BUSCONNECTS DUBLIN
PROGRESS REPORT
MARCH 2025

Rialtas na hÉireann
Government of Ireland

Tionscadal Éireann
Project Ireland 2040

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY.

About BusConnects

BusConnects is the National Transport Authority's (NTA) Programme to transform bus services in Irish cities by connecting people and places through an enhanced bus system and improved cycling and pedestrian facilities. It is a key part of national policy and aligns with the Government's goal to improve public transport, to support population and economic growth, and address climate change.

The broad geographical coverage of Dublin, Cork, Limerick, Galway, and Waterford as well as the comprehensive approach of the Programme underscore its potential nationwide impact and demonstrate the concerted efforts of these regions to advance sustainable urban mobility agendas.

Vision

To connect people and places through an enhanced bus system together with improved cycling and pedestrian facilities

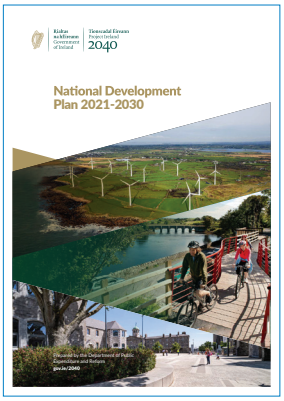
BusConnects Strategic Objectives:

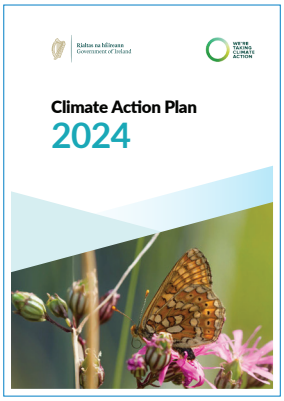
To provide reliable and frequent bus services with improved cycling and pedestrian facilities.

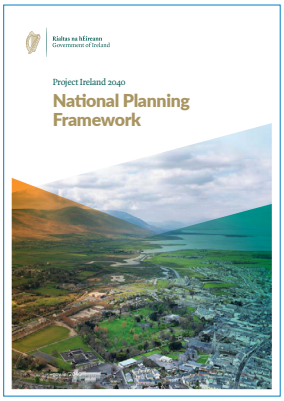
To connect people and places through expanded, integrated and accessible sustainable transport system.

To enhance quality of life through a safer and greener transport system.

The scale and transformative potential of the BusConnects Programme reinforces its central role in influencing the future roadmap of Ireland's transport system. It delivers on commitments within the National Development Plan 2021-2030, the Transport Strategy for the Greater Dublin Area 2022-2042, the Climate Action Plan 2023 and the National Planning Framework 2040.







BusConnects Dublin

The BusConnects Dublin Programme is the most advanced of the BusConnects Programmes across the country. This transformative programme is vital for connecting people and places via an enhanced bus system, ensuring better accessibility and mobility for all. By redesigning bus routes, upgrading infrastructure, and promoting cleaner travel, it will significantly improve public transport. The ambitious goals of the programme are being realised through eight comprehensive initiatives, highlighting its importance in shaping a more efficient and sustainable transport for Dublin.

