



Review of Evening and Night Time services

**Pilot Initiative of the
Rural Transport Programme
June to December 2018**



Web Version January 2019

Review of Rural Transport funded Evening and Night Time services

Introduction

Following a funding call to all Transport Co-ordination Units (agents of the NTA) in February 2018, a total of 65 new evening/night time services were subsequently approved and the majority of approved services commenced operations in July 2018. Funding was provided for services operating up to 31 Dec 2018 (six month pilot.) Key characteristics of these new services included:

- 23 of these services were extensions to existing regular public transport services
- 42 of these services were demand responsive services.
- Services were provided nationally across all 26 counties
- Services ran on average from 6pm to 11pm typically on Friday and Saturday evenings

From a funding perspective, the total cost of implementing these services over the six month pilot basis is €529, 855, apportioned as follows:

- Extensions to existing regular public transport services - €301, 180
- Demand Responsive services - €228,675

Review Process

Both quantitative data and qualitative data was analysed as part of this review. The quantitative data analysed was drawn primarily from patronage levels associated with the 'regular' services i.e. additional departures on timetabled services that are provided right through the weekends including either Saturday or Sunday or both. These services are not pre-booked and operate a fixed route and timetable in each case.

Appendix A sets out the patronage trends on the additional evening departures on these routes and offers some explanation for differences in market response.

From a qualitative perspective, feedback was sought from Transport Co-ordination Unit (TCU) Managers to the following five questions:

1. Can you identify any particular trends in usage by service users over the pilot period
2. If the pilot is to be extended into 2019, what changes/amendments would you make to the services on the attached sheet – high level comments only please
3. What worked well in this pilot
4. What worked less well in this pilot
5. What would an optimum evening service look like in 2019?

Key Findings

- Whilst take up levels were slow initially across all 65 new evening services, a gradual increase in patronage is now evident, particularly over the Christmas season. The majority of services are performing well with four non performing services ending in Dec 2018 (see Appendix C).
- Some of the negative publicity surrounding the launch of these services impacted upon market take-up of the new services initially.
- The general consensus is that most of these services end too early in the evening and an extension of the hours of operation to better reflect demand to socialise should be considered should funding for such services continue into the future.

Key Recommendation

A six month pilot for new public transport services is a relatively short period within which to gauge passenger usage/trends. For many services it has taken several months for them to gain traction locally and to be trusted as reliable public transport services.

Additionally, the pilot evening service is running alongside the current Transport Co-ordination Unit (TCU) procurement process, the outcome of which will not be announced until the end of January 2019. A transitional phase will then be embarked upon to take account of any changes arising from the outcome of the procurement process -this will run to the end of Quarter 1, 2019.

In light of the above it is therefore recommended that all viable evening services continue to run up to the end of Quarter 1 (31 March 2019) to mirror the transitional period for all TCUs.

Four non-viable and non performing evening services ended in Dec 2018.

Any proposed amendments/variation to existing services must be sanctioned by the Authority in advance and must not incur additional expenditure relative to the current funding available for these services. A further review of performance will be undertaken by the Authority and a further decision made as to funding by 31 March 2019.

Appendix A: “Service Planning Unit” Review of Evening and Night Time extensions to PSO style services (Regular Services)

Context

It should be noted for comparison purposes, and to put the level of activity on Local Link evening services into context nationally, the proportion of total patronage that is carried after 19:00 hours on the network of routes and services provided under contract by **Dublin Bus is 16%**, and in the case of **Bus Eireann is 11%**.

In the latter case, the system average is heavily influenced by city activity in Cork, Limerick, Galway and Waterford, so the proportion of total patronage that is carried after 19:00 hours on more rural or town based services on the Bus Eireann network is likely to be significantly lower than 11%.

The statistics on Local Link patronage set out below show that where evening services are provided, the market has responded in a broadly similar manner to elsewhere in the public transport network, outside of the larger conurbations.

Factors that influence evening patronage levels are:

- Evening services are provided at best Thursday, Friday and Saturday – in some cases services are provided on just Friday and Saturday only. Patronage on these journeys expressed as a % of total patronage is likely to be lower than in the BE portfolio of routes and services, where the evening service such as it is in many non-urban contexts is provided throughout the entire week.
- The statistics show that the proportion of total patronage carried after 19:00 in the evening is not dissimilar in many cases to the after-19:00 proportion on Bus Eireann services. Factors that improve the response from the market to the offer of service include
 - routes focussing on serving distinct towns with thriving night time economies offering diverse services from their immediate environs, e.g. Kildare (883 with connections to Dublin by rail), Dungarvan (361, 363), Longford Town (865), Wexford Town (387,388), Limerick (593) and Cavan Town (C1, C2)
 - routes with seasonal attractions where a higher level of patronage can be seen, indicating some utility provided to tourists and indigenous visitors, e.g. Waterford (361, 363), Leitrim (983), Donegal (271, 293, 989) and Cork (253)
 - routes serving training / education institutes where there is the opportunity to take evening classes, or where there is good co-ordinated timetabling offering onward travel opportunities at hubs with mainstream public transport services by BE, IE and the commercial sector, e.g. Kildare (883), Leitrim (983), Cork (253), Waterford (361, 363), Wexford Town (388, 387) and Cavan Town (C1, C2).

