Connected Communities

Introduction and context

Traffic - cars, vans and heavy goods vehicles - is a leading cause of congestion, air pollution, noise pollution, and carbon emissions. Valuable and scarce urban land in our cities and towns is given over to roads and parking, at the expense of other potential uses and activities. Despite what you might think, the research clearly shows that facilitating traffic in cities and towns by widening or building new roads actually makes it harder for most people to get around and access public services. According to surveys, Ireland is the second most car dependent country in Europe and up 8 percentage points since 2019. Dublin was ranked in 2022 as the most congested city in the EU.

Road traffic is having a serious impact on our health. Exhaust fumes from petrol and diesel vehicles release nitrogen dioxide (NO2) which is harmful to the lungs and our breathing. Air pollution is responsible for 1300 premature deaths in Ireland every year. *The Lancet* Commission on Air Pollution and Health stated that 16% of all premature deaths in 2015 were attributable to pollution. Among these alarming statistics, studies show that childhood asthma rates linked to NO2 have reached 'epidemic proportions' even at pollution levels well below WHO guidelines. The Irish Asthma Society estimates that 1 in 5 children will experience asthma at some stage. As recently as 2015, Ireland had the highest death rate due to asthma out of 14 EU countries, which is the reason for over 8,000 hospital admissions annually. Much of this ill health is avoidable if we tackled the leading causes: air pollution from burning solid fuels and traffic.

High levels of traffic and larger vehicles such as SUVs make our roads less safe for everyone. Children are especially vulnerable to poor road and junction designs that make it hard to cross roads or cycle safely. In road safety terms, vulnerable road users (VRUs) include pedestrians, cyclists and other road users who are often children, elderly, people with impairments and disabilities. Due to their vulnerability to injuries or fatalities compared to vehicle users, VRUs have increased safety needs. However, local authorities and transport planners tend to prioritise the preferences of motorists (in terms of journey times and accessibility) over the needs of VRUs, and SUVs are becoming increasingly common on Irish streets. While urban cores often restrict private motor traffic, this is not the case for most of the suburbs where people actually live and work.

Car dependency has long term effects on the health, independence and wellbeing of children. In the Netherlands, over two thirds of all children cycle to school, and for secondary school

students that figure is 75%. But the world-class Dutch cycling infrastructure did not always exist: it came about because society no longer tolerated the road safety crisis in the 1970s known as 'Kindermoord' [infanticide]. In Ireland, the 2022 Census figures show that the private car remained the dominant form of transport for school children, with 55% of primary school and 42% of secondary school children being driven or driving to school. This mode showed a decrease for the first time ever, from 59.8% to 55% but much more should be done to make schools accessible for children to walk or cycle to. Safe routes to school are essential if we are to improve safety at the school gate and increase the number of students who walk or cycle to school.

Not everyone wants to, or can afford to drive a car. Ireland has relatively low rates of car ownership by EU standards, yet we drive 31% more kms than the EU average. If there is no or poor public transport services available, and if the roads are too dangerous for cycling, this means that low-income households are required to spend more of their household incomes on transport than they wish to. Transport is the second largest expense for Irish households after housing, and on average we spend more money per week on transport than on food! This phenomenon is known as forced car ownership and Irish researchers have identified rural hotspots where it is a particular problem. Transport poverty is a related concept, which limits the ability of people to participate in society due to the high cost of transport. For example, there is a growing trend among low-income university students where they are forced to commute long distances to college, because of the high cost of housing. Some communities experience significant transport disadvantage, for example, rural and Traveller communities and low-income neighbourhoods on the peripheries of towns and cities. Access to good quality, affordable and accessible public transport is a key component of environmental justice.

A growing body of international research highlights that transport is not gender-neutral. Women and men can have different needs, constraints and expectations for using transport. A 2020 survey by TII found that 55% of women respondents would not use public transport at night. The caring responsibilities shouldered by women often mean that they rely more heavily on cars for transport than men. If women feel more empowered and safe using sustainable transport modes such as walking, cycling, public transport and carpooling, there will be less dependence on cars, more public transport trips taken across the day and night, and enhanced quality of life for all.

