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## **1. Background**

### **1.1 Introduction**

The County/City Development Boards are currently (2001) preparing strategies for the economic, social and cultural development of their county/city. Guidelines for the preparation of these strategies were provided to the CDBs by the Inter-Departmental Task Force on the Integration of Local Government and Local Development Systems. These were contained in the publication – *A Shared Vision* of May 2000<sup>1</sup>.

Subsequent to publication of the *Shared Vision*, the Boards have been asked to specifically address the important issue of rural transport as part of their overall strategy preparation process. CDBs are asked to carry out two functions in this regard:

- audits of existing rural passenger transport services;
- assessments of future needs for such services in their areas.

This process has initially being done on a pilot basis in four counties – Kerry, Laois, Mayo and Westmeath. It will thereafter be mainstreamed to all other rural counties.

The purpose of the present Guidelines is to:

- advise each Board on preparation of the rural passenger transport service audits and needs assessments in their counties;
- provide an overall common template for this process across all County Development Boards;
- help ensure a base of systematic information which will inform developing national policy in relation to rural passenger transport services.

The Guidelines are prepared and published as part of the work of the Interdepartmental Working Group on Rural Transport, chaired by the Department of the Environment and Local Government. This group:

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<sup>1</sup> *A Shared Vision for County/City Development Boards: Guidelines on the CDB Strategies for Economic, Social and Cultural Development*. Interdepartmental Task Force on the Integration of Local Government and Local Development

- oversaw preparation of the four pilot audits and needs assessment (in Kerry, Laois, Mayo and Westmeath);
- prepared the present Guidelines as a result of this experience;
- presented an overall report on its findings and conclusions, based on the four pilot studies.

It was assisted in its work by Fitzpatrick Associates, Economic Consultants, and Steer Davies Gleave, Transport Consultants.

The Working Group's three outputs have been produced as a composite report:

- an overall report;
- the present Guidelines (Annex 1);
- the results of the four pilot studies (Annex 2).

