

Kerry Public Transport Network

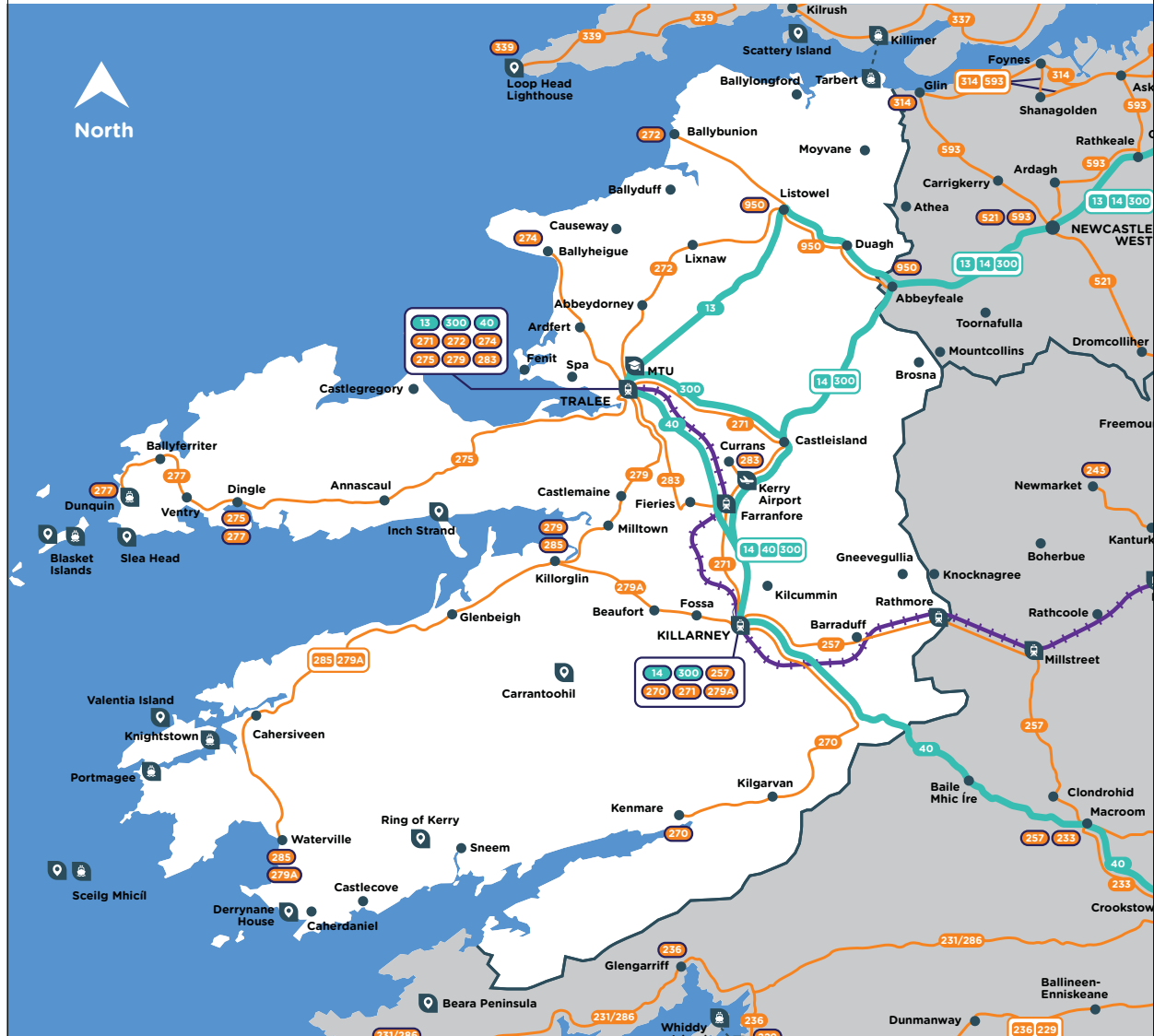
November 2021



Map Key

- Existing Regional Route
- Existing Local Route
- Rail Line
- Terminus, where a route begins or ends

- Airports
- Points of Interest
- Ferry Ports
- Third Level Education
- Train Stations



Proposed Public Transport Improvements in County Kerry

	Proposal	Connecting		Serving*	Description
Regional Corridor Proposals	1	Tralee	Cork	Farranfore, Killarney, Macroom and other places en route	This corridor is currently served by route 40. We propose more frequent services on this corridor with a minimum service frequency of 30 minutes.
	2A	Killarney	Skibbereen	Kenmare, Glengariff, Bantry and other places en route	This is a new corridor. Parts of this corridor are currently served by routes 236 and 270. We propose the integration of these routes with a minimum service frequency of 2 hours.
	3A	Limerick	Killarney	Adare, Newcastle West, Abbeyfeale, Listowel and other places en route	This corridor is currently served by routes 13, 14 and 300. We propose more frequent services and a better integration of routes along this corridor. A minimum service frequency of 1 hour is proposed between Limerick and Tralee and between Limerick and Killarney. In our proposal, routes 3A and 3B will combine to provide a 30 minute frequency between Limerick and Abbeyfeale.
	3B	Limerick	Tralee	Adare, Newcastle West, Abbeyfeale, Castleisland, Farranfore and other places en route	

