

# Louth Public Transport Network

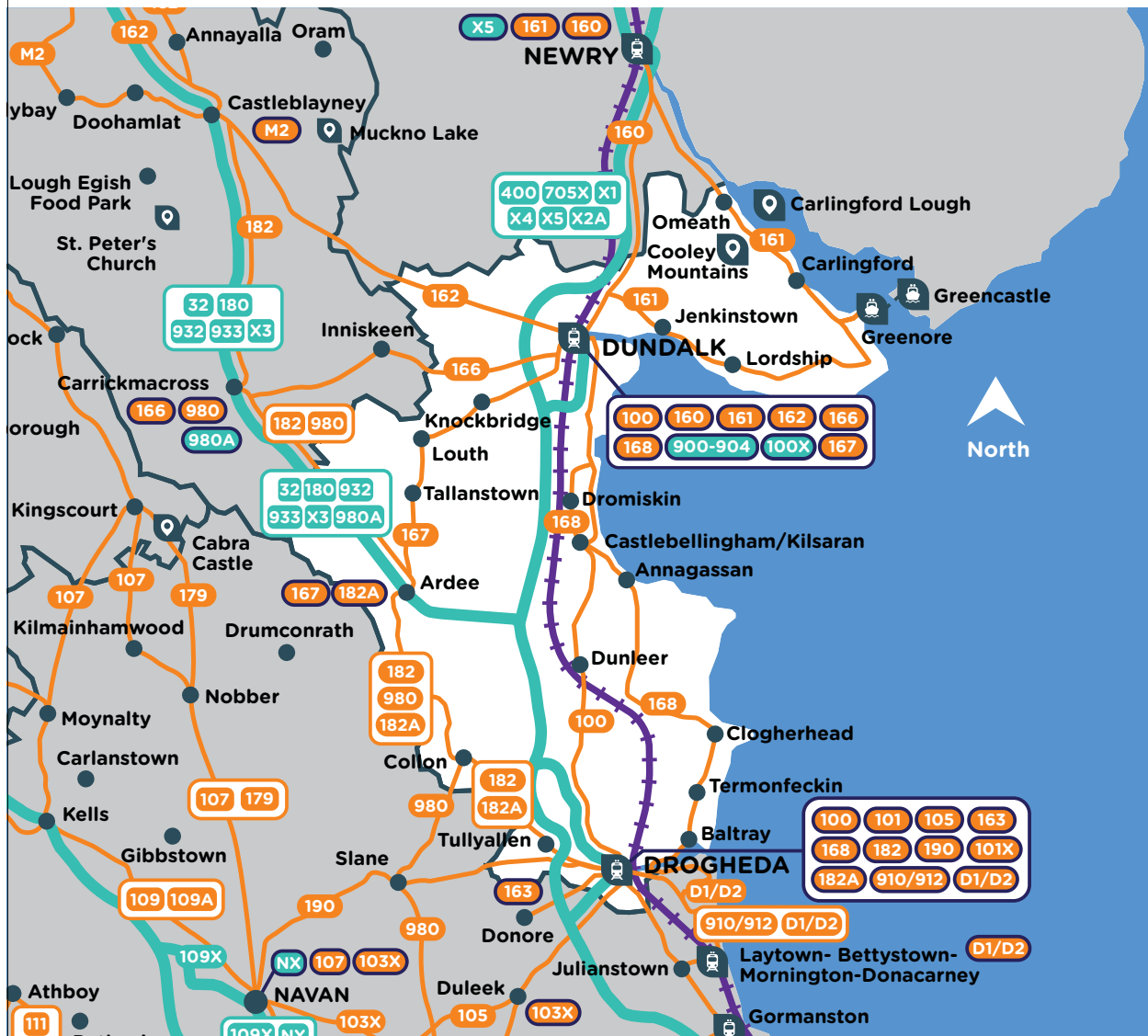
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Map Key

- 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 Louth

	Proposal	Connecting	Serving*	Description	
Regional Corridor Proposals	29	Athlone	Drogheda	Mullingar, Navan, Slane and other places en route	This is a new corridor. Parts of this corridor are currently served by routes 70 and 190. We propose the integration of these routes with a minimum service frequency of 60 minutes.
	30	Cavan	Dundalk	Bailieborough, Kingscourt, Carrickmacross, Inniskeen and other places en route	This corridor is currently served by route 166. We propose more frequent services on this corridor with a minimum service frequency of 2 hours.
	33	Enniskillen	Dundalk	Clones, Smithborough, Monaghan, Castleblaney and other places en route	This is a new corridor. Parts of this corridor are currently served by routes 65, 95, 162, 180, 270 and 271. We propose the integration of these routes with a minimum service frequency of 2 hours.
	36A	Letterkenny	Dublin	Strabane, Omagh, Monaghan, Ardee and other places en route	This corridor is currently served by routes X3, 32, 180, 932, 933 and 980A. We propose more frequent services and a better integration of routes along this corridor. A minimum service frequency of 2 hours is proposed between Letterkenny and Dublin and between Derry /Londonderry and Dublin. In our proposal routes 36A and 36B will combine to provide a 60 minute frequency between Strabane and Dublin.
	36B	Derry / Londonderry	Dublin	Strabane, Omagh, Monaghan, Ardee and other places en route	
	39	Belfast	Dublin	Newry, Dundalk, Drogheda and other places en route	This corridor is currently served by routes X1, X2A, X5, 100X, 400, 705X and 900 to 904, all of which are express services. We propose to better integrate routes along the corridor.
	41	Mullingar	Dundalk	Clonmellon, Kells, Carlanstown, Ardee and other places en route	This is a new corridor. Part of this corridor is currently served by route 167. We propose the integration of this route with a minimum service frequency of 2 hours.

Local Route Proposals	163	Athboy	Drogheda	Navan, Donore and other places en route	We propose a new route from Athboy to Drogheda via Navan and Duleek. Minimum service frequency of 3 return trips a day.
	168	Newry	Drogheda	Carlingford, Jenkinstown, Dundalk, Dromiskin, Clogherhead and other places en route	We propose to integrate routes 168 and 161 to create a new coastal route between Drogheda, Dundalk and Newry. Minimum service frequency of 9 return trips Monday to Saturday, 4 return trips on Sunday.

	Route	Connecting	Serving*	
Existing Routes	100	Dundalk	Drogheda	Castlebellingham, Dunleer and other places en route
	101	Dublin	Drogheda	Dublin Airport, Balbriggan, Gormanston, Julianstown and other places en route
	105	Drogheda	Blanchardstown	Duleek, Kentstown, Ashbourne, Ratoath, Dunboyne and other places en route
	160	Dundalk	Newry	Ravensdale and other places en route
	182	Drogheda	Monaghan	Collon, Ardee, Carrickmacross, Castleblaney and other places en route
	980	Carrickmacross	Dublin	Ardee, Collon, Slane and other places en route
	101X	Drogheda	Dublin	Julianstown, Balbriggan and other places en route
	182A	Drogheda	Ardee	Tullyallen, Collon and other places en route
	910 912	Drogheda	Dublin	Bettystown, Laytown, Julianstown and other places en route
	D1 D2	Drogheda	Laytown	Mornington, Donacarne, Bettystown and other places en route
	Train	Belfast	Dublin	Newry, Dundalk, Drogheda and other places en route
	X4	Derry / Londonderry	Dublin	Dungiven, Cookstown, Dungannon, Armagh, Dublin Airport 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.

