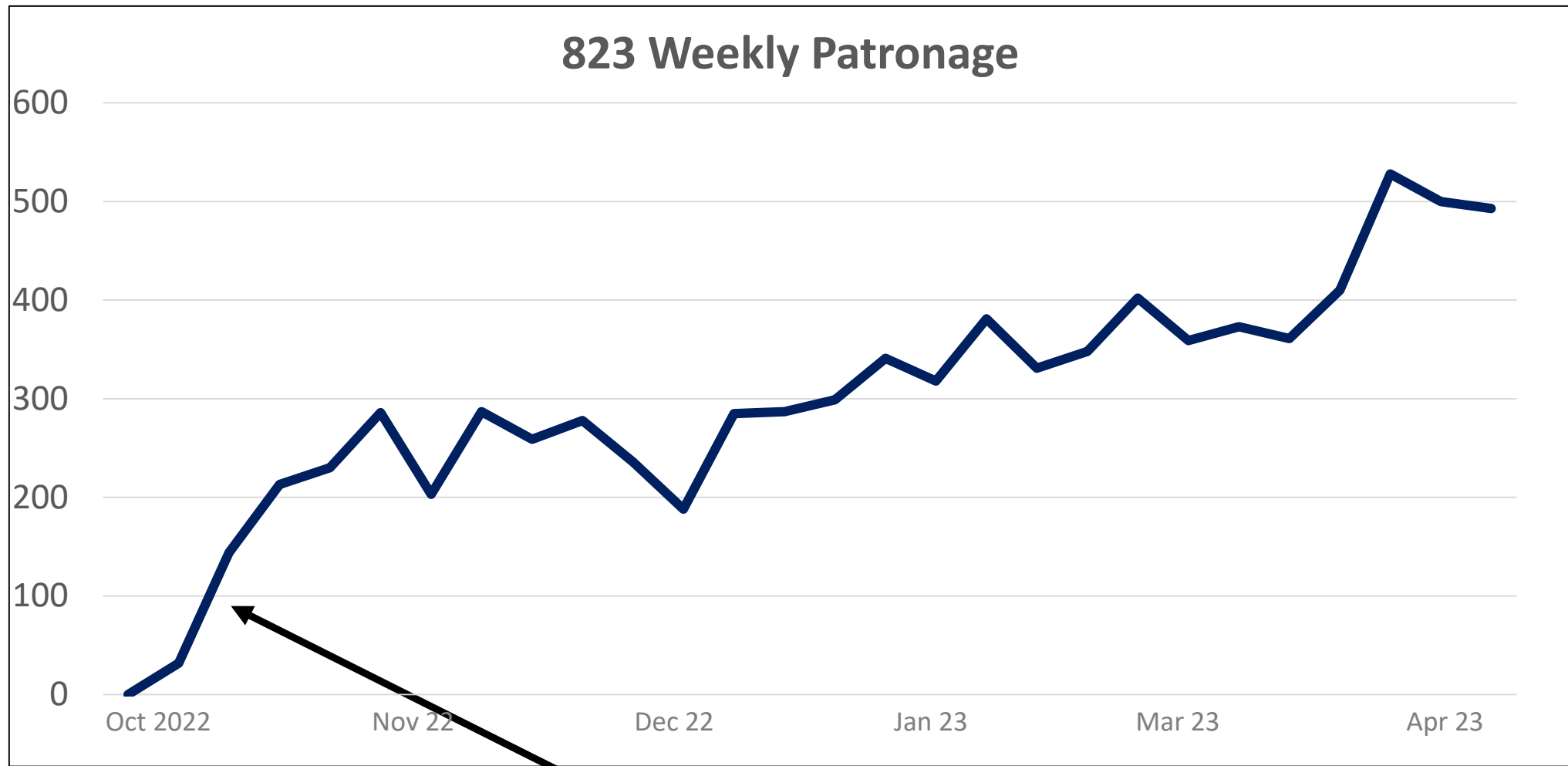
BIRR TO PORTLAOISE

Departs	Stops	Monday to Saturday					Sunday and Bank Holidays			
Birr	Woodland Villas	05:45	09:45	13:30	17:15	21:10	08:00	12:10	16:15	19:40
Birr	Emmet Square	05:48	09:48	13:33	17:18	21:13	08:03	12:13	16:18	19:43
Crinkill	Daystart Shop	05:53	09:53	13:38	17:23	21:18	08:08	12:18	16:23	19:48
Kinnitty	Post Office	06:09	10:09	13:54	17:39	21:34	08:24	12:34	16:39	20:04
Cadamstown	Church	06:16	10:16	14:01	17:46	21:41	08:31	12:41	16:46	20:11
Clonaslee	Flynns Londis	06:28	10:28	14:13	17:58	21:53	08:43	12:53	16:58	20:23
Rosenallis	Pub	06:39	10:39	14:24	18:09	22:04	08:54	13:04	17:09	20:34
Mountmellick	O'Connell Square	06:48*	10:48*	14:33*	18:18*	22:13	09:03	13:13	17:18	20:43
Portlaoise	Train Station	07:03*	11:03*	14:48*	18:33*	22:28	09:18	13:28	17:33	20:58
Portlaoise	James Fintan Lalor Ave	07:06*	11:06*	14:51*	18:36*	22:31	09:21	13:31	17:36	21:01
Portlaoise	Hospital	07:10*	11:10*	14:55*	18:40*	22:35	09:25	13:35	17:40	21:05
Portlaoise	Kilminchy Avenue	07:13*	11:13*	14:58*	18:43*	22:38	09:28	13:38	17:43	21:08

*Monday to Saturday: Set-down only, no pick-up permitted. Use Slieve Bloom Coaches service 830 for travel between Mountmellick and Portlaoise at these times.

