



24TH October 2019

NOTICE TO MEMBERS

The following is an appraisal of Bus Connects Phase 2, following the Public Consultation process in which the NBRU, on request from Communities & Politicians, played a significant role. This document is the NBRU interpretation and view of the substantial changes. There are still some flaws within the plan, we intend to both highlight & submit on these as part of the Public consultation process...

CURRENT ROUTE	AREA SERVED	PHASE 1 PROPOSAL	COMMENT	PHASE 2 PROPOSAL	COMMENT AND CHANGES
Route 1	Sandymount to Santry	Routes C1 and C2	New Alignment would serve Sandymount to Adamstown. There would be no direct access to the Northside of the city from Irishtown and Ringsend	Santry is proposed to be covered by the A3, traveling to Tallaght Square via Rathmines. Sandymount will be served by the C1 and C2 to Adamstown. <i>Cross City Alignment gone. Nowhere to turn the A3 at proposed Terminus.</i>	New direct service from Tallaght to DCU, none exists today.

Route 4	Harristown to Monkstown Avenue	B spine	Dun Laoghaire to Charlestown and Bray to Northwood. A combination of the current 4 and 7. No bus service for Harristown.	The B spine has been extended to Sallynoggin and along the coast as B4 and B3, Monkstown Avenue is covered by local service 225. Connections to Navan Road and Blanchardstown instead of Ballymun	Harristown Garage gets a replacement directs service, route 8 while South County Dublin/Sallynogg in gets a spine service. The B spine stopped at UCD in the original plan
Routes 7 & 7a & 7b	Mountjoy Square to Brides Glen	E spine	Buses will only serve as far as Dun Laoghaire. 211 and 222 will be new local services for areas previously serviced by routes 7 and 7a	Spine B is extended along the current alignment of the 7 route while a new direct route, 98 takes in the current terminus of the 7a and parts of the current 45a	The area is possibly better served now with a spine connection and the new 98 route which gives a direct service to the city along parts currently served by the 45a today which is not.
Route 9	Charlestown to Limekiln	Replaced by F-Spine	This route is replaced by the F spine on the Northside and by F3 on the Southside.	The current alignment of the 9 route is replicated by the F3.	The current 9 route has been reinstated with the F3 while the F1 has been extended to Tallaght Square

Route 11	St Pappin's Road to Sandyford	Route gone on Northside	A spine on the Northside will serve Drumcondra and Dorset Street while a new local bus service, route 10 will serve Ranelagh to Sandyford. The estates currently serviced by route 11 on the Northside will have no bus service.	A new direct service, coming from Ballymun, the 94 will serve the current Northside terminus of the 11 while on the Southside the 11/11/12 will travel from Sandyford/Stillorgan to Mountjoy Square	The Direct service between Homefarm Road and Sandyford will be lost, these buses departing Mountjoy Square instead
Route 13	Harristown to Grangecastle	Route gone	E spine will replace the 13 on the Northside but Harristown will have no bus service. The D3 spin will replace it on the Southside but Tyrconnell Road will have a 60 minute bus service with route 63	Ballymun area now has, under this proposal the routes 7, 8 and 94 as direct services and the E1 and E2 spines. The D1 and D3 replicate the 13 except Dutch Village won't be served any Tyrconnell Road will be left with just 1 bus per hour.	The Current alignment of the 13 will be replaced by the E and D spines which are separate so that particular journey today will require interchange. Clondalkin direct connection to St James Hospital will be gone but new orbital W4 gives direct access to Tallaght

