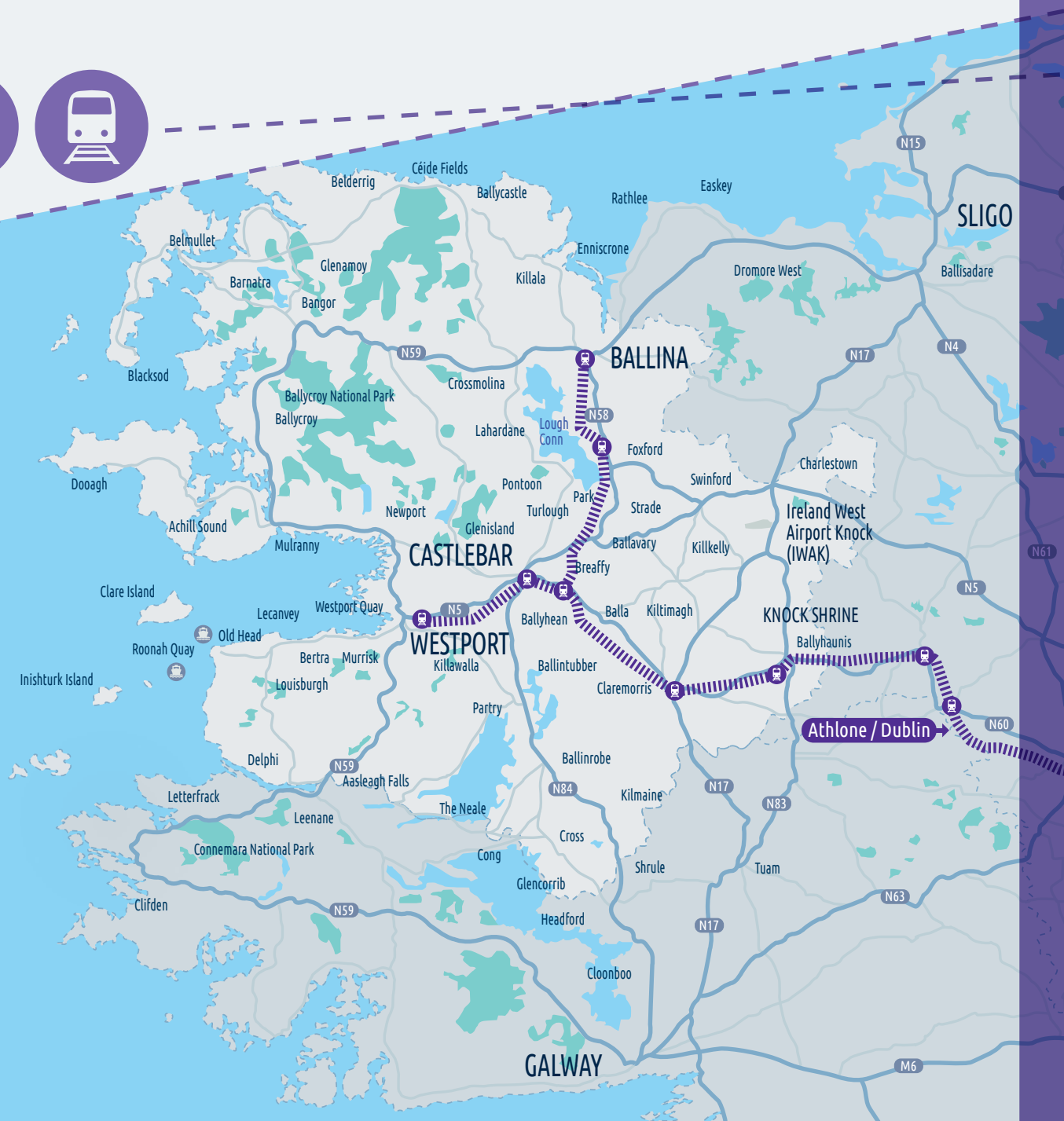


# Review of Public Transport Services in Mayo





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# Introduction

## Review of Public Transport Services in Mayo

The National Transport Authority (NTA) is carrying out a comprehensive review of PSO\* bus and rail services in Mayo. These are bus & rail services, which are operated under contract to the NTA and are in receipt of state subvention. There are also a significant number of commercially operated bus services in Mayo, including Bus Éireann's Expressway services. It is outside the scope of this review however to propose revisions to these commercially operated services.

\* PSO = Public Service Obligation

A full list of Bus Éireann PSO bus services & timetables in Mayo is available at:  
[www.buseireann.ie/inner.php?id=247#Mayo](http://www.buseireann.ie/inner.php?id=247#Mayo)

A timetable of Iarnród Éireann PSO rail services in Mayo is available at: [www.irishrail.ie/media/10-dublinwestport250920131.pdf?v=gc4depe](http://www.irishrail.ie/media/10-dublinwestport250920131.pdf?v=gc4depe)

### Review Objectives:

To increase public transport usage in the region by:

- ▶ Providing a more effective and efficient public transport network.
- ▶ Developing more opportunities for onward travel by improving connections between transport services and co-ordinating timetables at interchange points.
- ▶ Providing more direct access to significant workplaces, tourist & visitor destinations, health service centres, shops and educational establishments.
- ▶ Improving the quality and reliability of services and the clarity of information describing them.

The review commenced with a 6 week period of institutional stakeholder consultation during May & June 2014 following which the NTA received 31 submissions from a diverse group of stakeholders including local government, community groups, business and tourism related organisations, transport operators and other interested parties. The Authority has carefully considered the issues highlighted by these organisations and has also carried out its own assessment of public transport

in Mayo. The National Transport Authority has drafted a number of public transport service improvement proposals to address the identified deficits. These are set out in this Public Consultation Document.

Any individual or organisation wishing to make a submission on the proposals may do so up to **5pm on Monday November 24th 2014**. The NTA will then consider any submissions received before finalising service plans. The NTA will also have to take into account the amount of funding available for public transport in the current financial climate. The introduction of revised services is planned for early 2015.

### How to make a Submission

Submissions can be made up until 5pm on Monday November 24th 2014.

#### Send your submission by:

<b>Post:</b>	Mayo PTS Review, C/O John Keating, Public Transport Services, National Transport Authority, Dun Sceine, Iveagh Court, Harcourt Lane, Dublin 2
<b>Online:</b>	<a href="http://www.nationaltransport.ie">www.nationaltransport.ie</a>
<b>Email:</b>	<a href="mailto:mayoptsreview@nationaltransport.ie">mayoptsreview@nationaltransport.ie</a>