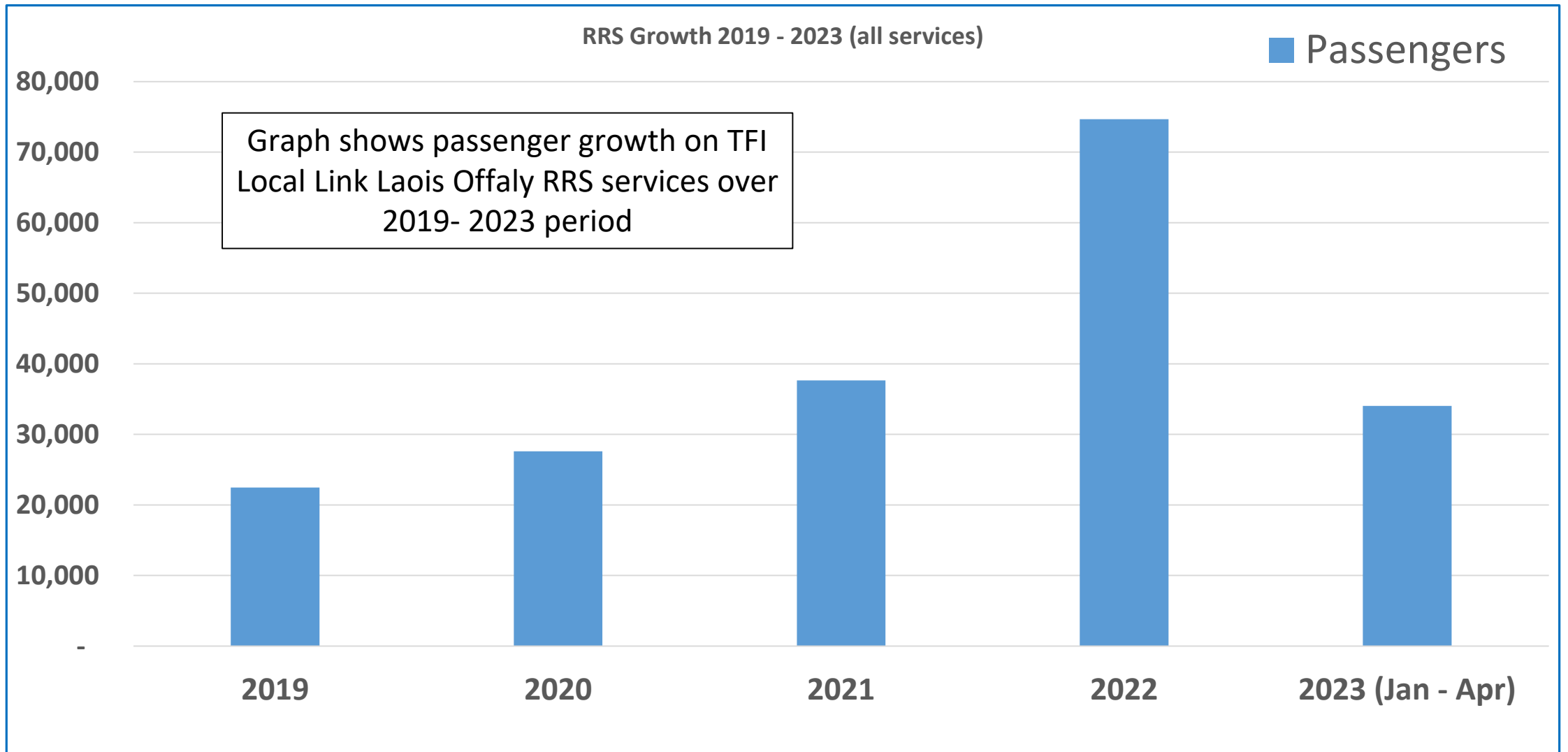


823 (Birr to Portlaoise) Performance



The growth of this service was instant from the start of this new service (Oct 2022)

Regular Bus Service Patronage Growth



Local Link Ticketing

- TFI Local Link Laois Offaly recently expanded its fare payment options to allow passengers to pay for travel with their TFI Leap Card or TFI Go App on RRS services.
- Offering up to a 30% discount on cash fares and 50% for Young Adult and Students, passengers can now use their TFI Leap card to purchase single tickets on Routes 823, 834, 840 and 858.
- Since early 2022, tickets for TFI services became available on the TFI Go App. Since then, the TFI GO app has launched nationally on TFI Local Link services meaning that all regular rural services now accept cashless payments offering passengers a more convenient way to pay and savings of up to 30% on cash fares.



Impacts of new services

The impact locally from the increased bus services is seen with the:

- increased business for local shops and cafes along the routes;
- reduction in private transport with the increasing numbers travelling on TFI Local Link;
- greater access to health facilities and employment opportunities locally;
- connection to onward travel with other bus services or Irish Rail;
- The Connecting Ireland routes all operate 7 days a week and have many frequencies across the day and give more options for rural passengers to use; and
- The housing shortage, especially in student locations has been a barrier in the last number of years for young college students, these routes now give an opportunity to commute locally to nearby colleges and institutes.

Towns Programme

Climate Action Plan 2023

2023 - 2025 Actions

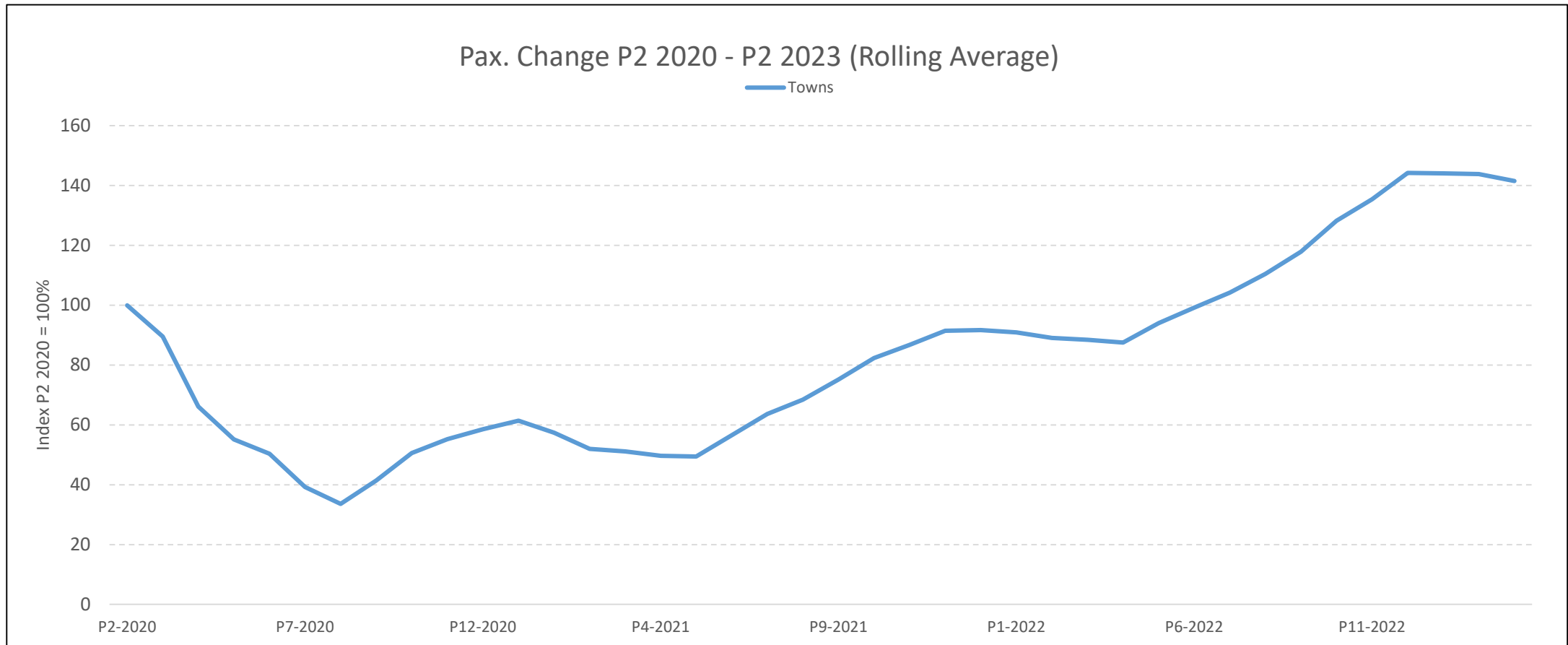
Action Number	Actions	Steps necessary for delivery	Output	Timeline	Lead	Stakeholders
TR/23/41	Prioritise and accelerate delivery of NTA Connecting Ireland and new town services, via demand responsive transport pilot initiatives, conventional and non-conventional modes of public transport services.	Continuous work programme over 2023-2026 to support expansion of PT services and achievement of modal shift targets.	Finalised business case expected Q2, and procurement and roll out of c.60 additional Phase 2 services/routes, to be informed by NTA implementation plan.	Q4 2023	NTA	Local Authorities and Transport Operators.

CORE ACTIONS

National Sustainable Mobility Policy | Action Plan 2022-2025

ACTION	OWNER	SUPPORT	TIMELINE & OUTPUT
34. Develop and implement a programme of improved town bus services.	NTA	LA's, DoT, Local Link, transport operators	2025: Improved town bus services implemented in Carlow, Ennis, Letterkenny, Mullingar, Portlaoise.