Compared with other European countries, public transport services in Ireland are often poor, infrequent, expensive or simply non-existent in many rural areas. Investment in public transport has increased dramatically since 2020 with a commitment in the Programme for Government for a 2:1 split in favour of public transport investment over roads, and an annual €365m budget for active travel. There are now major programmes in place to resource BusConnects, Dart+, MetroLink, Local Link, a National Cycle Network, CycleConnects, and Safe Routes to School. A strategic rail review was published in 2023 and there is now an opportunity to further invest over the next two decades in a major upgrading of the all-island rail network to provide services to an additional 700,000 people. However without sustained political will at a national *and local level*,

these plans may get scuppered due to local objections, delays, a watering down of proposals and cost overruns.

Current travel patterns in Ireland are incompatible with the country's greenhouse gas reduction targets. The transport sector now has a legally-binding ceiling on climate pollution that equates to a 50% reduction in emissions by 2030 but EPA figures show an *increase* of 6% in emissions in 2022 - nowhere close to the reductions needed. Almost all freight is transported in Ireland by road, leading to high emissions from the haulage sector. According to Eurostat, 31% of all freight was transported by rail in Germany in 2021. Ireland ranked lowest in Europe for rail freight alongside Luxembourg and Greece.

The OECD was commissioned in 2022 to write a report for the Climate Change Advisory Council about designing transport systems for net zero. The team recommended that transport systems should be designed for **sustainable accessibility**, not faster journey times by car. Transport policies should achieve lower carbon pollution as well as improve well-being via better air quality, health, safety and fairness in transport planning. This can be done by adopting the **Avoid-Shift-Improve** framework to all investment decisions. This approach focuses on reducing travel or trip length, moving people towards more environmentally-friendly modes of transport when they are travelling, and improving vehicle and fuel efficiency, as well as public transport.

Tackling climate change and air pollution from traffic will require a paradigm shift in thinking about how we move goods and people around away from roads to rail and other public transport systems. It will require modal shift, electrifying fleets and reducing the number and length of trips taken. Digital technologies and AI especially should be focused on improving the energy efficiency of transport systems and establishing shared mobility services over private transport.

Key transport statistics

Transport is responsible for 19% of Ireland's annual greenhouse gas emissions. The transport sector relies heavily on fossil fuels (petrol and diesel) which in turn release carbon dioxide and other pollutants when burned. Without intervention, modelling assumes a 12% growth in Ireland's total car-kilometres and 26% growth in total goods vehicle-kilometres between 2019 and 2030.

Figure 6-1 Transport sector emissions 1990–2022.[32]

In order to reduce carbon pollution, the Climate Action Plan has set challenging targets for a shift to less polluting transport options by 2030: with cars dropping from 3 in every 4 journeys to 1 in every 2, public transport journeys more than doubling and cycling and walking increasing by half. This graph: from CCAC Annual Review 2023 p. 47

8 steps to smarter, safer, cleaner travel

1. Put children first in transport planning: The school transport scheme must be made available to all school-going children that live more than 3km from their school and very school should have safe routes for walking and cycling leading to the school gates.

2. Transport planners must prioritise the safe and sustainable movement of people over that of cars in our cities, towns and suburbs.

3. Public investment must prioritise public transport and walking/ cycling infrastructure over increasing road capacity.

4. Road safety improvements, lower speed limits, public transport and demand management interventions should be implemented before new roads or additional road capacity are considered.

5. Public participation and community engagement in local transport planning must be inclusive and represent the interests of all users, especially the very young, and be consistent with achieving climate targets.

6. Frequent and reliable public transport services must be provided in all rural areas and timetables integrated with existing rail and bus services.

7. Weight-based taxes on all SUVs should be introduced in 2024, and towns and cities with air pollution issues should be able to ban ICE cars from urban areas altogether.

8. The design of public transport, active travel facilities and interventions to public realm should be carried out with inclusivity and sensitivity towards the needs of all genders, ages and ethnicities, and especially people with disabilities.

## Debunking myths about active travel and public transport

Myth 1: restricting access to cars to facilitate bus lanes and cycleways will damage the economy.