Local Route Proposals	257	Killarney	Kinsale	Millstreet, Macroom, Bandon and other places en route	We propose to extend route 257 from Macroom to Kinsale. Minimum service of 3 return trips a day.
	273	Tralee	Castlegregory	Other places en route	We propose a new route from Castlegregory to Tralee. Minimum service of 3 return trips a day.
	274	Tarbert	Killorglin	Ballybunion, Ballyheigue, Tralee, Castlemaine, Milltown and other places en route	We propose to integrate routes 274 and 279 to create a new route from Ballybunion to Killorglin via Ballyheigue and Tralee. Minimum service of 3 return trips a day along the full route with additional services between Tralee and Killorglin to match the frequency of the existing route.
	278	Fenit	Kerry Airport	Spa, Tralee, Castleisland and other places en route	We propose to integrate routes 271 and 278 to create a new route from Fenit to Kerry Airport via Tralee and Castleisland. Minimum service of 4 return trips Monday to Saturday and 3 return trips on Sunday.
	280	Killarney	Killarney	Killorglin, Caherciveen, Waterville, Sneem, Kenmare and other places en route	We propose a new two-way Ring of Kerry loop, replacing existing routes 279A and 285. Minimum service of 5 return trips a day.
	283	Tralee	Currans	Feries, Farranfore, Kerry Airport and other places en route	We propose to increase the frequency of route 283 from Currans to Tralee. Minimum service of 4 return trips a day.
	314	Limerick	Ballybunion	Mungret, Askeaton, Foynes, Tarbert, Listowel and other places en route	We propose to extend route 314 from Foynes to Ballybunion via Tarbert and Listowel. Minimum service of 6 return trips a day.
	287A	Caherciveen	Knightstown	Portmagee and other places en route	We propose an increase in frequency of route 287A from Caherciveen to Knightstown. Minimum service of 3 return trips a day.
	A51	Killarney	Mallow	Kilcummin, Rathmore, Boherbue, Kanturk and other places en route	We propose a new route from Killarney to Mallow via Rathmore and Kanturk. Minimum service of 3 return trips a day.
	A87	Abbeyfeale	Newcastle West	Brosna, Mountcollins, Toornafulla and other places en route	We propose a new route from Abbeyfeale to Newcastle West via Mountcollins. Minimum service of 3 return trips a day.
	B17	Tarbert	Croom	Glin, Athea, Ardagh, Newcastle West, Ballingarry and other places en route	We propose a new route from Tarbert to Croom via Athea and Newcastle West. Minimum service of 3 return trips a day.

	Route	Connecting		Serving*
Existing Routes	272	Tralee	Ballybunion	Abbeydorney, Lixnaw, Listowel, Lisselton and other places en route
	275	Tralee	Dingle	Annascaul and other places en route
	277	Dingle	Dunquin	Ventry, Ballyferriter and other places en route
	Train	Tralee	Dublin / Cork	Farranfore, Killarney, Rathmore, Mallow and other places en route

Regional Corridor Proposals

Regional Corridors generally operate along main roads, connecting cities and large towns and any settlements en route. Corridors can consist of several routes, some provided commercially and some by the State using financial support. Some run the full length of the corridor between places, and some, only on sections. Connecting Ireland will improve the level of service during the core day, evenings and on weekends on Regional Corridors. We will do this by liaising with existing service providers. New services may be added, or existing services improved.

Local Route Proposals

Local routes connect smaller towns and villages and their rural catchments with nearby larger towns. This will improve access to the range of services available in larger centres, at more useful times of the day and week, for those living in rural areas and smaller villages. It will also permit transfer to Regional Services to travel onwards, with timed reliable connections.

Existing Routes

No significant changes are planned to these routes. As the public transport network develops, and as more people travel more often and more widely by public transport, we will continue to review their usage and take steps to ensure their continued fitness-for-purpose.

Notes

*Serving: The map shows the main alignments of our planned routes and services. Most journeys will take that route. However, there may be a need to deviate from that route to provide connectivity to smaller settlements or areas located off the main alignment, but which also require a level of service. Distinctions may be drawn in the passenger information that we prepare, as support to the maps shown. Connecting Ireland proposes a step-change in public transport connectivity. The minimum level of service we have identified is a starting point in many cases. Where our analysis demonstrates a warrant for levels of service above the minimum, we will plan to provide that, where funding can be identified. Improvements may be delivered in stages as the project proceeds.

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