Change in patronage on town services (PSO) between 2020 and 2023

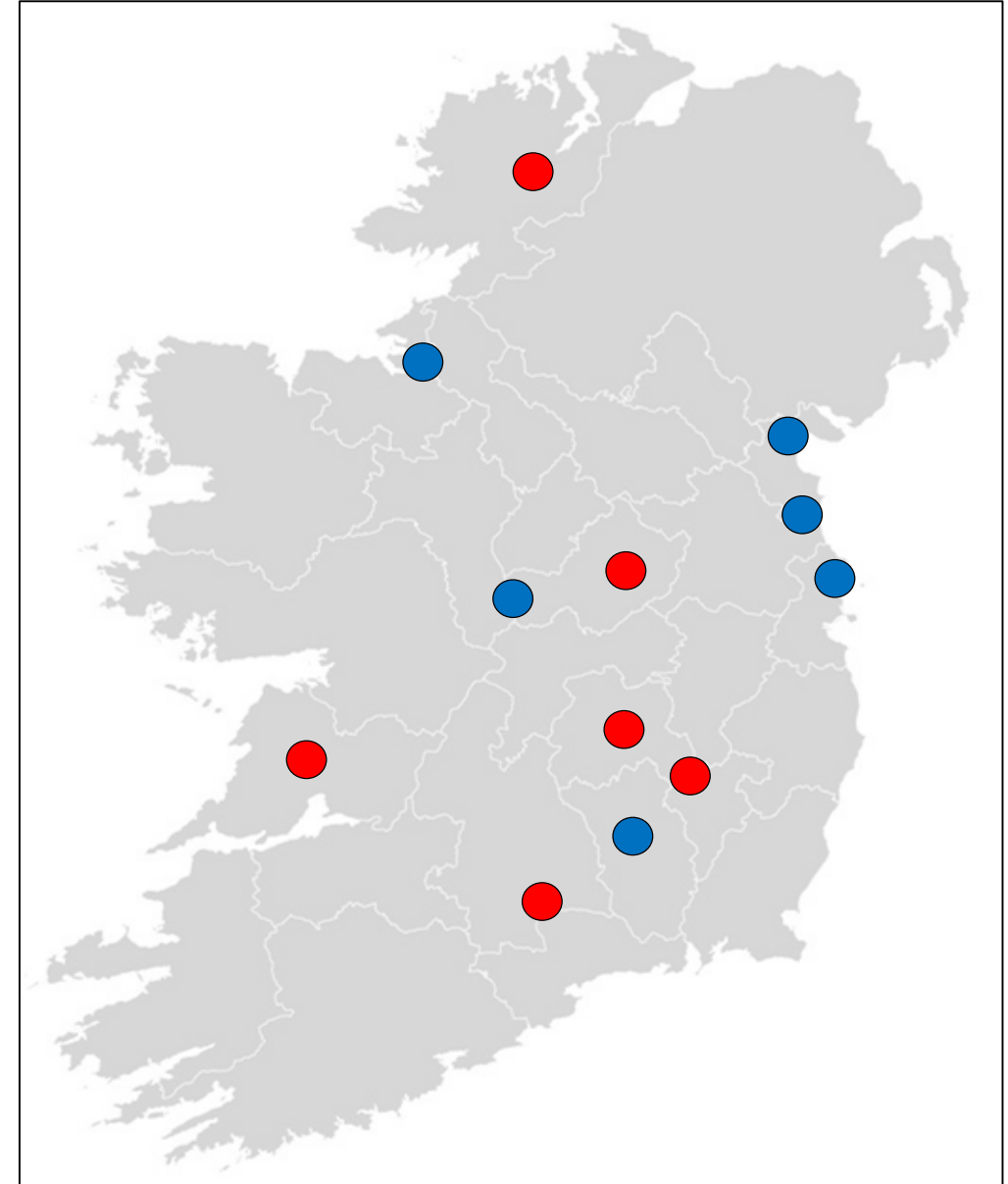


Existing Town Bus Network

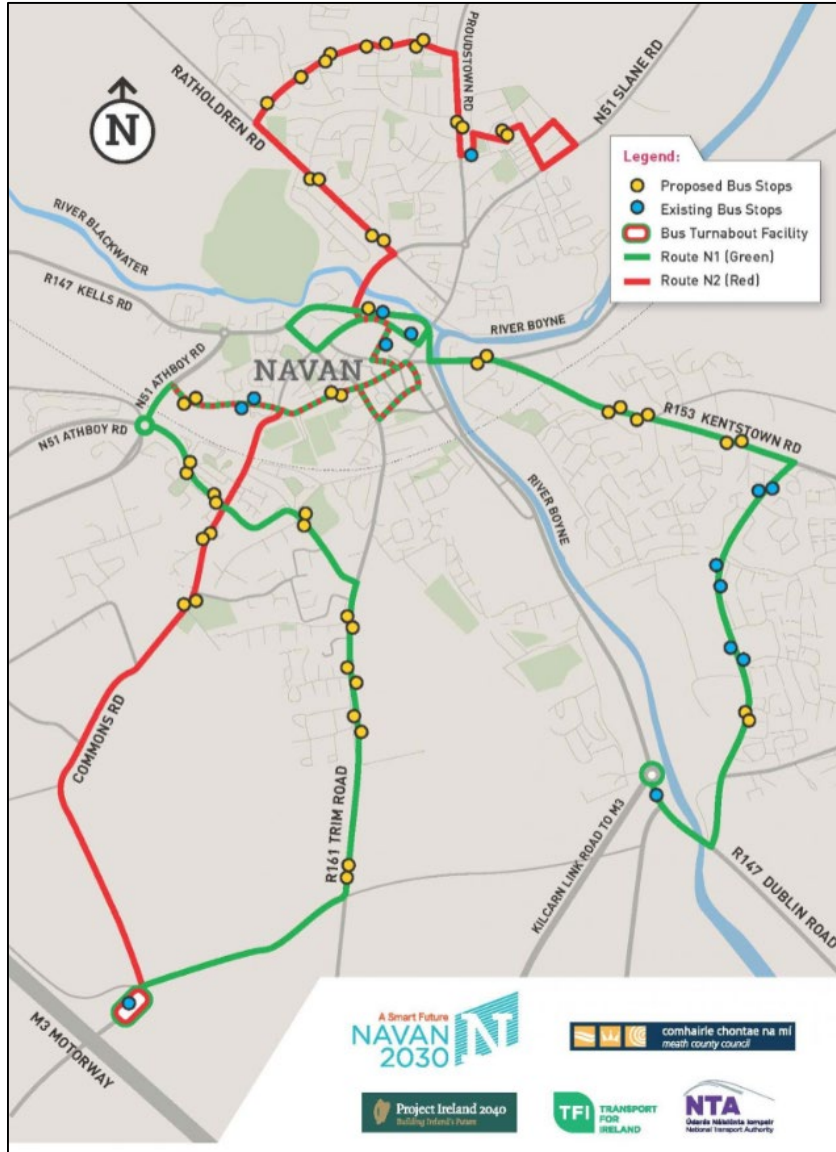
Town	Contractors
Athlone (A1, A2, ATH1)	Bus Eireann
Sligo (S1, S2)	Bus Eireann
Kilkenny (KK1, KK2)	City Direct
Dundalk (169, 916, 917, 918, 174)	Bus Eireann, Halpenny
Drogheda (D1,D2,D4,D5,173)	Bus Eireann
Balbriggan (B1)	Bus Eireann
Navan (N1,N2)	Bus Eireann
Cavan (C1, C2, C3)	Local Link
Monaghan (M1, M2, M3)	Local Link
Wexford (WX1, WX2)	Wexford Bus

Current Proposals

Type	Town	Phase	Impl.
New	Carlow	Mobilisation	Q3, 2023
New	Clonmel	Detailed Design	Q3, 2023
New	Portlaoise	Detailed Design	Q2 2024
New	Mullingar	Detailed Design	Q2/3 2024
New	Ennis	Planning	Q1 2025
New	Letterkenny	Planning	Q1 2026
Dev	Sligo	Detailed Planning	Q3 2023
Dev	Dundalk	Planning	TBC
Dev	Drogheda	Detailed Planning	Q3 2023
Dev	Balbriggan	Planning	TBC
Dev	Athlone	Detailed Planning	TBC



