

# Mayo Public Transport Network

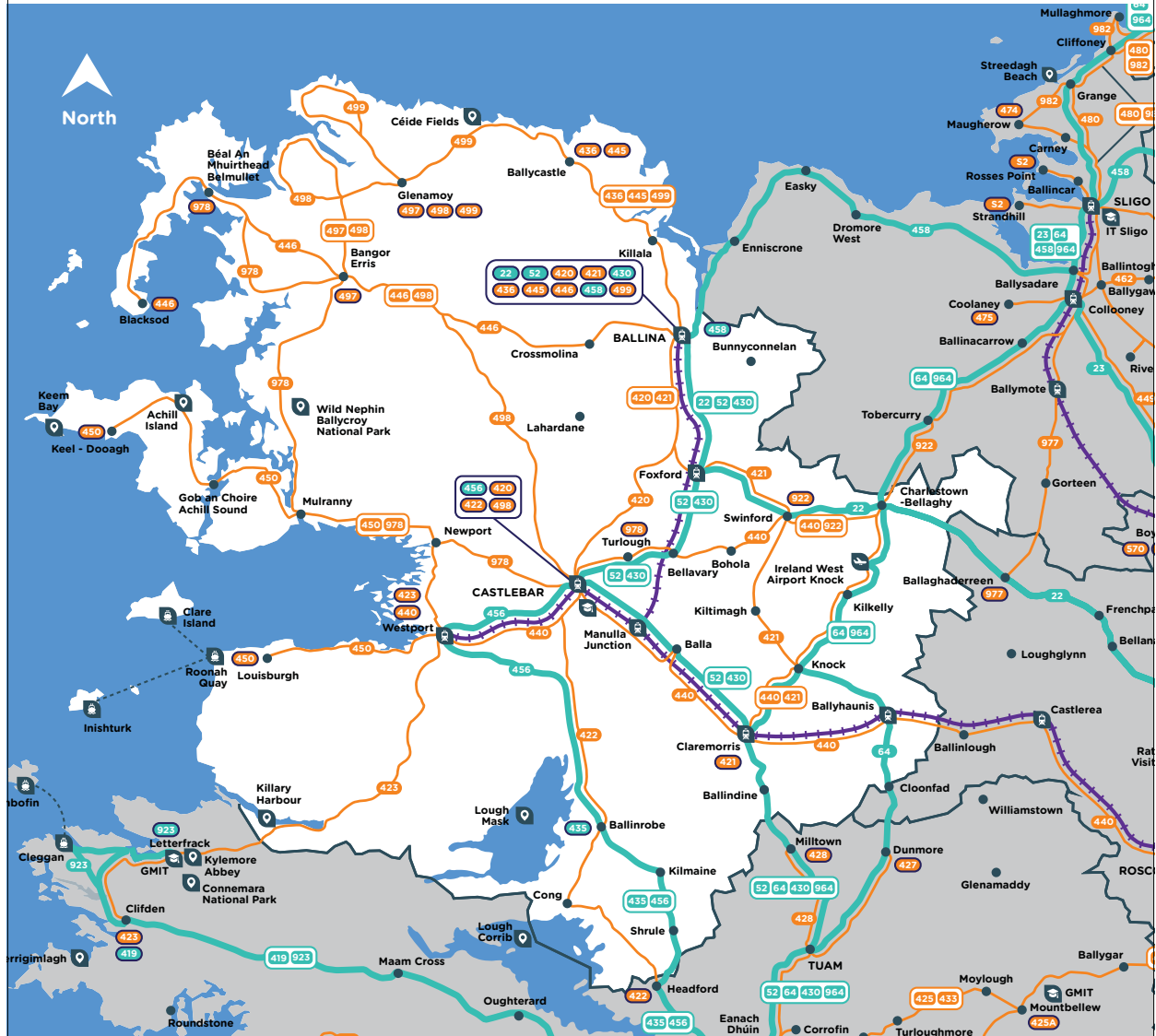
November 2021

## 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 Mayo

	Proposal	Connecting		Serving*	Description
Regional Corridor Proposals	21	Castlebar	Galway	Westport, Ballinrobe, Headford, Corrandulla, Cloonboo and other places en route	This corridor is currently served by route 456. We propose more frequent services on this corridor with a minimum service frequency of 2 hours.
	22A	Ballina	Galway	Castlebar, Milltown, Tuam, Claregalway and other places en route	This corridor is currently served by routes 52, 64, 430 and 964. We propose more frequent services and a better integration of routes along this corridor. A minimum service frequency of 1 hour is proposed between Ballina and Galway and between Sligo and Galway. In our proposal routes 22A and 22B will combine to provide a 30 minute frequency between Tuam and Galway.
	22B	Sligo	Galway	Tobercurry, Ireland West Airport Knock, Ballyhaunis / Claremorris, Tuam and other places en route	
	26	Ballina	Enniskillen	Enniscrone, Dromore West, Sligo, Manorhamilton and other places en route	This corridor is currently served by route 458. We propose to maintain the existing level of service with 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 route 22. We propose more frequent services on this corridor with a minimum service frequency of 2 hours.

Local Route Proposals	423	Westport	Clifden	Leenane, Kylemore, Letterfrack and other places en route	We propose to increase the frequency on route 423 from Clifton to Westport. Minimum service of 5 return trips a day.
	440	Athlone	Westport	Roscommon, Castlerea, Ireland West Airport Knock, Charlestown, Castlebar and other places en route	We propose to alter route 440 to serve Turlough. Minimum service of 4 return trips Monday to Saturday, 3 return trips on Sunday.
	445	Bunynconnelan	Ballycastle	Ballina, Killala and other places en route	We propose a new route from Bunynconnelan to Ballycastle, replacing existing infrequent routes 444 and 445. Minimum service of 3 return trips a day.
	446	Ballina	Blacksod	Crossmolina, Bangor Erris, Belmullet and other places en route	We propose to increase the frequency on route 446 from Blacksod to Ballina. Minimum service of 4 return trips Monday to Friday, 3 return trips on Saturday and Sunday.
	454	Ballina	Castlebar	Crossmolina, Lahardane and other places en route	We propose a new route from Ballina to Castlebar via Lahardane, replacing existing infrequent route 454. Minimum service of 3 return trips a day.