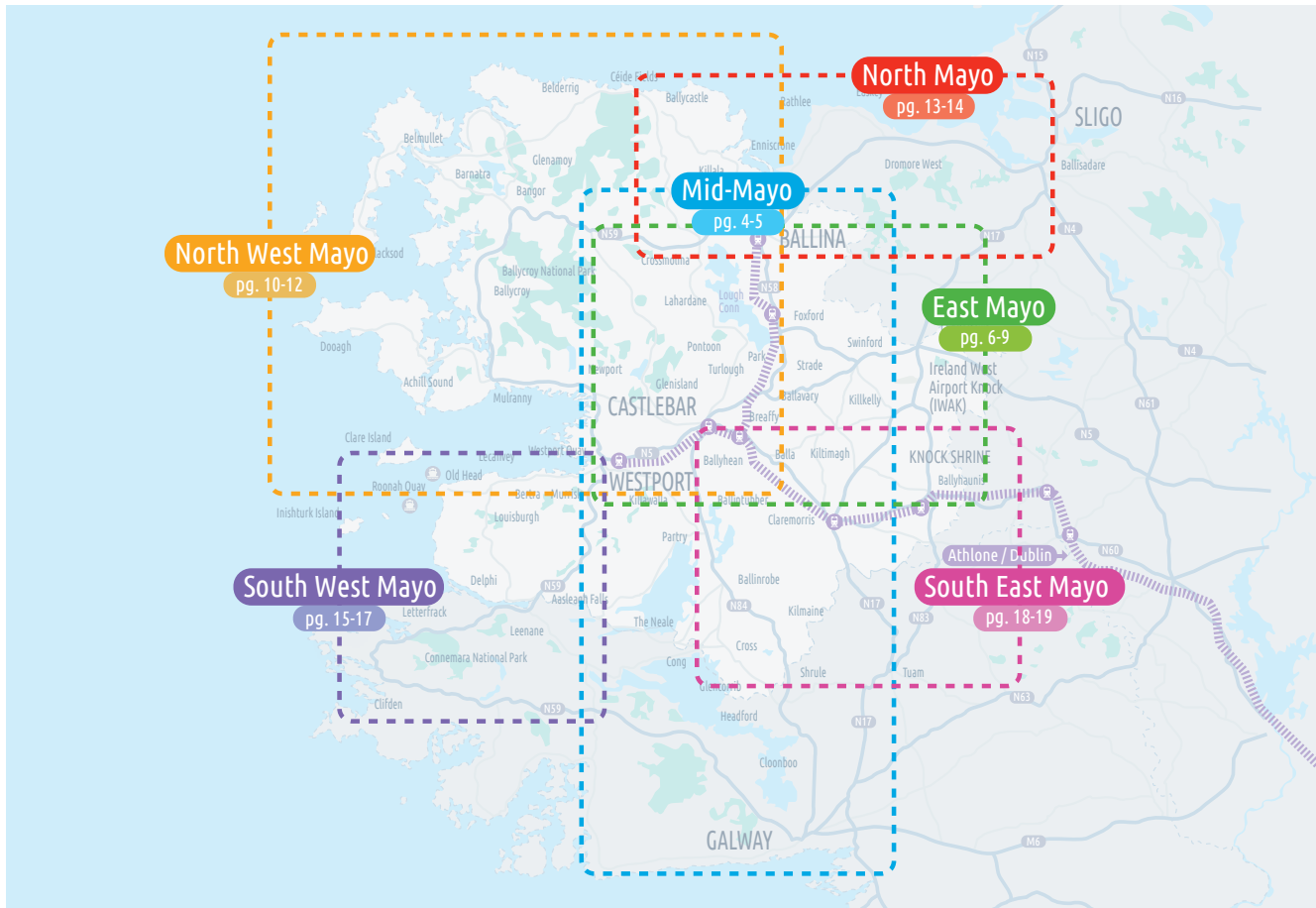
The name and address of any individual, organization, company or interest group making a submission should be clearly stated. Submissions received may be made available to the public.

### Contact

Should you require clarification on any aspects of the review, please do not hesitate to contact:

John Keating  
Transport Services Planning Division  
National Transport Authority

<b>Tel:</b>	(01) 8815542
<b>Email:</b>	<a href="mailto:john.keating@nationaltransport.ie">john.keating@nationaltransport.ie</a>
<b>Web:</b>	<a href="http://www.nationaltransport.ie">www.nationaltransport.ie</a>



## Document Layout

To facilitate the review of public transport in Mayo, the county has been divided into 6 area based sections as follows:

### Section 1: Pages 4-5

Mid-Mayo (& into Galway): North-South Corridor: Ballina – Castlebar – Westport – Galway City

### Section 2a: Pages 6-7

East Mayo: Local services to IWAK, Swinford, Charlestown, Kilkelly, Kiltimagh, Balla

### Section 2b: Pages 8-9

East Mayo: Regional Expressway & Commercial Services serving IWAK

### Section 3: Pages 10-12

North West Mayo: Newport, Achill, Belmullet, Erris

### Section 4: Pages 13-14

North Mayo: Ballycastle, Killala, Ballina, Enniscrone, Sligo

### Section 5: Pages 15-17

South West Mayo: Westport, Murrisk, Louisburgh, Roonah Quay, Leenane

### Section 6: Pages 18-19

South East Mayo: Claremorris, Knock Shrine, Ballyhaunis

This document also includes:

### Section 7: Pages 20-22

Train Services

### Section 8: Page 23

Local Link (Rural Transport Services)

### Section 9: Page 24-25

Public Transport Information, Bus Stops, Accessibility & Integrated Ticketing

## Abbreviations / Definitions

NTA	National Transport Authority
BÉ	Bus Éireann
IÉ	Iarnród Éireann
PSO	Public Service Obligation – bus & rail services operated under contract to the NTA and in receipt of state subvention.
Exp	Expressway service operated by BÉ – services are licensed by the NTA and operated on a commercial basis without state subvention.
IWAK	Ireland West Airport Knock
Local Link	Local rural transport - services provided by a local company, operated under contract to the NTA and in receipt of state subvention.

# Section 1

## Mid-Mayo

1

## North-South Corridor: Ballina – Castlebar/ Westport – Galway

### Area in Scope:



### Existing Public Transport

BÉ 456 (PSO) is the core PSO service within this corridor providing 3 round trips per day Monday to Saturday between Ballina, Castlebar, Westport and Galway.

The following PSO services also operate wholly or partially in this corridor:

- ▶ IÉ rail services between Westport, Castlebar, Foxford & Ballina (See Section 7 for a list of rail services).
- ▶ BÉ 422 – Westport – Galway. Two return services per day Mon – Sat.
- ▶ BÉ 432 – Cong – Galway. One return service per day Mon – Fri.
- ▶ BÉ 440 – Westport – Castlebar. Three return services per day Mon – Sat.

- ▶ BÉ 66 – Westport / Castlebar to Ballina / Sligo. One return service per day Mon – Sat.
- ▶ BÉ 454 – Friday Only service Ballina – Westport

Note: BÉ Expressway 52 also operates within this corridor.

### Deficits

- ▶ Some settlements within this corridor, including Crossmolina & Cong have no regular bus service to Castlebar or Westport.
- ▶ Bus times generally do not facilitate those going to work or education.
- ▶ The large number of variations indicated on timetables can be confusing for both local people & visitors.
- ▶ The number of different PSO bus routes operating within this general corridor (440, 422, 432, 66, 454) can lead to confusion for both local people and visitors.
- ▶ Bus services between Westport & Galway operate to the same schedule year round with no account taken of additional summer demand for travel.

### Proposal

To improve services between the towns & villages it is proposed to consolidate and re-organise existing PSO bus services along this corridor into two core routes operating along this corridor as follows: (See Figure 1.1)

Ballina – Foxford – Strade – Ballyvary – Turlough & Museum – Castlebar – Ballyhean – Ballintober – Partry – Ballinrobe – Kilmaine – Shrule – Headford – Galway  
&  
Ballina – Crossmolina – Lahardane – Pontoon – Park – Turlough & Museum – Castlebar – Westport – Partry – Ballinrobe – the Neale – Cong – Cross – Glencorrib – Headford – Galway

## Goals:

- ▶ Provide regular daily services along fixed routes with minimal variations allowing for a timetable which is clear, easy to understand and memorable.
- ▶ Provide daily services to villages & settlements along the corridor including Lahardane, Pontoon, Park, Turlough, Ballyheane, Ballintubber, Partry, Killawalla, the Neale, Cross, Cong, Glencorrib, Kilmaine, Shrle & Cloonboo.
- ▶ Bus times organised to facilitate those going to work / education /shopping etc.
- ▶ Provide regular daily services between Crossmolina and Castlebar and improved service levels between Crossmolina and Ballina.
- ▶ Provide regular daily services between Galway, Cong, Westport, Castlebar, Turlough (Museum of Country Life), Foxford (Woollen Mills) & Ballina to accommodate tourists / visitors.
- ▶ Transfer local services to Local Link (Rural Transport Services) where appropriate.
- ▶ Feed / distribute passengers to/from train services at Castlebar, Ballina & Westport stations.
- ▶ Coordinate timetables with Irish Rail, Bus Éireann Expressway and any regular commercial services operating in the region in order to avoid service duplication and to allow an even spread of services between the main centres.