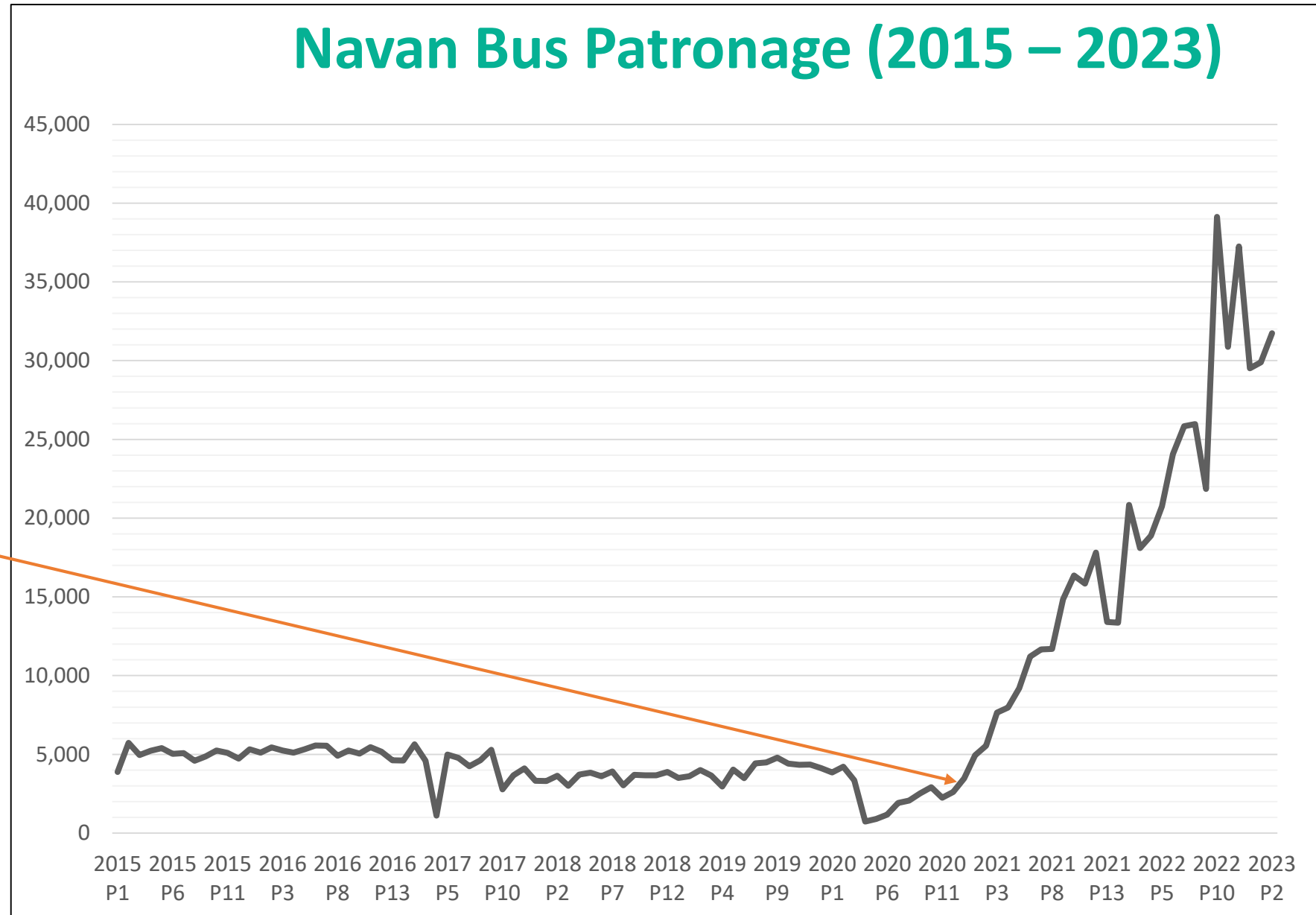
Navan Town Service



- Upgraded Navan (N1,N2) service implemented in December 2020 in partnership with Bus Eireann and Meath County Council;
- Funded by 2020 stimulus programme;
- Replaced 110A, 110B and 110C which were low frequency services operating on looped alignment;
- N1/N2 operates Monday to Sunday every 30 minutes at peak times (and every 15 minutes on trunk section);
- Designed to serve existing and new residential areas;
- New bus fleet, new bus stops and new terminus in south of town; and
- Significant growth in usage, despite the dampening of potential demand from Covid crisis.

Navan Bus Patronage (2015 – 2023)

This shows the growth in patronage since the enhanced Navan Bus Network was introduced in December 2021. Patronage has increased by **725%**.



Delivering a Modern Bus Transport System

Navan Town Bus Services -N1 & N2

Presentation by

Cormac Ross

A/Senior Executive Engineer

Transportation Department

Meath County Council



comhairle chontae na mí
meath county council



Background – Setting the Context

Navan Development Plan 2009-2015 incorporating Variation No. 1 and No.2

Navan Development Plan 2009 – 2015 incorporating Variation No. 1

APPENDIX IV: NAVAN LOCAL TRANSPORT PLAN

Navan Transport Plan 2014 - 2019

Sustainable
Strategic
Supporting Growth

smartertravel >>>

A Sustainable
Transport Future

A New Transport Policy for Ireland 2009-2020



Figure 2A1: Settlement & Transportation Vision for Navan

Central to this approach to transport is the concept of the '10 minute town', as illustrated in Figure 2A1. This envisages Navan town centre as the core of the town, surrounded by local neighbourhoods which have the common characteristic of being largely within a 10 minute cycle to the town centre. It envisages Navan as a compact and people-centred town. A Local Transport Plan has been prepared for Navan and is included in Appendix IV. The Local Transport Plan is a short to medium term plan that sets out the transport strategy for the town to cover the period 2014 to 2019. The vision for transport in the future is: "Providing a safe and sustainable transport network within Navan Town & Environs" where safe means a transport network that people feel safe and secure using and sustainable means a transport network that is both environmentally and financially sustainable.



comhairle chontae na mí
meath county council



Objective, Policies...

Navan Dev. Plan 2009-2015 (Inc Variation 2)

- To attain modal shift to sustainable means of transport through the development of sustainable transport networks and equally through creating behavioural change.
- INF POL 22: To promote and facilitate developments designed to improve public transport services in Navan.



Objective, Policies...

Department of Transport Smarter Travel: A Sustainable Transport Future - Action 12

- Provide better bus parking facilities in smaller towns and villages and bus shelters in rural areas.
- Ensure bus services are redesigned to provide for:
 - Optimum use of the bus fleet, and
 - Bus networks that better meet demand and better respond to the needs of people with reduced mobility.

Navan Development Plan – Transport Strategy - LTP Action 5

- Improving bus stop waiting facilities in the town;
- Improving links between the residential areas to the south east, north and southwest to the town centre (in the context of limited river crossings); and
- Increase the public transport mode share for the town.

