

# Connecting Ireland Phase 4

Implementation Review 2025



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## Executive Summary

The Connecting Ireland Rural Mobility Plan (the Plan) is an initiative by the National Transport Authority (NTA) to improve connectivity and mobility in rural areas through the development of new and enhanced public transport services.

This report is a review of the implementation of Phase 4 of the Connecting Ireland Plan in 2025. This report summarises the objectives and definitions of the Plan, including summary highlights of the new and enhanced services, a review of patronage levels on Connecting Ireland services during 2025.

In Phase 4, 36 new and enhanced bus services were introduced under the Connecting Ireland Plan. An additional 49,000 weekly vehicle kilometers were added to the public transport network as a result of the 10 new services and 26 frequency enhancements & route extensions that were introduced. 31 new towns and villages have been consequently connected to the public transport network.

Over 11 million passenger journeys were recorded across Connecting Ireland services in 2025, with 1.2m passenger journeys recorded from the time the Phase 4 implementations were introduced. Connecting Ireland services continue to see an increase in patronage, up by 222% at the end of 2025 compared to the beginning of 2019<sup>1</sup>. Connecting Ireland services have seen an increase in patronage of 18% from 2024 to 2025.

Planning for Phase 5 of Connecting Ireland is underway, with delivery subject to confirmation of funding and operational readiness. Services delivered under previous phases are also being reviewed to ensure sufficient resources are in place to deliver a reliable and punctual network in the face of record passenger numbers and rising demand.

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<sup>1</sup>2019 is used as the baseline for comparative purposes due to the impact of COVID 19 on regular operational data in 2020 and 2021.

# Introduction

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## Overview of the Plan

Developed by the National Transport Authority (NTA), the Connecting Ireland Rural Mobility Plan is a significant public transport initiative aimed to enhance connectivity for residents living outside major cities and towns. The plan focuses on improving mobility in rural areas by establishing better connections between villages and towns. Its dual purpose is to facilitate access to local services and enhance connectivity to an expanded regional network that links cities and regional centres across Ireland. In late 2021, the NTA actively engaged with stakeholders and the public to shape this transformative plan.

Connecting Ireland operates as a multiphase strategy. During Phase 1 (spanning 2022) and Phase 2 (spanning 2023) and Phase 3 (spanning 2024) a significant number of new and enhanced bus services were introduced. Phase 4 (spanning 2025) builds upon the successes of these previous phases and extends the reach to even more rural areas across Ireland. Plans for Phase 5 are underway as well as on-going reviews of services delivered in previous phases.



# Plan Objectives

The Connecting Ireland Plan objectives are summarised below:

## Economic

- ( To develop a framework for continued delivery and management of a fit for purpose all Ireland public transport network outside of the major Metropolitan Areas.
- ( To provide transport services that are socially beneficial but financially unviable.

## Network Development

- ( To implement a system of monitoring and evaluation to ensure that the public transport network responds to changes in demand for transport over time.

## Social

- ( To contribute to reducing transport deprivation, particularly in rural Ireland.
- ( To contribute to a reduction in rural isolation and promote social equity by providing an alternative to the private car for social trips.
- ( To support public policy on developing the night-time economy.

## Accessibility

- ( To provide improved access to shops, services, employment and education opportunities for all people in all communities in Ireland at a level appropriate to the size of the community and in line with national planning policy. In particular to:
  - › Reduce car dependency.
  - › Increase accessibility of more people to more places.
  - › Provide levels of connectivity appropriate to the scale and function of settlements.
  - › Provide affordable transport options.

## Integration

- ( To improve both the spatial and temporal integration of the transport network in order to provide more opportunities for interchange and thereby increase the range and variety of destinations accessible within a reasonable journey time.
- ( To align the rural transport network with the strategic policy and achieve the key aims defined in relevant policy.

## Regional Connectivity

- ( To improve regional connectivity (particularly in areas currently underserved) through enhancements to the public transport network.

## Counterbalance

- ( To improve the competitiveness of key towns, regional centres and cities outside the Greater Dublin Area to support economic development and support rural development, by investing in public transport services.

## Environmental

- ( To encourage the use of sustainable transport options.
- ( To provide a viable alternative to the private car and thereby encourage a shift to more sustainable transport modes.
- ( To increase the contribution to climate change improvement by the transport sector by reducing the use of the private car for mobility.

## The Rural and Interurban Network

The aim of the Connecting Ireland Rural Mobility Plan is to make improvements within the rural and interurban public transport network.

Regional bus routes will be enhanced by increasing frequency and ensuring better connections between towns and cities. Additionally, local bus routes will be improved to provide better connections between towns and villages and to provide better integration with other bus and rail services. The schedules of different modes of transport will be reviewed and integrated to make transfers easier for the user. Non-conventional options like door-to-door public transport will be provided to serve areas not reached by other improvements.



## Phase 4 New & Enhanced Services Summary

During Phase 4 of the Plan, following extensive consultation and detailed planning, 36 new and enhanced services were implemented in 2025. This consisted of 10 new services and 26 route enhancements. The services were delivered by a combination of Bus Éireann and TFI Local Link operators. These are outlined below:

| Route Number | Description                        | Operator                                     | Date Implemented | Summary                                                                               |
|--------------|------------------------------------|----------------------------------------------|------------------|---------------------------------------------------------------------------------------|
| <b>WW10</b>  | Carnew - Baltinglass               | TFI Local Link Carlow<br>Kilkenny<br>Wicklow | 06/01/2025       | New service between Carnew and Baltinglass                                            |
| <b>891</b>   | Kilkenny - Fiddown                 | TFI Local Link Carlow<br>Kilkenny<br>Wicklow | 20/01/2025       | New bus service between Fiddown and Kilkenny                                          |
| <b>834</b>   | Portlaoise - Roscrea               | TFI Local Link Laois Offaly                  | 10/02/2025       | Additional daily return services and evening services                                 |
| <b>384</b>   | Enniscorthy - Wexford              | TFI Local Link Wexford                       | 27/03/2025       | Additional evening services between Wexford and Enniscorthy                           |
| <b>263</b>   | Castletownbere - Allihies - Dursey | TFI Local Link Cork                          | 31/03/2025       | New route between Castletownbere and Allihies                                         |
| <b>854</b>   | Roscrea - Nenagh                   | TFI Local Link Tipperary                     | 31/03/2025       | Improved frequency and connections to Ballybrophy Train Station and Silvermines       |
| <b>105</b>   | Blanchardstown - Drogheda          | Bus Éireann                                  | 25/05/2025       | Improved frequency through Dunboyne and extension of route to Navan Road rail station |
| <b>888</b>   | Athy - Allenwood                   | TFI Local Link Kildare South<br>Dublin       | 03/06/2025       | New bus service                                                                       |
| <b>280</b>   | Waterville - Killarney             | TFI Local Link Kerry                         | 23/06/2025       | Additional morning and evening services                                               |
| <b>237</b>   | Cork - Goleen via Skibbereen       | Bus Éireann                                  | 29/06/2025       | New integrated timetable with licensed bus operator                                   |

