

Appendix - Full List of Revisions to the Proposed Network

Full List of Changes - Spines and Branches

NETWORK CHANGES

ROUTE	2018 Proposed Route	2019 Update Route(s)	Changes
		A Spine	A Spine, 82
	A1	North: A1, D2, 280 South: A1	A1 weekday frequency increased from every 15 minutes to every 12 minutes. North side: A1 branch now begins at Beaumont Hospital, serves Lorcan Ave and Beaumont Rd before joining the spine at Whitehall. Priorswood is no longer on this branch. Priorswood to City Centre now on Route D2, every 15 minutes. Priorswood to Beaumont Hospital and Swords Rd now on Route 280, every 40 minutes. South side: No changes to A1.
	A2	North: A2 South: A3	A2 weekday frequency increased from every 15 minutes to every 12 minutes. North: No changes to A2. South: A2 branch now takes path to Rathfarnham, Ballinteer and Dundrum. Service to Tallaght via Templeogue Rd now on the A3 Branch.
	A3	North: A3 South: A2	A3 Weekday frequency increased from every 15 minutes to every 12 minutes. North: A3 branch would stop in front of DCU Campus Collins Ave, but would no longer enter the campus. Route extended to Shanowen Road terminus via Shanard Ave and Shanliss Road. South: A3 branch now takes path to Tallaght via Templeogue Rd. Service to Rathfarnham, Ballinteer and Dundrum now on the A2 Branch.
	A4	North: A4, 82 South: A4	A4 weekday frequency increased from every 15 minutes to every 12 minutes. North: New A4 path heading south starts in Swords Manor, turns east onto Rathbeale Rd, south onto Main Street, continues to City Centre as previously. Glen Ellan Rd service to City Centre now on Route 82, every 15 minutes. South: A4 path extended past Rathfarnham to Nutgrove Shopping Centre.
	B Spine	B Spine	B Spine weekday frequency increased from every 8 minutes (8 bph) to every 4 minutes (16 bph). The B spine's scope has increased. The B buses are still largely targeted at connecting greater Blanchardstown/D15 and the Navan Road to City Centre and UCD, but now is also the primary radial bus service along the coast in southeast Dublin to Dún Laoghaire. Spine now splits at St. Vincent's Hospital on the south side, with two branches (B1, B2) going to UCD via Nutley Lane. Two new branches added to serve Tyrrelstown, Dún Laoghaire (B3) and Monkstown, Sallynoggin (B4).
	B1	B1, 360	B1 peak frequency reduced from every 10 minutes to every 15 minutes, replaced by more peak express service. Route 362 would provide express service from Ongar to City Centre via Littlepace Distributor Road/Navan Rd. No routing changes to B1.
	B2	B2, 362	B2 peak frequency reduced from every 10 minutes to every 15 minutes, replaced by more peak express service. Route 360 would provide express service from Ongar Distributor and Hartstown/Huntstown to City Centre skipping Blanchardstown Shopping Centre. No routing changes to B2.

APPENDIX - FULL LIST OF REVISIONS TO THE PROPOSED NETWORK

ROUTE	2018 Proposed Route	2019 Update Route(s)	Changes
	Added route	B3	<p>B3 branch added, with weekday frequency every 15 minutes.</p> <p>North: Starts at Hollystown Roundabout, goes through Tyrrelstown on the Boulevard, continues to Blanchardstown Shopping Centre via Church Rd, Castlecurragh. Continues from Blanch SC to City Centre and south side.</p> <p>South: from St, Vincent's Hospital, continues on Merrion Road to Blackrock and Dún Laoghaire on path of existing 7/7A. Ends at Dun Laoghaire.</p>
	Added route	B4	<p>B4 branch added, with weekday frequency every 15 minutes.</p> <p>North: No northside branch on B4. Starts at Blanchardstown Shopping Centre, follows Navan Road to City Centre on the spine.</p> <p>South: From St. Vincent's Hospital heading south, continues on Merrion Road to Blackrock, then takes Stradbroom Rd, Abbey Road, Rochestown Ave, Sallynoggin Rd. Serves Pearse St in Sallynoggin, ends at the Graduate Roundabout.</p>
	C Spine	C Spine	<p>C Spine weekday midday frequency reduced from every 6 minutes (10 bph) to every 8 minutes (8 bph), in favour of a stronger focus on peak services in the N4 corridor.</p> <p>The C spine and branches remain the primary all-day radial services linking north Kildare and Lucan to the City Centre and south Docklands. Reflecting public input and observed loads, the emphasis in those areas has shifted slightly away from midday service and toward a significant increase in peak-only services (see C1, C2 and 320-series routes). In addition, significantly higher frequency would be provided on the branches to Sandymount. No changes in routing on the common spine.</p>
	C1	C1	<p>C1 weekday midday frequency reduced from every 24 minutes to every 30 minutes. Weekday peak frequency increased to every 8 minutes (8 bph).</p> <p>West: No routing changes to C1.</p> <p>South: C1 and C2 now run together all the way to Saint John's Church, providing weekday midday 15 minute frequency/peak 8 minute frequency in Irishtown and Sandymount.</p>
	C2	C2, S4	<p>C2 weekday midday frequency reduced from every 24 minutes to every 30 minutes. Weekday peak frequency increased to every 8 to 15 minutes.</p> <p>West: No routing changes to C2.</p> <p>South: C1 and C2 now run together all the way to Saint John's Church, providing 15 minute or better frequency all day between City Centre and Irishtown and Sandymount. C2 no longer serves Sean Moore Rd. Sean Moore Road will be on S4 orbital, every 15 minutes.</p>
	C3	C3, 323, 324, 325, 326	<p>C3 weekday midday frequency reduced from every 24 minutes to every 30 minutes. Peak frequencies replaced with peak-only express service on Routes 323 - 326, which represent different patterns of the existing Route 66x.</p> <p>No routing changes.</p>
	C4	C4, 327, 328	<p>C4 weekday midday frequency reduced from every 24 minutes to every 30 minutes. Peak frequencies replaced with peak-only express service on Routes 327 - 328, which represent different patterns of the existing Route 67x.</p> <p>C4 returns to existing Route 67 path between Celbridge and Lucan via Celbridge Airport and Weston Estate.</p>