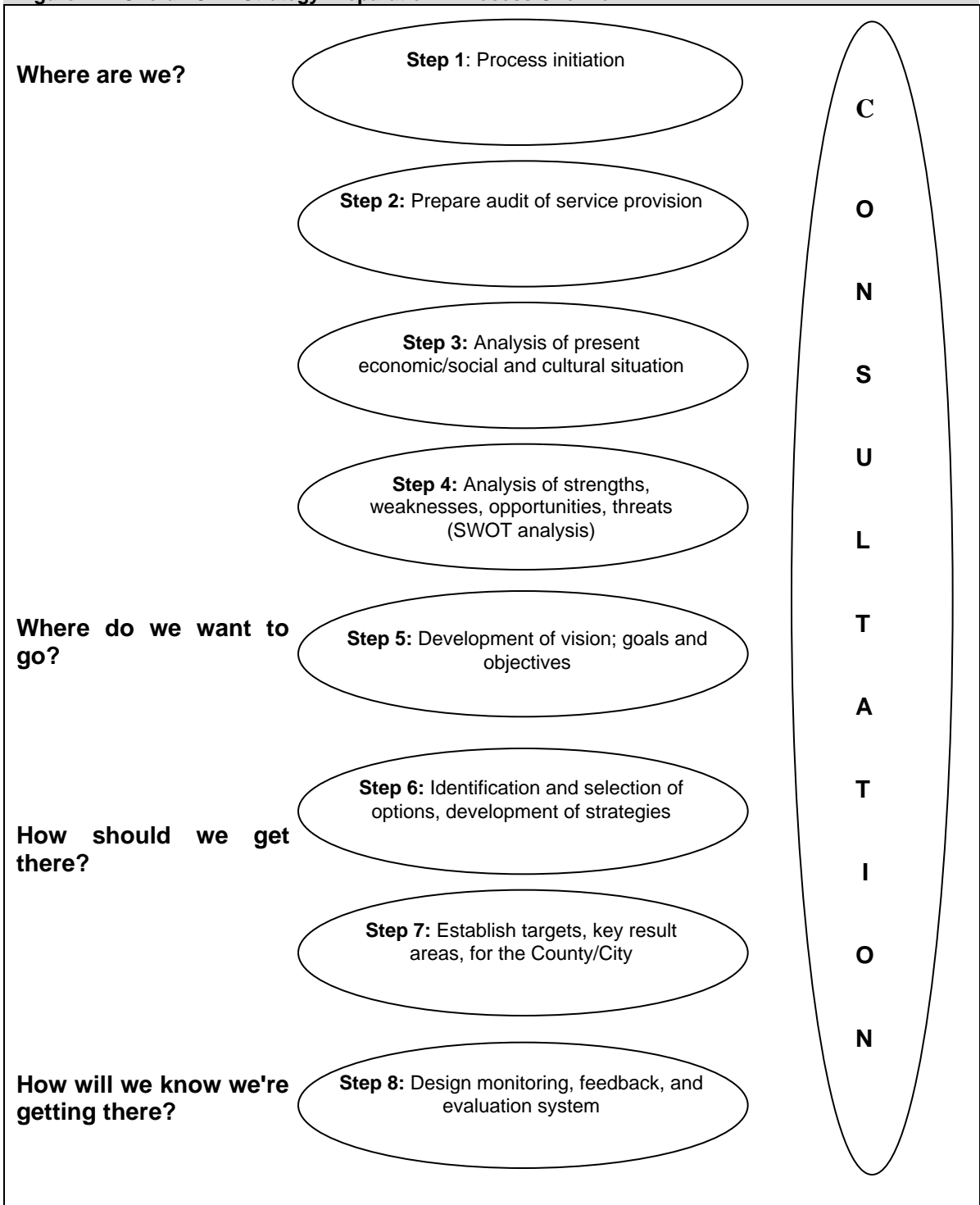
## **1.2 Structure of the Guidelines**

The Guidelines are structured as follows:

- Part 1 – the present introduction;
- Part 2 – sets out the background and context for the Guidelines, elaborating on why rural passenger transport guidelines are required by CDBs at this point;
- Part 3 – presents a step-by-step template for carrying out the audits and needs assessments;
- Annexes – a series of more detailed research aids are contained in the annexes.

Part 3 is structured around the same eight-step process which Boards are following in preparation of their overall strategies. These steps, as presented in the Shared Vision, are shown in Figure 1.1. For CDBs the Guidelines can therefore be considered a specialist supplement to their Guidelines – *A Shared Vision*.

**Figure 1.1: Overall CDB Strategy Preparation – Process Overview**



Source: A Shared Vision for County/City Development Boards, May 2000

## **2. The Rural Passenger Transport Challenge**

### **2.1 Overview**

In rural Ireland access to transport is a prerequisite for access to both essential services and discretionary activity, as well as for active participation in society. The lack of transport affects a wide range of people, in particular the elderly, people with disabilities and mobility impaired, young people, mothers with young children, people on low income and the unemployed. For some, their quality of life may be significantly diminished due to lack of transport.

The rural passenger transport service issue is becoming ever more important. Some existing services are increasingly difficult to supply on a widely dispersed basis, and there is an increasing concentration in locations away from the countryside. Vital new services in areas ranging from literacy training to childcare facilities also need transport access. In short, across a whole gamut of existing and new services proper access from rural areas is essential. Without this, such services will remain unavailable for many rural residents.

The rural passenger transport challenge is therefore how to put in place at least a minimum acceptable level of public, community and other transport in rural communities which is sufficient for all sectors of the community to access essential and other services, places of employment and other destinations and to ensure equality of opportunity and participation for everyone. In particular ownership of, access to, and ability to use a private car cannot become a prerequisite for full inclusion in economic, social and cultural life.

### **2.2 Transport in Rural Communities**

Lack of transport services in particular in rural areas has a substantial impact on the communities involved. In contrast to urban communities, walking distances to the nearest facilities are often beyond capabilities or acceptable effort for many people. This is especially so for those experiencing temporary or permanent mobility impairment. However, in many cases public transport is not available and, in a situation where there is no private transport, access to essential services for some sections of society is severely limited.

Existing transport services in rural areas are provided as follows:

- rail services operated by Iarnród Éireann provide mostly medium and long-distance links between cities and towns along the route
- the Expressway services of Bus Éireann and licensed private operators provide similar medium and long-distance links
- stage carriage, commuter and rural bus services are offered by Bus Éireann and licensed private operators. These mostly provide services to cities and towns from villages and rural areas
- school buses provide dedicated services for primary and secondary school students
- some Health Boards and FÁS Centres provide dedicated services to day-care and training facilities for eligible groups
- a number of local community transport initiatives have been established and are significant in terms of their approach
- taxi and hackney services operate in an increasing number of areas
- there is also extensive use of informal arrangements such as “lifts” from neighbours, friends and relatives.

