

Longford Public Transport Network

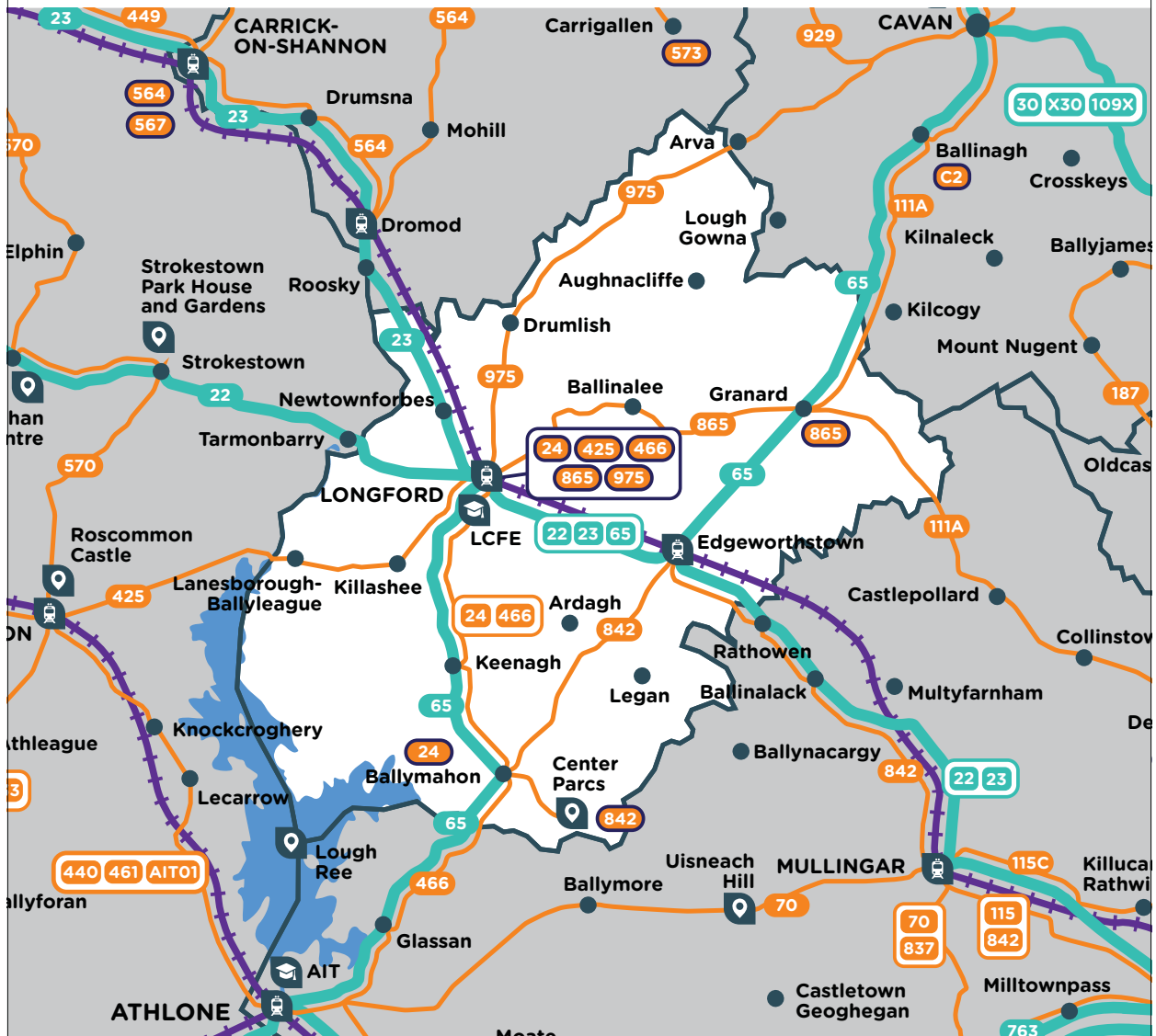
November 2021



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 Longford

	Proposal	Connecting		Serving*	Description
Regional Corridor Proposals	25	Athlone	Belfast	Longford, Edgeworthstown, Cavan, Monaghan and other places en route	This corridor is currently served by routes 24, 65, 70, 175, 270, 271 and 466. We propose more frequent services on this corridor and the integration of routes along the corridor to provide a minimum service frequency of 2 hours.
	27A	Ballina	Dublin	Foxford, Charlestown, Longford, Mullingar and other places en route	This corridor is currently served by routes 22 and 23. We propose more frequent services and a better integration of routes along this corridor. A minimum service frequency of 2 hours is proposed between Ballina and Dublin and between Sligo and Dublin. In our proposal, routes 27A and 27B combine to provide an hourly frequency between Longford and Dublin.
	27B	Sligo	Dublin	Boyle, Carrick-on-Shannon, Longford, Mullingar and other places en route	
	40	Galway	Longford	Claregalway, Mountbellew, Roscommon, Lanesborough and other places en route	This corridor is currently served by routes 425, 433 and 467. We propose increased services along this corridor with a minimum service frequency of 2 hours.

Local Route Proposals	111A	Mullingar	Cavan	Delvin, Granard, Ballinagh and other places en route	We propose to extend route 111A from Delvin to Mullingar. Minimum service of 4 return trips Monday to Friday, 3 return trips on Sunday.
	865	Longford	Cavan	Granard, Aughnaclyffe, Lough Gowna and other places en route	We propose to extend route 865 from Granard to Cavan Town via Aughnaclyffe and Lough Gowna. Minimum service of 3 return trips a day, additional evening services on Friday and Saturday.
	975	Longford	Cavan	Drumlish, Arva and other places en route	We propose to alter route 975 to serve Melview. Minimum service of 5 return trips Monday to Saturday, 3 return trips on Sunday.
	A10	Edgeworthstown	Mullingar	Legan, Ballynacargy, Ballinalack, Multyfarnham and other places en route	We propose a new route from Edgeworthstown to Mullingar via Legan, Ballynacargy and Multyfarnham. Minimum service of 3 return trips a day.

	Route	Connecting		Serving*
Existing Routes	842	Center Parcs	Dublin	Ballymahon, Edgeworthstown, Ballinalack, Mullingar and other places en route
	Train	Dublin	Sligo	Maynooth, Mullingar, Longford, Carrick-on-Shannon, Boyle 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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