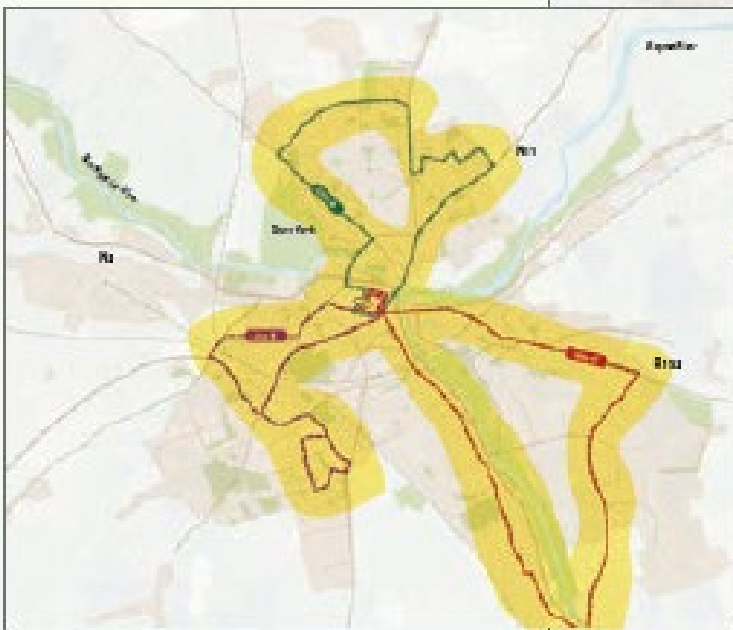
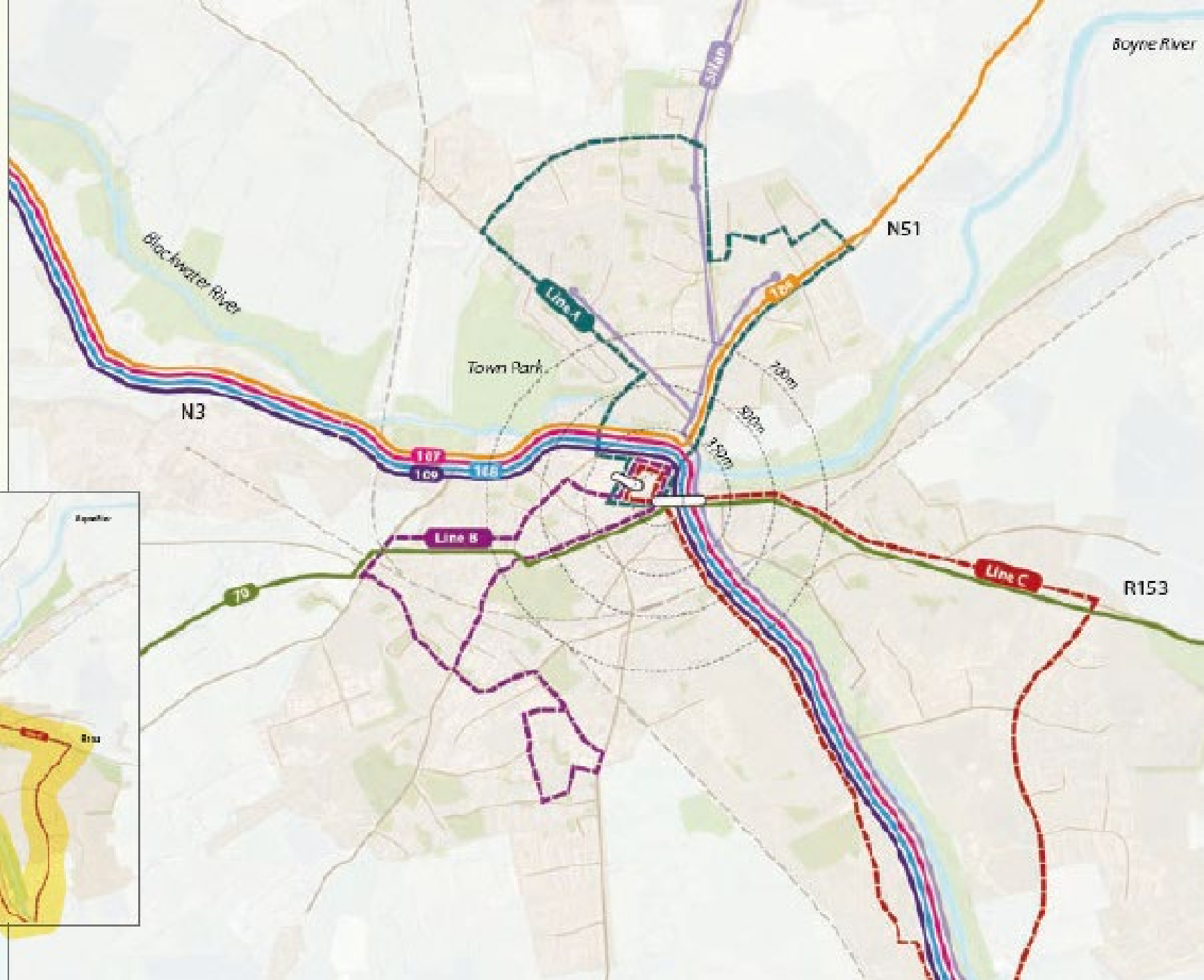


Project Aims

- Increasing use of public transport;
- Reducing levels of short car-based journeys in the Town and associated carbon emissions and pollution;
- Reduced levels of traffic congestion; and
- To provide improved accessibility to public transport in Navan town.



Bus Network – Pre Revised Town Service



Local Bus Routes and 300
meters Catchment

Navan Town Scheme (Navan 2030)

A Smart Future NAVAN 2030



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meath county council

Navan Town Centre
Integrated Public Realm and Movement Plan

Project Overview
May 2017



Navan Town Centre
Public Realm Strategy



Brady Shipman
Martin.
Built.
Environment.



