



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

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Offaly

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Meath County Council

Friday 28 April 2023

# Towns Programme

# Climate Action Plan 2023

## 2023 - 2025 Actions

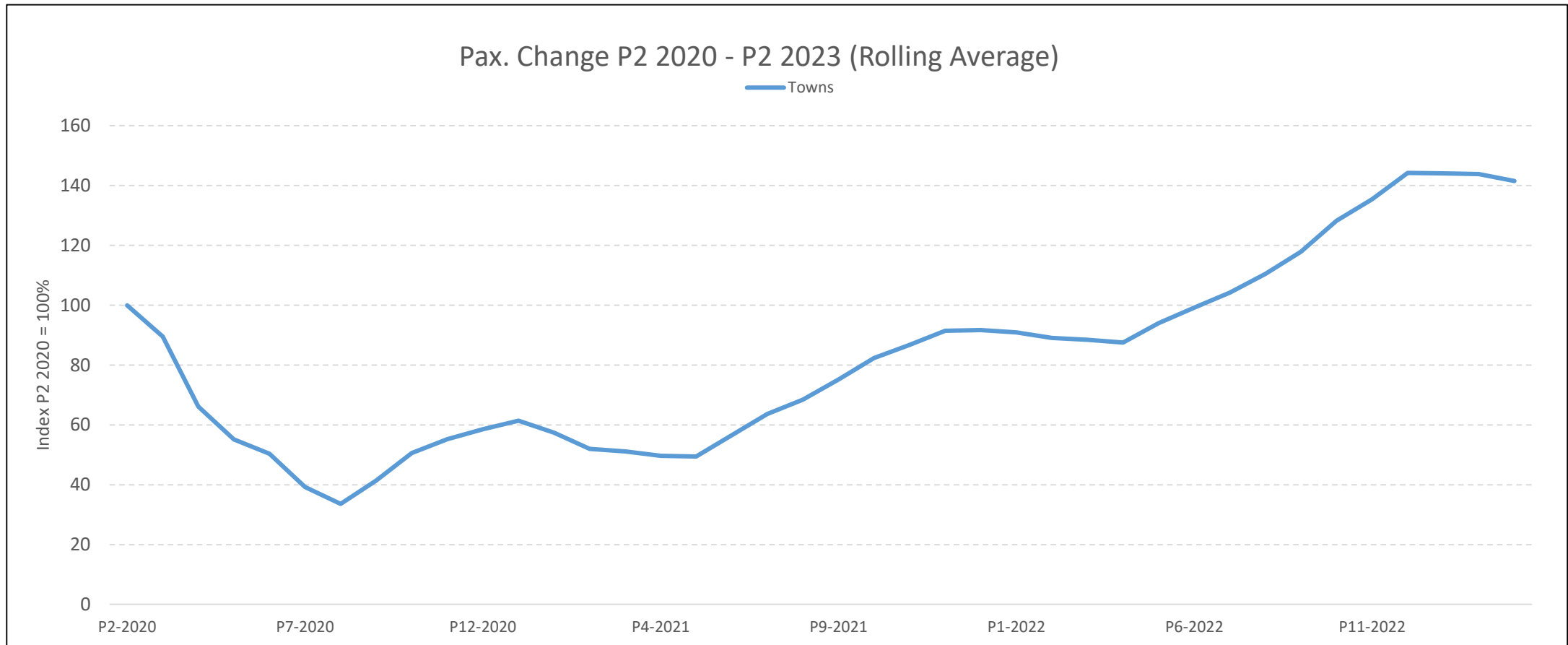
Action Number	Actions	Steps necessary for delivery	Output	Timeline	Lead	Stakeholders
TR/23/41	Prioritise and accelerate delivery of NTA Connecting Ireland and new town services, via demand responsive transport pilot initiatives, conventional and non-conventional modes of public transport services.	Continuous 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