	Route	Connecting		Serving*
Existing Routes	420	Castlebar	Ballina	Pontoon and other places en route
	421	Ballina	Claremorris	Foxford, Swinford, Kiltimagh, Knock and other places en route
	422	Castlebar	Headford	Ballintubber, Ballinrobe, Cong and other places en route
	450	Keel-Dooagh	Louisburgh	Achill Sound, Mulranny, Newport, Westport and other places en route
	497	Glenamoy	Glenamoy	Ballinaboy, Glenturk and other places en route
	498	Glenamoy	Castlebar	Knocknalower, Inver, Glenamoy, Bangor Erris and other places en route
	499	Glenamoy	Ballina	Kilgalligan, Glenamoy, Ballycastle, Killala and other places en route
	922	Swinford	Sligo	Charlestown, Tobercurry and other places en route
	978	Belmullet	Castlebar	Geesala, Bangor Erris, Mulranny, Newport and other places en route
	Train	Westport	Dublin	Castlebar, Roscommon, Athlone, Tullamore, Portarlinton and other places en route
Train	Ballina	Dublin	Foxford, Manulla Junction 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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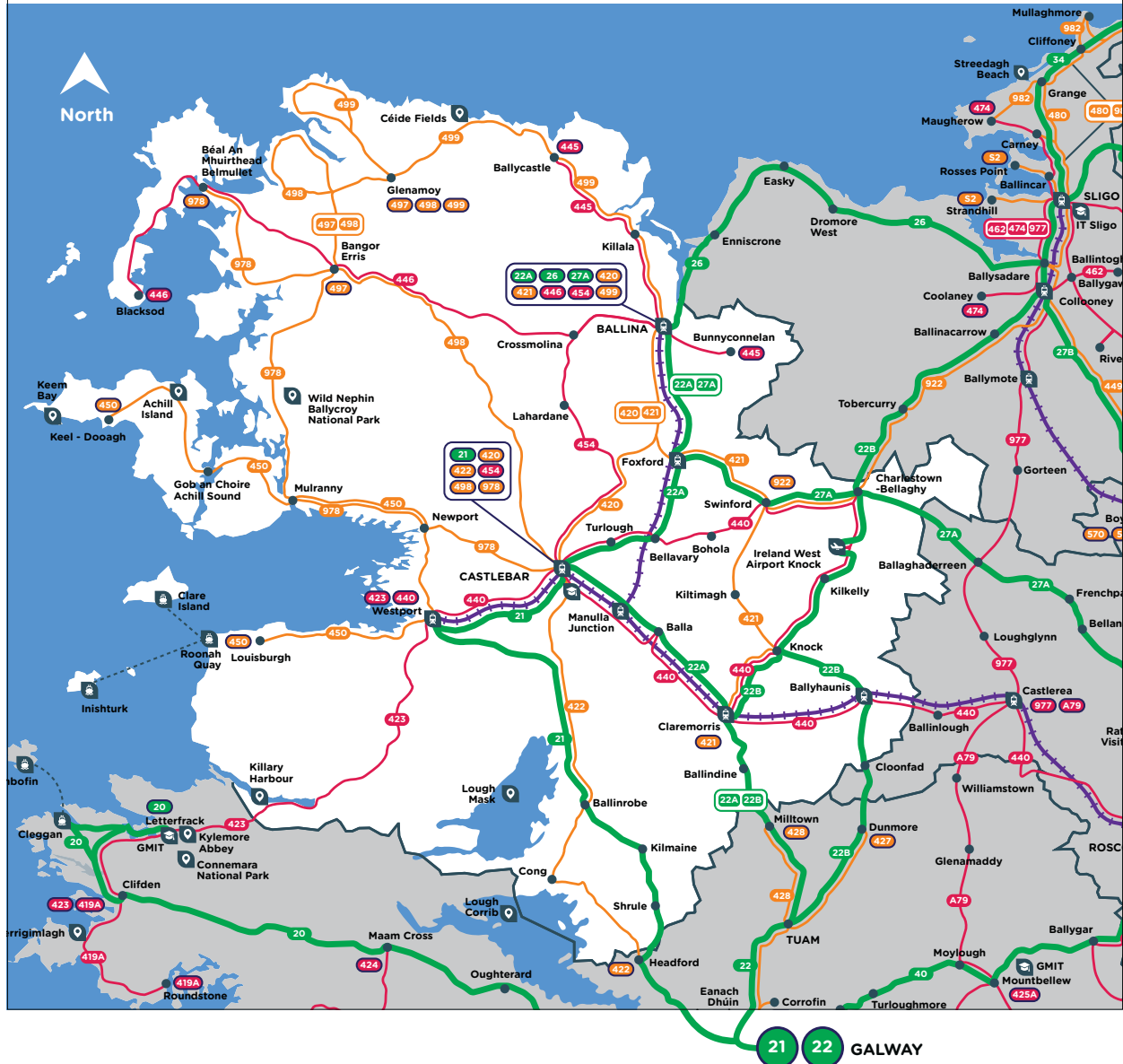
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26 ENNISKILLEN

27A LONGFORD /DUBLIN

440 ATHLONE

ATHLONE /DUBLIN

21 22 GALWAY