



## What is The National Transport Authority (NTA)?

The NTA is a statutory non-commercial body, which operates under the aegis of the Department of Transport, Tourism and Sport.

NTA is the state agency charged with developing and implementing strategies to provide high quality, accessible, sustainable transport connecting people in communities across Ireland.

The Authority is governed by a Board of up to twelve members appointed by the Minister for Transport, Tourism and Sport. Three positions on the Board are ex officio positions reserved for

the Chief Executive, another senior manager of the Authority, and the Dublin City Manager. NTA was established in 2009 and derives its statutory powers primarily from two pieces of legislation: Public Transport Regulation Act (2009), and the Dublin Transport Authority Act (2008).

One of the NTA's core functions is to develop plans and proposals for investment in transport services and infrastructure to support sustainable transport around the country.

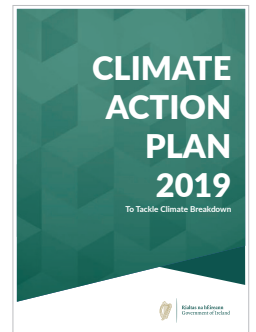
## Our activities consist of:

- Investing in transport services and infrastructure;
- Subsidising vital public transport services;
- Promoting sustainable transport in Ireland through TFI – Transport for Ireland;
- Licensing commercial bus operations;
- Planning transport strategies for our future needs;
- Investing in cycling infrastructure;
- Connecting rural communities; and
- Implementing a regulatory framework for small public service vehicles.

# What is BusConnects?

BusConnects is the NTA’s programme to greatly improve bus services. It is a key part of the Government’s policies to improve public transport and address climate change in Dublin and other cities. It 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.



Dublin is growing and needs a bus network that works for a developing city. The aim of BusConnects is to deliver an enhanced bus system that is better for the city, its people and the environment

# BusConnects: The facts at a glance

**230km** of bus priority making journeys faster and more reliable



**200km** of cycle lanes/tracks



Transitioning to a new **low emissions bus fleet**



State of the art **ticketing system**

**Cashless payment system**



**Simpler fare structure**



**New Park & Ride sites** in key locations

**New bus livery**



providing a common style across all operators



**New bus stops and shelters**

with better signage and information



**Dublin area bus network redesign**

creating a more efficient network with high frequency spines, new orbital routes and increased bus services

# What has happened so far?

## Dublin Area Bus Network Redesign

In July 2018, the draft BusConnects Dublin Network was published for a first round of public consultation. The feedback received showed us what we got right and what needed a rethink.

Subsequently, a second public consultation on the Dublin Area Revised Bus Network took place between October and December 2019. Local Area booklets containing details of the proposed bus routes in each area and where they will connect to can be found [here](#). All submissions and feedback on the revised proposals are currently being considered and reviewed as part of the consultation process.

## Core Bus Corridor Projects

The Core Bus Corridor (CBC) projects aims to deliver 230kms of bus priority and 200kms of cycle lanes/tracks along 16 of the busiest corridors in Dublin, allowing the bus system to operate efficiently, reliably and punctually. A public consultation in relation to the project took place on a phased basis and concluded on the 31st May 2019.

The NTA is fully committed to keeping everyone on the proposed bus corridors fully informed at all times. Therefore, in addition to the normal public consultation communications which included public information events, BusConnects also established a community forum for each core bus corridor. Membership of each forum comprises of representatives from resident and community associations, disability and special interest groups, as well as business organisations on the corridors along with public representatives.

# What's next?

## Dublin Area Bus Network Redesign

Following the second round of public consultation in 2019, the NTA are now reviewing all submissions in relation to the Dublin Area Bus Network Redesign. The final Network Plan is due

for publication this summer. Implementation will then commence in early 2021 and will be rolled out on a phased basis over a three year period.

## Core Bus Corridors - Second Round of Consultation

Over the last number of months we have carefully considered the submissions made last year, together with other feedback received from community engagements, and have developed revised proposals, representing the "Preferred Route Option", for each core bus corridor.

A public consultation in relation to the Preferred Route Options for the 16 Core Bus Corridors of BusConnects Dublin will run from Wednesday 4th March until Friday 17th April 2020.