ROUTE	2018 Proposed Route	2019 Update Route(s)	Changes
	D Spine	D Spine, 81	<p>D spine weekday frequency increased from every 5 minutes (12 bph) to every 4 minutes (16 bph).</p> <p>The D spine and branches remain the primary radial and cross-city services on the Malahide Road and the Crumlin Road, but with substantial changes to branches. On the south side, two D spine branches now serve Clondalkin, and three serve greater Tallaght. On the north side, direct service to City Centre restored to Edenmore and parts of Kilmore.</p> <p>North spine: The spine now splits at Artane Roundabout on the north side, with new branches to Killinarden (D4) and Edenmore (D5), closer to existing 27a/b services.</p>
	D1	81	Service between Malahide and City Centre is now on a separate Route 81, running every 30 minutes, similar to existing Route 42. See description of branches D2 and D3 (below) for revised D1 alignment.
	D2	North: D1, D9 South: D2	<p>D2 weekday midday frequency unchanged, every 15 minutes. Peak frequency reduced from every 10 minutes to every 15 minutes, in favour of new peak hour extra service on the Malahide Road only (D9, 6 bph).</p> <p>North: D2 now takes path from Clare Hall through Darndale to Malahide Road, similar to existing route 27. The path from Clongriffin to Clare Hall via Main Street is now on the D1 branch, continuing to City Centre and Clondalkin.</p> <p>South: D2 path from Tallaght to Jobstown changed and extended to Citywest Business Park. From The Square, new path takes Blessington Road, Fortunestown Rd, Fortunestown Way to Citywest Road. Cheeverstown Rd now on W4 and W8 orbitals (both every 30 minutes), Brookfield Road on W8 only (every 30 minutes).</p>
	D3	North: D3, D9 South: D1, D3	<p>D3 weekday midday frequency unchanged, every 15 minutes. Peak frequency reduced from every 10 minutes to every 15 minutes, in favour of new peak hour extra service on the Malahide Road only (D9, 6 bph).</p> <p>North: No routing changes to D3.</p> <p>South: There are now 2 different D branches, both operating every 15 minutes, serving different parts of Clondalkin. The new D1 follows the New Nangor Road to Grange Castle Business Park, then continues north on the Grange Castle Rd and terminates at Griffeen Ave in Foxborough (south Lucan). The new D3 turns off the New Nangor Road onto Watery Lane to serve Clondalkin Village, then serves Fonthill Road and Bawnogue Road before ending at St. Ronan's Church.</p>
	D4	North: D1 South: 15, 20	<p>Entire D4 path is now on differently-numbered branches or routes. Apart from the spine segment, the new D4 is a substantially different route (see below).</p> <p>North: The path from Clongriffin to Clare Hall via Main Street now on D1 branch, continuing to City Centre and Clondalkin.</p> <p>South: St. Agnes Road/Crumlin Village are now on Route 20 to City Centre, every 30 minutes (15 peak) via Kildare Road and Clogher Road. Limekiln Road and Whitehall Road West are now on new Route 15, every 20 minutes to City Centre via Kimmage and Rathmines.</p>
	Added route	D4	<p>D4 weekday frequency every 30 minutes.</p> <p>North: Headed south, the new D4 starts at Coolock Lane, continues through Beaumont Hospital to Skelly's Lane and Ardlea Road before entering the spine at Artane Roundabout. Intended to be a more direct replacement for parts of existing Route 27b.</p> <p>South: Headed south, D4 continues past Crumlin Hospital to Tallaght via Greenhills Road, Main Street, Belgard Square. After The Square, follows Blessington Road to Killinarden Heights, ends at the south end of Kiltipper Way. Intended as a more direct replacement for parts of Route 77a.</p>
	Added route	D5	<p>D5 weekday frequency every 30 minutes.</p> <p>North: Follows the path of existing route 27a through Ard Na Gréine, Edenmore, Harmonstown before entering the spine at Artane Roundabout.</p> <p>South: D5 Continues past Crumlin Hospital to Walkinstown, Greenhills Road. Turns off Greenhills Road at Castletymon Road. Serves Castletymon Road, Avonmore Road, Seskin View, Tallaght Village and ends at The Square. Intended as a replacement for parts of Route 77a.</p>

ROUTE	2018 Proposed Route	2019 Update Route(s)	Changes
	E Spine	E Spine	No changes to E spine routing or frequency. The E spine and its branches continues to be the main radial and cross-city services on Ballymun Road in the north and the Stillorgan Road/N11 in the south. Supplemental E9 peak-only service between Brides Glen and UCD.
	E1	E1	No changes to E1 frequency, every 10 minutes. North: E1 service to start at IKEA instead of Northwood, similarly to existing Route 155. South: no changes to E1 routing to Bray.
	E2	E2	No changes to E2 routing or frequency.
	F Spine	F Spine	F spine weekday midday frequency increased to every 5 minutes (12 bph) with three branches, each every 15 minutes. The F spine and branches continue to be proposed as the primary radial and cross-city services for all parts of Finglas, albeit with more (and slightly more direct) paths through Finglas. On the south side, the F spine branches extend further, including F1 out to Tallaght via Firhouse. In Kimmage, the F spine stays together further south, until junction of Kimmage Road West, Kimmage Road Lower, Terenure Road and Fortfield Road. Significant changes to how the three branches (F1, F2 and F3) distribute service south of Kimmage.
	F1	North: F2, F3 South: F1, F2	F1 weekday frequency increased to every 15 minutes. Finglas NE and SW: Jamestown Road to Finglas Village now on new F3, which continues west on Mellows Road to Cardiffsbridge Road and serves Finglas Southwest before taking the Tolka Valley Road to Finglas Road and City Centre. Finglas NW: The new F2 arrives onto Mellows Road from - Road, then continues east on Mellows Road, and takes the Finglas Bypass to City Centre. South: The new F1 continues south of Kimmage on Fortfield Road, but turns south onto Cypress Grove Road and serves Templeogue, Firhouse, ending in Tallaght.
	F2	North: F2, F3	F2 weekday frequency increased to every 15 minutes. See above (F1) for changes in Finglas. South: The new F2 continues to serve Whitehall Road south of Kimmage Road, but moves service previously on Wellington Road to Glendown Ave, Orwell Lane before rejoining Wellington Lane, ending at the Spawell Roundabout.
	F3	North: F1 South: F3, 15	F3 weekday frequency unchanged, every 15 minutes. North: See above for new F3 northside path. The new F1 takes the direct path to City Centre from Charlestown, via the Finglas Bypass. South: F3 stays on Kimmage Road Lower until junction with Kimmage Road West and Terenure Road, then turns west onto Kimmage Road West. Rejoins its previous path at Cromwellsfort Road, continuing to Walkinstown, Saint James' Road and ends at Greenhills College. New Route 15 (every 20 minutes) serves St. Agnes Park and Stannaway Road to City Centre via Rathmines.

	2018 Proposed Route	2019 Update Route(s)	Changes
ROUTE	G Spine	G Spine	No changes to G spine frequency, every 8 minutes midday (8 bph) and every 6 minutes peak (10 bph). G spine and branches continue to be the primary radial services in the Ballyfermot area; one branch extended further out into Clondalkin. East of City Centre, G spine extended past College Green to end in the Docklands at Spencer Dock.
	G1	G1	No changes to G1 frequency, every 15 minutes midday / 12 peak. East: G1 extended from College Green to Spencer Dock. West: G1 extended past Park West to Red Cow via New Nangor Road, Woodford Walk.
	G2	G2	No changes to G2 frequency, every 15 minutes midday / 12 peak. East: G2 extended through College Green and Custom House to Spencer Dock. West: No routing changes to G2.
	Added route	H Spine, H9	The prior iteration of the plan did not include any radial service on the Howth Road past All Saints Road. Beyond that point, service was provided on the orbital N6, which is not included in the revised proposal. Service on the Howth Road been changed back to a configuration more consistent with other major routes into the City Centre, as the H Spine combining three branches (H1, H2, H3) serving the areas that feed into the Howth Road. H spine combined weekday frequency is every 8 minutes (8 bph), with some additional peak-only service for the inner portion of the route (H9) from All Saints Road to the City Centre terminus at Abbey Street.
	Added route	H1	H1 replaces Route 60 from prior iteration of proposal, and is similar to existing route 29a (but at higher frequency). Would operate every 15 minutes from Clongriffin to City Centre via Red Arches Rd, Grange Rd (Donaghmede), Raheny Rd, All Saints Road, continuing to City Centre.
	Added route	H2	H2 is similar to existing Route 32, but with frequency increased to every 30 minutes. Would operate every 30 minutes from Malahide to City Centre via Portmarnock, Coast Road, Bayside, Howth Road. H2 and H3 combine to provide service every 15 minutes in Bayside and Kilbarrack.
	Added route	H3	H3 is similar to existing Route 31. Would operate every 30 minutes from Howth to City Centre. H2 and H3 combine to provide service every 15 minutes in Bayside and Kilbarrack.