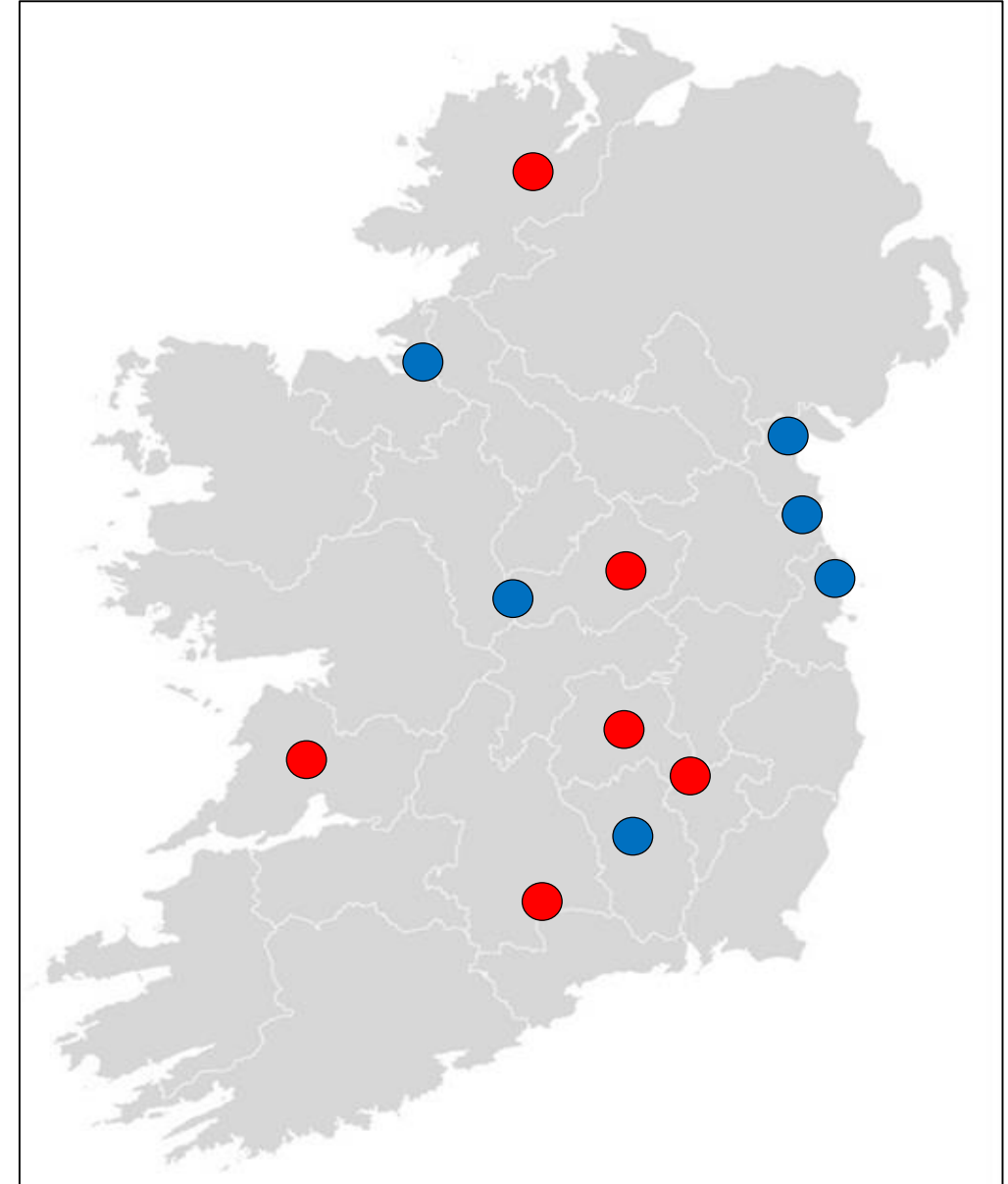
# Existing Town Bus Network

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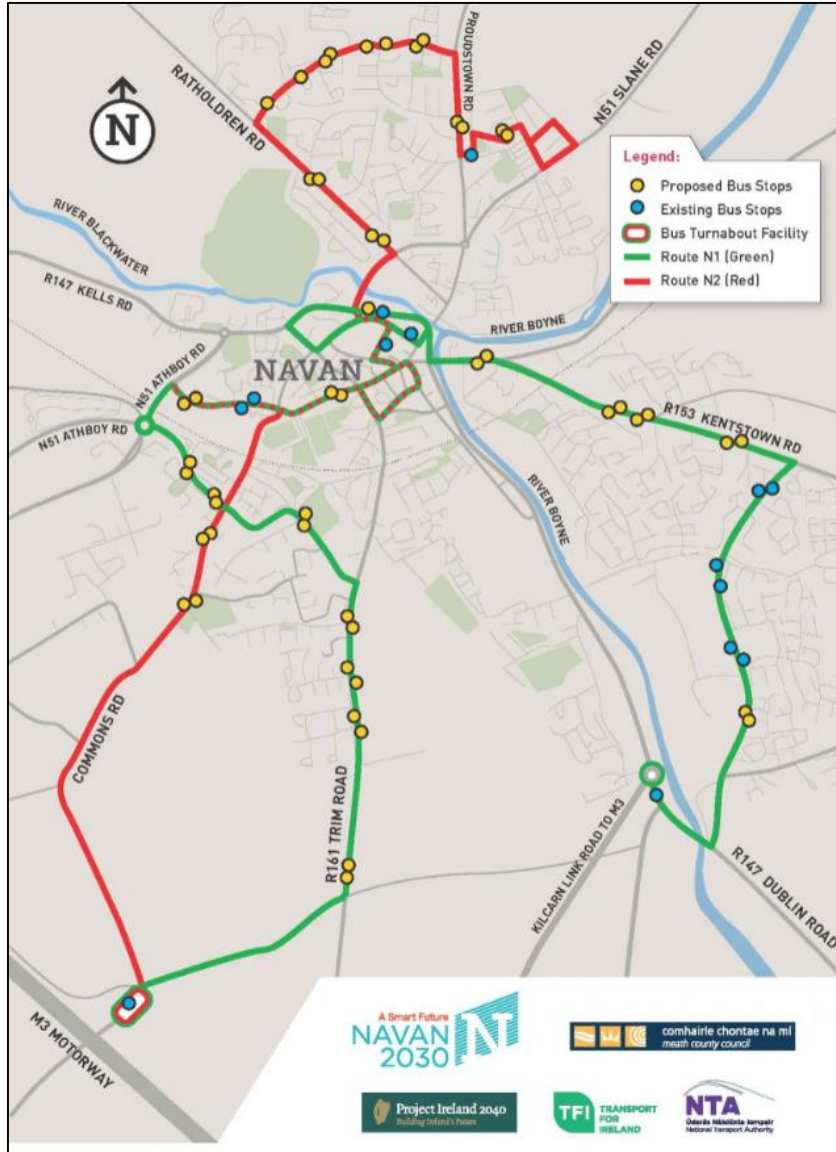
Town	Contractors
Athlone (A1, A2, ATH1)	Bus Eireann
Sligo (S1, S2)	Bus Eireann
Kilkenny (KK1, KK2)	City Direct
Dundalk (169, 916, 917, 918, 174)	Bus Eireann, Halpenny
Drogheda (D1,D2,D4,D5,173)	Bus Eireann
Balbriggan (B1)	Bus Eireann
Navan (N1,N2)	Bus Eireann
Cavan (C1, C2, C3)	Local Link
Monaghan (M1,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