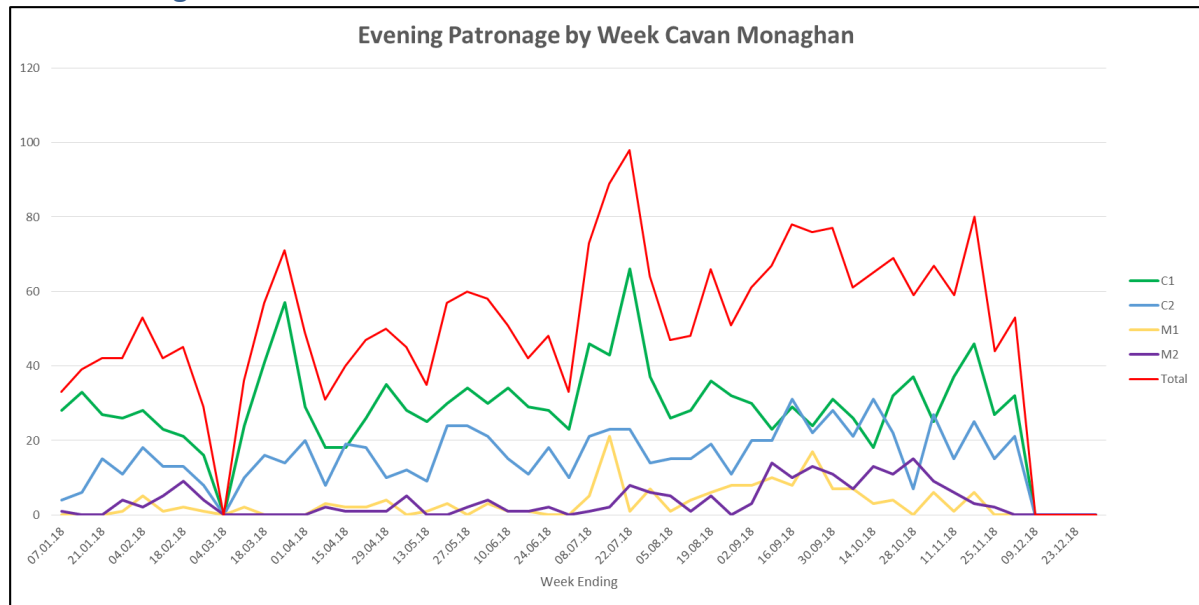
- Routes serving very rural areas where the Local Link service is seen as a service to mitigate the impact of social exclusion, e.g. Donegal (271, 293, 300, 989), Limerick (593) and Tipperary (855).
- Although patronage after 19:00 in the evening is lower than the system average for this timeband on Routes M1 and M2 focussed on Monaghan Town (& Monaghan Institute) this can be partly explained by the following factors:
 - The new service started operation in December 2017, so is in the immature phase.
 - Both routes are operating without formal bus stops so passenger certainty and confidence is reduced, particularly at night-time.
 - Very little marketing has as yet been carried out, due in the main to waiting for bus stops to be provided and equipped with passenger information, and
 - Monaghan is a small town in relative terms.

Recommendations re Regular Services

On the basis of very favourable comparisons with evening patterns elsewhere in the network of public transport, the following is recommended:

- The retention and development of all regular commuting evening services secured by TCUs that have been examined in some detail in this note.
- The re-configuration of evening C1 and C2 services to maximise deployment of resources to more effectively suit demand patterns within Cavan Town and its surrounding environs, and
- Examine Routes M1 and M2 with a view to re-deploying evening resources to other times of the day / week to build patronage.

Cavan Monaghan



Evening as % of total patronage	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12
C1	6%	4%	6%	3%	5%	5%	5%	6%	5%	4%	5%	5%
C2	3%	3%	2%	3%	3%	3%	4%	3%	4%	5%	5%	4%
M1	-	2%	1%	2%	2%	1%	5%	2%	4%	4%	2%	1%
M2	2%	5%	0%	1%	1%	1%	1%	3%	4%	5%	6%	2%

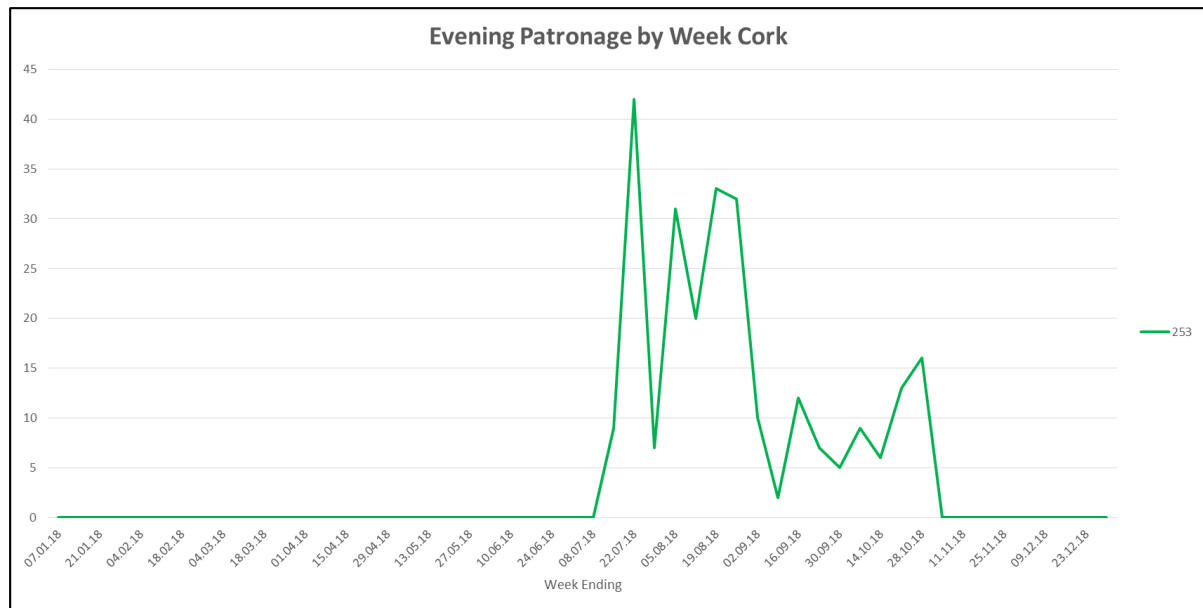
C1 – average of 30 passengers per week using evening services

