

## My Own Place



### Learning outcomes

- *Transport 21* – The national capital investment programme
- LCVP Community Investigation
- 'My Own Place' Sample answer



### Introduction

*Transport 21* is the capital investment framework through which the transport system in Ireland will be developed over the 10 year period 2006 -2015. Its main objective is to deliver a better national transport infrastructure. This is something which is relevant to every person living in Ireland today. It is a €34bn commitment of taxpayers' money.

#### Funding breakdown

- €18bn for roads
- €16bn for public transport
- €26bn comes from the Exchequer
- €8bn from PPP investment
- €20bn for outside of the GDA
- €14bn for the GDA



The main aims of *Transport 21* are to:

- **Increase accessibility**

This is about making it easier for everybody to get to and from work, school, shopping, business and social activities. This can be achieved by integrating the different modes of transport. This means an interlink of roads with rail-based transport and more convenient interchange between public transport modes e.g. bus and Luas with ease and in comfort.

- **Ensure sustainability**

This means that a modern transport system must be sustainable from an economic, social and environmental viewpoint. While aiming to make the transport system in Ireland more efficient the Department of Transport is committed to tackling problems caused to the environment by transport services up to now.

- **Increase use**

*Transport 21* aims to increase the use of public transport, particularly in urban areas. To achieve this it is necessary to educate the public in the benefits of using public transport. The public need to be convinced that *Transport 21* is bringing real change – a modern and cost effective public transport system, available to all. Alongside this *Transport 21* is also developing an efficient transport infrastructure - a modern interurban motorway network, i.e. the Atlantic Corridor.

As part of the strategy, land use policies have been put in place so that, for example, new developments are planned close to public transport networks.



- **Enhance quality**

This concerns improvements in the speed, reliability, comfort and safety of the transport network. It is also about providing access to the transport system for people with mobility or sensory impairments and it aims to integrate the different modes of transport.

## Benefits of *Transport 21*

*For the public:*

- The improved public transport system will make life easier for all.
- Fewer cars will benefit the environment and the health of the public.
- Integration of the different modes of transport.
- It will transform public transport in Dublin with the Metro, the extended Luas, the extended Dart services and the improved urban roads network.
- Ireland will have a modern European transport system to be proud of.

*For business:*

- Improved transport infrastructure will make it easier to do business in Ireland – improved access to raw materials, workers and markets.
- Ireland will be able to compete in terms of infrastructure with other European countries for foreign investment.

## Urban and rural projects

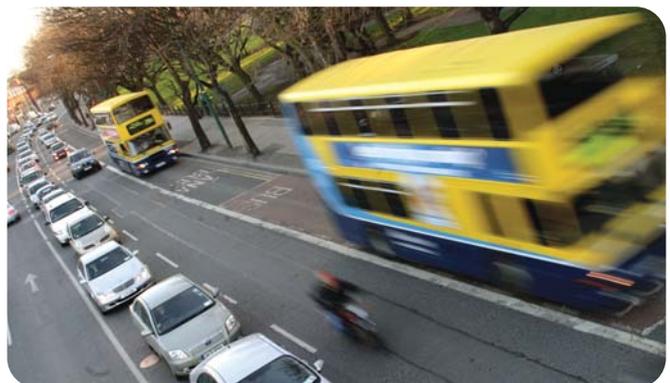
Let us now look at two proposed projects under *Transport 21*

### Urban project – Metro North and Metro West

Metro North is a new metro line planned to run from Stephens Green to the north of Swords via Dublin Airport. The journey to the airport will be under 20 mins. It is estimated that 34m passengers a year will use this service with trains running every 4 minutes. A combination of underground and surface tracks will be used. It is due for completion in 2013. The Metro West line is to be completed in 2014. This will link west Dublin towns such as Tallaght and Blanchardstown with the airport via Metro North.

