



## **Longford County Development Board**

# **Co. Longford Rural Transport Audit Rural Transport Audit Report and Needs Assessment**

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# CO. LONGFORD RURAL TRANSPORT AUDIT

## Rural Transport Audit Report and Needs Assessment

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# CO. LONGFORD RURAL TRANSPORT AUDIT

## Rural Transport Audit Report and Needs Assessment

### EXECUTIVE SUMMARY

This rural transport audit and needs assessment report for County Longford was conducted as part of a national study of rural transport under the direction of the Interdepartmental Working Group on Rural Transport. The findings of this study will be incorporated in the County Development Board's (CDB) ten year strategy and the findings nationwide will be incorporated into the development of national strategies to be co-ordinated by the Department of Public Enterprise's (DPE) Interdepartmental Working Group. The DPE is to produce a report 2002 in relation options on Rural Transport policy.

### Methodology

The methodology for the collection of both the qualitative and quantitative data was as follows:

- Audit of the existing transport services in the county incorporating bus, rail, taxi, community, health and other services.
- Postal questionnaire survey of a sample of 2,000 people from the rural population.
- Workshops, attended by a cross-section of the community, facilitating formalised discussion and debate on the existing situation and the way forward for rural transport services.

### Audit

The transport audit provides a summary of public and private bus routes, rail services, numbers of taxi's/hackneys. Within Longford there are 16 Bus Éireann routes, and 14 privately operated licensed routes. Within the County 77% of the population live in DED's served by a bus service, with 30% having access to a service suitable to use for travelling to work. The County is served by trains operating on the Dublin to Sligo service, with stations in Longford and Edgeworthstown.

### Questionnaires

In November/December 2001, two thousand questionnaires were sent to rural households throughout County Longford. Based on a random sample amongst households deemed to be within a rural DED, 423 replies were received which equates to a 21.2% response rate.

The questionnaires have been used to formulate a clearer picture of current trip making, and unmet transport needs. Within Longford, estimates of unmet demand indicate that up to 6,500 of the rural population have **some** unmet demand whilst approximately 3,150 have **significant** unmet demand. This latter figure is based on the rural population that rarely or never has access to a car. The survey results show that this section of the community make approximately half the number of weekly trips as those who always or often have access to a car. Among the target groups identified in the study, food shopping is the dominant trip type, followed by social activities, including visiting neighbours and friends, and going to church. The 18-24 group is an exception whereby work trips are the dominant trip

## Workshops

A workshop was held in Longford during December 2002. Participants were invited to represent a cross-section of interests within rural communities including CDB Board Members, Private transport providers, Taxi/ Hackney representatives and Specialist interest groups, e.g. women's groups, disability groups and farming associations.

The workshop was divided into two parts seeking to assess both the current situation and potential ways forward. This report provides a breakdown of the core themes arising from both the Longford workshop and others carried out within the West/Midlands region, where findings are applicable to the Longford situation.

The workshops highlighted the high car dependency in rural areas, compounded by concentrating services within larger urban centres, changes in health care provision, and the threat of rural Post office and bank closures. This is coupled with a poor perception of public transport and a lack of services meeting the demand expressed by potential users. A changing social climate has also had an impact on transport requirements with issues relating to insurance, fears for personal safety and road safety all highlighted. A full breakdown of the issues raised is included in section 3.5..

## The Way Forward

Several ideas and proposals emerged through the study, raised from the questionnaires, the workshops and through the course of the audit. A five tier strategy is proposed to help take these issues forward, seeking to address key concerns and current shortfalls in provision. This strategy includes the following elements:

- Information
- Consultation and Monitoring
- Removal of Barriers
- Funding
- Service Provision

## Conclusion

Changes are needed at all levels of policy making to ensure progress is made and rural transport is successfully improved to meet the needs of the entire rural population. In terms of existing and future transport services key changes are needed to improve provision in terms of **perception, funding, coordination and information**.

# **CO. LONGFORD RURAL TRANSPORT AUDIT**

## **Rural Transport Audit Report and Needs Assessment**

### **1 OVERVIEW**

#### **1.1 Introduction**

This service audit and needs assessment report for County Longford was conducted as part of a national study of rural transport under the direction of the Department of Public Enterprise Interdepartmental Working Group on Rural Transport. Pilot studies were carried in counties Kerry, Laois, Mayo and Westmeath and a template established for carrying out studies in all the other local authority counties.

Longford was grouped with counties Galway, Roscommon and Offaly in a West / Midlands region, for the purposes of this work, and WSP were subsequently appointed by the respective County Councils on behalf of each County Development Board to carry out their individual study. Throughout the report references are made to regional statistics that are based on these four counties.

In particular this report focuses on the target groups within the county that potentially have the highest demand for rural transport. These groups include the elderly, people with disabilities, low income, people working in the home and youth. In a broader sense rural transport should be provided for and used by the full cross section of society, but it is these target groups that specifically have limited access to cars, or are unwilling to drive, that are the most vulnerable people in both rural and peripheral urban locations.

The findings of this study will be incorporated in the County Development Board's ten year strategy and the findings nationwide will be incorporated into the development of national strategies to be co-ordinated by the Department of Public Enterprise's (DPE) Interdepartmental Working Group. The DPE will produce a report in 2002 in relation to options on rural transport policy.

#### **Structure of the Report**

This report is formatted as follows:

- Section 1: An overview of the county In terms of topography, spatial structure and socio-economic profile.
- Section 2: Details existing fleet provision and both scheduled and non-scheduled services.
- Section 3: Describes overall rural travel patterns and assess the unmet travel needs.
- Section 4: Summarises the key findings of the study and describes potential measures for addressing both improvements to existing services and provision of services to address unmet demand.

Throughout the report references are made to services and population centres that are located within the county and also on the periphery of the county where such services and centres are material to the transport needs of Longford. In addition all population figures relate to the 1996 census. Whilst such data is now somewhat dated it is the most comprehensive base for analysis and assessment of transport needs. It is strongly recommended that all data in this report be updated when new statistics from this year's census, which is planned for April 28<sup>th</sup> become available. For the purposes of this work 'rural' has been defined in accordance with National Spatial Strategy background research on rural structures, i.e. *a DED which is not an urban DED as defined by the CSO, has a population density of less than 150 people per sq km, and does not contain a town with a population of 1,500 or over.*

## Methodology

The methodology for the collection of both the qualitative and quantitative data was as follows:

- Postal questionnaire survey of a sample of 2,000 people from the rural population.
- Audit of the existing transport services in the county incorporating bus, rail, taxi, community, health and other services.
- Workshops, attended by a cross-section of the community, facilitating formalised discussion and debate on the existing situation and the way forward for rural transport services.
- **'Moving On'** – *A Study of the Transport Needs in County Longford* – (Longford Community Resources Ltd. 1998)

The postal survey questionnaire is included in Appendix 3 for information. The DEDs that were classified as rural for inclusion in the survey are identified on Map 2. For the purposes of this work, rural has been defined in accordance with National Spatial Strategy background research on rural structures. This equates to a non urban DED, as defined by the CSO, that has a population density of less than 150 people per sq km and does not contain a town with a population of 1,500 or over.

## 1.2 Topography

With an area of 1091km<sup>2</sup> Longford is the second smallest county in the country in both terms of population and area. As shown on Map 1, counties Leitrim and Cavan border it to the north, to the east and south by Westmeath and to the west by Roscommon. These bordering counties exert an influence on the rural transport needs and services in Longford.

The eastern boundary is dominated the River Shannon and Lough Ree. The county has a relatively flat topography, which is traversed by the Royal Canal in the south and west.

### 1.3 Socio-Economic Profile

Co. Longford had a population of over 30,166 in 1996 that represented a decrease of 0.4% from 1991. The County has a rural population of 22,500, per Table 1.1, just below 75% of the county's residents. This rural population is based on the DEDs classified as rural on Map 2. The total population density of 27.65 people per km<sup>2</sup> is higher than the regional average, while the rural density of 21.2 people per km<sup>2</sup> is comparable to the state's rural population density of 21.81 per km<sup>2</sup> but higher than the regional average.

**Table 1.1: Socio Economic Profile of Co. Longford 1996**

|   | County Longford | Urban Longford | Rural Longford | West/ Midlands Region | State     |
|---|-----------------|----------------|----------------|-----------------------|-----------|
| Population (1996)                               | 30,166          | 7,667          | 22,499         | 272,871               | 3,629,860 |
| Overall Pop density (per km <sup>2</sup> )      | 27.65           | -              | -              | 23.25                 | 51.65     |
| Rural Population density (per km <sup>2</sup> ) | -               | -              | 21.2           | 18.38                 | 21.81     |
| % population aged over 65                       | 13.8%           | 11.6%          | 14.5%          | 13.9%                 | 11.4%     |
| - % male  | 44.4%           | 41.6%          | 45.2%          | 46.4%                 | 42.8%     |
| - % female                                      | 55.6%           | 58.4%          | 54.8%          | 53.6%                 | 57.2%     |
| % population aged 14 or under                   | 24.9%           | 24.7%          | 25%            | 24.7%                 | 23.7%     |
| % in socio-economic groups A & B                | 7.6%            | 11.5%          | 6.2%           | 7.9%                  | 11.6%     |
| % in socio-economic group G                     | 5.5%            | 6.3%           | 5.3%           | 6.4%                  | 5.8%      |
| % in socio-economic groups I & J                | 16.4%           | 4.0%           | 20.6%          | 16.9%                 | 8.2%      |
| % Unemployed                                    | 5.8%            | 8.9%           | 4.7%           | 5.4%                  |           |
| % Retired                                       | 7.3%            | 8.1%           | 7.0%           | 7.3%                  |           |
| % People working in the home                    | 17.1%           | 17.5%          | 17.0%          | 16.6%                 |           |

Source: 1996 Census except where stated

The population structure of the County reflects the general trend of the region, but compared to the state highlights a greater proportion of the under 14's, and over 65's; both groups with particular transport problems and requirements.

In urban areas there is a higher percentage of females amongst the over 65's, while a closer balance exists in rural parts. Rural areas have a higher number of under 14's, which coupled with the larger share of over 65's indicates that the rural population has a greater number of people who are generally less able to rely on private cars for their transport needs. This fact raises concerns for rural transport needs when considering that the distance and accessibility of daily needs and services promotes a greater reliance on personal private transport than in urban areas.

Economically the urban/rural split of the county is reflected in a number of ways. Unemployment levels within the county reflect the trend of being higher within the urban areas compared to rural parts of the county. In terms of the profile of employment, unsurprisingly agriculture and related industries dominate within the rural context but notably there is also a distinct divide between rural and urban populations in so far as the higher paid managerial/professional workers are clustered within urban parts of the county.

In order to identify target group populations within individual rural DEDs, Maps 3 to 7 inclusive were produced that respectively identify population densities in terms of total population, 65+, unemployed, people working in the home and children below the age of 15. Figure 1 shows a breakdown of these densities into populations of each target groups in each DED.



The lowest population densities are in the south of the county and in the area between Edgeworthstown and Granard. Many of the DEDs in these areas have densities below 15 people per square kilometre. The highest densities of over 40 per sq km are in the DEDs surrounding the county town and other urban centres such as Ballymahon and Edgeworthstown. In general the population densities of the target groups mirror the pattern of the total population.

## 1.4 Spatial Structure

The county town of Longford dominates the county by virtue of its size, services and location in the heart of the county. All other towns in the county are categorised as class D, see Table 1.2, and as such provide a minimal level of service to the surrounding communities. The county is outward looking in terms of trip destinations due to the close proximity of major centres such as Athlone and Dublin.

**Table 1.2: Hierarchy of Settlements in Co. Longford**

|  |   |   |   |                             |                            |
|--|---|---|---|-----------------------------|----------------------------|
| A<br>Longford  | B | C | D<br>Granard<br>Lanesborough<br>Keenagh | Ballymahon<br>Newtownforbes | Edgeworthstown<br>Drumlish |
| Note: Towns are categorised from A to D. Category A denotes county towns; Category B denotes towns of population > 5,000; Category C denotes towns of population 1,500-4,999; and Category D towns of population <1,500. The higher the category the broader the array of services/functions that becomes available. The hierarchy is broadly based on the population of towns as per the 1996 census. Adjustments are made where a settlement (marked *) is seen to serve more functions than its population might suggest. |   |   |   |                             |                            |

### Roads

The county is well served by national primary and secondary routes, the provision in both categories being above the national average. Longford town is at the intersection of the N4 and N5 routes that serve Sligo and Westport / Ballina respectively. The N63 links Longford and Lanesborough to Roscommon and Galway. Between the N6 at Athlone and the N3 at Cavan town, the N55 crosses the county, serving Ballymahon and intersecting the N5 at Edgeworthstown.

Beyond these main routes the county is served by a network of regional and county roads and the south-west and north of the county are most isolated from the main road network.

### Rail

There are 31km of passenger rail line in the county on the Dublin-Sligo route. Stations are located in Edgeworthstown and Longford as illustrated on Map 8 and details of the service on this line are contained in section 2.1. There is also a disused station in Newtownforbes

### Waterways

The Shannon and Royal Canal provide navigation to Lough Erne, Dublin and the Barrow River but this system is almost entirely used by tourist and pleasure craft.

**Table 1.3: Spatial Context of Co. Longford**

| Area (km <sup>2</sup> )                 | County Longford<br>1091 | WM Region<br>- | State<br>70,273 |
|---|-------------------------|----------------|-----------------|
| Kilometres of National Primary Roads    | 43.2                    | -              | -               |
| - per 100 km <sup>2</sup>               | 3.96                    | 2.79           | 3.73            |
| - per 100 residents                     | 0.14                    | 0.12           | 0.07            |
| Kilometres of National Secondary Roads: | 55.0                    | -              | -               |
| - per 100 km <sup>2</sup>               | 5.04                    | 5.17           | 3.81            |
| - per 100 residents                     | 0.18                    | 0.22           | 0.07            |

Derived from CSO (1996)/National Roads Authority (2000)

## 1.5 Transportation Overview

The private car is the most important mode of transport in County Longford. Car ownership in Longford, at 34 cars per 100 people, is slightly below the national average but in line with the regional average of 34.6. There are 10,303 cars in Longford and 13,094 full driving license holders (i.e. potentially 43.4% of the population).

There are 107 privately owned public transport vehicles operating in Longford. This figure is about the average for the region. There are 33 (22 contractor & 11 Bus Éireann) vehicles operating 71 licensed school transport routes for the Department of Education.

There are 16 Bus Éireann and local bus routes in Longford complimented by 14 private licensed bus routes. Details of these are contained in Section 2.1.

**Table 1.4: Baseline of Transport Statistics**

|   | County Longford | West Midland<br>Region | State     |
|---|-----------------|------------------------|-----------|
| Number of Cars (1999)   | 10,303          | 114,434                | 1,319,250 |
| Number of current full licences (2000)  | 13,094          | 140,679                | 1,517,294 |
| Number of cars (per 100 residents)  | 34.15           | 34.67                  | 36.34     |
| % of population with a full driving licence                                     | 43.4%           | 42.6%                  | 41.8%     |
| Number of Bus Éireann routes (Expressway and local)                             | 16              | -                      | -         |
| Number of private licensed bus routes (2001)                                    | 14              | 109                    | -         |
| Number of D/Ed school transport routes (2001)<br>(primary and post-primary)     | 71              | 649                    | -         |
| Number of privately owned public service vehicles<br>(2000)                     | 107             | 1601                   | -         |
| Number of D/Ed school transport vehicles (2001)<br>(contracted and Bus Éireann) | 33              | 299                    | -         |
| Average Distance (miles) travelled to (1996):                                   |                 |                        |           |
| - work  | 5.8             | 6.8                    | 5.6       |
| - school  | 4.2             | 4.2                    | 3.0       |
| * Taxis, Hackneys and Buses Combined  |                 |                        |           |

## **2 AUDIT OF EXISTING SERVICES**

### **2.1 Introduction**

In this section scheduled and non-scheduled services within the county are detailed. In section 2.5 the comparative costs of bus, rail and taxi travel are outlined on a typical commuter route

### **2.2 Scheduled Services**

#### ***Bus Éireann***

There are 16 scheduled Bus Éireann services operating in County Longford (see Fig. 2 & Map No. 8). These consist of 8 expressway routes and 8 local routes. The expressway services concentrate on the main routes through Longford. The N4 route from Dublin to Sligo runs 5 times daily stopping at Edgeworthstown, Longford and Newtown Forbes in county Longford before travelling on to Carrick-on-Shannon and Sligo. The Dublin – Ballina bus (7 times daily) also serves Edgeworthstown and Longford on the N4 before taking the N5 out of Longford towards Strokestown. There are 5 routes that serve the R397/N55 corridor from Athlone to Longford via Ballymahon. These are the Waterford/Longford (2 services daily), the Ballina/Athlone (once daily), the Roscrea/Sligo (once daily), the Athlone/Derry (once daily) and the Athlone/Belfast (once daily) routes.

Some of the smaller towns are linked to the main towns by Bus Éireann local routes but these are concentrated on providing services to Longford. There are 3 services a day from Galway to Longford serving Lanesborough and Killashee. There are also 3 services a day from Athlone to Longford serving Keenagh and Ballymahon. Other settlements like Edgeworthstown and Ardagh are served at least once a day by local services. Aughnaccliffe, Ennybegs and Newtownforbes are served by local services at least once a week.

#### ***Privately Operated***

In addition to the Bus Éireann Routes, there are also a further 14 privately licensed routes in Longford (see Fig. 5 and Map No. 8). The majority of these routes are local routes linking the smaller towns e.g. Kenagh, Killashee & Ballymahon to the main towns of Athlone, Longford & Granard. There are some routes linking main towns outside the county, such as Cavan, Letterkenny and Limerick, to Longford and Granard. A few of these routes are specifically for college students, going to college towns like Athlone, Galway, Tralee and Sligo on a Sunday evening and picking up on a Friday evening. There are also a number of privately operated services based outside the county but which pass through the county and offer additional services in certain areas.

There are only 3 companies registered in Longford offering coach/minibus for hire, as shown on Fig. 4.

## **Rail**

The national rail network from Dublin to Sligo passes through Longford details of which are outlined in Fig. 3. There are 3 trains in both directions daily, serving Edgeworthstown and Longford, and there is an additional early morning commuter service from Longford to Dublin, serving Edgeworthstown, Monday to Friday. There is also an additional train from Dublin on Friday evenings and Sligo on Sunday evenings. .

## **Free Travel Passes**

Free Travel Passes are available to the elderly, disabled and several other eligible groups, as outlined within the Department of Social, Community and Family Affairs' (DSCFA)'s leaflet SW40. Passes are accepted on Bus Éireann and Iarnród Éireann services and additionally some licensed private operators. According to the DSCFA's database, there is only one such private operator in Longford accepting the Free Travel Pass. A total of 6,335 people in the county currently hold a Free Travel Pass i.e. potentially 21% of the population of the county. This is well above the national average of 16% and well above the average (17.8%) for the Mid/West region.

**Table 2.1: Free Travel Pass Holders in Co. Longford**

|   | County Longford | West Midland Region | State              |
|---|-----------------|---------------------|--------------------|
| Number of free travel pass holders (Dec 2001)   | 6,335           | 58,746              | 583,363            |
| Number of free travel pass holders (per 100 residents)  | 21.00           | 17.80               | 16.15              |
| Number of free travel pass holders qualifying through receipt of invalidity pension or disability allowances (% of total) |                 |                     | 124,845<br>(21.3%) |

Source: Department of Social, Community and Family Affairs

## **Spread of scheduled Bus and Rail Services**

Longford is reasonably well served in terms of public transport that are concentrated along the main routes. Map No. 8 indicates all the scheduled services through the county and it is apparent that some areas of the county are not served at all either by Bus Éireann or private operators.

