Submission on Call for Consultation on the Statement of Strategy for Transport, Tourism and Sport 2017-2019

(Approved at meeting of Tipperary LCDC held 18th July 2016)

Introduction
In accordance with Section 49A of the Local Government Act 2001, Tipperary Local Community Development Committee (LCDC) has been established “for the purposes of developing, coordinating and implementing a coherent and integrated approach to local and community development”.

Tipperary LCDC has prepared a County Tipperary Local Economic & Community Plan (LECP) for the period 2015-2020 to “promote a more integrated and targeted approach to addressing the strategic social, community and economic issues facing the County of Tipperary in a way that meets the priority needs of the community”.

Ireland’s economy and society has recently begun to show signs of growth following a period of significant economic and social retrenchment. It is anticipated by economic commentators¹ that the economy will grow and develop in the years to come. This anticipated growth, following on from a period of very little investment, will result in increased pressures on infrastructure and services and in strains emerging in our systems of government, public administration, planning, policy-making and infrastructure. The role that transport and tourism, and indeed sport, will play in the Ireland of the future will be critical and it is incumbent on the Department to develop and deliver appropriate strategic direction and business planning for period 2017-2019.

Issues for consideration in the development of a Statement of Strategy
The Statement of Strategy for Transport, Tourism and Sport 2017-2019 should, inter alia, prioritise high-level goals and objectives that:

- Encourage efficiencies and greater customer responsiveness in public transport companies;
- Encourage a greater proportion of people from car transport (and in particular single occupancy car transport) by improving their experience of public transport;
- Promote public rural transport measures to assist in mitigating rural social and economic exclusion;

¹ Such as Central Bank, Department of Finance, CSO
• Reduce road fatalities and injuries;
• Broaden and improve the tourism product;
• Increase the economic contribution of and employment levels in tourism;
• Facilitate the development of appropriate sport facilities across all settlement hierarchies;
• Contribute to carbon footprint mitigation measures;
• Provide for inter-agency and multi-sectoral collaborative opportunities.

Specific priorities and actions contained in the County Tipperary LECP related to Transport, Tourism and Sport, and which Tipperary LCDC puts forward for delivery in the Department’s Statement of Strategy, include:

LECP Priorities²

• High Level Community & Social Inclusion Priority Priority 1 – (A) To support and enable continuing improvement of access to services within the community for all citizens in a manner that is realistic, capable of being delivered and which utilizes the strengths of the existing communities; (B) Improve the quality of life and well being for communities through supporting prioritized community infrastructural development and providing prioritized relevant support services.
• High Level Community & Social Inclusion Priority 11 – Integrated response in relation to health and well-being of the community in relation to marginalised groups and areas
• High Level Economic Priority 2³ – To improve the sustainability of the County’s energy use by supporting enterprises in energy efficiency reduction/improvements and by growing the renewable energy enterprise sector
• High Level Economic Priority 3 – Addressing key economic infrastructural deficits in the county, particularly in the area of high speed broadband, securing appropriate provision of water supply in Clonmel, and enhancing transportation links on a regional and county basis

In particular, the following actions are requested to be included in any strategy developed:

Transport Actions

• The need to make the public transport more accessible to the elderly, youth, males, lone parent and non Irish nationals. Consideration should be provided to ensuring that there is appropriate connectivity to their key destination needs such as youth-reach centres; health centres; training courses, day care centres and towns.
• In the context of the Rural Transport, explore possibilities for providing transport services to:
  i. Under-serviced areas.
  ii. Those areas which have a strong deprivation score.
  iii. Identify actions/incentives to increase usage amongst the elderly, youth (18–25), those with a disability, those areas where there is a high level of lone parents relative to the county average and those within the non Irish communities. In particular, explore the level of rural public transport connectivity with destinations to facilities of educational supports and

² Many of the other LECP Priorities also have some aspects of relevance
³ The LECP notes that this Economic Priority is linked to Community & Social Inclusion Priority 13
services; health service supports and those of the catchment communities that they purport to serve

- Rural transport measures to ensure that they address the by-passing of villages on way to key destinations and to take all reasonable steps to ensure that they are not contributing to non-sustainability of services in these settlements.
- Rural transport to provide appropriate services to with the highest long-term unemployment. Accessibility to outreach facilities for long term unemployed people living in rural areas also to be positively explored.
- Rural transport to particularly focus on youth long-term unemployed in rural areas; those with a disability and travelers who are unemployed.
- Rural transport to focus in particular on supporting access by older people to villages/towns, particularly in those areas where there is a significant concentration of those over 65+.
- Prioritise the development of the:
  o N24 National Primary Road between Limerick and Waterford;
  o Clonmel to Thurles to Nenagh Road;
  o Shannon Crossing at Ballina/Killaloe;
  o Thurles By-pass.
- Retention of rail line service between Limerick & Waterford and review Nenagh Rail Network and its future use.
- Piloting of energy programmes and sustainable transport programmes.

**Sport/Tourism Actions**

- Continue to support and develop a range of measures in relation to participation in sports and physical activity with particular focus on hard to reach target groups.
- Develop and implement pro-active tourism marketing strategies focusing on a county’s strengths and experiences.
- Identification, promotion and support of specific themes of tourism development which build on a county’s inherent strengths and which are linked to the identified needs of the domestic and international market:
  - Themes to explore include: food tourism, equine, water-based tourism; outdoor activities and the heritage experience
- Implement a 3–5 year multi annual rolling programme of capital grants for tourism development. The current year-on-year model is extremely difficult to implement given the number of regulative requirements that need to be met between licences, permissions, archaeological and heritage requirements, procurement requirements etc. Once a project is approved for funding, an appropriate timeframe for its implementation should be provided.

**Conclusion**

Tipperary LCDC welcomes the opportunity to make this contribution and requests that the views contained herein be considered and taken into account, where appropriate.