**Figure 1.1: The proposed North-South corridor routes 1 & 2**





## Section 2 East Mayo

2

### 2a. Local Services to IWAK, Swinford, Charlestown, Kiltimagh & Balla

#### Area in Scope:



#### Existing Public Transport

BÉ 440 (PSO) is the core PSO service within this corridor providing 3 services per day (Mon – Sat) between IWAK, Charlestown, Swinford, Castlebar & Westport. Services between Ballina & IWAK are currently provided by BÉ 438 (PSO), which provides 1 return service per day Mon – Sat calling at Foxford, Swinford & Charlestown.

The following PSO services also operate within this corridor:

- ▶ BÉ 451 Mon – Fri services between Ballina – Foxford – Swinford – Charlestown.
- ▶ BÉ 66 Mon – Sat services between Castlebar & Charlestown.
- ▶ BÉ 442 Tuesday only return service from Charlestown, Kilkelly, Knock Village, Kiltimagh & Balla to Castlebar & Westport.

#### Deficits

- ▶ Bus services generally connect poorly with IWAK's flight schedule, especially early morning flights while services to the airport on Sundays are particularly poor.

- ▶ Bus services to IWAK run according to the same schedule year round with no account taken of additional summer demand for travel to/from the airport.
- ▶ Connections at Charlestown for onward travel to IWAK are poor with no reasonable waiting facilities.
- ▶ Settlements within this corridor, such as Kiltimagh & Kilkelly have no regular bus service to Castlebar or Westport.
- ▶ Bus times generally do not facilitate those going to work or education.
- ▶ The clarity of BÉ 440's service is impeded by the inclusion of the Achill route, which is a separate offering to the airport service. Separating the two (but with connections maintained) would improve clarity. (See Section 3 for proposals in relation to the Achill service).
- ▶ The number of different PSO bus routes operating within this general corridor (440, 451, 438, 66 & 442) together with the significant number of service variations within some of the routes can lead to confusion for both local people and visitors.



## Proposal

To improve services it is proposed to consolidate and re-organise existing PSO bus services within this corridor into one core route to operate as follows: (See Figure 2.1)

Ballina – Foxford – Swinford – Charlestown – IWAK – Kilkelly – Kiltimagh – Balla – Breaffy – Castlebar – Westport – Castlebar – Breaffy – Balla – Kiltimagh – Kilkelly – IWAK – Charlestown – Swinford – Foxford – Ballina

## Goals

- ▶ Provide regular daily services along fixed routes with minimal variations allowing for a timetable which is clear, easy to understand and memorable.
- ▶ Organise services to connect better with IWAK's flight schedule, especially in the early morning and on Sundays. Allow for increased service levels during summer months.
- ▶ Provide regular daily services to the smaller settlements within the corridor including Breaffy, Balla, Kiltimagh & Kilkelly. (See Section 6 for proposals relating to Knock Shrine)

- ▶ Bus times organised to facilitate those going to work / education /shopping etc.
- ▶ Transfer local services to Local Link where appropriate.
- ▶ Feed / distribute passengers to/from train services at Castlebar, Ballina & Westport stations.
- ▶ Coordinate timetables with Irish Rail, Bus Éireann Expressway (22, 52 & 64) and any regular commercial services operating in the region in order to avoid service duplication, allow an even spread of services between the main centres and to take advantage of opportunities for onward travel.
- ▶ Examine the feasibility & benefits of operating a through service from Achill to IWAK during the summer season.

**Figure 2.1: Proposed East Mayo IWAK Service**



## 2b. Regional Expressway & Commercial Services serving IWAK

### Existing Public Transport

Regional services to IWAK are largely provided by BÉ Exp 64, which operates between Galway, Sligo, Donegal & Derry with 6 northbound (Galway to Sligo/Derry) services (4 on Sundays) and 5 southbound services (Derry/Sligo to Galway) calling daily at IWAK (As well as connecting IWAK at regional level, Exp 64 also connects local towns and villages with IWAK including Charlestown, Kilkelly, Knock, Claremorris, Ballyhaunis, Ballindine & Milltown).

BÉ Exp 21 also serves IWAK. It operates between Westport & Athlone with connections onto Dublin services. It serves IWAK once daily (twice on Sundays) westbound only. No eastbound Exp 21 services call at IWAK.

The following public transport services also operate in this area but do not serve IWAK:

- ▶ IÉ rail services between Westport / Ballina and Athlone / Dublin calling at Claremorris rail station (approximately 30mins from IWAK) 4 services per day (5 on Fridays).
- ▶ Exp 22. Ballina to Dublin (6 services daily). This service operates along the N5 corridor and calls at Charlestown.
- ▶ Bus Feda Teoranta (Private Operator). Operates between Donegal, Sligo & Galway with 2 return services / day and additional services on Fridays & Sundays. Operates along the N17.
- ▶ Knock Shrine Shuttle Bus (Private Operator). Connects Claremorris rail station with Knock Shrine (Knock Shrine is approximately 20mins from IWAK)

### Deficits

- ▶ Services to IWAK from County Roscommon are poor or non-existent, even though a number of towns in Roscommon are closer to IWAK than towns in Mayo, which have regular bus services to the airport.
- ▶ Exp 22 bus services between Ballina and Dublin operate along the N5 corridor through both Longford and Roscommon and serve Charlestown but not IWAK.
- ▶ Bus Feda Teoranta operates between Donegal, Sligo & Galway along the N17 but does not serve IWAK.
- ▶ Exp 21 bus services between Westport & Dublin operate along the N60 corridor through Roscommon and Athlone but only serve IWAK once daily (twice on Sundays) westbound but with no eastbound services calling at the airport.
- ▶ IÉ rail services between Westport / Ballina and Athlone / Dublin call at Claremorris rail station, which is less than 30mins from IWAK but there are no connecting bus services from the train station for onward travel to IWAK.
- ▶ Regional bus services calling at IWAK run according to the same schedule year round with no account taken of additional summer demand for travel to/from the airport.

## Proposals

The regional bus services (Exp 64, Exp 21, Exp 22 & Feda Teoranta) and the Claremorris rail station to Knock Shrine Shuttle Bus as outlined above are all commercial services and are not operated under contract to the NTA. Decisions in respect of these routes are therefore influenced by the operators' commercial considerations. Notwithstanding this, the NTA will undertake the following:

- ▶ Examine the opportunity and potential of extending the Claremorris rail station to Knock Shrine shuttle bus to also serve IWAK, at a minimum during summer months in order to connect rail services with the airport.
- ▶ Promote the development of a public transport interchange at Claremorris rail station. Presently in Claremorris, rail services on an east-west axis intersect bus services on a north-south axis. With many buses on the north – south axis serving IWAK en route, having an interchange at Claremorris rail station should improve public transport connections between the rail station and the airport. (See section 6 for details on the Claremorris public transport interchange proposal).
- ▶ Seek to encourage operators of commercial services to serve IWAK where feasible and to serve the airport at appropriate times and at an increased frequency during summer months as may be warranted.