Map 9 illustrates the DEDs with varying level of scheduled bus and rail services and this map is correlated with Fig. 6 that lists the divisions in terms of the level of service. DEDs are classified as having no service, some service and work services. Work services must arrive at the destination before start of the work day and return in the evening after work. 77% of the population of Longford live in DEDs that are served by some form of scheduled service, compared to 70% in Galway, 77% in Roscommon and 58% in Offaly. This reflects the fact that the Galway, Roscommon and Longford, unlike Offaly, are reasonably well served by Bus Éireann and private routes on the national primary routes. It should be recognised however that significant sections of some divisions with services are remote from that service.

The proportion of the population living in the DEDs with access to services that can facilitate transport for working/training opportunities is 30%, lower than all other counties in the region.

**Table 2.2: % of Rural Population in DED's with Public Transport Services<sup>1</sup>**

|   | County Longford | County Galway | County Offaly | County Roscommon |
|---|-----------------|---------------|---------------|------------------|
| Any scheduled service   | 77%             | 70%           | 58%           | 77%              |
| Daily working service <sup>2</sup>  | 30%             | 45%           | 40%           | 36%              |
| 1 Refers to DEDs where services stop. Included Bus Éireann, Iarnród Éireann and private services<br>2 See text for description. |                 |               |               |                  |

### 2.3 Other Scheduled Services

There are 71 Department of Education licensed school bus routes in Longford, 40 primary and 31 post primary. Bus Éireann is responsible for the operation of these routes. They sub-contract out nearly 62% of their routes to private operators.

**Table 2.3: School Transport Routes in Longford**

|   | County Longford | County Galway | County Offaly | County Roscommon | State |
|---|-----------------|---------------|---------------|------------------|-------|
| Number of D/Ed school transport routes (primary & post primary)       | 71              | 326           | 130           | 122              | 6000  |
| Number of D/Ed school transport vehicles (contracted and Bus Éireann) | 33              | 150           | 60            | 53               | 2300  |
| Average distance (miles) travelled to school                          | 4.2             | 4.4           | 3.8           | 4.3              | 3.0   |

Source: Bus Éireann

### 2.4 Non-Scheduled Services

There are 107 privately owned public service vehicles (i.e. taxis, hackneys and private buses) operating in Longford. This includes 30 taxis, 45 hackneys and 32 private licensed buses. On a per capita basis, Longford's total of taxi and hackney is below the national average but similar to Roscommon.

**Table 2.4: Privately-owned Public Service Vehicles**

|   | County Longford | County Galway | County Offaly | County Roscommon | State |
|---|-----------------|---------------|---------------|------------------|-------|
| Number of Hackneys and Taxis (2001)                                   | 75              | 821           | 180           | 117              | 13637 |
| -per 100 km <sup>2</sup>  | 0.07            | 0.13          | 0.09          | 0.05             | 0.19  |
| -per 100 residents  | 0.25            | 0.43          | 0.30          | 0.23             | 0.38  |
| Number of private licensed bus operators (2001)                       | 3               | 47            | 15            | 9                | -     |
| Number of Private licensed buses(2000):                               | 32              | 221           | 79            | 76               | -     |
| -per 100 km <sup>2</sup>  | 2.93            | 3.62          | 3.95          | 2.98             | -     |
| -per 100 residents  | 0.11            | 0.12          | 0.13          | 0.15             | -     |
| Average fleet size of private licensed bus operators                  | 10.67           | 4.70          | 5.27          | 8.44             | -     |
| Number of privately-owned public service vehicles <sup>+</sup> (2000) | 107             | 1042          | 259           | 193              | -     |
| * Taxi, hackneys and buses combined                                   |                 |               |               |                  |       |

Source: Departments of the Environment and Local Government/Public Enterprise

As mentioned earlier, there are 14 privately licensed bus routes in Longford and these are run by 5 operators. The majority of privately licensed public transport vehicles are contracted for school runs or are offered for private hire to local groups and schools.

## 2.5 Cost of services

In order to compare costs between bus, rail and taxi travel on a medium distance commuter route within the county Table 2.5 illustrates the cost of a return trip from Edgeworthstown to Longford. These costs indicate the comparative cheapness of bus and rail compared to taxi travel over this approximate 17 mile trip. Whilst this cost comparison in itself is not unexpected it does indicate the prohibitive cost of travel for those sections of the population that do not have access to public transport.

Table 2.5: Cost comparison between different modes of Transport (Feb 2002)

| Return Journey             | Bus Éireann | Irish Rail | Hackney |
|----------------------------|-------------|------------|---------|
| Edgeworthstown to Longford | € 3.80      | € 8.20     | € 25.00 |

## 2.6 Health Services

The provision of services to general health facilities was discontinued in the late 1980s and presently there are limited dedicated services to hospitals or community care centres in the region. These facilities are located on Map 10. The Midland Health Board (MHB) and Longford Community Services operate a number of out patient services. There are seven minibuses (3 owned by Longford Community Services), which provide community services between Health Centres and hospitals in Dublin, Mullingar and Tullamore.

More recently a new commercial service has been introduced linking Longford to Mullingar hospital and Tullamore each weekday and has designated stops en-route to Tullamore. This has been introduced following a collaborative effort between Bus Éireann, Longford Community Resources Ltd and the Midland Health Board. Details of this service are given in Section 4.2

## 3 NEEDS ASSESSMENT

### 3.1 Introduction

In November/December 2001, two thousand questionnaires were sent to rural households throughout County Longford. Based on a random sample amongst households deemed to be within a rural DED<sup>1</sup>, the four page survey sought to gain an understanding of current trip patterns, needs and views towards transport from a rural context. 423 replies were received which equates to a 21.2% response rate. As a comparison the response rates in Galway, Roscommon and Offaly were 15.8, 20.7 and 18.8% respectively.

A summary of the replies is contained within Appendix 3, along with a copy of the questionnaire. Note that not all returns were fully or correctly completed, and therefore there are variations in the total replies for each question. The following sections highlight some of the key issues raised.

### 3.2 Car Availability

#### *Cars in Household*

One of the first indicators of transport availability is household car ownership. Table 3.1 reveals that, in the survey of rural residents, 7.5% of respondents stated that they lived in a household with no car, whilst 52% live in households with two or more vehicles. These values are comparable to the regional average and indicate a relatively low level of car ownership.

**Table 3.1: Number of Cars per Household in Co. Longford**

| No of cars per household | County Longford |            | Region |            |
|--------------------------|-----------------|------------|--------|------------|
|                          | Number          | Percentage | Number | percentage |
| 0                        | 30              | 7.5%       | 144    | 7.8%       |
| 1                        | 164             | 40.8%      | 679    | 36.8%      |
| 2                        | 151             | 37.6%      | 745    | 40.4%      |
| 3+                       | 57              | 14.2%      | 277    | 15.0%      |
| Total                    | 402             | 100%       | 1845   | 100%       |

Source: Rural Transport Survey Dec 2001

Within the 25-64 year age group, very small percentages of the population live in households that have no car, per Table 3.2. Longford's older population, in contrast, is significantly higher than the regional average, whilst respondents with Free Travel Passes or Medical Cards have the highest level of No-car ownership. Within this analysis Medical Card holders are used as an approximation for Lower Income groups.

<sup>1</sup> 1. Rural was defined in accordance with NSS background research on rural structures, i.e. a DED which is not an urban DED as defined by the CSO, has a population density of less than 150 people per sq km, and does not contain a town with a population of 1,500 or over

**Table 3.2: % Proportion of Sub-Groups in Co. Longford Living in Households with No Car**

|                            |                                   | Co. Longford (%) | Region |
|----------------------------|-----------------------------------|------------------|--------|
| Age Group                  | 18-24                             | 6.7%             | 5.1%   |
|                            | 25-44                             | 2.3%             | %      |
|                            | 45-64                             | 5.0%             | 4.4%   |
|                            | 65+                               | 18.1%            | 11.9%  |
| Sex                        | Male                              | 5.3%             | 4.2%   |
|                            | Female                            | 9.1%             | 10.0%  |
| Disability                 | Able Bodied                       |                  |        |
|                            | People with illness or Disability | 19.2%            | 25.0%  |
| Free Travel Pass Holder    | Yes                               | 17.8%            | 22.4%  |
|                            | No                                | 4.1%             | 3.5%   |
| Medical Card Holder        | Yes                               | 18.6%            | 21.0%  |
|                            | No                                | 1.1%             | 1.4%   |
| People working in the home |                                   | 6.7%             | 1.9%   |
| Unemployed                 |                                   | Sample to small  | 9.7%   |

Source: Rural Transport Survey Dec 2001

*Car Availability*

Ownership of a car within a household does not imply ready access to a vehicle at times of demand. In many households where there is one car the vehicle may be used by one of the household to get to work, leaving others without transport. As the vehicle is unavailable to other members of the household it is effectively a “no car household” during certain periods. Based on weekday daytime use Table 3.3 indicates that 14%, or 3,150 of the county's rural population rarely or never has access to a car.

**Table 3.3: Availability of a Car for Use as Driver or Passenger in Co. Longford**

|        | County Longford |            | Region |            |
|--------|-----------------|------------|--------|------------|
|        | Number          | percentage | Number | percentage |
|        |                 |            |        |            |
| Always | 268             | 71%        | 1234   | 72%        |
| Often  | 56              | 15%        | 221    | 13%        |
| Rarely | 31              | 8%         | 131    | 8%         |
| Never  | 24              | 6%         | 126    | 7%         |
| Total  | 379             | 100%       | 1712   | 100%       |

\*Based on availability at Weekday daytime

Source: Rural Transport Survey Dec 2001

Amongst the identified target groups, Table 3.4 shows that the 36% of 18-24 year old group rarely or never have access to vehicles in contrast to Table 3.2 above where only 7% of 18-24 year olds surveyed live in households without a car. This indicates that they live in households where they either have a low priority for access to available transport, and/or where whatever vehicles are available, are in use and unavailable to them during the daytime. Further analysis shows that availability does rise at weekends and evenings. Another group that can be identified as having poor access are people with disabilities with 34.6% not having regular access to vehicles. Of the other sub-groups Longford is comparable to the region but caution is expressed as the figures below are based on a small sample size.



**Table 3.4: % Proportion of Sub-Groups in Co. Longford who never/rarely have a car available**

|                            |                                   |                 | Co. Longford    | Region |
|----------------------------|-----------------------------------|-----------------|-----------------|--------|
| Age Group                  | 18-24 (Young Adults)              | 16              | 35.6%           | 36.1%  |
|                            | 25-44                             | 34              | 25.6%           | 8.0%   |
|                            | 45-64                             | 20              | 14.2%           | 8.9%   |
|                            | 65+ (Senior Citizens)             | 24              | 33.3%           | 9.1%   |
| Sex                        | Male                              | 38              | 20.0%           | 10.0%  |
|                            | Female                            | 61              | 29.3%           | 12.1%  |
| Disability                 | People with illness or Disability | 9               | 34.6%           | 10.0%  |
| Free Travel Pass Holder    | Yes                               | 46              | 33.3%           | 8.4%   |
|                            | No                                | 51              | 22.3%           | 11.6%  |
| Medical Card Holder        | Yes                               | 47              | 32.4%           | 13.8%  |
|                            | No                                | 53              | 20.0%           | 10.0%  |
| People working in the home |                                   | 25              | 28.1%           | 12.0%  |
| Unemployed                 |                                   | Sample to small | Sample to small | 23.5%  |

Source: Rural Transport Survey Dec 2001

From Table 3.4, three target groups are quantifiable based on census data in terms of the potential numbers that rarely or never have access to a car. Using the regional response rates, which have a higher sample, 22.7% of the elderly stated that their access is limited. Based on the 3,260 population in this category, a total indicative elderly population of 740 is limited to this extent. This estimate could be broken down into individual DEDs based on Figure 1 but caution should be taken in this regard as individual DEDs will have their own characteristics based on their socio-economic breakdown and geographical location.

Similarly, the population of those people working in the home, that are limited in car availability, based on a total population of 3,800 is 750. The unemployed group would indicate 370 out of a population of 1,050.

Over the three groups an indicative population of 1,860 has limited access to car travel. This total must be treated with caution as it is based on a regional response and dated census data.

### 3.3 Overall Travel Patterns

It is a simple fact that those with access to a car always or often make a higher number of weekly trips. The table below shows that on average 17.43 trips are made per person per week, just above the regional average of 17 per week. Those without a car make substantially fewer trips, making approximately two trips for every three taken by the average respondent.

**Table 3.5: Weekly trips made per head in Co. Longford**

|                             | County Longford | Region |
|-----------------------------|-----------------|--------|
| All respondents             | 17.43           | 17.0   |
| Car available rarely/never* | 11.74           | 11.0   |

\*Based on availability at Weekday daytime

Source: Rural Transport Survey Dec 2001

When analysed further in Table 3.6, it can be seen that certain groups make substantially less trips, with the real impact of car availability having an obvious effect on the over 65's, and people with disabilities/Unable to work through Illness. Within these groups, over twice as many trips are made by those with regular access as compared to those with little or none.

Clearly trip rates are reduced significantly for all groups if a car is rarely or never available. Therefore it can be concluded that the 1,860 indicative population of the elderly, home duty and unemployed groups that have this limited access potentially have significant unmet travel demands. Similarly, in terms of the total rural population, 3,150 have significant unmet demand based on the 14% of the total population, identified in Table 3.3, that rarely or never have access to a car.

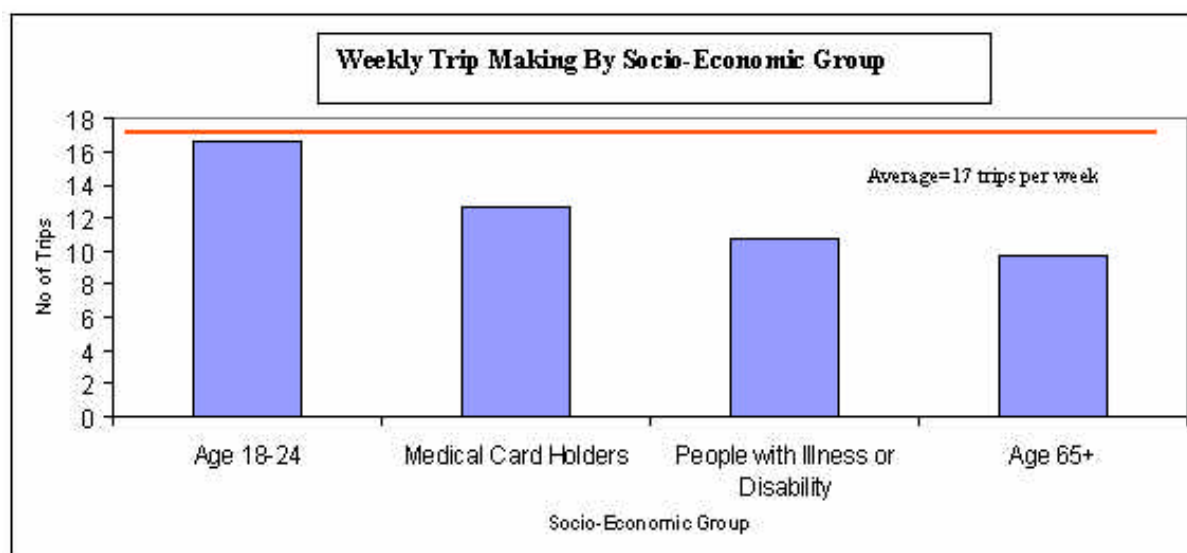
**Table 3.6: Impact of Car Availability on trip making of key target groups\***

| Target Group                      | Weekly Trips Made per head (region) |                            |                 |
|-----------------------------------|-------------------------------------|----------------------------|-----------------|
|                                   | Car Available Always/Often          | Car Available Rarely/Never | All respondents |
| Age 18-24 (Young Adults)          | 21.7                                | 14.43                      | 16.56           |
| Age 65+ (Senior Citizens)         | 12.36                               | 5.51                       | 9.69            |
| People working in the home        | 16.2                                | 9.19                       | 14.11           |
| Unemployed                        | 15.26                               | 9.56                       | 11.59           |
| People with Illness or Disability | 15.17                               | 6.81                       | 10.73           |
| Medical Card Holders              | 13.12                               | 8.36                       | 12.7            |
| Free Travel Pass holders          | 13.1                                | 6.0                        | 11.39           |

\*Based on availability at Weekday daytime

Source: Rural Transport Survey Dec 2001

The graph highlights the number of trips and demonstrates that all the target groups make on average less trips than the regional average.



### 3.4 Types of Journey

Based on replies given in the questionnaire, the number of trips per annum has been estimated. The percentages below indicate the share of these annual trips per purpose. These trips can then be analysed relative to each other assuming that the higher the number of trips made per year the more important the trip.

The responses show the different travel needs and trips purposes undertaken by the target groups. It indicates a variety amongst the target groups, but with several journey consistencies. Table 3.7a provides a summary of the top five journey purposes, whilst Table 3.7b quantifies the percentage responses in each group.

**Table 3.7a: Top Five Trip Purposes for Each Target Group (West Midlands Region)**

|   | Young Adults<br>(18-24)           | Senior<br>Citizens (65+)          | People with<br>Illness/<br>Disability | Medical Card<br>Holders           | Free Travel<br>Pass Holders       | People<br>working in the<br>home  | Un-employed                       |
|---|-----------------------------------|-----------------------------------|---------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
| 1 | Work                              | Food<br>Shopping                  | Food<br>Shopping                      | Food<br>Shopping                  | Food<br>Shopping                  | Food<br>Shopping                  | Food<br>Shopping                  |
| 2 | Social<br>Activities              | Going to<br>church                | Visiting<br>friends/<br>relatives     | Going to<br>church                | Going to<br>church                | Children to<br>crèche/school      | Visiting<br>friends/<br>relatives |
| 3 | Visiting<br>friends/<br>relatives | Visiting<br>friends/<br>relatives | Going to<br>church                    | Visiting<br>friends/<br>relatives | Visiting<br>friends/<br>relatives | Visiting<br>friends/<br>relatives | Non-food<br>shopping              |
| 4 | Food<br>Shopping                  | Personal<br>Business              | Social<br>Activities                  | Work                              | Personal<br>Business              | Going to<br>church                | Children to<br>crèche/school      |
| 5 | Training/<br>Education            | Non-food<br>shopping              | Personal<br>Business                  | Children to<br>crèche/school      | Non-food<br>shopping              | Personal<br>Business              | Going to<br>church                |

Source: Rural Transport Survey Dec 2001

**Table 3.7: %Relative importance of journey purpose for key target groups within West Midlands Region**

| Journey Purpose              | Young<br>Adults<br>(18-24) | Senior<br>Citizens<br>(65+) | People<br>with<br>Illness/<br>People<br>with<br>Disability | Medical<br>Card<br>Holders | Free<br>Travel<br>Pass<br>Holders | People<br>working in<br>the home | Un-<br>employed |
|------------------------------|----------------------------|-----------------------------|--|----------------------------|-----------------------------------|----------------------------------|-----------------|
| Work                         | 24.2%                      | 2.7%                        | 1.9%   | 9.3%                       | 5.6%                              | 0.7%                             | 0.4%            |
| Training/Education           | 10.3%                      | 0.4%                        | 1.9%   | 3.1%                       | 2.0%                              | 1.0%                             | 2.1%            |
| Food Shopping                | 10.7%                      | 24.8%                       | 22.5%  | 21.8%                      | 24.6%                             | 23.1%                            | 24.8%           |
| Non-food shopping            | 8.7%                       | 8.9%                        | 6.2%   | 7.8%                       | 7.4%                              | 8.5%                             | 11.6%           |
| Personal Business            | 5.9%                       | 9.0%                        | 6.4%   | 7.4%                       | 7.7%                              | 9.0%                             | 9.3%            |
| Doctors Appointment          | 0.6%                       | 5.0%                        | 6.2%   | 3.8%                       | 4.2%                              | 2.4%                             | 2.2%            |
| Hospital Appointment         | 0.2%                       | 1.5%                        | 2.7%   | 1.5%                       | 1.2%                              | 0.5%                             | 2.1%            |
| Attending day care centre    | 0.0%                       | 0.0%                        | 0.0%   | 0.0%                       | 0.0%                              | 0.0%                             | 0.0%            |
| Children to crèche/school    | 1.0%                       | 1.7%                        | 5.8%   | 8.3%                       | 2.7%                              | 16.0%                            | 10.7%           |
| Visiting someone in hospital | 0.7%                       | 3.1%                        | 2.4%   | 2.0%                       | 2.8%                              | 1.2%                             | 3.2%            |
| Visiting friends/relatives   | 11.4%                      | 9.2%                        | 14.0%  | 9.8%                       | 10.5%                             | 14.0%                            | 11.7%           |
| Social Activities            | 12.2%                      | 7.3%                        | 7.3%   | 6.5%                       | 7.1%                              | 6.6%                             | 9.3%            |
| Sport and recreation         | 8.4%                       | 2.9%                        | 6.1%   | 3.6%                       | 3.7%                              | 3.2%                             | 2.2%            |
| Going to church              | 4.3%                       | 21.3%                       | 12.4%  | 12.9%                      | 16.8%                             | 12.3%                            | 9.9%            |
| Community/voluntary work     | 0.1%                       | 0.1%                        | 1.9%   | 0.6%                       | 0.9%                              | 0.5%                             | 0.0%            |
| Other                        | 1.2%                       | 2.1%                        | 2.4%   | 1.8%                       | 2.8%                              | 1.0%                             | 0.4%            |
| Total                        | 100%                       | 100%                        | 100%   | 100%                       | 100%                              | 100%                             | 100%            |

Source: Rural Transport Survey Dec 2001

Trip destinations depend on the trip type and, in terms of personal business and health trips, banks, post offices and health centres are major trip end locations for rural populations. The post office and bank systems are undergoing restructuring at present, which has resulted in the closure and potential closure of branches of both services. Map 10 indicates the location of post offices, health centres and hospitals in the Longford region and health centres and post offices are listed on Figs 7 and 8 respectively.

