



NTA proposal to directly award a Public Bus Services Contract to Dublin Bus in 2024

Consultation Paper

October 2023

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1. Introduction

Overview

The National Transport Authority (the “Authority”) is proposing to enter into another direct award contract with Dublin Bus in 2024 for the provision of bus services in the Dublin metropolitan region.

This paper sets out, for the purposes of consultation, the rationale for the Authority’s proposal in relation to the direct award to Dublin Bus of a new contract to operate Public Service Obligation bus services in the Dublin area from December 2024. A direct award contract is one awarded to an operator without competitive tendering, as permissible under national and European Union legislation.

The paper should be read in conjunction with the following paper, which is also publicly available during the consultation period:

- Operation of the Direct Award Contract between Dublin Bus and the National Transport Authority

Background

The provision of a good quality frequent bus service, properly integrated with other forms of public transport, is of vital importance to the economic growth and social well-being of the Dublin city region and the country as a whole. Buses provide access to workplaces, commercial and retail centres, and are particularly important to those without access to a car. Buses have an important social function in linking communities to each other and to the services they require. Finally, a good quality bus service should encourage more people to travel by bus in preference to the car, reducing the environmental impact associated with car travel.

To address the fact that certain bus services may be socially economically or environmentally necessary but not commercially viable the state is allowed under European and national law to subsidise contracts which require operators to deliver, what are called, Public Service Obligations (PSO) services.

The majority (approximately 85%) of Public Service Obligation bus services in the Dublin city region are provided by Dublin Bus under a direct award contract with the National Transport Authority. The remainder of PSO services in Dublin are operated by Go-Ahead Ireland under competitively tendered contracts.

The current direct award contract with Dublin Bus expires on 30th November 2024. The Authority must now consider how to provide public bus passenger services in Dublin following the expiry of the current contract. The options to be considered are whether to award another direct award contract to Dublin Bus or to competitively tender all of the Dublin Bus public bus services or pursue a combination of tendering some services and a direct award contract for remaining services. The appropriate durations for the Direct Award contracts are fixed in existing legislation as 5 years whereas any new tendered contracts durations are considered in accordance with public procurement legislation and guidance. This report examines options and highlights the key issues involved in reaching a decision on a recommended proposal for the bus market in Dublin.

This report concludes with a proposal to continue to directly award a contract to Dublin Bus for the operation of a substantial proportion of the Public Service Obligation bus services in Dublin from December 2024, similar in size to their existing contract.

Legislative background

In 2007 **EC Regulation 1370/2007 – on public passenger transport services by rail and by road** was adopted. The Regulation creates a framework regulating how Member States award exclusive rights and pay compensation for transport services which include Public Service Obligations (PSO).

The purpose of the Regulation is to ensure transparency in the award of subvention for public transport services by requiring all PSO transport services to be subject to contracts.

In preparation for EC Regulation 1370/2007 Ireland progressed legislation in two stages, the first involving the enactment of the **Dublin Transport Authority Act 2008 (DTA Act)** and the second involving the **Public Transport Regulation Act 2009 (PTR Act)**.

The result of the enactment of these two Acts was the establishment of the National Transport Authority one of whose principal functions is *to “... secure the provision of public passenger transport services”* (section 11(1)(e)(i) of the Act of 2008) by means of entering into public

transport services contracts (section 48). In relation to the provision of public bus services, the Act stipulates (section 52) that the Authority has to do so either by means of directly awarded contracts or following a competitive tendering procedure. However, in relation to the services then being operated by Dublin Bus and Bus Éireann, the Act put an obligation on the Authority that directly awarded contracts with the two companies should be for a period of 5 years (section 52).

Three PSO contracts were directly awarded by the National Transport Authority in December 2009 for the operation of public transport services requiring subsidy; to Dublin Bus for the operation of bus services within the Dublin metropolitan area, to Bus Éireann for the operation of bus services elsewhere within the State and to Iarnród Éireann for the operation of rail services nationally. In the case of Dublin Bus and Bus Éireann, the companies identified certain services which they operated on a commercial basis, and these services remained outside the PSO contracts.

The PSO contract between Dublin Bus and the Authority was for an initial period of five years.