## **2.3 Recent Policy Developments**

### ***Transport Policy Generally***

Transport policy as a whole is undergoing major change, and this will continue apace over the coming years. Developments include major investment in road infrastructure at all levels, investment in urban public transport (some of which “spills over” into rural areas around the main cities), and changes in the regulatory system including opening up to non-state transport providers. All these provide a back-drop against which rural transport policy must develop.

Transport policy will also be affected by the outcome of the National Spatial Strategy, due to be published in 2002. In particular, it is anticipated that this will articulate a clearer settlement and service centre strategy at national and regional level, and should make planning of local transport services easier.

***The White Paper on Rural Development***

The White Paper on Rural Development, published by the Department of Agriculture, Food and Rural Development in August 1999, recognises the importance of transport for rural communities. The future vision includes a commitment that "... rural communities will enjoy access to education, training and lifelong learning and to an adequate level of social and other services and infrastructures". It envisages that for transport "... local and national services needs will be addressed through the County/City Development Boards and through investment in the National Development Plan, 2000-2006, respectively."

Recognising the social aspects of transport provision, the White Paper states that "... the provision of transport is a major priority for those living in rural areas especially in the context of a tendency towards service concentration in larger centres." Further, it adds that "... the absence of an adequate public transport service in all areas is a major contributing factor to marginalisation. Its availability plays an increasingly important role in accessing services such as healthcare and in the social integration of people living away from service areas<sup>2</sup>."

The White Paper identified the need to carry out an audit of rural transport services. As a means of progressing this audit the Government established the Inter-Departmental Working Group on Rural Transport in late 2000. The primary functions of the Group is to oversee the development of a template for use by each County/City Development Board in carrying out a comprehensive countrywide audit of rural passenger transport services, and establishment of "reasonable needs". These Guidelines have been prepared under the Working Group's auspices.

***Rural Transport Pilot Projects***

During the period of the 1994-99 National Development Plan, a series of rural transport pilot projects were operated around the country. These generally focused on community-led projects, and on less conventional solutions to rural public transport. The principal group of projects was funded by ADM, through the Partnership companies. Other smaller contributors included the Department of Agriculture, Food and Rural Development through LEADER, Territorial Employment Pacts (TEPs) and (in the case of disability projects) The Department of Justice, Equality and Law Reform.

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<sup>2</sup> *Ensuring the Future – A Strategy for Rural Development in Ireland*, A White Paper on Rural Development, Department of

An assessment of a selection of these projects was carried out for ADM. Its recommendations included:

- the formulation of a national rural transport policy;
- better co-ordination mechanisms;
- further piloting of new approaches to service delivery;
- mainstreaming of successful pilot projects;
- exploration of the use of telematics in demand responsive solutions;
- more flexible approaches on the ground;
- national and local level co-ordination<sup>3</sup>.

### ***The Rural Transport Initiative***

As a follow up to the pilot projects, the National Development Plan 2000-2006 makes provision for £3.5 million to support the development of pilot public transport initiatives (the 'Rural Transport Initiative') in rural areas. The aim of this funding is to encourage innovative community-based initiatives to provide transport services in rural areas with a view to addressing the issue of transport-related social exclusion in rural Ireland.

The pilot actions supported by these funds will allow for a body of knowledge and experience on the subject to be developed, assimilated and disseminated. The successful types of services, operational methods, and means of organisation will emerge, and these will be a guide to future policy formulation.

### ***Programme for Prosperity and Fairness***

The Public Transport Partnership Forum, which was established under the Programme for Prosperity and Fairness (PPF), recently decided to establish a sub-group on rural transport. The sub-committee will prepare, for consideration by the Forum, draft recommendations to the Minister for Public Enterprise in relation to the Rural Transport Initiative and rural public transport policy generally.

Also under the PPF a Public Transport Accessibility Committee has been established. This committee is comprised of representatives of a range of organisations representing

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<sup>3</sup> *Rural Transport: A National Study from a Community Perspective*; report commissioned by Area Development

people with disabilities and mobility impaired, the three CIE operating subsidiaries and the Light Rail Project Office and is chaired by an official of the Department of Public Enterprise. The remit of the committee is to advise the Minister for Public Enterprise in relation to the accessibility of public transport for mobility impaired and people with disabilities.