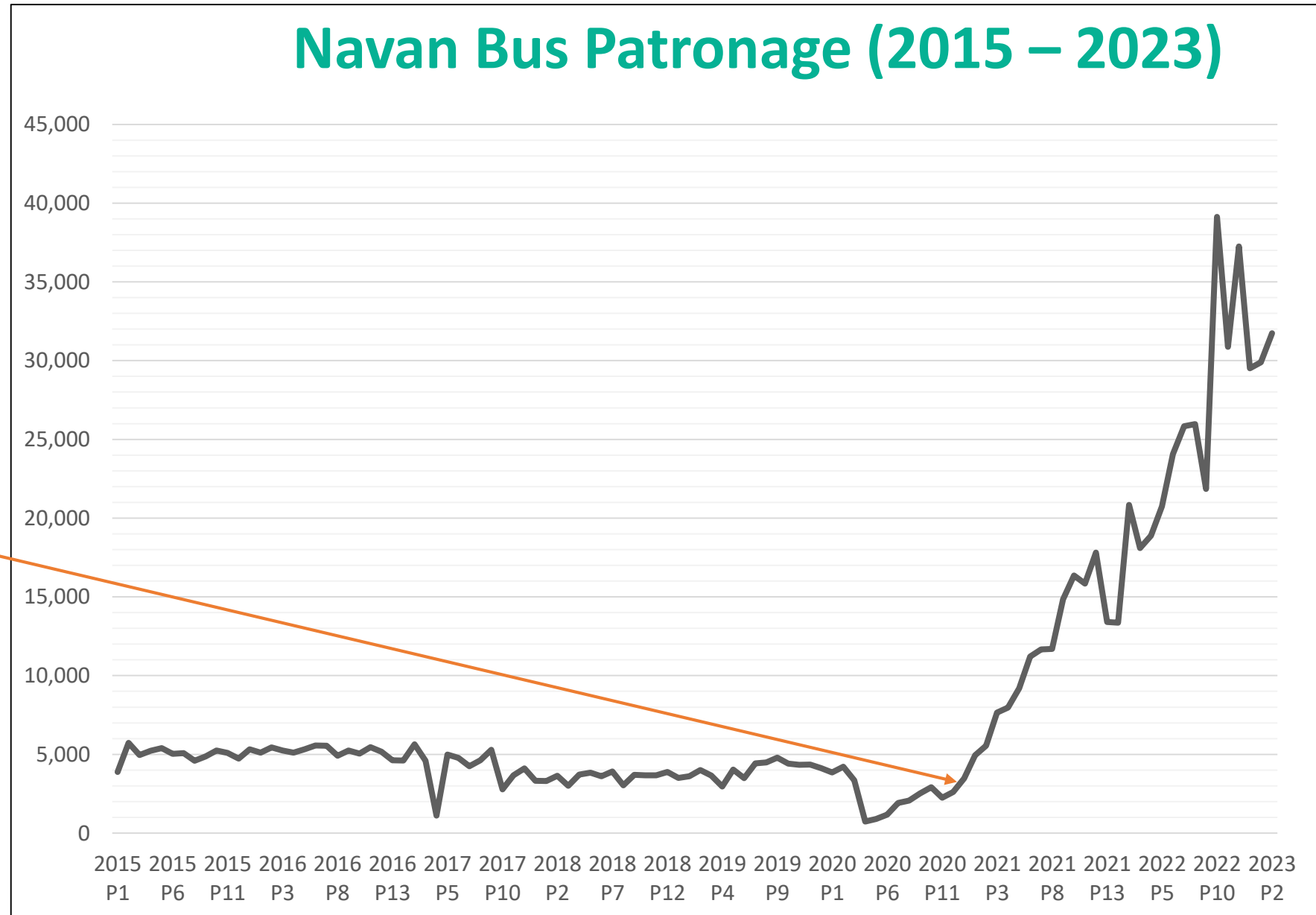
# Navan Town Service



- 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*



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*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.



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# 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.