Dublin Initiatives

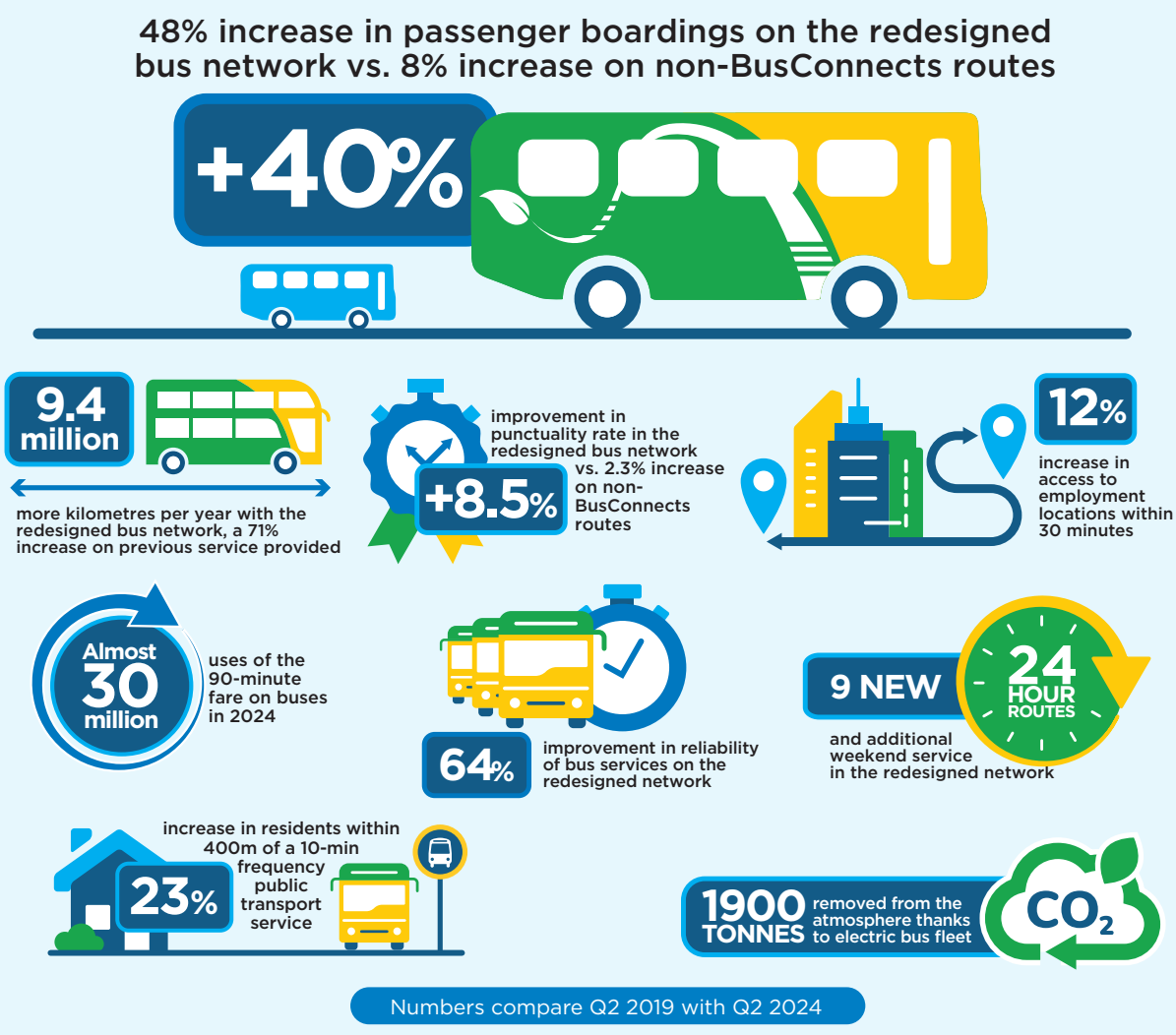
1. Redesigning the bus network
2. Building a new network of bus corridors and cycle lanes
3. Implementing state of the art ticketing system
4. Implementing Cashless payment system
5. Simpler fare structure
6. New bus livery
7. New bus stops and shelters with better signage and information
8. Transitioning to a new zero emissions bus fleet

1. Bus Network Redesign

The New Network was redesigned to better meet the Dublin region's needs by considering population growth and changing travel habits.

Key characteristics of the proposals include a simpler network centered on 8 main Spines labelled A to H, more frequent services, particularly off-peak and at weekends, plus better coverage of the city including more orbital connections.