Full List of Changes - Orbitals

	2018 Proposed Route	2019 Update Route(s)	Changes
	O	O	No changes to routing or frequency on O.
	N2	N2	No changes to frequency on N2. N2 remains the Griffith orbital, with two routing changes. (1) No longer on Howth Road and Copeland Ave. From Clontarf Road Station heading west, would run west on Clontarf Road, north on Malahide Road, east on Griffith Ave. (2) From Ballymun Road heading west, would run west on Griffith Ave, south on Ballygall Road East (not Tolka Estate Rd.), west on Old Finglas Road; this change in response to changes to Route 7, maintains connection between N2 and service every 10 minutes to City Centre (on Old Finglas Rd).
	N4	N4	No changes to routing or frequency on N4. N4 remains the very frequent (every 10 minutes) Collins Ave orbital, with service from Spencer Dock to Blanchardstown via the north Dublin City.
	N8	N8	No changes to frequency on N8. N8 remains the very frequent (every 10 minutes) orbital connecting outer north Dublin City, but with two routing changes to better connect to major destinations.. (1) N8 now serves Beaumont Hospital. Buses would deviate off Kilbarron Road to main hospital entrance and then back out, in both directions. (2) N8 extended south past Charlestown Shopping Centre to Finglas Village via McKee Ave; this allows N8 to connect with N4, reducing the number of interchanges between north Dublin and Blanchardstown.
ROUTE	S2	S2	S2 weekday frequency increased to from every 20 minutes/15 peak to every 15 minutes all day. S2 remains the inner south orbital through Kimmage, Rathmines, Ballsbridge. Extended east past Sandymount to Beach Road and Sean Moore Rad (Poolbeg SDZ).
	S4	S4	No changes to frequency on S4. S4 remains the very frequent (every 10 minutes) orbital connecting a wide variety of south Dublin City neighbourhoods to each other and UCD. Two routing changes. (1) Rerouted away from Walkinstown and toward Crumlin Village. From Kylemore Road and Long Mile Road heading east, east on Long Mile Rd and Drimnagh Rd, southwest on St. Mary's Road, south on Saint Agnes Road, east on Kimmage Road West. (2) Extended east to new UCD terminus on Stillorgan Road.
	S6	S6	S6 and S7 combined into a single S6 orbital, with weekday frequency every 15 minutes. S6 would still connect Tallaght, Rathfarnham, Dundrum, UCD and Blackrock. Two main routing changes. (1) Starting and The Square and heading east, S6 now serves Belgard Square and Tallaght Village before continuing south on Old Bawn Rd going toward Firhouse. (2) In Firhouse, S6 now stays on Firhouse Road, does not serve Ballycullen Drive and Ballycullen Ave.
	S7	S6, F1	S7 deleted from this iteration of the plan. Segments on Ballycullen Drive and Ballycullen Road now on F1, every 15 minutes. This means service to Firhouse will be more frequent (2 routes @ every 15 minutes instead of 2 routes @ every 30 minutes), and Firhouse will have both an orbital (S6) and a direct service to City Centre (F1).
	S8	S8	No changes to S8 frequency, weekdays every 20 minutes/15 peak.. S8 remains the "outer south" orbital connecting Tallaght, Sandyford and Dún Laoghaire. Two routing changes. (1) Extended east from The Square to Citywest Business Park via Blessington Road and Citywest Road. (2) Serves Monkstown Rd instead of Monkstown Ave. From Newtownpark Ave & Fleurville Rd, follows Newtownpark Ave north, then north on Temple Hill, east on Monkstown Rd to Dún Laoghaire.

2018 Proposed Route	2019 Update Route(s)	Changes
W2	W2	No changes to W2 frequency, every 15 minutes on weekdays. W2 remains the "inner west" orbital linking Liffey Valley, Clondalkin and Tallaght. One routing change in Clondalkin. Between Clondalkin Village and Belgard Road, would serve New Road instead of Boot Road, similar to existing Route 76.
W4	W4	No changes to W4 routing or frequency. W4 continue to provide the new direct link between Blanchardstown SC and Liffey Valley via the M50, and to connect job centres along Grange Castle Road, in Citywest/Kingswood and Tallaght.
W8	W8, S8	No changes to W8 frequency, every 30 minutes on weekdays. W8 continues to be the "outer west" orbital via Maynooth, Celbridge, Newcastle, Saggart, Citywest and Tallaght. Routing changes between Citywest and Tallaght. From Fortunestown Way & Citywest Road going southeast, would serve Fortunestown Way, Brookfield Road, Cheeverstown Road, Blessington Road and Old Blessington Road to The Square. Citywest Road south of Fortunestown Way to be served by S8 (every 20 minutes) instead of W8.

Full List of Changes - Numbered Radials

ROUTE	2018 Proposed Route	2019 Update Route(s)	Changes
	7a	North: 7 South: B1,B2,B3,B4	<p>North: Routes 7A and 7B replaced by Routes 7 and 8. Routes 7 and 8 would operate jointly between City Centre and Glasnevin, effectively forming a single route operating every 10 minutes on weekdays between Merrion Square and the junction of Ballygall Rd & Old Finglas Rd. North of this junction, Route 7 would serve Tolka Estate, Glasnaon Rd, Jamestown Rd and St. Margaret's Road to Charlestown Shopping Centre, running every 20 minutes on weekdays.</p> <p>South: Service south of Merrion square to Dun Laoghaire now on B spine and branches. All B branches operate to Saint Vincent's Hospital (i.e. every 4 minutes on weekdays between Merrion Square and Saint Vincent's). B3 and B4 follow Merrion Road and Rock Road to Blackrock (i.e. service every 8 minutes between Blackrock and City Centre). South of Blackrock, B3 branch would continue every 15 minutes to Dun Laoghaire via Monkstown Rd. B4 branch every 15 minutes to Sallynoggin via Stradbroke Rd.</p>
	7b	North: 8 South: B3, B4	<p>North: Routes 7A and 7B replaced by Routes 7 and 8. Routes 7 and 8 would operate jointly between City Centre and Glasnevin, effectively forming a single route operating every 10 minutes on weekdays between Merrion Square and the junction of Ballygall Rd & Old Finglas Rd. North of this junction, Route 8 would serve Ballygall Road, Willow Park Road, Sycamore Road and Melville Road to Charlestown Shopping Centre. Service also extended northward to Dublin Airport via St. Margaret's Road, Harristown and Old Airport Road. Route 8 would run every 20 minutes on weekdays.</p> <p>South: see changes to Route 7a above.</p>
	10	10	<p>As in the prior plan iteration, there is a combined service every 15 minutes between City Centre and Eglinton Rd/Milltown Rd, through Harcourt and Ranelagh. That service is the combination of new Routes 10, 11 and 12 (previously 10 and 12). City Centre terminus shifted from Parnell Square to Mountjoy Square.</p> <p>South of Eglinton Road, no changes to Route 10 frequency, every 30 minutes on weekdays. Route extended south past Sandyford Luas to Ticknock via Blackthorn Rd and Sandyford Village. This provides a direct path to City Centre for Ticknock.</p>
	12	11, 12	Route 12 split into Routes 11 and 12. Routes 11 and 12 continue running together south of Eglinton Road via Milltown Road, Dundrum Rd, Sandyford Road to Belarmine, providing service every 30 minutes to City Centre. Route 11 would terminate at Belarmine Ave. South of Belarmine Ave, Route 12 would be extended every 60 minutes to Enniskerry, similar to existing Route 44.
	14	West: 14 South: 14, A2	<p>Weekday frequency on proposed Route 14 increased from every 30 minutes (15 at peak) to every 15 minutes (10 at peak). Weekend frequencies also increased.</p> <p>West: no routing changes.</p> <p>South: no changes between City Centre and Nutgrove Ave. South of Nutgrove Ave, Route 14 would turn west on Nutgrove Ave, south on Nutgrove Way, and west on Brehon Field Road, more closely matching service on parts of existing Routes 14 and 16. Service between Ballinteer and Dundrum would be on the A2 spine branch (every 15 minutes). Ballinteer would retain two frequent paths to City Centre, as in existing service (14/16), but on slightly different routes (14/A2).</p>
	Added route	15	<p>Responding to concerns about frequency and direct connectivity between parts of Perrystown, Crumlin and Kimmage to Rathmines and City Centre (provided by portions of routes 15a, 18 and 83/a in existing service), the revised plan proposes a new Route 15 from Greenhills College to Mountjoy Square. This route would operate every 20 minutes on weekdays.</p> <p>From Greenhills College heading northeast, Route 15 would operate via Limekiln Road, Whitehall Road West, St. Agnes Park (Crumlin Village), Stannaway Road, Sundrive Road, Kenilworth Road to Rathmines, continuing north to Harcourt then St. Stephen's Green, Pearse Station, Custom House and Gardiner Street to Mountjoy Square.</p>
	16	16	<p>Weekday midday frequency on proposed Route 16 increased to every 15 minutes, peak frequency still every 10 minutes. Weekend frequencies also increased.</p> <p>Routing modified in Ballyboden to serve Ballyboden Way (like existing 15b).</p>