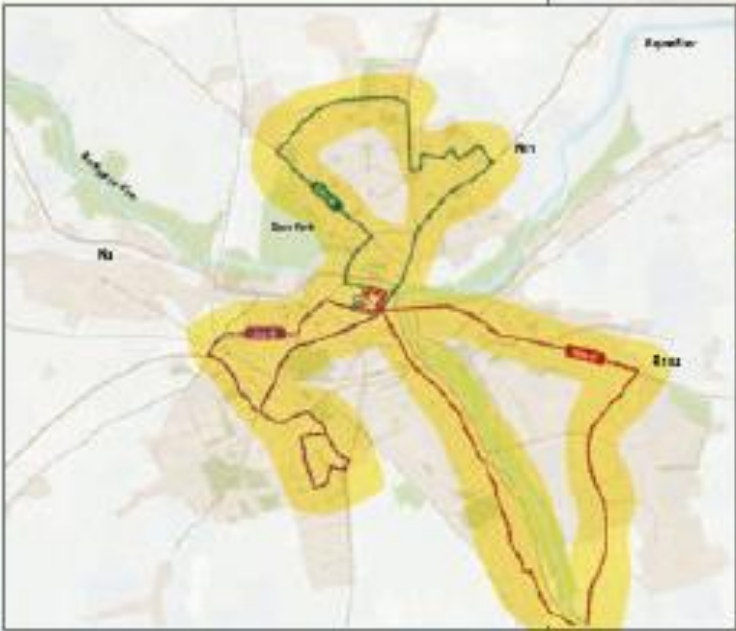
# Project Aims

- 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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### 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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