



New Dublin Area Bus Network Summary Document

September 2020

**BUS
CONNECTS**
MORE PEOPLE, TO MORE PLACES, MORE OFTEN.



Project Ireland 2040
Building Ireland's Future

NTA
Údarás Náisiúnta Iompair
National Transport Authority



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1. Introduction

The National Transport Authority (NTA) is making numerous improvements to public transport. The bus element of this effort – BusConnects – includes several parallel strands of activity. This summary document outlines the New Dublin Area Bus Network, which has now been published. The New Dublin Area Bus Network, as presented here, will be implemented on a phased basis, starting in early 2021. This document summarizes the history of the project, the implementation strategy and all relevant supporting materials including maps and frequencies. The Network Redesign can be viewed in its entirety on our website www.busconnects.ie

1.1 What is BusConnects?

BusConnects is the National Transport Authority’s programme to greatly improve bus services in Irish cities. It is a key part of the Government’s policy to improve public transport and address climate change in Dublin and other cities across Ireland. BusConnects Dublin includes the Network Redesign and the Core Bus Corridor project. The

BusConnects team worked closely with their counterparts in other cities that have implemented projects of this scale and adopted their suggestions.

BusConnects is included within the following Government policy strategies:

- The National Development Plan 2018 - 2027;
- Transport Strategy for the Greater Dublin Area 2016 - 2035; and
- The Climate Action Plan 2019.



BusConnects Dublin is a programme of nine elements, which are:

- 1 A network of **next generation bus corridors** – over 230km of bus lanes (and 200km of cycle tracks/lanes) to make journeys faster and more reliable;
- 2 A **complete redesign of the bus network** – to provide a more efficient network with high frequency spines, new orbital routes and increased bus services;
- 3 **State-of-the-art ticketing system** – to provide a simpler, more modern, more convenient and more integrated ticketing system;
- 4 Transition to a **cashless payment** system – to streamline and speed up the process of paying for bus journeys;

- 5 **A simpler fare structure** – to make movement between different bus services and between buses and other transport modes, seamless and easy, without financial penalty;
- 6 **Park & Ride facilities** – to enable those travelling longer distances to make part of the journey by car, then leave the car in a dedicated car park and complete the journey by bus;
- 7 **New bus livery** – providing a common style across different operators that conveys the image of a modern, effective transit system;
- 8 **New bus stops and shelters** – with better route and fare information provided in each case and with timetable information specific to each stop; and
- 9 **Low emission vehicles** – to contribute to Ireland’s climate change targets by transitioning to a lower emission bus fleet.

1.2 Why are we redesigning the bus network?

BusConnects Dublin will introduce a redesigned, higher capacity bus network which is more coherently planned and more understandable, delivering a better overall bus system for Dublin and the surrounding areas.

The new bus network will serve existing and future passengers in a more sustainable and environmentally friendly way. Reducing the need for private cars and moving more people to public transport is a key part of tackling climate change.

The current bus network has many overlapping routes where the bus services are not evenly spaced and there is little integration between bus services and other modes of transport. The New Dublin Area Bus Network will be a more reliable and more efficient service that will take more people, to more places, more often.

Fares across bus, Luas and DART will be simplified to include a simplified range of Leap and cash fares.

1. A “90 Minute Ticket” that will cover all bus, Luas or Short Hop DART trips **started within 90 minutes** and;

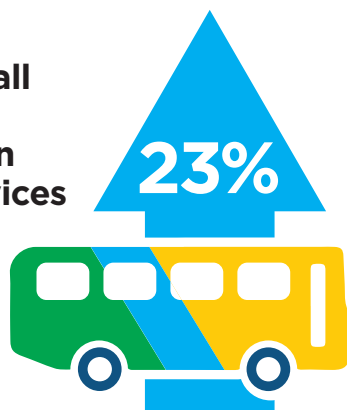
2. A short distance fare option for short journeys. The short distance fare is deducted from the 90 minute fare if another journey is taken within 90 minutes. With the 90 Minute Fares, you won’t have to pay extra to change between different modes of public transport. Bus passes, Rambler and Taxsaver tickets will continue to work as they do today.



