

Limerick Public Transport Network

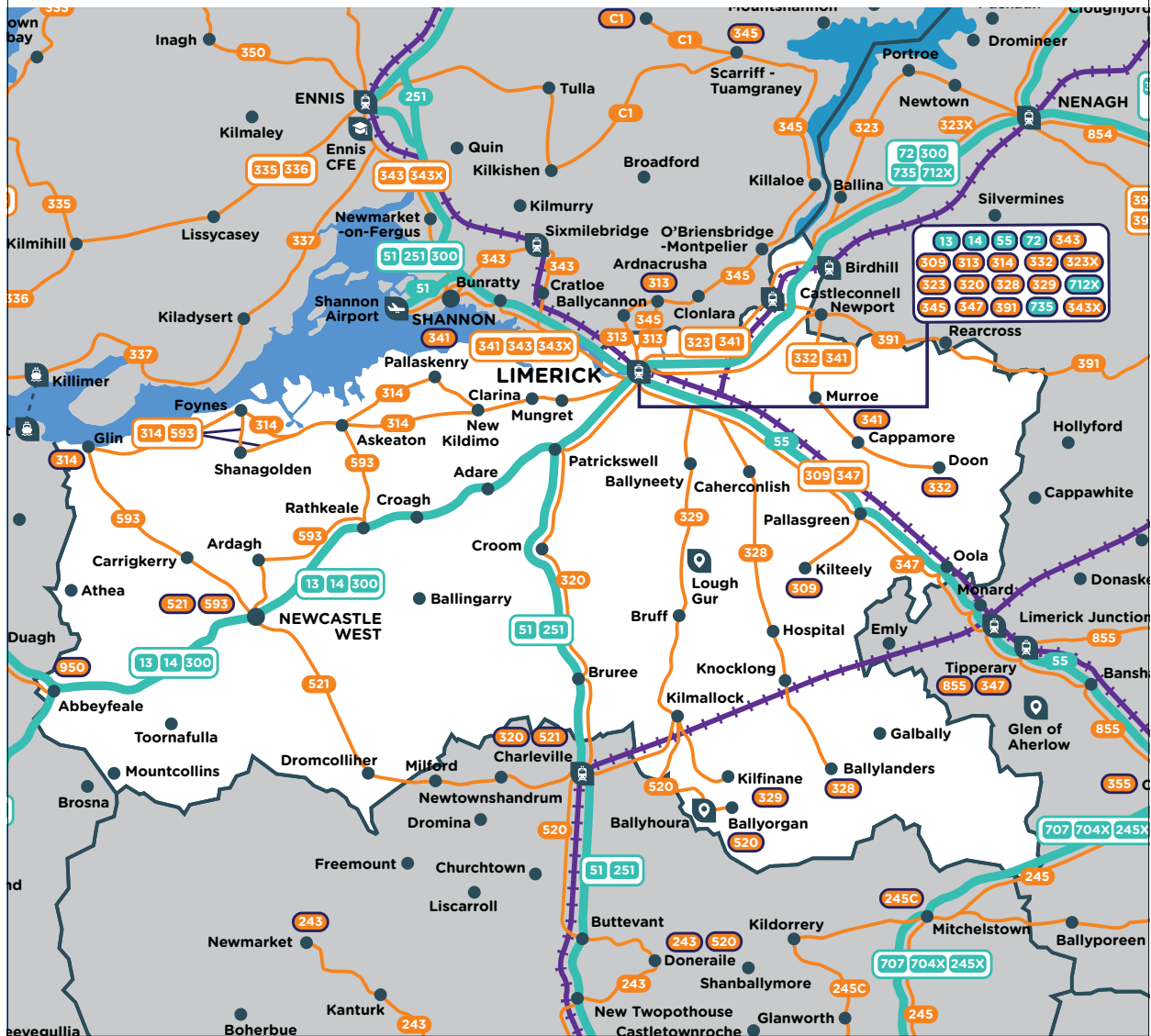
November 2021



Map Key

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

- Airports
- Points of Interest
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Proposed Public Transport Improvements in County Limerick

