



Connecting Ireland – Rural Mobility Plan

Presentation to Travel and Transportation SPC

14th December 2021

Connecting Ireland

Today's Presentation

- What is Connecting Ireland?
- Why is it needed?
- Benefits of Connecting Ireland
- Plan for Limerick
- Timeline

What is Connecting Ireland?

- Connecting Ireland is a major public transport initiative developed by the NTA with the aim of increasing connectivity, particularly for people living outside our major cities and towns.
- The plan aims to improve mobility in rural areas, and it will do this by providing better connections between villages and towns by linking these areas with an enhanced regional network connecting cities and regional centres nationwide.
- The NTA has undertaken a comprehensive analysis to better understand where rural bus service improvements are required with a view to introducing new and improved connections between villages and towns.
- These improvements will create a more effective and integrated system, which brings people in rural areas to where they want to go, when they want to get there.



WHY IS CONNECTING IRELAND NEEDED?

The NTA has completed a comprehensive assessment of the existing network of regular public transport services operating across the country. This gives us a better understanding of where improvements are needed. Which include:

- ▶ Addressing gaps in the network, 2 in 5 villages are not connected to their nearby big town
- ▶ Uneven connectivity between places, some areas are well connected while others are not well served
- ▶ Ensuring public transport caters for a range of functions and not just focused on providing options for commuting to work or education
- ▶ Better integrating timetables to make public transport more useful and connections between different public transport options easier

2 in 5 villages are not connected to their nearby bigger town.



Benefits

- The enhanced network will greatly improve interconnectivity between communities.
- The NTA estimates that the implementation of service improvements emerging from Connecting Ireland work will provide:
 - Over 70% of those living outside the Cities will have access to a public transport service that provides at least three return trips each weekday to a nearby town
 - Improved mobility options for those in remote areas with the provision of Demand Responsive and other innovative transport services
 - Over 100 new Local Centre connections from rural settlements in the hinterland
 - Over 100 new County Town connections from all types of settlements around County Towns; and
 - Over 60 new Regional Centre/City connections, from all types of settlements around these Centres/Cities.

Limerick Proposals

Limerick

- Enhanced interurban connections between Limerick City, Ennis, Galway, and between Tralee, Killarney, Waterford, Nenagh, and Portlaoise
- New interurban bus services between Limerick, Thurles and Kilkenny.
- New local bus services from Ballingarry, Athea, Mountcollins, and Toomafulla to Newcastle West
- New and enhanced local bus services from Charleville via Ballylanders to Limerick Junction, from Limerick via Hospital to Mitchelstown and from Limerick via Cappamore to Cashel
- Enhanced local bus services from Limerick via Askeaton and Foynes to Tarbert, Listowel, and Ballybunion

Regional Corridor Proposals

	Proposal	Connecting		Serving*	Description
Regional Corridor Proposals	3A	Limerick	Killarney	Adare, Newcastle West, Abbeyfeale, Listowel and other places en route	This corridor is currently served by routes 13, 14 and 300. We propose increased services and the integration of routes along this corridor. A minimum service frequency of 1 hour between Limerick and Tralee and between Limerick and Killarney is proposed. Under the current proposal, routes 3A and 3B will combine to provide a 30 minute frequency between Limerick and Abbeyfeale.
	3B	Limerick	Tralee	Adare, Newcastle West, Abbeyfeale, Castleisland, Farranfore and other places en route	
	5	Limerick	Waterford	Oola, Tipperary, Cahir, Clonmel, Carrick-on-Suir and other places en route	This corridor is currently served by routes 55, 347 and 355. We propose increased services and the integration of routes along this corridor. A minimum service frequency of 1 hour is proposed.
	8	Galway	Cork	Oranmore, Ennis, Shannon, Limerick, Mallow and other places en route	This corridor is currently served by routes 51, 251 and 300. We propose increased services and better integration of routes along this corridor. A minimum service frequency of 30 minutes is proposed.
	17	Limerick	Dublin	Nenagh, Roscrea, Portlaoise and other places en route	This corridor is currently served by routes 300, 712X and 735, a mix of express and all-stop services. We propose a better integration of all existing services and more frequent all-stop services. Minimum service frequency of 2 hours on all-stop services.
	42	Limerick	Kilkenny	Newport, Thurles, Urlingford, Freshford and other places en route	This is a new corridor. Parts of this corridor are currently served by routes 391 and 871. We propose more frequent services and a better integration of routes along this corridor. Minimum service frequency of 2 hours.

Local Route Proposals

Local Route Proposals	313	Ballycannon	Limerick	Other places en route	We propose an increase in frequency of existing route 313 from Ballycannon to Limerick. Minimum service of 3 return trips a day.
	314	Limerick	Ballybunion	Mungret, Askeaton, Foynes, Tarbert, Listowel and other places en route	We propose extension of route 314 from Foynes to Ballybunion via Tarbert and Listowel, with an increase in frequency. Minimum service of 6 return trips a day.
	328	Limerick	Mitchelstown	Caherconlish, Ballylanders and other places en route	We propose to increase the frequency of route 328 from Limerick to Mitchelstown. Minimum service of 3 return trips a day.
	332	Limerick	Cashel	Newport, Cappamore, Cappawhite, Dundrum and other places en route	We propose an extension of route 332 from Dundrum to Cashel, with an increase in frequency. Minimum service of 3 return trips a day.
	345	Scarriff	Limerick	Killaloe, O'Briensbridge-Montpelier, Ardnacrusha and other places en route	We propose to increase the frequency of route 345 from Scarriff to Limerick. Minimum service of 3 return trips a day.
	521	Newcastle West	Limerick Junction	Charleville, Kilmallock, Ballylanders, Tipperary and other places en route	We propose an extension of route 521 from Charleville to Limerick Junction via Kilmallock and Tipperary. Minimum service of 6 return trips Monday to Saturday, 3 return trips on Sunday.
	343A	Shannon	Limerick	Sixmilebridge, Cratloe and other places en route	We propose a new route from Shannon to Limerick via Sixmilebridge, replacing an existing variant of route 343. Minimum service of 3 return trips a day.
	A87	Abbeyfeale	Newcastle West	Brosna, Mountcollins, Toornafulla and other places en route	We propose a new route from Abbeyfeale to Newcastle West via Mountcollins. Minimum service of 3 return trips a day.
	B17	Tarbert	Croom	Glin, Athea, Ardagh, Newcastle West, Ballingarry and other places en route	We propose a new route from Tarbert to Croom via Athea and Newcastle West. Minimum service of 3 return trips a day.