## Goals

- ▶ To improve regional connectivity to IWAK from the N17, N5 & N60 corridors as well as from IÉ rail services calling at Claremorris.

## Section 3

# North West Mayo

3

## North West Mayo – Newport, Achill, Belmullet, Erris

### Area in Scope:



### Existing Public Transport

#### Bus Éireann

- ▶ BÉ 446 (PSO) provides 1 return service / day (Mon – Sat) between Blacksod / Belmullet and Ballina. The service operates via Crossmolina.
- ▶ BÉ 440 (PSO) provides 1 return service / day (Mon – Sat) between Achill and Westport.
- ▶ BÉ 456 (PSO) provides 1 return service / day (Tues – Sat, summer only) between Ballina, Castlebar, Westport & Achill.

#### Private Operators

- ▶ McNulty Coaches operates a daily return service (Mon – Sat) from Belmullet to Castlebar via Gweesala, Bangor, Ballycroy, Mulranny & Newport.

- ▶ McGrath Coaches operate the following regular bus services in North West Mayo:
  - ▶ Glenamoy & villages to Ballina via Ballycastle & Killala, daily return service (Mon – Sat).
  - ▶ Glenamoy & villages to Castlebar via Bangor Erris & Glenisland, daily return service (Mon – Sat).
  - ▶ Glenamoy to Ballinaboy & Glencullen, Mon – Sat service.
  - ▶ Glenamoy to Crossmolina & Ballina, Wednesday only return service.
  - ▶ Glenamoy to Bangor Erris, Saturday only return service.

### Deficits

- ▶ Connectivity between services is very poor, which limits opportunities for onward travel, especially morning onward travel to Galway or Dublin.
- ▶ Bus times generally do not facilitate those going to work or education.
- ▶ There is no bus connection from Belmullet into regular mid-morning bus services from north west Mayo to both Ballina & Castlebar.
- ▶ The clarity of BÉ 440's service offering is impeded by the number of variations indicated on the timetable, which can be confusing for both local people & visitors. The 440 routing is also circuitous leading to excessive journey times.
- ▶ Having three different service numbers serving Achill – BÉ 440, BÉ 456 (summer) & Exp 52 (Sundays) can be confusing.

## Proposals

- ▶ Revise the timetable on the Blacksod & Belmullet to Ballina route to provide earlier arrivals into Belmullet and Ballina and allow connections with the morning bus service from Belmullet to Castlebar and with the morning bus service from Ballina to Galway.
- ▶ Operate a stand-alone Achill bus service to serve both Castlebar & Westport (See Figure 3.1). Potential to be examined for a summer service from Achill through to IWAK.
- ▶ The Achill summer service to operate from Castlebar & Westport to Newport, Mulranny & Achill return. Augment the service to also include a mid-day service between Dooagh and Achill Sound return (See Figure 3.2).
- ▶ Connect Belmullet with regular mid - morning bus services, which operate from north west Mayo to both Ballina & Castlebar (See Figure 3.3).

**Figure 3.1. Proposed Achill Service to operate Achill – Mulranny – Newport – Castlebar – Westport and return**



**Figure 3.2. Proposed Achill Summer Service to operate Castlebar – Westport – Newport – Mulranny – Achill – Mulranny – Newport – Castlebar – Westport**



**Goals:**

- ▶ Allow passengers from Achill & north west Mayo opportunities for onward travel by bus and rail to/from important destinations such as Galway, Sligo & Dublin.
- ▶ Improve travel opportunities from Belmullet to both Castlebar & Ballina.
- ▶ Reduce the journey time from Dooagh to Castlebar & Westport.
- ▶ Transfer local services on Achill & Currane to Local Link where appropriate.
- ▶ Improve visitor access to Achill, Belmullet and the North Mayo coast, including the Ceide Fields by co-ordinating timetables and improving connections.
- ▶ Summer services to operate 7 – days / week, to match the tourist season and to support tourism and the Wild Atlantic Way initiative.
- ▶ Provide regular daily services along fixed routes with minimal variations allowing for a timetable which is clear, easy to understand and memorable.
- ▶ Bus times organised to facilitate those going to work / education /shopping etc.
- ▶ Feed / distribute passengers to/from train services at Castlebar, Ballina & Westport stations.

**Figure 3.3. Proposed connection from Belmullet into services to Ballina & Castlebar**



## Section 4

# North Mayo

4

## North Mayo – Ballycastle, Killala, Ballina, Enniscrone, Sligo

### Area in Scope:



### Existing Public Transport

#### Bus Éireann

BÉ 458 (PSO) is the main PSO service in north Mayo. It provides 3 return services /day (Mon – Fri) (2 on Sat) between Ballina – Enniscrone & Sligo calling at villages on route. Other PSO bus services operating in the area include:

- ▶ BÉ 66 (PSO) - 1 return service per day (Mon – Sat) and 2 on Fridays and 1 on Sundays between Ballina & Sligo.
- ▶ BÉ 445 (PSO) - 2 return services / day Mon – Fri between Ballina – Killala & Ballycastle with an additional service on Fridays serving local villages.
- ▶ BÉ 444 (PSO) - Mon & Fri only services between Corballa / Dromore West & Ballina.
- ▶ BÉ 455 (PSO) - Tuesday only service – Ballina – Moygownagh – Crossmolina.

#### Private Operators

- ▶ McGrath Coaches - 2 return services daily (Mon – Fri) & 1 on Sat between Ballina & Ballycastle.
- ▶ Treacy Coaches - 2 return services / day Mon – Fri between Ballina and Sligo.

### Deficits

- ▶ The number of different PSO bus routes operating within this general corridor (458, 445, 444, 66, 455) together with the significant number of service variations within some of these routes can lead to confusion for both local people and visitors.
- ▶ Connectivity between services could be improved to allow onward travel to Sligo and Galway with evening return options provided.
- ▶ Bus services to Enniscrone operate to the same schedule year round with no account taken of additional summer demand for travel.
- ▶ Connectivity into Enniscrone services at Ballina bus station could be improved to enhance access to the seaside destination.
- ▶ No bus stops provided on the approach roads into Ballina to serve the town's environs.
- ▶ Bus times do not always facilitate those going to work or education.