| Route Number | Description                   | Operator                          | Date Implemented | Summary                                                                                          |
|--------------|-------------------------------|-----------------------------------|------------------|--------------------------------------------------------------------------------------------------|
| <b>243</b>   | Cork - Newmarket              | Bus Éireann                       | 29/06/2025       | Increased frequency and serving new settlements                                                  |
| <b>519</b>   | Cork - Charleville            | Bus Éireann                       | 29/06/2025       | Replacement peak bus route from Charleville to Cork                                              |
| <b>356</b>   | Ballinroad - Clonmel          | TFI Local Link Waterford          | 30/06/2025       | Increased frequency and a new connection to Fourmilewater                                        |
| <b>163</b>   | Brú na Bóinne - Drogheda      | TFI Local Link Louth Meath Fingal | 07/07/2025       | Improved frequency and connectivity to rail station                                              |
| <b>363</b>   | Dungarvan - Fermoy            | TFI Local Link Waterford          | 07/07/2025       | Combination and enhancement of 2 existing routes and additional services. Extension to Ballyduff |
| <b>548</b>   | Athlone - Loughrea            | TFI Local Link Galway             | 14/07/2025       | Extension to Athlone and addition of weekend services                                            |
| <b>350</b>   | Galway - Ennis                | Bus Éireann                       | 27/07/2025       | Additional morning and late services and straightening out of route.                             |
| <b>351</b>   | Galway City - Cliffs of Moher | TFI Local Link Limerick Clare     | 27/07/2025       | New service between Cliffs of Moher and Galway city.                                             |
| <b>318</b>   | Ennis - Limerick              | TFI Local Link Limerick Clare     | 04/08/2025       | Additional services and re-routing to Meelick.                                                   |
| <b>530</b>   | Mallow - Fermoy               | TFI Local Link Cork               | 18/08/2025       | New route between Fermoy and Mallow                                                              |
| <b>172</b>   | Cootehill - Virginia          | TFI Local Link Cavan Monaghan     | 25/08/2025       | New route from Cootehill to Virginia                                                             |
| <b>255</b>   | Kinsale - Cork West           | TFI Local Link Cork               | 25/08/2025       | New route between Kinsale and Cork                                                               |
| <b>929</b>   | Cavan - Ballinamore           | TFI Local Link Cavan Monaghan     | 25/08/2025       | Improved frequency and additional stops                                                          |
| <b>189</b>   | Enfield - Navan               | TFI Local Link Louth Meath Fingal | 01/09/2025       | Doubling of frequency and extension of coverage                                                  |

| Route Number  | Description                     | Operator                                             | Date Implemented | Summary                                                                       |
|---------------|---------------------------------|------------------------------------------------------|------------------|-------------------------------------------------------------------------------|
| <b>570</b>    | Lough Key - Roscommon           | TFI Local Link<br>Longford<br>Westmeath<br>Roscommon | 08/09/2025       | Combination and enhancement of 2 existing routes; additional weekend services |
| <b>816</b>    | Longford - Mullingar            | TFI Local Link<br>Longford<br>Westmeath<br>Roscommon | 15/09/2025       | New route operating 3 daily return services                                   |
| <b>865</b>    | Lough Gowna - Longford          | TFI Local Link<br>Longford<br>Westmeath<br>Roscommon | 15/09/2025       | Extension of route to Aughnacliffe and Lough Gowna                            |
| <b>862</b>    | Longford - Cavan                | TFI Local Link<br>Longford<br>Westmeath<br>Roscommon | 29/09/2025       | Additional peak time and weekend evening services                             |
| <b>460a/b</b> | Castlebar - Gob an Choire       | TFI Local Link<br>Mayo                               | 29/09/2025       | New routes serving Gob an Choire and Castlebar                                |
| <b>563</b>    | Sligo - Dromahair               | TFI Local Link<br>Donegal Sligo<br>Leitrim           | 13/10/2025       | Enhanced frequency and improved connectivity to ATU Sligo                     |
| <b>178</b>    | Kells - Cootehill               | TFI Local Link<br>Cavan<br>Monaghan                  | 20/10/2025       | New TFI Local Link route operating 3 daily return services                    |
| <b>983</b>    | Manorhamilton - Ballyshannon    | TFI Local Link<br>Donegal Sligo<br>Leitrim           | 20/10/2025       | Enhanced frequency and new connections                                        |
| <b>564</b>    | Carrick-on-Shannon - Swanlinbar | TFI Local Link<br>Donegal Sligo<br>Leitrim           | 17/11/2025       | Enhanced frequency and service extension to Swanlinbar                        |
| <b>183</b>    | Arklow - Glendalough            | TFI Local Link<br>Carlow<br>Kilkenny<br>Wicklow      | 04/12/2025       | Increased frequency and increased coverage within Wicklow town.               |
| <b>895</b>    | Glendalough - Sallins           | TFI Local Link<br>Carlow<br>Kilkenny<br>Wicklow      | 04/12/2025       | New route between Glendalough and Sallins via Blessington                     |

| Route Number | Description                        | Operator                             | Date Implemented | Summary                                                         |
|--------------|------------------------------------|--------------------------------------|------------------|-----------------------------------------------------------------|
| 567          | Carrick-on-Shannon - Manorhamilton | TFI Local Link Donegal Sligo Leitrim | 29/12/2025       | Increased frequency and some services extended to Manorhamilton |



## Case Studies

This section includes a number of case studies that reflect the benefits of Phase 4 Connecting Ireland services delivered in 2025. They highlight how improved bus services are helping communities stay connected – supporting everyday journeys to work, education, healthcare and social activities.

### Case Study Route 351 – Cliffs of Moher to Galway

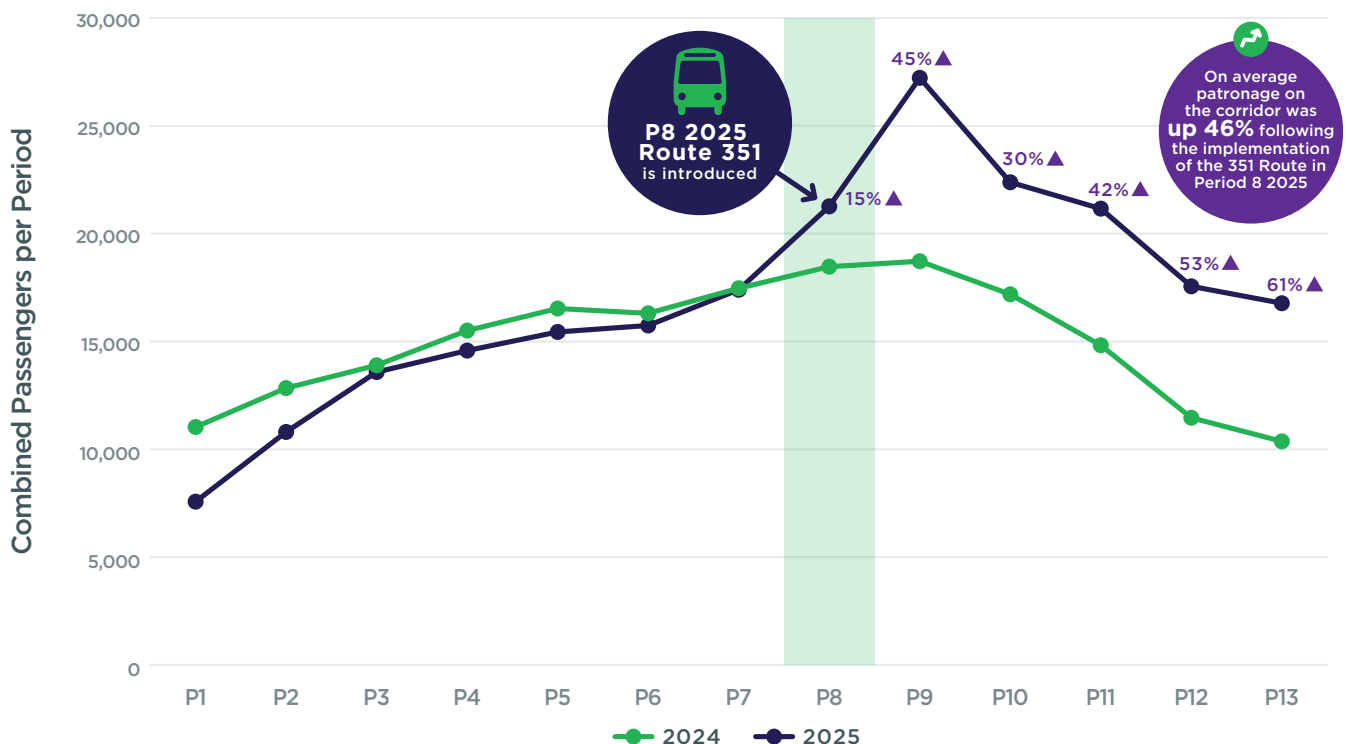
TFI Local Link Limerick Clare Route 351 was launched in July 2025 in conjunction with amendments to Bus Éireann Route 350. The route operates from the Cliffs of Moher to Galway City via Fanore four times per day in each direction and provides connectivity to regional bus and rail services, Eyre Square and ATU Galway.