The Dublin Transport Authority Act (as amended) requires that where the Authority proposes to enter into subsequent direct award contracts, it may only do so “where it is satisfied that the continued adequacy of the public bus services to which the contract relates can only be guaranteed in the general economic interest by entering into such direct award contracts.”

Following a review of the operation of the 2009-2014 contract, market consultation and statutory consultation with the incumbent operator and other stakeholders including users of the bus services, the Authority decided to directly award the contract for PSO routes in the Dublin metropolitan area to Dublin Bus for a further five year period from December 2014 up to December 2019, with the proviso that during the contract period a number of routes in the outer Dublin metropolitan area would be removed from the direct award contract and put out to competitive tender.

This tender competition concluded in 2018 and the contract to operate the outer Dublin metropolitan routes was awarded to Go-Ahead Ireland. The routes transferred on a phased basis from Dublin Bus to Go-Ahead Ireland between autumn 2018 and early 2019.

Following a review of the operation of the 2014-2019 contract, market consultation and statutory consultation with the incumbent operator and other stakeholders including users of the bus services, the Authority again decided to directly award the contract for PSO routes in the Dublin metropolitan area to Dublin Bus for a further five year period, with the exception of those services operated by Go-Ahead Ireland. It did not propose to carry out any additional

tendering at that time given that stability in the market was required to deliver BusConnects and sufficient comparator evidence was not yet available from the NTA contract with Go-Ahead Ireland. However, given that the W4 and W6 services in the Dublin BusConnects network were new services, these were competitively tendered in 2021 and Go-Ahead Ireland were successful in that competition.

In advance of December 2024, the Authority must again decide whether or not to directly award some, or all, of the residual bus network in the Dublin Bus contract to Dublin Bus for a further period of five years.

Regulation 1370 also places an obligation on the Authority to ensure that “... *at least one year before the launch of the invitation to tender procedure or one year before the direct award*” that a notice is placed in the Official Journal describing the type of award envisaged and the services and areas potentially covered by the award (Article 7(2)).

Where the Authority proposes to enter into a new direct award contract, section 52(6) of the 2008 Act states that “...*it shall invite and consider submissions from the holder of the direct award contract in question and from any other interested parties, including users of the public bus passenger services that are the subject of the contract.*”

Objectives

The objectives of the Authority in entering into any public bus services contract are to:

- i. Ensure the provision of high quality and accessible bus services at best value for money to the Exchequer;
- ii. Enable strong monitoring of, and enforcement of compliance by, the contracted operators with the terms of their contracts;
- iii. Improve the customer experience of public transport;
- iv. Ensure public transport integration is not compromised; and
- v. Be compliant with the Dublin Transport Authority Act 2008, the Public Transport Regulation Act 2009, EC Regulation 1370/2007 and EU procurement requirements.

2. Consideration

2.1 Assessment Stages

An assessment of the Authority's options in relation to the procuring of bus services under public bus service contracts in 2024 has been undertaken.

The assessment stages have been:

- Identification of the key requirements of any future bus services contract
- Examination of how best to ensure continued public transport integration;
- Examination of strategic options for contracting bus services in the context of significant bus network changes currently being implemented in Dublin;
- Consideration of any potential impacts in relation to the incumbent operators and market entrants;
- Review of legal issues;
- Review of impact of contracting strategy on wider bus developments in the region;
- Review of customer satisfaction levels;
- Review of operation of the current direct award contract, and
- Development of proposals in relation to the scope of tendered and/or direct awarded contracts in December 2024.

2.2 Summary of operational and financial performance

The Authority has reviewed the operation of the current contract covering the period from award in December 2019 up to end of 2022. In that period, the Authority phased in higher standards of operator performance in relation to reliability, punctuality and customer service quality.

PSO contract performance over the period 2020 to end of 2022 is set in more detail in Section 3 of the report "Operation of the Direct Award Contract between Dublin Bus and the National Transport Authority."

Overall, Dublin Bus achieved a generally good level of compliance with the required reliability and punctuality performance obligations over the three year period 2020 to 2021 and rose well to the challenges associated with COVID-19.