ROUTE	2018 Proposed Route	2019 Update Route(s)	Changes
	20	20	<p>Weekday frequency unchanged on inner portions of Route 20, every 30 minutes (15 at peak) between Walkinstown and City Centre. Peak frequency reduced from every 15 minutes to every 30 minutes between Walkinstown and Kingswood Luas. Frequency increased on outer portions of route, between Kingswood Luas and Tallaght, from every 60 minutes to every 30 minutes.</p> <p>Route 20 and new Route 22 would now operate jointly every 15 minutes between South Circular Road and East Wall.</p> <p>North: Route 20 routing changed through City Centre and extended north to Docklands and East Wall (replacing existing route 151). From Kevin Street going north, Route 20 would now operate via Kevin Street, Aungier Street, College Green, Tara Street, Custom House, to Spencer Dock and East Wall.</p> <p>South: See above for Route 20 changes through City Centre. Routing unchanged between from junction of Kevin Street & Clanbrassil Street to the junction of Kildare Road and Crumlin Road (near Crumlin Hospital). From this junction, Route 20 would turn south and serve St. Agnes Road (Crumlin Village), then west on Cromwellsfort Road, through the Walkinstown Roundabout to Ballymount Industrial Estate. Route 20 would then continue to Kingswood Luas and Tallaght via Cookstown Road, as previously planned (similar to existing Route 56a).</p>
	22	22, 23	<p>Previously planned Route 22 (proposed at every 15 minutes on weekdays) replaced with new Routes 22 and 23. The intent is to provide more service closer to more places in parts of Crumlin and Drimnagh.</p> <p>Route 22 would operate every 30 minutes on weekdays. From Crumlin Hospital heading north, it would serve Galtymore Road, Suir Road, Keeper Road, Herberton Road and South Circular Road, before continuing to East Wall jointly with new Route 20 (see above).</p> <p>Route 23 would operate every 15 minutes on weekdays (10 at peak). From Crumlin Hospital heading north, it would serve Mourne Road, Suir Road and South Circular Road to St. James' Hospital, then continue across City Centre via Thomas Street, Dame Street, College Green and O'Connell Street to Summerhill and Marino.</p>
	Added route	24	<p>New Route 24, operating every 30 minutes on weekdays, intended to prevent isolation of various south Dublin neighbourhoods located relatively far from main spine and radial services. In particular, this new route would serve to connect Whitechurch and Ballyboden to Dundrum as well as City Centre, and to continue providing direct service to City Centre in certain parts of Crumlin. City Centre service on the Quays.</p> <p>From the Quays headed south, Route 24 would operate on Winetavern Street, Patrick Street and Cork Road to Dolphin's Barn, continuing south via Sundrive Road to St. Agnes Park, St. Agnes Rd (Crumlin Village), Captain's Way, Kimmage Road Lower, Terenure Road, Ballyboden Road, Taylors Lane and Whitechurch Road to Whitechurch. It would then continue back out of Whitechurch to Dundrum via Whitechurch Road, Grange Road, Brehon Field Road, Ballinteer Road, Wyckham Way and Main Street.</p>
	35	35	<p>In the previous plan iteration, Routes 35 and 37 operated jointly at a combined frequency of every 15 minutes (8 at peak) between the Ashtown Roundabout and City Centre. This remains the case in the revised proposal, with the following changes. (1) Route 37 has been renamed Route 34, so that the two routes at the joint frequency have consecutive numbers. (2) The City Centre routing has been modified to serve Parnell Square, Gardiner Street Lower, Custom House, Pearse Station, Merrion Square and Baggot Street, terminating at Burlington Road, making these more similar to existing routes 37, 38 and 38a. (3) the midday frequency of the joint segment is now every 10 minutes.</p> <p>With regards to Route 35 specifically, the weekday midday frequency has been increased to every 20 minutes (similar to combination existing Routes 38/38a). The routing between Blanchardstown Shopping Centre and Castleknock has been changed to serve Corduff and Connolly Hospital. From Blanchardstown Shopping Centre heading to City Centre, Route 35 would serve Blanchardstown Road North, Blackcourt, Corduff, Waterville Rd, Connolly Hospital, Main Street and Castleknock Rd to Castleknock, the continuing to town via Auburn Ave and the Navan Road.</p>
	36	36	<p>No changes to proposed Route 36 frequency, every 15 minutes on weekdays.</p> <p>The City Centre routing has been modified and extended (similar to routes 34 and 35) to serve Parnell Square, Gardiner Street Lower, Custom House, Pearse Station, Merrion Square and Baggot Street, terminating at Burlington Road.</p>

ROUTE	2018 Proposed Route	2019 Update Route(s)	Changes
	37	34	Route 37 renamed as Route 34. See Route 35 above with respect to the joint segment from the Ashtown Roundabout to City Centre. With regards to Route 34 specifically, the weekday midday frequency has been increased to every 20 minutes with peak frequencies every 8-15 minutes (similar to existing Route 37). No routing changes between Blanchardstown Shopping Centre and Mater Hospital, see Route 35 for changes in City Centre.
	60	H1, H2, H3	See H Spine and branches above for service on the inner Howth Rd, as well as service to All Saints Road, Donaghmede, Baldoyle, and Portmarnock via the Howth Road.
	63	93	Route 63 renamed Route 93. See Route 93 below.
	64	64	Most Route 64 frequencies unchanged. Weekday peak-hour frequencies increased from every 10 minutes (6 bph) to every 6 minutes (10 bph) to provide sufficient passenger capacity. Routing within Clontarf restored to existing route 130 pattern.
	Added route	81	The prior iteration of the plan incorporated the route from Malahide to City Centre as one of the branches of the D spine. However, the long-distance from Malahide to City Centre limited the cross-city potential of the D branch, and required a more direct path bypassing Yellow Walls Rd and Seabury to maintain an operable running time. In response to these operational issues and public comments, this is resolved in this iteration of the plan by separating the Malahide to City Centre path onto a separate Route 81, operating every 30 minutes on weekdays, similar to existing Route 42. This route would operate every 30 minutes from Malahide Village to City Centre via Yellow Walls Rd, Seabury, Feltrim, Kinsealy and on the Malahide Road to Talbot Street/Abbey Street.
	Added route	82	In response to public comments, Route 82 is proposed to allow for more direct services between neighbourhoods in Swords, North Dublin and City Centre. The route is in many ways similar to existing Route 41c, but provided at a higher frequency, every 15 minutes on weekdays. Heading from Swords to City Centre, the route would begin at Glen Ellan Road, then continue to North Street, Main Street, River Valley Road, Rathingle Rd, and Boromhe before joining the Dublin Road/R132. It would bypass the Airport, continuing on to the Swords Rd/Drumcondra Rd to City Centre. Arriving in the City Centre, Route 82 would turn from Dorset Street onto Gardiner Street Upper, then continue down Gardiner Street to Custom House and by Pearse Station before terminating at Merrion Square.
	Added route	93	Route 93 is a renaming and extension of Route 63 in the previous iteration of the plan. Also replaces Route 242 from prior iteration of the plan. No changes in frequency, every 60 minutes. North: no routing changes from previously proposed Route 63, route continues to connect the Port to City Centre. South: Routing modified and extended to serve Saggart and Rathcoole, similar to existing Route 69. From Kingswood Avenue heading southwest, it would operate on Citywest Road, Bianconi Avenue and Garter Lane to Saggart, continuing to Rathcoole via Mill Road and Main Street.
	Added route	94	Route 94 has been added to provide a minimum level of direct service to City Centre in certain North Dublin neighbourhoods that would be located farther from the main spine and radial services. It would operate every 60 minutes. Starting from IKEA and heading toward City Centre, this route would serve Balbutcher Lane South, Ballymun Road, the parts of Wadelai currently served by existing route 11, then back on the Ballymun Rd and St. Mobhi Road, then east on Home Farm Road, south on Drumcondra Road, Dorset Street, and terminating at Parnell Square.
	Added route	95	Route 95 has been added to provide a minimum level of direct service to City Centre in certain West Dublin neighbourhoods that would be located farther from the main spine and radial services. It would operate every 60 minutes. Starting in Cherry Orchard (at the terminus of existing route 79) and heading toward City Centre, this route would serve Cherry Orchard, Clifton Road, Kylemore Road, Decies Rd to Emmet Road, then continuing along the same path as the G Spine to City Centre and the Docklands.