Route 14	Beaumont to Dundrum	A3	DCU to Dundrum but travelling via Dorset Street rather than Malahide Road, Northstrand.	The Current alignment of today's 14 route is no longer replicated. Beaumont Hospital has a new 96 service to the city taking in a bigger catchment area than today,	A new 14 route, which broadly reflects the current Southside alignment is proposed to travel to Liffey Valley. The D-spine on the North Side on which the current 14 travels, has been increased by the addition of a D4 and D5
Route 15	Clongriffin to Ballycullen	A1	Similar to the existing route except it won't service the Malahide (like the A3 above) but Drumcondra, Dorset Street, Gardener Street.	Existing Southside route to remain but Drumcondra to Beaumont on the Northside	The 15 is a very high frequency bus route today and by removing it from the Malahide Road, concerns exist that phase 2 proposal don't have enough resilience to cater for current demand
Route 15a	Limekiln to Ringsend	D3	New route Clongriffin to Limekiln via Crumlin instead of Terenure. Won't serve Pearse Street or North Quays anymore	A new 15 route to Mountjoy Square under the phase 2 proposals re-establishes the Rathmines link that is a vital school link from Limekiln	Current direct access to Google and Grand Canal Theatre will now require interchange with C -Spine

Rout 15b	Ringsend to Stocking Avenue		16 College Green to Tallaght Square via Harold's Cross. Won't serve Rathmines or Pearse Street anymore	As per the phase 1 proposals, route 16 from Tallaght Square to Parnell Square along current 15 alignment except via Clanbrassil Street	Direct access to Google, Grand Canal Theatre and amenities in Rathmines now requires interchange.
Route 16	Dublin Airport to Ballinteer	A2	Dublin Airport to Tallaght Square via Rathmines and Tempalogue.	The A2 from Dundrum via the current 16 alignment will now go to the Airport with the A4 from Nutgrove extended to Swords	Sections of Harold's Cross that currently have an airport service will have to interchange. Hotels in Rathmines will have direct Airport Service
Route 17	Rialto to Blackrock	S4	Liffey Valley to UCD. This new bus won't service any housing estates in Crumlin but Travel via Walkinstown. Dolphins Barn and Crumlin lose their direct service to UCD.	The Proposed S4 remains but a new direct route 24 from Dundrum to Poolbeg Street takes in the areas of Crumlin left devoid of service under phase 1 proposals. S4 covering part of existing 18 route	New direct service that didn't exist since route 81 was scrapped 30 years ago
17a		N4 Orbital		Close to existing routing	As per phase 1

Route 18	Sandymount to Palmerston	S2	Heuston Station to Sandymount. Bus link between Ballyfermot and Crumlin gone. Estates in upper Crumlin left with virtually no bus service	The proposed S2 remains unchanged from the phase 1 proposals. S4 covering part of existing 18 route	Direct Bus Service from Kimmage/Crumlin now requires interchange. Kimmage/Crumlin via Sundrive Road now direct to James Hospital
Route 25	Merrion Square to Dodsboro	C3 and C4	Ringsend to Lucan. Areas past Lucan served by 2 new local services 251 and 252	C3 and C4 from Ringsend will serve the Majority. Local services 258 and 259 in Leixlip and 8 peak time only buses	Some concern about capacity to cater for current volumes along this corridor
Routes 25 a and 25b	Merrion to Lucan and Adamstown	C1 and C2	Sandymount and Poolbeg to Adamstown	Unchanged from Phase 1. Sandymount to Adamstown	As above, concern about phase 2 proposals being able to cater for existing capacity
Route 26	Merrion Square to Palmerstown	14	Liffey Valley to Dundrum	As per the phase 1 proposals, route 14	
Route 27	Clarehall to Jobstown	D2	Similar routing except serving Dorset Street, Drumcondra instead of Malahide Road. Estates around Coolock currently serviced by route 27 will have no bus	D2 altered to replicate today's 27 route	Route now identical to today's routing

