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Mr Gerry Murphy  
Chief Executive  
National Transport Authority  
Dun Sceine

24 JUL 2013

22<sup>nd</sup> July 2013

**Subject: Note on Proposed Development Plan for PSO Services provided under Direct Award 2015 to 2020**

Dear Gerry

I refer to our previous correspondence (14<sup>th</sup> February 2013) in relation to possible developments for PSO services provided under direct award to the NTA for the period 2015 to 2020, and wish to elaborate on some of the concepts outlined in that note and in previous submissions to non statutory consultations in 2012. Please note that Bus Éireann will make a further more detailed submission as part of the statutory consultation.

In summary, Bus Éireann would contend that there are three general areas that should be considered within the direct award context for the period 2015 to 2020:

- **Core Backbone Network:** Expansion on core network of city and commuter services (Frequency, Capacity etc), supported by the necessary bus priority measures, PT infrastructure, technology investment etc.
- **Further development of the urban commuter belt networks** (Orbitals, feeders, new commuter demand, pilot initiatives etc) and town services that would complement the backbone network, and would increase both integration and connectivity.
- **Secondary location connectivity to core network:** Ensuring that the core backbone network can cater for emerging rural and local transport needs (towns, villages and hinterlands) as a result of motorway developments, and provide connectivity to the wider national and international PT network.

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Stiúrthóirí Directors - Mr Paul Mallee (Cathaoirleach Chairman), Mr John Moloney, Mr Bill McCamley, Mr Micheál O Faoláin,  
Mr Tom Hussey, Mr Henry Minoque, Mr Kieran Fay, Mr Gerard Ryan, Mr Aidan Murphy  
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### **Developments to the Network 2009 to 2013:**

The outputs and outcomes that have been achieved under our direct award public service since initiated in 2009 have been significant in terms of increasing efficiencies and increasing the attractiveness of public transport, the two main pillars of EU passenger transport policy, and would include the following:

- Better return from the remaining resources deployed after the cost recovery programme.
- Improvements in revenue and passenger numbers without any increase in the peak vehicle requirement. In many cases, the network changes have involved a network simplification that is best aligned to customer requirements and available funding.
- Scalability aspects which have been factored into the network design of the services as part of the public transport reviews as part of the direct award contract. The network changes have been made in parallel with capex funding on Fleet, wifi, shelters, etc. As we have highlighted previously, our focus has been on getting the total package right on the **core backbone network** of city and commuter services.

### **Drivers of demand for socially and economically necessary services:**

The key factors that are driving demand for socially and economically necessary public transport services provided under contract to the NTA are as follows:

- **Economic Growth:** Any growth in economic activity in Ireland between 2015 and 2020 will require an increase in frequency/capacity on the core backbone network at both peak and off peak, among other emerging requirements. Furthermore, the direct award contract will represent an intrinsic and cost effective solution to guaranteeing continuity of service in the core backbone network, as has been evidenced under the current contract.
- **Motorway and other Road Developments:** It is clear that the new motorway infrastructure has delivered significant connectivity improvements between the main centres of activity and direct public transport provision between these centre has improved accordingly. However, certain secondary and tertiary urban locations that have been by-passed by the motorways are suffering from a loss of integration and social/economic inclusion from two angles:
  - Connectivity to the wider national and international PT network
  - Local and rural connectivity

This combined with an increase in competition for end to end direct coach services leaves these locations at a disadvantage from a public transport perspective.

- **Regulatory developments in relation to rural transport:** Changes to the approach to rural transport are currently evolving, which may influence the demand for public transport connectivity from rural locations to the backbone

In relation to the factors that could be taken into account when determining what should be included in the next direct award contract, the following could be considered:

- That supply has to meet demand as the economy rehabilitates in a cost effective manner and in line with available funding.
- That standards of customer service quality and customer safety are integral parts of service provision and the contract.
- That a focus be given to the priority social and economic needs that are emerging (i.e. maximising social benefit from PT expenditure)
- That the necessary bus priority measures/traffic management measures are also planned to support the services provided under the direct award public service contract
- That the necessary customer facing technology requirements are supported in line with the services.
- That accessibility measures and requirements are fully integrated into the service offering in a cost effective and consistent manner.
- That priority should be given to service provision that optimises the VFM and return from exchequer investment for both services and support infrastructure/technology

#### **Key Development Areas for Development under Direct Award:**

There are three general areas that should be considered within the direct award context for the period 2015 to 2020:

- **Core Backbone Network:** Expansion on core network of city and commuter services (Frequency, Capacity etc), supported by the necessary bus priority measures, PT infrastructure, technology investment etc. It may be the case that busiest of the key urban corridors can make the next step towards "BRT lite" in line with evolving demand as the economy picks up. This could be analysed in line with the PT review process in 2014.
- **Further development of the urban commuter belt networks** (Orbitals, feeders, new commuter demand, pilot initiatives etc) and town services that would complement the backbone network, and would increase both integration and connectivity. This could be undertaken as part of the PT review process, in particular the BMW and SMW reviews that are underway.
- **Secondary location connectivity to core network:** Ensuring that the core backbone network can cater for emerging rural and local transport needs (towns, villages and hinterlands) and provide connectivity to the wider national and international PT network. These services would act as an important link to other rural transport proposals and initiatives currently evolving. This could also be undertaken as part of the PT review process, in particular the BMW and SMW reviews that are underway.

**Areas for consideration in relation to secondary location connectivity:**

The following locations could be considered for PSO connection services to the core network by main corridor, which may have been effected by the motorway and road network developments:

County	Route Designations	Locations for consideration
<b>South Eastern Corridor (East)</b>		
Wicklow/Dublin		
Wexford		
<b>South Eastern Corridor (Mid)</b>		
Wicklow		
Carlow		
Wexford		
Kilkenny		
<b>South Eastern Corridor (West)</b>		
Kilkenny		
<b>Southern Corridor (East)</b>		
Kildare		
Laois		
Kilkenny		
Waterford		
Tipperary		
Cork		
<b>Southern Corridor (Central)</b>		
Laois		
Kilkenny		
Tipperary		
Cork		

<b>South Western Corridor</b>		
Laois		
Tipperary		
Limerick		
<b>North Western Corridor (South)</b>		
Mayo		
Roscommon		
Westmeath		
<b>North Western Corridor (North 1)</b>		
Meath		
Westmeath		
Roscommon		
Mayo		
<b>North Western Corridor (North 2)</b>		
Westmeath		
Longford		

<b>Leitrim</b>		
<b>Sligo</b>		
<b>Atlantic Gateway</b>		

I would welcome the opportunity to discuss these issues with you in more detail.

Regards



**Martin Nolan**  
Chief Executive