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Sustainable Mobility Policy Review,  
Department of Transport, Tourism and Sport,  
Leeson Lane, Dublin,  
Dublin 2.

28<sup>th</sup> February 2020

**Re: Sustainable Mobility Policy Review  
SRA File Ref: 20/GD003**

A Chara,

The Southern Regional Assembly (SRA) welcome the publication of the Sustainable Mobility Policy Review and the accompanying background papers to inform the consultation process. The SRA welcome the references to regional transport strategies under the Regional Spatial and Economic Strategies (RSES) within the review.

The SRA also commend the Departments positive engagement with the Assembly as part of the public consultation process including the presentation to the members at the Assembly Meeting of 14<sup>th</sup> February 2020. I have attached for your consideration a summary of points raised by the members during the meeting in Appendix 1.

The issues raised by the members in summary address improved passenger facilities, achieve early wins from transport investment, initiatives to incentivise behavioral change, rural transport services, public realm materials, taxi services and integration of changing technology and private enterprise in our transport networks.

The RSES for the Southern Region came into effect on the 31<sup>st</sup> January 2020. It sets out a 12-year strategic planning and economic development framework for the Southern Region. The primary objective of the RSES is to implement Project Ireland 2040, the National Planning Framework (NPF) and the National Development Plan (NDP- 2018-2027) at the regional level.

Improved connectivity and greater transition to sustainable mobility, enabled by better land use and transport planning integration, are key to the successful delivery of the RSES vision, strategy, growth targets and objectives.

The SRA welcome the inclusion of the RSES and transport strategies for metropolitan areas as key transport policy instruments for greater sustainable mobility. Background Paper 2 Active Travel in particular states that each of the three Regional Assemblies are required to develop a Regional Spatial and Economic Strategy in which a Regional Transport Strategy must be put forward. Background Paper 4 Congestion, Section 3.2 acknowledges the role of Regional Assemblies as a key inter-agency stakeholder for regional transport matters. Section 3.4 further elaborates on the important role of RSES and MASPs for regional and metropolitan level transport planning. Background

Paper 6 Landuse and Transport Planning , Sections 5.3 and 5.3 further reference the RSES and MASP stages (references are to the draft consultation and preparation stages).

It is important that the Department’s policy documents are informed by the final published RSES, MASPs for Cork, Limerick-Shannon and Waterford and the Regional Policy Objectives contained therein.

The RSES was prepared in close consultation with the NTA and TII to ensure alignment across our agencies, especially in transport investment priorities for the region and metropolitan areas. The regional transport strategy contained within the RSES, transport investment priorities set out in Chapter 6 and principles for metropolitan area transport strategies included in both Chapter 6 and each MASP should be included as integral statutory regional and metropolitan level objectives and policies addressing transport and sustainable mobility in future policy approaches.

The RSES can be viewed at the following link:

**<http://www.southernassembly.ie/regional-planning/regional-spatial-and-economic-strategy>**

## **1.0 Overall Observation**

The SRA commend the approach taken including the robust analysis, setting an evidence base, policy context and progress to date. The SRA support the direction of change signaled by the Background Papers on Public Transport and Accessibility, Climate Change Challenge, Congestion, Greener Buses, Land Use and Transport Planning, Regulation of Public Transport, Public Transport in Rural Ireland and Statistics and Trends.

The Southern Region’s population is targeted to grow by up to an additional 343,500 people by 2031 (overall population of almost two million), with a focus on the sustainable compact growth of our cities and metropolitan areas, a network of fourteen Key Towns other towns, villages and rural areas.

Improved connectivity is critical for the successful implementation of the RSES, especially for employment driven population growth. The review has highlighted a scenario whereby commuting trips nationally are expected to rise by 35% over current levels by 2040. This presents a significant challenge in the context of high levels of jobs and employment growth targeted through the NPF and RSES, especially where the review highlights that 70% of all trips in urban areas are currently undertaken by private car, rising to 81% in rural areas.

Greater modal change to sustainable forms of travel is urgently needed to ensure targeted growth is infrastructure led. This will require a commitment to better land use and transport planning integration, investment and project delivery, especially where population and jobs growth will be concentrated. This is essential for our region’s competitiveness, quality of life and to transition to a carbon zero economy and society, critical to address the urgency of climate action. The SRA is therefore supportive of the direction of change signaled in each background paper.