C2 – average of 17 passengers per week using evening services

M1 – average of 3 passengers per week using evening services

M2 – average of 4 passengers per week using evening services

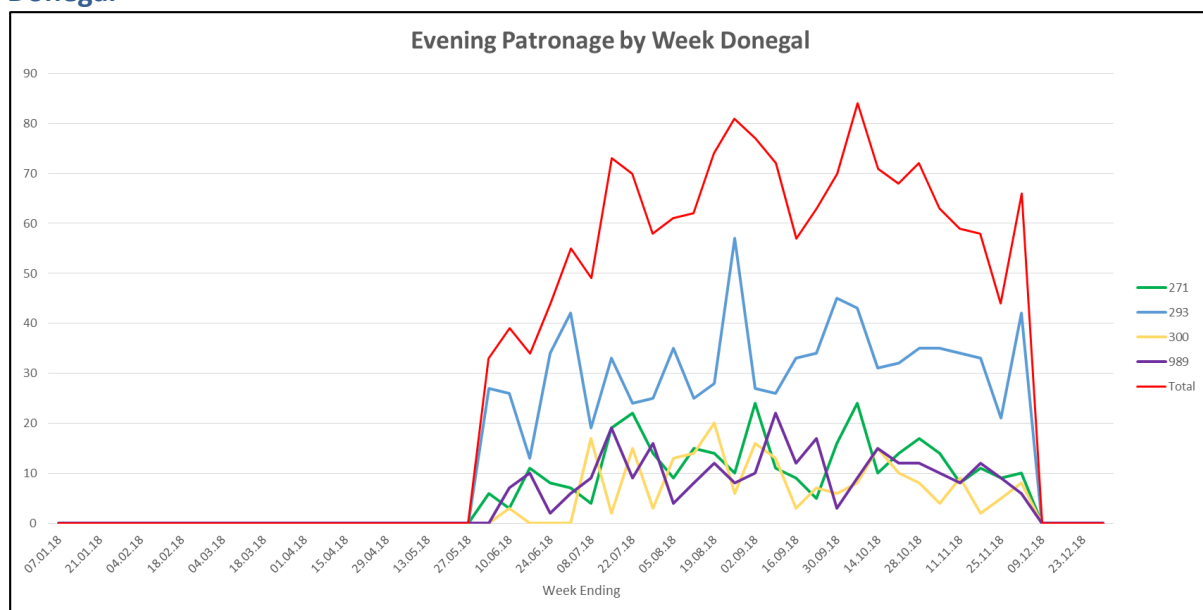
Cork



Evening as % of total patronage	P8	P9	P10
253	5%	4%	2%

253 – average of 16 passengers per week using evening services

Donegal



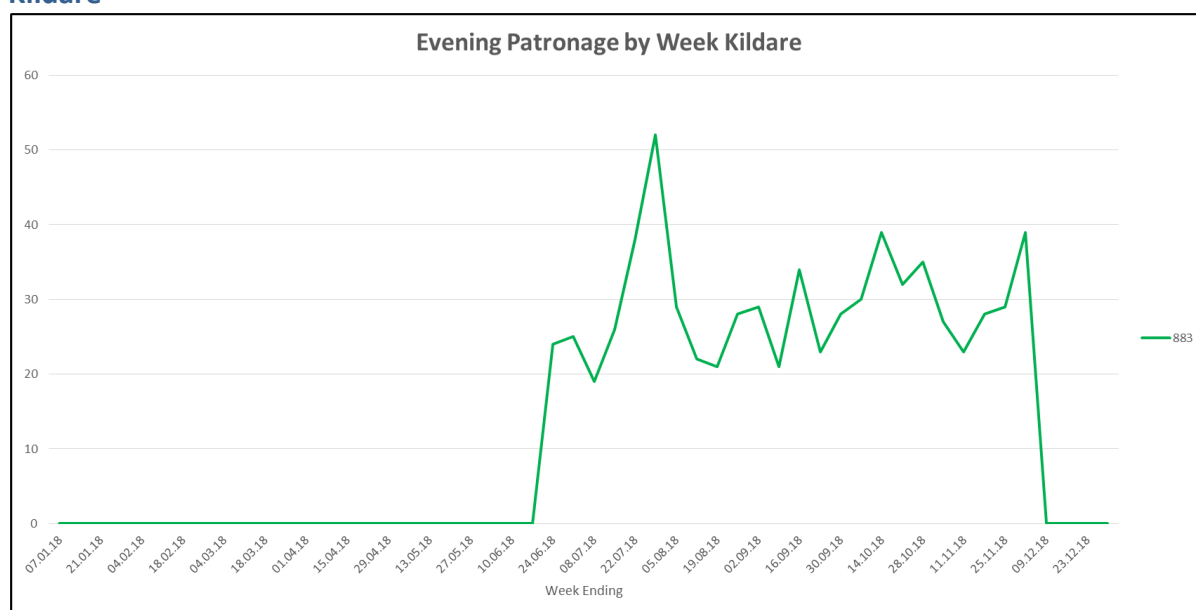
Evening as % of total patronage	P6	P7	P8	P9	P10	P11	P12
271	3%	5%	6%	8%	5%	6%	4%
293	5%	7%	5%	7%	9%	8%	7%
300	-	3%	6%	7%	4%	6%	5%
989	4%	6%	6%	8%	6%	7%	5%