ROUTE	2018 Proposed Route	2019 Update Route(s)	Changes
	Added route	96	<p>Route 96 has been added to provide a minimum level of direct service to City Centre in certain North Dublin neighbourhoods that would be located farther from the main spine and radial services, and to maintain an existing link between Beaumont Hospital and the Rehabilitation Hospital in Clontarf (existing route 104). It would operate every 60 minutes.</p> <p>Starting from Beaumont Hospital and headed toward City Centre, this route would serve Kilbarron Lane, Kilmore Road, Skelly's Lane, Beaumont Road, Collins Avenue heading to Killester and Clontarf. In Clontarf, it would head south on Sybil Hill Road, then serve Blackheath Park and Castle Ave before joining Clontarf Road, and following Clontarf Rd and the Malahide Road to City Centre, terminating in Abbey Street.</p>
	Added route	97	<p>Route 97 has been added to provide a minimum level of direct service to City Centre in portions of Cabra and Ashington Park that currently receive service, and would otherwise be located farther from the main spine and radial services. It would operate every 60 minutes.</p> <p>Starting at Ashington Park and heading toward City Centre, this route would serve Ashington Ave, Kinvara Ave, the Navan Road, Nephin Road, Ventry Park, and Carnlough Road, passing by Mater Hospital and terminating at Parnell Square.</p>
	Added route	98	<p>Route 98 has been added to provide a minimum level of direct service to City Centre in certain DLR neighbourhoods that would be located farther from the main spine and radial services.</p> <p>Starting in Loughlinstown Wood Estate (terminus of existing Route 7a) and heading toward City Centre, this route would serve Loughlinstown Drive, Wyattville Road, Churchview Road, Rochestown Ave, Sallynoggin Road and Glenageary Road Lower, continuing to Dún Laoghaire and then to City Centre via Monkstown, Blackrock, St. Vincent's Hospital and Ballsbridge. In City Centre, would serve Merrion Square, Pearse Station, Custom House, Gardiner Street and terminate at Mountjoy Square.</p>

Full List of Changes - Suburban Locals

2018 Proposed Route	2019 Update Route(s)	Changes
201	201	<p>Routes 201 and 202 continue to provide service at a combined 20 minute frequency from Bray Daly Station to Charlesland in Greystones. South of Charlesland, these routes would split into a clockwise loop (201) and an anticlockwise loop (202) serving Kilpedder, Newtownmountkennedy, Newcastle, and Kilcoole. Along the loop, there is a bus every 40 minutes in each direction.</p> <p>On the 201, the routing of the loop has shifted in Kilpedder to continue serving existing stops northbound in the village and Willowgrove. Due to the configuration of the junction of the N11 and Glen Road, this requires also continuing to serve the Ballydonagh Road stop in the northbound direction before turning back toward Greystones and Bray.</p>
202	202	See Route 201 above for general explanation. No changes to Route 202 otherwise.
204	204	No changes to routing or frequency on proposed Route 204. Still proposed as a one-way circulator within Greystones.
211	211	<p>Weekday frequency increased from every 30 minutes to every 20 minutes on proposed Route 211, reflecting increase in frequency of existing route 45a.</p> <p>Still service from Kilmacanogue to Dún Laoghaire via Bray, Shankill, Ballybrack, Sallynoggin. Proposed service in Ballybrack moved from Church Road to Churchview Road, so that all services in this area would run on Churchview Road.</p>
212	212	No changes to routing or frequency on proposed Route 212. Still local feeder service every 10 minutes from Ballywaltrim to Bray Daly Station.
213	12, 213, 215, 313	<p>In the previous plan iteration, Route 213 operated every 40 minutes between Bray and UCD via Enniskerry village, Kiltarnan, Stepside, and Sandyford. In response to public comments, the following changes have been made:</p> <p>Enniskerry Village, Kiltarnan and Stepside are now on a radial route (Route 12), which would operate every 60 minutes, similar to existing Route 44. Kiltarnan and Stepside would also remain on Route 213, which would operate every 60 minutes to Sandyford, Stillorgan Village, UCD and Ringsend. At peak hours, this would be supplemented by Route 313 between Kiltarnan and UCD, providing up to 3 trips per hour in each direction.</p> <p>Shop River, the Kilgarron Hill and Enniskerry Village are now on a local feeder route (Route 215), which would run every 60 minutes to Bray, similar to Route 185 but more direct to Bray Station (no deviation to Palermo, which is now proposed on new Route 214).</p>
Added route	214	<p>The previous plan iteration did not include service to the Palermo area of Bray, and service to the Southern Cross Road was limited to Route 301 (similar to existing 84x). In response to public comments, we propose the new Route 214, which would operate every 30 minutes on weekdays between Ballywaltrim and Palermo via the centre of Bray and the beach.</p> <p>From Ballywaltrim heading north, the route would serve Southern Cross Road, Vevay Road, Putland Road, Meath Road (Strand Road southbound), Bray Daly Station, Florence Rd (Quinnsborough Road southbound), Main Street, Castle Street and Beech Rd/Hawthorn Rd in Palermo.</p>
Added route	215	See Route 213 above for details. Route 215 would replace most of existing route 185, connecting parts of Enniskerry to Bray every 60 minutes.

2018 Proposed Route	2019 Update Route(s)	Changes
221	221, 312	No changes to weekday midday frequency on proposed Route 221, every 60 minutes. Weekday peak frequency reduced from every 30 minutes to every 60 minutes. Additional peak service from Dalkey to City Centre is planned on Route 312. Route 221 continues to serve as the bus connection between Killiney, Dalkey, Glasthule and Dún Laoghaire.
222	222, 311, B4	No changes to weekday midday frequency on proposed Route 222, every 15 minutes. Weekday peak frequency reduced from every 10 minutes to every 15 minutes. Route 222 continues to serve as direct link between Brides Glen and Dún Laoghaire via Wyattville Road, Churchview Road, Sally Glen Road and the Glenageary Road Lower. Peak frequency reduced in favour of restoring direct all-day service to City Centre in Sallynoggin (see Route B4) and calibrating the number of trips on peak-only Route 311 through Ballybrack.
225	225	No changes to frequency on proposed Route 225, every 15 minutes on weekdays. Route 225 continues to connect Dundrum to Dún Laoghaire via Stillorgan Village, Fleurville Road, and Monkstown Ave. However, the proposed routing from Dundrum to Stillorgan Village has changed. From Dundrum Luas heading east, Route 225 would now serve Main Street, Sandyford Road, Overend Ave (near Balally Luas), Kilmacud Road Upper and St. Raphaela's Road. This change allows the route to serve the whole Dundrum commercial area, and restores service to Kilmacud Road Upper (on route 75 in existing service).
226	226, B4	No changes to frequency on proposed Route 226, every 30 minutes on weekdays. Route 226 still proposed as local service from Kiltarnan to Blackrock via Carrickmines, Cornelscourt, Clonkeen Road and Deansgrange. However, the path from Deansgrange Road & Fleurville Road to Blackrock now takes Fleurville Road and Carysfort Ave (instead of Deansgrange Road and Stradbroke Road). Service on Stradbroke Road now on B4 spine branch, providing frequent direct service to Blackrock and City Centre similar to existing route 4.
227	226, 227	No changes to frequency on proposed Route 227, every 30 minutes on weekdays. Significant routing changes. Route 227 would now connect Ballyogan to Dún Laoghaire rather than Blackrock, similar to existing route 63 (via Cornelscourt, Cabinteely, Johnstown Road, Pottery Road, Abbey Road, Monkstown Ave, Monkstown Farm, Mounttown Road Lower, York Road)
229	98, 227	Route 229 no longer included in revised proposal. All areas otherwise served. In particular: Loughlinstown Drive and Rochestown Ave are now on proposed Route 98 with service to Dún Laoghaire and City Centre. Abbey Road, Monkstown Ave, Monkstown Farm now on Route 227 with service to Dún Laoghaire and Carrickmines.
233	10, 11, 12	Route 233 not included in revised proposal. In the previous plan iteration, Route 233 was proposed every 60 minutes from Belarmine through Ticknock Park to Harold's Grange Road, terminating in Dundrum. In response to public comment, Ticknock is now at the end of Route 10, providing service every 30 minutes to Sandyford at City Centre. Belarmine is served by Routes 11 and 12, which go to Dundrum and City Centre.
234	24	Route 234 not included in revised proposal. Service to Whitechurch significantly expanded, including: Route 24 to Dundrum and City Centre (see Route 24), every 30 minutes. Route 235 to Dundrum (see below). Route 316 to UCD, similar to existing route 116. Route 318 to City Centre, with some similarities to existing route 15d.
235	235	No changes to routing or frequency on proposed Route 235. Service from Edmondstown to Dundrum via Whitechurch, Nutgrove, similar to existing route 161.