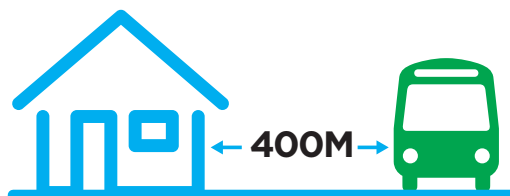
1.3 What are the benefits of the redesigned network?

Subject to Government funding, the new network will deliver:

An overall increase of 23% in bus services



Increased capacity at peak travel times



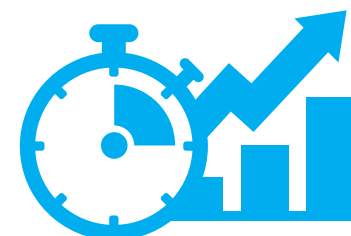
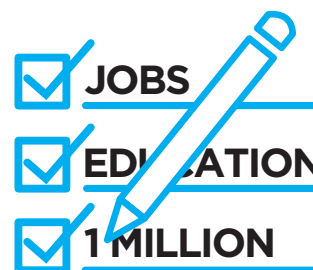
Better access to bus services -

the number of residents within 400m of frequent service to the City Centre will increase by 16%, from approximately 800,000 to 925,000.



New connections to schools, hospitals and other essential services

More access to jobs and education opportunities for almost one million people



15 MINUTES

Increased evening and weekend services -

with most frequent routes operating every 15 minutes or better between 6am and 11pm on weekdays and Saturdays, most will have this on Sunday as well.



The new network will include a number of routes that will have 24 hours operations -

These services will operate throughout the night to support a growing night time economy across Dublin. These services will typically operate on a 30 minute frequency, with the same fares as other services.

1.4 How the new network will work

Under the plan, the network will now be arranged on the basis of spines radiating from the city centre, supported by a number of other services.

The new routes will consist of:



Spines (A-H) - frequent routes made up of individual bus services timetabled to work together along a corridor. At the end of the corridor, the individual services branch off to serve different areas;



Orbitals (O, N, S, W) - services operating around the city. They provide connections between suburbs and town centres, without having to travel into the City Centre. They also provide connections to rail, Luas and other bus routes;



Other City Bound Routes (1-99) - services operating into Dublin City Centre. These services are not part of any spine and operate on their own timetable;



Local Routes (L) - services providing important connections within local areas, linking



to local retail centres and to onward transport connections. (e.g. to Rail, Luas and Spine routes); and

Peak-Only Routes (P) - services operating during the peak travel periods, generally weekday mornings and evenings, providing additional capacity along key bus corridors.



Express Routes (X) - direct services from outer suburbs to the City Centre at peak commute hours, operating a limited stop service to get passengers to their destinations faster.

1.5 What has the public consultation process been?

Consultation, with direct feedback from the public and public representatives, has been central to the New Dublin Area Bus Network from the outset. After three rounds of consultation and tens of thousands of submissions, the network has evolved significantly since the initial proposal was published.

In 2017, the NTA published the Choices Report on the Bus Network in Dublin. The Choices Report reviewed the patterns of transport demand across the Dublin region, as well as the structure of the existing bus network. A number of issues with the current bus system were identified and possible strategies to address those issues were proposed to the public. A consultation on this report took place in 2017, 11,000 responses were received which showed broad support for the strategic principles of better coordination and improved orbital service.

Following a review of these submissions, the New Dublin Area Bus Network Public

Consultation report was published for consultation in July 2018. The report proposed a number of fundamental changes to the existing network, designed to deliver improved services and a more integrated public transport system for the Greater Dublin Area. A consultation on the proposals was held in 2018. The NTA received almost 50,000 submissions, petitions, emails and letters highlighting a number of issues including loss of direct service, need to interchange, access to schools and hospitals and possible impacts on the elderly and disabled.