Currently, there is an average of 1,000 passengers per week using this service.

The introduction of Route 351 alongside Route 350 has resulted in a significant increase in bus patronage, with average passenger numbers across the combined corridor rising by 46% per period since the 351 was launched.

The graph below shows the upward trend in combined patronage following the implementation of the 351 in addition to the 350 during Period 8, 2025 (July 12th – August 2nd).

#### Combined Trips along the 350 and 351 Corridor



Speaking on the success of Route 351, TFI Local Link Limerick Clare General Manager Anne Gaughan, said:

*“Route 351 has had a very positive impact since its introduction in July 2025, strengthening connectivity between the Cliffs of Moher, Doolin Pier and the wider region. The consistent increase in passenger numbers over the peak season highlights the importance of reliable rural transport for residents, workers and visitors alike. This service is a strong example of how Connecting Ireland continues to support sustainable travel and regional development, and we are excited about its continued growth in 2026.”*

In an interview with Clare FM, Liam O’Brien Owner and Operator of Doolin Ferry said:

*“It’s absolutely fantastic. They contacted me on how to link up with the Ferry departures. We lost the 350 bus from the pier a few years ago. It was a distance for people to get from the Pier to the village. People now have a connection from Doolin Pier into Eyre Square in Galway with the 351. It’s an unbelievable escalation of the service. To go from nothing to that service is absolutely fantastic and I definitely welcome it.”*

***“This service is a strong example of how Connecting Ireland continues to support sustainable travel and regional development, and we are excited about its continued growth in 2026.”***



***“It’s absolutely fantastic!  
...  
To go from nothing to that service is absolutely fantastic and I definitely welcome it.”***

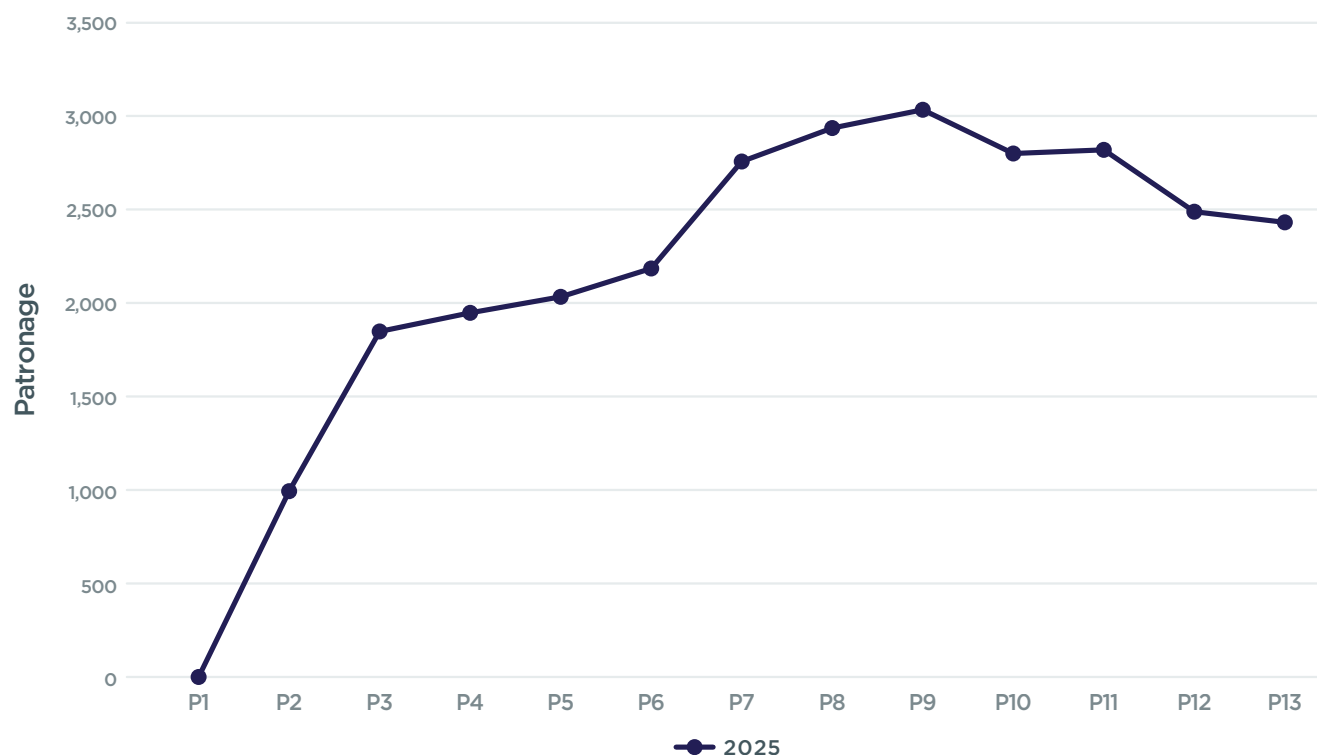


## Case Study Route 891 – Fiddown to Kilkenny

TFI Local Link Carlow Kilkenny Wicklow Route 891 went into operation in January 2025, the service operates five daily return services Monday to Saturday with four daily return services on Sundays and Public Holidays. The route provides peak-time and late evening services while it also enhances connectivity to regional bus and rail services, Kilmoganny and Stoneyford Health Centres, and Tullahought Community Centre. The route operates through Kells, Carrick-on-Suir, Stoneyford, Piltown and Kells.