2018 Proposed Route	2019 Update Route(s)	Changes
240	D4, D5, F1	Route 240 not included in revised proposal. In the previous plan iteration, Route 240 provided a frequent local service every 15 minutes linking various areas in Tallaght (Killinarden Heights, Seskin View, Avonmore, Balrothery, Tymon North, Airton Road) to each other and The Square. In response to public comment, this has been replaced by a proposal for less frequent service, but with no interchange required to City Centre, on spine branches D4, D5 and F1. Killinarden Heights is now proposed on branch D4, every 30 minutes to The Square and City Centre. Seskin View, Avonmore, Balrothery and Tymon North are now proposed on branch D5, every 30 minutes to The Square and City Centre. (Balrothery also remains on branch A3, every 12 minutes to City Centre via Templeogue). Firhouse Road West (Aylesbury) is now proposed on branch F1, every 15 minutes to The Square and City Centre.
242	93	Route 242 not included in revised proposal. In the previous plan iteration, Route 242 provided local service every 30 minutes (15 peak) from Rathcoole to Saggart Luas. In response to public comment, this is now replaced by proposed Route 93, providing service every 60 minutes to Saggart, Citywest, Clondalkin and City Centre, on an alignment in many ways similar to existing route 63. See Route 93 for more details.
244	244, 344, 345	No changes to frequency on proposed Route 244, every 60 minutes from Ballymore Eustace to Blessington, Brittas and Tallaght. Direct trips to City Centre added as peak only service on Route 344 (from Ballymore and Blessington) and Route 345 (from Ballyknockan and Blessington).
251	251	In the previous plan iteration, Routes 251 (Adamstown - Liffey Valley) and 252 (Adamstown - Blanchardstown) were proposed as separate services. In this revised proposal, Routes 251 and 252 operate in a combined fashion, such that: Route 251 would provide service every 60 minutes from Adamstown Station to Liffey Valley Shopping Centre via Dodsborough, Lucan Village, Adamstown Road, Old Esker Lane, Esker Lane South, Willsbrook Road, Ballyowen Road and St. Loman's Road. Route 252 would provide service every 60 minutes from Adamstown Station to Blanchardstown Shopping Centre via Dodsborough, Lucan Village, the Larraghcon Distributor Road, Westmanstown Road, Anna Liffey Mills Road, Woodwall Road, Clonsilla Road, and Blanchardstown Road South. The timetables for Routes 251 and 252 would be staggered such that there would be a combined frequency of service every 30 minutes between Adamstown and Lucan Village.
252	251, 252	See Route 251.
255	D1, D3	Route 255 not included in revised proposal. In response to public comment, Clondalkin is now served by two frequent branches of the D spine, D1 and D3, both operating every 15 minutes. Grange Castle Road and the New Nangor Road now on proposed D1. Fonthill Road and Clondalkin Village now on proposed D3.
256	256, 356	No changes to routing or frequency on proposed Route 256, every 60 minutes from Newcastle to Clondalkin and Red Cow. Direct trips to City Centre provided at peak on Route 356.
Added route	258	In response to public comment from Celbridge, the alignment of spine branch C4 (Celbridge to City Centre) was moved away from Castletown to provide a more direct path. As a result, we are now proposing Route 258 to provide service in Castletown. Route 258 would operate every 30 minutes from Liffey Business Park (existing 66b terminus) to Leixlip Confey station via the Celbridge Road/R404, Old Hill, Station Road, Main Street, Captain's Hill and River Forest. Routes 258 and 259 would have staggered timetables, so that service would be provided every 15 minutes between Leixlip Village, River Forest and Leixlip Confey.
259	259	No changes to routing or frequency on proposed Route 259, linking Hazelhatch Station, Celbridge (west), Glen Easton and Leixlip.

ROUTE	2018 Proposed Route	2019 Update Route(s)	Changes
	261	261, 35	<p>Route 261 is intended as a frequent circulator connecting several neighbourhoods and major destinations within Blanchardstown every 15 minutes, and allowing these destinations to be easily accessible from the interchange facility at Blanchardstown Shopping Centre. Route 261 would operate as a two way loop, with service available in both directions.</p> <p>South of Blanchardstown Shopping Centre, the route is unchanged. It would primarily serve Coolmine Industrial Estate, Clonsilla Road West and Main Street (Blanchardstown Village).. North of Blanchardstown Shopping Centre, the route would serve TU Dublin-Blanchardstown, Ballycoolin Industrial Estate, the National Sports Campus and Connolly Hospital.</p> <p>Route 261 would no longer serve Blackcourt Road and Blackcourt Avenue in Corduff. Those would instead be on Route 35, providing service every 20 minutes to City Centre (and Blanchardstown SC in the other direction).</p>
	262	262, B3	In the previous plan iteration, Route 262 was proposed every 15 minutes from Blanchardstown SC to Tyrrelstown, with an extension every 30 minutes to Broombridge via Finglas. In response to public comment, Tyrrelstown is now on a direct path to City Centre via spine branch B3. However, Route 262 remains with service every 30 minutes from Blanchardstown Shopping Centre to Broombridge.
	263	263	<p>No changes to frequency on proposed Route 263, still every 15 minutes.</p> <p>Routing still proposed from Damastown (IBM) to Blanchardstown, with one change. Route 263 would no longer serve Castlecurragh (now on B3 spine branch) on the way to Blanchardstown Shopping Centre; instead, it would operate via Mulhuddart on the Old Navan Road.</p>
	264	264, 362, 364	<p>Weekday frequency increased to every 15 minutes on proposed Route 264, and more areas now served.</p> <p>Route 264 would now provide service from Dunboyne to Blanchardstown Shopping Centre via Clonee, Littlepace Road, Huntstown Way and Whitestown Park. This makes it possible to retain existing connections between Dunboyne, Clonee and Littlepace while also avoiding a costly deviation into and back out of Littlepace Road. Note that this change requires the opening of a bus gate between Little pace Road and Huntstown Wood.</p> <p>In addition, new peak-only direct trips to City Centre would be provided on Route 362 (Littlepace Distributor Road) and Route 364 (Dunboyne).</p>
	265	264	Route 265 not included in this revised proposal. See Route 264 for service to Littlepace.
	279	D4, D5	Route 279 not included in this revised proposal. In response to public comment, bus service to these areas (Ard Na Gréine, Edenmore, Harmonstown, Kilmore) now on branches of the D spine, with service every 30 minutes to City Centre via the Malahide Road. This restores a configuration more similar to existing Routes 27a and 27b.
	280	280, 283	<p>In the previous plan iteration, Route 280 combined service from Portrane to Swords, with service from Swords to Clongriffin, every 40 minutes. In response to public comments, the following changes have been made:</p> <p>Route 280 is still proposed to run every 40 minutes (20 minutes at peak, for timed connections with DART at Clongriffin). However, it is now proposed to start at Seatown in Swords. From Seatown going toward Dublin, it would serve Main Street, Swords Pavilions, Drynam Road, Mountgory Way, Feltrim Road, Kinsealy, and Belmayne going to Clongriffin. Route 280 would also provide direct continuing service from Clongriffin to Beaumont Hospital and DCU.</p> <p>Route 283 is now proposed to connect Portrane, Donabate, Swords Main Street and the Airport every 30 minutes, matching the existing frequency between Portrane and Swords. The timetables for Routes 283 and 285 (see below) would be staggered such that they would provide a combined frequency of service every 15 minutes between Swords Main Street and the Airport.</p>
	281	281	<p>No changes to frequency on proposed Route 281, every 20 minutes, for timed connections with DART at Portmarnock Station.</p> <p>The proposed route has been extended to the Airport. Previously, Route 280 was proposed from Portmarnock Station to North Street in Swords, via Malahide. The revised proposal would not go to North Street. Coming from Portmarnock and Malahide, Route 281 would pass by Swords Pavilions and turn south at Main Street. It would then serve River Valley Road, Rathingle Road, Forest Road and Naul Road, terminating at the Airport. This allows for a direct airport connection from large parts of Portmarnock, Malahide and Swords, similar to what is provided by existing route 102 but at a higher frequency.</p>