Truth: Congestion is costing our economy *now*. Without good public transport and cycling infrastructure people cannot access employment opportunities, retail and public services. A 2017 [analysis](#) found that if left unchecked, congestion would cost the Dublin economy over €2 billion per year from 2033. While businesses often perceive car parking as key to attracting customers, research shows that this is not necessarily true. Changes in traffic flows and modal shift can redistribute economic activity, which in turn can bring benefits to a locality by making an area more attractive and walkable. The perception that a loss of car parking spaces will lead to lower flows of passing customers stems from a belief, not always well founded, that customers prefer travelling by car, and that businesses will lose customers to nearby districts which continue to retain their parking. Research has found that each kilometre driven by cars in [Europe](#) creates economic costs of €0.11, while cycling represents benefits of €0.18. The same research estimated the costs of traffic are about €500 billion per year across Europe, while the positive health effects of cycling amount to benefits worth €24 billion per year.

Myth 2: people are so attached to their cars, no improvements will make a difference

Truth: Car dependence creates its own spiral of preferences and need. Yet this is not inevitable, nor is it irreversible. During the [Covid pandemic](#) many people opted for cycling and walking and pop-up cycle lanes were hugely successful. [Paris](#), a city not renowned for its cycling culture, has been transformed over the last few years with over 300km of new cycle lanes, the removal of car parking, pedestrianisation of the city centre, and lower speed limits. In the Netherlands, cycling was becoming less common from the 1970s due to the rise of the motorcar. But public campaigns and political pressure reversed the trend away from cycling and now the Amsterdam is the [cycling capital](#) of the world. Investing in walking and cycling infrastructure improves the public realm for everyone.

Myth 3: As long as everyone eventually drives electric vehicles, there is no pollution problem to worry about.
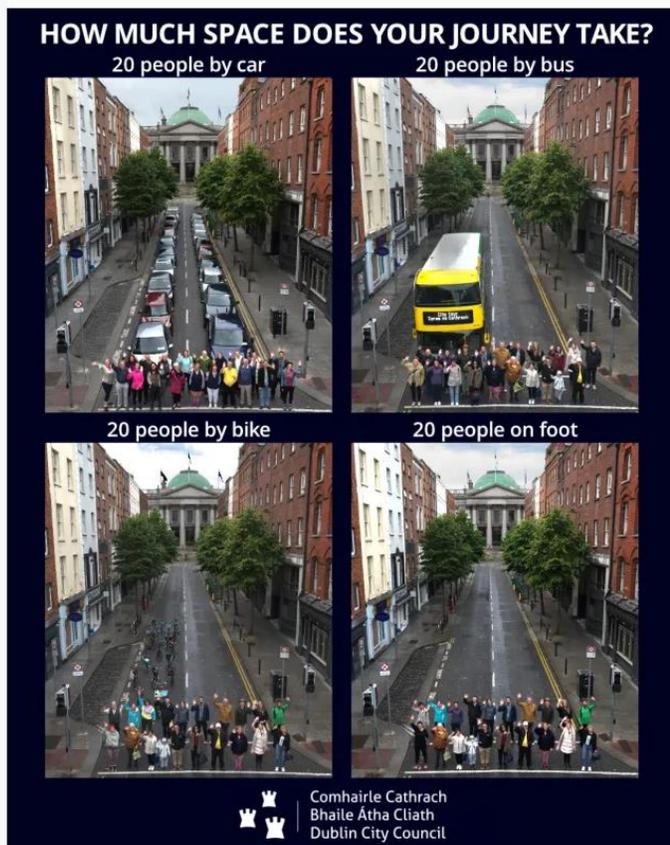
Truth: EVs are less polluting than cars with internal combustion engines (ICE) and will play an important role in decarbonising the transport sector, but they do not solve problems of congestion, or equity in transport provision and road space allocation. Even a diesel bus is a more energy-efficient way to move people around than single-passenger EVs. EVs have no tailpipe emissions so they contribute to improved air quality. But they are only truly zero emission vehicles if the electricity that powers them is 100% renewable. While EVs are less polluting than conventional vehicles, they won't achieve climate goals on their own - a reduction in trips by cars and a shift to public transport, walking and cycling is also needed. A further problem is in the rate of displacement of ICE cars by EVs. The government has set a target of nearly a million EVs by 2030 but other forecasts estimate that only 400,000 EVs on the road by then. That said, we urgently need to electrify the entire transport system - cars, trains and buses - so that they can run on renewable electricity instead of fossil fuels. And it goes without saying that walking and cycling are the most environmentally-friendly ways to get around: the Dutch Cycling Embassy has estimated that CO2 emissions per passenger per km are 271g for cars versus 21g for cycling.