	Proposal	Connecting		Serving*	Description
Regional Corridor Proposals	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 increased services and the integration of routes along this corridor. A minimum service frequency of 1 hour between Limerick and Tralee and between Limerick and Killarney is proposed. Under the current 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	
	5	Limerick	Waterford	Oola, Tipperary, Cahir, Clonmel, Carrick-on-Suir and other places en route	This corridor is currently served by routes 55, 347 and 355. We propose increased services and the integration of routes along this corridor. A minimum service frequency of 1 hour is proposed.
	8	Galway	Cork	Oranmore, Ennis, Shannon, Limerick, Mallow and other places en route	This corridor is currently served by routes 51, 251 and 300. We propose increased services and better integration of routes along this corridor. A minimum service frequency of 30 minutes is proposed.
	17	Limerick	Dublin	Nenagh, Roscrea, Portlaoise and other places en route	This corridor is currently served by routes 300, 712X and 735, a mix of express and all-stop services. We propose a better integration of all existing services and more frequent all-stop services. Minimum service frequency of 2 hours on all-stop services.
	42	Limerick	Kilkenny	Newport, Thurles, Uringford, Freshford and other places en route	This is a new corridor. Parts of this corridor are currently served by routes 391 and 871. We propose more frequent services and a better integration of routes along this corridor. Minimum service frequency of 2 hours.

Local Route Proposals	313	Ballycannon	Limerick	Other places en route	We propose an increase in frequency of existing route 313 from Ballycannon to Limerick. Minimum service of 3 return trips a day.
	314	Limerick	Ballybunion	Mungret, Askeaton, Foynes, Tarbert, Listowel and other places en route	We propose extension of route 314 from Foynes to Ballybunion via Tarbert and Listowel, with an increase in frequency. Minimum service of 6 return trips a day.
	328	Limerick	Mitchelstown	Caherconlish, Ballylanders and other places en route	We propose to increase the frequency of route 328 from Limerick to Mitchelstown. Minimum service of 3 return trips a day.
	332	Limerick	Cashel	Newport, Cappamore, Cappawhite, Dundrum and other places en route	We propose an extension of route 332 from Dundrum to Cashel, with an increase in frequency. Minimum service of 3 return trips a day.
	345	Scarriff	Limerick	Killaloe, O'Briensbridge-Montpelier, Ardacrusha and other places en route	We propose to increase the frequency of route 345 from Scarriff to Limerick. Minimum service of 3 return trips a day.
	521	Newcastle West	Limerick Junction	Charleville, Kilmallock, Ballylanders, Tipperary and other places en route	We propose an extension of route 521 from Charleville to Limerick Junction via Kilmallock and Tipperary. Minimum service of 6 return trips Monday to Saturday, 3 return trips on Sunday.
	343A	Shannon	Limerick	Sixmilebridge, Cratloe and other places en route	We propose a new route from Shannon to Limerick via Sixmilebridge, replacing an existing variant of route 343. 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	309	Kilduff	Limerick	Kilteely, Pallasgreen and other places en route
	323	Limerick	Nenagh	Castleconnell, Ballina, Portroe, Newtown and other places en route
	329	Limerick	Kilfinane	Ballyneety, Grange, Bruff, Kilmallock and other places en route
	343	Limerick	Ennis	Bunratty, Shannon, Newmarket-on-Fergus and other places en route
	520	Ballyorgan	Doneraile	Kilmallock, Charleville and other places en route
	593	Newcastle West	Newcastle West	Glin, Foynes, Askeaton and other places en route
	343X	Limerick	Ennis	Newmarket-on-Fergus and other places en route
	Train	Limerick	Galway	Sixmilebridge, Ennis, Gort, Athenry, Oranmore and other places en route
	Train	Dublin	Ennis	Portlaoise, Thurles, Limerick Junction, Limerick and other places en route
	Train	Ballybrophy	Limerick	Roscrea, Nenagh, Castleconnell and other places en route
Train	Limerick	Waterford	Limerick Junction, Cahir, Clonmel, Carrick-on-Suir 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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