## **2.0 Metropolitan Transport Strategies**

Transport investment has the potential to be a game changer for fulfilling the full potential of our cities and metropolitan areas, as drivers for our national population and employment growth.

The SRA welcome commitments in the policy review to preparing and implementing metropolitan area transport strategies, including content in Section 6.3 of Background Paper 6 Landuse and Transport Planning.

The scale of population growth targeted for each of the region’s cities and their metropolitan areas is significant. 50-60% growth beyond 2016 population to 2040 is targeted. The RSES and MASPs set a framework for the sustainable growth of Cork by over additional 104,600 persons to 2031 (75,000 of

which is in the city and suburbs). Growth for Limerick Shannon is targeted at over 39,700 additional persons (33,900 in the city and suburbs) in the same period. Growth for Waterford is targeted at over 14,600 additional persons to 2031 (13,800 in the city and suburbs).

The scale of challenge to transition travel to sustainable modes in cities and metropolitan areas in the context of high growth is significant. The RSES and MASPs highlight that 2016 travel patterns are dominated by private car.

In the Cork Metropolitan Area, travel mode to work/education by private car is 66.9%, by public transport is 8.6% and walking and cycling 18.4%. Private car mode reduces in the core city centre (20.3%), but significant change is needed for people moving to and from the city centre across the metropolitan area by sustainable modes.

A similar pattern is observed in the Limerick Shannon Metropolitan Area but with greater use of walking and cycling in the metropolitan area, where travel mode to work/education by private car is 63.8%, by public transport is 7.6% and walking and cycling 21.5%.

In the Waterford Metropolitan Area, travel mode to work/education by private car is 69.1%, by public transport is 4.9% and walking and cycling 18.3%.

Transport investment, with a focus on sustainable travel between our cities along with sustainable and active travel within our cities and metropolitan area for daily activities, is a key enabler for each city and metropolitan area. Investment is urgently needed to transition travel patterns to public transport and active modes across cities and metropolitan areas, as demonstrated in the above trends.

Chapter 6 of the RSES seeks the preparation of metropolitan area transport strategies for each city and metropolitan area. Sections 6.3.6.3 to 6.3.6.5 specifically identify transport investment priorities under all transport modes (including rail, strategic bus networks, orbital traffic management, strategic road improvements, improved access to ports and airports, walking and cycling infrastructure, greenways, interchange facilities including park & ride etc.) to be addressed by each transport strategy. Each MASP in turn integrates specific objectives for integrated land use and transport planning, sustainable transport and investment under the metropolitan transport strategies.

Regional Planning Objective (RPO) 164 Metropolitan Area Transport Strategies states:

*It is an objective to develop Metropolitan Area Transport Strategies for Cork, Limerick-Shannon and Waterford by the NTA, TII, Local Authorities and relevant stakeholders integrating priorities for the metropolitan areas identified in the RSES Regional Transport Strategy and support investment in actions under these strategies subject to required appraisal, planning and environmental assessment processes for the sustainable development of transport infrastructure and services in the metropolitan areas over a 20-year period.*

From the regional perspective, the preparation, implementation and follow through investment in delivering metropolitan transport strategies cannot be over stated. For the regions to succeed, our cities and metropolitan areas must be prioritised for investment in transport infrastructure projects, especially projects that will succeed in providing a high quality, reliable and accessible alternative to the use of private car for sustainable mobility.

Beyond policies, pro-active project management/project implementation mechanisms need to be initiated in each city and metropolitan area to deliver transformative transport projects in a timely manner.

Co-ordination of transport projects with other regeneration and development projects is needed to ensure the distribution of growth is occurring in the right locations. Unlocking the full regeneration

potential of dockland areas for example is dependent on delivery of key transport infrastructure to facilitate re-location of industrial uses, re-locate existing port activities and improve public transport accessibility (such as new bridge infrastructure). Delay in transport projects can delay the delivery of overall strategic regeneration projects, delay the delivery of key enablers identified through the NPF/RSES/MASPs and impact on growth targets.

The Department's initiative for Planning, Land Use and Transport Outlook (or PLUTO) 2040 study provides a positive example of a framework to assist funding and delivery for key transport projects in our cities and metropolitan areas. The SRA would welcome the opportunity to consult on the PLUTO framework as a tool to assist RSES/MASP implementation and track project progress.