Longford is very outward looking in terms of trip end destinations but for all categories of trips the county town is the dominant destination. 49% of commuting trips are to the county town and over 55% of all trips are to Longford town. In terms of work journeys, Athlone and Dublin are ranked behind Longford accounting for 19% of journeys. In terms of all trips Granard and Dublin have similar demands and account in total for 15% of journeys.

Table 3.8 below explores the destinations of trips by the type of town where the service, facility or activity is located. It shows the scale of settlements that support critical services that rural residents need to access on a regular basis.

Table 3.8: Destination for different journey types

| Journey Purpose       | Settlement Type |            |             |            |       | Total percentage |
|-----------------------|-----------------|------------|-------------|------------|-------|------------------|
|                       | County Town     | Large Town | Medium Town | Small Town | Other |                  |
| Work                  | 55.0%           | 10.0%      | 12.7%       | 16.4%      | 5.9%  | 100%             |
| Food/grocery shopping | 28.7%           | 7.9%       | 13.3%       | 44.8%      | 5.4%  | 100%             |
| Non food shopping     | 41.6%           | 8.0%       | 27.6%       | 21.3%      | 1.6%  | 100%             |
| Shopping non specific | 47.7%           | 10.6%      | 13.1%       | 23.5%      | 5.1%  | 100%             |
| Leisure               | 44.5%           | 10.9%      | 15.8%       | 20.6%      | 8.2%  | 100%             |
| Visiting Friends      | 34.3%           | 11.2%      | 10.1%       | 30.5%      | 13.9% | 100%             |
| Sport                 | 43.7%           | 14.3%      | 12.7%       | 22.1%      | 7.2%  | 100%             |
| Education             | 27.8%           | 8.8%       | 15.1%       | 32.0%      | 16.3% | 100%             |
| Hospital/Health       | 62.5%           | 11.1%      | 6.7%        | 15.7%      | 3.8%  | 100%             |
| Church                | 17.4%           | 13.0%      | 9.3%        | 37.5%      | 22.8% | 100%             |
| Personal Business     | 43.2%           | 11.3%      | 13.4%       | 25.9%      | 6.3%  | 100%             |
| Other                 | 47.3%           | 9.2%       | 8.7%        | 27.0%      | 7.8%  | 100%             |

Note: The classification above is based on that used within Table 1.2 whereby a County town is category A, a large town B, medium town C, small town D.  
Within the West Midlands there are few towns categorised as either a large or medium town, and hence small towns might dominate results comparative to other regions within Ireland.

Source: Rural Transport Survey Dec 2001

The car is the dominant mode of transport accounting for 90% of trips whilst bus and rail account for 3 and 3.5% respectively.

Unmet travel demand is identified in the survey with 22% of respondents stating that there are trips that they would like to make but are unable to due to lack of transport. Longford and Dublin are the highest ranked destinations in terms of unmet demand followed by Athlone, Mullingar and Galway.

A further question was posed in relation to unmet travel demand by rail. The response indicates that 42% of people feel that there are trips they would like to make by train if a suitable service were made available. This total is not directly associated to overall unmet demand as such trips may be presently made by other modes.

### 3.5 Travel Needs and Attitudes

Within Longford 29-65% of the target groups have identified trips that they would like to make but currently are unable to as detailed in Table 3.9. This is above the County's average of 22%, and shows there is a significant rural population that has unmet travel needs. The county average is comparable to the 29% of the total rural population that do not always have access to a car as identified in Table 3.3. These two figures indicate a potential range of 5,000 to 6,500 people who have **some** unmet demand. This estimate can be compared to the 3,150 figure estimated in section 3.3 which is based on the population that rarely or never have access to a car and therefore represents **significant** unmet demand.

**Table 3.9: Incidence of unmet Demand for trips in Co. Longford**

| Target Group                               | % Incidence of unmet demand for trips |       |        |
|--|---------------------------------------|-------|--------|
|  | County Longford                       |       | Region |
| 18-24                                      | 29                                    | 64.4% | 41.8%  |
| 65+  | 29                                    | 40.3% | 39.6%  |
| People with Illness/people with disability | 8                                     | 30.8% | 26.3%  |
| People working in the home                 | 26                                    | 29.2% | 29.4%  |
| Unemployed                                 | Sample too small                      | -     | 26.5%  |
| Medical card holders                       | 57                                    | 39.3% | 39.8%  |
| Free travel pass holders                   | 40                                    | 44.4% | 40.6%  |
| Average                                    |                                       | 22%   | 25%    |

Source: Rural Transport Survey Dec 2001

In looking at providing a new service, a direct service is the preferred option whether pre-booked or not. Almost 60% of respondents stated a preference for either:

- A. Pre-booked/door-to-door/direct service; or
- B. No pre-booking/nearby stop/direct.

Longford shows no real deviation from the regional preferences.

**Table 3.10a: Likelihood of using new services in Co. Longford**

| Service description                       | % stating they would 'very likely' use new service |        |
|---|--|--------|
|   | Co. Longford                                       | Region |
| A. Pre-booked/door-to-door/direct         | 29%  | 34%    |
| B. Pre-booked/nearby stop/direct          | 15%  | 17%    |
| C. No pre-booking/nearby stop/direct      | 30%  | 34%    |
| D. No pre-booking/nearby stop/interchange | 23%  | 21%    |
| Note:                                     |  |        |

Source: Rural Transport Survey Dec 2001

The table below looks to add further detail and shows the type of service that might be attractive to the specific target groups. It shows that the elderly appear to have a generally lower level of interest in a new service, while all groups prefer a direct service collecting from home or nearby.

**Table 3.10b: Likelihood of using new services in West Midland Region- Target Groups**

| Service description                         | % stating they would 'very likely' use new service |                       |   |                            |            |
|---|--|-----------------------|---|----------------------------|------------|
|   | Young (18-24)                                      | Senior Citizens (65+) | People with Illness/ People with Disability | People working in the home | Unemployed |
| A. Pre-booked/door-to-door/direct           | 30%  | 17%                   | 34%   | 28%                        | 29%        |
| B. Pre-booked/ nearby stop/direct           | 11%  | 9%                    | 19%   | 12%                        | 15%        |
| C. No pre-booking/ nearby stop/direct       | 32%  | 17%                   | 28%   | 28%                        | 32%        |
| D. No pre-booking/ nearby stop/ interchange | 19%  | 13%                   | 21%   | 17%                        | 6%         |

Source: Rural Transport Survey Dec 2001

As a final assessment of attitude towards services the survey asked for views on how the price of a new service might effect it's take up. It showed a spread of views with the Over 65's, and the proxy Low Income Group (Medical Card holders) stating this would be a significant factor.

**Table 3.11: Price sensitivity**

| Target Group                               | Extent to which fares would determine willingness to use a new service<br>West Midlands Region |          |               |
|--|--|----------|---------------|
|  | Greatly  | Somewhat | Not Very Much |
| 18-24                                      | 22%  | 43%      | 35%           |
| 65+  | 26%  | 37%      | 37%           |
| People with illness/people with disability | 23%  | 38%      | 39%           |
| People working in the home                 | 21%  | 35%      | 44%           |
| Unemployed                                 | 21%  | 42%      | 36%           |
| Medical card holders                       | 23%  | 36%      | 41%           |
| Free travel pass holders                   | 24%  | 36%      | 40%           |
| AVERAGE                                    | 21%  | 39%      | 40%           |

Source: Rural Transport Survey Dec 2001

### 3.6 Rural Transport Workshops/Consultations

A workshop was held by the County Development Board in Longford in December 2001. Guests were invited to represent a cross-section of interests within rural community's drawn from the following list.

- CDB Board Members
- Key Local Authority personnel
- County Longford Community & Voluntary Forum
- Midland Health Board
- Private transport providers e.g. large private bus operators
- Taxi / Hackney representatives
- Bus Éireann
- Iarnród Éireann
- Specialist interest groups, e.g. women's groups, disabled association, ICA, IFA, Macra etc.

The evening was divided into two parts seeking to assess the current situation, and gauge an assessment of needs, whether met or currently unmet from those with direct personal or professional experience. The workshop helped in assessing needs that may have been undetected through the questionnaire for example the under 18's. This list also includes points raised at workshops elsewhere within the region, which are felt to equally apply or be suitable for Longford. See Fig. 9 for list of workshop attendees.

## **Part 1- Present Situation- Strategic and Policy Issues:**

- High car dependency in rural areas
- Higher than average elderly population
- Elderly population- lack of access to transport
- Potential increase severance with expanded road programme
- Lack of info on existing services
- Insurance costs for young drivers
- Poor condition of existing road infrastructure
- High level of road freight
- Poor co-ordination between services e.g. health
- Restrictions and problems with car parking at trip end
- Increasing volumes of traffic/congestion
- Low population density
- Closure of local services e.g. banks, post offices
- Impact of NCT on rural car ownership
- Limited public transport within the County with poor penetration to rural areas

### **Social Issues:**

- Cost is a factor for elderly, low income and youth
- Dependency on relatives and friends to provide lifts
- Drink Driving- lack of alternative transport can contribute to this
- Increased reluctance to offer lifts (social changes, insurance/risk of litigation)
- Dependency on others for lifts and reluctance to request lifts
- Reluctance of elderly to drive even if car available
- Lack of child care/crèche facilities
- Cost of travel to health services
- Increased road safety concerns
- Poor driving standards in relation to road safety e.g. speeding, seatbelt wearing, driving in a manner unsuitable for road/weather conditions
- Need for social contact
- Feeling of increased isolation amongst the elderly in rural communities
- Cost of car ownership
- Migration of young towards urban centres

### **Service Provision Issues:**

- Poor provision of bus stop/shelter facilities
- Cost of taxi/hackney travel
- Reluctance of operators to provide late night services (risk of anti-social behaviour)
- Poor quality of bus fleets specifically in relation to school services
- Imbalance in taxi use: over demand at weekends, low during the week
- Poor co-ordination between service providers
- Limited capacity/over crowding on trains
- Red tape mitigating against provision of public bus route licences
- Lack of transport services except on major routes
- Access for disabled, elderly and those with push chairs onto public transport
- Transportation for youth enabling greater independence
- Personal safety on public transport
- Cost of adapting or purchasing Public Service Vehicles/taxi's for easy access and wheelchair use.
- Inability to utilise free travel pass
- Inter-urban services not always serving inter-urban communities

### **Trip requirements:**

- Shopping
- Health- (includes health centre, chemist/prescriptions, hospital)
- College
- Work
- Pension/personal business
- Social trips (includes, bingo, pub, visiting friends/relatives, disco, day care centres)

- Church

### **Target groups:**

- Elderly
- Single person households
- Disabled
- Low Income

- Training/education

- Students
- Women in the home
- Tourists
- Households with no car

## **Part 2- Ways Forward**

### **General Points:**

- Recognition that not every trip at all times can be catered for by public transport
- Services must be cost effective for passengers and operators
- Services must be reliable and supported over the long term- removal of services after short periods of operation undermines passenger confidence in transport provision

### **National Transport Strategy and Policy:**

- Creation of a National Transportation Authority
- Increased co-ordination between all service providers
- Tax incentives for private bus operators e.g. fuel rebates
- Tax incentives/assistance for rural taxi firms
- Introduction of ticket integration between services
- Branding of all bus services
- Identify a hierarchy of services
- Electronic ticketing with particular reference to Free Travel Passes
- Improved investment in rail for commuting, tourists, freight and general trip
- Consistency of costs across all providers of bus services
- Varying transport costs over time of day
- Use of technology to improve service co-ordination
- Increased Garda resources to ensure public safety on public transport

### **Local Transport Policy and Provision:**

- Provision of feeder services to existing scheduled public transport routes including rail
- Improved information on all forms of existing services
- Explore potential of social car schemes
- Increase supply of wheelchair accessible buses
- Improvement of late night services between larger centres
- Greater use of the existing fleet of public service vehicles
- Provision of service information in an accessible, consistent manner

### **Associated Social and Land Use Issues:**

- Spatial planning policies to consider transportation provision in tandem with land use
- Strategies to reduce the need to travel
- Expand and secure the role of the rural post office (for example banking facilities, travel information and booking facilities, local government services e.g. road tax)
- Decentralisation of local authority and related services to reduce travel distance
- Change perception of public transport usage
- Community involvement in development of transport schemes
- Increased co-ordination between all service providers



## 4 RURAL TRANSPORT INITIATIVES IN COUNTY LONGFORD

### Introduction

Developments are taking place at both national and local level that will affect rural transport services to all sectors of the community. In this section some of these initiatives and developments are described in order to set the Rural Transport Audits in the context of these contemporaneous strategies and projects.

### 4.1 “Moving On” : - A Study of the Transport Needs in County Longford

In 1996, Longford Community Resources Ltd., (LCRL), one of nine joint partnership development companies in Ireland, commissioned a report on rural transport in the county. The need for such a study was identified during the compilation of an Area Plan under the *Local Development Programme* where the issue of rural transport was highlighted as a priority in Longford. Geographical ‘blackspots’ and specific target groups were identified. Such groups included the elderly, people with disabilities, women in the home, rural smallholders and low income families. Those with health needs experienced particular difficulties in accessing services, as the majority of services for Longford residents are provided in Mullingar and Tullamore Hospitals.

Some of the main recommendations in the study included :-

- *The establishment of a community car scheme in Ballinalee and Edgeworthstown*
- *The incorporation of communities in decision making processes concerning transport services such as the setting up of working groups for local transport initiatives*
- *Establishing a cross-community initiative in Ardagh/Legan*
- *Hospital transport service for Longford residents*
- *The development of links between social services in rural areas and transport systems*
- *The establishment of targeted transport systems for rural areas aimed at transporting employees to work in Longford town*

### 4.2 Pilot Initiatives

Since 1999, LCRL have undertaken a number of rural transport initiatives based on the study’s recommendations.

- **Community Car Schemes**

This scheme which was established in conjunction with the 25 member Hillside Club for older persons in Ballinalee and the Midland Health Board, aims to provide transport for disadvantaged and elderly one day per fortnight to a social afternoon. The service involves one hackney provider and one community car which provides transport for 14 people every two weeks consistently. The scheme which initially commenced on a three month pilot basis is now an on-going service.

A scheme in another rural area was initiated in 2000, based on the Ballinalee model, again through an Older Persons Club. However this scheme was not as successful and was

discontinued after the initial period as it did not prove viable, due mainly to the absence of a strong local working group which was the key to success in the Ballinalee model.

- ***Rural Bus Service***

Based on the need identified in the “*Moving On*” study for a transport service in the Legan/Abbeyshrule area, extensive consultation in relation to transport needs in the area took place with communities in Carrickedmond, Abbeyshrule, Legan and Ardagh and a working group established. Based on the needs identified, a submission was made to Bus Éireann by LCRL and subsequently approved following detailed discussion on route, timeframe and cost. A weekly bus service in these areas commenced in November 2000. Between 25 and 40 people avail of this service every week which provides a vital link from these southern communities to services and facilities in the county town including St. Joseph’s Hospital. This route is now a viable route in its own right and featured in RTE’s Close-Up programme in January 2001.

- ***Hospital Bus Service***

The Longford/Westmeath Regional Hospital is based in Mullingar. Certain health services are only available in Tullamore Hospital. At the time of the study no public transport operated between Longford and Tullamore, thus creating problems for Longford people without their own transport having to travel to Tullamore for essential medical services or to visit hospitalised relatives. Following 15 months of research spearheaded by LCRL, discussions took place with Bus Éireann and the Midland Health Board regarding the establishment of a hospital bus service. A Monday to Friday daily return service was established in May 2001, servicing both Mullingar and Tullamore Hospitals, the return time of which was extended in July 2001 to facilitate afternoon clinics in the hospitals. The pilot phase of the project utilised an ‘out of hours’ school bus, but a designated bus and driver have now been appointed to the route. Usage of this service is continually rising.

- ***Services for People with Disabilities***

LCRL gave £15,000 to the Longford branch of the Irish Wheelchair Association, of which there are 72 members, towards the purchase of a bus adapted for wheelchair access to meet a need that had been identified in the community. This bus is used by disabled people to access training and education in Longford and Athlone and to enable participation in all aspects of community life. LCRL also provided funding for a car to offer driving lessons to 59 disabled people in the county who are in a position to learn to drive, and in doing so increase their mobility and independence.

### 4.3 Future Initiatives

LCRL has recently been awarded pre-development funding of €6,350 by the Department of Public Enterprise under the NDP funded €4.4m budget for pilot transport initiatives in rural areas. 25 such pre-development projects were funded throughout the country as well as 8 operational projects. LCRL had applied for funding to investigate the need and potential of rural transport projects in the north of the county, an area identified as lacking public transport facilities with a view to taking such schemes forward for full funding and operation. However the funding approved is considerably less than that estimate to have this work carried out.

### 4.4 Initiatives In The West Midlands

Elsewhere in the West Midlands, the other three Counties have also been successful in attracting funding and implementing new initiatives to improve rural transport. These are summarised below.

#### County Galway

- **Conamara Local Transport Partnership - Bealach**

This initiative involved various bodies such as Forum, Udaras na Gaeltachta, Western Health Board, Galway County Development Board, Galway County Council and FAS. The area covered is the west of the county from Lough Corrib with a population of 30,000 in an area of 2,273sqkm.

The scheme is looking to promote multi agency coordinated services incorporating local flexible and route demand driven services which would include, among other services, the use of taxis and postal buses. The services would be augmented by the introduction of interchanges between local and long distance routes and the use of information technology for booking services.

- **South East Galway Integrated Rural Development Ltd**

This is a community owned rural development company and the initiative covers 29 DEDs with a total population of 10,686. The initiative included consultation with the local communities and looks to provide services and facilities for the target groups using the company's own offices as a coordination centre. Specific schemes that the company is looking to put in place include the provision of two community buses with disabled access providing door to door services and a driving school for women. Provision of commuter access to Galway is also a major priority of this scheme.