ROUTE	2018 Proposed Route	2019 Update Route(s)	Changes
	282	82, A4	In the previous plan iteration, portions of Swords received direct service to the City Centre via Swords Road (on route A4), while other areas were on a local feeder route operating every 10 minutes to Main Street and the Airport (Route 282). In response to public comments, Route 282 has been eliminated in favour of more direct service to City Centre. See Routes A4 and 82 for details on service between Swords and City Centre via Swords Road. See Routes 283 and 285 for details on service between Swords and the Airport.
	Added route	283	Route 283 would provide service from Portrane and Donabate to Swords Main Street and Dublin Airport, every 30 minutes on weekdays. The timetables for Routes 283 and 285 (see below) would be staggered to provide a combined frequency of service every 15 minutes between Swords Main Street and the Airport.
	285	285, 385	In the previous plan iteration, Route 285 provided service between Balbriggan, Skerries, Rush, Lusk and Swords every 30 minutes on weekdays (15 at peak). No peak direct trips to Dublin were offered, and service to Balbriggan was only available every 60 minutes. In response to public comments, the following changes have been made: Route 285 is now proposed to operate every 30 minutes from Balbriggan to Dublin Airport (still via Rush, Lusk and Swords Main Street). Note that the timetables for Routes 283 (see above) and 285 would be staggered to provide a combined frequency of service every 15 minutes between Swords Main Street and the Airport. Route 385 would replicate existing Route 33X, from Skerries to Dublin City Centre, with limited trips continuing to UCD.
	290	290	Proposed Route 290 frequency increased from every 60 minutes to every 40 minutes on weekdays. Route 290 would no longer operate north of Sutton Station to Baldoyle and Clongriffin. Instead, it would operate from Sutton Station out to St. Fintan's, and then return to Sutton Station.
	291	290	Route 291 no longer proposed as a separate route, now integrated within Route 290.

Full List of Changes - Peak-Only Services

	2018 Proposed Route	2019 Update Route(s)	Changes
ROUTE	301	301, 302	<p>Route 301 was designed as a replacement for existing route 84x, operating between northern Wicklow towns and City Centre. In the revised proposal, it has been split into Route 301 (trips starting in Kilcoole) and Route 302 (trips starting in Newcastle and operating through Kilcoole).</p> <p>Route 301 is proposed with 6 AM northbound trips starting between 6:00 and 8:00, and 6 PM southbound trips starting between 16:00 and 18:00. Route 302 is proposed with 3 AM northbound trips starting between 6:00 and 8:00, and 3 PM southbound trips starting between 16:00 and 18:00.</p>
	Added route	302	See Route 301 above.
	311	311	<p>Route 311 is intended as a replacement for existing Route 7b, from Shankill to City Centre via Ballybrack, Rochestown Ave and Stillorgan Park. In response to observed peak-hour loads and likely increases in peak load through Ballybrack, the number of trips has been increased.</p> <p>Route 311 is proposed with 7 AM northbound trips starting between 6:00 and 8:30, and 6 PM southbound trips starting between 17:00 and 18:00.</p>
	Added route	312	<p>The previous plan iteration proposed increasing local frequency between Dalkey and Dun Laoghaire to every 30 minutes at peak hours. This is no longer the case (see Route 221). Instead, the revised plan proposes Route 312 as a more direct replacement to existing Route 7d.</p> <p>Route 312 is proposed with 2 AM northbound trips starting between 7:00 and 8:00, and 2 PM southbound trips starting between 17:00 and 18:00.</p>
	313	313	<p>More PM trips have been added to Route 313, which would provide service between Kilternan, Stepside and UCD.</p> <p>Route 313 is now proposed with 4 AM trips starting between 7:00 and 9:00, and 4 PM trips starting between 16:00 and 18:00. All told, Routes 213 and Routes 313 would run on staggered timetables to provide a combined peak frequency of service every 20 minutes in the peak direction for 4 hours per day between Kilternan and UCD.</p>
	315	E1	The previous plan included Route 315 to provide extra peak-hour service between Bray and UCD, relieving peak loads in the N11 corridor. Further load analysis suggest that 8 minute frequency (on the E1 spine branch) is likely sufficient from Bray at this time. Extra capacity is still to be provided from Brides Glen to UCD on a special E9 service. See also Route 317 (below) for details.
	Added route	316	<p>Route 316 would replace existing Route 116, providing service between Whitechurch and UCD. It was not included in the previous plan iteration.</p> <p>Route 316 is proposed with 1 northbound trip starting between 7:00 and 8:00, and 1 southbound PM trip starting between 16:00 and 17:00.</p>
	317	E9	<p>The previous plan included Route 317 to provide extra capacity between Brides Glen and UCD during peak hours. This has been retained, but folded into the E spine. Special E9 buses would run at peak hours between Brides Glen and UCD only.</p> <p>E9 is proposed with 12 northbound AM trips starting between 7:00 and 9:00, and 12 southbound PM trips starting between 16:00 and 18:00.</p>
	Added route	318	<p>Route 318 would replace most of existing Route 15d, providing more direct peak-hour service between Whitechurch and City Centre. It was not included in the previous plan iteration.</p> <p>Route 318 is proposed with 2 northbound trips starting between 7:00 and 8:00, and 2 southbound PM trips starting between 17:00 and 18:00.</p>