Patronage on the service grew steadily following implementation averaging 2,755 passengers per period across the second half of the year, exceeding 3,000 passengers in a four-week period during August/September ( Period 9)

### Period Patronage – Route 891



Speaking on the success of the service, TFI Local Link Carlow Kilkenny Wicklow General Manager Jackie Meally, said:

*“Since it was introduced, Route 891 has made a real difference for communities travelling between Fiddown and Kilkenny. The service has seen increasing demand, which reflects how important it has become for local people. It provides reliable, everyday links into the city, allowing passengers to access essential services such as healthcare education, employment and shopping. The growth in passenger numbers and the positive feedback we continue to receive show just how well the route is meeting the needs of the community.”*

Passengers are also pleased with the service as one passenger said:

*“I am based in the Kells area Kilkenny, and we had no public transport connection*

*before Route 891 started. The service has been a gamechanger for me and for a lot of people locally. I can now get into Kilkenny for appointments, shopping and other essential services without having to depend on lifts. People around here delighted with the route. It is reliable, easy to use and has made everyday travel much simpler.”*

**“... Route 891 has made a real difference for communities ...”**



**“It is reliable, easy to use and has made everyday travel much simpler.”**

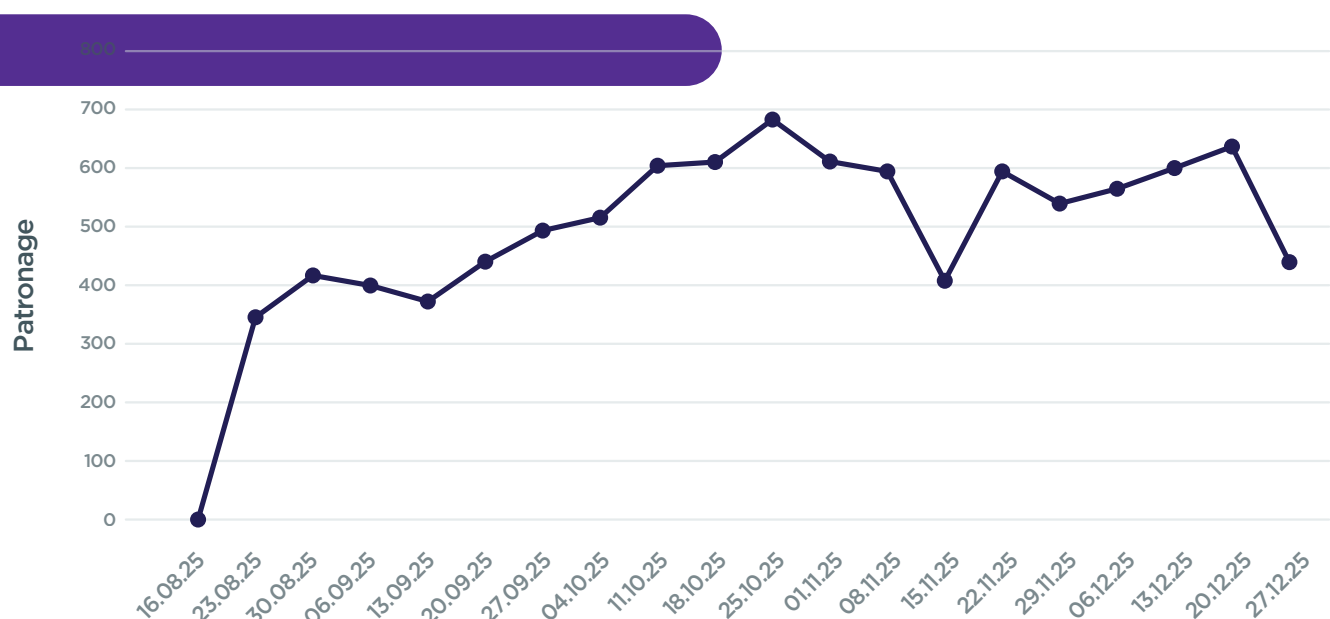


## Case Study Route 530 – Fermoy to Mallow

Introduced in August 2025, TFI Local Link Cork Route 530 operates between Fermoy and Mallow seven days per week and provides eight return trips daily offers a significant development for the people living along the route and in both main towns.

The new route provides peak-time and evening services while improving connectivity to Mallow Train Station for onward travel and regional bus connections. As a result, two of the largest towns in North Cork, Fermoy and Mallow, are now connected by the Route 530, with villages along the route such as Killavullen, Castletownroche, and Ballyhooley also benefiting from regular services between the towns.

The service had steady patronage numbers from early on, carrying 400 passengers in its second week after which it would carry on average 542 passengers per week for the remainder of the year.



Speaking on the success of the new service David O'Brien TFI Local Link Cork Manager said:

*"This new service provides people living along the route with access to services and onward connections on a daily basis. The enhanced service has seen a significant improvement in the quality of life for people living in these areas. People can now access a wide range of public and social services, training courses, colleges, hospital appointments, etc. supported with onward Bus and Rail connections".*

Passengers too are pleased with the frequency and reliability of the service with a passenger recently commenting:

*"I can finally leave my car at home to go to Mallow and with the frequency of services per day I don't have to worry about finding my way home in the evening. Great service!"*

***"This new service provides people living along the route with access to services and onward connections on a daily basis."***



***"... with the frequency of services per day I don't have to worry about finding my way home in the evening."***

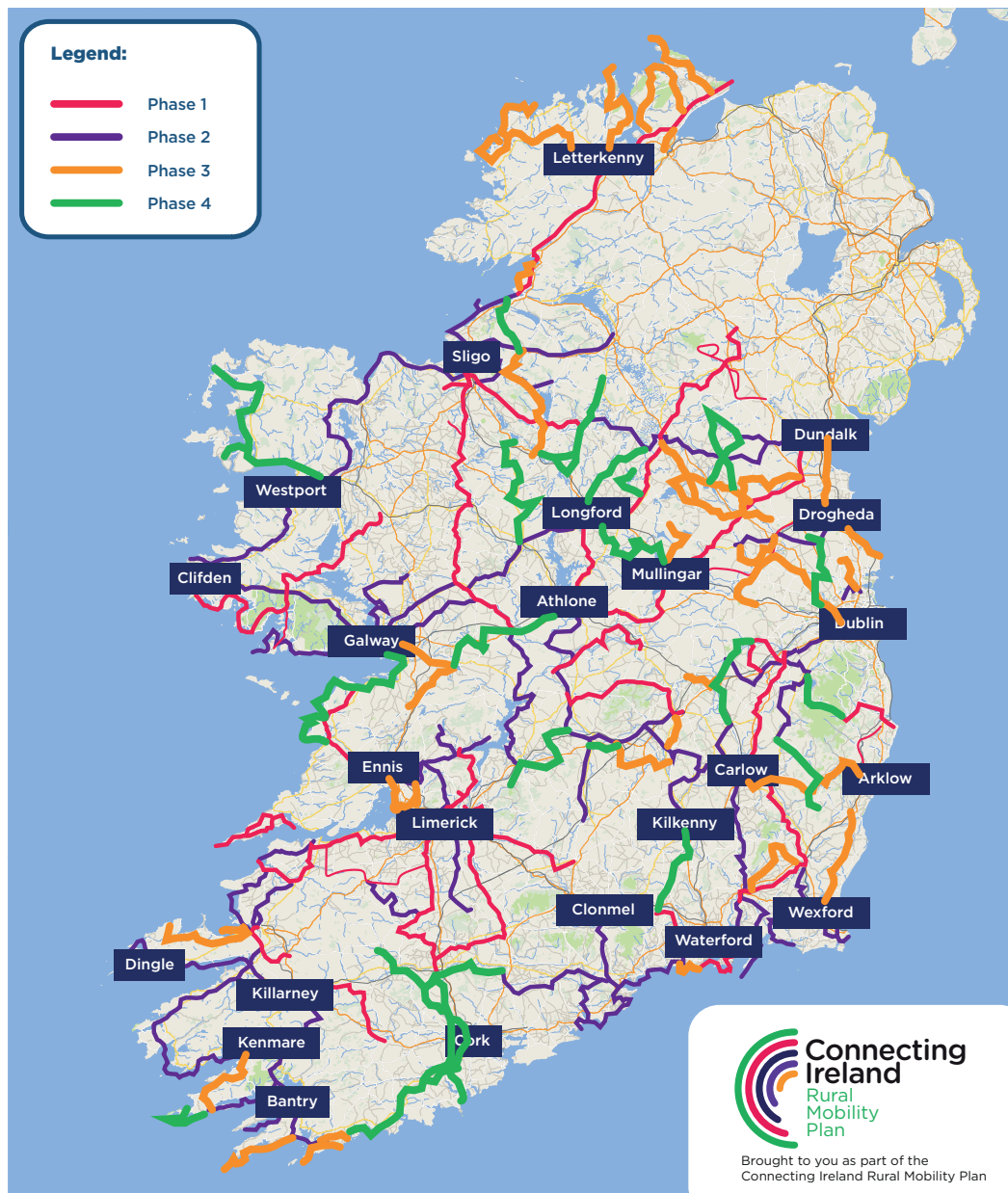


# Coverage and Integration

## Coverage

Historically, rural public transport in Ireland often has had less coverage and accessibility than urban transport, due to smaller population sizes and greater distances between destinations. The Plan aims to improve the extent and ease of access to which rural areas are served by public transport. The below map shows the routes which were implemented within Phases 1-4 of the Plan.