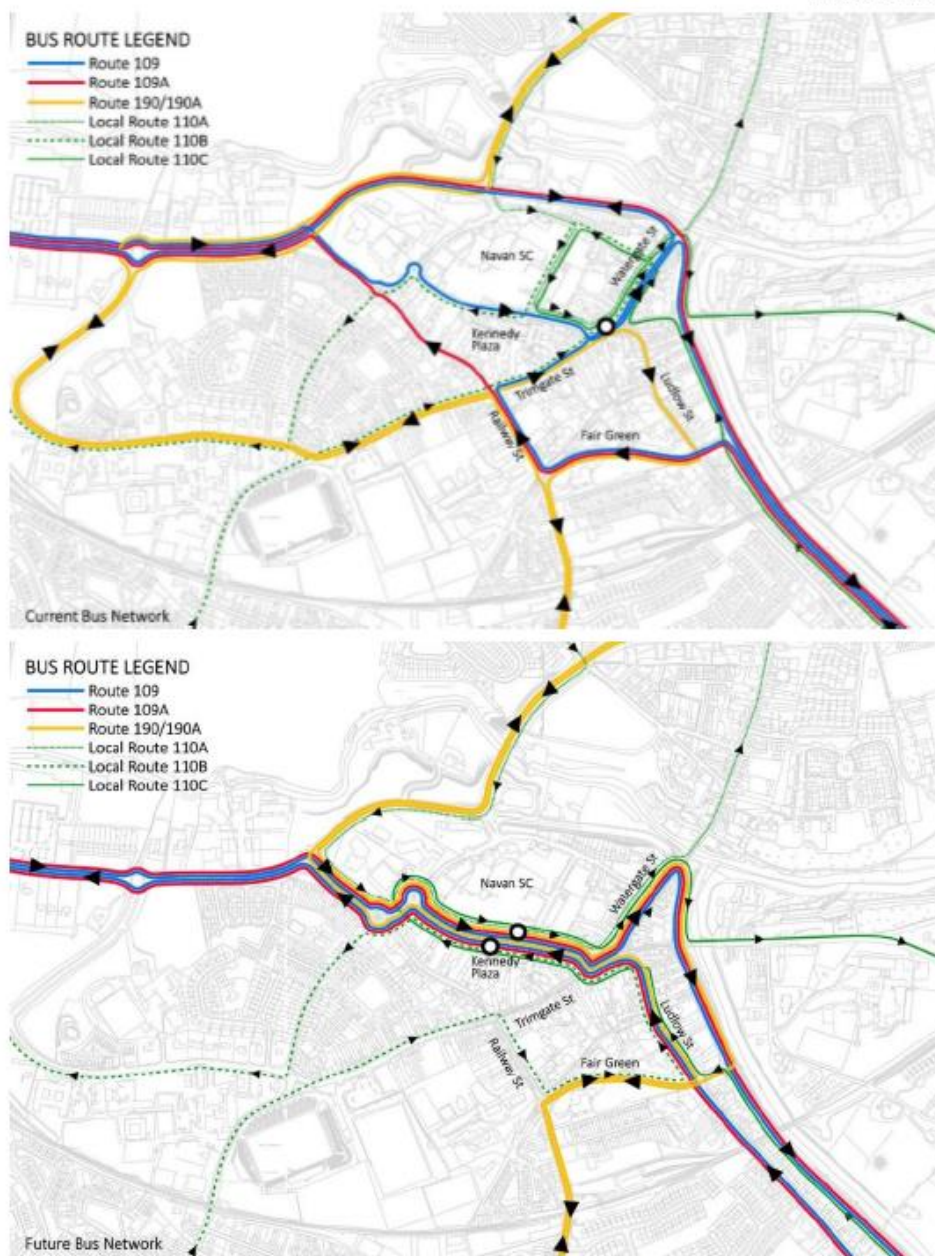
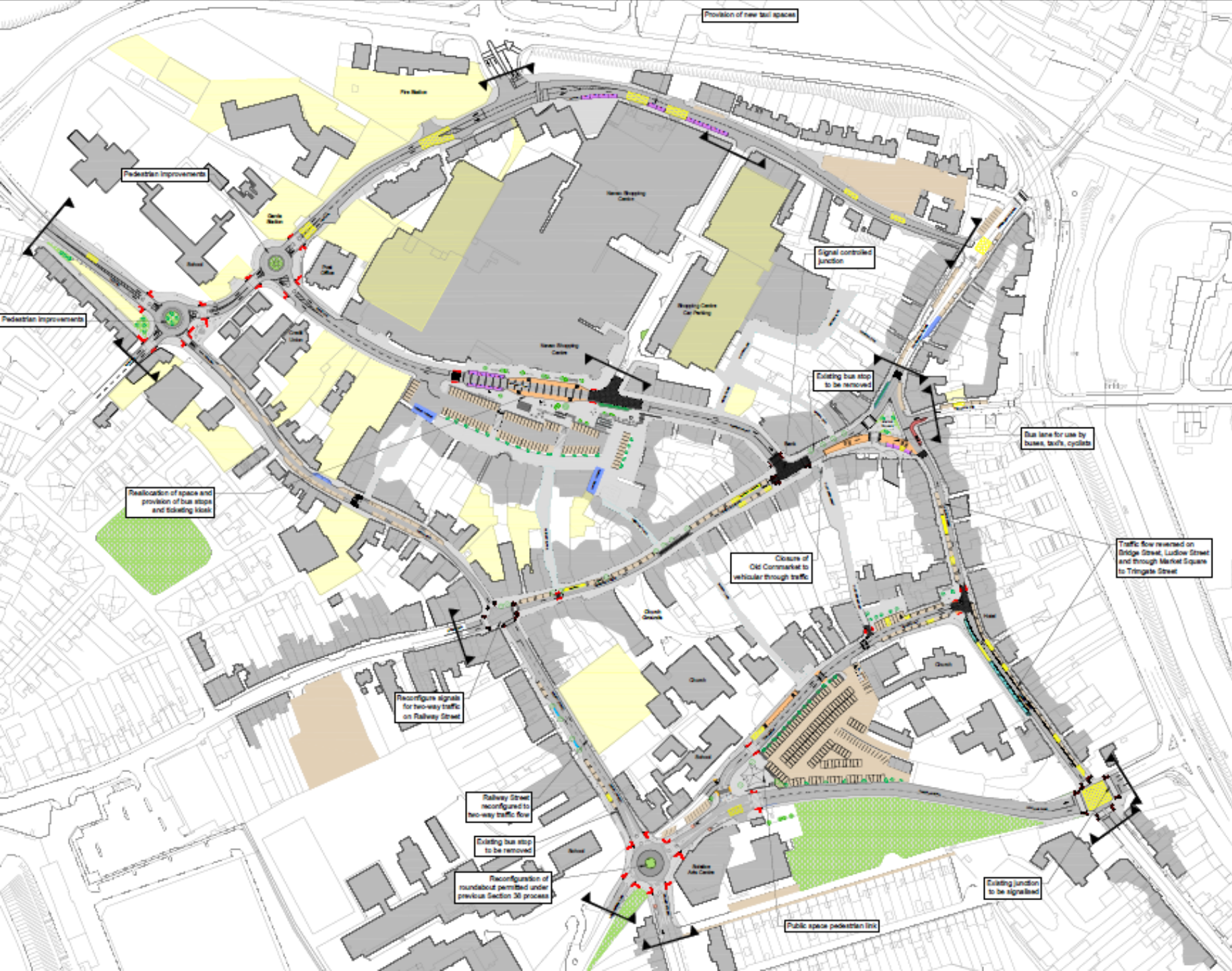


Figure 9: Current Bus Network (above) indicating lack of connectivity and confusion, and Future Bus Network (below) showing regional and local services integrated at Kennedy Road.

