

New Dublin Area Bus Network

Summary Document

September 2020

BUS CONNECTS

MORE PEOPLE, TO MORE PLACES, MORE OFTEN.

Project Ireland 2040
Building Ireland's Future

NTA
Údarás Náisiúnta Iompair
National Transport Authority



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1. Introduction

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

1.1 What is BusConnects?

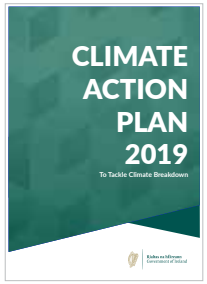
BusConnects is the National Transport Authority's programme to greatly improve bus services in Irish cities. It is a key part of the Government's policy to improve public transport and address climate change in Dublin and other cities across Ireland. BusConnects Dublin includes the Network Redesign and the Core Bus Corridor project. The BusConnects team worked closely with their counterparts in other cities that have implemented projects of this scale and adopted their suggestions.

BusConnects is included within the following Government policy strategies:

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







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

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

5 **A simpler fare structure** – to make movement between different bus services and between buses and other transport modes, seamless and easy, without financial penalty;

6 **Park & Ride facilities** - to enable those travelling longer distances to make part of the journey by car, then leave the car in a dedicated car park and complete the journey by bus;

7 **New bus livery** – providing a common style across different operators that conveys the image of a modern, effective transit system;

8 **New bus stops and shelters** – with better route and fare information provided in each case and with timetable information specific to each stop; and

9 **Low emission vehicles** – to contribute to Ireland's climate change targets by transitioning to a lower emission bus fleet.

1.2 Why are we redesigning the bus network?

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

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

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

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

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

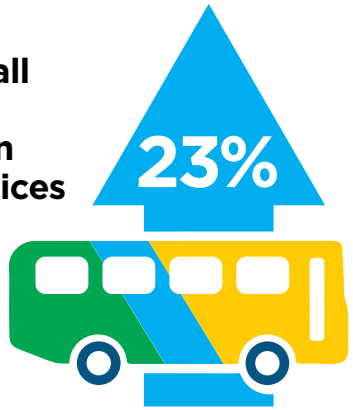
2. A short distance fare option for short journeys. The short distance fare is deducted from the 90 minute fare if another journey is taken within 90 minutes. With the 90 Minute Fares, you won't have to pay extra to change between different modes of public transport. Bus passes, Rambler and Taxsaver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

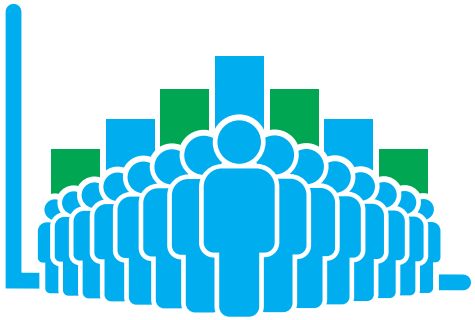


1.3 What are the benefits of the redesigned network?

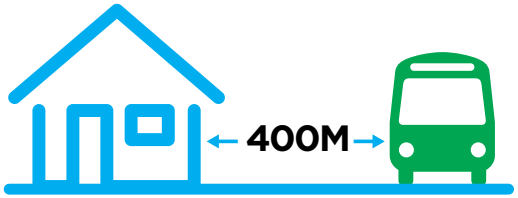
Subject to Government funding,
the new network will deliver:

An overall increase of 23% in bus services





Increased capacity at peak travel times

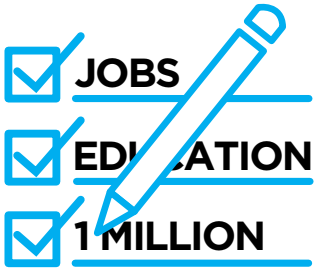


Better access to bus services –
the number of residents within 400m of frequent service to the City Centre will increase by 16%, from approximately 800,000 to 925,000.



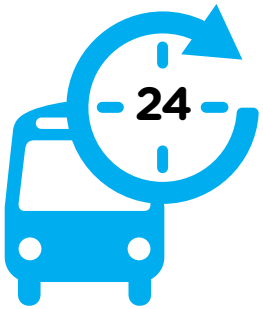
New connections to schools, hospitals and other essential services

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





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



The new network will include a number of routes that will have 24 hours operations -
These services will operate throughout the night to support a growing night time economy across Dublin. These services will typically operate on a 30 minute frequency, with the same fares as other services.