#### County Roscommon:

- **Tumna**

This initiative is based in the rural parish of Ardcarne in North Roscommon. This parish has a very low population density of 9 people per sqkm based around the local village of Cootehall. The main population centres serving the area are Boyle and Carrick-on-Shannon. The initiative was developed in consultation with the County Development Board, Community Forum and Arigna LEADER.

- **Aughrim**

This is a local initiative based around the parishes of Kilmore and Aughrim in North East Roscommon. The area contains 280 households with a low population density that incorporates a high percentage of elderly people. There are no existing transport services to the nearest centres of Elphin, Strokestown or Carrick-on-Shannon.

## **County Offaly:**

- **OAK (Offaly & Kildare) Partnership – ADM funded Area Partnership Company**  
OAK are a long established group within North Offaly which have undertaken a transport needs study, and established a transport working group to further develop ideas and solutions within this part of Ireland.

As part of the RTI OAK submitted an application for Operational Phase funding of €375,000 to match funding envisaged from other sources including Lottery and FAS, along with fare income from operating services.

Their proposal consisted of:

- The provision of information systems
  - The establishment of flexible routes based on identified needs
  - Piloting a community bus scheme
  - Integration with Health Board Services
  - Advocating strengthening of existing services
  - Adapting existing services for the disabled
- **West Offaly Partnership – ADM funded Community Group**  
Application was initially unsuccessful, but a subsequent award of €6,550 was made to the group. The group aim to identify potential routes for new services in this part of the County under the auspices of the local LEADER company.
  - **TWO (Tullamore Wider Options) – ADM funded Community Group**  
This Tullamore based group were unsuccessful in their application for pre-development phase funding. The group were hoping to undertake research into transport needs in the Tullamore area, and subsequently design a strategic transport plan based on the identified requirements.

## **4.5 National Initiatives and Strategy**

- **The Community Transport Association of Ireland (CTAI)**

Founded on the same principles as its sister organisation in the UK the CTAI was established in June 2001. The Association has a national committee and membership includes 80 groups. Its objectives are to promote the interests of community transport groups, assisting with the development of new schemes to improve access for people with disabilities and those living in remote rural areas.

The Community Transport Association in the UK has been highly successful in supporting the development of voluntary transport groups and campaigning for changes in regulation and policy governing such transport. It has also played a crucial role in establishing an effective policy towards the funding and provision of rural transport, undertaking research and managing national initiatives to improve access for all those experiencing mobility problems.

The work of the CTAI has been delayed by its lack of core funding. Whilst an application was made for funding as part of the Rural Transport Initiative this was not successful and the level of development work has been affected by the shortage of resources. In view of the need for assistance to those with mobility difficulties and the clear success of the Community Transport Association in the UK it is recommended that consideration be given to an effective mechanism for supporting CTAI.

It is understood that a conference is being organised for later this year (2002) which would provide a valuable opportunity to discuss and debate the role of the voluntary sector and the CTAI in promoting improved access and transport in rural areas.

In the UK the CTA has established an excellent working relationship with Government Departments, Local Authorities and the range of Agencies concerned with rural issues. A similar role might be played by the CTAI as it develops and grows in response to this need for such an association to assist in tackling rural issues in Ireland.

- **National Rail Strategy**

The Department of Public Enterprise are shortly to appoint consultants to prepare a strategic framework for future rail development in Ireland over the next 20 years. This strategy will have regard to the National Development Plan and the National Spatial Strategy, and will consider the potential for reopening existing, dormant rail lines and the assessment of existing routes with a view to providing increased services in areas of potential high demand. To ensure success it is vital that rail proposals are considered holistically and integrated with other modes and initiatives to provide the co-ordinated services that the RTA has identified as a public priority.

- **National Development Plan : Regional Public Transport Investment**

The National Development Plan has identified €15m investment in regional bus services outside the major population centres, and is additional to Bus Éireann's ongoing fleet replacement program. A provision of €635m is being allocated to regional rail investment to improve the safety of the network, increase the physical capacity of the railways and improve the quality, speed and reliability of the service.

- **National Roads Authority Roads Programme**

The NRA roads program is coordinated with the National Development Plan and includes major road schemes planned for Longford and the West Midlands. Within Longford two major schemes are proposed, the N4 Longford to Drumsna improvement, and the N5 Longford Bypass.

These schemes are designed to improve road safety and decrease travel time on the major inter urban routes whilst sections of the existing national road network will be downgraded, providing local access. The implementation of these schemes will result in some increased journey times where local access routes are severed by the new roads.

## 5 KEY FINDINGS

### 5.1 Main Issues

The key findings are based on the results of the household surveys and the workshop, the most significant of which are outlined below. Recommendations in relation to the 'Way Forward' are also made on the basis of these findings and the success or otherwise of the various pilot rural transport initiatives that have been undertaken in the county. Cognisance is also taken of current national transport policy.

#### *Strategic Issues*

1. Longford's 'rural' population of 22,499 accounts for 74.5% of the county's total population. Population densities are below the national average particularly so in the north of the county and parts of the south, where the majority of the DEDs have densities below 15 per sq km. Population among the target groups generally follows the trends of the total population.
2. Lack of access to existing transport services was cited as a major restraint in the use of existing scheduled services. Such services are provided, by and large, on the main road routes and the lack of feeder bus services penetrating areas off the main routes, mitigates against access.
3. The lack of information on existing services combined with the lack of co-ordination between both public transport providers and other service providers (e.g. health services) was regarded as a major barrier against the uptake of public transport.
4. The high dependency on car travel, combined with increased levels of road freight, has resulted in increased volumes and congestion on the roads and an increase in the number of accidents. This, combined with parking difficulties encountered at the trip end, acts as a deterrent for many, especially the elderly, to travel by car.
5. One of the key challenges is the fragmented responsibility among Government Departments that can result in conflict and problems in trying to create an overarching transport strategy and improvements to public transport and accessibility. The following helps to explain the current scale of involvement across Departments in transport provision or policy making:

| Department                        | Role/Interest   |
|-----------------------------------|---|
| Environment & Local Government    | Road infrastructure, vehicle and driver licensing and Road safety. (Local Authorities)                      |
| Social Community & Family Affairs | Travel passes   |
| Education & Science               | School transport scheme   |
| Public Enterprise                 | Policy making, airports, haulage and control of public companies (Dublin Bus, Bus Éireann, Iarnród Éireann) |
| The Revenue Commissioners         | Taxation and registration of vehicles   |
| Enterprise, Trade and Employment  | Vehicle type approval   |
| Health & Children                 | Ambulance and minibus provision   |

6. The closure of local services such as post offices and banks has accentuated the problem by increasing the need to travel

### **Social Issues**

1. Estimates of unmet demand indicate that up to 6,500 of the rural population have **some** unmet demand whilst approximately 3,150 have **significant** unmet demand. This latter figure is based on the rural population that rarely or never has access to a car. The survey results show that this section of the community make approximately half the number of weekly trips as those who always or often have access to a car. Among the target groups identified in the study, food shopping is the dominant trip type, followed by social activities, including visiting neighbours and friends, and going to church. The 18-24 group is an exception whereby work trips are the dominant trip.
2. There is a perception of increased isolation, especially among the elderly population, due to a number of factors. Firstly, family demographics have altered and a significant percentage of the elderly population now lives alone or with families where both spouses work. This has reduced the opportunity for these people to avail of car trips with family members. Secondly there has been a change in social attitude to 'giving lifts' to neighbours both from the perspective of availability of time and insurance considerations. Thirdly, people are less likely to request a lift from a neighbour than a family member.
3. Cost of car ownership and insurance militates against car ownership among the youth and/or low-income population. This has the affect of either preventing people from taking up employment or forcing them to migrate to urban centres.
4. Cost of travel to health services is seen as a critical issue and in general the cost of travel is a significant factor for the low income, youth and elderly groups.
5. Compared to other target groups, the elderly are less likely to avail of new services. Direct services are preferred to interchanges. 34% of respondents indicated that the service should be pre-booked and door-to-door whilst 35% stated a preference for no pre-booking and a nearby stop
6. Social attitudes to driving have an impact on the degree to which all road users are prepared to travel by any mode of road transport. In particular, speeding, seat belt wearing and general disregard for the prevailing driving conditions are the driving characteristics that most urgently need to be addressed. A linked problem is the issue of drink driving both from the point of view of the safety of other road users and the lack of alternative transport choice for social activities. A further issue on this theme is personal safety on public transport and the fear of intimidation and possible assault. This is relevant for all users but especially female and elderly passengers.



### ***Service Provision Issues***

1. The county is significantly outward looking in terms of trip end destination and this is partly due to Longford town being the only town that provides a broad cross-section of services. In terms of all trip types the county town is the main attractor but Athlone, Dublin and Mullingar follow it in rank.
2. The county is well served by national roads and rail routes but bus services are by and large limited to the national roads. Scheduled bus services are supplied by Bus Éireann on 16 routes and private operators on 14 routes
3. The poor quality of transport infrastructure in general is a major issue, in particular the quality of the road network, especially county roads, the lack of basic bus stop facilities, such as shelters and timetables, and the poor quality of bus fleets, especially on school services.
4. The most flexible form of transport is taxi services but the cost is prohibitive if not beyond consideration especially to the most isolated and lower income groups. The number of taxi and hackney licenses is below the national average per head of population
5. Access for people with disabilities to transport services is key issue for this group. The high cost of adapting existing vehicles to make them 'access friendly' is a major deterrent.
6. Poor co-ordination between service providers, coupled with the red tape involved with opening new bus routes, militates against the provision of efficient services. Other issues, such as imbalance in taxi demand and the reluctance for some providers to provide late night services, exacerbate the problem.
7. The inability of free travel pass holders to use their pass because the service does not exist, is at the wrong time or is inaccessible is seen as an indicator of the shortcomings in existing transport provision.

## **5.2 The Way Forward**

Arising from the extensive consultation process and based on previous experiences in relation to rural transport initiatives operating in the county, a number of proposals at both national and local/regional level were arrived at. Suggestions for linkage and co-ordination between the two tiers are also outlined.

### ***National Strategy & Policy***

1. The Department of Public Enterprise is to set up a new working group to examine the findings of the Rural Transport Audits carried out by 29 local authorities. There was widespread support throughout the study for the establishment of a National Transportation Authority that would be responsible for all aspects of public transport provision at a national level, including co-ordination of public transport providers including the health boards and the use of ICT to improve service co-ordination and the introduction of ticket integration. In addition, a further policy for the future that could be within the remit of this Authority is the identification and classification of a hierarchy of services from national down to local level.
2. The branding of public transport should also be investigated so that all buses providing a scheduled service can be readily recognisable. This would particularly be of benefit to tourists.
3. The introduction of tax incentives for private bus operators and rural taxi services should be considered in order to encourage the improvement of existing services and introduce new services and providers into the market.

### **Local Policy & Provision**

#### ***Structures & Services***

1. A structured form of community involvement in the identification of transport needs in terms of specific routes, schemes and infrastructure is fundamental to the future success of rural transport.
2. Improved service facilities are necessary in all urban centres and larger rural communities. These facilities would range from waiting rooms with toilet accommodation, beverage dispensers and ticket machines in larger centres to simple covered shelters with timetables in smaller centres. The provision of user-friendly travel information is critical. This information could be provided at these facilities through providing a freephone or internet service.
3. A Local Transport Co-ordinator should be appointed by each local authority who would work closely with both the Directors of Transportation and Community & Enterprise in developing a transport strategy for the county with a particular emphasis on rural transport services. Such a person would also be responsible for the co-ordination and dissemination of up to date travel information to the relevant service centres, website etc.
4. To ensure meaningful consultation and involvement in policy formulation, a local Transport Forum of interested groups and organisations should be established in each county in consultation with the established Community and Voluntary Forum, and serviced by the local authority Travel Co-ordinator.

5. Much of the existing bus fleet is under-utilised, particularly the school bus fleet. Further Schemes to exploit this existing capacity should be investigated, as was the case in the highly successful Longford - Tullamore Hospital Bus Initiative. However, the correct vehicle must be provided for the desired service. Many roads are not suitable for large buses and co-ordination would match vehicles to appropriate routes. The cost of fares could be varied across the day to encourage travel during all periods of the day.

### ***Social and Land Use Issues***

1. One of the major issues to be addressed is altering the perception of public transport both from the point of view of statutory bodies and the public. Public transport must be treated as an essential service for the business and social requirements of rural communities and must be at the top of the agenda for policy makers at both national and local level. The general view that public transport is an inferior class of travel compared to private car travel is an issue that must also be addressed.
2. Spatial planning issues must be considered in tandem with transportation provision. Clustering of rural communities, in lieu of one off dwellings would create population pockets that would make transport more accessible and economically viable and is an issue that should be addressed in the current Draft Development Plan for County Longford.
3. The role of the local post office should be secured and expanded to provide additional services such as cash and pension dispensing via ATMs, local authority and other government services where practicable as well as the sale of public transport tickets. This role would be combined with proper waiting facilities referred to earlier. Thus the expansion of services available throughout the post office network could reduce the level of unnecessary trips while also facilitating public transport travel.
4. To improve personal security on transport, resources for policing should be provided especially during the evening period. This would also encourage more providers to run late night services, which are presently lacking, even between the larger population centres.

### **Co-Ordination & Linkage of National & Local/Regional Policy**

1. All major local authorities now employ a senior officer with responsibility for Transportation in the county, a remit that extends far beyond the traditionally perceived role of road improvements and maintenance. Within each county the role of the Director of Transportation should be underpinned by ensuring representation from their national grouping on the proposed National Transportation Authority. This representation would create the primary coordination link from national to local/regional level and give local authorities the opportunity to have a major input into shaping and developing important transportation policies.
2. The main findings and recommendations in this study are incorporated into the County Development Board ***10 year Strategy for the Economic, Social and Cultural Development of County Longford – 2002 – 2011***, against which all public sector and local development agencies must proof their own operation plan. This strategy, in particular the achievement of its objectives will be

monitored on an on-going basis as will the individual agency plans. It is envisaged that the Directors of Transportation and Community & Enterprise would work closely on the issue of rural transport in terms of co-ordinating, monitoring and overseeing objectives relating to this. The Strategy process has been fully endorsed by the *Interdepartmental Task Force on the Integration of Local Government and Local Development Systems* who also oversee the work of the Board at central government level. The Strategy and the CDB itself have also been enshrined in the Local Government Act 2000.

### **5.3 Developing a Rural Transport Strategy for Longford**

It is accepted that rural transport services cannot cater for trip demands on a par with services in large urban areas. However, services and facilities must be reliable and consistent, reliable in terms of running to published timetables and also in terms of long term certainty. Short term trials or frequent changes in funding streams and policy are damaging to the public perception of non – car transport choices.

The reliability issue, which emerged as a priority from the Longford workshop, and from other consultations across the West Midlands Region, could usefully be addressed by establishing a set of aims, objectives and targets. With a strategy of this type, agreed with relevant stakeholders, consistency of approach can be demonstrated and communicated to all those involved in the planning, operation and funding of transport facilities as well as everyone affected by the availability of transport. Whilst everyone is affected by personal mobility issues to some extent, it is particularly important for the 14% of County Longford's rural population who rarely or never have access to a car.

A rural transport strategy with a clear vision for the future provision of services and initiatives based on the extensive consultation process and experience to date in the county, demonstrates that the County Development Board and its partners have listened to the views of all sectors of the community and acted upon them in a balanced and consistent way. Having a hierarchy of aims and objectives will act as a catalyst for investment and change. The many organisations involved in transport and planning decision making, service provision and community projects will all be able to share in this common strategy, make financial and resource decisions accordingly and achieve added value through the combination and focusing of efforts. The proposed rural transport strategy for the County of Longford encompasses five key areas, which have been drawn from the audit findings. These are:

1. Information Strategy
2. Funding Strategy
3. Consultation and Monitoring Strategy
4. Service Provision Strategy
5. Removal of Barriers Strategy

Fig. 10 outlines these key areas and also indicates responsibilities and possible schemes or initiatives that could be introduced.

### **Information Strategy**

The rural transport audit has quantified the range of transport choices available, the level of service provided and the penetration of routes. The process of coordinating this information to create a comprehensive picture of rural transport for this report has highlighted the disparate nature of service provision and information. This has been affirmed by views expressed during workshop discussions. There is a clear perception amongst many of the stakeholders consulted during this study that timely information on bus services and specialist services such as community vehicles is difficult to find. Transversely, bus operators are concerned that investment in leaflets and other promotional material has little impact on public awareness of services. Furthermore, operators have suggested that it is difficult to identify the demand for new and improved routes with any confidence and all stakeholders agree that successful rural transport initiatives require the support and involvement of local communities. A consistent theme has been the desire for greater coordination of information at a number of levels.

The Information strategy would set out a structured plan for providing transport information to people in an accessible way and at the right time. It would include consideration of all information media from formalising simple 'word of mouth' discussion at a very local level to co-ordinating all printed material to providing real time information through the use of new technologies and through local travel centres. Information available at home, on vehicle and at destinations should be considered. Again, consistency, user friendliness and reliability will be key requirements. A Travel Co-Coordinator could have an important role to play in this regard. Travel Coordination Centres referred to earlier also merit further consideration.

### **Travel Coordination Centres**

At the local level, Travel Coordination Centres have the potential to meet a number of requirements emerging from the audit process. In small rural centres, a modest facility could be created which made use of space in an existing public building such as a post office, school, community hall or library. Such a facility could provide:

- Coordination of all public transport information ( routes, frequencies, fares )
- Up to date (perhaps real time ) information on changes to service schedules and potential delays
- A single point of contact for operators to consult on community needs and for potential travellers to consult on specific service requirements
- A free telephone and internet link to Local Authorities, operators and organisations providing community services, such as health board or school transport etc.
- A booking system for responsive services, taxi sharing etc.
- Management of a Car sharing database
- A focus for establishing a Transport Users Group where local people can discuss shared problems and opportunities and where transport providers can obtain valuable feedback and ideas from customers.

To minimise costs and maximise the efficiency of any staff employed and the use of available facilities in the most effective way, consideration could be given to combining Travel Coordination Centres with other community services such as health or youth workers already operating on the ground.

Centres of this type are operating successfully in other European countries. For example, In Finland on the outskirts of Helsinki, Travel Coordination Centres manage demand responsive transport services and provide information via a call centre.

### **Funding Strategy**

With a growing trend of centralisation for health and financial services and a continued growth in car ownership and use, particularly for commuting, the funding demand for socially necessary rural public transport services will continue to exceed the available budgets. A Funding Strategy is required to draw together all existing funding streams and elements of resource to achieve added value and remove any areas of duplication. A future funding strategy will also assist in responding to Government Initiatives and grants. In terms of consistency, a clear policy on fares and an agreed criterion for considering new commercial and subsidised services will help to create realistic stakeholder expectations.

The Funding strategy could include:

- The introduction of tax incentives for private bus operators and rural taxi services in order to encourage the improvement of existing services and introduce new services and providers into the market.
- The cost of fares should be varied across the day to encourage travel during all periods of the day.
- Possible integration of public transport investment across policy areas such as health, education etc.

Again, a Transport Co-Coordinator would have a major role in co-ordinating such a strategy.

### **Consultation and Monitoring Strategy**

The discussion workshop element of the Rural Transport Audits was particularly well received by workshop participants. The good response from the rural transport survey reflected the general interest and good will that exists amongst key stakeholders. Like all projects that include community involvement, retaining that involvement and capitalising on emerging partnerships is vitally important. A structured form of community involvement in the identification of transport needs in terms of specific routes, schemes and infrastructure is fundamental to the future success of rural transport.

The consultation part of the strategy will help to achieve consensus on policies and objectives and encourage ownership of the proposals. It will ensure that solutions are developed with local communities rather than imposed on them, a point raised by operators and users throughout this study process.