For: Meath County Council
Date: December 2016



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meath county council



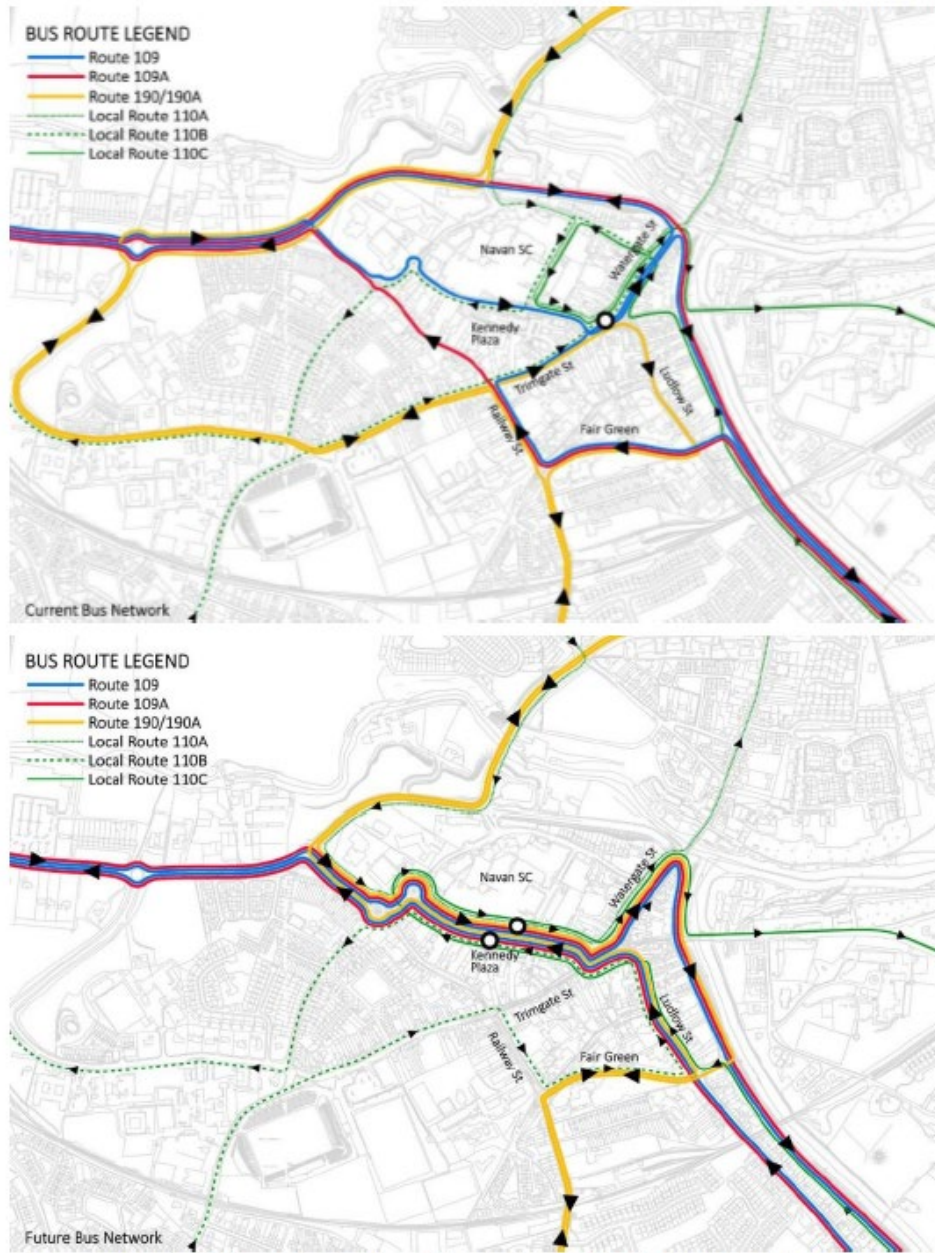
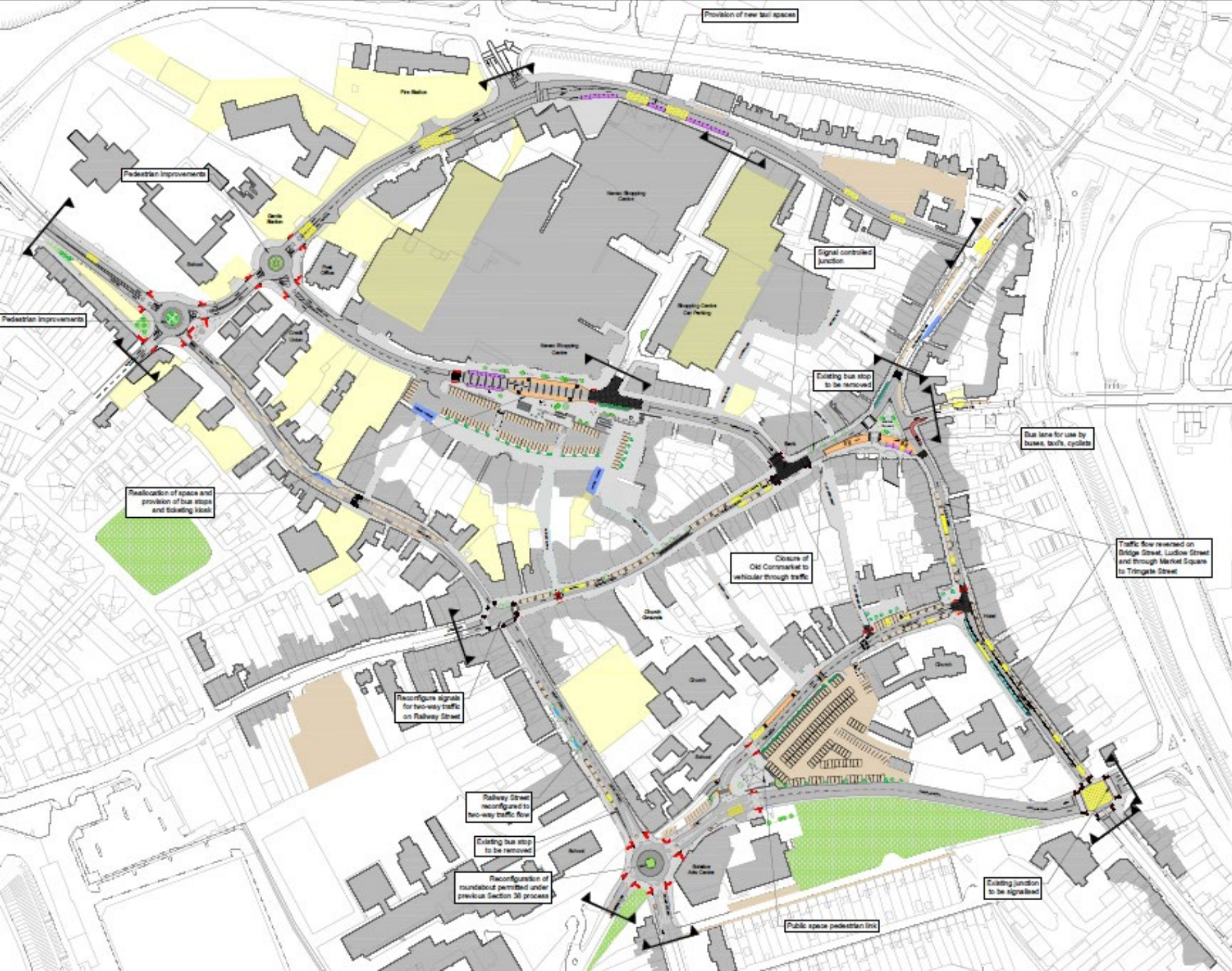


Figure 9: Current Bus Network (above) indicating lack of connectivity and confusion, and Future Bus Network (below) showing regional and local services integrated at Kennedy Road.

Navan Town Scheme (Navan 2030)





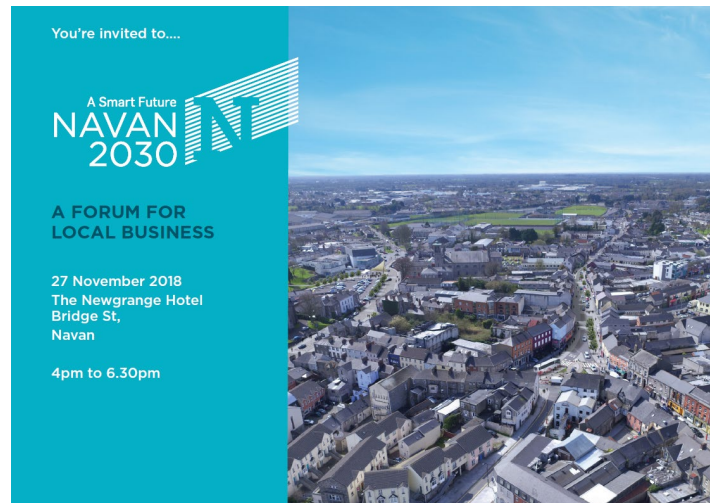
Navan Town Scheme (Navan 2030)

Navan Town Scheme (Navan 2030)

Navan Town Scheme Part 8 - 25 No. Submissions

Concerns raised included but not limited to:

- Loss of parking
- Availability of parking during construction
- Loss of business during construction



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meath county council



Navan Town Bus Services

- Quarter 2 – 2019: Provisional identification of routes and locations for bus stops
- Quarter 3 – 2019: Tender for Consultants
- Quarter 4 – 2019: MCC Appoint Consultants (CSEA)
- Quarter 1 & 2 – 2020: Design Stage
- Quarter 2 – 2020: Section 38 Process
- Quarter 3 – 2020: Tender for Works
- Quarter 1 – 2021: MCC Appoint Contractor
- Quarter 4 – 2021: Works Substantially Complete & Services commenced Sunday 20th of December

Note: Approx 32 months total – Inception to delivery



Section 38 Process

The process was directed by two principal pieces of legislation:

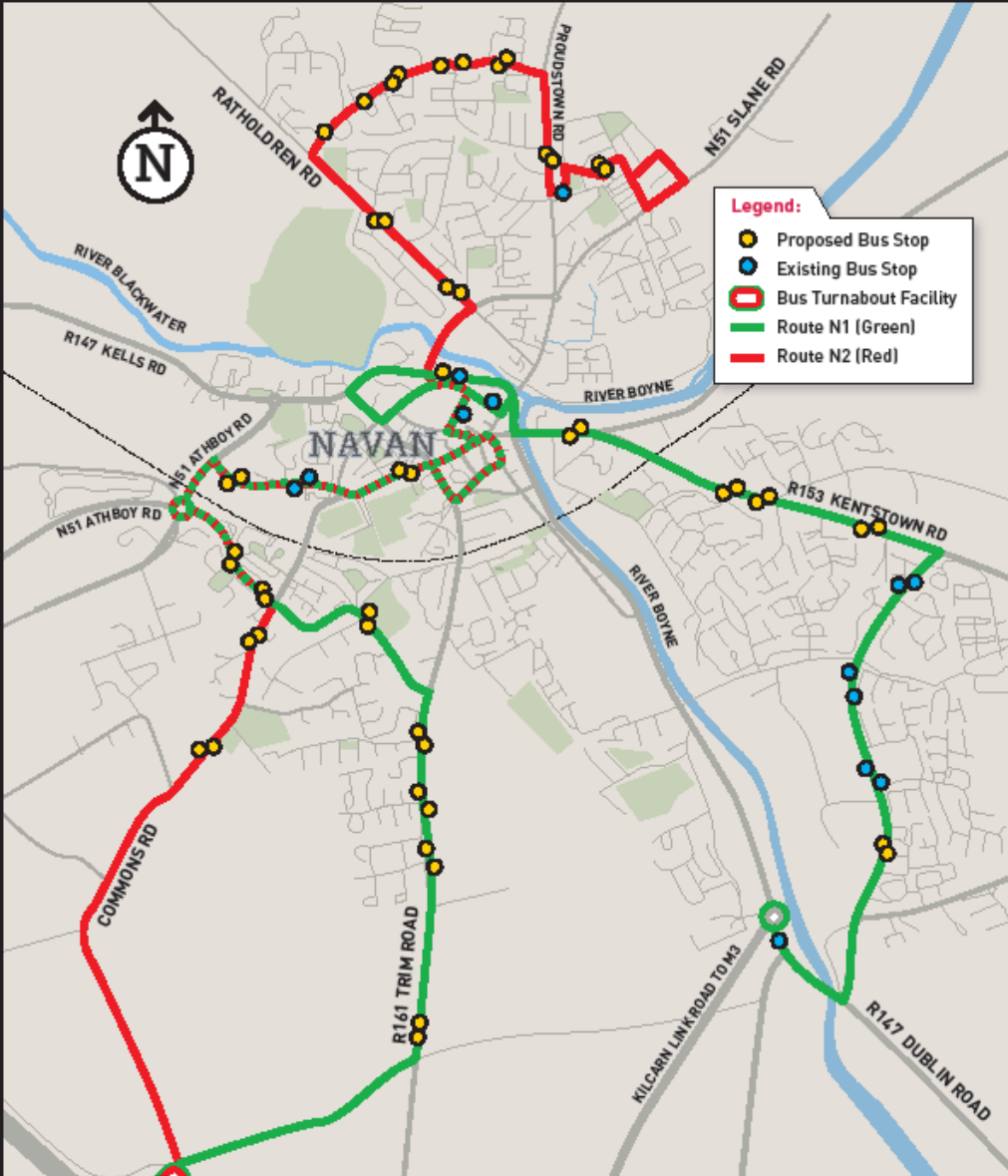
Section 38, Road Traffic Act, 1994

Enacted under S.I. No. 222/1994 - Road Traffic Act, 1994 (Commencement) Order, 1994

Section 46, Public Transport Regulation Act, 2009

Enacted under S.I. No. 615/2010 - Public Transport Regulation Act 2009 (Certain Provisions) (Commencement) (No. 2) Order 2010





A Smart Future
NAVAN 2030

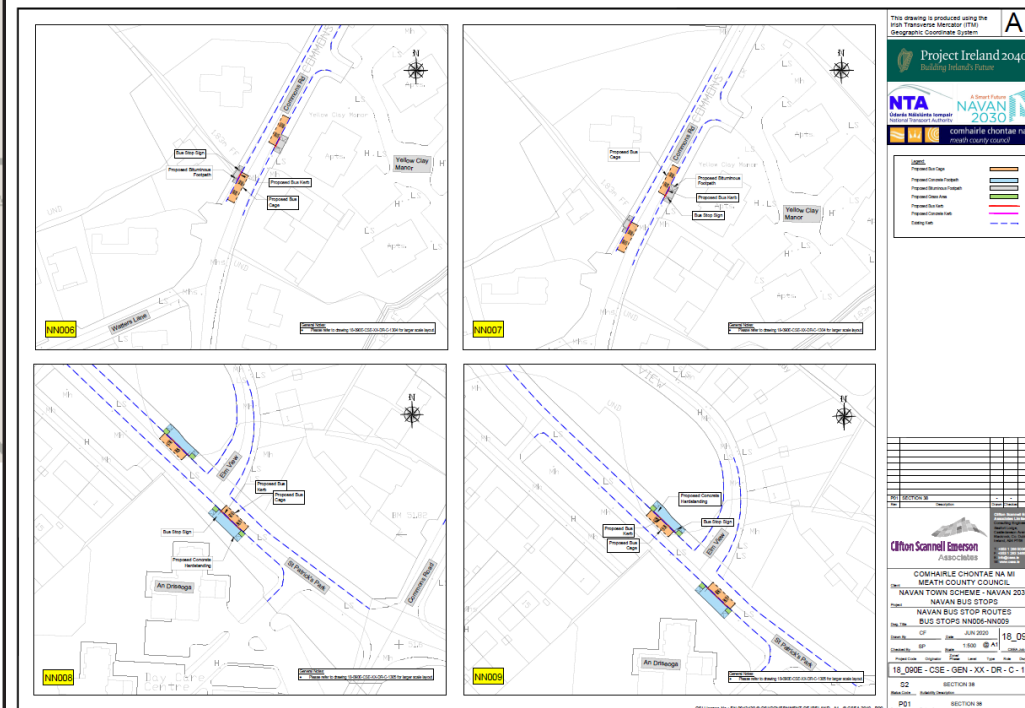
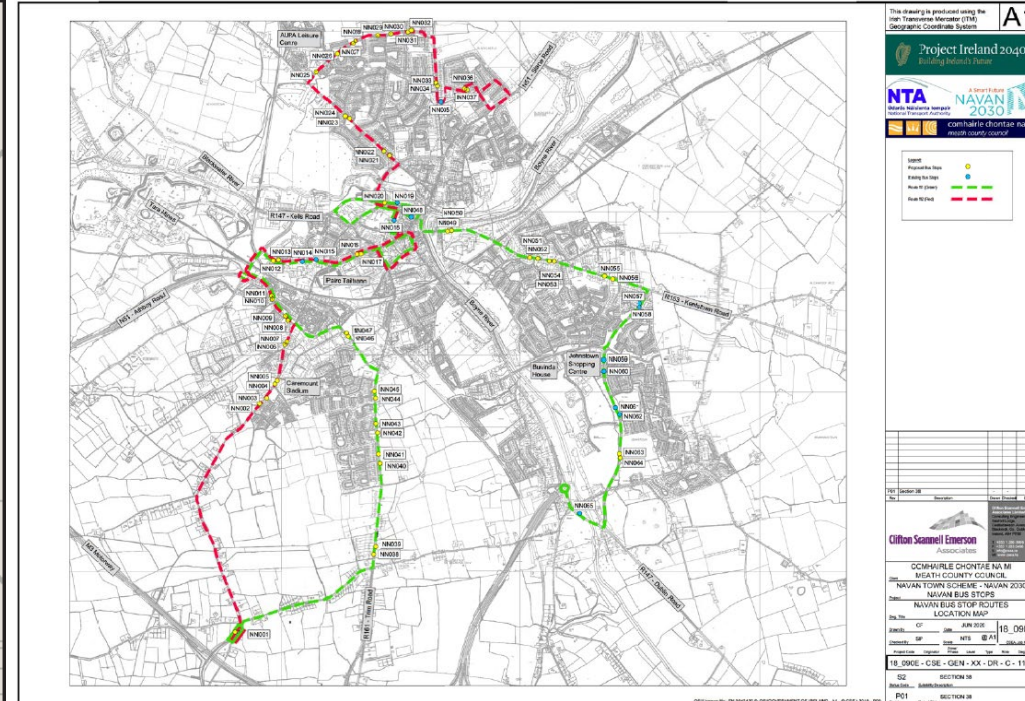
Project Ireland 2040
Building Ireland's Future



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meath county council

TFI
TRANSPORT
FOR
IRELAND

NTA
Oideire Náisiúnta Iompartha
National Transport Authority



Section 38 Process

N1 & N2 Design Phase

- Design of accessible bus stops
- Road Safety Audits
- Tender Process (E-Tenders – 8 No. Responses)



Some Key Aspects

- Bus user and bus services (accessibility, frequency, cost, quality, etc.)
- Bus user and bus stop facilities (accessibility, safety, information, comfort, visibility, lighting & security, etc.)
- Bus and bus stop (e.g. kerbing, pavement, drainage, surface, etc.)
- Interchange (onward travel e.g. regional bus services, taxi.)