A policy review should strengthen the role of implementation structures and delivery ensuring that transport infrastructure priorities, where supported by the higher tiered NPF/NDP, RSES, MASPs, Metropolitan Transport Strategies, are streamlined for timely delivery. Recommendations include:

- Seek multi discipline project design, implementation and delivery teams across local authority and stakeholder agencies to deliver on metropolitan transport strategies in a holistic way. Land use and transport integration will require land use and transport project integration.
- Implementation structures should ensure progress on delivering key projects under metropolitan area transport strategies are communicated transparently for all metropolitan area stakeholders, to assist project management of complimentary land use projects in the metropolitan area. Periodic reviews of the metropolitan transport strategies will assist MASP implementation.
- Seek consultation and partnership between the Department and SRA on use of the Planning, Land Use and Transport Outlook (or PLUTO) 2040 study to assist implementation of RSES/MASPs and track progress in funding and project delivery.

#### **4.0 Local Transport Plans**

The SRA welcome the important reference to Local Transport Plans (LTPs) in Background Paper 8 Public Transport in Rural Ireland. In consultation with the NTA and TII, RPO 157 seeks the preparation of LTP's for key settlements by Local Authorities, based on the Area Based Transport Assessment (ABTA) guidance produced by NTA and TII.

LTPs will be focused on, but not limited to, Key Towns . LTPs will maximise the opportunities for the integration of land use and transport planning.

LTPs will be required to prioritise the delivery of sustainable and active travel infrastructure, plan and target actions for modal shift to sustainable transport modes to facilitate a modal shift away from car dependence and target actions to retrofit permeability for green modes (walking and cycling).

Refer to the RSES for the full wording of RPO 157. The policy review should support the role of Local Transport Plans and the implementation of projects arising from them for enhanced sustainable mobility at the local level.

#### **5.0 Smarter Mobility**

In addition to RPOs for Integration of Land Use and Transport (RPO 151), Local Planning Objectives (RPO 152), Smart and Sustainable Mobility (RPO 160) and Sustainable Mobility Targets (RPO 163), the following two RPOs specifically target innovation for sustainable mobility:

##### **RPO 161 Smart Mobility**

- *It is an objective to support the transformative potential of E- Mobility, autonomous vehicles, Mobility as a Service transport solutions and other emerging innovations in the transport and mobility sector through transport planning at regional, metropolitan and local level. Seek*

*investment in actions and initiatives that position the region as a leader in the digital transformation of transportation, E-Mobility and sustainable mobility.*

#### RPO 162 Multi Modal Travel Integration

- *It is an objective to deliver on sustainable mobility, investment is sought in infrastructure to provide for integration between all modes of transport to support the use of sustainable travel choices. Further details will be developed and progressed through Metropolitan Area Transport Plans, Local Transport Plans, in City/County Development Plans, Local Area Plans and SDZ's. Options to consider include: Bike and Ride facilities, Park and Cycle facilities, Park and Car Pool facilities, Public bicycle sharing facilities, Car sharing (GoCar type), Integration of cycling and public transport, Carriage of bicycles on trains and (selected) buses, Integrated ticketing to include bike and car sharing, Integrated ticketing/cards across bike sharing, bus use, train use and car sharing, Investigate the feasibility of Mobility Hubs for major developments or multi-developments sharing the facility and the feasibility of e-scooter schemes.*

The policy review should support projects and initiatives that embrace innovation and technology change. In addition to policy, other legislative changes that enable innovation and testing of pilot projects in our streetscapes should be facilitated. These sectors will innovate and change fast. Public agencies, private enterprise along with research and development sectors should be encouraged to have greater interaction and co-ordination to realise the full benefits of technology change through Mobility as Service solutions. Such themes are identified as emerging regulatory issues in Background Paper 7 Regulation of Public Transport.

#### **6.0 Smart Cities and Smart Region**

The "Smart City" concept envisages that digital technology is embedded across all city functions as a platform to solve complex challenges. It involves systematic integration of information and communication technologies (ICT) in planning, design, operations and management of public services, with the ultimate goal of benefiting all citizens and enhancing a location's attractiveness.

Such a policy allows for the development of smarter urban transport networks a more interactive and responsive city administration, safer public spaces while meeting the needs of an ageing population.

Transition to a smart digital future that integrates smarter mobility is a key priority for the Metropolitan Areas. The RSES seeks to build on initiatives offered from the concept of "Smart Cities", with the view of extending such activities to other towns, villages and rural areas across the region, thereby developing a wider "Smart Region". To support the development of a "Smart region", investment in digital infrastructures and new technologies for smarter travel (such as Mobility as a Service systems) will be required.