A range of targets and key performance indicators linked in with the County Development Board Strategy would enable progress towards the strategy objectives to be measured. This monitoring of the situation would, again, feed into the decision making process and influence future priorities. Targets should be challenging but achievable and should be compatible with other national and regional targets for regeneration, social inclusion and quality of life issues. It should always be remembered that transport is a derived demand and strong links to other areas of public policy should be made e.g. health, environment and economy.

### **Service Provision Strategy**

The need for services to be reliable and supported over the long term was a key finding of the audit work. Removal of new services after relatively short periods of time seriously undermines confidence in transport services with a knock-on affect for support and potential patronage on subsequent services.

The workshops also established that there is the perception that the existing bus fleet is under utilised, particularly the school bus fleet. Schemes to exploit this existing capacity should be investigated. This issue is linked to providing the correct bus for the desired service. Many roads are not suitable for large buses and co-ordination would match vehicles to appropriate routes. One potential scheme to be considered in the Service Strategy is a demand responsive bus service. The current €4.4m NDP funding for pilot rural transport initiatives should be maximised for this purpose.

### **Demand Responsive Services**

Like many rural areas, County Longford has a reasonable level of bus service along main corridors. However, access to these routes is often difficult or impossible for nearby settlements. In recognition of the fact that fixed – route scheduled bus services may no longer provide the blanket solution to the rural transport problem that it did in the past, a number of semi – scheduled services have been tried across Europe. There are a number of examples in the UK where a range of different services have been developed with a demand responsive element. Bus, coach, community minibus, subsidised taxi and car sharing schemes have all been initiated to address different rural circumstances, as has been done on a number of occasions by LCRL throughout Longford.. These services all depend on some sort of coordination facility that matches the travel demands of residents in a defined area with the route and timings of vehicles.

### **Removal of Barriers Strategy**

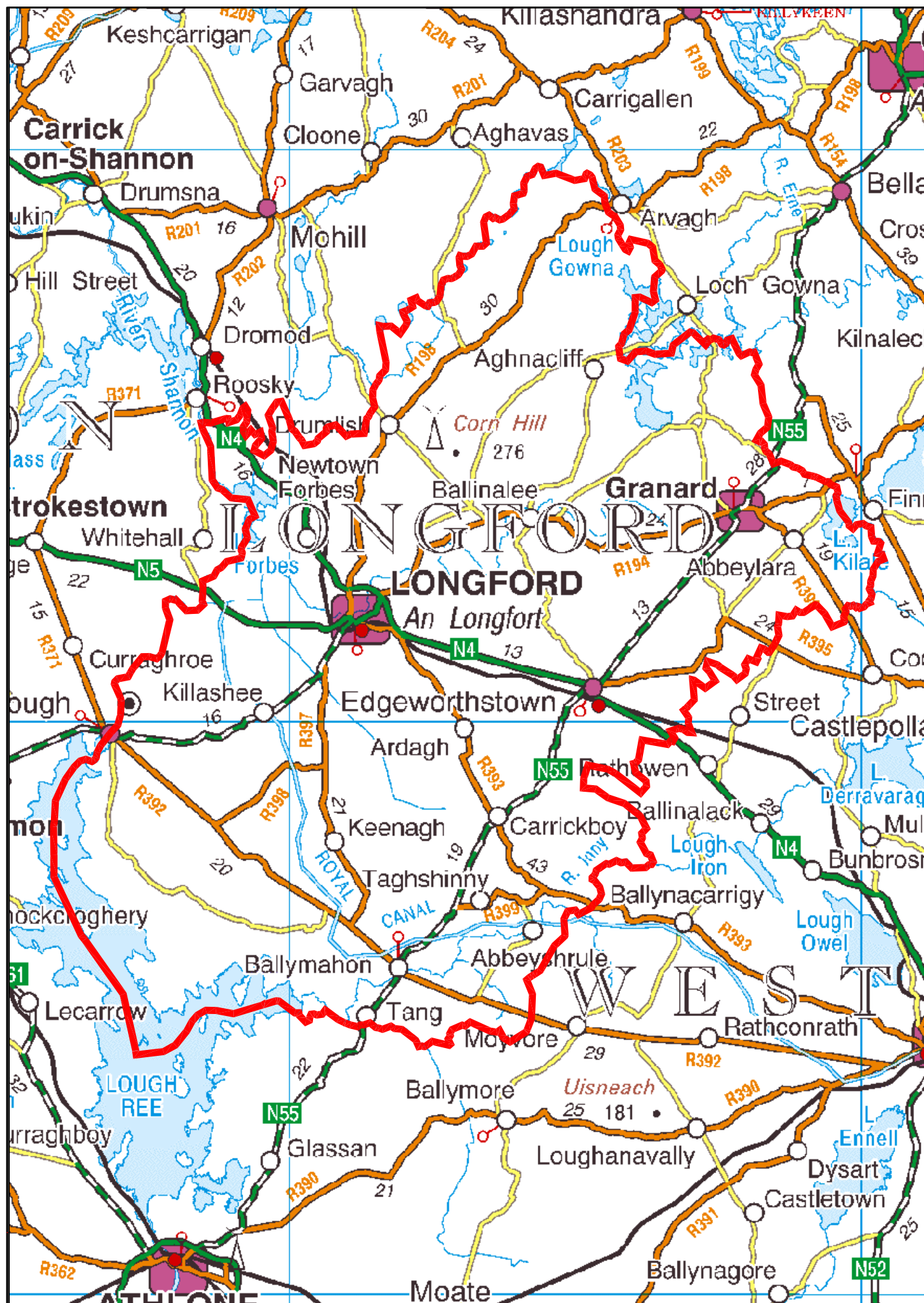
One of the major issues to be addressed is altering the perception of public transport both from the point of view of statutory bodies, and the public. Public transport must be treated as an essential service for the business and social requirements of rural communities and must be at the top of the agenda for policy makers at both national and local level. The perception that public transport is an inferior mode of travel as against private car travel must also be overcome.

### **Conclusions**

A strategy of this type will not be achieved overnight. Indeed, to meet the objective of providing certainty and a framework for long term planning it must be strategic in nature and last for a period of at least ten years. Any such Rural Transport Strategy cannot be considered in isolation and must be drafted taking into consideration the County Development Boards Economic, Social and Cultural Strategy for the county. It must also be framed within the context of the objectives of the County Development Plan which in turn must take the identified rural transport issues and needs into consideration during its drafting.

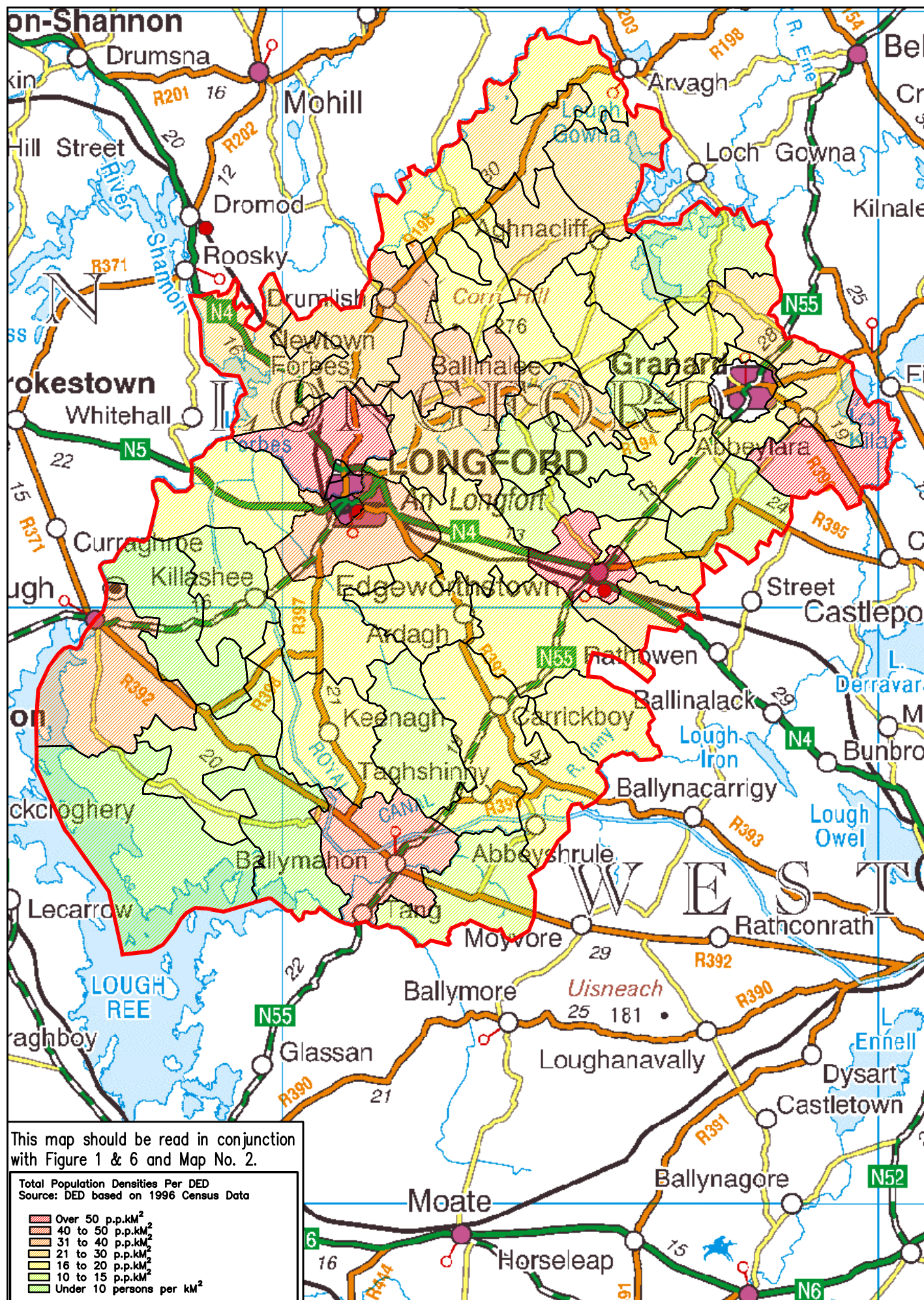
## **Appendix 1**







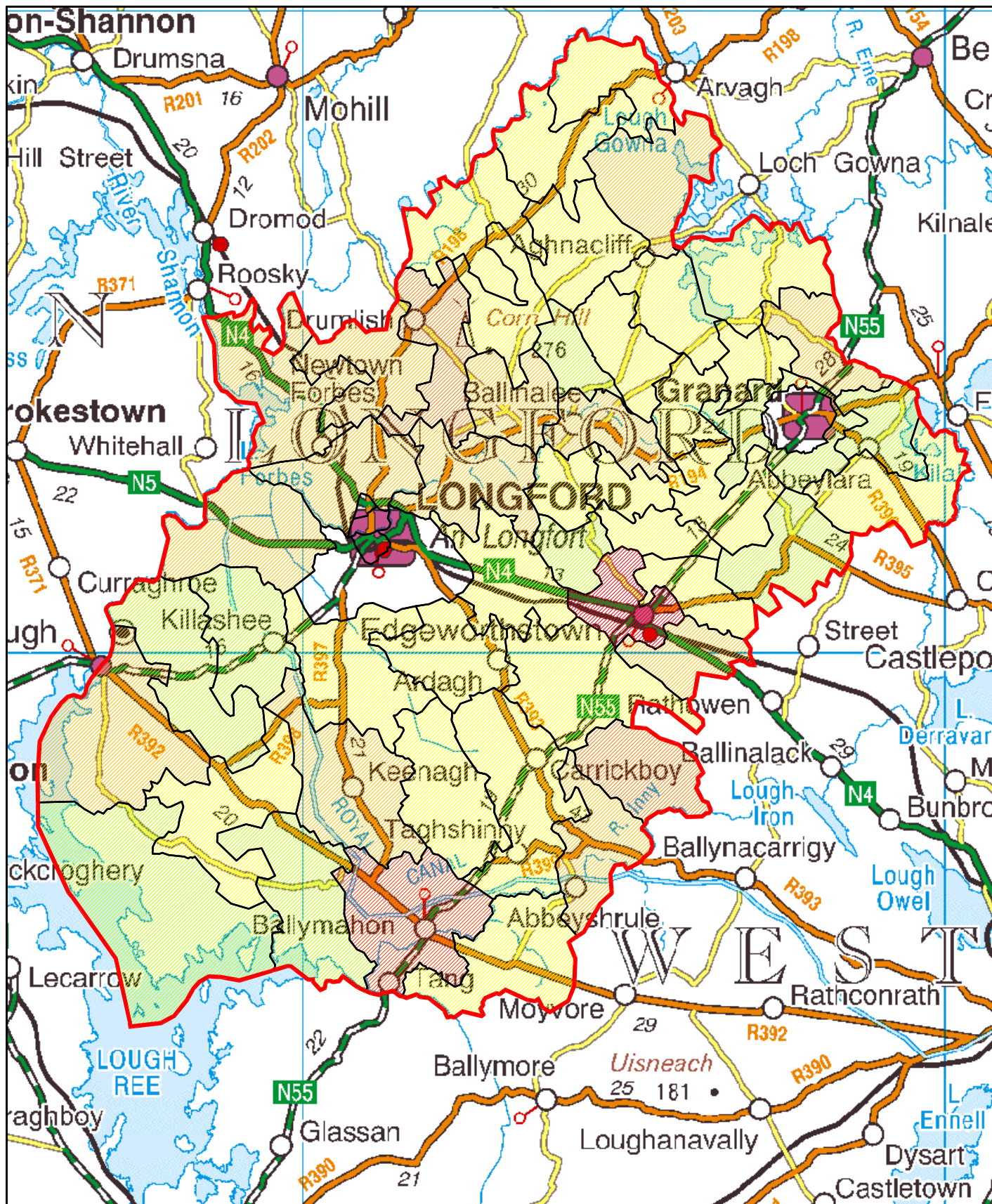




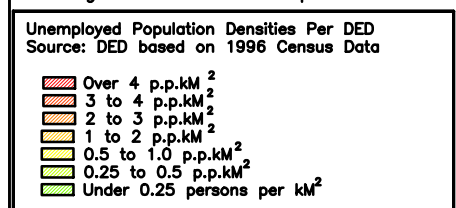




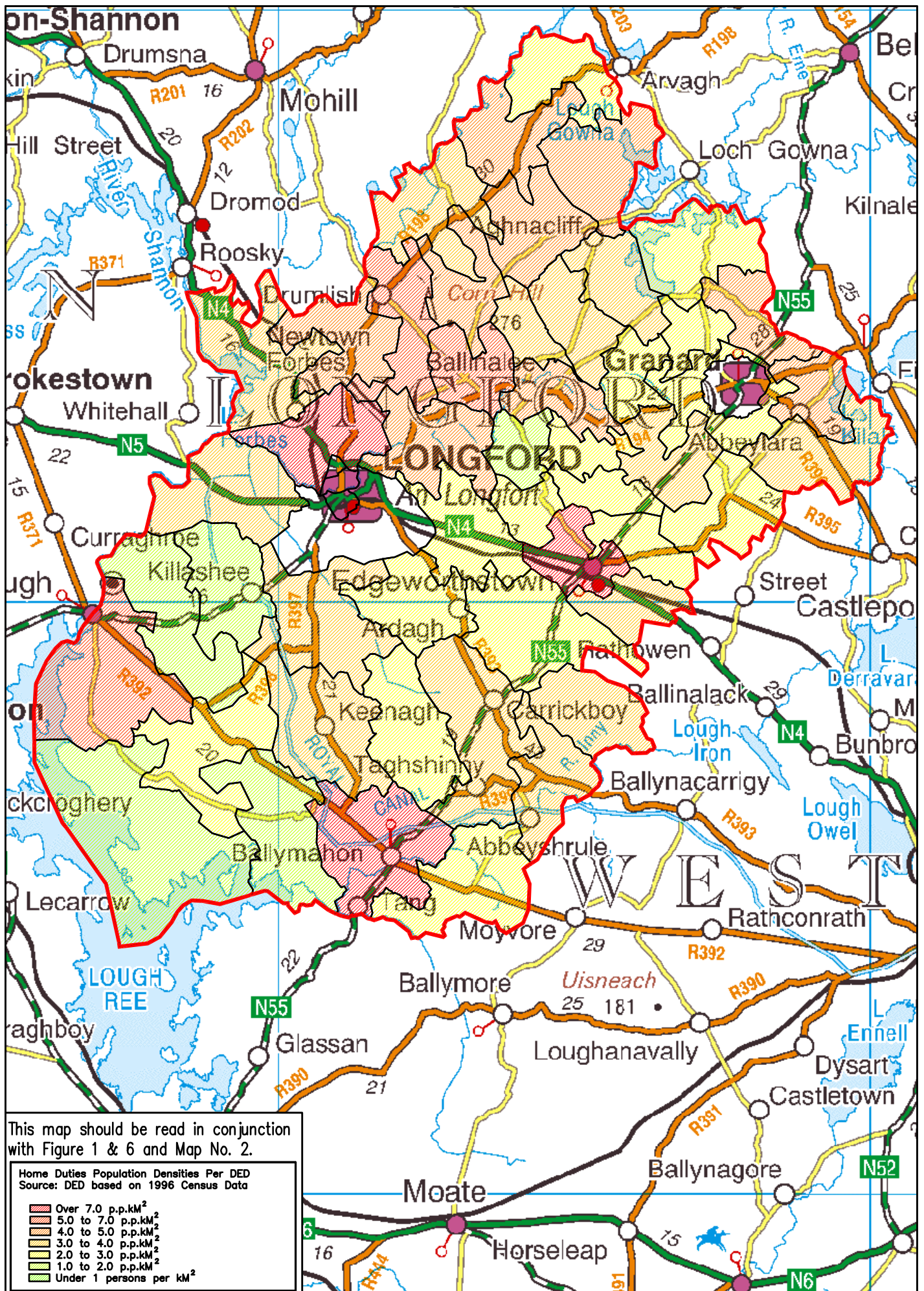




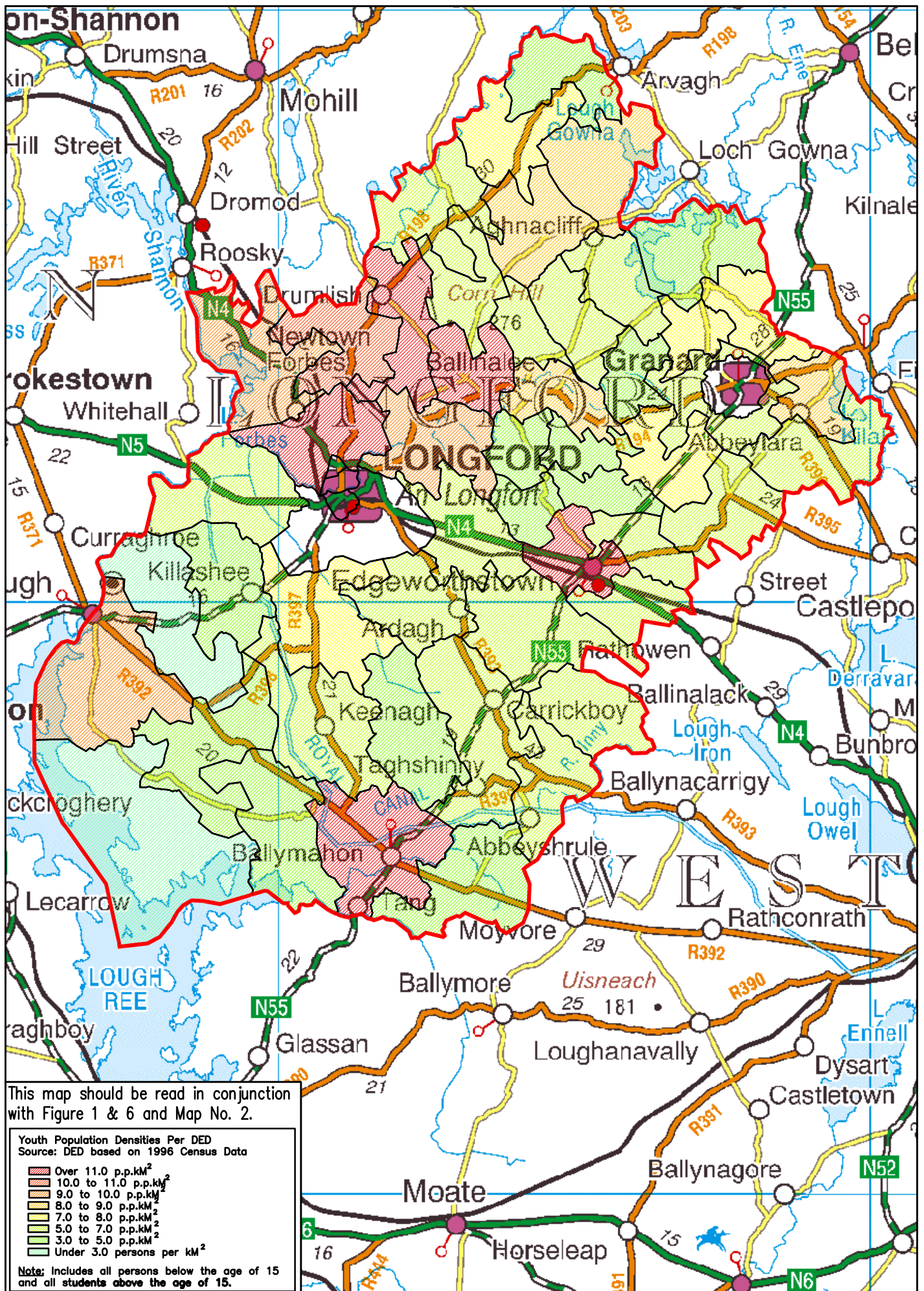
This map should be read in conjunction with Figure 1 & 6 and Map No. 2.