***Development of Rural Transport Policy***

It is planned that a new Inter-Departmental Working Group on Rural Public Transport will be established later in 2001 under the chairmanship of the Department of Public Enterprise. This Group will have the responsibility of bringing forward policy proposals on rural transport for consideration by Government. In developing these proposals it is intended that the group will bring together the findings of the other groups working in this area. Specifically, it will take account of:

- the views of the National Rural Development Forum;
- the recommendations on rural transport policy of the Public Transport Partnership Forum;
- a review of the regulation of bus services outside the Greater Dublin Area which will be undertaken by the Department this year;
- relevant experience gained from the pilot rural transport projects;
- the outcome of the CDB rural transport auditing process.

### **3. Rural Passenger Transport Service Audits and Needs Assessments – A Template**

#### **3.1 Overview**

As referred to in Section 1, these Guidelines on Rural Transport are based around the eight-step process which CDBs are using in preparation of their Strategies. This is done to ease the rural transport task from the Boards' perspective, dovetailing it conceptually and procedurally with the work that is already done or ongoing in relation to their strategies as a whole. The eight overall CDB strategy preparation steps have been shown in Figure 1.1.

The description of the steps as they apply to rural transport involves three "layers":

- firstly, Figure 3.1 summarises the nature and content of the steps;
- secondly, Section 3.2 gives more extensive descriptions of what is required under each Step, structured in a set of standard subheadings;
- thirdly, the Appendices present a number of more detailed working aids for use by CDBs for a number of Steps.

**Figure 3.1 Eight Steps in the Preparatory Process**

<b>Step</b>	<b>Objective</b>	<b>Output</b>
1 Initiation	Agreement within the Board on what work is to be done, who will do it, and when.	<i>Agreed work programme.</i>
<b>2 Audit of Existing Service Provision<sup>1</sup></b>	<b><i>Establish what services exist now, where they operate and when, and who operates them.</i></b>	<b><i>Audit of existing rural passenger transport services.</i></b>
<b>3 Present Situation/ Context<sup>1</sup></b>	<b><i>Describe the relevant wider socio-economic and spatial context within which rural transport must be planned.</i></b>	<b><i>Description of socio-economic/ spatial context in county.</i></b>
<b>4 SWOT/Needs Assessment<sup>1</sup></b>	<b><i>Assess the rural passenger transport needs of rural residents in the county, and any transport "gaps".</i></b>	<b><i>Quantitative and qualitative needs assessment.</i></b>
5 Development of Goals and Objectives	Establish clear overall goals and objectives for rural transport in the county.	<i>Statement of goals and objectives.</i>
6 Identification of Options	Identify in broad terms the alternative various means by which these objectives might be met.	<i>Alternative options for achieving objectives.</i>
7 Establish Targets/ Key Result Areas	Set out some key targets and key result areas for the county in relation to rural transport.	<i>Quantitative and qualitative targets.</i>
8 County Rural Transport Strategy	Develop and include a position on rural passenger transport within the overall CDB strategy document.	<i>Rural transport sections of overall CDB strategy.</i>
<sup>1</sup> principal focus of present Guidelines		

The principal focus of the present Guidelines, and of the aids in the Annexes, is on Steps 2, 3 and 4. This focus reflects the facts that:

- (a) it is in respect to these three Steps that the rural transport tasks of CDBs differ most from the wider strategy preparation process, ie for other steps much of the general Guidance in *A Shared Vision* will apply to rural transport;
- (b) it is only when the results of the service audits and needs assessments are available that many aspects of the strategy approach will become evident;
- (c) the wider content, approach, structure and priorities of CDBs' own strategies as a whole will impact on this component of the work;
- (d) the Working Group's successor Interdepartmental Group will oversee the audits and needs assessments in other counties and will then draw national policy conclusions from these – conclusions which are likely to affect CDBs' own Strategies.

## **3.2 Step-by-Step Template**

### ***Step 1: Initiation***

#### ***Objective***

This is the key first step. It should clarify and attract agreement within the CDB about what the process is, why it is being undertaken and what it is intended to achieve. A timetable should also be agreed.

#### ***Key Tasks***

- review the Guidelines, together with the Working Group's overall report and the four pilot County Reports;
- discuss and agree County's own work programme with the Board;
- decide how the rural transport task is being handled administratively, eg setting up a Working Group of the Board, involving non-Board members in this, utilising an existing Sub-Committee;
- decide on a timetable for the work;
- decide who is actually going to carry out the tasks, eg CEDOs, consultants, academics, market researchers?;
- appoint a clearly designated internal lead person for the process, eg the Director, a CEDO, Chair of Sub-committee;
- identify and examine relevant existing national and county material. A list of key national and county material is contained in Annex 1 of these Guidelines. Existing material available in the county should be fully examined to see which information base already exists. This may in turn mean that some research proposed here may already be done.