During 2022 performance has been variable. In common with peer operators in Dublin, driver availability issues resulted in a significant number of scheduled services not operating, particularly in the later part of 2022. Throughout 2022 a significant amount of early running of services occurred compared to peer operators. Schedule changes to reflect changing operating conditions did not always have the desired effect in terms of improving service punctuality for lower frequency services, or regularity (even spacing of buses to avoid longer wait times) for higher frequency services.

Dublin Bus generally performed very well against customer service quality indicators, based on the results of NTA commissioned mystery passenger surveys.

Over the period as the first four phases of Dublin BusConnects Network Redesign rolled out, scheduled vehicle kilometres operated increased by 8.7%. The cost of operating the services rose by €25.6m or 9.2%. The cost per kilometre operated increased only marginally.

Year	Total Scheduled Vehicle Km¹ [Millions]	Cost of Operations [Million]	Cost/km
2020	46.1	€277.35	€6.02
2021	46.2	€282.95	€6.12
2022	50.1	€302.97	€6.05

¹ Total Vehicle KMs operated – PSO routes only

2.3 Review of performance and comparison to tendered Services

Following the tender competition for provision of services in the Outer Dublin Metropolitan Area in 2017/2018, and subsequent award of contract to Go-Ahead Ireland, the Authority undertook an assessment of the Value for Money of the tender competition.

This work has been supplemented by a review of the cost of the current direct award contract undertaken by KPMG on behalf of the Authority earlier this year and comparison to costs of services in the competitively tendered contract. The Authority has also reviewed the quality of the services (punctuality, reliability and customer service quality) in comparison to services in the competitively tendered contract. The outcome of these reviews have informed recommendations in relation to a further direct award contract to Dublin Bus.

There are a number of issues that would need to be taken into account if further tendering is to be considered. These are:

- a) Whether, or to what extent, has there been cost savings to the Authority through the tendering process
- b) How the quality of the service provided through competitive tendering compares to that provided through the direct award contract with Dublin Bus
- c) Lack of access to existing bus depots in CIÉ ownership

2.4 Costs

Go-Ahead Ireland has operated services in the Dublin area for five years. Analysis undertaken by KPMG shows overall cost of service provision per scheduled km operated by Dublin Bus is considerably (approximately 50% on average) higher than for Go-Ahead Ireland.

There are a number of activities that Dublin Bus carry out that are not required of Go-Ahead e.g. marketing and advertising, the travel assistance scheme, and maintenance of bus stops and timetable information, but these costs are relatively minor compared to the total cost of service provision by Dublin Bus.

A significant part of the cost of the Dublin Bus services is overhead, including that from CIÉ which is unlikely to reduce if there was a reduction in the number of service kms operated in the Direct Award contract. CIÉ costs would likely be reallocated to a smaller number of PSO services across the Direct Award contracts that the Authority has with CIÉ companies. Similarly there are other fixed costs e.g. bus depot costs which would remain at similar levels

whether the Direct Award contract was reduced in size or not. However given the plans to expand services in Dublin as part of the BusConnects programme, and to cater for passenger growth, additional depot space is likely to be required early in the lifetime of a new contract for bus services in the Dublin area.

The administrative cost of any further tender competitions has to be offset against the potential savings from tendered operations.

Taking all of the above factors into account, the Authority believes there is likely to be additional value to be gained from further competition. However there are wider considerations to be considered.

2.5 Reliability and Punctuality

Previous customer research by the Authority indicates reliability and punctuality are viewed as key factors in the provision of a good quality of service.

Service reliability in terms of scheduled kilometres operated was within contractual standards throughout the pandemic period (March 2020 to early 2022). During the early part of the pandemic, Dublin Bus operated a reduced service on weekdays, catering for essential workers. After the pandemic, and in common with many other operators, service reliability declined, due primarily to driver availability shortages. Reliability was poor from early 2022 onwards and remained well below contractual standard by year end.

During the pandemic period, restrictions were relaxed and reintroduced at various times during 2020 and 2021. This led to unpredictable traffic and operating conditions at certain times. To reflect this, punctuality standards for low frequency services were relaxed for much of the COVID period, and Dublin Bus met these standards. Since then, contractual standards have returned to pre—COVID levels and tightened further to reflect contractual requirements. Punctuality performance has fallen below these standards since early 2022.