A further example is the Southern Region's potential as an innovator for autonomous vehicle technology. Jaguar Landrover will locate their new research and development centre in Shannon. Under this initiative, new technologies will be developed to support electrification and self-driving features including the next generation of electrical architecture as well as advanced driver assistance systems. Under Limerick Shannon MASP Policy Objective 3, it is an objective to seek investment to deliver a Connected and Autonomous (CAV) R&D testbed and smart infrastructure in Shannon.

The policy review should provide support for Smart City and Smart Region concepts and initiatives (RPO 134), recognising the important role of digital infrastructure, innovation in smart technologies and smart mobility in creating smarter cities, towns and villages. As noted above, in addition to policy, other legislative changes that enable innovation and testing of pilot projects for sustainable mobility should be facilitated. Greater support for public agency, private enterprise and research and development sectors to test, pilot and innovate in our streetscapes for sustainable transport measures

should be provided. Such themes are identified as emerging regulatory issues in Background Paper 7 Regulation of Public Transport.

### **7.0 10 Minute City and Town Concepts**

To improve quality of life attributes in our region, through RPO 176, the RSES seeks to attain sustainable compact settlements with the “10-minute” city and town concepts, whereby, a range of community facilities and services are accessible in short walking and cycle timeframes from homes or are accessible by high quality public transport services by connecting people to larger scaled settlements delivering these services. In collaboration with the INTERREG Europe project MATCH-UP, the SRA are undertaking a proof of concept of this objective by studying three case study towns to establish the existing accessibility issues, location of key services and proposals to improve connectivity to these services by sustainable modes. The study will assist the creation of a framework for good practice that can be used for all settlements in our region to achieve sustainable “10 minute” concepts.

The policy review should provide support for “10 Minute” City and Town concepts, recognising the important role of sustainable mobility and permeability for high quality place making and enhanced quality of life in our urban settlements.

### **8.0 Walking and Cycling**

The RSES emphasises walking and cycling modes, with more commitment at a regional level to seeking tangible infrastructure and integration of good design practice as we plan for change and growth. The policy review should provide strong support for walking and cycle infrastructure, especially on the potential for accessible walking and cycle lanes and greenways connecting different settlements, interconnecting with other public transport modes and facilitating active travel throughout larger urban centres and metropolitan areas. Such investment will help create attractive, healthier places with high quality of life offer, in addition to benefiting daily commuters using active modes. In the review process, it is recommended to refer to RPO 174 Walking and Cycling for detailed content and regional level support for these modes.

### **9.0 Optimising Rail Assets**

Our rail networks will be key corridors for sustainable movement of people and goods into the future. The rail network will play an important role in achieving effective land use and transport planning in pursuit of our growth targets. This includes not only existing successful services and lines, but current underperforming lines need to be recognised as assets for the long-term achievement of greater sustainable mobility and a low carbon society. The RSES has identified a greater role for our rail network through:

- Enhanced role of rail corridors for movement of people and freight.
- Align transportation planning with spatial land use planning to optimise access to public transport, especially rail stations.
- For an economically competitive region, we need to modernise our rail infrastructure, guarantee and reduce journey times, especially between each of the four cities and metropolitan areas outside of Dublin as well as to Dublin.
- The scope for electrification needs to be pursued.
- There is an urgent need to transition public transport fleets to lower carbon fuel sources.
- Need to invest in high quality passenger facilities, real time journey information, integrated ticketing across all modes of transport.
- The role of multi-modal travel chains received significant focus for greater transition to sustainable travel. Improved integration of park and ride, cycling and rail, bus and rail, car share and rail, pedestrian and cycle routes to rail stations, facilities and ticketing for ease of storing bicycles on rail.

- Support the role of rail networks in the successful implementation of economic corridors and urban networks across the region, connecting settlements and strategic employment locations.
- Examples cited are improved journey times and services to Dublin, Cork-Limerick and Waterford rail services and frequency, the Western Rail Corridor connecting Galway and Limerick-Shannon on the Atlantic Economic Corridor across to the South East, along the Limerick to Waterford rail line. The Eastern Corridor is the Dublin Belfast Economic Corridor extending to Rosslare Europort including Gorey-Enniscorthy-Wexford & network linkage to Waterford.