## Proposal

To improve services between the towns & villages it is proposed to consolidate and re-organise existing PSO bus services within this corridor into a new north Mayo service to operate as follows: (See Figure 4.1)

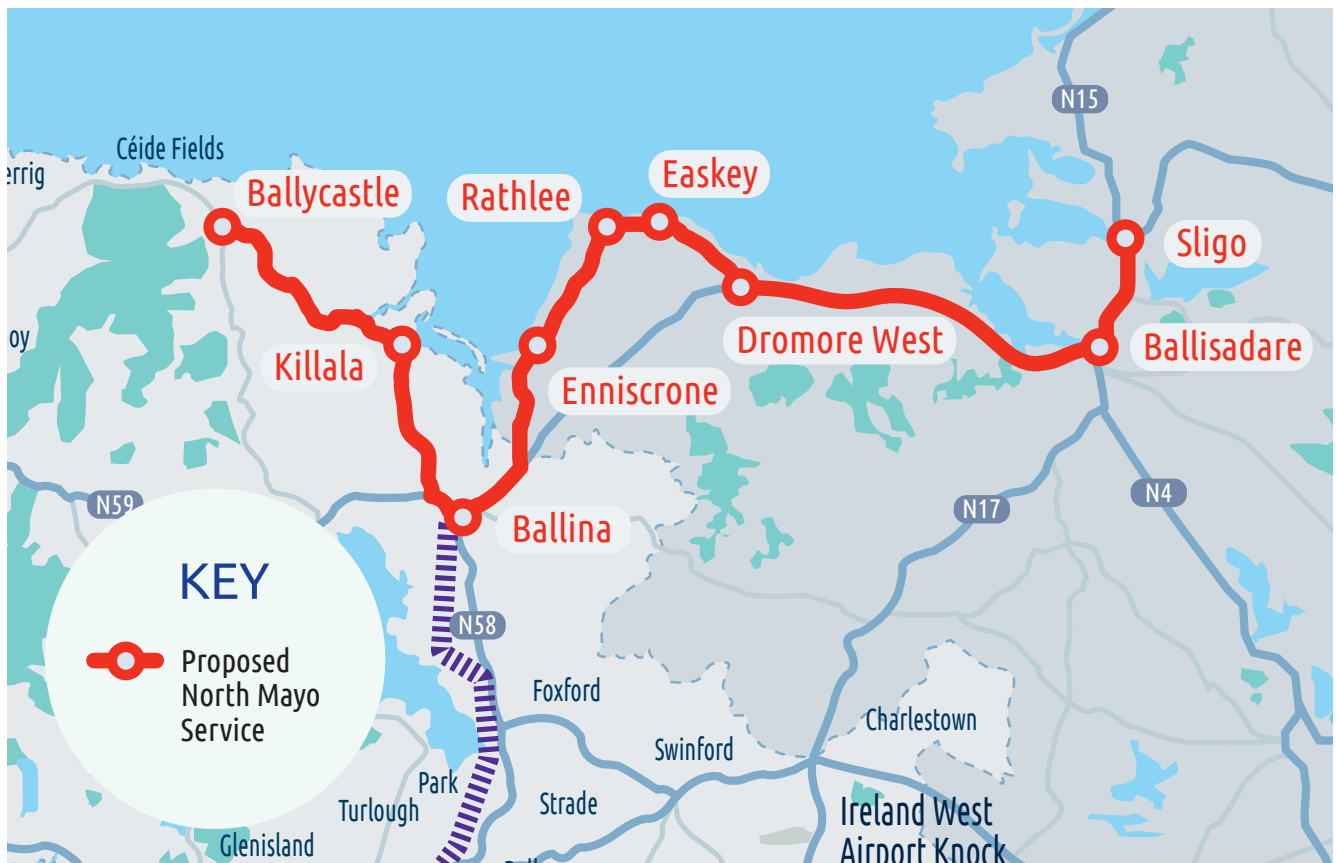
Ballycastle – Killala – Ballina (Killala Rd) – Ballina Bus Station – Ballina (Dunnes Stores) – Ballina (Sligo Rd) – Enniscrone – Rathlee – Easkey – Dromore West – Templeboy – Farniharpy – Skreen – Beltra – Ballisodare – Sligo Bus Station – Sligo IT / General Hospital

**Note:** Potential for a through service from Westport & Castlebar to Ballina, Sligo & Enniskillen to be examined.

## Goals:

- ▶ Allow opportunities for onward travel by bus & rail to/from important destinations such as Galway, Sligo & Dublin.
- ▶ Provide regular daily services along a fixed route with minimal variations allowing for a timetable which is clear, easy to understand and memorable.
- ▶ Bus times organised to facilitate those going to work / education / shopping etc.
- ▶ Feed / distribute passengers to/from train services at Ballina station.
- ▶ Coordinate services with private operators in order to avoid service duplication and to ensure an even spread of services between the main centers.
- ▶ Morning services to arrive before 9am in both Sligo & Ballina.
- ▶ Peak service to operate from Ballycastle in the morning and to Ballycastle in the evening.
- ▶ Coordinate timetables to allow onward travel to Enniscrone for those wishing to access the seaside destination.
- ▶ Services organised where feasible to support tourism and the Wild Atlantic Way initiative.
- ▶ New bus stops in Ballina environs to support the proposed north Mayo bus service and to link the environs with the town centre and bus / rail stations.
- ▶ Transfer local services to Local Link where appropriate.

**Figure 4.1: Proposed North Mayo service**



## Section 5

# South West Mayo

5

## South West Mayo – Westport – Murrisk – Louisburgh – Leenane

### Area in Scope:



### Existing Public Transport

#### Bus Éireann

- ▶ BÉ 450 (PSO) - 2 return services per day (3 on Tuesdays & Saturdays) between Westport & Louisburgh (Mon – Sat) and a Thursday only service to Killadoon.
- ▶ BÉ 421 (PSO) – a summer only daily return service from Clifden to Westport via Letterfrack & Leenane (Mon – Sat).

### Deficits

- ▶ The clarity of service offerings is impeded by the number of variations indicated on the timetables, which can be confusing for both local people & visitors.
- ▶ No Sunday services are provided on either BÉ 450 or BÉ 421.
- ▶ BÉ 450 services run according to the same schedule year round with no account taken of additional summer demand for travel.
- ▶ BÉ 421 summer service period does not reflect the true tourist season.

- ▶ Return options to Louisburgh are limited to evening services on certain days of the week, which may not suit those needing a shorter duration of stay in Westport.
- ▶ Timing of BÉ 450 services to Murrisk / Croagh Patrick are of limited use to visitors while popular beach destinations at Bertra & Old Head are not served during the summer.
- ▶ Buses do not serve Westport train station or Westport Quay.
- ▶ There are no services to Roonah Quay to connect with ferry services to Inishturk & Clare Island.

## Proposals

- ▶ Revise the Westport to Louisburgh service to: (See Figure 5.1)
  - ▶ Provide a mid-day return service to Louisburgh and route all services via Westport Quay (proposed new stop).
  - ▶ Provide a summer service element to:
    - ▶ Serve Roonah Quay for connections with ferry services.
    - ▶ Serve beach destinations at Bertra and Old Head where feasible to provide bus stops on the R335.
- ▶ Re-route the summer bus service between Clifden & Westport to operate via Louisburgh as follows: (See Figure 5.2)

Clifden – Moyard – Letterfrack – Kylemore – Salruck Cross – Leenane – Assleagh Bridge (R) – Delphi – Louisburgh – Old Head – Lecanvey – Bertra – Murrisk (Croagh Patrick) – Westport Quay – Westport Rail Stn. – Westport Mill Street.

## Goals

- ▶ Provide regular daily services along fixed routes with minimal variations allowing for a timetable which is clear, easy to understand and memorable.
- ▶ Bus times organised to facilitate those going to work / education / shopping etc.
- ▶ Feed / distribute passengers to/from train services at Westport station.
- ▶ Coordinate timetables in Westport in order to allow useful day return trips to Castlebar & Galway.
- ▶ New bus stop at Westport Quay to support the proposed bus services and to link the Quay with the town centre.
- ▶ Summer services to Roonah Pier organised to optimise connections with ferries as far as feasible and improve access to Clare Island & Inishturk.
- ▶ Summer service to connect with services from Castlebar to allow day return trips to Bertra & Old Head beaches.

**Figure 5.1. Proposed Westport to Louisburgh service including Summer Service Extension to Roonah Quay**



- ▶ Services organised to facilitate visitors wishing to climb Croagh Patrick (Murrisk bus stop) or spend time at the Croagh Patrick Visitor Centre.
- ▶ Revised Clifden to Westport service to afford an additional service each way during the summer period between Westport & Louisburgh.
- ▶ Summer services to operate 7 – days / week, to match the tourist season and to support tourism and the Wild Atlantic Way initiative.
- ▶ Transfer local services to Local Link where appropriate.