Limerick Proposed Public Transport Network

Map Key

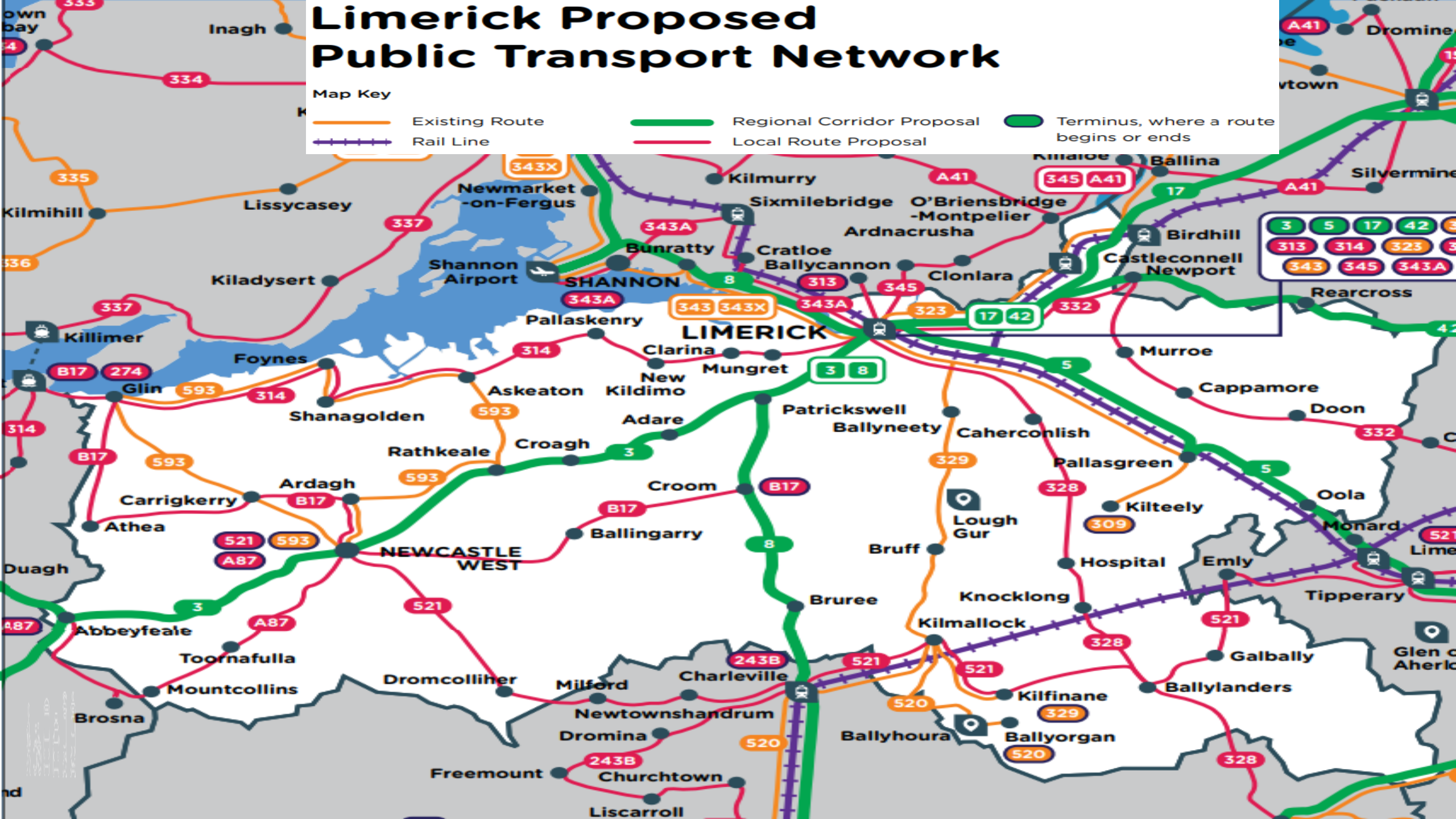
Existing Route

Rail Line

Regional Corridor Proposal

Local Route Proposal

Terminus, where a route begins or ends



Timeline

- Throughout late 2020 and 2021 the NTA held a series of workshops with Local Authorities and National Agencies. These workshops provided the opportunity to better understand gaps in the public transport network at a local level.
- In late 2021 the NTA started the public consultation phase through online public meetings (mid-November), engagement with public representatives, and encouraging members of the public to respond to an online survey. The Connecting Ireland team presented to members of the Oireachtas on 1 November 2021 and presented to councillors from the Northern and Western regions on 3 November 2021.
- In early 2022 the NTA will be analysing the feedback received from the public consultation. They will issue a report once this process is finalised.
- Rollout of new and improved services will happen on a phased basis from 2022 to 2025.