### Connecting Ireland Phases 1-4 Implementation Route Map



During Phase 4, coverage and accessibility were further increased throughout rural Ireland, some highlights are:

- ( A total of 31 new towns & villages has been connected to the public transport network.
- ( 6 new connections to healthcare facilities.
- ( 6 new connections to higher education facilities.
- ( Around 206,000 people have access to new and enhanced services.

## Integration

The Plan aims to improve the coordination and connections of different bus and rail services to provide a seamless and efficient transport system throughout rural Ireland.

Under Phase 4:

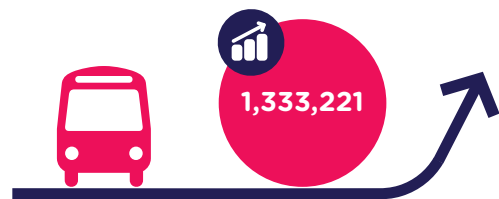
- ( 100% of new and enhanced services were designed to provide connections with existing regional and local bus services.
- ( 22 new and enhanced services provided connections with existing rail services.



## Phase 4 Key Achievements



more people now have access to new and enhanced bus services- within 400m of a stop



passenger journeys took place on the **36** new and enhanced bus services in 2025 (since they were introduced or enhanced)



passenger journeys took place on the **10** new services



passenger journeys took place on the **26** enhanced services (from the date they were enhanced)



patronage growth on enhanced services in 2025 vs 2024



new towns and villages connected



new and enhanced services provide connection with rail services



new connections to hospitals were created



weekly KM added to network



new higher education connections to colleges were created

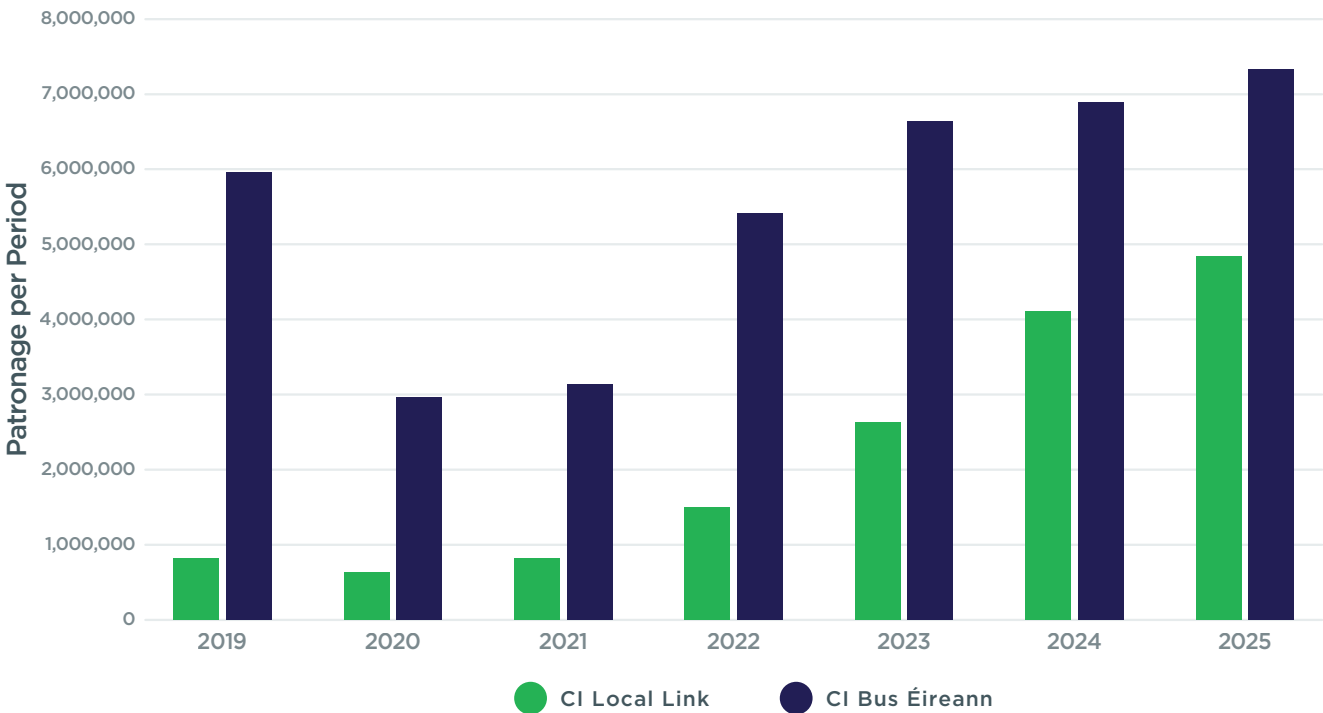
# Patronage

Patronage in relation to public transport refers to the number of people who use public transport services. It is an important indicator of public transport performance and usage, as it provides insights into the demand for public transport services and the required level of service. It can also be used as a proxy to measure the impact of public transport on the economic, social and environmental wellbeing of a region. Herein, patronage refers to the passenger journeys used on Connecting Ireland routes as reported by the relevant operators.

## Network Patronage

The chart below outlines the total passenger journeys carried on TFI Local Link and Bus Éireann stage carriage services from 2019 to 2025. In 2019 a total of 6,803,891 passenger journeys were recorded across both TFI Local Link Rural Regular Services (RRS) & Regional Stage Carriage compared to 13,091,414 in 2025. Additionally, this is an increase from 2024 which had a total of 11,586,192 passenger journeys. This growth skewed more heavily towards the TFI Local Link services which saw a 23% increase in patronage over the previous year compared to the 6% increase seen by the Bus Éireann services.