271 – average of 12 passengers per week using evening services

293 – average of 32 passengers per week using evening services

300 – average of 9 passengers per week using evening services
 989 – average of 10 passengers per week using evening services

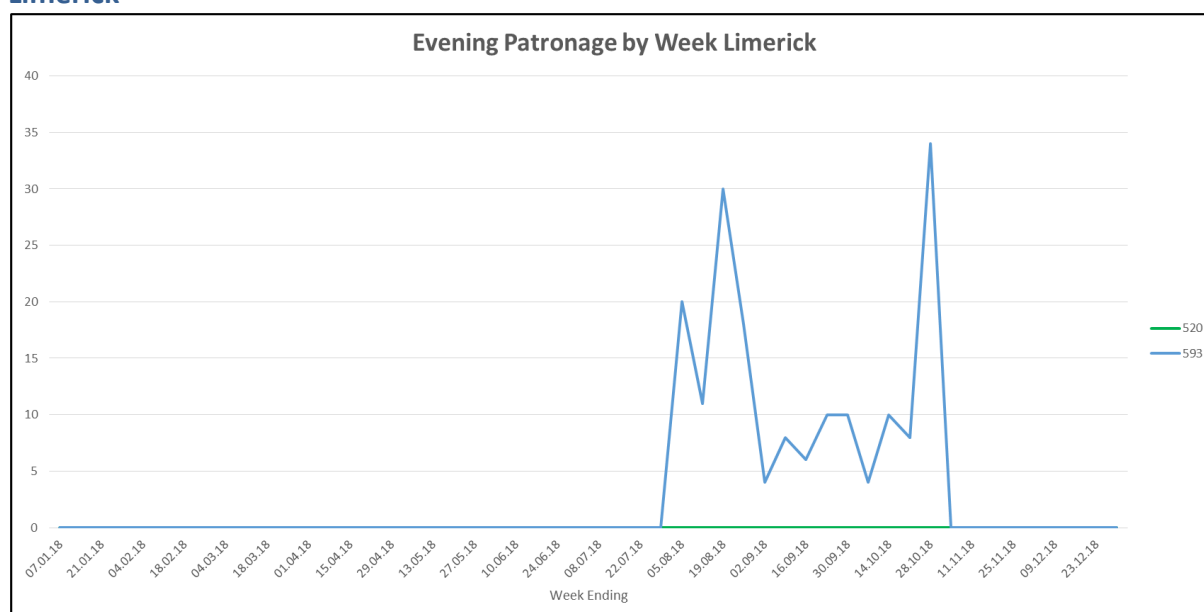
Kildare



Evening as % of total patronage	P7	P8	P9	P10	P11	P12
883	5%	7%	5%	6%	7%	6%

883 – average of 29 passengers per week using evening services

Limerick

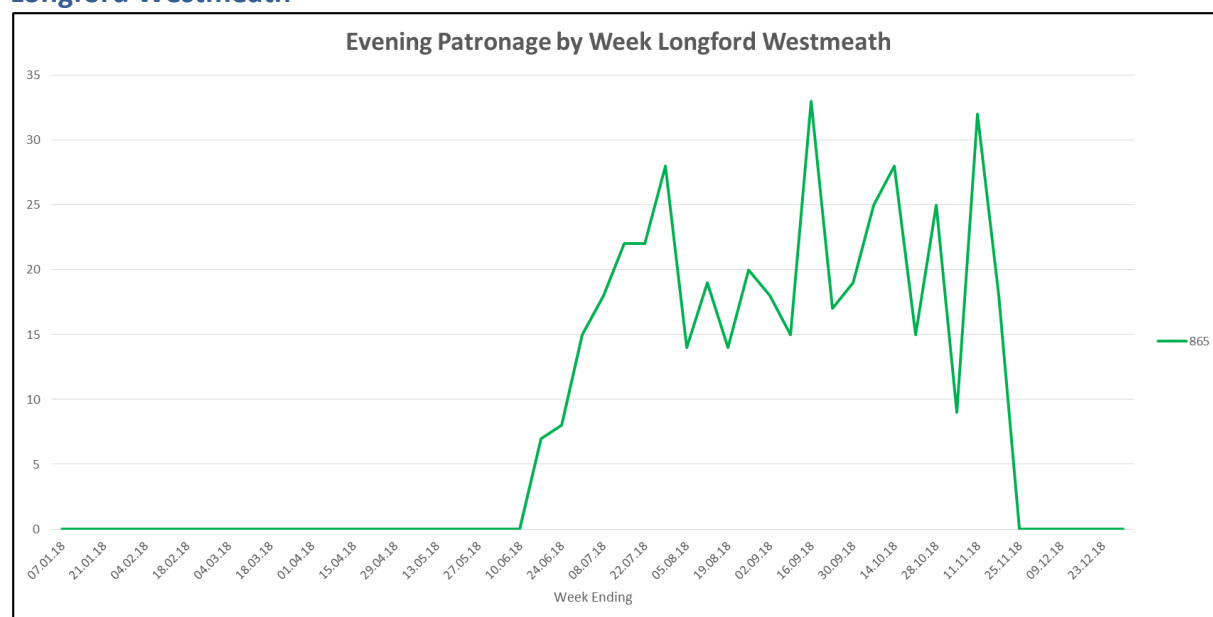


