

Cathaoirleach, members of the Committee,

I first of all want to thank you on behalf the NBRU, Irelands foremost and only dedicated Public Transport Union, for inviting us to attend here today.

At the outset I should place on record the fact that the NBRU will always respond positively to any announcement that brings an increase to Public Transport accessibility and frequency, along with added jobs in the Industry.

I should also point out that industrial relations issues did not feature in our analysis, we purposely sought to stay away from this area for now, in order to concentrate on the effect this plan will have on those Communities our members serve as part of the Dublin Bus 'family'.

Those three headings are fundamental to this debate, it is our contention that the NTA have got this plan, or Bus Connects wrong, in their attempts to correct perceived problems in the Dublin Bus Network.

First and foremost, you as professional politicians should not underestimate the reaction that will ensue from local communities should the plan as announced become a reality. No direct buses, isolated communities, multiple buses to get to destinations that are currently served by one direct bus, are just some of the issues which will play out over the coming weeks and months.

So, what do we mean by the NTA getting it wrong?

Simply put, they are suggesting that the notion of a direct Bus to the City will disappear in lots of instances, the name of the plan makes that point very clear, 'Bus Connects' for us means that there will be a significant amount of interchange, quite an amount of walking from stop to stop etc. We have attached a detailed breakdown of the 'New Routes' versus the 'Existing Routes', it makes for very interesting reading, I suggest that you all, along with your local Councilors and Community representatives give it your full attention, the NBRU remain willing and available to talk you through its content.

What is interesting here is the view of the Consultant engaged by the NTA to oversee, redraw, refine, rip-up even, the existing Dublin Bus Network, he, Jarret Walker has a number of fundamentals that he uses to advise on changes to Public Transport providers and Authorities.

He uses the following seven principles:

1. It takes me where I want to go
2. It takes me when I want to go
3. It is a good use of my time

4. It is a good use of my money
5. It respects me in the level of safety, comfort, and amenity it provides
6. I can trust it
7. It gives me freedom to change my plans

Yes, I know what you're thinking, Mr. Walker is describing Dublin Bus!!

For that is what Dublin Bus currently provides.

The same Mr. Walker also has a view on elected officials and community representatives:

'the politics of these major redesigns are never easy. ("Beautiful people will come to you with their elderly parents and their babies and say the redesign will ruin their lives") But with a sweeping overhaul, the benefits should be substantial enough to win over elected officials and other community leaders.

NBRU translation? Flood them (people) with reams of information, embellish to the point that it's all about increased, high speed corridors, with more frequency and hopefully the 'devil in the detail' won't be noticed.!

Fortunately for Mr. Walker he doesn't have to get elected, he doesn't even have to drive a Bus in Dublin, consequently he won't be around to pick up the pieces if and when his 'Desktop Plan' is implemented.

For here is the reality, behind every 'beautiful person' behind every 'elderly parent' behind every 'baby' are real people, people that matter in our society, people that totally rely on Public Bus Transport.

Dismiss the anger from those in society that are dependent on their Bus at your peril, it's easy for Jarret Walker, may be even easy for those at the NTA, but it certainly won't be easy for those 'elected officials and community leaders'

Let's dwell for a moment on the original Bus Connects (58 pg.) document, not one mention of disabilities from page 1 to page 58. Of course, behind the description of people with 'Disabilities' are some of those 'Beautiful People' referenced earlier, a significant amount of our fellow citizens are not alone, totally reliant on their Bus, but they actually take part in familiarisation and training on their actual Bus route number, Bus Stop placement and colour coding, without which they would not be able to use public transport.

What also appears to be lost thus far in the debate is the fact that those that use Dublin Bus as their primary means of Transport, those that may use it for recreation and leisure, may not necessarily 'enjoy' having to hop of one Bus and hop on

another, just to get to their ultimate destination, again we contend that there is an over emphasis on the ‘speed test’ and little if any emphasis on the ‘convenience test’.

Those that work in Dublin, those that socialise in Dublin, may place far more importance on being able to get on their Bus at their Stop and get off either at, or adjacent to where it is they want to go.

It is our strong contention that the New orbital routes should be introduced on top of the existing network and the situation monitored to establish their success or otherwise, at least that would ensure that those commuters that have bought their houses, sent their children to particular schools etc. would be able to maintain their commuting patterns without fear of major upheaval.