Based on this feedback, the BusConnects team undertook a detailed analysis of the responses, identifying the areas and bus routes where concerns were raised and sought to rectify a vast majority of these issues. The proposals were amended on the basis of the feedback received and a second draft of the network was prepared.

A consultation on the second draft of the New Dublin Area Bus Network took place in late 2019. Just over 11,000 submissions were received during this time. The BusConnects team reviewed the feedback and taking on board the issues raised, revised the network as appropriate.

The final Network Consultation Report has now been published, and can be viewed and downloaded at www.busconnects.ie.





2. Network Implementation

It is important that the new network is implemented in a coordinated and planned approach and over a time period which allows all the necessary customer information, operational preparation and training. It is vital that all current and future bus users clearly understand how the new network will run and how it will change from the current network. **The NTA has decided to introduce the new network on a phased basis. The implementation will take place over a number of years commencing in 2021 with 11 phases and will be subject to Government funding.**

The phased approach is to ensure smooth and efficient delivery of the full benefits for all bus users, while at the same time ensuring the network is responsive and flexible as the city grows and people's needs evolve. Changes to the network will be kept under continuous review to ensure that the intended benefits

are being delivered with adjustments being made as necessary.

As each Spine is introduced there will be complimentary and enhanced services implemented at the same time;

- Enhanced orbital routes will be introduced during the early stages of implementation as they will provide major network connectivity benefits for customers and support the introduction of spine services.
- The new local and express services will be introduced at the same time as the relevant spine.
- Many of the spines are cross-city, so some existing radial routes will be replaced in two stages. Where that happens, the city centre connection is retained in the interim.

2.1 What happens next?

Implementation of the new network, subject to Government funding, will commence during 2021. This is to allow sufficient time for comprehensive customer information, any necessary operational changes, driver training and scheduling to be put in place. A comprehensive customer experience programme will be rolled out alongside the implementation of the new network to ensure that the public is fully informed of all changes to service and when they will occur. This will be supported by:

- Comprehensive, early and proactive engagement with bus users
- Localised advertising campaigns on each route in advance of changes to the network
- Public information campaigns to be targeted at bus stop locations and onboard buses before any changes are implemented
- Customer information resources to be in place prior to any bus network changes

including providing online information, email address and phone number for queries

- ▶ Accessibility specific support for any bus users who require it will be provided and supported by the NTA and all bus operators
- ▶ Engagement with relevant stakeholders including disability groups.

To download the new network maps go to our website www.busconnects.ie where an accessible version of this document can also be viewed and downloaded.





3. The New Network

3.1 New Dublin Area Bus Network – Big Picture Map



High resolution local area maps are available to view and download on our website www.busconnects.ie

Spine frequency tables

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Spines & Branches		Weekday																			
Route no.	To and From	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	
A-SPINE	Swords Rd - City Centre - Terenure	8	4	3	3	3	3	3	3	3	3	3	3	3	3	4	4	4	4	8	
A1	Beaumont - City Centre - Knocklyon	30	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	30	
A2	Airport - City Centre - Ballinteer - Dundrum	30	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	30	
A3	DCU - City Centre - Tallaght	30	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	30	
A4	Swords - City Centre - Dundrum	30	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	30	
B-SPINE	Blanchardstown SC - City Centre - UCD	8	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	8	
B1	Ongar - City Centre - UCD	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	
B2	Ongar North - Clonsilla - City Centre - UCD	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	
B3	Tyrrelstown - City Centre - Dún Laoghaire	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	
B4	Blanchardstown SC - City Centre - Sallynoggin	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	
C-SPINE	Lucan - City Centre - Ringsend	15	8	4	5	8	8	8	8	8	8	5	4	5	8	8	8	8	8	15	
C1	Adamstown - City Centre - Sandymount	60	30	8	8	30	30	30	30	30	30	8	8	8	30	30	30	30	30	60	
C2	Adamstown - City Centre - Sandymount	60	30	8	15	30	30	30	30	30	30	15	8	15	30	30	30	30	30	60	
C3	Maynooth - City Centre - Ringsend	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
C4	Celbridge - City Centre - Ringsend	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	

