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NPF Submissions  
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### **Submission to Ireland 2040 Our Plan**

A chara

I wish to make a submission to Ireland 2040 – Our Plan. I believe that in order to achieve balanced regional development throughout the country, we have to ensure that regions outside Dublin are properly served by housing, employment opportunities, social supports, health and education infrastructure, transport infrastructure, and supports for the community and voluntary sector.

### **Transport infrastructure**

I believe that in recent years much of the transport infrastructure spend has been centred around Dublin. While the current housing crisis and attendant traffic problems in Dublin have been well documented, I believe that the focus of transport infrastructure spend has been unnecessarily focused on Dublin.

Greater rail connectivity along the west coast will reduce transport congestion and emissions and enable the transport sector deal with population and employment growth.



**Independent  
Alliance**

### **Road infrastructure**

Connectivity of cities and towns outside Dublin must be prioritised over the course of the next two decades. In terms of the achievement of the Atlantic Economic Corridor, priority must be given to completing a road artery through the west which will see the current Limerick to Tuam motorway extended at both ends, northwards through county Mayo linking up with the N5 and N4 and southwards by the completion of a Limerick to Cork motorway.

### **Rail infrastructure**

The current draft plan is very deficient in terms of recognising the long-term need for rail infrastructure in the West/Northwest Region. The northwest region must not be cut off from the country's main deep sea ports in terms of rail travel and the need for tourists in the Atlantic Economic Corridor to be able to travel the full length of the west of the country by rail must also be recognised. As part of this the rail connectivity between Limerick Galway, Mayo and Sligo must be a priority

High speed rail connectivity between the major urban areas of the Atlantic Economic Corridor, as well as motorway connections, are basic needs to deliver competitive equality.

### **Leisure infrastructure**

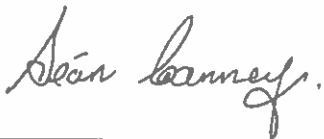
Safe leisure routes must also be prioritised as part of our long-term transport goals. A comprehensive network of safe cycling routes has to be developed in our cities and towns to address travel needs.

Greenway development must also be prioritised throughout the country, with due cognisance taken of the concerns of landholders and users in the areas involved. Investment in such infrastructure will result in health benefits for the local population as well as less congestion on existing road networks and will also help Ireland achieve carbon emission targets.

Greater consideration must be given to the creation of loop greenways along arterial routes, which will bring leisure users to places of historic interest adjacent to the route.

I believe that it is imperative that due cognisance is given in the plan to the need for enhanced transport infrastructure between urban centres outside Dublin, to facilitate the movement of people and goods in a sustainable and environmentally friendly manner for future decades.

Mise le meas,

A handwritten signature in cursive script, reading "Seán Canney".

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