Evening as % of total patronage	P8	P9	P10	P11
593	8%	12%	4%	7%

593 – average of 13 passengers per week using evening services

Route 520 has not been reported in adequate detail to determine evening patronage.

Longford Westmeath



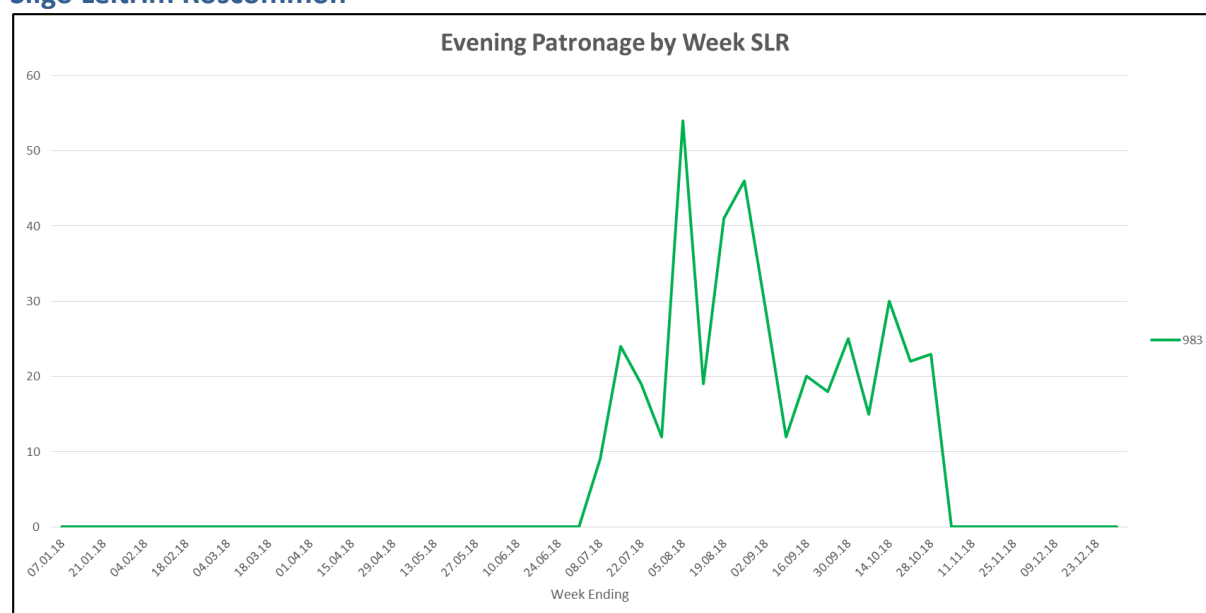
Evening as % of total patronage	P7	P8	P9	P10	P11	P12
865	8%	9%	7%	10%	8%	11%

865 – average of 19 passengers per week using evening services

Louth Meath Fingal

Louth Meath Fingal are using the driver app and are not reporting using the Transmach system.