#### ***Output***

An agreed work programme.

## **Step 2: Audit of Existing Service Provision**

### **Objective**

This mirrors the overall audit of service provision required generally. (Residents' assessments of services is dealt with in Step 4).

The objective of Step 2 is to establish what rural passenger transport services (scheduled and unscheduled) exist now, where they operate and when, and who operates them. The services covered should include:

- rail service (where relevant);
- Bus Éireann bus services;
- privately-operated scheduled services;
- privately-operated unscheduled services, eg bingo/discos, health boards, FAS;
- school bus services;
- taxi/hackney services;
- community-based services;
- any other relevant services.

The focus here is not exclusively on scheduled public transport services, but on all transport services that are currently or potentially relevant to addressing the rural passenger transport needs.

### **Key Tasks**

- examine relevant existing reports and research in the counties;
- obtain timetable information and route maps;
- obtain details of main non-scheduled services;
- obtain data on service providers, ie number of coaches, numbers of taxis/hackneys;
- consider how to best analyse and present this information. Otherwise there is a layer of information "overload"<sup>1</sup>;
- consider the vehicle accessibility issue in the county.

A list of the key sources is given in Annex 2.

### **Output**

Audit of existing services. This will constitute Section 2 of the report. For overall report structure see Annex 3.

<sup>1</sup> The pilot county reports use GIS mapping combining route information and the Census of Population. This is one option but individual County Councils/CDBs may have their own GIS preferences.

### **Step 3: Present Situation – Socio-economic Context**

#### **Objective**

This Step examines the present socio-economic and spatial pattern situation in the county, ie the wider context within which rural passenger transport service and needs must be considered. Much of it should be already available from Step 3 of the overall CDB strategy process.

The objective of this Step is to place existing rural passenger transport services, and future needs, in the overall context of the county – geography, demographic, socio-economic and spatial.

#### **Key Tasks**

- identify components of the existing CDB Step 3 analysis which are pertinent, eg basic topography, demographic, labour force trends;
- augment existing data with some transport related information if this has not already been collected, eg vehicle ownership patterns and travel patterns from the Census of Population;
- identify different levels of urban centres in the county, and the services they provide<sup>1</sup>.

#### **Output**

The output of Step 3 should be Section 1 of the Report. The report format is given in Annex 3.

<sup>1</sup> This was not done in detail for the pilot counties, but could be more systematically researched by CDBs

#### **Step 4: SWOT/Needs Assessment**

##### **Objective**

This Step examines the strengths and weaknesses of existing provision, and future needs.

It assesses the “reasonable” passenger transport needs of rural residents in the county. The emphasis in Step 4 is on obtaining county residents’ views on this. This Step is crucial. It allows the nature of gaps to be identified, as a prelude to identifying ways forward<sup>1</sup>.

##### **Key Tasks**

This Step involves three key tasks:

- a survey of the rural population. A questionnaire designed for use with a random sample of the Electoral Register is given in Annex 5. This may, of course, be tailored at individual CDB level<sup>2</sup>;
- at least one workshop (probably half-day) should be held in the county attended by Board members and key informants with a direct interest in the rural transport issue, eg transport operators. Further details of invitees and topics are given in Annex 6.
- further bilateral consultations can also be held with key organisations and informants, as follow-up to the workshop;
- analysis of relevant county reports, surveys etc.

##### **Output**

The output will be Sections 3 and 4.2 of the report (see Annex 3).

1 In the pilot counties this is presented as number of people with transport need in selected target groups, but this analysis could be extended.

2 A reduction in complexity would probably improve the response rate. Those achieved in the pilot counties were disappointing. However, innovative approaches to follow-up may also aid this.

**Step 5: Development of Goals and Objectives<sup>1</sup>****Objective**

The purpose of Step 5 is to establish a set of goals and objectives for rural passenger transport services in the county. These should be clear, but should be at an overall strategic level. Examples of objectives might be to ensure that all residents have access to essential services, to reduce the number of people with unmet transport needs; to ensure that everyone has access to employment whether or not they have a car, to bring about a reduction in private car usage, and to reduce congestion.

**Key Tasks**

- review emerging national approaches to “reasonable needs”;
- review key findings of the survey and other research;
- make quantitative estimate of key needs or gaps<sup>1</sup>;
- ask about goals and objectives in the consultation workshop (see Step 4 and Annex 6);
- Directors, staff and any advisors to develop proposed objectives;
- discuss and agree these with the Board.