### Rural project – Atlantic Corridor

It is not only Dublin which is benefiting from *Transport 21*. Over half of the total funding of *Transport 21* is going to pay for the national roads infrastructure. The Atlantic corridor route runs from Letterkenny to Waterford via Sligo, Limerick and Cork. Upgrading this route will improve access to and between the major towns and cities it serves and their hinterlands. It is due to be fully completed by 2015.



# My Own Place

## A report on transport in Kilkenny city and county as part of the Link Modules Portfolio

This is a sample report where a student investigated Kilkenny city and county concentrating her report on transport in the area.

### Contents

- Introduction
- Aims and objectives
- Research methods
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### Introduction

Our link modules class carried out an investigation of our local area – Kilkenny. Kilkenny city has a population of approximately 21,000 people. It is located on the banks of the river Nore in the South-East of Ireland, 115 km from Dublin, 50 km from Waterford and 96 km from Wexford. Kilkenny is an inland county bordered by 5 counties – Carlow, Laois, Tipperary, Waterford and Wexford.

### Aims and objectives

- To look at transport facilities available in Co. Kilkenny – rural and urban
- To look at *Transport 21*, visit the website [www.transport21.ie](http://www.transport21.ie) and see which programmes apply to your local area
- To investigate possible problems with transport and to suggest improvements
- To experience working as part of a team
- To develop my own research, organisation and communication skills

The class were divided into groups of four students and each group took responsibility for investigating a different aspect of life in Kilkenny – industry, tourism, voluntary organisations, sporting organisations and transport. My group concentrated on transport. We studied the transport links into Kilkenny city from the surrounding rural hinterland and also the links with Kilkenny and the rest of the country. We also looked at the daily transport available within the city itself.

### Research methods

- We visited the local library.
- We looked up the internet for general information on Kilkenny and in particular information on transport.
- I interviewed two people who use transport in Kilkenny – one city dweller and one rural dweller.

### Main findings

Our group investigated transport under the following headings:

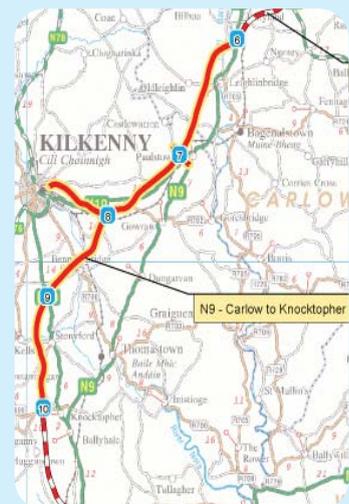
- Transport to Dublin
- Transport to other cities
- Airport services
- Transport for 3rd level students
- Transport within the city
- Transport in rural areas

#### Transport to Dublin

Transport links to Dublin are by train, by bus or car. There are six trains a day to and from Dublin, Monday – Saturday, the earliest arriving in Dublin at 8.45am. This we discovered is not really early enough for many daily commuters to get to work on time. The number of Bus Eireann buses is seven a day. There is a private bus company which runs an early morning bus to Dublin which suits many commuters.

#### N9 Dublin to Waterford

This route is one of the major interurban routes due for completion by 2010. Already substantial elements of the route have been delivered. The section of the road from Dublin to Kilcullen is complete and delivers a motorway/high quality dual carriageway standard road providing substantially reduced journey times along its length. Upgrading will also include the construction of 6.5 km of single carriageway link road to Kilkenny city and three grade separated junctions.



#### Transport to other cities

There is a regular train and bus service to Waterford which is just 50km away. Travelling from Kilkenny to other cities such as Cork, Limerick and Galway is much more difficult. Bus services are infrequent and there is rarely a direct route. A journey to Galway city, a distance of 160km, could take up to six hours to complete, having to change buses in Athlone.

#### Airport services

There is a private bus service to Dublin airport. However this does not run from Kilkenny city but is a Waterford – Dublin service which can be picked up at Paulstown 16km from the city.