# Navan Town Scheme (Navan 2030)







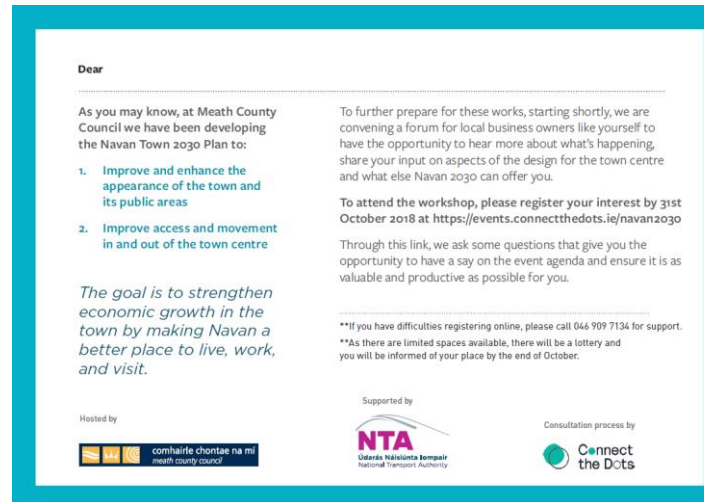
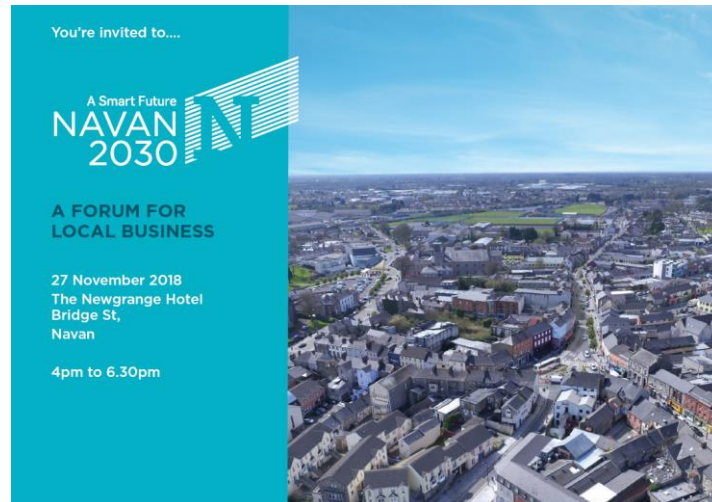
# Navan Town Scheme (Navan 2030)

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## 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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# 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**

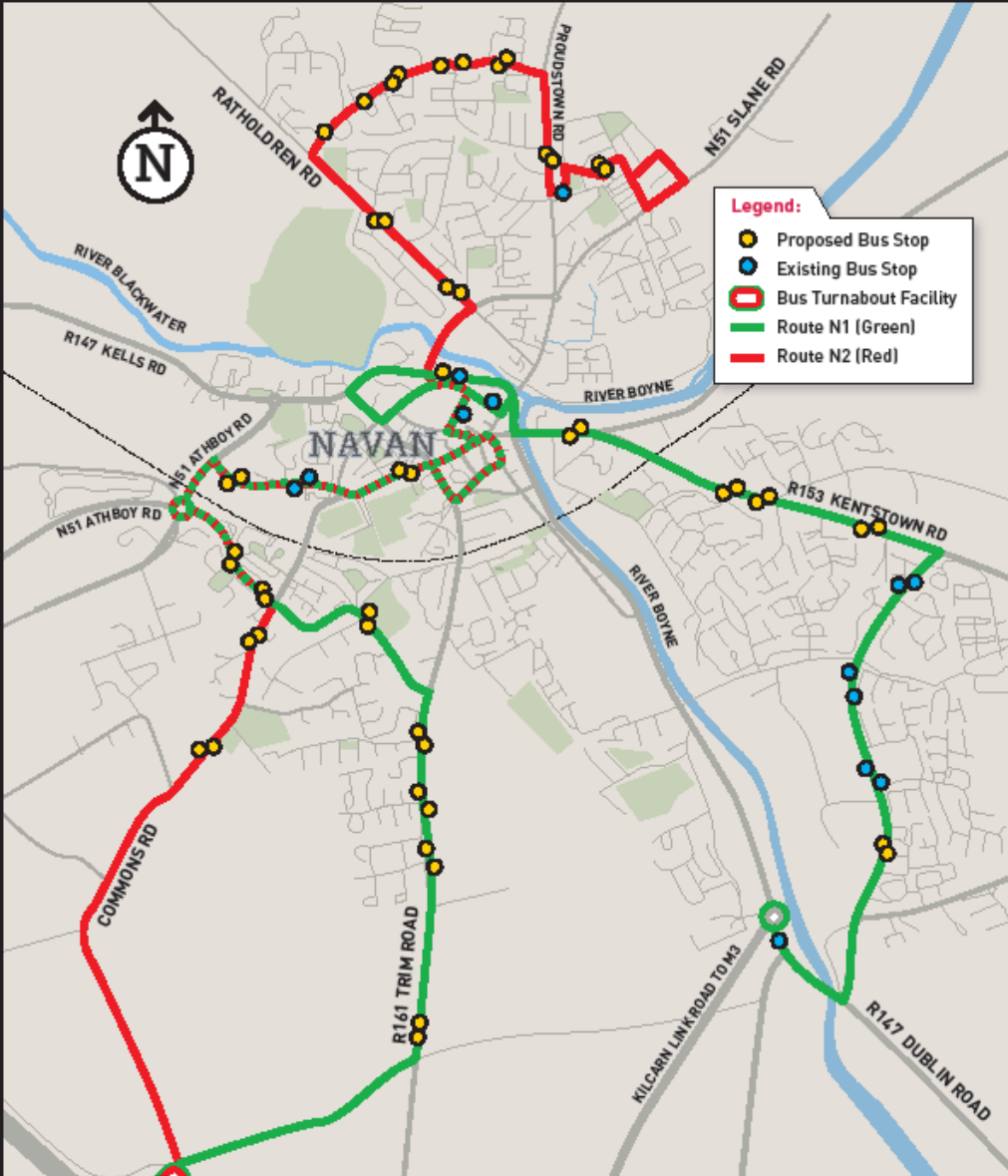
Enacted under S.I. No. 222/1994 - Road Traffic Act, 1994 (Commencement) Order, 1994