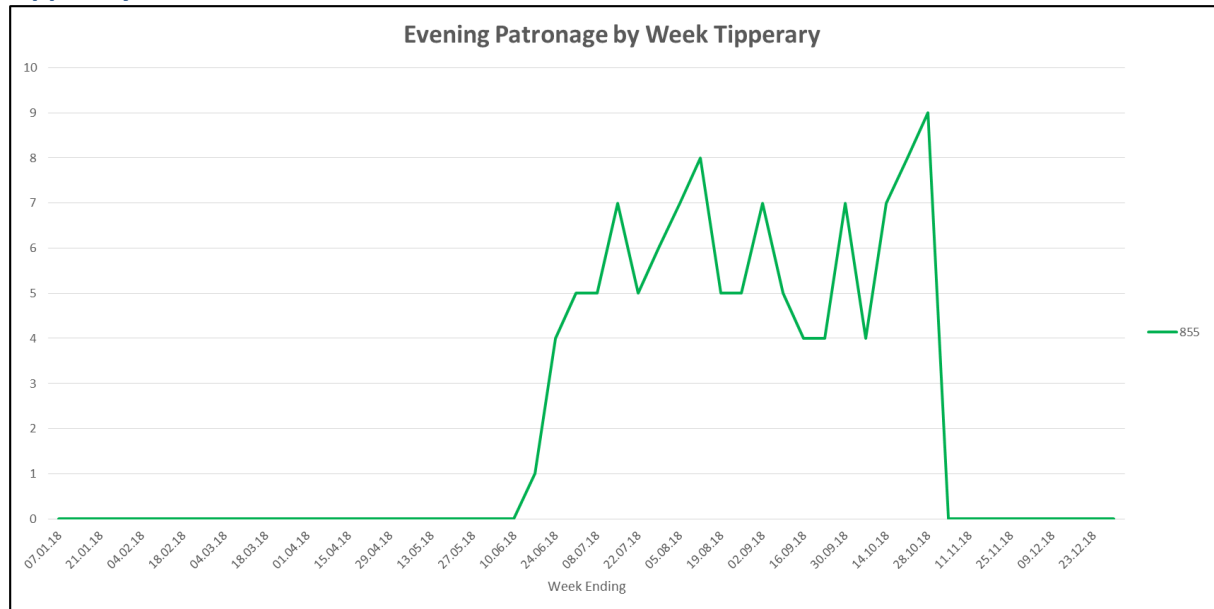
Sligo Leitrim Roscommon



Evening as % of total patronage	P7	P8	P9	P10	P11
983	2%	6%	5%	3%	4%

983 – average of 25 passengers per week using evening services
Route 571 has not been reported using the Transmach system.

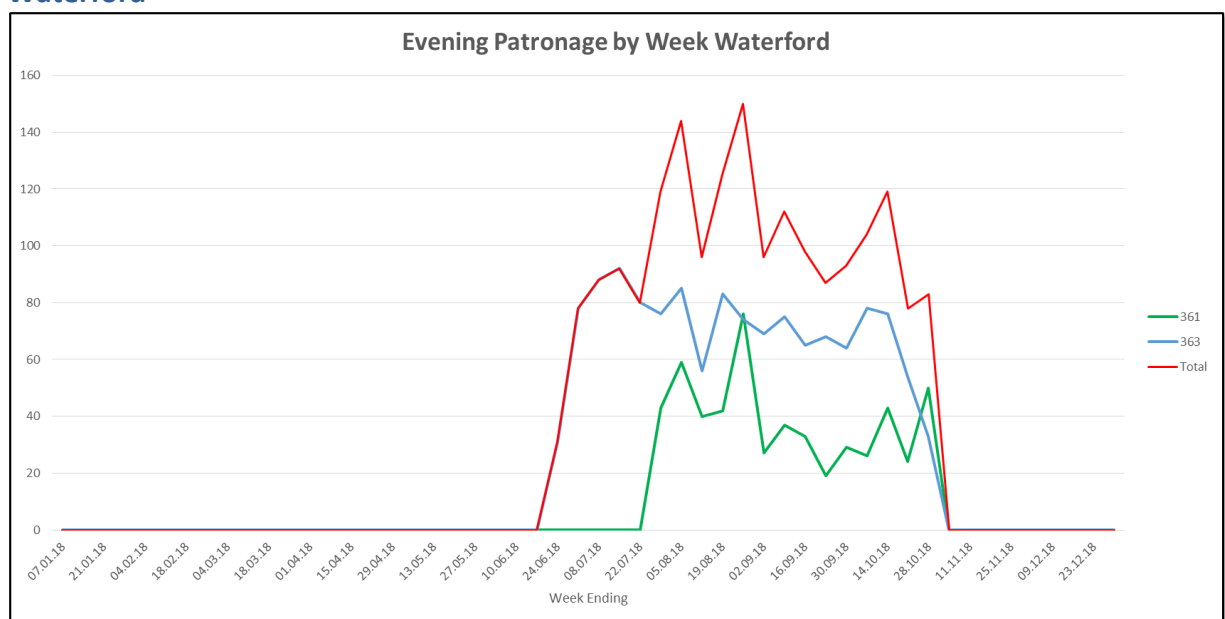
Tipperary



Evening as % of total patronage	P7	P8	P9	P10	P11
855	5%	5%	4%	3%	5%

855 – average of 6 passengers per week using evening services

Waterford



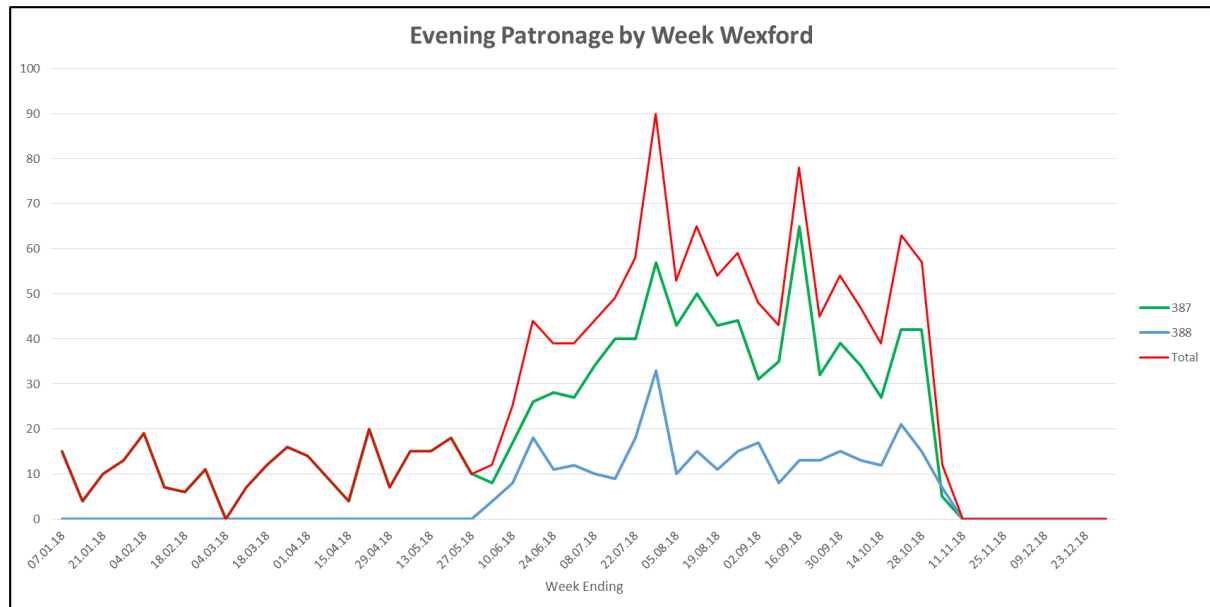
Evening as % of total patronage	P7	P8	P9	P10	P11
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361	-	9%	18%	14%	14%
363	6%	6%	7%	7%	5%