## Transport for 3rd Level Students

Kilkenny is a city without a University or any other 3rd level college. This in itself is a big disadvantage and all students have to travel to the other cities and towns to receive a 3rd level education. This can mean daily travel to Carlow or Waterford or travelling home at weekends from further afield. A local private bus company has taken on the role of providing a much needed weekend service for these students. Buses arrive in Kilkenny on Friday evenings from Dublin, Cork, Limerick, Galway and Maynooth – returning again on Sunday evening. This is a much needed and well used service which is provided by a private firm.

## Travel within the city

Kilkenny is a rapidly expanding city with many new housing estates built in the past five years, especially on the eastern side of the city. One of the biggest issues facing this growing city is that, unlike bigger Irish cities such as Galway, there is no public bus service within Kilkenny. This is a major disadvantage to both elderly people and to parents with young children who need to travel into the city or to one of the shopping centres in order to shop or to go to work.

### Interview No.1

As part of my personal contribution to this study, I interviewed an elderly lady called Kathleen, living in a well-established suburb of the city. Kathleen is a widow who does not drive. Her home is situated 3km from the city centre and 1km from the nearest supermarket. In order to go shopping she has to walk, get a taxi or depend on a lift from a neighbour or family member. There is a private local bus service which runs quite close to her home. However, the service is run only twice a day and is not always available when it is needed. There is a definite need to provide a regular, reliable public transport service for residents such as Kathleen.

## Transport in rural areas

### Interview No.2

I also interviewed a young single mother called Emma living in a new housing estate in the picturesque village of Kells, located 18km from the city. Emma found it impossible to travel in and out of the city without having her own car. My findings here show that this is a problem which needs to be addressed. As the smaller towns in rural Ireland expand there is a need to develop a regular, reliable public transport system in and out of the larger towns so that people can be less dependent on their cars.

## Link to Leaving Certificate subjects

Two of my Leaving Certificate subjects which I feel have benefited from my study of 'My Own Place' are Geography and Business. Studying my local area, and in particular the transport links, is very relevant to my geography course. From the business point of view the private bus company is an excellent example of entrepreneurship. They were able to see many transport needs in the area which were not being met including the need for an early morning service to Dublin and the need for weekend buses for 3rd level students. As a result they are now offering an excellent service to satisfy those needs.



Kilkenny Castle

## Conclusions

As a result of my investigation, I feel that I have a much better understanding of the transport needs of my local city and county. I now know the services that work well but I have also discovered the areas where there are problems. The main issue with transport is the need for a reliable public transport service within the city and the improvement of the service to the county towns.

## Recommendations

I would make two clear recommendations to improve transport in Kilkenny city and county which I feel need to be implemented as soon as possible:

1. A public bus service linking the city centre and shopping areas to the outlying suburban areas.
2. A more regular bus service linking the city to the growing populations in the towns and villages of the county.

*Transport 21* plan aims to increase the use of public transport. It aims to increase accessibility and make it easier for people to get to work, shopping, business and social activities. The people of Kilkenny city and county will only be enticed to leave their cars at home if frequent and reliable bus services are made available for all.

## Evaluation

I feel that my study of 'My Own Place' has been of great benefit to me and my team and we have certainly achieved our objectives. We have learned more about transport in the area and have highlighted the areas that need improvement.

I have improved my research and organisation skills from my participation in this study. In particular, I improved my communication skills through my two interviews with Kathleen and Emma. In each case I had to make contact with the interviewee, prepare my questions carefully and arrange a time for the interview. This has helped to build my confidence. I have also learned how to work as part of a team – each person researching their own area and then pooling our information together. This is something which I know will benefit me in my future education and in my working life. Our team worked well together and at the end of the project we shared our findings on transport with the other teams in the class while we learned about tourism, sporting activities, voluntary organisations and industry in the area from them.

## Student activity

Complete a 'My Own Place' report based on your own local area. The report should be between 1,000 – 1,500 words.