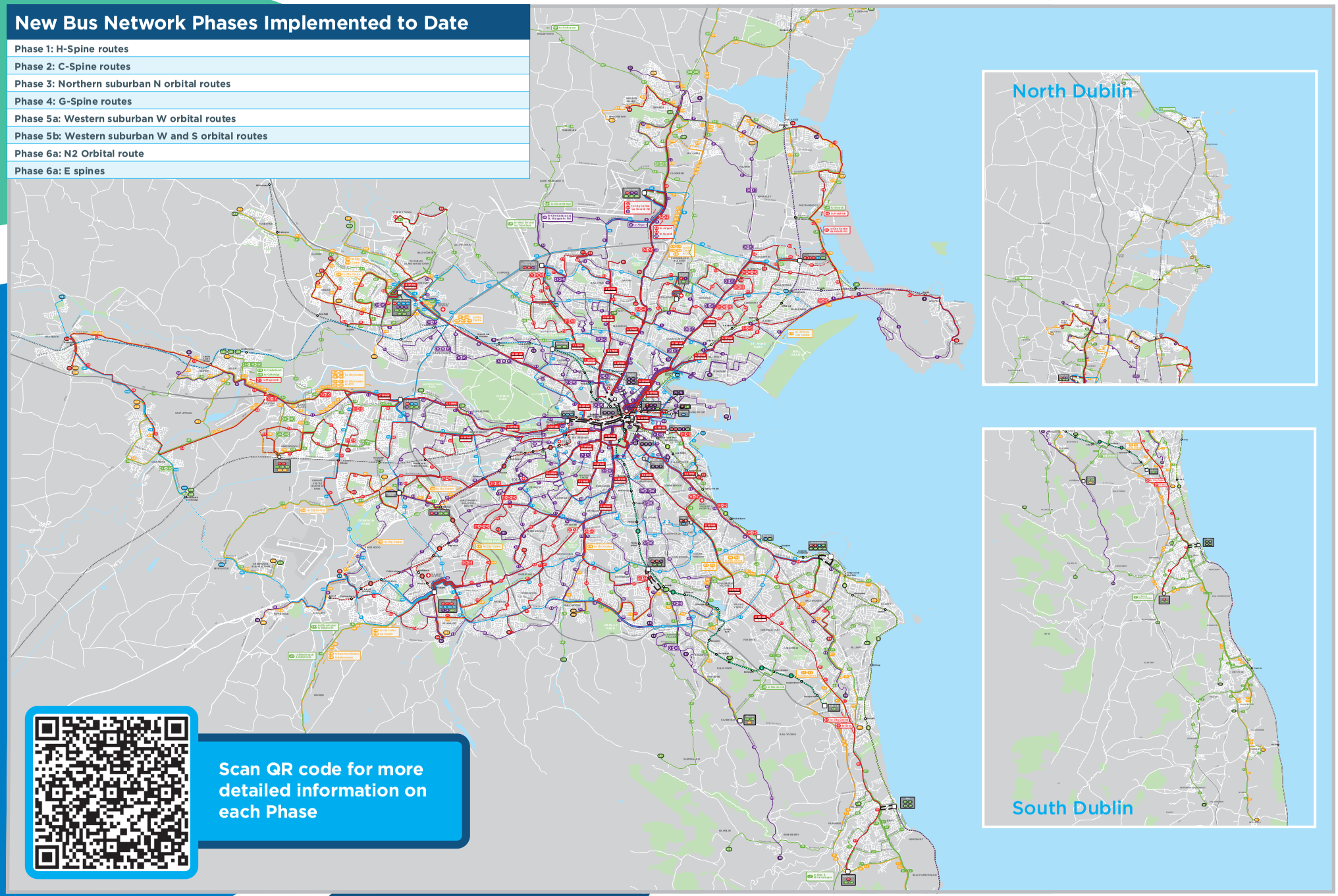
Benefits of Dublin Network Redesign Implemented to date



The redesigned network represents a major investment in enhanced bus services, delivering up to December 2024 a **71% increase in scheduled service kilometres** in Phases 1-5b. This is compared to equivalent routes operating prior to Network Redesign, a significant increase in overall capacity and frequency for customers with more evening and weekend services. As well as this, **9 new 24-hour routes** have been launched so far as part of the Network Redesign. This new bus network plan considered issues raised by over 72,000 submissions at the various stages of public consultation. As part of the network redesign, 6 out of 11 phases have been implemented to date, with additional phases due in the coming months.

New Bus Network Phases Implemented to Date

Phase 1: H-Spine routes
Phase 2: C-Spine routes
Phase 3: Northern suburban N orbital routes
Phase 4: G-Spine routes
Phase 5a: Western suburban W orbital routes
Phase 5b: Western suburban W and S orbital routes
Phase 6a: N2 Orbital route
Phase 6a: E spines