Myth 4: cycling is dangerous and only suitable for young, fit and healthy people.

Truth: Cycling can be dangerous where cyclists are expected to weave in and out between lanes of traffic, in the absence of segregated lanes, lower traffic speeds or traffic enforcement. A 2020 investigation by the Noteworthy media site found that there were accident 'blackspots' in Ireland's cities often due to poor junction design and unsafe conditions for cyclists. However cycling demands less infrastructure than cars, is more energy-efficient and contributes to a healthier life. The vast majority of road accidents and fatalities in recent years are due to driver behaviour, and there has been an alarming increase of 57% in serious road accidents involving pedestrians between 2021 and 2022.

The Road Safety Authority reports that the majority of serious pedestrian and cyclist injuries occur on urban roads where speeding is often a factor. Additionally, cycling results in social benefits since for many people cycling means socialising. Research has found that cycling has

particular [health benefits](#) for older people including reductions in fat mass, high blood pressure, and cholesterol. It also leads to fitness benefits while improving the overall quality of life. While these studies were conducted with regular bikes, e-bikes are a game-changer for older adults. While the small motor helps take the edge off obstacles — like hills — that may have kept some older adults away from cycling in the past, they still require enough physical effort to make for a great workout. In the Netherlands, 1 in 4 commuters over 65 do so by bike, thanks to a "[CycleOn](#)" programme that encourages people to continue cycling as they get older by emphasising safety measures.

Myth 5: public transport and active travel measures will exclude wheelchair users and people with disabilities

Truth: Shifting the focus from access to inclusion is necessary to ensure that transport services are designed with universality in mind, so that no-one regardless of their health or age status is excluded. With the increased availability of [new e-bikes](#), disabled people have a range of options for bikes, trikes, [trishaws](#) and even tandems that make cycling a possibility, if the infrastructure is in place. People with disabilities are still excluded from using [public transport](#) because the services are not accessible, or don't have space for more than one wheelchair, or require [advance notice](#), which users find very frustrating. Privately owned public transport is only required to be wheelchair accessible by [2026](#), which puts many bus services out of reach for disabled people. Cluttering our towns and cities with traffic moving at speeds greater than 30 km/hr and illegally parked cars generates additional hazards for people with visual impairments or wheelchair users. Removing traffic from neighbourhoods should be carefully planned to avoid creating additional barriers for people with disabilities. However, it is not inevitable that active travel and public transport priority measures will hamper the mobility of people with impairments. An [investigation](#) into the equity impact of London's low traffic neighbourhoods for example found that they were broadly equitable and did not discriminate against people with disabilities.

Myth 6: public transport will never work in rural Ireland

Truth: Providing an efficient and frequent public transport service in rural areas is more challenging, but by no means impossible. [Switzerland](#) for example is famous for its extensive rural public transport network. The strategy is based on the concept of integrated/ synchronised timetables (Taktfahrplan), i.e. train and bus services are designed to connect with each other at the same transport hub/station. In particular, the plan commits to have hourly (or half-hourly) rail connection between major nodes or towns; it then establishes hierarchical timetables, with national rail services acting as the backbone and passing at the same minute past every hour, followed by regional rail services, and local bus connections. The NTA has a [rural transport plan](#) based on Regular Rural Bus Services and [Local Link](#). Regular bus services operate on a fixed route between towns and villages and have a scheduled timetable, just like any other public transport bus service. Door to Door Services - Local Link - are route-based services with the added benefit of collecting and dropping off passengers directly at their homes. However the

Local Link timetables are not necessarily integrated with other public transport, the services are sparse and the promotion of the services is poor. In particular, Local Link does not meet the needs of rural commuters. Rural transport services need a significant investment if they are to live up to their potential to provide sustainable and equitable mobility services to all. A key measure to improve rural transport will be the development of mobility 'hubs' which provide car/e-bike rental, and park and ride services adjacent to train and bus stations.