## **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**

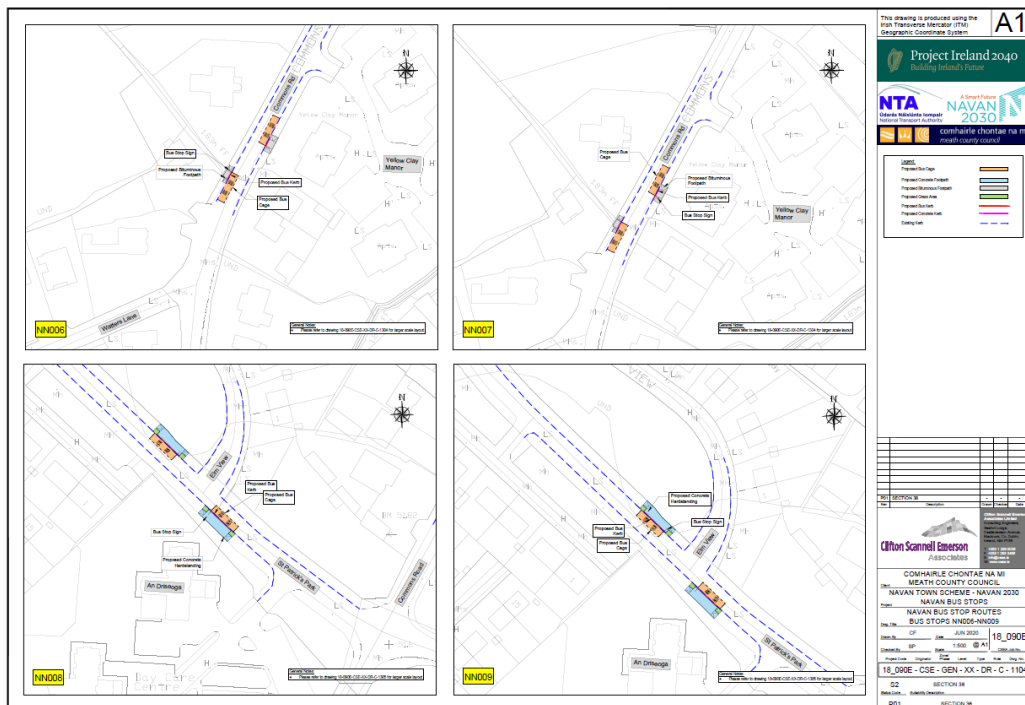
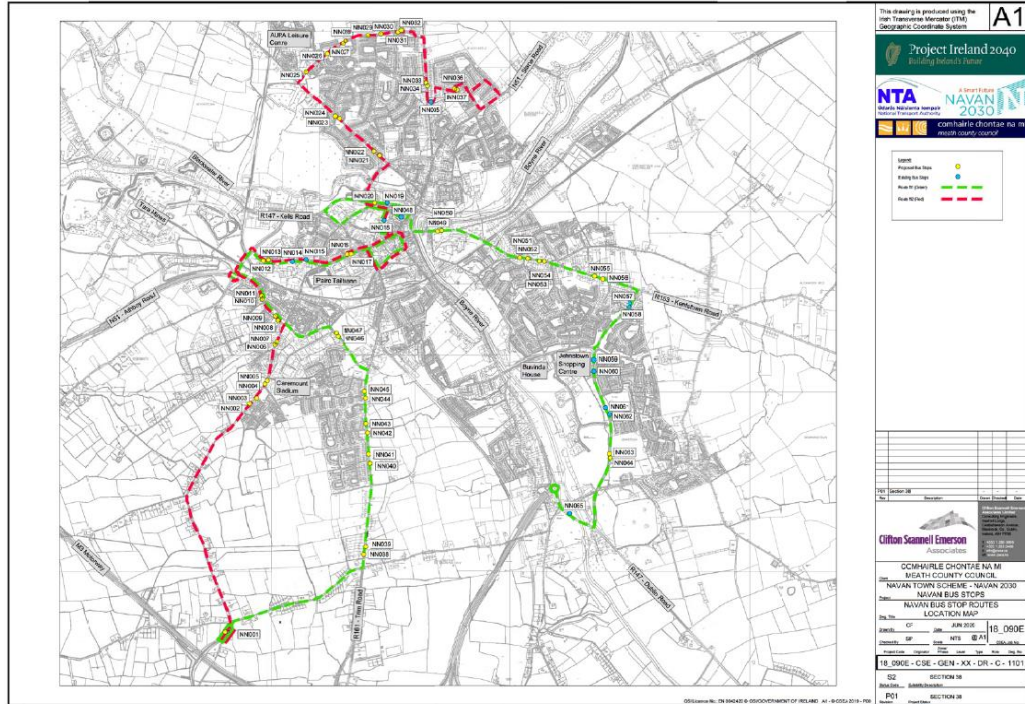
Project Ireland 2040  
Building Ireland's Future