The following is a summary of the issues, a summary of the problems associated with this plan:

Bus Connects or should this read Bus Disconnects?

A. Plan is based upon a two-way bus service on Parliament Street, something the City Council have rejected and a threat of High Court action looms over any such proposal. Without that or College Green thoroughfare, the city bus services will collapse.

B. Access to the new National Children’s hospital is very poor for such a large National infrastructure project. None of the new high frequency spines connect with it. Route 123 which served Marino, Fairview, Ballybough, Summerhill, Liberties, Drimnagh, Crumlin and Walkinstown have been scrapped in favor of a link to Sandymount, Ballsbridge and Reanlagh

C. Outer suburban areas have in the main, under these proposals, had their direct services to the city replaced with local services. Dunboyne, Blessington, Skerries, Saggart, Newcastle, are just some examples of highly populated places that are now isolated.

D. Our lack of high rise has forced or citizens out into the hinterland and now we take away their bus services?

E. These outer suburban areas will be left to the mercy of the private commercial bus operators who will charge a pretty penny and have vehicles that don’t cater for those of our fellow citizens that have mobility difficulties.

F. The changes advanced here by NTA/Jarrett Walker will have a devastating effect on the elderly, those with disabilities both seen and hidden.

G. Working class communities like Crumlin, Drimnagh, Inchicore, Coolock, Tallaght, Saggart, Rathcoole, Cabra, will, under these proposals, suffer far more than those in more so-called affluent areas.

- H. The plethora of local services suggested by this plan will use 40 new 28 seat single deck buses. A big reduction on the current double-deck fleet. The concept of small single deck vehicles was tried and failed in the 90's with hail and ride Imps.
- I. The stripping of bus services away from areas where the LUAS Red Line operates, or curtailing services to feed the Red Line, when that system is already full to capacity at peak hours is a mistake.
- J. Curtailing direct bus services to feed an already crowded DART is unsafe. The highly trumpeted 10-minute DART services will have no new fleet for at least three to four years, rather it will be made up by splitting longer trains into more frequent shorter trains.
- K. Bus routes, like the Iconic 46a, made famous by Bagatelle's summer in Dublin, will disappear.
- L. This plan isolates rather than connects and the 140 million passengers carried by Dublin Bus in 2017 will be severely discommoded, possibly resulting in many additional car journeys accompanied by chronic congestion.
- M. Wholesale changes could lead to the permanent fragmentation and destruction of an integrated network.

Appendix

_Bus Connects

CURRENT ROUTE	AREA SERVED	PROPOSAL	COMMENT
Route 1	Sandymount to Santry	Routes C1 and C2	New Alignment would serve Sandymount to Adamstown. There would be no direct access to the Northside of the city from Irishtown and Ringsend
Route 4	Harristown to Monkstown Avenue	E spine	Dun Laoghaire to Charlestown and Bray to Northwood. A combination of the current 4 and 7. No bus service for Harristown.
Routes 7 & 7a & 7b	Mountjoy Square to Brides Glen	E spine	Buses will only serve as far as Dun Laoghaire. 211 and 222 will be new local services for areas previously serviced by routes 7 and 7a
Route 9	Charlestown to Limekiln	Route gone	This route is replaced by the E spine on the northside and by F3 on the southside.
Route 11	St Pappin's Road to Sandyford	Route gone	A spine on the northside will serve Drumcondra and Dorset Street while a new local bus service, route 10 will serve Ranelagh to Sandyford. The estates currently serviced by route 11 on the northside will have

			no bus service.
Route 13	Harristown to Grangecastle	Route gone	E spine will replace the 13 on the northside but Harristown will have no bus service. The D3 spine will replace it on the southside but Tyrconnell Road will only have a 60-minute bus service with route 63
Route 14	Beaumont to Dundrum	A3	DCU to Dundrum but travelling via Dorset Street rather than Malahide Road, North strand.
Route 15	Clongriffin to Ballycullen	A1	Similar to the existing route except it won't service the Malahide (like the A3 above) but Drumcondra, Dorset Street, Gardener Street.
Route 15a	Limekilin to Ringsend	D3	New route Clongriffin to Limekilin via Crumlin instead of Terenure. Won't serve Pearse Street or North Quays anymore
Rout 15b	Ringsend to Stocking Avenue	16	College Green to Tallaght Square via Harold's Cross. Won't serve Rathmines or Pearse Street anymore
Route 16	Dublin Airport to Ballinteer	A2	Dublin Airport to Tallaght Square via Rathmines and Tempalogue.
Route 17	Rialto to Blackrock	S4	Liffey Valley to UCD. This new bus won't service any housing