Things local authorities must do

Local climate action plans
Local authorities are required to prepare local climate action plans that are aligned with the national Climate Action Plan 2023 (CAP2023). Many authorities have already published draft plans for public consultation, and these must be voted on by councillors before March 2024. The transport chapter of the CAP2023 sets out new targets including a 20% reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips and modal share (see table below from the 2023 Climate Action Plan). The Local Climate Action Plans must reflect these targets by setting out plans for facilitating public transport, active travel schemes, cycleways, greenways, footpaths/ junction safety redesigns using the most recent [Design Manual for Urban Roads and Streets](#), lower speed limits and school streets and improvements to the public realm (such as pedestrian areas, outdoor seating and greening). Local authorities must now follow through by setting up active travel units within their organisations to design, plan and implement active travel schemes.

Table 15.6 – Key Metrics to Deliver Abatement in the Transport Sector

Theme	2025 Abatement/KPI	2030 Abatement/KPI
Avoid (encompassing a range of behavioural change and sustainable transport measures)		
	Total abatement -0.72 MtCO$_2$eq.	Total abatement -2.09 MtCO$_2$eq.
Vehicle Kilometres	n/a	20% reduction in total vehicle kms 20% reduction in total car kms 20% reduction in 'commuting' car kms
Fuel Usage		50% reduction in fuel usage
Shift (encompassing a range of behavioural change and sustainable transport measures)		
	Total abatement -0.72 MtCO$_2$eq.	Total abatement -2.09 MtCO$_2$eq.
Sustainable Transport Trips	• Additional 125,000 sustainable journeys • Roll-out of sustainable demand management measures informed by National Demand Strategy • Delivery of Pathfinder Programmes	• 50% increase in daily active travel journeys • 130% increase in daily public transport journeys. • 25% reduction in daily car journeys.
Daily Journeys Modal Share		• Shift in Daily Mode Share 2018: 72% (car), 8% (PT), 20% (AT) 2030: 53% (car), 19% (PT), 28% (AT)
Escort to Education Journeys		• 30% shift of all E-to-E car journeys to sustainable modes
Improve		
	Total abatement –1.96 MtCO$_2$eq.	Total abatement –4.74 MtCO$_2$eq.
Fleet Electrification	• 175,000 passenger EVs • 20,000 commercial vans • 700 low-emission HGV • 300 EV buses in PSO bus fleet • Expansion of electrified rail services	**Private Car Fleet** EV share of total passenger car fleet (30%) EV share of new registrations (100%) 845,000 Private EVs[46] **Commercial Fleet** 20% EV share of total LGV fleet. 95,000 commercial EVs 30% ZE share of new heavy duty vehicle registrations 3,500 HGVs **PT Services** 1,500 EV buses in PSO bus fleet; Expansion of electrified rail services.
	Total abatement –0.53 MtCO$_2$eq	Total abatement –1.08 MtCO$_2$eq
Biofuels Blend Rate	E10:B12	E10:B20

Table 15.6 from the 2023 Climate Action Plan

County development plans

Under the 2021 Climate Act, county planning and development plans must also be consistent with the Climate Action Plan and targets for 2030. This means reversing the trend that has favoured low density car-centric schemes in favour of higher density transport-accessible housing with lower car parking requirements and more space given over to shared public uses such as footpaths, gardens and playgrounds. Given the high demand for new housing, it is essential that infill and brownfield sites are developed as a priority, and that all new housing construction is linked to public transport to avoid the lock-in effects of car dependency.

Sustainable mobility plans

By 2030, the National Sustainable Mobility Strategy requires all medium sized towns and cities to have sustainable mobility plans in place that .address congestion, air/noise pollution, climate change, road collisions, on-street parking and the integration of new mobility services. Transport authorities should also be planning for integrated mobility hubs in every town where bus, train, cycling, park and ride, bike hire and parking are located together with integrated timetabling so that changing mode is easy.