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TFI  
TRANSPORT  
FOR  
IRELAND

NTA  
Oideire Náisiúnta Iompair  
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



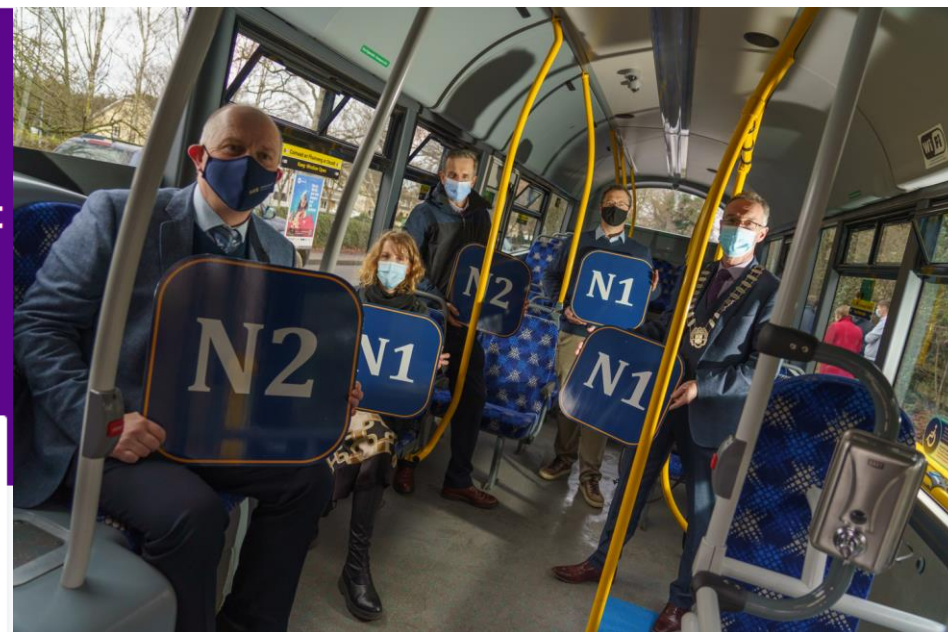
- New and increased frequency in routes totals additional 3 million kilometres a year
- 120 jobs created
- Additions include a greatly upgraded town service for Navan, better connectivity for Clare, Tipperary, and greater frequency in Cork & Limerick cities
- Services to be rolled out in coming weeks

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

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- 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

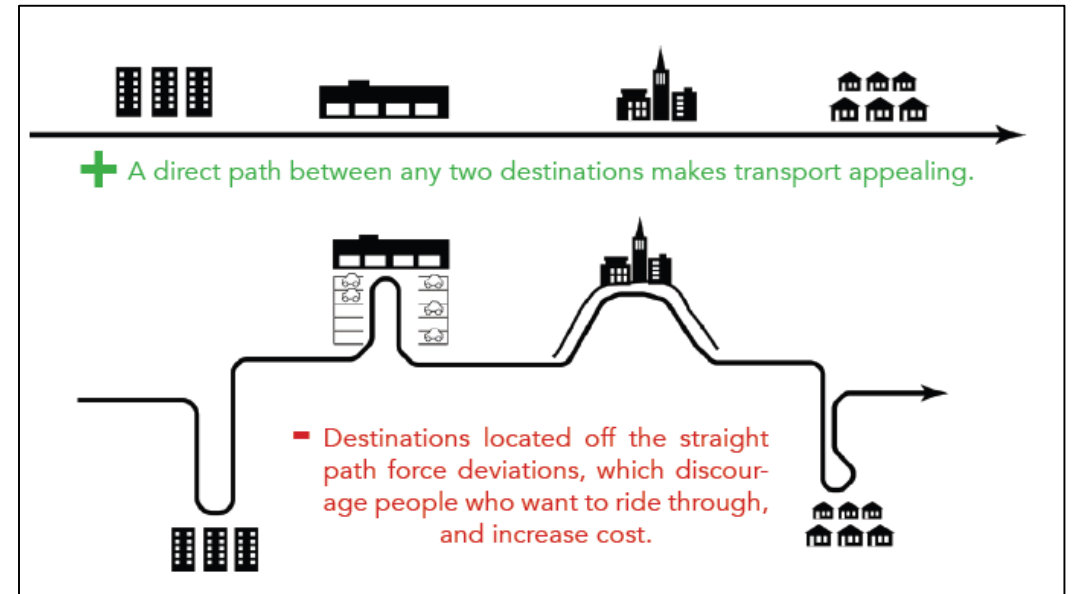
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1. Take into account public transport services in the adoption and amendment of development plans and local area plans;
2. Provide input into development plan and local area plans in relation to public transport objectives/ policies. This provides 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.

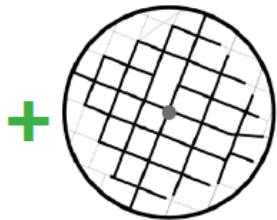


# Planning Issues

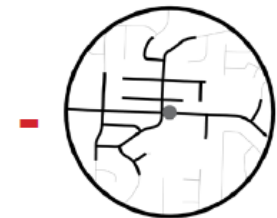
Development of land to take into account public transport routes/ stops.



*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?**