**Output**

Sections 4.1, 4.3, 4.4 of the report (see Annex 3).

<sup>1</sup> This Step also refers to overall CDB Guidelines – *A Shared Vision*.

<sup>2</sup> The specific approach used in the pilot counties is outlined in Annex 7.

**Step 6: Identification of Options<sup>1</sup>****Objective**

Before identifying how to deliver on strategic goals and objectives, it is important to consider whether there are alternative ways in which these might be achieved, eg increased scheduled bus services, park and ride facilities, increased usage of dedicated services, eg school and health board. Step 6 aims to do this.

**Key Tasks**

- ask about options in the consultation workshop (see Step 4 and Annex 5);
- Directors, staff and any advisors to develop proposed objectives;
- discuss and agree these with the Board;
- monitor emerging national policies and priorities.

**Output**

A list of options for subsequent prioritisation (report Section 4.3).

1 This Step see also overall CDB Guidelines – *A Shared Vision*

**Step 7: Establish Targets/Key Result Areas<sup>1</sup>****Objective**

The objective is to set out a number of key targets and result areas for the county in relation to rural passenger transport. These might include quantitative objectives such as a reduction in car usage, or a service objective such as establishment of scheduled services between all settlements above a certain size in the county.

**Tasks**

- ask about targets and key result areas in the consultation workshop (see Step 4);
- Directors, staff and any advisors to develop proposed objectives;
- discuss and agree these with the Board.

**Output**

Report Section 4.3 (see Annex 3).

1 This Step see also overall CDB Guidelines – *A Shared Vision*

### **Step 8: Drafting the Rural Transport Strategy<sup>1</sup>**

**Objective**

To prepare the section of the CDB Strategy dealing with rural passenger transport services. In keeping with the overall CDB Strategy, this should remain at a broad strategic level and should not involve detailed operational or route plans.

**Key Tasks**

- the component of the Strategy should be drafted by the Director and his/her staff;
- it should be put to the Board for discussion and approval.

**Output**

The output is the text of the CDB Strategy dealing with rural transport.

<sup>1</sup>This Step see also overall CDB Guidelines – *A Shared Vision*

## **Annexes to Guidelines**

- 1 Key Documents That Should be Consulted
- 2 Sources of Data on Existing Services
- 3 Outline Structure of Report
4. Sources of Relevant Socio-economic Statistics
5. Survey Questionnaire
- 6 Key County-level Consultative Workshops
7. An Approach to Estimation of Persons with Transport Needs

## **Annex 1 Key Documents That Should be Consulted**

### **National Level Documents**

*A New Institutional and Regulatory Framework for Public Transport*, Department of Public Enterprise, August 2000 ([www.irlgov.ie/tec/transport/infradev.htm](http://www.irlgov.ie/tec/transport/infradev.htm))

*Public Consultation Document on the Rural Transport Initiative*, Department of Public Enterprise, February 2001 ([www.irlgov.ie/tec/transport/rti.htm](http://www.irlgov.ie/tec/transport/rti.htm))

*Rural Transport Initiative Information Pack*, Department of Public Enterprise, July 2001 ([222.irlgov.ie/tec/transport/rti.htm](http://222.irlgov.ie/tec/transport/rti.htm))

*A Shared Vision for County/City Development Boards: Guidelines on the CDB Strategies for Economic, Social and Cultural Development*, Interdepartmental Task Force on the Integration of Local Government and Local Development Systems, May 2000 ([www.environ.ie/localindex.html](http://www.environ.ie/localindex.html))

*Rural Transport: A National Study from a Community Perspective*, a report commissioned by Area Development Management, Farrell Grant Sparks, July 2000

*A Review of the Free Schemes Operated by the Department of Social, Community and Family Affairs*, Orlaigh Quinn, The Policy Institute, Trinity College Dublin, April 2000

*Factors Influencing the Growth of Community Transport*, Rural Transport Fund for Northern Ireland, 1999

*Ensuring the Future – A Strategy for Rural Development in Ireland*, A White Paper on Rural Development, Department of Agriculture and Food, August 1999

*Rural Transport Fund for Northern Ireland*, Department of the Environment for Northern Ireland, 1998

*Report of the Task Force on the Integration of Local Government and Local Development System*, Department of the Environment and Local Government, August 1998

*International Comparisons of Transport Statistics, 1970-1994*, UK Department of Transport.