The NTA and UCD have set up pilot cargo and electric bike libraries for members of the public to try out through some Dublin schools. This could be replicated by local authorities via public libraries too.

Local authorities should have community engagement along with climate and environmental awareness officers whose job it is to help build awareness and support for climate action measures. Find out who these individuals are in your county and make contact - you could invite them to meet your community group or to give an online talk about what is coming up and how you can get involved.

Local authorities can organise car-free days to sense-check possible restrictions on traffic in city centres and give people a chance to experience their town and city without cars.

Walk21 is an international organisation devoted to the promotion of safe and inclusive walking as a means of travel. Get your local authority to sign up to the international charter for walking and to use it as a framework for creating healthy, efficient and sustainable walking communities.

Reducing speed limits in built-up areas nor only improves road safety, it creates quieter, cleaner and safer streets that are not dominated by fast-moving traffic. This leads to increased levels of

walking and cycling, and ultimately better health outcomes and reduced emissions. [Section 38](#) of the 1994 Road Traffic Act allows local authorities to introduce traffic calming measures to improve road safety, which can include the provision of traffic signs, road markings, bollards, ramps, speed cushions, speed tables or modified junctions, to reduce or modify the width of the roadway. The more recent [2023 Road Act](#) provides for a process whereby local authorities can lower speed limits. The Government's [speed limit review group](#) has [recommended lowering speed limits](#) across all national roads: from 100km/h to 80km/h on secondary roads: from 80km/h to 60km/h on rural roads; and from 50km/h to 30km/h in urban areas. It recommended an even lower speed limit of 20km/h in pedestrian zones and shared space in urban settings. Local authorities should take the opportunity to make roads safer for all by lowering speed limits. Enforcement of all speed limits should be a much higher priority for an Garda Síochána.

5 things businesses should do

Businesses need to act in support of sustainable transport too. All companies should sign up to support the [Sustainable Development Goals](#) and larger companies should draw up sustainable mobility plans to incentivise the use of public transport and active travel (e.g. by providing free or subsidised public transport tickets in lieu of parking spaces).

Employers should engage with the [bike to work](#) scheme and support projects that improve the accessibility of the public realm for everyone - wider footpaths, cycleways, bus lanes, bike parking, removal of on-street parking. All business premises with commuting staff should promote public transport, secure bicycle parking and showers for its staff.

Larger companies will soon be required to report transparently on their own climate and biodiversity impact under new[EU directives](#). These reports are also part of a company's social licence to operate: they should demonstrate that business is doing its fair share of effort to achieve net zero emissions and no significant harm to the environment across its entire supply chain.

Consider setting up a car-pooling scheme at your place of work. TFI have [information and resources](#) about how to plan and promote car-pooling at work, and these tips could also be used for sports clubs and other activities outside of work.
Businesses should assess their own climate impact by reporting transparently on all their transport and induced transport emissions, along with air travel and taking steps to reduce this impact without offsetting.

5 things communities can do

Contact your local authority's active travel unit to find out what cycling and footpath projects and road safety improvements are planned for your area. Organise a cycle or walk of these proposed routes to familiarise yourself with what is planned and send your suggestions/ observations in. If you're happy with what is proposed, make the observation anyway so that

public representatives know there is support for the project. Try out cyclist.ie's CRAC assessment tool for proposed cycle routes.

Use the public consultation procedures under section 38 of the 1994 Road Traffic Act or Part VIII of the 2000 Planning and Development Act to express your support for lower speed limits, traffic calming and sustainable transport measures. Keep an eye on your county council's webpage for open consultations.

Find out what your local residents' associations are doing to engage with active travel and BusConnects plans. Sometimes a vocal minority opposed to public transport and cycling schemes claim to speak for everyone when that is not the case. Make sure your voice is heard, and make sure the voices of children and young people are represented.

Draft a petition to demand improvements to public transport services in your area and send it to the relevant provider and the National Transport Authority.

Push for greater permeability in existing housing developments so that pedestrians and cyclists can walk or cycle through areas safely and conveniently, and in a manner which confers a competitive advantage to these modes over the private car. This is particularly important for children and young people and those who do not drive a car.