The regularity of High frequency services (as measured by “Excess Wait Time”) was within contractual standards during the entire COVID period. Since mid-2022, EWT standards have typically not been met.

It is recognised by the Authority that road traffic congestion has a significant impact on punctuality and reliability of services which impacts all bus operators where bus priority

measures are not in place. It is a requirement of the direct award contract that Dublin Bus manages and regularly reviews running times and schedules in order to achieve the contractual standards.

When comparing the average punctuality and regularity of services in the direct award contract with tendered services in Dublin, the punctuality and regularity of tendered services is noticeably better. The Authority would like to achieve a quicker response by operators to changing road conditions and demand, recognising the Authority's approval is also required. The Authority believes that there are likely to be additional customer benefits in terms of improved punctuality and regularity of services to be gained from further competition for the provision of bus services outside Dublin.

2.6 Customer Satisfaction and mystery passenger surveys

The Authority carries out customer satisfaction surveys which measure satisfaction levels across all subsidised public transport operators and identifies issues that impact on customer satisfaction.

Reliability, punctuality and frequency are strongly viewed as key factors in the provision of a good quality of service.

In the 2022 Customer Satisfaction Survey of bus service users, Dublin Bus achieved a high level of satisfaction with an overall satisfaction rate (very satisfied plus fairly satisfied) of 75%. When asked about the most recent trip, the satisfaction level rose to 90%.

Dublin Bus performed very well against customer service quality indicators, based on the results of NTA commissioned mystery passenger surveys, and was similar to the performance of tendered services in this regard,

2.7 Integration

Customers strongly advocate better integration including expansion of the real time and Leap card initiatives. Integration of modes through better network planning and timetable connections is another other strong theme.

The early experience of tendering demonstrated that significant effort is required to maintain the integration of services in a multi-operator environment. It also highlighted an opportunity for the Authority to consolidate purchase of AVL and ticketing systems that enable real time

and fares and ticketing integration across all operators including Dublin Bus, Bus Éireann and Go-Ahead Ireland. The Authority is currently engaging in procurement competitions for the provision of multi-operator AVL and ticketing systems to replace life-expired operator-specific systems. These will be introduced over time on all Authority procured services, whether directly awarded or competitively tendered, enabling full integration across all PSO services in a cost effective manner. A multi-operator environment will be supported more efficiently and effectively, and the cost and effort of adding another operator to the environment will be mitigated following the implementation of these new systems.

2.8 BusConnects and the direct award contract

A major reorganisation of the bus network in Dublin is underway as part of the “BusConnects” programme. The proposed network will not be fully implemented in advance of the date by which the Authority will award the 2024 contract. Any new contract will therefore need to allow the Authority to negotiate changes after award of the contract to take account of the revised bus routes and services that remain to be implemented.

The scale of the changes to bus services in the BusConnects network, including the introduction of entirely new bus routes in some areas, will mean significant increases in vehicle kilometres operated over and above that currently operated in the Dublin metropolitan area. The Authority has implemented BusConnects network changes to date through both directly awarded and competitively tendered contracts.

Given the unavailability of sufficient alternative depot facilities in the Dublin area, it is important for the timely delivery the remainder of the BusConnects network, and for bus services in Dublin more generally as the market grows, that use of existing bus depots and associated facilities in the ownership and control of Dublin Bus/CIÉ is maintained until alternatives become available. The Authority is pursuing the acquisition of further depot space that can be made available for competitions in the future.

Besides the conclusions above in relation to costs and operational performance, the Authority has assessed that given the delays in the roll-out of the BusConnects network that have been experienced due to driver shortages, it would be prudent to offer an opportunity to the wider market to provide the additional resources required for its full delivery.

Therefore the Authority proposes that any new direct award contract from December 2024 onwards would see Dublin Bus operate broadly the same overall scale of bus network (which

may be measured in terms of in-service kilometres operated) as the current direct award contract (as of mid-2023).

For these reasons the Authority proposes to competitively tender the remainder of the Dublin bus network in advance of or during the lifetime of the new direct award contract.

During the lifetime of the new direct award contract, the Authority will continue to work with Dublin Bus to amend or revise routes and service levels to agree with those in the BusConnects network. This will require the Authority to negotiate a series of contract service variations with Dublin Bus.