Route 27a	Eden Quay to Beaumont	279	New local service Beaumont to Balgriffin. Will not service City anymore	D-5 route cross City to Tallaght Square created in Phase 2 proposals that Replicates the 27a on the Northside and parts of 77a in Tallaght	Additional Direct buses in estates across the city
27b	Eden Quay to Harristown	Route gone	No replacement service	Spine D-4, direct services 8 and 94 now covering the majority of the old 27b route	Concern remains regarding bus access to Harristown
29a	Abbey Street to Baldoyle	60	City Centre to Dublin Airport via Howth Road and Malahide	Under phase 2 proposal, an 8th Spine has been introduced with the H2 replicating the 29a	
31	Talbot Street to Howth	290, 291 and N4	Local routes 290 and 291 servicing Howth Head and N6 DCU to Howth. No direct bus to the city.	The direct bus from Howth head to the city has been restored with proposed H3	
31a and 31b	As above	As above	As above	31a is replaced by local bus 280 on Howth Head linked to the new H-Spine	
32	Talbot Street to Malahide	281, 60 and D1	Malahide itself will have a direct service, D1 to Crumlin Hospital but the estates will be served by the 60 bus(as above) and a local service the 281	H2 and H3 mirroring the existing 32 route	

Routes 33 and 33a	Abbey Street to Balbriggan	Route Gone.	Local service only. Route 285. Swords to Balbriggan. No direct access to the city	Local bus 285 to Swords under phase 2 proposals. Direct peak only buses 383 and 385	Concern in this area given extensive housing development and the lack of direct services via Port Tunnel
33b	Swords to Portrane	280	Clongriffin to Portrane	Local bus 285 to replicate this service	
37	Wilton Terrace to Blanchardstown	37	Lower frequency Route to Abbey Street from Blanchardstown via Castleknock combining parts of the existing 37 and 38 routes	Direct bus 34 replicating the existing 37 route, now extended back to Burlington Road under phase 2 proposals	
38 & 38a	Burlington to Damastown	B spine and 263	B spine Blanchardstown to UCD is the main route. Estates past Blanchardstown would be a new local service, the 263	Direct Bus 35 and B spine serving the current 38 route. Damastown served by local bus 263 under Phase 2 proposals.	
39 and 39a	Burlington and UCD to Ongar	B1 and B2	The B1 would be more direct but the B2 takes a longer route	Phase 2 proposals for the B1 and B2 identical to phase 1 and very similar to current alignment	
Route 40	Liffey Valley to Charlestown	Route gone	G2 is now Liffey Valley to College Green	Under phase 2 proposal, G spine extended to Spencer Dock. Route 40 replaced on the Northside by F2 and F3	Extension of the N4 orbital to Liffey Valley would reinstate the connection to Finglas

Route 40d	Parnell Square to Tyrrelstown	35	Abbey Street Lower to Tyrrelstown	Under Phase 2 the B3 is extended to Tyrrelstown. Local routes 261 and 262 covering the Finglas portion of the 40d	
Route 41 and 41C	Abbey Street to Swords Manor	A4 and 282	Areas of Swords not served by the new A4 from Swords to Rathfarnham will have a new local service route 282. The new A4 route will not serve the airport	The A4 and direct route 82 will serve Swords. Direct route 8 will serve the Airport	Extra resources for this area in phase 2 proposal. Local bus 196 to Tobberburr added.
Route 42	Talbot Street to Portmarnock	60 and 281	Low frequency route 60 from the city via Howth Road, Malahide and Airport will replace the 42 with a local service 281 from Swords to Portmarnock DART covering those areas not covered by route 60	H2 spine added replicating the 42 with direct bus 81 and additional service	
Route 43	Talbot Street to Swords Business Park	Route 280	Local Service Portrane to Swords Business Park. No direct link to the City. DART link	Clongriffin to Swords portion of the 43 covers by local bus 280	Not much change from the phase 1 proposals