Build community links with regular events such as neighbourhood cycles/ walks and get to know the local Gardaí, local representatives, council staff and teachers. Some cycling groups organise a monthly cycle to build a cycling movement and have fun!

5 things you can do

Join active travel and public transport advocacy groups such as cyclist.ie, which coordinates a national network of local cycling and walking groups, the Dublin Commuter Coalition, or Love 30 which is a group campaigning for lower speed limits. Find out through your local Public Participation Network if there are other groups in your area campaigning for public transport improvements that you can join. You might also find information about local campaign groups on social media platforms such as Facebook groups.

Become a supporter of Friends of the Earth or join a local www.onefuture.ie group to meet like-minded individuals who want to campaign for faster and fairer climate action.

If you're a parent of school-aged children, find out if your local schools are involved with the Green Schools programme and support efforts to reduce traffic, pollution, illegal parking and engine idling in the vicinity of schools. You could get together with other parents to set up cycle and walking bus projects, and push for the creation of school streets to ensure that children have the safest possible environment at key times of the day with timed restrictions on vehicular access. Set up car-pooling arrangements with colleagues at work, or with other parents.

Consider [ditching your car](#) altogether! Recent estimates put the cost of running a car at over €10,000 per year. Electric cargo bikes, that can carry heavy loads and children, and with very low running costs, can now be purchased under the Bike to Work scheme up to a threshold of €3,000. If that isn't a practical option, consider using car-sharing services such as [GoCar](#) or the [Yuko Toyota Car Club](#) instead of owning a car outright. This is often much cheaper than owning a car outright.

Ways to amplify your message

- Draft a press release about your campaign and rewrite it as an article for the local newspaper.
- Create social media profiles for your group on Facebook, Instagram, Twitter (X) and TikTok. Build an audience by tagging other local groups, local media and public representatives.
- Contact local radio stations with reactions, comments and feedback on topics discussed, putting across your group's perspective and leaving contact details.
- Collect images and photos of your group's members and activities (with their permission). These are very useful for social media and you can re-use them across different platforms.
- Team up with other campaign groups such as disability rights groups, anti-poverty campaigns, Tidy Towns, local environmental organisations such as An Taisce, Irish Wildlife Trust or BirdWatch Ireland and support each other's demands for a sustainable future for all.

Who does what in transport planning

Local authorities: local authorities have broad-ranging functions relating to the local environment including traffic management, the maintenance of streets and footpaths, planning permissions and development plans. They are also responsible for preparing local climate action plans that have to be adopted by the elected members.

[Transport Infrastructure Ireland](#) (TII) is the body responsible for constructing and maintaining the national roads and motorway network along with light rail (LUAS), Metrolink and the national greenway network. It also operates the tolling schemes on 8 Public Private Partnership motorways, along with the M50 and Port Tunnel.

The [National Transport Authorityhttps://www.nationaltransport.ie/about-us/(NTA)](#) is responsible for developing and implementing strategies to provide high quality, accessible, sustainable transport across Ireland. It is responsible for planning and funding new sustainable transport infrastructure.

[Córas Iompair Éireann](https://www.cie.ie/en-ie/Who-we-are/What-we-do)(CIÉ) is Ireland's largest public transport provider. Its operating companies include Irish Rail, Bus Éireann, Dublin Bus and Rosslare Europort. Supported by the National Transport Authority, and funded under Project Ireland 2040, CIÉ undertakes investment in new infrastructure.

[Transport for Ireland](#) is the brand that brings together all public transport services including private bus operators funded under the Public Services Obligation allowing users to plan journeys and check fares and timetable information. It manages the TFI leap card and free travel schemes.

[The Road Safety Authority](https://www.rsa.ie/)(RSA)https://www.rsa.ie/conducts road safety promotion, education and awareness campaigns, road safety and collision research and has primary responsibility as the lead agency for the governance and implementation of the government's Road Safety Strategy.

The [School Transport](#) service is operated by Bus Éireann on behalf of the [Department of Education](#).

Friends of the Earth

17th October 2023