Spine frequency tables - continued from page 13

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Saturday																			Sunday															
Route No.	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
A-Spine	5	5	5	4	4	4	4	4	4	4	4	4	4	5	5	5	5	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
A1	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
A2	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
A3	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
A4	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
B-Spine	5	5	5	4	4	4	4	4	4	4	4	4	4	5	5	5	5	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
B1	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
B2	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
B3	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
B4	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
C-Spine	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	15	8	8	8	8	8	8	8	8	8	8	8	8	8	8	15		
C1	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60		
C2	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60		
C3	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60		
C4	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60		

Spine frequency tables

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Spines & Branches		Weekday																			
Route no.	To and From	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	
D-SPINE	Malahide Rd - City Centre - Crumlin	8	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	8	
D1	Clongriffin - City Centre - Grange Castle	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	
D2	Clare Hall - City Centre - Citywest	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	
D3	Clongriffin - City Centre - Clondalkin	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	
D4	Swords Road - City Centre - Killinarden	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
D5	Edenmore - City Centre - Tallaght	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
E-SPINE	Ballymun - City Centre - Foxrock Church	10	5	4	4	5	5	5	5	5	5	4	4	4	5	5	5	5	5	10	
E1	Northwood - City Centre - Bray Main St. - Ballywaltrim	20	10	8	8	10	10	10	10	10	10	8	8	8	10	10	10	10	10	20	
E2	Charlestown - City Centre - Dún Laoghaire	20	10	8	8	10	10	10	10	10	10	8	8	8	10	10	10	10	10	20	
F-SPINE	Finglas - City Centre - Kimmage	10	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	10	
F1	Charlestown - Finglas Bypass - City Centre - Tallaght	30	15	10	10	15	15	15	15	15	15	10	10	10	15	15	15	15	15	30	
F2	Charlestown - Finglas NW - City Centre - Templeogue	30	15	10	10	15	15	15	15	15	15	10	10	10	15	15	15	15	15	30	
F3	Charlestown - Finglas SW - City Centre - Greenhills	30	15	10	10	15	15	15	15	15	15	10	10	10	15	15	15	15	15	30	
G-SPINE	Ballyfermot - City Centre - Docklands	15	8	6	6	8	8	8	8	8	8	6	6	6	8	8	8	8	8	15	
G1	Red Cow - City Centre - Spencer Dock	30	15	12	12	15	15	15	15	15	15	12	12	12	15	15	15	15	15	30	
G2	Liffey Valley SC - City Centre - Spencer Dock	30	15	12	12	15	15	15	15	15	15	12	12	12	15	15	15	15	15	30	
H-SPINE	Howth Rd - City Centre	15	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	15	
H1	Clongriffin - Donaghmede - City Centre	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	
H2	Portmarnock - Bayside - City Centre	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
H3	Howth - Bayside - City Centre	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	

Spine frequency tables - continued from page 15

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Saturday																		
Route no.	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
D-Spine	5	5	5	4	4	4	4	4	4	4	4	4	4	5	5	5	5	8
D1	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
D2	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
D3	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
D4	40	40	40	30	30	30	30	30	30	30	30	30	30	40	40	40	40	60
D5	40	40	40	30	30	30	30	30	30	30	30	30	30	40	40	40	40	60
E-Spine	8	8	8	5	5	5	5	5	5	5	5	5	5	8	8	8	8	10
E1	15	15	15	10	10	10	10	10	10	10	10	10	10	15	15	15	15	20
E2	15	15	15	10	10	10	10	10	10	10	10	10	10	15	15	15	15	20
F-Spine	7	7	7	5	5	5	5	5	5	5	5	5	5	7	7	7	7	10
F1	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
F2	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
F3	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
G-Spine	10	10	10	8	8	8	8	8	8	8	8	8	8	10	10	10	10	15
G1	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
G2	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
H-Spine	10	10	10	8	8	8	8	8	8	8	8	8	8	10	10	10	10	15
H1	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
H2	40	40	40	30	30	30	30	30	30	30	30	30	30	40	40	40	40	60
H3	40	40	40	30	30	30	30	30	30	30	30	30	30	40	40	40	40	60