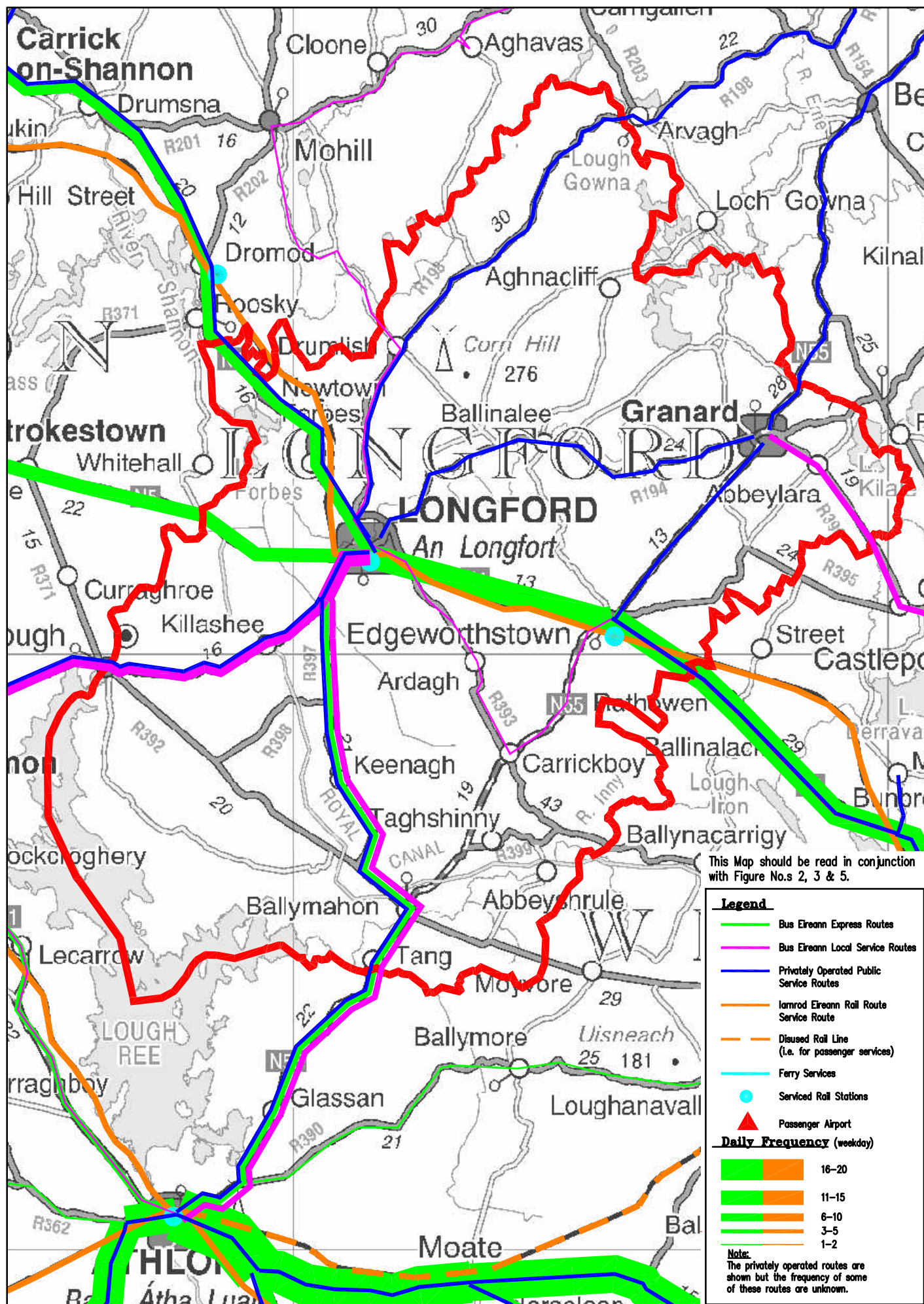




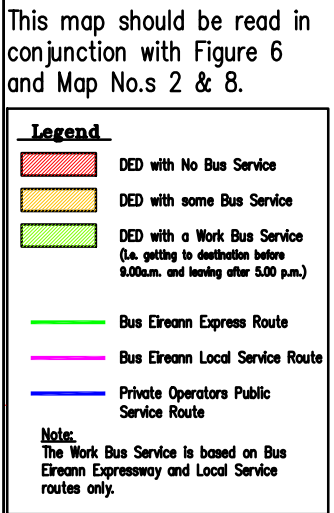




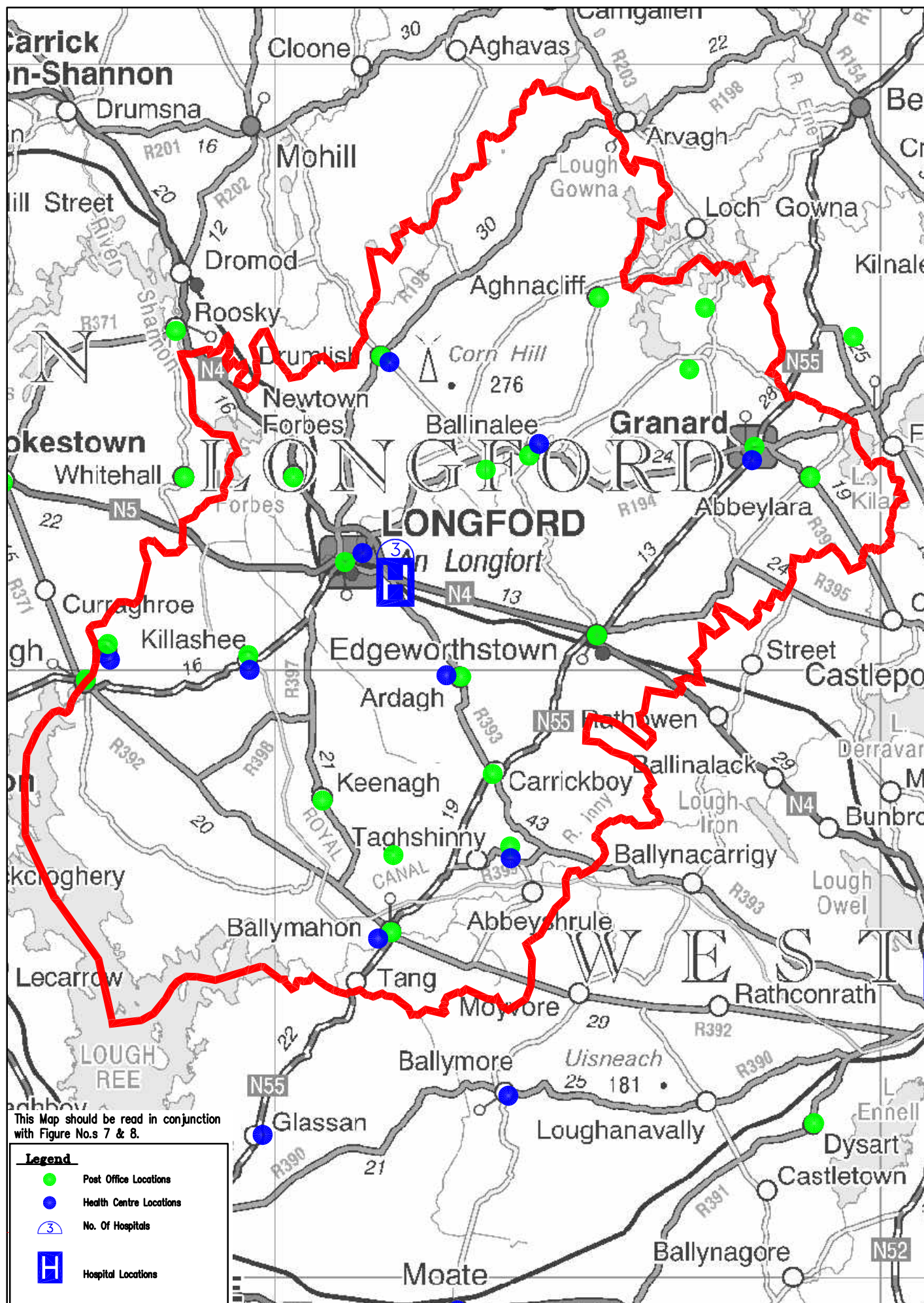












## **Appendix 2**

# Figure 1 : County Longford - Target Groups Rural Population per DED

This figure should be read in conjunction with Maps 2 to 8

| DED Name                            | Persons 1996 | Unemployed  | 65+         | Home Duties | Students + Under 14 | Total for Target Groups |
|-------------------------------------|--------------|-------------|-------------|-------------|---------------------|-------------------------|
| <b>Ballymahon Rural District</b>    |              |             |             |             |                     |                         |
| 3. Agharra                          | 358          | 28          | 47          | 68          | 128                 | 271                     |
| 4. Ballymahon                       | 1559         | 110         | 236         | 278         | 510                 | 1134                    |
| 5. Cashel East                      | 372          | 21          | 54          | 71          | 133                 | 279                     |
| 6. Cashel West                      | 565          | 22          | 114         | 119         | 167                 | 422                     |
| 7. Doory                            | 345          | 20          | 56          | 59          | 105                 | 240                     |
| 8. Forgney                          | 380          | 22          | 67          | 71          | 123                 | 283                     |
| 9. Foxhall                          | 373          | 51          | 43          | 71          | 102                 | 267                     |
| 10. Kilcommock                      | 598          | 40          | 67          | 119         | 207                 | 433                     |
| 11. Kilglass                        | 555          | 30          | 95          | 112         | 184                 | 421                     |
| 12. Ledwithstown                    | 269          | 11          | 38          | 53          | 97                  | 199                     |
| <b>Granard No. 1 Rural District</b> |              |             |             |             |                     |                         |
| 13. Abbeylara                       | 280          | 6           | 36          | 53          | 114                 | 209                     |
| 14. Ballinallee                     | 357          | 16          | 49          | 70          | 118                 | 253                     |
| 15. Ballymuigh                      | 256          | 20          | 29          | 49          | 78                  | 176                     |
| 16. Bunlahy                         | 166          | 8           | 32          | 27          | 52                  | 119                     |
| 17. Columbkille                     | 596          | 29          | 80          | 112         | 195                 | 416                     |
| 18. Coolamber                       | 261          | 7           | 32          | 44          | 106                 | 189                     |
| 19. Creevy                          | 313          | 18          | 52          | 59          | 100                 | 229                     |
| 20. Crosagstown                     | 208          | 10          | 26          | 31          | 74                  | 141                     |
| 21. Currygrane                      | 109          | 6           | 17          | 18          | 32                  | 73                      |
| 22. Dalystown                       | 175          | 8           | 22          | 24          | 67                  | 121                     |
| 23. Drummeel                        | 111          | 6           | 18          | 23          | 36                  | 83                      |
| 25. Gelshagh                        | 284          | 11          | 49          | 54          | 85                  | 199                     |
| 26. Granard Rural                   | 261          | 6           | 47          | 45          | 89                  | 187                     |
| 28. Knockanbaun                     | 124          | 5           | 17          | 25          | 40                  | 87                      |
| 29. Lislea                          | 163          | 3           | 26          | 31          | 57                  | 117                     |
| 30. Meathas Truim                   | 1046         | 57          | 183         | 186         | 352                 | 778                     |
| 31. Milltown                        | 329          | 16          | 35          | 57          | 125                 | 233                     |
| 32. Moatfarrell                     | 124          | 4           | 18          | 23          | 32                  | 77                      |
| 33. Moyne                           | 319          | 11          | 60          | 41          | 89                  | 201                     |
| 34. Mullanalaghta                   | 301          | 12          | 55          | 54          | 97                  | 218                     |
| 36. Sonnagh                         | 281          | 12          | 54          | 59          | 103                 | 228                     |
| <b>Longford Rural District</b>      |              |             |             |             |                     |                         |
| 37. Aghaboy                         | 492          | 30          | 57          | 90          | 177                 | 354                     |
| 38. Ardagh East                     | 529          | 26          | 84          | 87          | 168                 | 365                     |
| 39. Ardagh West                     | 343          | 11          | 52          | 58          | 117                 | 238                     |
| 40. Ballinamuck East                | 485          | 19          | 84          | 95          | 166                 | 364                     |
| 41. Ballinamuck West                | 453          | 16          | 82          | 82          | 137                 | 317                     |
| 42. Breanrisk                       | 604          | 32          | 77          | 98          | 215                 | 422                     |
| 43. Caldragh                        | 1127         | 32          | 106         | 158         | 417                 | 713                     |
| 44. Cloondara                       | 552          | 28          | 68          | 87          | 169                 | 352                     |
| 45. Cloonee                         | 599          | 24          | 75          | 110         | 217                 | 426                     |
| 46. Corboy                          | 361          | 13          | 42          | 48          | 129                 | 232                     |
| 47. Drumgort                        | 430          | 12          | 71          | 86          | 138                 | 307                     |
| 48. Drumlish                        | 799          | 48          | 105         | 132         | 308                 | 593                     |
| 49. Killashee                       | 235          | 6           | 37          | 37          | 81                  | 161                     |
| 50. Killoe                          | 306          | 10          | 54          | 67          | 91                  | 222                     |
| 52. Mountdavis                      | 185          | 5           | 20          | 34          | 66                  | 125                     |
| 53. Moydow                          | 566          | 19          | 80          | 110         | 206                 | 415                     |
| 54. Newtown Forbes                  | 768          | 40          | 120         | 95          | 265                 | 520                     |
| 55. Rathcline                       | 1248         | 50          | 201         | 245         | 396                 | 892                     |
| 24. Firry                           | 149          | 8           | 20          | 30          | 56                  | 114                     |
| <b>Totals</b>                       | <b>21669</b> | <b>1055</b> | <b>3189</b> | <b>3855</b> | <b>7316</b>         | <b>15415</b>            |

## Table 2 : Bus Eireann Services in County Longford

This figure to be read in conjunction with Map No. 8

### Bus Eireann - Expressway

| Route                                    | Route No. | Serving  | M | T | W | T | F | S | S | Total |
|--|-----------|--|---|---|---|---|---|---|---|-------|
| Dublin - Mullingar - Longford - Ballina  | 22        | Edgeworthstown & Longford                      | 7 | 7 | 7 | 7 | 7 | 7 | 6 | 48    |
| Ballina - Longford - Mullingar - Dublin  | 22        |  | 6 | 6 | 6 | 6 | 6 | 6 | 7 | 43    |
| Dublin - Mullingar - Longford - Sligo    | 23        | Edgeworthstown, Longford & Newton Forbes       | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 35    |
| Sligo - Longford - Mullingar - Dublin    | 23        |  | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 29    |
| Galway - Longford - Sligo - Belfast      | 65        | Longford, Edgeworthstown, Granard & Ballymahon | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 8     |
| Belfast - Sligo - Longford - Galway      | 65        |  | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 8     |
| Waterford - Athlone - Longford           | 73        | Longford & Ballymahon                          | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 13    |
| Longford - Athlone - Waterford           | 73        |  | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 13    |
| Ballina - Longford - Athlone             | 75        | Longfor & Ballymahon                           | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 6     |
| Athlone - Longford - Ballina             | 75        |  | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 6     |
| Roscrea - Athlone - Longford - Sligo     | 76        | Longford & Newton Forbes                       | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 7     |
| Sligo - Longford - Athlone - Roscrea     | 76        |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 7     |
| Athlone - Longford - Enniskillen - Derry | 77        | Ballymahon, Longford & Newton Forbes           | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 6     |
| Derry - Enniskillen - Longford - Athlone | 77        |  | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 6     |
| Athlone - Longford - Cavan - Belfast     | 78        | Ballymahon & Longford                          | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 8     |
| Belfast - Cavan - Longford - Athlone     | 78        |  | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 8     |

### Bus Eireann - Local Services

| Route                             | Route No. | Serving                                    | M | T | W | T | F | S | S | Total |
|-----------------------------------|-----------|--|---|---|---|---|---|---|---|-------|
| Dublin - Trim - Athboy - Granard  | 111       | Abbeylara & Granard                        | 3 | 3 | 3 | 3 | 3 | 2 | 1 | 18    |
| Granard - Athboy - Trim - Dublin  | 111       |  | 3 | 3 | 3 | 3 | 3 | 2 | 1 | 18    |
| Dublin - Mullingar - Longford     | 115       | Edgeworthstown, Ardagh & Longford          | 1 | 1 | 1 | 1 | 1 | 2 |   | 7     |
| Longford - Mullingar - Dublin     | 115       |  | 1 | 1 | 1 | 1 | 1 | 2 |   | 7     |
| Galway - Mountbellew - Longford   | 425       | Killashee & Longford                       | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 20    |
| Longford - Mountbellew - Galway   | 425       |  | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 20    |
| Longford - Carrigallen            | 463       | Aghnacliff, Ennybegs & Longford            | 1 |   | 1 |   |   | 1 |   | 3     |
| Carrigallen - Longford            | 463       |  | 1 |   | 1 |   |   | 1 |   | 3     |
| Longford - Athlone                | 466       | Longford, Keenagh & Ballymahon             | 3 | 3 | 3 | 3 | 3 | 3 |   | 18    |
| Athlone - Longford                | 466       |  | 3 | 3 | 3 | 3 | 3 | 3 |   | 18    |
| Longford - Lanesboro - Roscommon  | 467       | Longford, Killashee, Lanesboro & Roscommon | 1 | 1 | 3 | 1 | 1 | 1 |   | 8     |
| Roscommon - Lanesboro - Longford  | 467       |  | 1 | 1 | 3 | 1 | 3 | 1 |   | 10    |
| Longford - Newtowncashel          | 468       | Longford & Keenagh                         |   |   |   |   |   | 2 |   | 2     |
| Newtoncashel - Longford           | 468       |  |   |   |   |   |   | 2 |   | 2     |
| Sligo - Ck. On Shannon - Longford | 469       | Newton-forbes & Longford                   |   |   |   |   |   | 1 |   | 1     |
| Longford - Ck. On Shannon - Sligo | 469       |  |   |   |   |   |   | 1 |   | 1     |