In negotiating these contractual variations the Authority will need to be cognisant of two aspects in particular (1) the variation price Dublin Bus proposes to charge for the change, and whether the required variation can be implemented by Dublin Bus in a manner that provides good value for money to the Authority, (2) the ability of Dublin Bus to commit to the performance requirements for the service, including reliability, punctuality, regularity and customer service quality, and (3) the timescale for implementation of the variation, and whether it can be delivered by Dublin Bus in a manner that fits in with the overall BusConnects network implementation programme.

If in the opinion of the Authority either route or service level variation costs or implementation timescales proposed by Dublin Bus appear to be excessive, the Authority reserves the right to competitively tender the services in question, in order to expedite the delivery of the BusConnects service network in a timely and cost effective manner.

Significant changes to road infrastructure on radial bus corridors are also planned as part of the “BusConnects” project and are likely to be implemented from 2024 onwards. While these changes should improve run times on many radial routes in the medium term, they are also likely to result in significant disruption to bus journey times in terms of reliability and punctuality whilst the infrastructure upgrades are being constructed.

The Authority considers that there is financial risk to it in any negotiation, post contract award, with a bus operator over the cost of service variations of the scale contemplated by BusConnects. It notes that to date that changes have been negotiated in a manner that did not, in the opinion of the Authority, result in undue cost increases in either the Dublin Bus or Go-Ahead Ireland contracts.

The Authority also considers that there is a financial risk to it in any post contract award negotiation with a bus operator on additional payments to cover operational costs of revised bus schedules required to maintain contractual performance standards during the construction

stage of bus priority infrastructure. These risks exist regardless of whether a contract is directly awarded or competitively tendered.

2.9 General Economic Interest

Section 52(6)(c)(ii) of the Dublin Transport Authority Act 2008 requires that the Authority must be “*satisfied*” that the continued adequacy of the public bus passenger services can “*only be guaranteed*” in the general economic interest by entering into a subsequent direct award contract.

The key advantages associated with competitive tendering of public transport services arise from the effects of competitive pressures and market discipline. By putting a service out to tender, market forces are brought to bear to reveal the most economically efficient provider, thereby leading to lower costs. An enhanced level of customer service quality can also feature as an element of the contract award criteria. Additionally, the presence of a number of operators in a market allows for benchmarking of performance.

Experience from Dublin and from a range of cities and countries internationally supports the contention that competitive tendering of public bus services yields benefits. The results regarding an initial move to competitive tendering are encouraging, although with a cautionary finding that second and subsequent awards, while still offering cost benefits, can lead to increased unit costs from the first tender. While some of the observed increases can be attributed to developments which would be evident in the scenario without tendering (such as fuel and other cost increases) at least some of the increases represent an erosion of the initial gains through market evolutions such as authorities becoming more specific in their requirements and bidders becoming more experienced. However, the clear finding of the literature, and from the Authority’s experience to date, is that enhanced value for money is available through a move to competitive tendering.

A further benefit put forward for moving to competitive tendering relates to the potential for enhanced customer service levels. There is evidence of service improvements in this regard.

In 2022, over 133 million passenger journeys were made on the bus network in Dublin. This is obviously a major market, and the strategic importance of the functioning of that market to regional and national economic performance has been to the forefront of the Authority’s consideration. The costs and risks arising from an ill-considered competition are substantial. Consequently, care must be taken in progressing even if the changes are well proven in other jurisdictions.

The Authority considers it is in the public interest to leave Dublin Bus with a scale of operation which remains efficient for the company's resources and overheads, and which ensures the continued availability of Dublin Bus/CIÉ owned bus depots and associated facilities, required by the Authority to maintain the Dublin metropolitan bus network.

Effectively this results in Dublin Bus retaining the broadly the same kilometres of service that they currently operate in Dublin, with any growth in service kilometres through BusConnects being competitively tendered over the period of the next Direct Award Contract. This will result in approximately 65%-70% of the market being operated in a Direct Award contract and 30%-35% competitively tendered once the full BusConnects network of services is in place.

3. Proposal for this Public Consultation

3.1 Conclusions for Public Consideration

The Authority considers that the general economic interest would be best served in the coming 5 years by Dublin Bus retaining broadly the same level of services as they have as of mid-2023.