1.4 How the new network will work

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

The new routes will consist of:



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



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



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



Local Routes (L) – services providing important connections within local areas, linking to local retail centres and to onward transport connections. (e.g. to Rail, Luas and Spine routes); and



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



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

1.5 What has the public consultation process been?

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

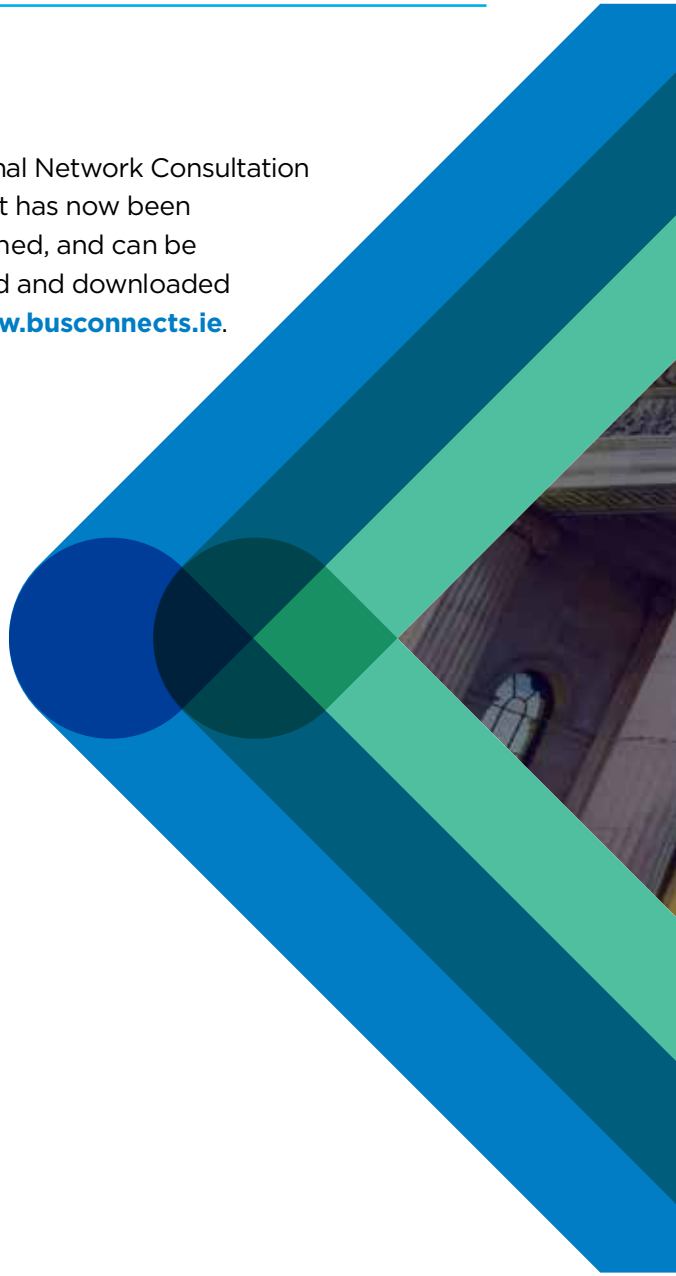
In 2017, the NTA published the Choices Report on the Bus Network in Dublin. The Choices Report reviewed the patterns of transport demand across the Dublin region, as well as the structure of the existing bus network. A number of issues with the current bus system were identified and possible strategies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