*Rural Ireland – Waiting for a Lift*, Conference Report, October 1997

*Going the Extra Mile, Community Action Planning – A Focus on Accessible Transport - Key Policy Issues*, Report on Pilot Disability Transport Projects in Counties Meath and Kildare.

**County Level Documents (precise titles will depend on county involved)**

County Development Plan

Reports on County-Level Pilot Projects

County Housing Strategy

Any rural transport sections of Leader Business Plans and Area-based Partnership/Community Group Strategies

Any relevant reports by other agencies

Other relevant reports concerned with transport in the county

Reports or other output from work already done in the County on the rural transport issue

**Annex 2 List of Sources for Audit of Existing Services**

Bus Éireann Services	Published Timetables
Iarnród Éireann Services	Published Timetables
Private Scheduled Routes	Department of Public Enterprise - Public Transport (Regulatory Affairs Division)
School Bus Services	Manager, School Transport, Bus Éireann/Chief Clerk in School Transport in each county
Hackneys and taxis	The relevant licensing authorities, ie County Councils and Urban District Councils
Businesses licensed to operate road passenger services	Department of Public Enterprise Division - Road Haulage Division
Vehicles (9 seats or more) licensed to carry passengers	Department of Public Enterprise Division - Road Haulage Division
Health Board Services	County Ambulance Officer
FÁS	Manager of Community Services
Partnership Companies	Existing research and studies on rural transport

## **Annex 3 Outline Structure of CDB Rural Transport Reports (background reports and overall CDB Strategies)**

- 1. OVERVIEW**
  - 1.1 INTRODUCTION
  - 1.2 TOPOGRAPHY
  - 1.3 SOCIO-ECONOMIC PROFILE
  - 1.4 SPATIAL STRUCTURE
  - 1.5 IMPLICATIONS FOR RURAL TRANSPORT
  - 1.6 TRANSPORTATION OVERVIEW
  
- 2. AUDIT OF EXISTING SERVICES**
  - 2.1 SCHEDULED SERVICES
  - 2.2 NON-SCHEDULED SERVICES
  
- 3. NEEDS ASSESSMENT**
  - 3.1 KEY FINDINGS – PRIVATE CAR ACCESSIBILITY
  - 3.2 OVERALL TRAVEL PATTERNS
  - 3.3 TYPES OF JOURNEY
  - 3.4 TRAVEL NEEDS AND ATTITUDES
  - 3.5 RURAL TRANSPORT WORKSHOP/CONSULTATIONS
  
- 4. GOALS, OBJECTIVES, TARGETS, STRATEGY**
  - 4.1 KEY FINDINGS
  - 4.2 UNMET NEEDS IN THE COUNTY
  - 4.3 GOALS, OPTIONS, OBJECTIVES, TARGETS<sup>1</sup>
  - 4.4 A RURAL TRANSPORT STRATEGY<sup>1</sup>

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<sup>1</sup> Not included in pilot county reports. Sections 4.3 and 4.4 could be either included here and summarised in the CDBs'

## Annex 4 Sources of Relevant Socio-Economic Statistics

<b>Statistic</b>	<b>Source</b>
<b><i>At DED level:</i></b>	
Population (1991, 1996)	Census of Population, 1991 and 1996
Rural Population (1991, 1996)	Census of Population/National Spatial Strategy - Fitzpatrick Associates Database
Area (square kilometres)	Census of Population, 1996
Population density	Derived
Age/gender breakdown	Census of Population, 1996
Socio-economic group	Census of Population, 1996
Persons 15+ at work/unemployed	Census of Population, 1996
Persons 15+ with Third Level Education	Census of Population, 1996
<b><i>At county level:</i></b>	
Private car numbers (per capita and per unit area)	County Council
Number of driving licences (per capita; per unit area)	County Council
Number of Free Travel Pass holders (per capita; per unit base)	Department of Social, Community and Family Affairs
Privately operated routes that accept the Free Travel Pass	Department of Social, Community and Family Affairs
Average distance travelled to work or school	Census of Population, 1996
Number of cars available to each household	Census of Population, 1991

## **Annex 5 Survey Questionnaire**

**Note:** This is a survey questionnaire as used in the four pilot counties. Other CDBs could use it as it stands or may wish to alter or edit it. For details of sampling method in pilot counties see County Reports, Section 3, Footnote 1.