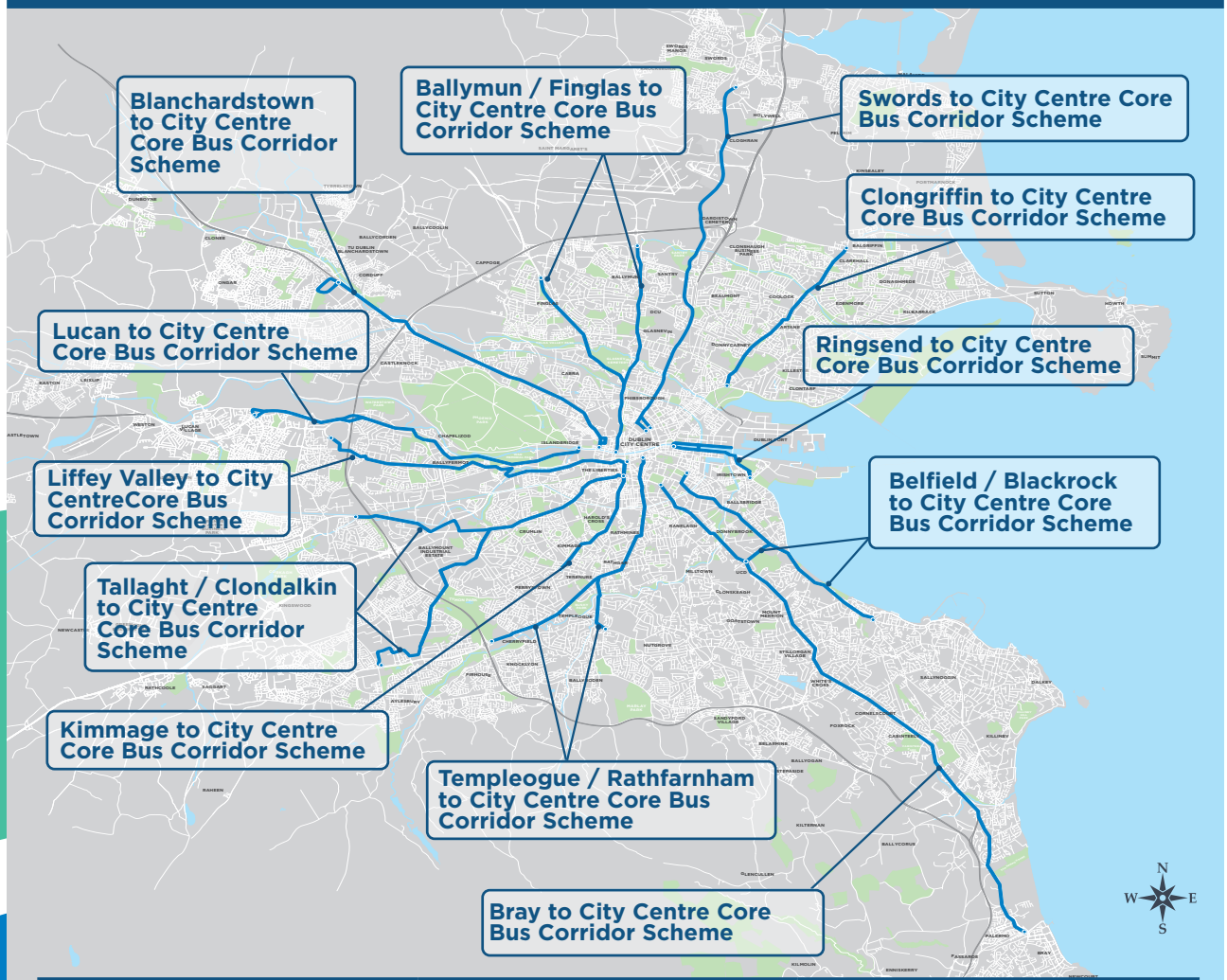
Scan QR code for more detailed information on each Phase

2. Core Bus Corridors

The Core Bus Corridors (CBC) project involves the development of continuous bus priority infrastructure and improved pedestrian and cycling facilities on key radial corridors across Dublin region.

The project encompasses the delivery of approximately **230km of dedicated bus lanes and 200km of cycle tracks** in 12 separate schemes across five different local authority areas, as shown in the figure below:

BusConnects Dublin
Core Bus Corridors Infrastructure Works



Clongriffin to City Centre	Swords to City Centre	Ballymun/ Finglas to City Centre
Total Length: 5.7km Bus priority (both directions): 11.4km Cyclist Facilities (both directions): 11.9km	Total Length: 12.0km Bus priority (both directions): 23.4km Cyclist Facilities (both directions): 21.6km	Total Length: 11.0km Bus priority (both directions): 21.8km Cyclist Facilities (both directions): 20.2km
Blanchardstown to City Centre	**Lucan to City Centre**	**Liffey Valley to City Centre**
Total Length: 10.9km Bus priority (both directions): 21.2km Cyclist Facilities (both directions): 17.1km	Total Length: 9.7km Bus priority (both directions): 17.8km Cyclist Facilities (both directions): 13.4km	Total Length: 9.2km Bus priority (both directions): 18.4km Cyclist Facilities (both directions): 13.3km
Tallaght / Clondalkin to City Centre	**Kimmage to City Centre**	**Templeogue / Rathfarnham to City Centre**
Total Length: 15.5km Bus priority (both directions): 29.2km Cyclist Facilities (both directions): 35.8km	Total Length: 3.7km Bus priority (both directions): 7.4km Cyclist Facilities (both directions): 4.0km	Total Length: 10.0km Bus priority (both directions): 17.4km Cyclist Facilities (both directions): 23.3km
Bray to City Centre	**Belfield / Blackrock to City Centre**	**Ringsend to City Centre**
Total Length: 18.5km Bus priority (both directions): 36.9km Cyclist Facilities (both directions): 33.8km	Total Length: 8.2km Bus priority (both directions): 16.6km Cyclist Facilities (both directions): 16.6km	Total Length: 4.3km Bus priority (both directions): 5.7km Cyclist Facilities (both directions): 8.6km

Benefits of Core Bus Corridors:

Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements.

Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets.

Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services.

Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable.

Enable compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of safe and efficient sustainable transport networks.

Ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

At present, applications for approval of all 12 CBC Schemes, together with applications for confirmation of the associated compulsory purchase orders, have been submitted to An Bord Pleanála. Scheme approvals have now been issued for the first 11 Schemes listed below, marking a significant milestone in the BusConnects Dublin Programme.

Dublin Schemes approved to date

Liffey Valley to City Centre Scheme

AM Peak Hour forecast upon completion of the Scheme

58% increase in people travelling by bus along the Scheme.

45% increase in people travelling by bicycle.

53% reduction in the number of people travelling by car.

Clongriffin to City Centre Scheme

AM Peak Hour forecast upon completion of the Scheme

24% increase in people travelling by bus along the Scheme.

93% increase in people travelling by bicycle.

30% reduction in the number of people travelling by car.

Ballymun/Finglas to City Centre Scheme

AM Peak Hour forecast upon completion of the Scheme

22% increase in people travelling by bus along the Scheme.

29% increase in people travelling by bicycle.

39% reduction in the number of people travelling by car.

Belfield/Blackrock to City Centre Scheme

AM Peak Hour forecast upon completion of the Scheme

100% increase in people travelling by bus along the Scheme.

67% increase in people travelling by bicycle.

50% reduction in the number of people travelling by car.

Swords to City Centre Scheme

AM Peak Hour forecast upon completion of the Scheme

71% increase in people travelling by bus along the Scheme.

39% increase in people travelling by bicycle.

31% reduction in the number of people travelling by car.

Blanchardstown to City Centre Scheme

AM Peak Hour forecast upon completion of the Scheme

76% increase in people travelling by bus along the Scheme.

53% increase in people travelling by bicycle.

14% reduction in the number of people travelling by car.

Ringsend to City Centre Scheme

AM Peak Hour forecast upon completion of the Scheme

14% increase in people travelling by bus along the Scheme.

20% increase in people travelling by bicycle.

17% reduction in the number of people travelling by car.

Lucan to City Centre Scheme

AM Peak Hour forecast upon completion of the Scheme

24% increase in people travelling by bus along the Scheme.

56% increase in people travelling by bicycle.

4% reduction in the number of people travelling by car.

Tallaght/Clondalkin to City Centre Scheme

AM Peak Hour forecast upon completion of the Scheme

145% increase in people travelling by bus along the Scheme.

45% increase in people travelling by bicycle.

33% reduction in the number of people travelling by car.

Bray to City Centre Scheme

AM Peak Hour forecast upon completion of the Scheme

40% increase in people travelling by bus along the Scheme.

108% increase in people travelling by bicycle.

49% reduction in the number of people travelling by car.

Templeogue/Rathfarnham to City Centre Scheme

AM Peak Hour forecast upon completion of the Scheme

123% increase in people travelling by bus along the Scheme.

79% increase in people travelling by bicycle.

30% reduction in the number of people travelling by car.

Following receipt of approvals for the initial Schemes, the Ballymun/Finglas and Liffey Valley to City Centre Schemes are the first two schemes to be built, with the construction stage set to commence in mid-2025.

Detailed communication arrangements for the construction phase will be developed over the course of this year to ensure that residents, community groups, businesses and public representatives are kept fully informed and have access to relevant liaison personnel during construction of the schemes.