Sunday																
	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
	8	8	5	5	5	5	5	5	5	5	5	8	8	8	8	8
	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
	60	60	40	40	40	40	40	40	40	40	40	60	60	60	60	60
	60	60	40	40	40	40	40	40	40	40	40	60	60	60	60	60
	10	10	8	8	8	8	8	8	8	8	8	10	10	10	10	10
	20	20	15	15	15	15	15	15	15	15	15	20	20	20	20	20
	20	20	15	15	15	15	15	15	15	15	15	20	20	20	20	20
	10	10	7	7	7	7	7	7	7	7	7	10	10	10	10	10
	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
	15	15	10	10	10	10	10	10	10	10	10	15	15	15	15	15
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	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
	15	15	8	8	8	8	8	8	8	8	8	15	15	15	15	15
	30	30	15	15	15	15	15	15	15	15	15	30	30	30	30	30
	60	60	30	30	30	30	30	30	30	30	30	60	60	60	60	60
	60	60	30	30	30	30	30	30	30	30	30	60	60	60	60	60

Orbital frequency tables

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Orbital Routes		Weekday																			
Route no.	To and From	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	
O	Inner Orbital (North and South Circular)	30	15	8	8	8	8	8	8	8	8	8	8	8	8	15	15	15	15	30	
N2	Heuston - Broombridge - Clontarf Rail Station		20	15	15	20	20	20	20	20	20	15	15	15	20	30	30	30	30	30	
N4	Blanch. SC - Finglas - DCU - Collins Ave - Docklands	20	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	20	
N6	Finglas - Santry - Coolock - Donaghmede	20	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	20	
N8	Blanch SC - Dublin Airport - Clongriffin	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
S2	Heuston - Kimmage - Ballsbridge - Poolbeg	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	
S4	Liffey Valley - Ballyfermot - Crumlin - Milltown - UCD	20	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	20	
S6	Tallaght - Dundrum - UCD - Blackrock	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	
S8	Tallaght - Sandyford - Dún Laoghaire		20	15	15	20	20	20	20	20	20	15	15	15	20	30	30	30	30	30	
W2	Liffey Valley - Clondalkin - Tallaght	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	
W4	Blanch. SC - Liffey Valley - Grange Castle Rd - Tallaght		30	15	15	30	30	30	30	30	30	15	15	15	30	30	30	30	30	60	
W6	Maynooth - Celbridge - Citywest - Tallaght		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	

Orbital frequency tables - continued from page 17

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Saturday																		
Route no.	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
O	15	15	15	10	10	10	10	10	10	10	10	10	10	15	15	15	15	30
N2	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
N4	15	15	15	10	10	10	10	10	10	10	10	10	10	15	15	15	15	20
N6	15	15	15	10	10	10	10	10	10	10	10	10	10	15	15	15	15	20
N8	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
S2	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
S4	15	15	15	10	10	10	10	10	10	10	10	10	10	15	15	15	15	20
S6	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
S8	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
W2	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
W4	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
W6	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60

Sunday																	
8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11		
30	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
20	20	15	15	15	15	15	15	15	15	15	15	15	15	15	15	20	
20	20	15	15	15	15	15	15	15	15	15	15	15	15	15	15	20	
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
30	30	20	20	20	20	20	20	20	20	20	20	20	20	20	20	30	
20	20	15	15	15	15	15	15	15	15	15	15	15	15	15	15	20	
30	30	20	20	20	20	20	20	20	20	20	20	20	20	20	20	30	
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
30	30	20	20	20	20	20	20	20	20	20	20	20	20	20	20	30	
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	