The opportunity for freight transport by rail is highlighted in the RSES as a significant opportunity and unrealised potential. RPO 141 Regional Freight Strategy specifically seeks:

- *It is an objective to support the development of a RSES Regional Freight Strategy which includes the consideration of rail freight, the asset of our region's rail network and innovations in the freight handling and transport sector potential for electrification, lower carbon fuels and technology to be prepared by the relevant stakeholders through in consultation with the Department of Transport, Tourism and Sports, Transport Infrastructure Ireland, National Transport Authority, Local Authorities, Irish Rail, relevant delivery agencies and the port and airport authorities. Support the feasibility of delivering a national rail freight and passenger hub in the region and reinstatement of freight lines on our region's rail network. The implementation mechanisms and monitoring structures to be established following the adoption of the RSES will identify the scope and role of the Regional Freight Strategy and the timescale for its preparation.*

The policy review should support the region's entire rail network as a strategic asset and support the need and role of regional freight strategies to be prepared by the relevant stakeholders.

In the review process, it is also recommended to refer to RPO 170 Rail for more detailed content and regional level support for our rail network and services.

## **10.0 Road Network and Bus Networks**

The RSES places significant emphasis on the important role of bus services in our region, especially the flexibility of bus services to access locations currently underserved. This theme is addressed comprehensively under Background Paper 8 Public Transport in Rural Ireland. Investment in national and regional road corridors remains an important consideration, both for steady state maintenance and new improved corridors. Road based transport is often the only viable and sustainable mode for rural and peripheral locations. It is essential for "life lines" whereby smaller urban settlements and rural areas can access essential services, including health, education, retail, employment etc. and interchange with other public transport modes in key settlements through a safe and well-maintained road network. A high-quality road network is needed for successful rural public transport services, the movement of freight and emergency services.

In larger urban areas, strategic road investment for orbital routes can facilitate a more efficient separation of economic and HGV movements, reduce congestion in the urban cores to improve the public realm, interchange facilities and active travel and allow new bus corridors to be established.

Greater use of our road network for public transport, inter-regional bus services and local bus services, is an opportunity to encourage greater modal change. Regional objectives support strategic bus networks (initiatives identified as Bus Connects in the NDP) through identification, safeguarding and phasing of strategic bus network Bus Connects routes throughout the Southern Region's Cities and metropolitan areas. RSES objectives also seek network reviews, services to small towns and villages,

rural bus services including Local Link services, enhanced passenger information and facilities, upgrading of the bus fleet to low carbon/low emissions and access for all.

In the review process, it is recommended to refer to RPO 171 Bus for more detailed regional level support for our bus services. In addition, RPOs 167 and 168 seek to optimise the opportunities for enhanced public transport where feasible as part of the improvement and building of new road infrastructure.

### **11.0 Rural Transport**

Further to the above points it is recommended to refer to RPO 158 Intra-regional Rural Connectivity which states: *It is an objective to seek investment in the sustainable development of fully accessible infrastructure that strengthens intra-regional rural connectivity including rural public transport services as "life lines" which are important routes on the road network connecting communities in remote locations and smaller scaled settlements with larger scaled settlements to access important services.*

In addition, RPOs 172 Rural Transport and 173 Tourism Corridors are also relevant and important to reference to support the themes raised under Background Paper 8 Public Transport in Rural Ireland.

### **12.0 Lower Carbon Transport**

The SRA welcome the emphasis on climate change through Background Paper 3: Climate Change Challenge. The SRA has a key role to adopt a joint regional approach to adaptation planning in partnership with Climate Action Regional Offices (CAROs) and the local authorities (who have adopted Climate Adaptation Strategies), where there are opportunities to share knowledge, experience and resources or to avail of economies of scale. Decarbonisation of the transport sector will be a key influence on successful implementation of these climate strategies.

The RSES has placed a significant emphasis on the climate crisis at the outset of the strategy. Detailed content under Chapter 5 Section 1.0 Climate Action and Transition to a Lower Carbon Economy should be referenced in the policy review for further details of the region's commitment to decarbonisation across all sectors.