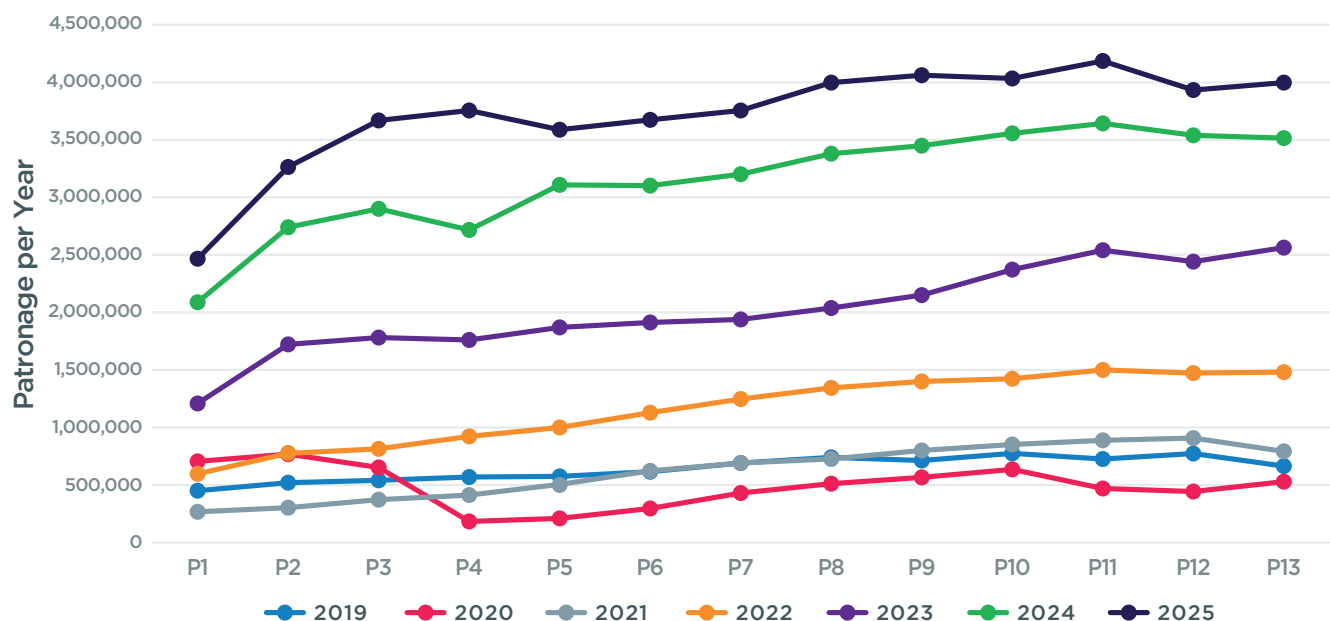
### TFI Local Link RRS & Bus Éireann Stage Carriage Total Patronage 2019-2025



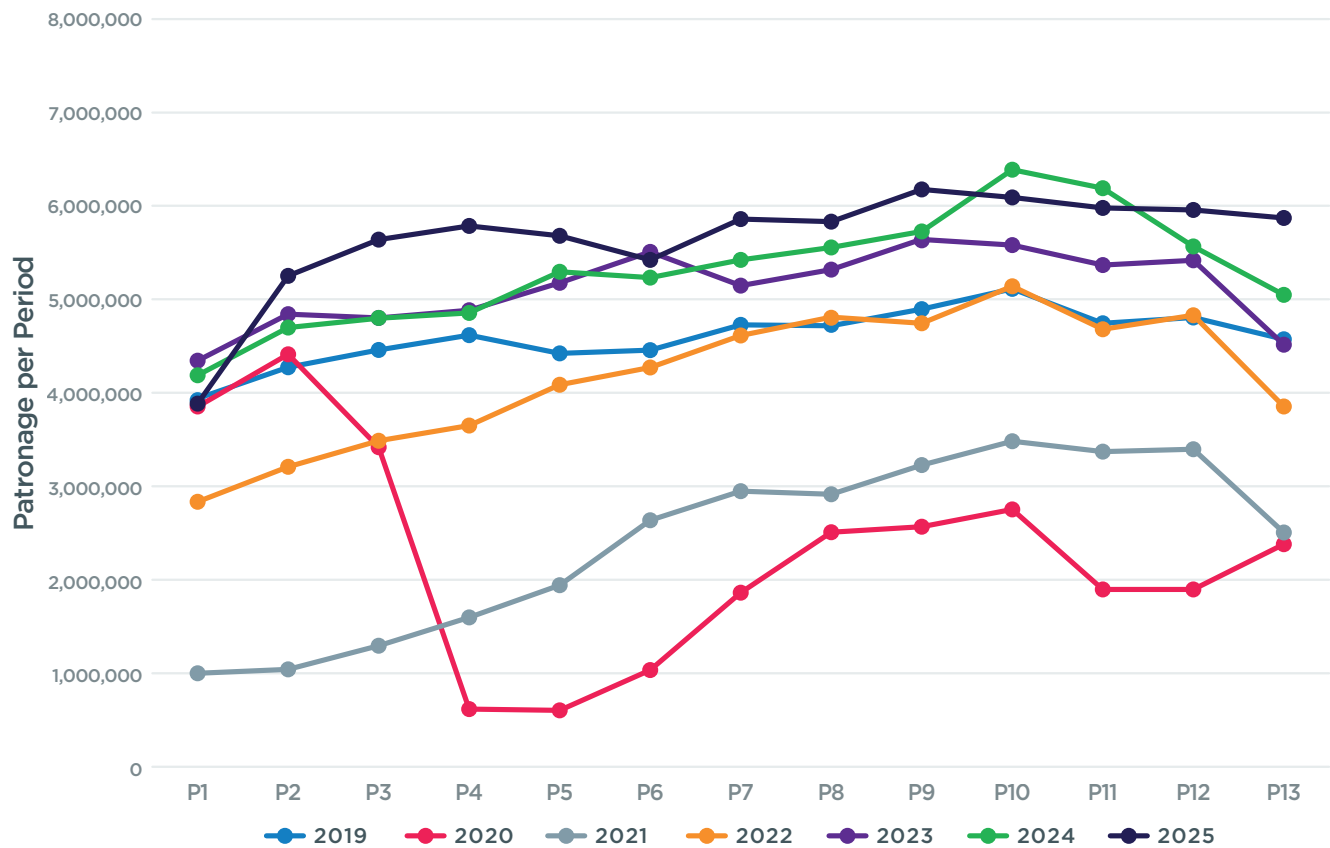
The Covid-19 pandemic had a significant impact on patronage levels from the end of 2020 onwards as public health measures were introduced. These measures included reducing public transport capacity to as low as 25% and as a result, the public were urged to only use public transport for essential journeys. Patronage has rebounded post covid, exceeding the pre-covid figures for the first time in 2023 total patronage has continued to grow in the two following years although this growth has levelled off slightly in 2025. The figures below show the rolling average patronage for TFI Local Link RRS & Bus Éireann Regional Stage carriage. TFI Local Link RRS patronage is up 684% in P13 2025 compared to P13 2019.