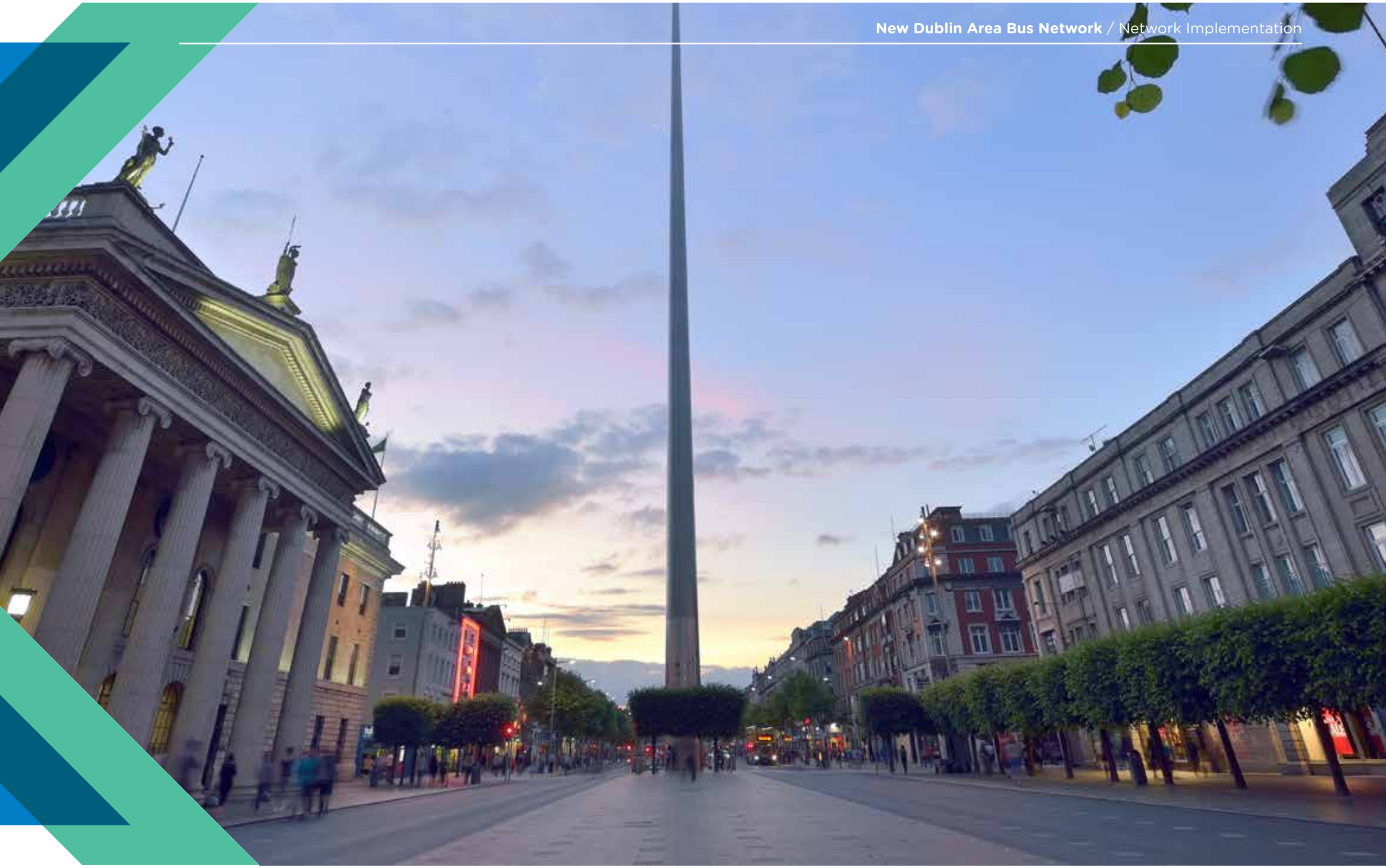
Following a review of these submissions, the New Dublin Area Bus Network Public Consultation report was published for consultation in July 2018. The report proposed a number of fundamental changes to the existing network, designed to deliver improved services and a more integrated public transport system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

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

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

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





2. Network Implementation

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

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

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

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

2.1 What happens next?

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

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

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

- Accessibility specific support for any bus users who require it will be provided and supported by the NTA and all bus operators

- Engagement with relevant stakeholders including disability groups.

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





3. The New Network

3.1 New Dublin Area Bus Network – Big Picture Map



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

Spine frequency tables

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

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

Spine frequency tables - continued from page 13

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

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

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

Spine frequency tables

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

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

Spine frequency tables - continued from page 15

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

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

Orbital frequency tables

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

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

Orbital frequency tables - continued from page 17

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

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

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

Radial frequency tables

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

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

Radial frequency tables - continued from page 19

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

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

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

Radial frequency tables

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

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

Radial frequency tables - continued from page 21

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

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

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

Local frequency tables

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

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

Local frequency tables - continued from page 23

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

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

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

Local frequency tables

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

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

Local frequency tables - continued from page 25

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

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

	Sunday																	
	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11		
L52	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60		
L53	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60		
L54	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60		
L56	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60		
L58	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60		
L59	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60		
L61	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30		
L62	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60		
L63	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30		
L64	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30		
L80	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60		
L81	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30		
L82																		
L83	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60		
L85	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60		
L89	60		60		60		60		60		60		60					
L91																		

Local frequency tables

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

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

Local frequency tables

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

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

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