

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

Fact Sheet for the Dublin Area Bus Network Redesign

Why are we redesigning the network?

Some of the key reasons why we need to redesign bus services for the city are:

- ▶ The city is growing and we need to plan the bus network to cater for that growth.
- ▶ The current bus network is complex which makes it hard to remember and use easily.
- ▶ There are few orbital routes, making it hard to move around the outer parts of the city.
- ▶ There are many overlapping routes, where the bus services are not evenly spaced.
- ▶ There is a need to better integrate our networks of bus, trams and trains.

How will you make the network better?

We will:

- ▶ Increase the overall amount of bus services.
- ▶ Provide new and frequent orbital services connecting more outer parts of the city together.
- ▶ Simplify the bus services on the key radial into “spines” where all buses will operate under a common letter system and buses will run very frequently and be more evenly spaced.
- ▶ Increase the number of routes where buses will come every 15 minutes or less all day.

Will we have more or less bus services?

The redesigned bus network means an increase in bus services by over one quarter (27%), with much of that increase delivering additional “all-day” services. So there will be substantially more bus services operating across the Dublin region following the network redesign.

What are the benefits of the proposed new network?

Overall the proposed new network of bus services will enable more people to travel to more places more easily. Some of the specific outcomes will be:

- Nearly one million Dublin-area residents will be located within 400 metres of a bus service operating every 15 minutes or better, an increase of about 30%.
- The number of residents located within 400 metres of public transport service operating every 10 minutes or better will increase by 35%.
- The number of jobs or students located within 400 metres of public transport service operating every 10 minutes or better will increase by 19%.

Will people have to change buses more?

Many people won't need to change buses but some people will. In some cases, people who currently have a direct service may have to change buses to get to their destination. However, because these two buses will operate on routes with a much higher frequency of service, in most cases people will be able to get to their destination in a shorter overall trip time.

What about the fares?

We will simplify fares across bus, Luas and DART. There will be two Leap fares:

- A "90 Minute Fare" that covers all bus, DART or Luas trips started within 90 minutes.
- This 90 Minute Fare will allow you any combination of bus, Luas and DART for your journey, subject to the last leg commencing within 90 minutes of the start of the overall trip.
- A short distance fare paid each trip for short journeys.

Cash fares will continue to be available but will be payable for each trip.

Is this proposal fully decided?

No, the National Transport Authority (NTA) has put these proposals forward for public consultation. There are details available on www.busconnects.ie and you can give your views online or by post. The public submissions period will start on Monday 16th July and run to Friday 14th September.

Will there be information meetings for the public?

Yes, the NTA will be arranging a series of local information sessions at various venues around the Dublin region. Those information sessions will be staffed by both NTA personnel and by Dublin Bus personnel and people will be able to get information on their particular queries.

Details of the venues and dates will be uploaded to the website www.busconnects.ie and will also be advertised in various newspapers.