In parallel with this second round of public consultation, work is ongoing on developing the technical, environmental, and transport impact assessment reports necessary for submission of a planning application for each corridor to An Bord Pleanála. This work will be continuing for a number of months. It is expected that planning applications for the individual core bus corridors will be submitted, at the end of this year, to An Bord Pleanála for its determination. A statutory consultation process will be undertaken in conjunction with that formal planning application.

## Hybrid Buses

The NTA has signed a contract for 100 Enviro500ER double deck buses, which allows for the purchase of a further 500 such buses over the next four to five years.



These buses are "next generation"

plug-in hybrid vehicles, able to run for distances of up to 2.5 kilometres in electric only mode, and to automatically switch into electric mode based on GPS coordinates. Classified as "Clean Vehicles" under the EU's revised Directive on the promotion of clean and energy-efficient road transport, the new hybrid buses are expected to be at least 30% more energy efficient than current diesel-only buses.

## Electric Buses



Due to the way Dublin has developed, our bus routes are much longer than routes in well-designed compact international cities. We mainly use double deck buses for the

urban fleet because they have more seating for these longer routes.

While fully electric single deck buses have been available for some time, the electric double deck bus fleet is only now becoming available. However, because our routes are longer, battery capacity technology is not yet sufficiently developed for the double deck size fleet to operate these routes with fully electric vehicles. However, it is expected that battery capacity will further improve over the next few years, making

it feasible to fully transition to electric double deck vehicles at that stage.

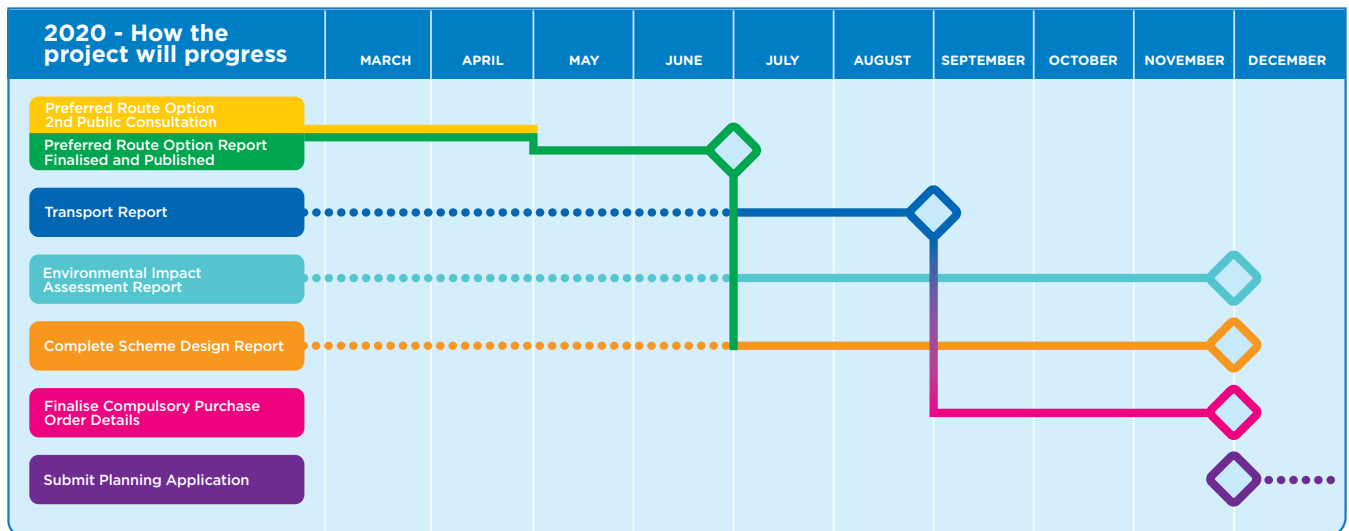
Separately, in the case of shorter suburban routes and town services, the NTA will be placing orders for single deck electric vehicles later this year, and will continue to roll out fully electric single deck vehicles on suitable routes.

## Park & Ride

The NTA has set up a design office that is dedicated to developing Park & Ride facilities across the State. This office will be responsible for identifying and developing suitable locations for Park & Ride on key Core Bus Corridors in the Dublin region. While the provision of Park and Ride sites is a key component of the overall BusConnects plan, they can only be successfully delivered in tandem with improved bus priority along the relevant corridor.

# Core Bus Corridor Project

230km bus priority & 200km cycle lanes & tracks across the Greater Dublin Area



## Contact details

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