### Figure 3 : Iarnrod Eireann Train Services in County Longford

This figure should be read in conjunction with Map No. 8

| Serving            |                            | M | T | W | T | F | S | S | Total |
|--------------------|----------------------------|---|---|---|---|---|---|---|-------|
| Sligo to Dublin    | Boyle & Carrick on Shannon | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 22    |
| Dublin to Sligo    |                            | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 23    |
| Longford to Dublin | Edgeworthstown & Longford  | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 5     |
| Dublin to Longford |                            | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0     |

#### Figure 4 : Coach/Minibus Hire Operators in County Longford

|   |  |  |
|---|--|--|
| 1 | Donnelly's Coaches<br>Main st Granard Longford               | Tel: (043) 86540<br>Fax:   |
| 2 | Farrelly's Coaches Ltd<br>Old Presbytery Kenagh Co. Longford | Tel: (043) 22222<br>Fax:<br><u>Email: <a href="mailto:farrellyscoaches@eircom.net">farrellyscoaches@eircom.net</a></u>   |
| 3 | Kanes Travel Agency<br>27 Ballymahon st Longford             | Tel: (043) 45201<br>Fax: (043) 46972<br><u>Email: <a href="mailto:kanestravel@eircom.net">kanestravel@eircom.net</a></u><br><u>Web: <a href="http://www.kanestravel.ie">www.kanestravel.ie</a></u> |

## Figure 5 : Privately Operated Public Transport Services in County Longford

This figure should be read in conjunction with Map No. 8

X indicates routes participating in the Free Travel Scheme

| Operator  | Route                  | Service         |
|---|------------------------|-----------------|
| Wharton's Coach Tours Ltd                         | Cavan - Longford       | Mon - Sat       |
| Donnelly Pioneer Bus Service                      | Granard - Mullingar    | X St only       |
|   | Cavan - Longford       | X M-St          |
|   | Granard - Cavan        | X Tu, W, F & St |
|   | Longford - Athlone     | Sn              |
|   | Longford - Galway      | Sn              |
|   | Longford - Sligo       | Sn              |
|   | Longford - Tralee      | Sn              |
|   | Longford - Cavan       | M-St            |
|   | Limerick - Longford    |                 |
|   | Granard - Longford     |                 |
|   | Granard - Knock        |                 |
|   | Granard - Melview      |                 |
|   | Clonrollagh - Melview  |                 |
|   | Granard - Athlone      |                 |
|   | Athlone - Limerick     |                 |
| Farrelly's Coaches Ltd                            | Kenagh - Ballymahon    |                 |
|   | Killashee - Athlone    |                 |
|   | Kenagh - Athlone       |                 |
|   | Ballymahon - Longford  |                 |
|   | Kenagh - Longford      |                 |
| Mc Gowan Micheal<br>Drumshambo Co. Leitrim        | Longford - Letterkenny |                 |
| Ryan Robert<br>Ballinakill Roscrea, Co. Tipperary | Ballinakill - Longford |                 |



# Figure 6 : Target Group Rural Population per DED v Scheduled Bus Service

This figure should be read in conjunction with Maps 2 to 9

| DEDs with no Scheduled Bus Service Shaded Thus      |              |             |             |             |                     |                         |
|---|--------------|-------------|-------------|-------------|---------------------|-------------------------|
| DEDs with no Scheduled Work Bus Service Shaded Thus |              |             |             |             |                     |                         |
| DED Name  | Persons 1996 | Unemployed  | 65+         | Home Duties | Students + Under 14 | Total for Target Groups |
| <b>Ballymahon Rural District</b>                    |              |             |             |             |                     |                         |
| 3. Agharra  | 358          | 28          | 47          | 68          | 128                 | 271                     |
| 4. Ballymahon                                       | 1559         | 110         | 236         | 278         | 510                 | 1134                    |
| 5. Cashel East                                      | 372          | 21          | 54          | 71          | 133                 | 279                     |
| 6. Cashel West                                      | 565          | 22          | 114         | 119         | 167                 | 422                     |
| 7. Doory  | 345          | 20          | 56          | 59          | 105                 | 240                     |
| 8. Forgney  | 380          | 22          | 67          | 71          | 123                 | 283                     |
| 9. Foxhall  | 373          | 51          | 43          | 71          | 102                 | 267                     |
| 10. Kilcommock                                      | 598          | 40          | 67          | 119         | 207                 | 433                     |
| 11. Kilglass  | 555          | 30          | 95          | 112         | 184                 | 421                     |
| 12. Ledwithstown                                    | 269          | 11          | 38          | 53          | 97                  | 199                     |
| <b>Granard No. 1 Rural District</b>                 |              |             |             |             |                     |                         |
| 13. Abbeylara                                       | 280          | 6           | 36          | 53          | 114                 | 209                     |
| 14. Ballinalee                                      | 357          | 16          | 49          | 70          | 118                 | 253                     |
| 15. Ballymuigh                                      | 256          | 20          | 29          | 49          | 78                  | 176                     |
| 16. Bunlahy   | 166          | 8           | 32          | 27          | 52                  | 119                     |
| 17. Columbkille                                     | 596          | 29          | 80          | 112         | 195                 | 416                     |
| 18. Coolamber                                       | 261          | 7           | 32          | 44          | 106                 | 189                     |
| 19. Creevy  | 313          | 18          | 52          | 59          | 100                 | 229                     |
| 20. Crosagstown                                     | 208          | 10          | 26          | 31          | 74                  | 141                     |
| 21. Currygrane                                      | 109          | 6           | 17          | 18          | 32                  | 73                      |
| 22. Dalystown                                       | 175          | 8           | 22          | 24          | 67                  | 121                     |
| 23. Drummeel  | 111          | 6           | 18          | 23          | 36                  | 83                      |
| 25. Gelshagh  | 284          | 11          | 49          | 54          | 85                  | 199                     |
| 26. Granard Rural                                   | 261          | 6           | 47          | 45          | 89                  | 187                     |
| 28. Knockanbaun                                     | 124          | 5           | 17          | 25          | 40                  | 87                      |
| 29. Lislea  | 163          | 3           | 26          | 31          | 57                  | 117                     |
| 30. Meathas Truim                                   | 1046         | 57          | 183         | 186         | 352                 | 778                     |
| 31. Milltown  | 329          | 16          | 35          | 57          | 125                 | 233                     |
| 32. Moatfarrell                                     | 124          | 4           | 18          | 23          | 32                  | 77                      |
| 33. Moyne   | 319          | 11          | 60          | 41          | 89                  | 201                     |
| 34. Mullanalaghta                                   | 301          | 12          | 55          | 54          | 97                  | 218                     |
| 36. Sonnagh   | 281          | 12          | 54          | 59          | 103                 | 228                     |
| <b>Longford Rural District</b>                      |              |             |             |             |                     |                         |
| 37. Aghaboy   | 492          | 30          | 57          | 90          | 177                 | 354                     |
| 38. Ardagh East                                     | 529          | 26          | 84          | 87          | 168                 | 365                     |
| 39. Ardagh West                                     | 343          | 11          | 52          | 58          | 117                 | 238                     |
| 40. Ballinamuck East                                | 485          | 19          | 84          | 95          | 166                 | 364                     |
| 41. Ballinamuck West                                | 453          | 16          | 82          | 82          | 137                 | 317                     |
| 42. Breanrisk                                       | 604          | 32          | 77          | 98          | 215                 | 422                     |
| 43. Caldragh  | 1127         | 32          | 106         | 158         | 417                 | 713                     |
| 44. Cloondara                                       | 552          | 28          | 68          | 87          | 169                 | 352                     |
| 45. Cloonee   | 599          | 24          | 75          | 110         | 217                 | 426                     |
| 46. Corboy  | 361          | 13          | 42          | 48          | 129                 | 232                     |
| 47. Drumgort  | 430          | 12          | 71          | 86          | 138                 | 307                     |
| 48. Drumlish  | 799          | 48          | 105         | 132         | 308                 | 593                     |
| 49. Killashee                                       | 235          | 6           | 37          | 37          | 81                  | 161                     |
| 50. Killoe  | 306          | 10          | 54          | 67          | 91                  | 222                     |
| 52. Mountdavis                                      | 185          | 5           | 20          | 34          | 66                  | 125                     |
| 53. Moydow  | 566          | 19          | 80          | 110         | 206                 | 415                     |
| 54. Newtown Forbes                                  | 768          | 40          | 120         | 95          | 265                 | 520                     |
| 55. Rathcline                                       | 1248         | 50          | 201         | 245         | 396                 | 892                     |
| 24. Firry   | 149          | 8           | 20          | 30          | 56                  | 114                     |
| <b>Totals</b>                                       | <b>21669</b> | <b>1055</b> | <b>3189</b> | <b>3855</b> | <b>7316</b>         | <b>15415</b>            |

## Figure 7 : Listing of Health Centre and Hospital Locations in County Longford

This figure should be read in conjunction with Map No. 10

### Longford Health Centre Locations

Longford  
Ballymahon  
Ballinalee  
Edgeworthstown  
Colehill  
Drunlish  
Smear, Aughacliffe  
Lanesboro  
Killashee  
Granard

### Longford Hospital Locations

Longford County Home  
  
Longford Mount Carmel  
  
Longford St Josephes

## Figure 8 : Listing of Post Office Locations in County Longford

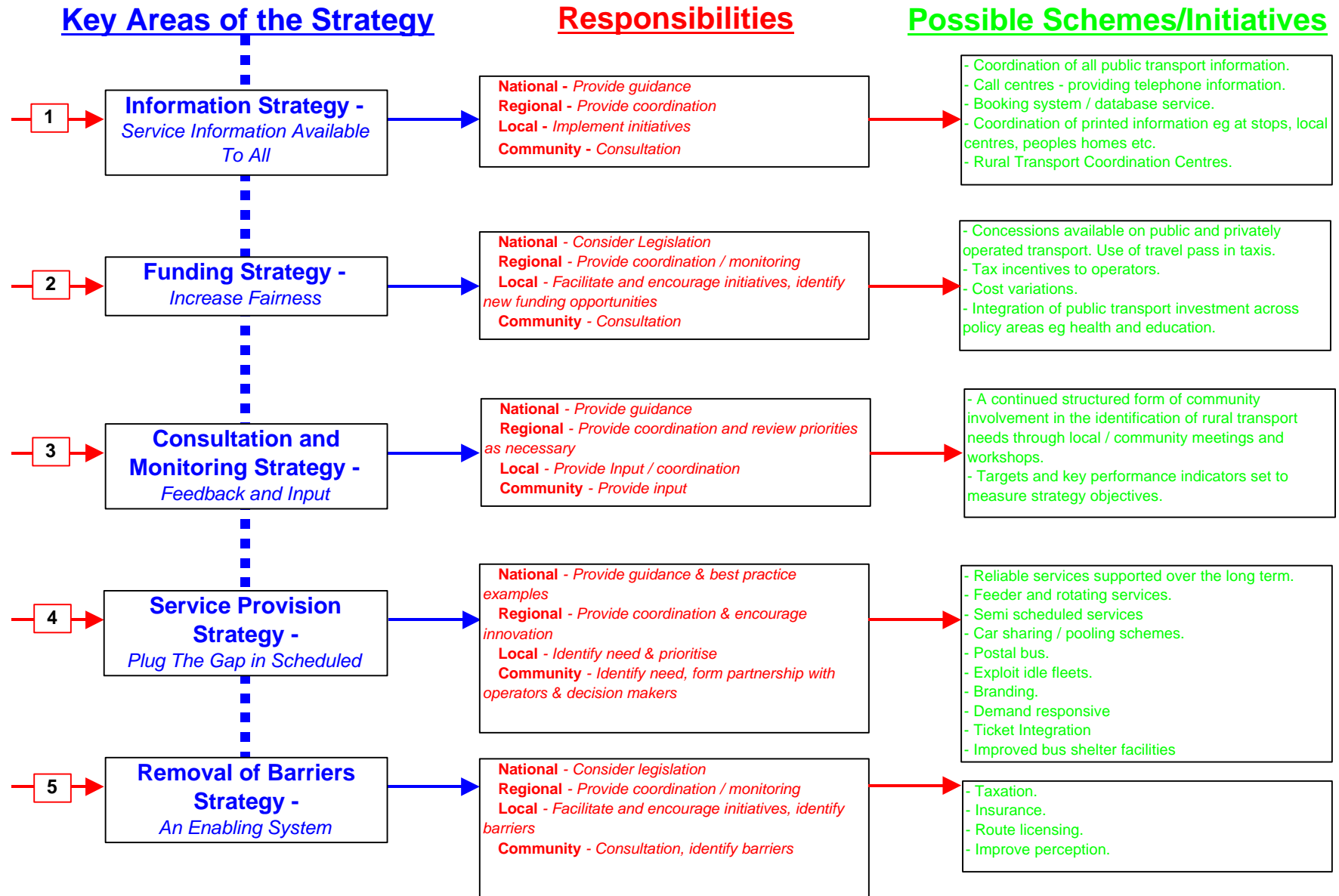
This figure should be read in conjunction with Map No. 10

|               |                |
|---------------|----------------|
| Abbeylara     | Ardagh         |
| Aughnaccliffe | Balliamuck     |
| Ballinalee    | Ballymahon     |
| Barry         | Carrickboy     |
| Clondra       | Cloonagh       |
| Colehill      | Dring          |
| Drumlish      | Edgeworthstown |
| Esker         | Granard        |
| Kenagh        | Kilcogy        |
| Killashee     | Killoe         |
| Lanesborough  | Lenamore       |
| Longford      | Moyne          |
| Newtowncashel | Newtownforbes  |

## **Figure 9 : Listing of Attendees to County Longford Workshop**

- 1 Stephen Kane, Private Transport Operator
- 2 James Maguire, Taxi/Hackney Representative
- 3 Jack Kilgallen, Director of Roads & Transportation, Longford Co. Council
- 4 Gerard Maguire, Taxi/Hackney Representative
- 5 Jeanne Godfrey, C&V County Forum - Active Retirement Association
- 6 Peggy Baxter, C&V County Forum - Clondra Community Association
- 7 John Maguire, Taxi/Hackney Representative
- 8 Patsy Kenny, C&V County Forum - County Community Games
- 9 Helena Doyle, C&V County Forum - Disabled People of Longford
- 10 Oliver Cassidy, CDB Member and Director of LCRL
- 11 Mike O'Farrell, St.Cristopher's Services and Community and Voluntary Forum
- 12 Betty Greegan, Community and Voluntary Forum and Ballinamuck Community Association

## Figure 10 - WSP Proposed Rural Transport Strategy



## **Appendix 3**

16 New transport services in your area might be provided in a number of different ways. For each of the following types of service, tell us how likely you would be to use it. (Please read each description carefully and tick one box for each option A to D)

| POSSIBLE NEW TRANSPORT SERVICE..... |                              |  | .....LIKELIHOOD OF USING THE SERVICE  |                          |                          |                          |                          |
|-------------------------------------|------------------------------|--|---|--------------------------|--------------------------|--------------------------|--------------------------|
|                                     |                              |  | Very likely   | Quite likely             | Quite unlikely           | Very unlikely            |                          |
| A                                   | Must be pre-booked           | Picks you up from your door                        | Takes you directly to your destination                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B                                   | Must be pre-booked           | Picks you up from a nearby stop (within half mile) | Takes you directly to your destination                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C                                   | Does not require pre-booking | Picks you up from a nearby stop (within half mile) | Takes you directly to your destination                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D                                   | Does not require pre-booking | Picks you up from a nearby stop (within half mile) | Connects with another transport service which takes you to your destination | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

17 For any type of new local transport service, to what extent will cost affect your willingness to use it? (tick one box only)

☐ Greatly   ☐ Somewhat   ☐ Not very much

18 Do you have (a) a long-term illness? ☐ Yes   ☐ No

(b) a disability? ☐ Yes   ☐ No

If 'yes', do you experience any travel difficulties as a result of this? ☐ Yes   ☐ No

Does your mode of transport need access for the mobility impaired? ☐ Yes   ☐ No

If mobility access is required, is it presently available? ☐ Yes   ☐ No

19 Do you have a dependant with (a) a long-term illness? ☐ Yes   ☐ No

(b) a disability? ☐ Yes   ☐ No

If 'yes', do you experience any travel difficulties as a result of this? ☐ Yes   ☐ No

20 Do you have any other comments regarding local transport services?

CONFIDENTIAL

# Local Transport SURVEY



The Government has set up an Inter-Departmental Committee which is currently looking at rural passenger transport provision and reasonable needs. Your County Development Board has commissioned research into existing travel habits and difficulties of a sample of rural residents. You have been selected as part of a sample of homes across your County. We need basic information about how often you travel, for what purpose, and what type of transport you use.

Whether you use mainly car, mainly public transport or do not travel much we would still like to hear from you. The form should take approximately 10 minutes to complete and there is a prepaid envelope so it won't cost you anything to respond. The information you provide will be held by the consultants and used by us in a confidential way.

NOTE: Please use BLOCK CAPITALS.

THANK YOU FOR YOUR HELP.

## ABOUT YOU AND YOUR TRAVEL

1 Are you: ☐ Male   ☐ Female

What is your age? (tick one box only)

|                                |                                |                                |                                |                              |
|--------------------------------|--------------------------------|--------------------------------|--------------------------------|------------------------------|
| <input type="checkbox"/> 18-20 | <input type="checkbox"/> 21-24 | <input type="checkbox"/> 25-44 | <input type="checkbox"/> 45-64 | <input type="checkbox"/> 65+ |
|--------------------------------|--------------------------------|--------------------------------|--------------------------------|------------------------------|

2 Which of these best describes your current status? (tick one box only)

|  |                          |
|--|--------------------------|
| Employed   | <input type="checkbox"/> |
| Home duties  | <input type="checkbox"/> |
| Unemployed   | <input type="checkbox"/> |
| Looking for first regular job                        | <input type="checkbox"/> |
| Student  | <input type="checkbox"/> |
| Retired  | <input type="checkbox"/> |
| Unable to work due to permanent sickness, disability | <input type="checkbox"/> |
| Other, please specify                                | <input type="checkbox"/> |

If you are employed, what is your occupation?

3 Do you have a medical card? ☐ Yes   ☐ No

4 Do you have a full driving licence? ☐ Yes   ☐ No

5 Do you currently have a Free Travel Pass? ☐ Yes   ☐ No

6 How many people, including yourself, live in your household?

What is the age profile of your household?

(Enter the number of people in each category)

|                              |                               |                                |                                |                                |                                |                                |                              |
|------------------------------|-------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|------------------------------|
| <input type="checkbox"/> 0-4 | <input type="checkbox"/> 5-12 | <input type="checkbox"/> 13-17 | <input type="checkbox"/> 18-20 | <input type="checkbox"/> 21-24 | <input type="checkbox"/> 25-44 | <input type="checkbox"/> 45-64 | <input type="checkbox"/> 65+ |
|------------------------------|-------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|------------------------------|

7 How many motorised passenger vehicles (car, van etc.) are there in your household?

☐ 0   ☐ 1   ☐ 2   ☐ 3 or more

8 How often is the household car/van, etc. available to you personally for use as a driver or passenger?

|                  | Always                   | Often                    | Rarely                   | Never                    |
|------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Weekday daytime  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Weekday evening  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Saturday daytime | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Saturday evening | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sunday daytime   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sunday evening   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Are you normally the driver ☐ passenger ☐

continued overleaf →

9 How often do you make a trip from your home at each of the following times?

(please tick one box in each row)

|                  |                                |                          |                          |                          |                          |                          |                          |                          |                          |
|------------------|--------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
|                  | 3 or more trips every day      | 1-2 trips every day      | 3-4 trips a week         | 1-2 trips a week         | Once a fortnight         | Once a month             | 3-4 trips a year         | Once a year              | Never                    |
| Weekday daytime  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Weekday evening  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|                  | 1                              | 2                        | 3                        | 4                        | 5                        | 6                        | 7                        | 8                        | 9                        |
|                  | 3 or more trips every Saturday | 1-2 trips every Saturday | Every second Saturday    | One Saturday a month     | 3-4 trips a year         | Once a year              | Never                    |                          |                          |
| Saturday daytime | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Saturday evening | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|                  | 3 or more trips every Sunday   | 1-2 trips every Sunday   | Every second Sunday      | One Sunday a month       | 3-4 trips a year         | Once a year              | Never                    |                          |                          |
| Sunday daytime   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sunday evening   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|                  | 1                              | 2                        | 3                        | 4                        | 5                        | 6                        | 7                        |                          |                          |

10 What type of transport do you normally use when you make trips at these times? If you use more than one type on a particular trip, please tick the type which forms the main part of the trip.