3.2 Specific Proposals for consultation

The Authority is obliged to carry out a statutory consultation exercise at a time when it has determined the proposed nature and extent of another proposed direct award contract.

This paper has set out, for the purposes of consultation, the background to the Authority's proposal in relation to the direct award to Dublin Bus of a new contract to operate Public Service Obligation bus services in the Dublin area from December 2024, and the rationale behind this proposal. This paper is supported by other documents which can be read when considering the proposals.

The Authority proposes the following:

A new contract for the operation of services in Dublin metropolitan area will be directly awarded to Dublin Bus on 1st December 2024.

Dublin Bus will retain broadly the same level of services in the contract as they have as of mid-2023.

The duration of the direct award contract will be for a period of five years until 30th November 2029.

3.3 Making a Submission

The Authority invites written submissions or observations on the above proposals for the Dublin Bus Direct Award contract.

Written submissions and observations may be made online at:

www.nationaltransport.ie/public-consultations/

or by post to:

2024 Bus Contracts,
National Transport Authority,
Dún Scéine,
Iveagh Court,
Harcourt Lane,
Dublin D02 WT20.

All submissions must include the full name and address of the person making the submission and where relevant the name of the body or organisation represented.

All submissions and observations received within the timeframe set out will be taken into consideration.

The closing date for all submissions is Friday 27th October 2023 at 4.00pm.

Appendix 1: Services in current direct award contract

Note certain routes listed below will change depending on the pace of rollout of the BusConnects network in Dublin up to December 2024.

Route	Description
1	From Santry (Shanard Rd.) Towards Shaw Street
4	From Harristown Towards Monkstown Avenue
6	From Abbey St. Lower Towards Howth Station
7	From Mountjoy Sq. Towards Brides Glen Luas Stop
7a	From Mountjoy Sq. Towards Loughlinstown
7b	From Mountjoy Sq. Towards Shankill
7d	From Mountjoy Sq. Towards Dalkey
7e	From Dalkey Towards Mountjoy Sq.
9	From Charlestown Towards Limekiln Ave.
11	From Wadelai Park Towards Sandyford Business District
13	From Harristown Towards Grange Castle
14	From Beaumont (Ardlea Rd.) Towards Dundrum Luas Station
15	From Clongriffin Towards Ballycullen Rd.
15a	From Merrion Square Towards Limekiln Ave.
15b	From Merrion Square Towards Stocking Ave.
15d	From Merrion Sq. Towards Whitechurch
16	From Dublin Airport Towards Ballinteer (Kingston)
26	From Merrion Sq. Towards Liffey Valley
27	From Clare Hall To Jobstown
27a	From Eden Quay To Blunden Drive
27b	From Eden Quay To Harristown
27x	From UCD Belfield Towards Clare Hall
32x	From Malahide Towards UCD Belfield
33	From Lower Abbey St. To Balbriggan
33d	From Custom House Quay / St. Stephen's Green To Portrane
33e	From Lower Abbey Street to Skerries
33x	From Custom House Quay / St. Stephen's Green Towards Skerries
37	From Baggot St. / Wilton Terrace Towards Blanchardstown Centre
38	From Burlington Rd. Towards Damastown
38a	From Burlington Rd. Towards Damastown
38b	From Burlington Rd. To Damastown
38d	From Burlington Rd. To IBM Damastown via N3
39	From Burlington Rd. Towards Ongar
39a	From UCD Belfield Towards Ongar
39x	From Burlington Road To Ongar
40	From Charlestown Shopping Centre Towards Earlsfort Terrace