Radial frequency tables

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Radial Routes		Weekday																			
Route no.	To and From	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	
6	Howth Station - Summit - Watermill Rd - Abbey Street		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
8	Beaumont Hospital - Clontarf - Abbey Street		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
10	Clontarf - City Centre	30	15	6	10	15	15	15	15	15	15	10	6	10	15	15	15	15	15	30	
19	Airport - Balbutcher Lane - Wadelai - Parnell Square		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
20	Malahide - Kinsealy - City Centre		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
21	Swords Business Park - Kinsealy - City Centre		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
22	Glen Ellan Rd - River Valley - City Centre	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	
23	Charlestown - Glasanaon Rd. - Merrion Square	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	30	
24	Airport - Charlestown - Ballygall Rd - Merrion Square	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	30	
34	Blanch. SC - Coolmine - Castleknock - Burlington Rd.		20	8	15	20	20	20	20	20	20	15	8	15	20	20	20	20	20	30	
35	Blanch. SC - Corduff - Castleknock - Burlington Rd.		20	15	15	20	20	20	20	20	20	15	15	15	20	20	20	20	20	30	
36	Rathborne - City Centre - Ballsbridge	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	
37	Blanch. SC - Castleknock - City Centre - Burlington Rd		20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	30	
48	Ashington Park - Parnell Square		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
52	Collinstown - Easton Road - City Centre - Ringsend		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	

Radial frequency tables - continued from page 19

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Saturday																		
Route no.	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
6	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
8	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
10	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
19	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
20	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
21	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
22	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
23	30	30	30	20	20	20	20	20	20	20	20	20	20	30	30	30	30	40
24	30	30	30	20	20	20	20	20	20	20	20	20	20	30	30	30	30	40
34	30	30	30	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30
35	30	30	30	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30
36	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
37	30	30	30	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30
48	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
52	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60

Sunday																	
8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11		
60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30	30	30
60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30	30	30
40	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	40
40	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	40
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30	30	30
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60

Radial frequency tables

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Radial Routes		Weekday																			
Route no.	To and From	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	
58	Rathcoole - City Centre - Dublin Port		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
60	Red Cow - Cherry Orchard - Decies Rd. - Spencer Dock		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
71	Tallaght - Ballymount - Warrenmount - East Wall		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
72	Drimnagh - Warrenmount - East Wall		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
73	Marino - City Centre - Walkinstown	30	15	10	15	15	15	15	15	15	15	15	10	15	15	15	15	15	15	30	
74	Dundrum - Whitechurch - Crumlin - City Centre		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
80	Liffey Valley - City Centre - Ballinteer	30	15	10	10	15	15	15	15	15	15	10	10	10	15	15	15	15	15	30	
81	Greenhills - City Centre - Ringsend		20	15	15	20	20	20	20	20	20	15	15	15	20	20	20	20	20	30	
82	Killinarden - Crumlin - Ringsend		20	20	20	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30	
85	Tallaght - Ballyboden - Harold's Cross - Parnell Square	30	15	10	10	15	15	15	15	15	15	10	10	10	15	15	15	15	15	30	
86	Ticknock - Goatstown - Mountjoy Square	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
87	Belarmine - Dundrum - Mountjoy Square		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60		
88	Enniskerry - Belarmine - Dundrum - Mountjoy Square		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
98	Loughlinstown Drive - Dún Laoghaire - Mountjoy Sq.		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	

Radial frequency tables - continued from page 21

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Saturday																		
Route no.	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
58	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
71	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
72	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
73	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
74	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
80	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
81	30	30	30	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30
82	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
85	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
86	60	60	60	30	30	30	30	30	30	30	30	30	30	60	60	60	60	60
87				60	60	60	60	60	60	60	60	60	60					
88	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
98	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60