Navan Town Bus Services N1 & N2

Construction Phase – Commenced April 2021

Works considered as “Critical Transport Infrastructure” in relation to the exemption provided for under the COVID Level 5 restrictions

Multiple Work Sites Operating Simultaneously

Key Traffic Management Considerations:

Stops on key routes during school term, restrictions on timing of works, length of ‘shuttles’, number of adjacent work sites and temporary pedestrian routes etc.



Bus Éireann announces details of most significant single enhancement of services in more than 15 years

14 December 2020

Share this



- New and increased frequency in routes totals additional 3 million kilometres a year
- 120 jobs created
- Additions include a greatly upgraded town service for Navan, better connectivity for Clare, Tipperary, and greater frequency in Cork & Limerick cities
- Services to be rolled out in coming weeks

Bus Éireann, Ireland's national bus company, is today announcing details of what is its most significant single enhancement of services in more than 15 years. Funded by the National Transport Authority through the Government's July Stimulus, it includes both new services and increased frequency on existing services, that when combined will contribute to Bus Éireann providing an additional three million kilometres of journeys per year nationwide.

In total 120 driver posts will be created as a result of the enhancements being delivered through the July Stimulus, with half requiring external recruitment in the areas of Ballina, Cork, Drogheda, Dundalk and Limerick. Recruitment for some positions is ongoing and in the last months, women recruits have accounted for 15% of new drivers hired – an improvement on previous recruitment campaigns, following concerted attempts in recent years to promote driving as a career choice amongst women.

Enhanced services

In a significant development for the growing town, an enhanced full town service will be introduced in **Navan** from 20th of December, increasing the town's service from the current service provision of one bus a day Monday to Friday only, to two routes which will run every half an hour, from early morning until 23.30, seven days a week, served by five buses. Navan has a population of more than 30,000 people, making it the fifth largest town in Ireland.



Lessons learnt/ 'Look back'

- Consider growth post implementation
- Advertisement of new services
- Bus shelters
- Enforcement

Key Elements to Consider

- Accessible system (access and use of)
- High visibility (Bus and TFI poles)
- Frequency of services
- Bus stop information
- Coherence of stops
- Quality of bus services

Further Work

- Additional bus stops
- Bus shelters
- Future expansion of bus routes
- Permeability in existing and future residential developments to bus stops
- Planning
- Bus priority measures
- Upgrade/removal speed ramps on bus routes
- Pathfinder –schools sector engagement

Planning Issues - Town

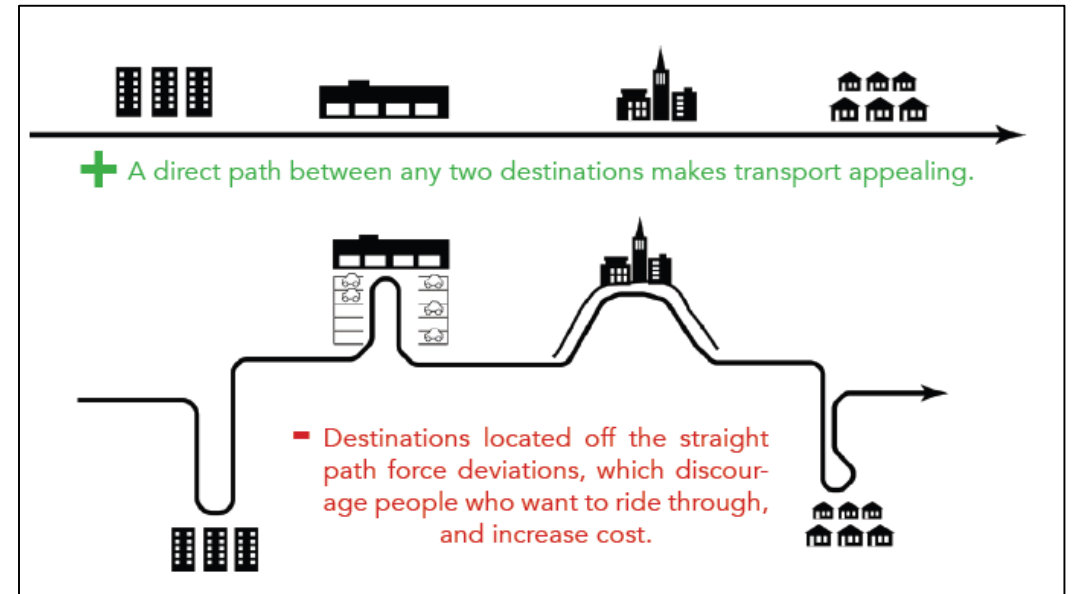
- Planning of town public transport routes is a collaborative process between NTA, Local Authorities and operators taking into account needs of local residents.
- Local Area Plans, SDZs or masterplans should take into account the existing or planned public transport network.
- Liaison with NTA is critical to ensure that proposals can be delivered and planned in line with bus planning principles e.g. Cherrywood SDZ.
- These plans should take into account the need to provide the following:
 - Bus stop locations/ infrastructure/ shelters;
 - Turnaround facilities;
 - Bus layover;
 - Driver welfare facilities;
 - Bus priority (Bus lanes, bus gates, bus only routes etc)
 - Two way bus operation; and
 - Pedestrian crossings/ speed limits/ footpaths.

Rural Transport & Elected Members

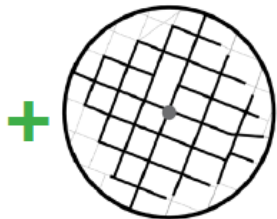
1. Take into account public transport services in the adoption and amendment of development plans and local area plans;
2. Provide input into development plan and local area plans in relation to public transport objectives/ policies. This provides the foundation for Local Authorities to develop schemes;
3. Provide that the zoning of new development land takes into account public transport and support transport oriented developments, consistent with national and regional policy;
4. Support local authorities and NTA in the development of new public transport infrastructure schemes, including the provision of public transport infrastructure delivered through the “Part 8 process”;
5. Consider merits of upgraded public transport infrastructure in town centres, particularly where this replaces car parking;
6. Take part in public consultation on new services/ networks and submit representations on new bus stops/ bus services to NTA and relay concerns of public transport users. This is particularly valuable in the larger network changes or bus network redesigns; and
7. Assist in the provision of information on new bus services/ proposals to constituents.

Planning Issues

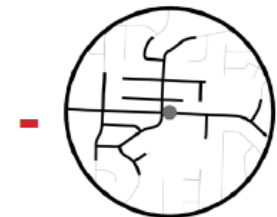
Development of land to take into account public transport routes/ stops.



Is it easy to walk between the stop and the activities nearby?



The dot at the center of these circles is a transport stop, while the circle is a 400 metres radius.



The whole area is within 400 metres, but only the black-shaded streets are within a 400 metre walk.



It must also be safe to cross the street at a stop. You usually need the stops on both sides for two-way travel!

How many people, jobs and activities are near each stop?



Many people and jobs are within walking distance of public transport.



Fewer people and jobs are within walking distance of public transport.

Connecting Ireland and Rural Public Transport Investment- Opportunities for Rural Regeneration

Conor O'Donovan
Senior Transport Planner,
National Transport Authority

Frances Byrne
Manager, Local Link Laois
Offaly

Cormac Ross
A/Senior Executive Engineer,
Meath County Council

Friday 28 April 2023