

From: Brendan Quinn [REDACTED]
Sent: Friday 8 February 2019 14:37
To: rses
Subject: Using the motorway system properly for public transport

There are a lot of comments about the M17 and M6 in the current draft RSES and about travel times that have been reduced.

Please consider these two objectives to be considered in relation to the strategic use of the motorway system.

There is little doubt that bus journey times have become more reliable and faster since the motorway network has expanded. However a lot of buses still need to divert off the motorway and trunk roads to go into towns to bus stations that are located in central town locations.

I suggest a radical rethink about how greater efficiencies could be achieved by having a series of mini-bus stations near to motorway interchanges and town junctions off the motorways. The truth is not many people actually live in town centres, and often enough people have to journey from the drop off point at a town centre bus station for the final part of their journey home.

Having such a network of mini bus stations at key strategic junctions would allow bus operators to make more stops and drop offs on the motorway network.

For example consider this on the N4 in Roscommon. There have been complaints that some of the Sligo- Dublin express buses no longer divert off the N4 into Dromod and Roosky. Solve this problem by creating a mini bus stop/station at the junction on the N4 which is a roundabout which the express buses can literally pull into for 60 seconds drop off and pick up. This will address the issue for the people of Dromod Roosky.

Also on the same issue, a new mini bus station should be built at the interchange of the M6/M17. Buses travelling on the North South M17 access and on the M6 East West Access could easily pull off at the junction divert to this interchange for no more than two minutes and travellers could interchange at this station. It would mean an express bus from Sligo to Limerick for example would not need to go into Galway. Passengers could simply interchange with the East West access buses. With as many buses as there are on these routes waiting time to interchange passengers would not be high.

Having an interchange for all the express buses at this point would also allow passengers from the immediate hinterland (say a ten mile radius) to be privately dropped off or collected at the Rathmorrissey bus interchange.

This plan is supposed to be about Regional Spatial Economic Strategies and planning, this idea fits all those criteria.

Finally on the motorway system. In future planning for the extension of the M17 north of Tuam that provision should be made for a rail line to run alongside the motorway on the new alignment and potentially retro fit a railway line alongside the new M17 from Athenry to Tuam. It is a well known fact that the alignment of the closed railway known as the so called Western Rail Corridor is not fit for purpose as a railway route and campaigners for the re-opening of the so called Western Rail Corridor would be better off expending their energy and securing a new modern alignment for this railway should it ever re-open. As a long standing campaigner for a greenway on the route of the closed railway I would stand firmly and squarely in support of a railway that ran parallel with the new motorway as a high speed modern railway and not using the now defunct nineteenth century route of the closed railway. However I am sure the NWRA has received plentiful observations from the public on this subject and the matter will be addressed accordingly.

In the meantime please accept this submission in regard to better use of the motorway system for bus industry.

Brendan Quinn



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