For example, RPO 91: Decarbonisation in the Transport Sector seeks:

- *Initiatives that will achieve the de-carbonisation of the transport sector, moving to the use of clean generated electricity bio-gas, hydrogen and other non-fossil fuels for private and public transportation and provision of clean energy and lower carbon fuelling stations by 2030;*
- *Pursue policies to reduce reliance on private cars and achieve modal shift to sustainable transportation in conjunction with policies to achieve compact growth and reduce congestion;*
- *Seek the development of clean energy and lower carbon fuelling and electric vehicle charging stations and infrastructure at the appropriate locations which take into consideration electric, hydrogen, CNG/biogas inter-alia.*

In addition, RPO 92 Electric vehicle infrastructure and RPO 93 CNG and EV Infrastructure are also relevant and important to reference.

### **Conclusion**

The SRA strongly supports the initiative of the policy review for sustainable mobility and commend the depth of analysis and background research to assist the consultation. Recommendations are provided for constructive input to the process and to strengthen alignment across the RSES/MASPs with future Department policies. These are shared priorities between stakeholders for our shared goals of achieving greater levels of sustainable mobility. Co-ordination and consultation with the Department, NTA and TII in the preparation of the RSES and MASPs has been strong, beneficial and key to the preparation of our strategies and plans. Continued positive co-ordination will be necessary



with the DTTS, NTA, TII and other stakeholders as we move towards implementation of the RSES and MASPs.

The SRA would welcome continued engagement with the Department in the development of transport policies. The RSES team are available for future consultation and clarities required regarding this submission.

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David Kelly,  
Director

**Appendix 1**  
**Points Raised by the Members of the Southern Regional Assembly at Assembly Meeting of 14<sup>th</sup>**  
**February 2020**

The Department are requested to consider the following points raised by the elected members of the SRA

- Members noted expenditure on public transport sine 2009 (over €7 billion) but felt that throughout the regions, there is little visibility of tangible benefits to the population. Many transport infrastructure projects have long term planning, design and delivery timescales (such as light rail corridors) but smaller scaled cost-effective interventions at the local level, can make a positive change to people perception and use of public transport and active travel. Improved bus shelters, passenger facilities, real time information, high quality walking and cycling paths would be visible, give improved user comfort and experience and encourage greater use of sustainable modes.
- Plans and policies are only one aspect of the supporting tools to encourage greater transition to sustainable travel. Consideration should be given to innovative ideas and fresh approaches to engage with the public. Free travel weeks on all public transport for example, while a loss leader, would give positive publicity and start to change behavior patterns.
- The Local Link Services are widely praised as a positive initiative, although improved services and access to a greater range of key facilities are supported. Continued investment in this and other sustainable transport services between towns and between hinterlands and towns are encouraged.
- Planning regulations should seek the proper integration of high-quality walking and cycling spaces in the design of projects. More joined up thinking is needed on how projects and land uses can integrate active travel accessibility and overall transport networks for settlements to enable safer journeys. All residential projects for example should provide quality walking and cycling routes that connect to the settlements active travel networks.
- Conflicts for space can arise between the optimal design for walking lanes and remaining road carriage widths, especially where retrofitting cycle lanes into historic street patterns. Segregated lanes are positive but need to avoid the sudden ending of lanes and converging of cyclists with traffic in narrow streets. The infrastructure needed and existing townscape are often incompatible. An overall view on traffic management and use of the carriageway by different modes needs to be undertaken for safe A to B journeys by cycling.
- Rural areas need improved taxi services in addition to bus services if alternatives to the private car are to be realistic. There is concern that peripheral locations have no choice but use of the private car. Incentives and potentially easier taxi licence processes need to be put in place to encourage taxi service provision in rural communities. The risk of rural isolation is otherwise deepening.
- The issue of rural isolation and population decline was further raised with concerns expressed that the scale of transport investment in urban areas is often at the expense of running frequent high quality rural public transport services to smaller scaled settlements. Basic facilities including shelters, real time passenger information etc. would signal rural communities are connected and support economic uplift.
- A comment was made on the design choices and use of materials in the public realm. Often expensive materials are used which are often not comfortable for walking and cycling (use of

cobble stones for example). Often, cost effective simple materials such as concrete can be more effective , quicker to install , easier to maintain and safer to use.

- Regulations need to become more flexible and allow innovation and private enterprise contribute to the overall transport services. The exclusion of services such as Uber, on-line taxi services that allow passengers to share trips for cost effectiveness, is excluded from operating in Ireland but is recognised as a modern, efficient and valued transport service in many countries. Such services can help lower the carbon footprint by encouraging car-pooling for taxi trips. Greater use of innovative technologies, pilot schemes and Mobility as a Service transport solutions are encouraged.