Sunday																
8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	
60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
30	30	20	20	20	20	20	20	20	20	20	20	20	20	20	30	30
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
30	30	20	20	20	20	20	20	20	20	20	20	20	20	20	30	30
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
30	30	20	20	20	20	20	20	20	20	20	20	20	20	20	30	30
60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60

Local frequency tables

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Local Routes		Weekday																			
Route no.	To and From	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	
L1	Greystones - Newcastle Loop Clockwise - Bray		40	40	40	40	40	40	40	40	40	40	40	40	40	60	60	60	60	60	
L2	Greystones - Newcastle Loop Anticlockwise - Bray		40	40	40	40	40	40	40	40	40	40	40	40	40	60	60	60	60	60	
L3	Greystones Circulator (1-way loop)		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
L11	Kilmacanogue - Bray - Dún Laoghaire		20	20	20	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30	
L12	Ballywaltrim - Bray Station		20	20	20	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30	
L13	Kilternan - Stillorgan Village - UCD - Ringsend		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
L14	Southern Cross Rd - Bray Station - Palermo		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
L15	Shop River - Enniskerry - Bray		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
L21	Dalkey - Dún Laoghaire		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
L22	Brides Glen - Sally Glen Road - Dún Laoghaire	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	
L25	Dundrum - Dún Laoghaire	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	
L26	Kilternan - Cabinteely - Deansgrange - Blackrock		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
L27	Ballyogan - Cabinteely - NRH - Dún Laoghaire		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
L33	Glencullen - Dundrum			60	60	60		60		60		60		60	60		60				
L35	Rockbrook - Dundrum				60		60		60		60		60								
L44	Ballymore Eustace - Blessington - Tallaght		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
L51	Adamstown - Lucan Village - Esker - Liffey Valley		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	

Local frequency tables - continued from page 23

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Saturday																		
Route no.	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
L1	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
L2	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
L3	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L11	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
L12	30	30	30	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30
L13	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
L14	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L15	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
L21	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
L22	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
L25	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
L26	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L27	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L33																		
L35																		
L44	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
L51	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60

Sunday																	
8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11		
60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
30	30	20	20	20	20	20	20	20	20	20	20	20	20	20	30	30	30
30	30	20	20	20	20	20	20	20	20	20	20	20	20	20	30	30	30
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60

Local frequency tables

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Local Routes		Weekday																			
Route no.	To and From	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	
L52	Adamstown - Lucan Village - Clonsilla - Blanch. SC		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
L53	Adamstown - Balgaddy - Liffey Valley		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
L54	River Forest - Lucan - Clondalkin - Red Cow		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
L56	Newcastle - Clondalkin - Red Cow		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
L58	Hazelhatch - Celbridge - Castletown - Leixlip - Confey		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
L59	Hazelhatch - Celbridge - Glen Easton - Leixlip - Confey		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
L61	Blanch. SC - Blanch. Village - Ballycoolin (2-way loop)	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	
L62	Blanchardstown - Tyrrelstown - Broombridge		30	15	15	30	30	30	30	30	30	15	15	15	30	30	30	30	30	60	
L63	Damastown - Blanchardstown	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	
L64	Dunboyne - Littlepace Rd - Blanchardstown	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	
L80	Clongriffin - Beaumont Hospital - DCU		40	20	20	40	40	40	40	40	40	20	20	20	40	60	60	60	60	60	
L81	Sutton -Portmarnock - Malahide - Swords - Airport		20	20	20	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30	
L82	Swords - Clonsaugh - Beaumont Hospital			60	60	60	60	60	60	60	60	60	60	60	60						
L83	Portrane - Donabate - Swords - Airport		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
L85	Balbriggan - Skerries - Rush/Lusk - Swords - Airport		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
L89	Airside - Swords - Knocksedan - Toberburr - Finglas			60	60	60	60		60		60		60	60	60		60		60		
L91	Sheriff Street - Talbot Street						60	60	60	60	60										