361 – average of 39 passengers per week using evening services

363 – average of 70 passengers per week using evening services

Wexford



Evening as % of total patronage	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11
387	3%	3%	3%	4%	4%	4%	7%	10%	8%	9%	7%
388	-	-	-	-	-	6%	9%	16%	10%	8%	10%

387 – average of 24 passengers per week using evening services

388 – average of 13 passengers per week using evening services

Appendix B: Review of Demand Responsive Evening and Night Time services

		<u>DRT Routes (Jul – Oct 2018)</u>	
TCU	No. of evening services	No. of Passenger journeys	No. of service trips
Carlow Kilkenny	6	191	100
Cavan Monaghan	1	126	17
Cork	4	570	89
Galway	1	740	64
Kerry	7	1,333	121
Laois / Offaly	3	1,713	230
Mayo	3	624	102
Clare	3	90	70
Tipperary	1	78	82
Waterford	1	131	30
Wexford	10	3,056	399
SLR	1	201	240
Total DRT:	41	8,853	1,835

Note analysis based on 41 services as one cancelled during pilot for operational reasons

See Appendix C - List of Evening Services up to 31 March 19

Rural Transport Programme Evening and Night Time Services-Pilot Extension up to end of March 2019										
Local Link	Route No.	Area served	Model of operation	Days of week						
				Mo	Tu	We	Th	Fr	Sa	Su
Carlow, Kilkenny, Wicklow	N/A	Glendalough Laragh, Roundwood, Ashford, Rathnew	DRT pre-book flexible route	N	N	N	N	Y	N	N
	N/A	Coolkenna, Shillelagh, Aughrim, Woodenbridge to Arklow and	DRT pre-book flexible route	N	N	N	N	Y	N	N
	N/A	Buncloody et al to Carlow Town	DRT pre-book flexible route	N	N	N	N	N	Y	N
	N/A	Moneystown, Trooperstown, Laragh, Annamoe, Roundwood	DRT pre-book flexible route	N	N	N	N	N	N	Y
	N/A	Dunlavin et al to Baltinglass	DRT pre-book flexible route	N	N	N	N	N	Y	N
	N/A	Knocktopher, (Co. Kilkenny)	DRT pre-book flexible route	N	N	N	N	N	Y	N
Cavan Monaghan	C1	Ballyhaise-Cavan Town-Liberty Ins.	Regular fixed route PSO	N	N	N	N	Y	Y	N
	C2	Ballinagh - Cavan Town - Cavan Gen Hosp	Regular fixed route PSO	N	N	N	N	Y	Y	N
	M1	Tydavnet, Scotstown, Ballinod to Monaghan town	Regular fixed route PSO	N	N	N	N	Y	Y	N
	M2	Ballybay to Monaghan town	Regular fixed route PSO	N	N	N	N	Y	Y	N
	N/A	Scotshouse / Redhills	DRT pre-book flexible route	N	N	N	N	Y	Y	Y
Clare	1,468	East Clare Feakle, Scariff, Tuamgraney & Bodyke	DRT pre-book flexible route	N	N	N	Y	N	N	N
		Feakle, Tulla, O Callaghan Mills & Kilkishen	DRT pre-book flexible route	N	N	N	N	Y	N	N
		Festival services East Clare Golf Club, hostels run on ad-hoc basis	DRT pre-book flexible route							
Cork	253	Route 253 corridor townsKinsale-Clonakilty	Regular fixed route PSO	N	N	N	Y	Y	Y	N
	25	Glash, Boherbue, Cullen, Dromagh, Rathcoole	DRT pre-book flexible route	N	N	Y	N	N	N	N
	26	Newmarket, Lismore, Freemount, Kanturk areas	DRT pre-book flexible route	N	N	N	N	Y	N	
	27	Rockchapel, Taur, Meelin, Newmarket	DRT pre-book flexible route	N	N	N	N	N	Y	
	28	Nadd, Lyre, Kilcorney, Rathcoole, Roskeen	DRT pre-book flexible route	N	N	N	N	N	N	Y
Donegal	271	Burtonport - Letterkenny	Regular fixed route PSO	N	N	N	N	Y	Y	N
	300	Fanad - Letterkenny	Regular fixed route PSO	N	N	N	N	Y	Y	N
	293	Glencolumbkille - Donegal Town	Regular fixed route PSO	N	N	N	N	Y	Y	Y
	989	Carrigans - Letterkenny	Regular fixed route PSO	N	N	N	N	Y	Y	N
Galway	1,593	Woodford to Portumna	DRT pre-book flexible route	N	N	N	N	Y	Y	N
	New route 1	Headford to Galway	DRT pre-book flexible route	N	N	N	N	Y	N	N
Kerry	N/A	Uistowel and area	DRT pre-book flexible route	N	N	N	N	Y	N	N
	N/A	Asdee & Ballylongford	DRT pre-book flexible route	N	N	N	N	Y	N	N
	N/A	Ballinskelligs to Waterville	DRT pre-book flexible route	N	N	N	N	N	Y	N
		Currow area to Currow to Castleisland, Cordal area & Castleisland	DRT pre-book flexible route	N	N		N	Y	N	N
	N/A	Bonane - Kenmare	DRT pre-book flexible route	N	N	N	N	Y	N	N
	N/A	Glencar Area	DRT pre-book flexible route	N	N	N	N	N	N	Y
Kildare	883	Athy - Kildare Town - Newbridge	Regular fixed route PSO	N	N	N	Y	Y	Y	N
Laois Offaly	N/A	Mountrath& Castletown	DRT pre-book flexible route	N	N	N	N	Y	Y	N
	N/A	Emo and surrounds	DRT pre-book flexible route	N	N	N	N	Y	Y	N
	N/A	Kinnity, Clareen, and Longford, Roscomroe, Cadamstown	DRT pre-book flexible route	N	N	Y	N	N	N	N
Limerick	593	Newcastle West to Glin	Regular fixed route PSO	N	N	N	N	Y	Y	Y
	520	Kilmallock to Charleville	Regular fixed route PSO	N	N	N	N	Y	Y	Y
Longford Westmeath	865	Granard via Ballinalee to Longford and return	Regular fixed route PSO	N	N	N	N	Y	Y	N
Louth Meath Fingal	115C	Ballivor, Rathmoylan, Summerhill - Kilcock	Regular fixed route PSO	N	N	N	N	Y	Y	N
	192	Stamullen, Gormanstown, Millfield to Balbriggan	Regular fixed route PSO	N	N	N	N	Y	Y	N
	195	Ashbourne - Balbriggan	Regular fixed route PSO	N	N	N	N	N	Y	N
	1,467	Swords	DRT pre-book flexible route	N	N	N	N	Y	N	N
Mayo		Killala-Knockmore	DRT pre-book flexible route	Y	N	N	N	N	N	N
		Killala and surrounding areas	DRT pre-book flexible route	N	N	Y	N	N	N	N
		surrounding areas	DRT pre-book flexible route	N	N	N	N	Y	N	N
SLR	983	Kinlough to Ballyshannon	Regular fixed route PSO	N	N	N	N	Y	Y	N