	2018 Proposed Route	2019 Update Route(s)	Changes
	321 to 326	321	The previous plan iteration proposed Route 321 to 326 to provide extra peak-hour trips between Lucan and north Kildare towns (Leixlip, Celbridge, Maynooth), beyond the frequencies proposed on the C spine and branches. In response to public comments, the revised proposal has made significant changes to the configuration of the C spine and branches, and the 320 peak express series. In general, the C1 and C2 branches serving Lucan south of the N4 (Adamstown, Esker, Griffeen Valley, Ballyowen) are proposed at higher peak hour frequencies, with service up to every 8 minutes (8bph) on each branch. On the C3 and C4 branches (which serve north Kildare and Lucan Village), peak hour frequencies have been reduced. However, the proposed number of trips of nearly all peak express routes has increased. Specifically:
322			
323		Route 321 (Adamstown to City Centre) is now proposed with 4 AM eastbound trips starting between 7:00 and 8:00, and 4 PM westbound trips starting between 17:00 and 18:00. This route is now more similar to existing route 25d, directly entering the N4 after serving Adamstown Station and Adamstown Road.	
324		Route 322 (Adamstown/Lucan Village to UCD) is now proposed with 4 AM eastbound trips starting between 7:00 and 8:00, and 3 PM westbound trips starting between 16:00 and 18:00. This route is most similar to existing routes 25 and 25x; it would start at Adamstown Station, and serve Dodsborough Road and Lucan Village before entering the N4 going to City Centre and UCD.	
325		Route 323 (Leixlip River Forest to City Centre) is now proposed with 3 AM eastbound trips starting between 7:00 and 8:00, and 3 PM westbound trips starting between 16:00 and 18:00. This route replaces peak-hour trips serving River Forest and Captain's Hill on existing routes 66a and 66x.	
326		Route 324 (Leixlip Castletown to City Centre) is now proposed with 2 AM eastbound trips starting between 7:00 and 8:00, and 2 PM westbound trips starting between 16:00 and 18:00. This route replaces peak-hour trips serving Castletown and Celbridge Road/R404 on existing route 66b and 66x.	
327		Route 325 (Maynooth/Glen Easton to City Centre) is now proposed with 2 AM eastbound trips starting between 7:00 and 8:00 and 2 PM westbound trips starting between 16:00 and 18:00. It would replace peak-hour trips serving Maynooth, Glen Easton and Leixlip Village on existing route 66x.	
328		Route 326 (Maynooth to UCD) is now proposed with 3 AM eastbound trips starting between 7:00 and 8:00, and 3 PM westbound trips starting between 16:00 and 18:00. It would replace peak-hour trips serving Maynooth and Leixlip Village only on existing route 66x. Route 327 (Celbridge West to UCD) is now proposed with 5 AM eastbound trips starting between 7:00 and 8:00, and 4 PM westbound trips starting between 16:00 and 18:00. It would replace peak-hour trips serving Aghards Road on existing route 67x. Route 328 (Celbridge East to UCD) is now proposed with 4 AM eastbound trips starting between 7:00 and 8:00, and 4 PM westbound trips starting between 16:00 and 18:00. It would replace peak-hour trips serving Main Street on existing route 67x. See also C Spine, C1, C2, C3, C4, and Routes 258 and 259 for service in Lucan and north Kildare.	
	344	344	Route 344 was proposed as a peak-only direct service from Blessington to City Centre, complementing the all-day service every 60 minutes to Tallaght on Route 244. In the previous plan iteration, Route 344 was proposed to start in Ballyknockan. In this revised proposal, some trips would start/end in Ballyknockan and others in Ballymore Eustace, such that: Route 344 (Ballymore Eustace to City Centre) would provide 1 AM northbound trip starting between 7:00 and 8:00, and 1 PM southbound trip starting between 17:00 and 18:00. Route 345 (Ballyknockan to City Centre) would provide 1 AM northbound trip starting between 7:00 and 8:00, and 1 PM southbound trip starting between 17:00 and 18:00.
	Added route	345	See Route 344 above.

2018 Proposed Route	2019 Update Route(s)	Changes
355	355	The previous plan iteration included only one AM peak express trip between Clondalkin and City Centre on Route 355. In this revised proposal, this is increased to 3 AM inbound trips starting between 7:00 and 8:00, and 2 PM outbound trips starting between 17:00 and 18:00. See also Routes D1, D3 and 93 for service from Clondalkin to City Centre.
Added route	356	Route 356 would replace existing Route 68x, providing service between Newcastle and City Centre. It was not included in the previous plan iteration. Route 356 is proposed with 1 inbound AM trip starting between 7:00 and 8:00, and 1 outbound PM trip starting between 17:00 and 18:00.
360	360	Route 360 would be a peak express route, previously targeted only at Hartstown, Huntstown and Whitestown, then proceeding directly onto the N3 skipping Blanchardstown Shopping Centre. This is one of several services proposed to replace the existing route 39x (see also Route 362). In the revised proposal, it also serves the Ongar Distributor Road. The number of trips proposed has reduced, because the total peak volume on the B spine (and other Navan Road/N3 services) has increased considerably, reducing downstream passenger load and crowding concerns. Route 360 is now proposed with 4 inbound AM trips starting between 7:00 and 8:00, and 4 outbound PM trips starting between 17:00 and 18:00.
Added route	362	Route 362 would be a peak express route connecting Ongar and areas near the Littlepace Distributor Road directly to City Centre. It would replace Route 39x with a more direct path entering the N3 without traversing Hartstown and Huntstown. Route 362 is proposed with 4 inbound AM trips starting between 7:00 and 8:00, and 4 outbound PM trips starting between 17:00 and 18:00.
363	363	Route 363 is a proposed peak-only route providing direct service from Damastown to City Centre via Ladyswell Rd, Castlecurragh and Corduff. The proposed routing has not changed, but the proposed frequency has increased from every 30 minutes for five hours per day (2 hours AM, 3 hours PM), to every 20 minutes for five hours per day. Route 363 would operate in both directions.
Added route	364	Route 364 is a newly proposed peak-only direct service from Dunboyne and Clonee to City Centre. It would operate in addition to Route 264 at peak hours. Route 364 is proposed with 2 inbound AM trips starting between 7:00 and 8:00, and 2 outbound PM trips starting between 17:00 and 18:00.
Added route	365	Route 365 is a newly proposed peak-only direct service to City Centre targeted at areas south of Blanchardstown Shopping Centre (esp. Clonsilla Road). Route 365 is proposed with 2 inbound AM trips starting between 7:00 and 8:00, and 2 outbound PM trips starting between 17:00 and 18:00.
369	F9	The previous plan included Route 369 to provide extra capacity between Charlestown and City Centre during peak hours. This has been retained, but folded into the F spine. Special F9 buses would run at peak hours between Charlestown and City Centre only, via the Finglas Bypass.. E9 is proposed with 12 southbound AM trips starting between 7:00 and 9:00, and 12 northbound PM trips starting between 16:00 and 18:00.
370	D9	The previous plan included Routes 370 and 375 to provide extra capacity between areas along the Malahide Road and City Centre. This has been retained, but folded into the E spine. Special E9 buses would run at peak hours between Clare Hall and City Centre only. D9 is proposed with 12 southbound AM trips starting between 7:00 and 9:00, and 18 northbound PM trips starting between 15:00 and 18:00.
375	D9	See Route 370 above.

ROUTE	2018 Proposed Route	2019 Update Route(s)	Changes
	381	381	No changes to routing on proposed Route 381, this route exists to replace existing route 32x, providing peak-only service between Malahide, Portmarnock, Clontarf and City Centre. Route 381 is proposed with 2 southbound AM trips starting between 7:00 and 8:00, and 2 northbound PM trips starting between 16:00 and 18:00.
	382	382	Proposed Routes 382 and 384 both exist to replace different patterns served under existing route 41x, i.e. direct service to City Centre and UCD via the Port Tunnel. No changes to routing since the previous proposal. Route 382 would serve Glen Ellan Road and River Valley, Route 384 would serve Knocksedan and Swords Manor. Route 382 is proposed with 3 AM southbound trips starting between 7:00 and 8:00, and 3 PM northbound trips starting between 17:00 and 18:00. Route 384 is also proposed with 3 AM southbound trips starting between 7:00 and 8:00, and 3 PM northbound trips starting between 17:00 and 18:00.
	Added route	383	Route 383 is newly added to provide a peak express service between Portrane, Donabate and City Centre, similar to existing Route 33d. Route 383 is proposed with 1 southbound AM trip starting between 7:00 and 8:00, and 1 northbound PM trip starting between 17:00 and 18:00.
	384	384	See Route 382 above.
	Added route	385	Route 385 is newly added to provide a peak express service between northern Fingal towns (Skerries, Rush, Lusk) and City Centre, similar to existing Route 33x. Route 385 is proposed with 5 southbound AM trips starting between 7:00 and 9:00, and 5 northbound PM trips starting between 16:00 and 18:00.
	390	H2, H3	The previous plan iteration did not include all-day radial service on the Howth Road beyond All Saints Road, so a Route 390 was proposed to provide this instead. In this revised proposal, the H2 and H3 branches of the H spine would serve this area all day, including at peak.
Added route	393	Route 393 is newly added to provide a peak express service between Rathcoole and City Centre, similar to existing Route 69x. Route 393 is proposed with 2 northbound AM trips starting between 7:00 and 8:00, and 1 southbound PM trip starting between 17:00 and 18:00.	