Route	Description
40b	From Parnell St. Towards Toberburr
40d	From Parnell St. Towards Tyrrelstown
40e	From Broombridge Luas To Tyrrelstown
41	From Lower Abbey St. Towards Swords Manor
41b	From Lwr Abbey St. To Rolestown
41c	Lower Abbey St. Towards Swords Manor
41d	From Lwr. Abbey St. Towards Swords Business Park
41x	From UCD Belfield Towards Knocksedan
42	From Talbot St. Towards Sand's Hotel (Portmarnock)
42d	DCU Towards Portmarnock
43	From Talbot St. Towards Swords Business Park
44	From DCU Towards Enniskerry
44b	From Dundrum Luas Station Towards Glencullen
46a	From Phoenix Park Towards Dún Laoghaire
46e	From Blackrock Rail Station Towards Mountjoy Sq.
47	From Poolbeg St. Towards Belarmine
49	From Pearse Street Towards Tallaght (The Square)
51d	From Aston Quay Towards Clondalkin
52	From Ringsend Road Towards Leixlip Intel
53	From Talbot St. Towards Dublin Ferryport
53a	From Talbot St. Towards Sheriff Street Upper
54a	From Pearse St. Towards Ellensborough / Kiltipper Way
56a	From Ringsend Rd. Towards Tallaght (The Square)
60	From John Rogerson's Quay Towards Red Cow Luas
61	From Eden Quay Towards Whitechurch
65	From Poolbeg St. Towards Blessington / Ballymore
65b	From Poolbeg Street Towards Citywest
68/a	Towards Newcastle / Greenogue Business Park
69	From Hawkins St. Towards Rathcoole
69x	From Hawkins St. Towards Rathcoole
70	From Burlington Rd. Towards Dunboyne
70d	From DCU Towards Dunboyne
77a	From Ringsend Road Towards Citywest
77x	From Citywest Towards UCD Belfield
83/a	From Harristown Towards Kimmage
84/a	From Blackrock Towards Newcastle
84x	From Hawkins Street Towards Newcastle / Kilcoole
116	From Parnell Sq. Towards Whitechurch
118	From Kilternan Towards Eden Quay
120	From Parnell St. Towards Ashtown Rail Station
122	From Ashington Towards Drimnagh Rd.
123	From Walkinstown (Kilnamanagh Rd.) Towards Marino
130	From Talbot Street Towards Castle Ave.

Route	Description
140	From Palmerston Park Towards Ballymun (Ikea)
142	From Portmarnock Towards UCD Belfield
145	From Heuston Rail Station Towards Ballywaltrim
150	From Hawkins St. Towards Rossmore
151	From Docklands (East Rd.) Towards Foxborough (Balgaddy Rd.)
155	From Ikea Towards Bray Rail Station
C1	From Adamstown Station Towards Sandymount
C2	From Adamstown Station Towards Sandymount
C3	From Maynooth Towards Ringsend Road
C4	From Maynooth Towards Ringsend Road
C5	From Maynooth Towards Ringsend Road
C6	From Maynooth Towards Ringsend Road
G1	From Spencer Dock Towards Red Cow Luas
G2	From Spencer Dock Towards Liffey Valley Shopping Centre
H1	From Abbey St. Lower Towards Baldoyle
H2	From Abbey St. Lower Towards Malahide
H3	From Abbey St. Lower Towards Howth Summit
L53	From Adamstown Station Towards Liffey Valley Shopping Centre
L54	From River Forest Towards Red Cow Luas
L58	From River Forest Towards Hazelhatch Station
L59	From River Forest Towards Hazelhatch Station
N4	From Point Village Towards Blanchardstown Shopping Centre
P29	From Adamstown Station Towards Ringsend Road
X25	From Maynooth Towards UCD Belfield
X26	From Maynooth Towards Leeson Street Lower
X27	From Salesian College Towards UCD Belfield
X28	From Salesian College Towards UCD Belfield
X30	From Dodsboro Towards UCD Belfield
X31	From River Forest Towards Earlsfort Terrace
X32	From Hewlett Packard Towards Earlsfort Terrace
7n	From D'Olier St. Towards Shankill
29n	From D'Olier St. Towards Baldoyle Road
31n	From D'Olier St. to Howth
33n	From Westmoreland St. towards Balbriggan
42n	From D'Olier St. Towards Portmarnock
46n	From D'Olier St. Towards Dundrum
49n	From D'Olier St. Towards Tallaght (Kilnamanagh)
69n	From Aston Quay Towards Saggart
70n	From Westmoreland St. Towards Tyrrelstown
77n	From D'Olier St. Towards Tallaght (Westbrook Estate)
84n	From D'Olier St. Towards Greystones
88n	From Westmoreland St. Towards Ashbourne