**Figure 5.2. Proposed Clifden to Westport via Louisburgh summer service**



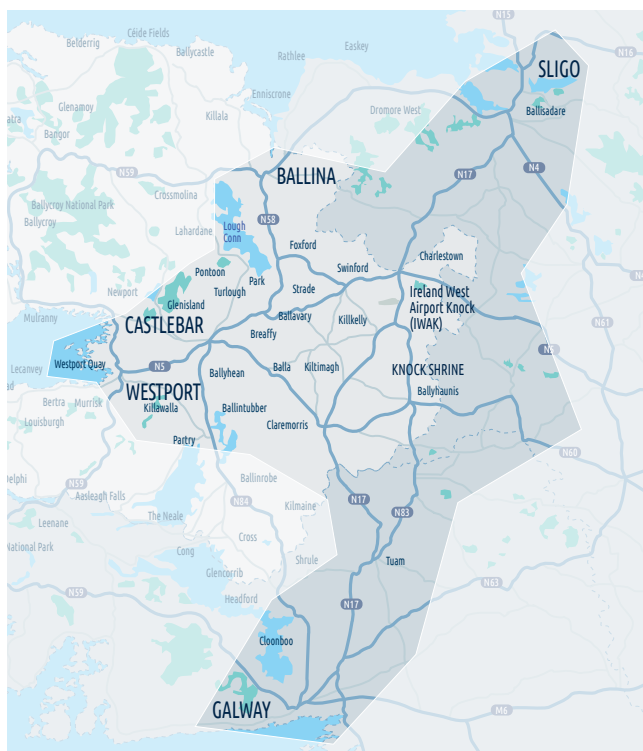
## Section 6

# South East Mayo

6

## South East Mayo – Claremorris – Knock Shrine – Ballyhaunis

### Area in Scope:



### Existing Public Transport

Public transport in this area of Mayo is generally provided by BÉ Expressway services, IE train services and privately operated bus services.

#### Bus Éireann PSO

- ▶ BÉ 422 – 1 morning service per day, Mon – Sat from Westport & Castlebar to Galway via Claremorris with return evening service.
- ▶ BÉ 440 – 1 afternoon service per day, Mon – Sat from Westport & Castlebar to IWAK via Claremorris & Knock.

#### Bus Éireann Expressway

- ▶ Exp 52 – 4 services per day from Ballina to Galway and 5 from Galway to Ballina, all calling at Claremorris & Knock.
- ▶ Exp 64 – 8 services per day from Sligo to Galway and 7 from Galway to Sligo.

All services route via Knock and call at either Claremorris or Ballyhaunis.

- ▶ Exp 21 – 2 services per day each way between Westport & Athlone (with connections to Dublin) passing through Claremorris, Knock & Ballyhaunis.

#### Iarnrod Éireann PSO Services

- ▶ 5 services / day (4 from Ballina) Mon – Sat --- from Westport / Castlebar / Ballina to Dublin, each calling at Claremorris & Ballyhaunis.
- ▶ 4 services / day Mon – Sat (5 on Fridays) --- from Dublin to Westport / Castlebar / Ballina, each service calling at Claremorris & Ballyhaunis.
- ▶ 4 services each way Westport / Castlebar / Ballina – Dublin on Sundays – each calling at Claremorris & Ballyhaunis.

#### Private Operators

- ▶ Bus Feda Teoranta. Operates between Donegal, Sligo & Galway with 2 return services / day and additional services on Fridays & Sundays. Operates along the N17.
- ▶ Knock Shrine Shuttle Bus. Connects Claremorris rail station with Knock Shrine.

### Deficits

- ▶ No early morning bus or train services to facilitate those going to work or education in Castlebar.
- ▶ Bus services from Knock do not allow a useful duration of stay for passengers in either Westport or Castlebar.
- ▶ Exp 21 services allow a poor duration of stay for pilgrims attending Knock Shrine.
- ▶ Accessibility at Claremorris rail station particularly for the elderly, encumbered or infirm is poor for passengers on certain train arrivals when use of a footbridge is required to exit the station.



This reduces the attraction of the rail – bus transfer option for those travelling to Knock Shrine (1.6m visitors in 2012).

- ▶ Despite the significant number of public transport services passing through Claremorris, there is no obvious interaction between north – south bus services and east – west rail services with both modes effectively operating in isolation from each other rather than integrating and facilitating onward travel opportunities. Greater connectivity between rail and bus services at Claremorris could improve public transport options for onward travel to both Knock Shrine and IWAK – two significant regional destinations.
- ▶ The distance between public transport stops in Claremorris (at Dalton St, the Square & the train station) reduces connectivity between services & modes.
- ▶ Passenger waiting facilities at Claremorris train station and the adjacent car park are underutilised and could be used to support park & ride facilities and a public transport interchange at the train station.

## Proposals

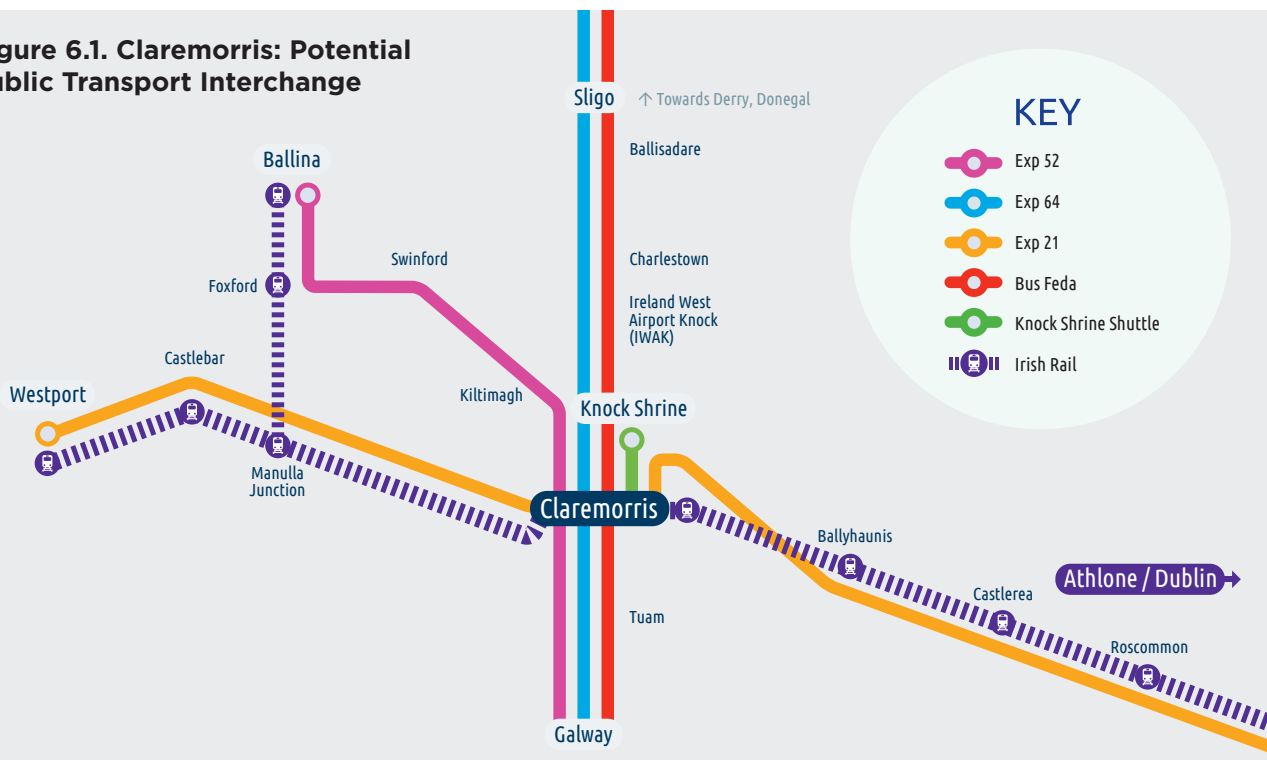
- ▶ To provide a new bus service from Claremorris & Knock to Castlebar. The service to be extended to Ballyhaunis if demand warrants.