Local frequency tables - continued from page 25

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

	Saturday																	
Route no.	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
L52	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
L53	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L54	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L56	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
L58	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L59	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L61	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
L62	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L63	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
L64	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
L80	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
L81	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
L82		60	60	60	60	60	60	60	60	60	60	60	60	60				
L83	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L85	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L89			60		60		60		60		60		60		60			
L91																		

	Sunday																
	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	
	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
	30	30	20	20	20	20	20	20	20	20	20	20	20	20	20	30	
	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
	30	30	20	20	20	20	20	20	20	20	20	20	20	20	20	30	
	30	30	20	20	20	20	20	20	20	20	20	20	20	20	20	30	
	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60	
	60		60		60		60		60		60		60				

Local frequency tables

The number in each box is the expected trips per hour for this service. It is subject to adjustment in line with future passenger numbers.

Peak-Only/ Express Routes			Weekday												
Route no.	To and From	Existing Similar Route	5	6	7	8	9	10	11	12	1	2	3	4	5
A9	Whitehall - City Centre				6									3	3
D9	Clare Hall - City Centre				6	6							6	6	6
E9	Brides Glen - UCD				6	6								6	6
F9	Charlestown - City Centre				6									3	3
H9	All Saints Road - City Centre				3										
71 short	Walkinstown - City Centre				2	2							2	2	2
P11	Shankill - Ballybrack - City Centre	7b		2	4	1									6
P12	Dalkey - City Centre	7d			2										2
P13	Kilternan - Stepside - UCD				2	2								2	2
P16	Whitechurch - UCD	116			1									1	
P18	Whitechurch - City Centre	118			2										2
P29	Adamstown Road - City Centre - Ringsend	25d			4										4
P43	Ballyknockan - Blessington - City Centre	65		1											1
P44	Ballymore Eustace - Blessington - City Centre	65		1											1
P63	Damastown - Corduff - City Centre (two-way)	38b			3	3							3	3	3
P64	Dunboyne - City Centre				2										2
P65	Diswellstown Rd - Clonsilla Rd - City Centre				2										2
X1	Kilcoole - Southern Cross - City Centre	84x		2	4									1	5
X2	Newcastle - Kilcoole - Southern Cross - City Centre	84x		1	2									1	2

Local frequency tables

The number in each box is the expected trips per hour for this service. It is subject to adjustment in line with future passenger numbers.

Peak-Only/ Express Routes			Weekday												
Route no.	To and From	Existing Similar Route	5	6	7	8	9	10	11	12	1	2	3	4	5
X25	Maynooth - Glen Easton - City Centre	66x			2									1	1
X26	Maynooth - City Centre - UCD	66x			3									1	2
X27	Celbridge Aghards Rd - City Centre - UCD	67x			5									2	2
X28	Celbridge Main Street - City Centre - UCD	67x			4									2	2
X30	Dodsborough - Lucan Village - City Centre - UCD	25x			4									1	2
X31	Leixlip River Forest - City Centre	66x			3									1	2
X32	Leixlip Castletown - City Centre	66x			2									1	1
X47	Kiltipper - Seskin View - Tymon North - City Centre	77x			1										1
X55	Clondalkin - City Centre - Ringsend	51x			3										2
X56	Newcastle - Peamount - City Centre	68x			1										1
X58	Rathcoole - City Centre	69x			2										1
X61	Hartstown - Huntstown - City Centre	39x			4										4
X62	Ongar - Littlepace Distributor - City Centre	39x			4										4
X76	Skerries - Rush - Lusk - City Centre - UCD	33x		2	3									2	3
X77	Portmarnock - City Centre - UCD	142			6									2	3
X78	Malahide - Portmarnock - Clontarf - City Centre - UCD	32x			2									1	1
X79	Glen Ellan Rd - River Valley - City Centre - UCD	41x			3										3
X83	Portrane - Donabate - City Centre - UCD	33d				1									1
X84	Knocksedan - Swords Manor - City Centre - UCD	41x				3									3



Project Ireland 2040
Building Ireland's Future



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