Ceased operation by 31 Dec 2018 due to poor patronage levels

Ceased operation pre 31 Dec 2018 due to poor patronage levels

Due to issues sourcing an operator, this service never commenced

	571	Arigna Keadue to Ballyfarnon	Regular fixed route PSO	N	N	N	N	N	Y	N	
Tipperary	855	Tipp Town, Cahir, Cashel	Regular fixed route PSO	N	N	N	N	Y	Y	Y	
	N/A	Rural environs of Clonmel into town and return	DRT pre-book flexible route	N	N	N	N	Y	Y	Y	
Waterford	363	Tallow, Lismore, Cappoquin - Dungarvan	Regular fixed route PSO	N	N	N	Y	Y	Y	N	
	361	Ardmore - Helvick - Dungarvan	Regular fixed route PSO	N	N	N	Y	Y	Y	N	
	n/a	Rural environs of Ballyduff	DRT pre-book flexible route	N	N	N	N	Y	Y	N	
Wexford	387	Rosslare Hbr - Strand - Wexford	Regular fixed route PSO	N	N	N	Y	Y	Y	N	
	388	Wellingtonbridge - Wexford	Regular fixed route PSO	N	N	N	N	Y	Y	N	
	N/A	Saltmills - Wexford	DRT pre-book flexible route	N	N	N	N	N	Y	N	
	N/A	Hook rural area - Fethard on Sea	DRT pre-book flexible route	N	N	N	Y	N	N	N	
	N/A	Bannow rural area - Duncannon	DRT pre-book flexible route	N	N	N	Y	N	N	N	
	N/A	Kilmuckridge - Wexford	DRT pre-book flexible route	N	N	Y	N	N	N	Y	
	N/A	Gorey area - Enniscorthy	DRT pre-book flexible route	N	N	N	Y	N	N	N	
	N/A	Courtown - Gorey	DRT pre-book flexible route	N	N	N	N	Y	N	N	
	N/A	Fethard-on-Sea New Ross - Waterford	DRT pre-book flexible route	N	N	N	N	N	Y	N	Ceased operation by 31 Dec 2018 due to poor patronage levels
	N/A	Clongeen - Carrig on Bannow	DRT pre-book flexible route	N	N	N	N	N	Y	N	
	N/A	Enniscorthy - Wexford	DRT pre-book flexible route	N	N	Y	N	N	N	N	
	N/A	Enniscorthy - Bunclody	DRT pre-book flexible route	N	N	N	N	N	Y	N	