- ▶ Examine the potential for an early morning train service from Claremorris to Castlebar with the new car park adjacent to the train station used as a park & ride facility. (See Section 7 for Rail Proposals). Any new rail service to complement and not duplicate any new bus services.
- ▶ Organise train services so as to resolve accessibility issues at Claremorris train station and eliminate the need for passengers to use the footbridge in order to exit the station. (See Section 7 for Rail Proposals).
- ▶ Develop an intermodal Public Transport Interchange at Claremorris rail station. See Figure 6.1.

## Goals

- ▶ Bus times organised to facilitate those going to work / education /shopping etc.
- ▶ Resolve accessibility issues at Claremorris train station and facilitate pilgrims travelling to Knock Shrine with a safe & comfortable transfer at the train station.
- ▶ Develop a Public Transport Interchange at Claremorris train station to facilitate onward travel opportunities on the wider public transport network.
- ▶ Provide regular daily services along fixed routes with minimal variations allowing for a timetable which is clear, easy to understand and memorable.

**Figure 6.1. Claremorris: Potential Public Transport Interchange**



Section 7

Train Services



Existing Rail Services



Iarnrod Éireann PSO Train Services

- ▶ 5 services / day Mon – Sat --- from Westport / Castlebar (4 from Ballina/Foxford) to Dublin each service calling at Claremorris & Ballyhaunis.
- ▶ 4 services / day Mon – Sat (5 on Fridays) --- from Dublin to Westport / Castlebar / Ballina, each service calling at Claremorris & Ballyhaunis.
- ▶ 4 services each way Westport / Castlebar / Ballina – Dublin on Sundays – each calling at Claremorris & Ballyhaunis.

See full Westport / Ballina to Dublin Heuston Timetable at: <http://www.irishrail.ie/media/10-dublinwestport250920131.pdf?v=gc4depe>

These train services to & from Dublin also facilitate the following local train journeys within Mayo:

Mon – Sat

4 train services each way per day with a change of train required at Manulla Junction:

Westport – Castlebar – Ballina				
Westport	0715	0945	1310	1815
Castlebar	0728	0957	1323	1827
Manulla Arr	0735	1004	1330	1834
Manulla Dep	0737	1033	1333	1838
Foxford	0752	1048	1348	1853
Ballina	0805	1101	1401	1906
Overall JT Mins.	50	76	51	51
JT = Journey Time				

Ballina – Castlebar – Westport				
Ballina	0935	1455	1655	2022
Foxford	0947	1507	1707	2034
Manulla Arr	1003	1525	1723	2050
Manulla Dep	1031	1529	1728	2052
Castlebar	1037	1536	1735	2059
Westport	1055	1555	1755	2117
Overall JT Mins.	80	60	60	55
JT = Journey Time				

## Sunday

4 train services each way per day with a change of train required at Manulla Junction:

Westport – Castlebar – Ballina				
Westport	0750	1315	1548	1745
Castlebar	0803	1328	1558	1758
Manulla Arr	0810	1335	1605	1805
Manulla Dep	0813	1338	1637	1837
Foxford	0828	1353	1652	1852
Ballina	0841	1406	1705	1905
<b>Overall JT Mins.</b>	<b>51</b>	<b>51</b>	<b>77</b>	<b>80</b>
JT = Journey Time				

Ballina – Castlebar – Westport				
Ballina	1030	1535	1735	2052
Foxford	1042	1547	1747	2104
Manulla Arr	1058	1603	1803	2120
Manulla Dep	1102	1635	1835	2124
Castlebar	1109	1643	1843	2132
Westport	1130	1702	1900	2150
<b>Overall JT Mins.</b>	<b>60</b>	<b>87</b>	<b>85</b>	<b>58</b>
JT = Journey Time				

## Deficits

### Local Train Services

- ▶ Local train services between Westport – Castlebar – Ballina are not presented or marketed as local services. Local train journey information must be extracted from the main Westport to Dublin Heuston rail timetable, which does little to promote rail travel within Mayo.
- ▶ Some of the journey times for rail travel between Westport – Castlebar – Ballina are excessive due to a half hour wait imposed at Manulla Junction. This makes these services unattractive and uncompetitive.
- ▶ There is no integrated ticketing available between bus & rail services – i.e. go by bus & return by train for travel between Westport & Castlebar or travel from Achill to Ballina with a bus – rail combination.
- ▶ The train unit which operates between Ballina & Manulla Junction does not operate between 0805 & 0935 Mon – Sat, which is the peak morning travel period.
- ▶ The 0805 train arrival in Ballina may be too early for those with a 9am start.

- ▶ There is no pre 9am morning service from Ballina to Castlebar / Westport.
- ▶ Accessibility at Claremorris rail station particularly for the elderly, encumbered or infirm is poor for passengers on certain train arrivals when use of the footbridge is required to exit the station. This reduces the attraction of the rail – bus transfer option for those travelling to Knock Shrine (1.6m visitors in 2012).
- ▶ There is no integration between bus & rail services at IE train stations in Mayo. This is a particular deficit at Castlebar, Westport and Claremorris train stations.

### Train Services to/from Dublin

- ▶ There is a significant gap in morning service departures from Dublin Heuston to Westport / Ballina with no trains between the 0735 departure and the 1245 departure. A morning service (potentially 0930) could be particularly useful for tourists / visitors (for whom the 0735 departure may be too early) and would allow a more useful first day in Westport than the 12:45, which does not arrive in Westport until 1555 and Ballina 1600.
- ▶ Train departures during peak travel periods lack sufficient seating capacity to accommodate all passengers – i.e. Friday evening services to Westport / Ballina ex Heuston.
- ▶ There is no connecting service from Ballina into the 0515 early bird train from Westport to Dublin.

## Proposals

### Local Train Services

- ▶ Develop a stand – alone train timetable to present and market local train journeys within Mayo. On local services, where a significant time penalty exists due to wait time at Manulla Junction, allow a significant fare reduction to compensate.
- ▶ Examine potential to reorganise local train services, subject to funding being available, and in particular examine the potential to better utilise the train unit operating to Ballina, especially during the morning peak travel period with the possible extension of local services to Claremorris considered.
- ▶ Better utilise existing car parking and passenger waiting facilities at Claremorris train station by operating a park & ride facility in the short term and by developing a public transport interchange in the medium to longer term.
- ▶ Organise train services so as to resolve accessibility issues at Claremorris train station and eliminate the need for passengers to use the footbridge in order to exit the station.
- ▶ Facilitate bus access at Castlebar, Westport & Claremorris train stations in order to allow for the integration of public transport services.