Route 44	DCU to Enniskerry	Route 12 and 213	Route 12 operates from the City, Ranelagh to Dundrum to Belarmine. The Enniskerry part of the old route 44 is covered by a new local service, route 213	Direct Route 12 has been reinstated. E 213 links UCD and Ringsend.	Larkhill estate will still have no bus service under phase 2 proposals
Route 45a	Dun Laoghaire to Kilmacanogue	Route 211	Similar route to the 45a	Direct bus 98 to the city along the 45a alignment.	New direct service that's not available today.
Route 46a	Phoenix Park to Dun Laoghaire	E2, 7a and 7b	Dun Laoghaire to Charlestown. Phoenix Park not served on new routings. New O orbital around the canals will serve the Park	O Ring links the Phoenix Park. E spine replicates the 46a except it adds north side connections that are not there today.	
Route 47	Belarmine to Poolbeg Street	Route gone	No replacement services	Route 213 restores the Vincent's Hospital connection to Irishtown and Ringsend	
Route 49	Pearse Street to Tallaght	16	New at a lower frequency 16 combines portions of the 49 and 15b routes	The F1 spine has been extended and is now a hybrid 49/54a	
Route 53	City to Ferry Port	63	City West to Ferry Port via Red cow	Route 93 identical to phase 1 proposals, East wall has 2 new routes, 20 and 22.	Improvements in service not currently there today for East Wall.

Route 54a	Pearse Street to Kiltipper	Route gone	No replacement services	The F1 spine has been extended and is now a hybrid 49/54a	Spine D4 has been extended to take in the current 54a terminus
Route 56a	Ringsend To Tallaght Square		20 New route 20 at a lower frequency combines part of the existing 56a and 150 routes.	New route 20 from Tallaght Square to Eastwall	
Route 59	Dun Laoghaire to Killiney Hill		221 New local service on existing route	Identical to phase 1 and no change from current operations	
Route 61	City to Whitechurch		234 New local service. Rathgar to Whitechurch. No direct service	Direct bus service linking town with Dundrum via Whitechurch and Crumlin. Local bus 235 to Dundrum	Two peak only buses 316 and 318. Interchange at Dundrum for Ranelagh connections now required.
Route 63	Dun Laoghaire to Kilternan		226 New local service from Blackrock Station	Local service 226 to Blackrock	No change from phase 1
Route 65B	Blessington to Poolbeg Street		244 New local service only. No direct access to the city	Peak time 344 and 345 added. Direct service gone as per phase 1	Interchange now required at Tallaght for passengers from Blessington
Route 65b	Poolbeg Street to Citywest	Route gone	No Replacement route. New W8 orbital from Citywest to Celbridge	No replacement route.	D2 extended to Citywest. D4 to Killinarden and F1 to Ballycullen.
Route 66 and 66a	Merrion Square to Maynooth	C3	Ringsend to Maynooth	As per phase 1 proposals	
Route 66b	Merrion Square to Leixlip		252 New local route. No direct access to the city.	Local buses 258 and 259. 321 to 328 peak time only buses.	
Route 67	Merrion Square to Celbridge	C4	Ringsend to Celbridge	As per phase 1 proposals	

Route 68	Poolbeg Street to Newcastle	256	New local service. No direct access	As per phase 1 proposals	Peak bus 356 added
Route 69	Poolbeg Street to Rathcoole	242	No direct access to the City. New local service to Saggart Luas	Direct Bus 93 to docks. Peak time bus 393 and local bus 256 covering Greenogue business Park	
Route 70	Aston Quay to Dunboyne	264	New local Service from Dunboyne to Blanchardstown. No direct access to the city	As Per Phase 1 proposals but 264 diverted via Littleplace. Peak time bus 364	Concern over lack of direct access from Dunboyne.
Route 75	Tallaght to Dun Laoghaire	S6 and S7	New orbital routes mirror route 75	The S8, in the main, replicates, the current 75	
Route 76	Chapelizod to the Square	W2	Similar Route. Liffey Valley to the Square	W2 nearly identical to current operations	
Route 76a	Blanchardstown to the Square	W4	Same route	Same as phase 1 proposals	
Route 77a	Ringsend to Citywest	240	Local link replaces the estates in Tallaght. No direct access to the city	D2 Extended to City West and D4 to Killinarden, while a D5 is covering Tyson and Seskinview.	DIRECT BUSES RESTORED TO ESTATES CURRENTLY SERVED BY 77A
Route 79 and 79a	Aston Quay to Parkwest	G1	New route from College Green very similar	New direct route 95 and G1 route	The 79a is being replaced by a direct bus to the city, the 95 while the G1 replicates the 79 with an extension to the Red Cow