## TFI Local Link RRS Patronage



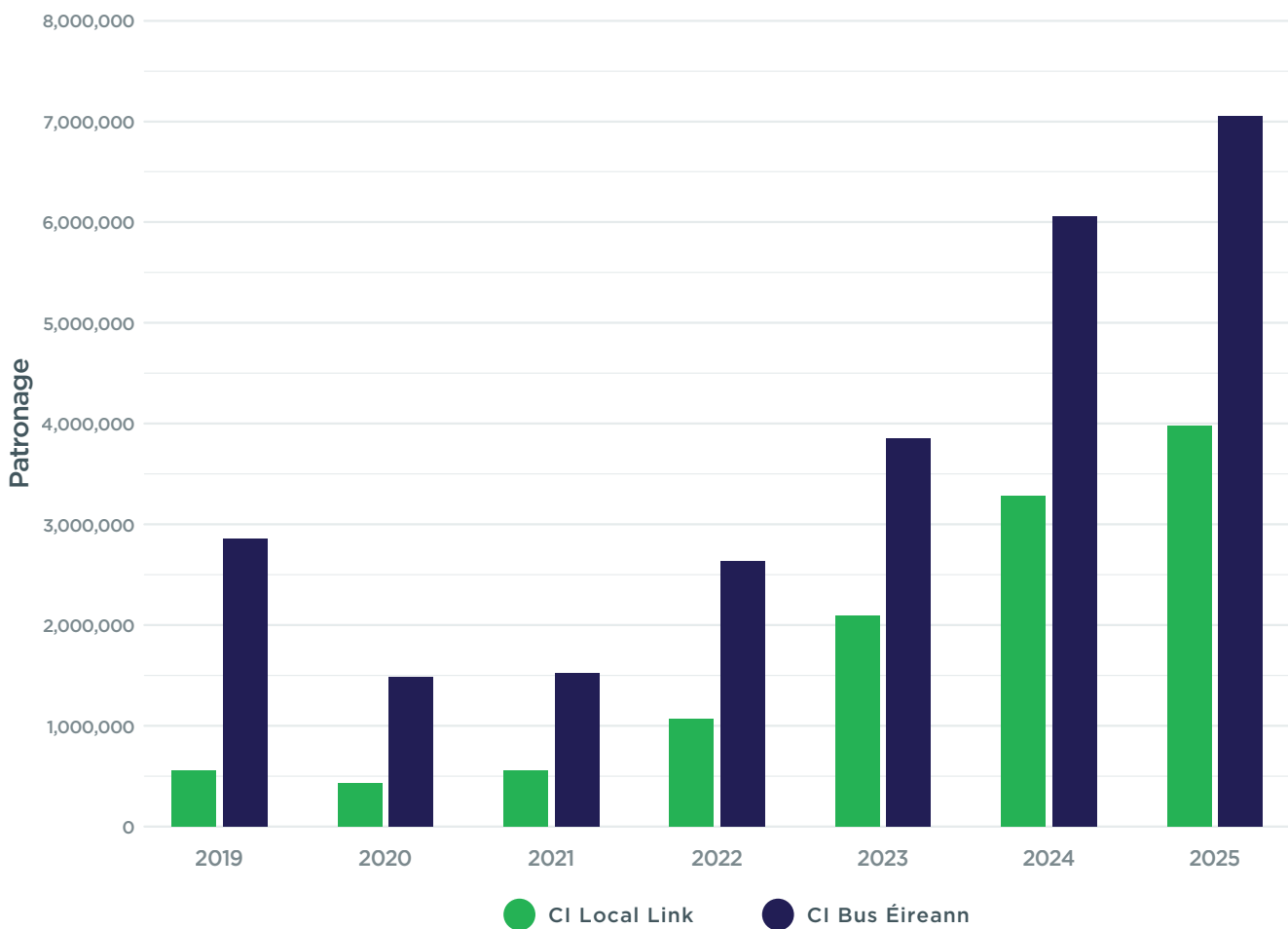
## Bus Éireann Regional Stage Carriage Patronage



Whilst the Connecting Ireland Plan began in 2022, for the purpose of this report and to allow for comparison, Connecting Ireland patronage figures from 2019 to 2021 refer to the passenger journeys undertaken on the TFI Local Link or Bus Éireann routes that would later become enhanced / extended under Phase 1, 2 & 3 of the Connecting Ireland Plan.

Over 11 million passenger journeys were made on Connecting Ireland services in 2025; this includes patronage on new routes and includes patronage on routes before enhancements/extensions were introduced. This represents an increase of 225% when compared with patronage figures in 2019.

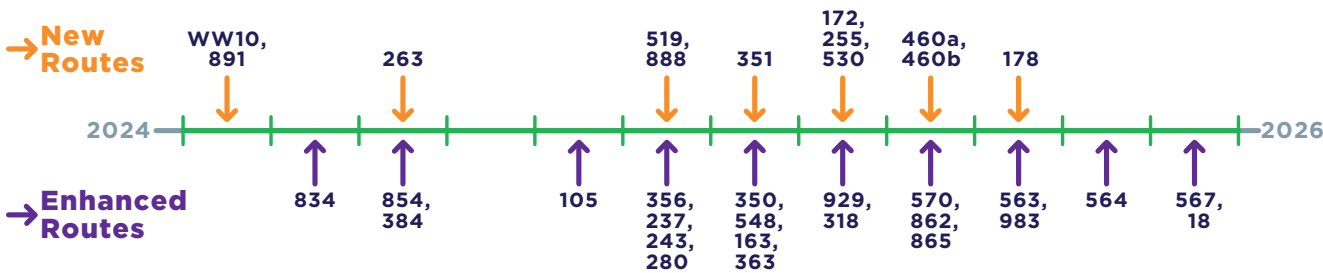
## Connecting Ireland Total Patronage 2019-2025



# 2025 Implementations

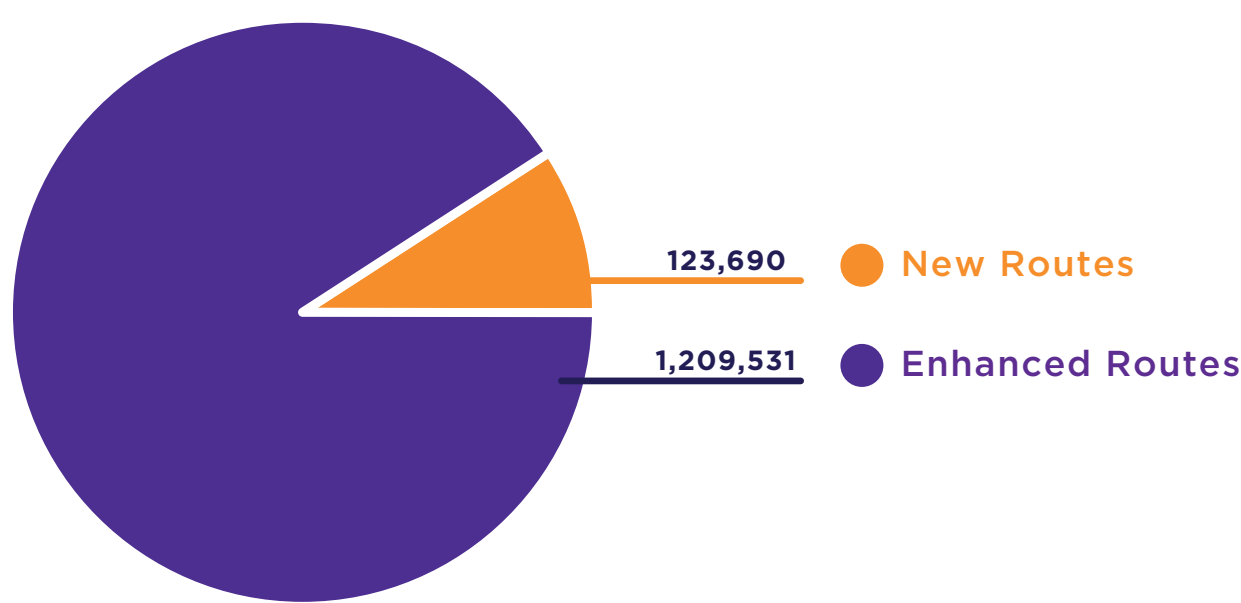
Under Phase 4 of Connecting Ireland a total of 36 routes were enhanced/implemented over the course of 2025. A timeline of these implementations/enhancements is presented below.