### Train Services to/from Dublin

- ▶ Examine the potential for introducing an additional morning train service from Dublin to Westport / Ballina, for an initial summer trial period (May to September) and subject to funding availability. To be achieved by connecting into the existing 0925 ex Heuston to Galway train in Athlone.
- ▶ Provide additional capacity to accommodate passengers during peak travel periods, especially Friday evening departures ex Dublin Heuston to Westport / Ballina.
- ▶ Examine the demand for a connecting service from Ballina into the 0515 early bird train from Westport to Dublin. Note: There is presently an early morning bus service to Dublin with BÉ Exp 22 which departs Ballina at 0630 – arriving Heuston 1010, Eden Quay 1015 & Dublin Airport 1035.

## Goals

- ▶ To promote and increase local rail travel within Mayo and to improve train services between Mayo & Dublin.
- ▶ To integrate train services with PSO & commercial bus services in order to develop an integrated network of public transport services for both local travel within Mayo and for journeys further afield to regional / national destinations.
- ▶ To develop a Public Transport Interchange at Claremorris train station, including a park & ride facility, to facilitate onward travel opportunities on the wider public transport network.
- ▶ Resolve accessibility issues at Claremorris train station and facilitate pilgrims travelling to Knock Shrine with a safe & comfortable transfer at the train station.

## Section 8

# Local Link (Rural Transport Services)

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### Background

A significant number of rural transport services have been developed over the last decade under the auspices of the Rural Transport Programme – currently being restructured by the NTA and re-branded as Local Link. These services are generally state funded and are organised and managed at local level. The services are generally provided by mini buses and are tailored to meet the specific needs of local communities, which includes bringing people from rural locations into their local town for a few hours once or twice a week to facilitate shopping, appointments, socialising etc. The services are unique in terms of their flexibility in responding to local demand and in accessing remote locations, sometimes providing a door to door service. Local Link services have a strong social dimension and help to reduce social isolation in rural areas.

### Local Link in Mayo

In Mayo, the Local Link office is now located at:

<b>Address:</b>	Mayo County Council Cedar Building Moneen Castlebar
<b>Email:</b>	mayoruraltransport@eircom.net
<b>Phone:</b>	(094) 9047055

The Local Link office will act as a Transport Co-ordination Unit (TCU) for rural transport services in Mayo. A list of Local Link services in Mayo is available at <http://www.mayonortheast.com/rural-transport-programme.asp#page>

### Local Link Potential

In addition to providing transport services from rural locations into local towns, there is also potential for Local Link services to become an important component of the wider transport network by connecting with regular bus & rail services and facilitating onward travel to destinations further afield. There are parts of Mayo for instance, which due to their geographical location off the main bus routes, have no regular bus services. Local Link bus services could be organised to connect these areas to regular bus & rail services operating to local & national destinations.

### Proposal

The NTA will examine the potential for Local Link in Mayo to reconfigure their services and provide new services (where funding allows) to link into regular bus & rail services to facilitate onward travel to local & national destinations.

### Goal

To establish Local Link services as an important component of the wider public transport network.

## Section 9

# Public Transport Information, Bus Stops, Accessibility & Integrated Ticketing

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## A. Public Transport Information

### Timetables

Timetables for public transport in Mayo are generally available on the operators' websites (BÉ, IÉ & private bus operators). BÉ & IÉ also post their timetables at bus stops and rail stations.

### Real Time Passenger Information (RTPI)

Real time passenger information (RTPI) for BÉ and IÉ services in Mayo is available on their respective websites as well as from the Transport for Ireland Website at <http://www.transportforireland.ie/real-time/real-time-ireland/>

### National Journey Planner (NJP)

The National Journey Planner (available from the Transport for Ireland website) provides integrated journey planning, timetables and travel information for PSO rail & bus services as well as all licensed public transport providers and Local Link transport services. You can also download the Journey Planner travel app for Ireland free from the Apple App store for iPhone and iPad, Windows store or Google Play store for Android devices.

### Deficits

- ▶ PSO bus service timetables often contain a substantial number of variations, which can lead to confusion and a general lack of clarity for the travelling public, especially tourists & visitors.
- ▶ Local train services between towns in Mayo are not presented or marketed as local services.

Local train journey information must be extracted from the main Westport to Dublin Heuston rail timetable, which does little to promote rail travel within Mayo.

- ▶ There are no integrated public transport timetables available in the following cases:
  - ▶ Where there are several public transport services operating as between Castlebar & Westport (services by BÉ, IÉ & Private Operator) – there is no integrated timetable showing all options for travel between the two towns.
  - ▶ When local bus services connect with trains or express bus services, a timetable giving onward travel opportunities would be useful for both local people and tourists to plan their journeys.

### Proposals

- ▶ Seek to significantly reduce the number of service variations on PSO bus timetables and thereby simplify the service offering making the timetables clearer and easier to understand.
- ▶ Seek to ensure the display of clear & easy to understand public bus timetables at bus stops & railway stations.
- ▶ Develop a stand – alone train timetable to present and market local train journeys within Mayo.
- ▶ Develop & display integrated timetable information for Mayo on the Transport for Ireland website.

**Note:** There are no immediate plans for the installation of RTPI (Real Time Passenger Information) displays at bus stops outside of the Greater Dublin Area and the regional cities. Any future roll out of RTPI bus stop displays at regional locations will be done on a prioritised basis.



## B. Bus Stops

Additional bus stops can improve access to public transport in towns & villages, while enhancing bus stop facilities can improve the waiting experience for passengers.

### Deficits

- ▶ Ballina town centre bus stop at Dunnes Stores needs to be upgraded to provide adequate seating & shelter.
- ▶ The town centre bus stops in Castlebar at Garvey Way require more seating.
- ▶ Improved facilities are required at the Westport town centre bus stops on Mill Street.
- ▶ There are no bus stops serving suburban / employment locations on the approaches to Ballina, Castlebar and Westport.

### Proposals

Seek to improve the main town centre bus stop facilities in Ballina, Castlebar & Westport by addressing any deficits with respect to accessibility, seating, shelter and travel information displays.

**Note:** In Westport, the town's smarter travel programme includes the development of a Smarter Travel Pavillion. It is understood that a site in close proximity to the Mill Street bus stops is being considered for the development. This could potentially provide a good waiting environment for bus passengers with good access to public transport information.

- ▶ Seek to provide new bus stops at the following locations:
  - ▶ Killala Road & Sligo Road in Ballina to serve residential areas.
  - ▶ Saleen, Castlebar (near junction of N84 & N60) to serve residential & employment areas & train station.
  - ▶ Castlebar Road, Westport to serve residential & employment areas.
  - ▶ The Quay, Westport to serve residential areas, businesses & amenities.

## C. Accessibility

The NTA seeks to improve the overall accessibility of public transport services on an on-going basis. Currently in Mayo, a number of wheelchair accessible public transport services are provided by Local Link. In addition, Iarnród Éireann also provides a good level of accessibility on its train services to both local and national destinations (see Sections 6 & 7 for proposals regarding accessibility at Claremorris rail station). It is an objective of the NTA to improve the overall accessibility of the public transport network and in particular to increase the number of public bus services which are accessible. Key to achieving this in Mayo will be the need to address any deficits with regards to accessibility at the main bus stops in the county.

## D. Integrated Ticketing

Integrated ticketing can provide significant benefits for passengers by allowing multi modal trips without the need to purchase separate tickets. This facilitates the introduction of integrated and generally cheaper fares. An integrated ticketing scheme (ITS) in the form of the "Leap Card" is now available in the Greater Dublin Area and in Cork & Galway cities, but decisions have yet to be made on the most appropriate form of integrated ticketing for rural areas.