(Tick one box only in each row)

|                  |                          |                          |                          |                          |                          |                          |                          |                          |                          |                          |                          |
|------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
|                  | CAR/VAN/CYCLE            |                          |                          | BUS                      |                          |                          |                          | OTHER                    |                          |                          |                          |
|                  | Cycle/Motorcycle         | Own/family vehicle       | Other (given lift)       | Scheduled Public         | Scheduled Private        | School Bus               | Other                    | Taxi/Hackney             | Train                    | On foot                  | Other                    |
| Weekday daytime  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Weekday evening  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Saturday daytime | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Saturday evening | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sunday daytime   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sunday evening   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|                  | 1                        | 2                        | 3                        | 4                        | 5                        | 6                        | 7                        | 8                        | 9                        | 10                       | 11                       |

ABOUT THE TYPES OF JOURNEYS YOU MAKE

11 How often and at what times do you undertake each of the following activities?

|  |  |                          |                          |  |                          |                          |                          |                          |                          |
|--|--|--------------------------|--------------------------|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
|  | How many times per...<br>Week or Month or Year |                          |                          | ...and at what times (tick all that apply) |                          |                          |                          |                          |                          |
|  | Enter one number for each trip purpose         |                          |                          | Weekday daytime                            | Weekday evening          | Saturday daytime         | Saturday evening         | Sunday daytime           | Sunday evening           |
| Purpose of trip                              |  |                          |                          |  |                          |                          |                          |                          |                          |
| Going to Work                                | <input type="checkbox"/>                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Education/Training                           | <input type="checkbox"/>                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Food and grocery shopping                    | <input type="checkbox"/>                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Shopping for other goods                     | <input type="checkbox"/>                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Personal business (e.g. bank, post office)   | <input type="checkbox"/>                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Doctor's appointment                         | <input type="checkbox"/>                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Hospital appointment                         | <input type="checkbox"/>                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Attending day care centre                    | <input type="checkbox"/>                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Children to/from crèche/school etc           | <input type="checkbox"/>                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Visiting someone in hospital                 | <input type="checkbox"/>                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Visiting friends/relatives                   | <input type="checkbox"/>                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Social activities (public house, cinema etc) | <input type="checkbox"/>                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sport and recreation                         | <input type="checkbox"/>                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Going to church                              | <input type="checkbox"/>                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Voluntary/Community work                     | <input type="checkbox"/>                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Other (please specify)                       | <input type="checkbox"/>                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|  | 1  |                          |                          | 2  | 3                        | 4                        | 5                        | 6                        | 7                        |

12 Do you commute to work?

☐ Yes ☐ No

If 'yes', what distance is your journey from home to work and how long does it usually take?

Miles

Minutes

Location

13 Other than work, what is the purpose of the next most important journey you regularly make?

For this journey, what is the distance from home to destination and how long does it usually take?

Miles

Minutes

Location

14 Please list the most important destinations for the trips you typically make.

(Please use full place names)

|                               |   |                               |                    |                   |
|-------------------------------|---|-------------------------------|--------------------|-------------------|
| Name of city, town or village | How many times per...?<br>Week or Month or Year | For what purposes/activities? | Type of transport? | Distance<br>Miles |
|                               | Enter one number for each destination           |                               |                    |                   |
|                               | <input type="checkbox"/>                        |                               |                    |                   |
|                               | <input type="checkbox"/>                        |                               |                    |                   |
|                               | <input type="checkbox"/>                        |                               |                    |                   |
|                               | <input type="checkbox"/>                        |                               |                    |                   |
|                               | <input type="checkbox"/>                        |                               |                    |                   |
|                               | <input type="checkbox"/>                        |                               |                    |                   |
|                               | <input type="checkbox"/>                        |                               |                    |                   |
|                               | <input type="checkbox"/>                        |                               |                    |                   |
|                               | <input type="checkbox"/>                        |                               |                    |                   |

15 Are there trips you would like to make but are unable to due to lack of transport?

☐ Yes ☐ No

If 'yes', to which places would you wish to travel, how often and for what purpose  
(Please use full place names)

|                               |   |                               |                   |
|-------------------------------|---|-------------------------------|-------------------|
| Name of city, town or village | How many times per...?<br>Week or Month or Year | For what purposes/activities? | Distance<br>Miles |
|                               | Enter one number for each destination           |                               |                   |
|                               | <input type="checkbox"/>                        |                               |                   |
|                               | <input type="checkbox"/>                        |                               |                   |
|                               | <input type="checkbox"/>                        |                               |                   |
|                               | <input type="checkbox"/>                        |                               |                   |
|                               | <input type="checkbox"/>                        |                               |                   |
|                               | <input type="checkbox"/>                        |                               |                   |
|                               | <input type="checkbox"/>                        |                               |                   |
|                               | <input type="checkbox"/>                        |                               |                   |

Are there trips that you cannot make by train at present but would do so if a service were made available?

☐ Yes ☐ No

How far is it to your nearest train station?

0-2 Miles

☐

2-5 Miles

☐

5-10 Miles

☐

10+ Miles

☐



## Longford RTA Questionnaire- DRAFT SUMMARY (Jan 2002)

**1 Are you:** Male: 190 (42%) Female: 208 (58%)

What is your age?

| 18-20 | 21-24 | 25-44 | 45-64 | 65+ |
|-------|-------|-------|-------|-----|
| 19    | 26    | 133   | 141   | 72  |

**2 Which of these best describes your current status?**

|                               |     |       |  |    |       |
|-------------------------------|-----|-------|--|----|-------|
| Employed                      | 211 | 50.5% | Student  | 22 | 5.3%  |
| Home duties                   | 89  | 21.3% | Retired  | 58 | 13.9% |
| Unemployed                    | 4   | 1.0%  | Unable to work due to permanent sickness, disability | 26 | 6.2%  |
| Looking for first regular job | 2   | 0.5%  | Other..  | 6  | 1.4%  |

**3 Do you have a medical card?**

**4 Do you have a full driving licence?**

**5 Do you currently have a Free Travel Pass?**

**6 How many people, including yourself, live in your household?**

| Yes       | No        |
|-----------|-----------|
| 145 (35%) | 265 (65%) |
| 307 (74%) | 108 (26%) |
| 90 (22%)  | 319 (78%) |

Average 3.50

**7 How many motorised passenger vehicles (car van etc.) are there in your household?**

|      | 0    | 1     | 2     | 3 or more |
|------|------|-------|-------|-----------|
| No.  | 30   | 164   | 151   | 57        |
| %age | 7.5% | 40.8% | 37.6% | 14.2%     |

**8 How often is the household car/van, etc. available to you personally for use as a driver or passenger?**

Are you normally the:

Driver 286 (75%)

Passenger 93 (25%)

|                  | Always | Often | Rarely | Never |
|------------------|--------|-------|--------|-------|
| Weekday daytime  | 268    | 56    | 31     | 24    |
| Weekday evening  | 209    | 57    | 20     | 11    |
| Saturday daytime | 207    | 57    | 22     | 11    |
| Saturday evening | 215    | 50    | 16     | 11    |
| Sunday daytime   | 226    | 52    | 12     | 9     |
| Sunday evening   | 220    | 44    | 18     | 12    |

**9 How often do you make a trip from your home at each of the following times?**

|                 | 3 or more | 1-2 trips per day | 3-4 trips per week | 1-2 trips per week | Once a fortnight | Once a month | 3-4 trips per year | Once a year | Never |
|-----------------|-----------|-------------------|--------------------|--------------------|------------------|--------------|--------------------|-------------|-------|
| Weekday daytime | 83        | 195               | 40                 | 51                 | 5                | 7            | 5                  | 2           | 8     |
| Weekday evening | 41        | 122               | 44                 | 67                 | 13               | 4            | 3                  | 0           | 8     |

|                  | 3 or more | 1-2 trips | Every other week | Once a month | 3-4 trips per year | Once a year | Never |
|------------------|-----------|-----------|------------------|--------------|--------------------|-------------|-------|
| Saturday daytime | 71        | 235       | 26               | 12           | 4                  | 3           | 8     |
| Saturday evening | 35        | 210       | 19               | 13           | 3                  | 4           | 13    |
| Sunday daytime   | 47        | 263       | 23               | 14           | 6                  | 3           | 11    |
| Sunday evening   | 34        | 175       | 34               | 19           | 11                 | 3           | 15    |

**10 What type of transport do you normally use when you make trips at these times?**

|                     | CAR/VAN/CYCLE             |                          |                    | BUS                 |                      |               |       | OTHER            |       |            |       |
|---------------------|---------------------------|--------------------------|--------------------|---------------------|----------------------|---------------|-------|------------------|-------|------------|-------|
|                     | Cycle/<br>Motor-<br>cycle | Own<br>family<br>vehicle | Other<br>(eg lift) | Scheduled<br>Public | Scheduled<br>private | School<br>bus | Other | Taxi/<br>Hackney | Train | On<br>Foot | Other |
| Weekday<br>daytime  | 9                         | 328                      | 16                 | 8                   | 7                    | 1             | 2     | 11               | 1     | 13         | 1     |
| Weekday<br>evening  | 2                         | 269                      | 14                 | 2                   | 2                    | 1             | 0     | 3                | 2     | 13         | 0     |
| Saturday<br>daytime | 3                         | 286                      | 13                 | 6                   | 2                    | 1             | 0     | 4                | 3     | 6          | 0     |
| Saturday<br>evening | 1                         | 274                      | 10                 | 2                   | 1                    | 0             | 0     | 15               | 3     | 5          | 0     |
| Sunday<br>daytime   | 3                         | 297                      | 11                 | 4                   | 2                    | 0             | 0     | 3                | 1     | 3          | 1     |
| Sunday<br>evening   | 0                         | 273                      | 10                 | 3                   | 4                    | 0             | 0     | 8                | 7     | 6          | 0     |

**11 How often and at what times do you undertake each of the following activities?**

|   | Weekday<br>daytime | Weekday<br>evening | Saturday<br>daytime | Saturday<br>evening | Sunday<br>daytime | Sunday<br>evening |
|---|--------------------|--------------------|---------------------|---------------------|-------------------|-------------------|
| Going to Work                                   | 169                | 45                 | 31                  | 16                  | 18                | 10                |
| Education/Training                              | 35                 | 42                 | 6                   | 0                   | 3                 | 4                 |
| Food and grocery shopping                       | 164                | 78                 | 95                  | 19                  | 17                | 4                 |
| Shopping for other goods                        | 109                | 30                 | 104                 | 15                  | 16                | 5                 |
| Personal business<br>(e.g. bank, post office)   | 205                | 15                 | 6                   | 2                   | 1                 | 1                 |
| Doctor's appointment                            | 168                | 39                 | 10                  | 1                   | 1                 | 1                 |
| Hospital appointment                            | 109                | 10                 | 3                   | 2                   | 1                 | 1                 |
| Attending day care centre                       | 13                 | 2                  | 0                   | 0                   | 0                 | 1                 |
| Children to/from crèche/school etc              | 82                 | 27                 | 2                   | 1                   | 5                 | 2                 |
| Visiting someone in hospital                    | 30                 | 69                 | 18                  | 17                  | 38                | 24                |
| Visiting friends/relatives                      | 38                 | 126                | 38                  | 61                  | 72                | 72                |
| Social activities<br>(public house, cinema etc) | 9                  | 70                 | 16                  | 123                 | 16                | 66                |
| Sport and recreation                            | 19                 | 63                 | 30                  | 30                  | 65                | 15                |
| Going to church                                 | 31                 | 13                 | 9                   | 90                  | 157               | 9                 |
| Voluntary/Community work                        | 2                  | 4                  | 1                   | 1                   | 3                 | 1                 |
| Other (please specify)                          | 13                 | 36                 | 8                   | 9                   | 11                | 6                 |

**12 Do you commute to work?**

Yes: 159 (46%)

No: 189 (54%)

If 'yes', what distance is your journey from home to work and how long does it usually take?

Distance: Range: 1-85 miles

Time: Range: 2-150 minutes

Average: 15.0 miles

Average: 26.0 minutes

Top ten destinations...

|   |            |    |
|---|------------|----|
| 1 | Longford   | 56 |
| 2 | Dublin     | 11 |
| 3 | Mullingar  | 11 |
| 4 | Athlone    | 7  |
| 5 | Ballymahon | 6  |

|    |                |   |
|----|----------------|---|
| 6  | Lanesborough   | 6 |
| 7  | Granard        | 5 |
| 8  | Cavan          | 4 |
| 9  | Newtown Forbes | 4 |
| 10 | Roscommon      | 3 |

**13 Other than work what is the purpose of the next most important journey you regularly make?**

Purpose...

|   |                       |     |
|---|-----------------------|-----|
| 1 | Shopping non specific | 104 |
| 2 | Education             | 57  |
| 3 | Visiting Friends      | 41  |
| 4 | Leisure               | 24  |
| 5 | Church                | 24  |

|    |                       |    |
|----|-----------------------|----|
| 6  | Food/grocery shopping | 22 |
| 7  | Work                  | 16 |
| 8  | Sport                 | 16 |
| 9  | Hospital              | 15 |
| 10 | Non food shopping     | 0  |

For this journey what is the distance from home to destination and how long does it usually take?

Distance: Range: 1-90 miles

Time: Range: 1-240 minutes

Average: 13.6 miles

Average: 27.4 minutes

Top ten destinations...

|   |                |     |
|---|----------------|-----|
| 1 | Longford       | 153 |
| 2 | Granard        | 20  |
| 3 | Dublin         | 19  |
| 4 | Edgeworthstown | 12  |
| 5 | Mullingar      | 11  |

|    |               |    |
|----|---------------|----|
| 6  | Athlone       | 11 |
| 7  | Drumlish      | 9  |
| 8  | Ballymahon    | 8  |
| 9  | Cavan         | 7  |
| 10 | Aughnaccliffe | 6  |

**14 Please list the most important destinations for the trips you typically make?**

Top ten destinations...

|   |           |     |
|---|-----------|-----|
| 1 | Longford  | 315 |
| 2 | Dublin    | 92  |
| 3 | Athlone   | 55  |
| 4 | Mullingar | 52  |
| 5 | Granard   | 44  |

|    |                |    |
|----|----------------|----|
| 6  | Cavan          | 25 |
| 7  | Ballymahon     | 23 |
| 8  | Lanesborough   | 23 |
| 9  | Edgeworthstown | 22 |
| 10 | Drumlish       | 20 |

Purpose...

|   |                       |     |
|---|-----------------------|-----|
| 1 | Shopping non specific | 181 |
| 2 | Work                  | 166 |
| 3 | Food/grocery shopping | 66  |
| 4 | Visiting Friends      | 35  |
| 5 | Non food shopping     | 26  |

|    |           |    |
|----|-----------|----|
| 6  | Leisure   | 26 |
| 7  | Sport     | 13 |
| 8  | Education | 11 |
| 9  | Hospital  | 9  |
| 10 | Church    | 7  |

Mode...

|                     |     |       |
|---------------------|-----|-------|
| Car                 | 724 | 89.9% |
| Bus (Not Specified) | 23  | 2.9%  |
| Bus Eireann Bus     | 0   | 0.0%  |
| Private Bus         | 2   | 0.2%  |
| Walk                | 8   | 1.0%  |
| Train               | 28  | 3.5%  |

|              |    |      |
|--------------|----|------|
| Taxi         | 15 | 1.9% |
| Cycle        | 4  | 0.5% |
| Motorcycle   | 0  | 0.0% |
| Hitch Hiking | 0  | 0.0% |
| Van          | 1  | 0.1% |
| Air          | 0  | 0.0% |

Max Distance: 209 miles

Average: 22.3 miles

**15 Are there trips you would like to make but are unable to due to lack of transport?**

Yes: 85 (22%)

No: 294 (76%)

Purpose...

|   |                       |    |
|---|-----------------------|----|
| 1 | Shopping non specific | 47 |
| 2 | Visiting Friends      | 33 |
| 3 | Leisure               | 23 |
| 4 | Hospital              | 5  |
| 5 | Education             | 3  |

|    |                       |   |
|----|-----------------------|---|
| 6  | Work                  | 2 |
| 7  | Non food shopping     | 2 |
| 8  | Food/grocery shopping | 1 |
| 9  | Sport                 | 1 |
| 10 | Church                | 1 |

Top ten destinations...

|   |           |    |
|---|-----------|----|
| 1 | Longford  | 35 |
| 2 | Dublin    | 20 |
| 3 | Athlone   | 16 |
| 4 | Mullingar | 13 |
| 5 | Galway    | 10 |

|    |           |   |
|----|-----------|---|
| 6  | Cork      | 5 |
| 7  | Sligo     | 3 |
| 8  | Drogheda  | 2 |
| 9  | Granard   | 2 |
| 10 | Tullamore | 2 |

Are there trips that you cannot make by train at present but would do so if a service were made available?

|           |           |
|-----------|-----------|
| Yes       | No        |
| 116 (42%) | 168 (58%) |

How far is it to your nearest train station?

| 0-2 miles | 2-5 miles | 5-10 miles | 10+ miles |
|-----------|-----------|------------|-----------|
| 45 (13%)  | 65 (19%)  | 116 (34%)  | 111 (33%) |

**16** New transport services in your area might be provided in a number of different ways. For each of the following types of service, tell us how likely you would be to use it.

| LIKELIHOOD OF USING THE SERVICE |                              |  |   | 1           | 2            | 3              | 4             | Ave Score |
|---------------------------------|------------------------------|--|---|-------------|--------------|----------------|---------------|-----------|
|                                 |                              |  |   | Very likely | Quite Likely | Quite Unlikely | Very unlikely |           |
| A                               | Must be pre-booked           | Picks you up from your door                        | Takes you directly to your destination                                      | 101         | 84           | 51             | 109           | 2.49      |
| B                               | Must be pre-booked           | Picks you up from a nearby stop (within half mile) | Takes you directly to your destination                                      | 44          | 76           | 66             | 112           | 2.82      |
| C                               | Does not require pre-booking | Picks you up from a nearby stop (within half mile) | Takes you directly to your destination                                      | 95          | 96           | 46             | 85            | 2.38      |
| D                               | Does not require pre-booking | Picks you up from a nearby stop (within half mile) | Connects with another transport service which takes you to your destination | 71          | 68           | 61             | 113           | 2.68      |

**17** For any type of new local transport service to what extent will cost affect your willingness to use it?

Averaged Score: 2.3

| Greatly  | Somewhat  | Not very much |
|----------|-----------|---------------|
| 68 (18%) | 133 (35%) | 182 (48%)     |

**18** Do you have

(a) a long-term illness?

(b) a disability?

If yes, do you experience any travel difficulties as a result of this?

Does your mode of transport need access for the mobility impaired?

If mobility access is required, is it presently available?

| Yes      | No        |
|----------|-----------|
| 49 (13%) | 337 (87%) |
| 28 (9%)  | 302 (91%) |
| 20 (16%) | 111 (84%) |
| 12 (9%)  | 175 (93%) |
| 12 (11%) | 102 (89%) |

**19** Do you have a dependant with

(a) a long-term illness?

(b) a disability?

If yes, do you experience any travel difficulties as a result of this?

|          |           |
|----------|-----------|
| 36 (10%) | 342 (90%) |
| 29 (8%)  | 378 (91%) |
| 22 (20%) | 98 (78%)  |