3. Next Generation Ticketing

As part of the BusConnects Programme, a new ticketing system will be introduced which will incorporate the latest developments in account-based ticketing technology, including allowing use of credit / debit cards or mobile devices as a convenient means of payment. It will also enable more ticket choices, which cannot be currently provided in the existing system, as well as allowing faster introductions of fare alterations. Following a highly competitive procurement process, in April 2024 the NTA awarded an overall framework contract for the design, supply, installation and operation of a new multi-modal ticketing system to a Spanish information technology company - Indra Sistemas S.A. - who have designed, installed and operated similar systems internationally.

This large and complex technology project is now in the analysis and design phase and will take approximately three years to deliver.

4. Simpler Fare Structure

The new fares structure comprises of a short-distance fare on single leg journeys (approximately 3kms or less) and a 90 minute fare that allows customers to seamlessly switch between any combination of Bus, DART/Commuter Rail and Luas services at no extra cost within 90 minutes.
In 2024, the 90-minute fare was used 29.8 million times by bus passengers transferring from DART, Luas or another bus service within the preceding 90 minutes.

5. New Bus Livery

As part of BusConnects, the exterior and interior of buses, known as the bus livery, has been standardised across different operators in Dublin to give the bus system a modern and consistent look to improve the passenger experience. As part of BusConnects, a new TFI (Transport for Ireland) livery has been introduced consisting of green, yellow and black paintwork overlaid with white vinyl, providing a standardised, singular design unifying the overall fleet.

Careful consideration was given to accessibility needs as part of the new livery design, with a full yellow front on the buses and yellow banding on the entrance door, both designed to assist people with visual impairments. While newly purchased fleet is painted in the new livery at the manufacturing stage, the rollout of the new livery for the existing fleet is taking a number of years, with the changeover on each vehicle occurring at its next scheduled re-painting date – buses are repainted approximately every four years. In this way, no additional repainting costs are being incurred as part of the livery transition.

6. New Bus Stops & Shelters

The BusConnects Dublin Programme includes construction of enhanced bus stops and shelters across Dublin to align with the redesigned network and Core Bus Corridors. The new style of TFI bus stops and shelters are shown below.

Along the 12 Core Bus Corridors, enhanced bus stops, most to be equipped with bus shelters and real time passenger information signs, will be provided as part of the construction of the individual corridors. Along the other sections of the new bus network, 1,900 TFI bus poles will have been installed in tandem with the roll out of the phased Network Redesign up to and including Phase 6a (E-Spine).

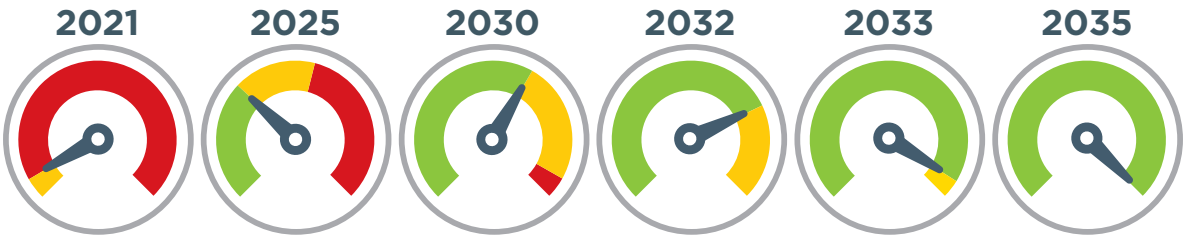
7. Transitioning to a Zero-Emission Bus Fleet

BusConnects Dublin includes the transition to zero-emission urban buses to support a cleaner and more liveable city by reducing noise and air pollution. The Transition to Zero Project also includes the electrification of existing bus depots and the construction of new depots to support operation of the fully electric fleet.

To date, the project has introduced 110 electric buses into service, with charging capacity in place in Summerhill and Phibsborough depots. In total, the electric bus fleet covered nearly 2 million kilometres in 2024. This led to approximately 1,900 tonnes of avoided CO2 emissions, when compared to the emissions of diesel buses travelling the same distance. This is enough to fill 383 Olympic-sized swimming pools with CO2. Reducing CO2 emissions will play a significant role in advancing the decarbonisation efforts of public transport, aligning with the goals of the Climate Action Plan.

The NTA intends that 85% of the Dublin metropolitan area urban bus network will be operated by low and zero emission buses by 2032, and solely by zero emission buses by 2035.

Transition to zero-emission urban buses



Total Dublin Buses in 2035 - 1489

Diesel Hybrid Zero Emission

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