			estates in Crumlin but Travel via Walkinstown. Dolphins Barn and Crumlin lose their direct service to UCD.
Route 18	Sandymount to Palmerstown	S2	Heuston Station to Sandymount. Bus link between Ballyfermot and Crumlin gone. Estates in upper Crumlin left with virtually no bus service
Route 25	Merrion Square to Dodsboro	C3 and C4	Ringsend to Lucan. Areas past Lucan served by 2 new local services 251 and 252
Routes 25 a and 25b	Merrion to Lucan and Adamstown	C1 and C2	Sandymount and Poolbeg to Adamstown
Route 26	Merrion Square to Palmerstown	14	Liffey Valley to Dundrum
Route 27	Clarehall to Jobstown	D2	Similar routing except serving Dorset Street, Drumcondra instead of Malahide Road. Estates around Coolock currently serviced by route 27 will have no bus
Route 27a	Eden Quay to Beaumont	279	New local service Beaumont to Balgriffin. Will not service City anymore
27b	Eden Quay to Harristown	Route gone	No replacement service
29a	Abbey Street to Baldoyle	60	City Centre to Dublin Airport via Howth Road and Malahide
31	Talbot Street to Howth	290, 291 and N4	Local routes 290 and 291 servicing Howth Head and

			N6 DCU to Howth. No direct bus to the city.
31a and 31b	As above	As above	As above
32	Talbot Street to Malahide	281, 60 and D1	Malahide itself will have a direct service, D1 to Crumlin Hospital but the estates will be served by the 60 Bus (as above) and a local service the 281
Routes 33 and 33a	Abbey Street to Balbriggan	Route Gone.	Local service only. Route 285. Swords to Balbriggan. No direct access to the city
33b	Swords to Portrane	280	Clongriffin to Portrane
37	Wilton Terrace to Blanchardstown	37	Lower frequency Route to Abbey Street from Blanchardstown via Castleknock combining parts of the existing 37 and 38 routes
38 & 38a	Burlington to Damastown	B spine and 263	B spine Blanchardstown to UCD is the main route. Estates past Blanchardstown would be a new local service, the 263
39 and 39a	Burlington and UCD to Ongar	B1 and B2	The B1 would be more direct but the B2 takes a longer route
Route 40	Liffey Valley to Charlestown	Route gone	G2 is now Liffey Valley to College Green
Route 40d	Parnell Square to Tyrrelstown	35	Abbey Street Lower to Tyrrelstown
Route 41 and 41C	Abbey Street to Swords Manor	A4 and 282	Areas of Swords not served by the new A4 from Swords to Rathfarnham will

			have a new local service route 282. The new A4 route will not serve the airport
Route 42	Talbot Street to Portmarnock	60 and 281	Low frequency route 60 from the city via Howth Road, Malahide and Airport will replace the 42 with a local service 281 from Swords to Portmarnock DART covering those areas not covered by route 60
Route 43	Talbot Street to Swords Business Park	Route 280	Local Service Portrane to Swords Business Park. No direct link to the City. DART link
Route 44	DCU to Enniskerry	Route 12 and 213	Route 12 operates from the City, Ranelagh to Dundrum to Belarmine. The Enniskerry part of the old route 44 is covered by a new local service, route 213
Route 45a	Dun Laoghaire to Kilmacanogue	Route 211	Similar route to the 45a
Route 46a	Phoenix Park to Dun Laoghaire	E2, 7a and 7b	Dun Laoghaire to Charlestown. Phoenix Park not served on new routings. New O orbital around the canals will serve the Park
Route 47	Belarmine to Poolbeg Street	Route gone	No replacement services
Route 49	Pearse Street to Tallaght	16	New at a lower frequency 16 combines portions of the 49 and 15b routes
Route 53	City to Ferry Port	63	City West to Ferry