Route 83	Kimmage to Harristown	Route gone	New 7a covers parts of the route on the Northside and F3 covers parts of the Crumlin end but areas of Crumlin left with no direct access to Rathmines and Glasnevin Cemetery	Replacement direct bus 15 replicates the current 83 alignment while the F spine covers most of the north side alignment.	Concern over bus access to Harristown garage
Route 84	Blackrock to Newcastle	201/202	New local services	Same as phase 1 proposals	
Route 102	Sutton To Dublin Airport	Route gone.		Routes 60, 290/2	Local route 281 replacing the 102
Route 104	Clontarf Road to DCU	N6		DCU to Howth. Extended route 104	Partially replaced with route 96 to Beaumont Hospital and H spine
Route 111	Brides Glen to Dalkey		229	Local service, similar route	Local bus service 211
Route 114	Ticknock	227/233 and S8		Replaced by various local services and a new orbital. Much more interchange in this area	Local routes 225 and 213 taking in some of the route along with direct bus 10
Route 120	Parnell Square to Ashtown Station		36	Similar route to City as existing 120	Replaced with direct bus 97
Route 122	Ashington to Drimnagh	262, 22		Northside of route 122 is covered by a new local service, no direct access. Parts of 122 and 123 are combined to form a new 22 route to Marino.	Replaced with direct bus 22 in Drimnagh and 36 in Cabra.

Route 123	Marino to Walkinstown		22	As above. New route from Marino to Crumlin Hospital. Direct access from Crumlin to James Hospital is gone	Replaced with direct bus 23 with a similar routing
Route 130	Abbey Street to Castle Avenue		64	New route 64 similar to the 130	As per phase 1 proposals
Route 140	IKEA to Rathmines	Route gone		New E2 route goes close to Ikea	New direct route 94 on the north side
Route 142	UCD to Coast Road	Route gone		No similar route	Peak time bus 381, H spine and direct route 81
Route 145				E1 spine and local bus 212	Extended to Charlestown
Route 150	Hawkins Street to Rossmore	Route merged with route 56a		New low frequency route 20 through Crumlin to Tallaght Square	New route 20 from east wall to Tallaght Square. Concerns about Frequency. Wellington served by F spine
Route 151	Docklands to Foxborough	Route gone		This route is replaced in parts by new 63, G1. 255 and D3 routes	Replaced by the D1, similar route but now to Clongriffin. Eastwall portion covered by 20 and 22 routes
Route 161	Dundrum Luas to Rockbrook		233	Replaced in part by new local service 233	Local routes 225 and 226
Routes 184/185	Bray DART to NewtownmountKenedy	213/210/202		Replaced by new local services 210/202/213 on similar routings	Local routes 2001/202/214/215 plus peak only bus 301 and 302
Route 220	Ballymun to Ladyswell	N4		New orbital from Blanchardstown to Spencer Dock takes in the 220 and 17a routes	N8 and N4 orbitals
Route 236	Blanchardstown to Damastown		263	New local route	No local service 262
Route 238	Tyrrelstown		252	Adamstown to Blanchardstown similar to route 238	Local service 261

Route 239	Blanchardstown to Liffey valley	W4	Blanchardstown to Liffey valley to Tallaght	W4 as per phase 1
Route 270	Blanchardstown to Dunboyne	264	Route 70 and 270 merged into a new local service	Local service 264