## **Annex 6 Consultative Workshops: Invitees and Topics**

### **Overview**

The purpose of the workshop is to identify existing service provision and transport needs in the county, and to outline possible solutions for the future. Typically the workshop should be \_ a day, and the invitees are key informants (consultation with general public is via questionnaire). The workshop should be facilitated by the staff of the County Development Board (DCE, CEDO), or other appropriate personnel. Ideally, there should be one facilitator in each sub group (see agenda).

To ensure maximum participation and a comprehensive output, the list of topics/issues for discussion should be circulated in advance.

### **List of Invitees**

- CDB Board Members or working group on transport if one has been established
- Local authority staff, county manager, engineer and planner
- Local development groups not represented on the board (particularly if they have been involved in pilot projects)
- Health Board (person responsible for transport)
- Private transport providers eg large private bus operators
- Representative from taxi/hackney association
- Bus Éireann
- Special interest groups such as women's group, disabled association, ICA etc
- Rural representative bodies not on the board eg Macra
- Other key individuals that the Director thinks should attend.

### **List of Topics**

Below is a suggested list of topics/issues for discussion. Given the general discursive nature of workshops, it may not be necessary to deal with each of the questions in order, and some of the questions may be grouped together. However, referring to the questions ensures that key issues are not glossed over, and that the discussion has some degree of focus on both the present needs and the possible ways forward.

## **Topic 1: Present Situation**

1. What's the central issue/what's this all about?
  - access to services? which ones? eg health, church, shopping, recreation
  - getting to work/education?
  - other eg reducing traffic congestion, reducing pollution?
2. Which of these services are seen as essential, and why?
3. Who is most seriously affected?  
eg old people, people with no car, people in remote areas, people with disability etc.
4. Among the affected groups, how many people are involved ie what is the scale of the problem?
5. Who are the main existing local passenger transport providers? eg own car, lift giving, Bus Éireann, private buses, health board, taxi/hackney, community groups etc. What services are provided?
6. Identify the specific problems/difficulties with existing local transport services eg none at all, time of day, frequency, cost

## **Topic 2: Ways Forward**

1. What are the most important features of a good rural passenger transport service? eg cost, punctuality, frequency, accessibility
2. In general, what type of services are needed in the future? eg more scheduled buses? more dedicated transport? better utilisation of existing vehicles?
3. What role should the following organisations play in local transport services?:
  - local authority;
  - local development groups;

- public and private operators;
  - community groups;
  - taxi/hackney;
  - employers.
4. What is the reasonable minimum level of transport service to which people should have access? (consider for example who the service is for? where they want to go and why? their special needs?)
5. What is your attitude to costs/fares for new rural passenger transport services?
6. Future trends, is the problem getting worse? If yes, why, and in what way?

**Rural Transport Workshop**  
**Suggested Agenda**

9.45	Coffee
10.00 - 10.15	Introduction
10.15 - 11.30	Topic 1: 'Present Situation', Existing service provision and transport needs (4-6 groups depending on numbers)
11.30 - 11.40	Coffee
11.40 - 12.40	Topic 2: 'Ways Forward' Possible solutions for the future (same groups as topic 1)
12.40 - 1.00	Feedback from each group

## **Annex 7 Estimating People in a County with “Reasonable” Travel Needs**

One way to synthesise the results of the rural passenger transport service audit and needs assessment is to estimate, in a county, how many people have some reasonable unmet transport need.

This can be approached as follows:

- (1) choose priority target groups – eg young people, older people, the mobility impaired and those on low incomes were used in the pilot audits. These are groups whose car availability and journey-making emerged as lower than average. Other groups may be identified in other counties.
- (2) Use the 1996 Census figure for an estimate of total rural residents in these categories<sup>1</sup>;
- (3) estimate the number of these who “rarely/never” have a car available – based on % responses to the survey.
- (4) identify those living in DEDs with a suitable scheduled bus service, eg daily, weekly, and omit all (or some) of these<sup>2</sup>. These DEDs can be identified from the audit of services.
- (5) the balance of people in the target groups can be reasonably said to have a significant unmet need.
- (6) the target groups may involve double-counting. The survey responses can be used to remove this.

The County Reports (Table 4.1) give examples of this calculation for the four pilot counties. The survey, especially if a high response rate is achieved, can also be used to explore these groups in greater detail.

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1 Rural was defined in accordance with NSS background research on rural structures, ie DEDs 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 (see Fitzpatrick Associates, *Irish Rural Structure and Gaeltacht Areas*, Background Report for the National Spatial Strategy, Dec. 2000.

2 In the pilot studies we removed only two-thirds, on the basis that many people will live distant from the bus or train stop.