			Port via Red cow
Route 54a	Pearse Street to Kiltipper	Route gone	No replacement services
Route 56a	Ringsend To Tallaght Square	20	New route 20 at a lower frequent combines part of the existing 56a and 150 routes.
Route 59	Dun Laoghaire to Killiney Hill	221	New local service on existing route
Route 61	City to Whitechurch	234	New local service. Rathgar to Whitechurch. No direct service
Route 63	Dun Laoghaire to Kilternan	226	New local service from Blackrock Station
Route 65	Blessington to Poolbeg Street	244	New local service only. No direct access to the city
Route 65b	Poolbeg Street to Citywest	Route gone	No Replacement route. New W8 orbital from Citywest to Celbridge
Route 66 and 66a	Merrion Square to Maynooth	C3	Ringsend to Maynooth
Route 66b	Merrion Square to Leixlip	252	New local route. No direct access to the city.
Route 67	Merrion Square to Celbridge	C4	Ringsend to Celbridge
Route 68	Poolbeg Street to Newcastle	256	New local service. No direct access
Route 69	Poolbeg Street to Rathcoole	242	No direct access to the City. New local service to Saggart Luas
Route 70	Aston Quay to Dunboyne	264	New local Service from Dunboyne to Blanchardstown. No direct access to the city
Route 75	Tallaght to Dun Laoghaire	S6 and S7	New orbital routes mirror route 75
Route 76	Chapelizod to the Square	W2	Similar Route. Liffey Valley to the Square
Route 76a	Blanchardstown to the Square	W4	Same route
Route 77a	Ringsend to Citywest	240	Local link replaces the estates in

			Tallaght. No direct access to the city
Route 79 and 79a	Aston Quay to Parkwest	G1	New route from College Green very similar
Route 83	Kimmage to Harristown	Route gone	New 7a covers parts of the route on the northside and F3 covers parts of the Crumlin end but areas of Crumlin left with no direct access to Rathmines and Glasnevin Cemetery
Route 84	Blackrock to Newcastle	201/202	New local services
Route 102	Sutton To Dublin Airport	Route gone.	Routes 60, 290/291 and 208 replace parts of this route
Route 104	Clontarf Road to DCU	N6	DCU to Howth. Extended route 104
Route 111	Brides Glen to Dalkey	229	Local service, similar route
Route 114	Ticknock	227/233 and S8	Replaced by various local services and a new orbital. Much more interchange in this area
Route 120	Parnell Square to Ashtown Station	36	Similar route to City as existing 120
Route 122	Ashington to Drimnagh	262, 22	Northside of route 122 is covered by a new local service, no direct access. Parts of 122 and 123 are combined to form a new 22 route to Marino.
Route 123	Marino to Walkinstown	22	As above. New route from Marino to Crumlin Hospital. Direct access from Crumlin to James Hospital is gone

Route 130	Abbey Street to Castle Avenue	64	New route 64 similar to the 130
Route 140	IKEA to Rathmines	Route gone	New E2 route goes close to Ikea
Route 142	UCD to Coast Road	Route gone	No similar route
Route 150	Hawkins Street to Rossmore	Route merged with route 56a	New low frequency route 20 through Crumlin to Tallaght Square
Route 151	Docklands to Foxborough	Route gone	This route is replaced in parts by new 63, G1. 255 and D3 routes
Route 161	Dundrum Luas to Rockbrook	233	Replaced in part by new local service 233
Routes 184/185	Bray DART to NewtownmountKennedy	213/210/202	Replaced by new local services 210/202/213 on similar routings
Route 220	Ballymun to Ladyswell	N4	New orbital from Blanchardstown to Spencer Dock takes in the 220 and 17a routes
Route 236	Blanchardstown to Damastown	263	New local route
Route 238	Tyrrelstown	252	Adamstown to Blanchardstown similar to route 238
Route 239	Blanchardstown to Liffey valley	W4	Blanchardstown to Liffey valley to Tallaght
Route 270	Blanchardstown to Dunboyne	264	Route 70 and 270 merged into a new local service
Notes	This plan has lots of buses feeding a new 10-minute DART. That service will be achieved by splitting longer trains into more frequent shorter trains	All local bus services will be 28 seat capacity single deck buses instead of Double Deck vehicles	