## 2025 Implementation Timeline

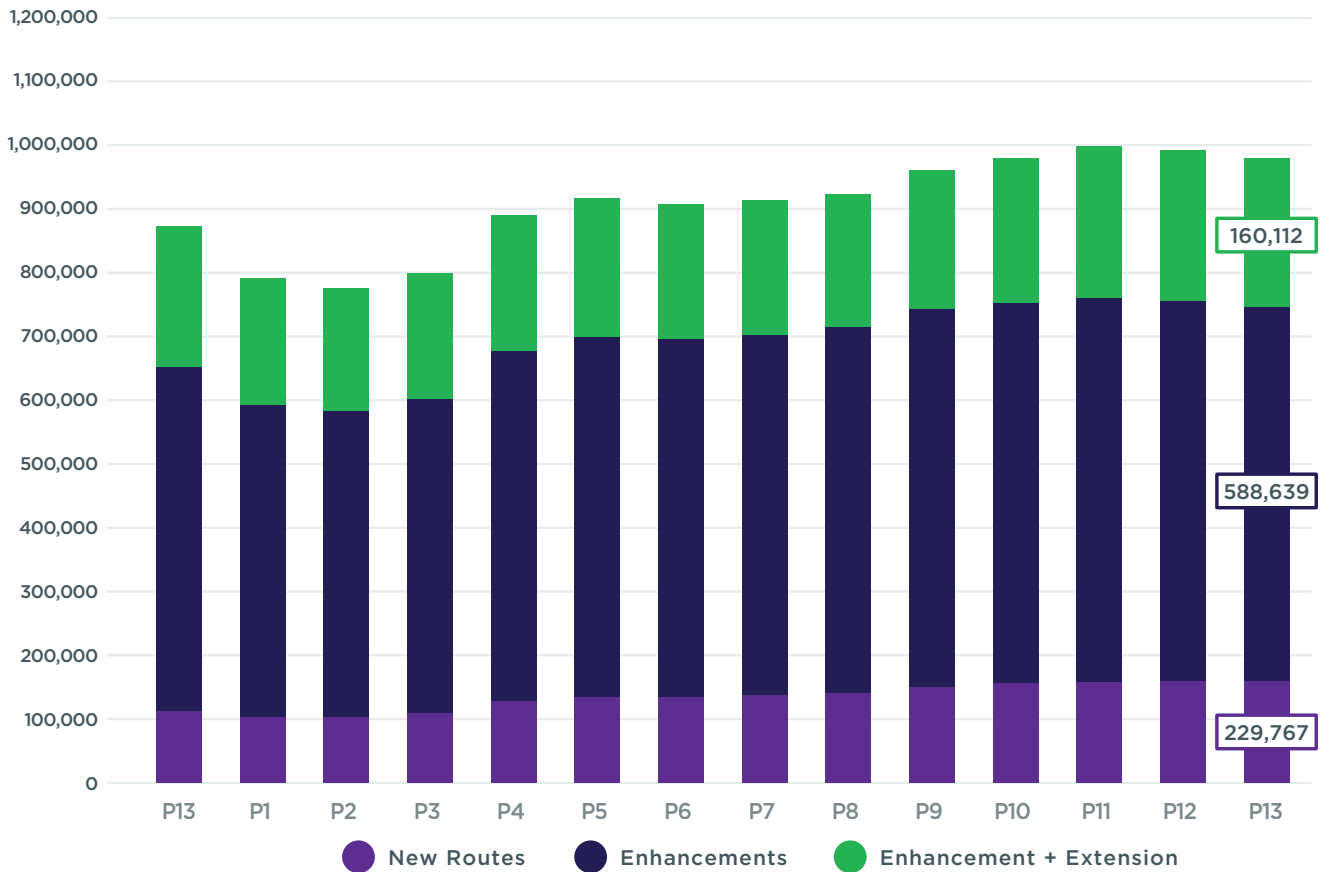


There was a total of 1,333,221 passenger journeys undertaken on Connecting Ireland routes measured from the date they were introduced/enhanced in 2025. The figure below shows the passenger split across each improvement type with new routes accounting for 9% and enhancements accounting for 91% of the passenger journeys carried in 2025.

## Phase 4 Routes Total Patronage by Improvements 2025



## CI Implementations Patronage by Period 2025 (Rolling Average)



The rolling average analysis of CI data indicates an uptrend in patronage for all three categories of modified services: new, enhanced, and enhanced + extended. Patronage on new routes has surged from 112,925 in Period 13 of 2024 to 160,112 in Period 13 of 2025. Enhanced routes have seen a rise in patronage from 539,564 to over 588,000 during the corresponding periods. Lastly, routes that underwent both enhancement and extension have experienced an increase in patronage, climbing from 220,145 to 229,767.

In Period 13 of 2025, TFI Local Link recorded 477,628 passenger journeys on RRS, a significant increase from 399,857 in the same period in 2024. Additionally, Connecting Ireland Bus Éireann routes recorded 400,871 passenger journeys in Period 13 2024.

## Vehicle KM

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Vehicle-kilometres is a metric used in the public transport industry to measure the total distance travelled by vehicles in a particular time period. It is calculated by multiplying the number of vehicles in service by the total distance travelled by each vehicle during the period in question.

In Phase 1, there was approximately 110,800 weekly Vehicle KMs added through new and enhanced services. In Phase 2, there was around 122,000 additional weekly vehicle kilometres added to the network. Phase 3 saw an additional 97,000 weekly vehicle kilometres added to the network. The most recent Phase, Phase 4, added an additional 49,000 vehicle kilometres to the Connecting Ireland Network across New and Enhanced Services.

Therefore, the total vehicle kilometres added to the network during the whole Connecting Ireland programme currently stands around 378,800 km per week.



## Smart Demand Responsive Transport Pilots

There are estimated to be c.350,000 people living in areas not suited to fixed route public transport services. These people may live in large rural areas, smaller towns where fixed public transport is not currently viable or areas of towns/cities that are not accessible for fixed public transport. TFI Local Link currently provides over 1,000 Demand Responsive Transport (DRT) services, connecting remote areas to local towns and villages.

To further enhance demand responsive transport, NTA launched a “Smart Demand Responsive Transport” pilot in 2025. The SDRT service, branded “TFI Anseo”, aims to provide both local trips and integrated “first and last mile” connections to fixed route bus and rail services. The service is app enabled and it is anticipated that by using smart booking, trip allocation and routing technology, it will be possible to offer a more efficient, comprehensive and flexible DRT service where fixed routes are not yet present.

The SDRT Pilot Project consists of three 12-month Pilot schemes operating in Achill, Killarney, and north east Limerick city. Unlike traditional bus routes, TFI Anseo services do not follow a fixed timetable or route. Instead, the bus travels to where passengers need to go within its service zone. Since its launch in July 2025, TFI Anseo has carried over 100,000 passengers.



## Investment in Bus Stops in Rural Areas

As rural bus services have expanded rapidly under the Connecting Ireland programme, NTA has also increased its investment in bus stop infrastructure.

The majority of these improvements are delivered under the Bus stop Enhancement Programme (BSEP). In 2024, and again in 2025 the NTA allocated €500,000 to each Local Authority in Ireland to fund the enhancement of bus stop infrastructure within its remit. Improvements can vary from the replacement of an existing pole with a new style Transport for Ireland bus stop pole to the construction of a large hardstanding area with accessible kerbs. In some cases, kerbs and footpaths are realigned with works to strengthen or resurface the road.





## Look-Ahead

The Connecting Ireland team is currently working on plans for Phase 5 of the Plan. For information on the local and regional routes planned for implementation under the remaining phases of the Programme, please see the [Connecting Ireland Network Transport Map](#) on the National Transport Authority's website. All plans are subject to confirmation of funding and operational readiness. Further updates will be made available on the Connecting Ireland website when available.



**National Transport Authority**

Haymarket House  
Smithfield  
Dublin 7  
D07 CF98

**Údarás Náisiúnta Iompair**

Teach Mhargadh an Fhéir  
Margadh na Feirme  
Baile Átha Cliath 7  
D07 CF98

Tel: +353 1 879 8300

Fax: +353 1 879 8333

[www.nationaltransport.ie](http://www.nationaltransport.ie)