

Meath Public Transport Network

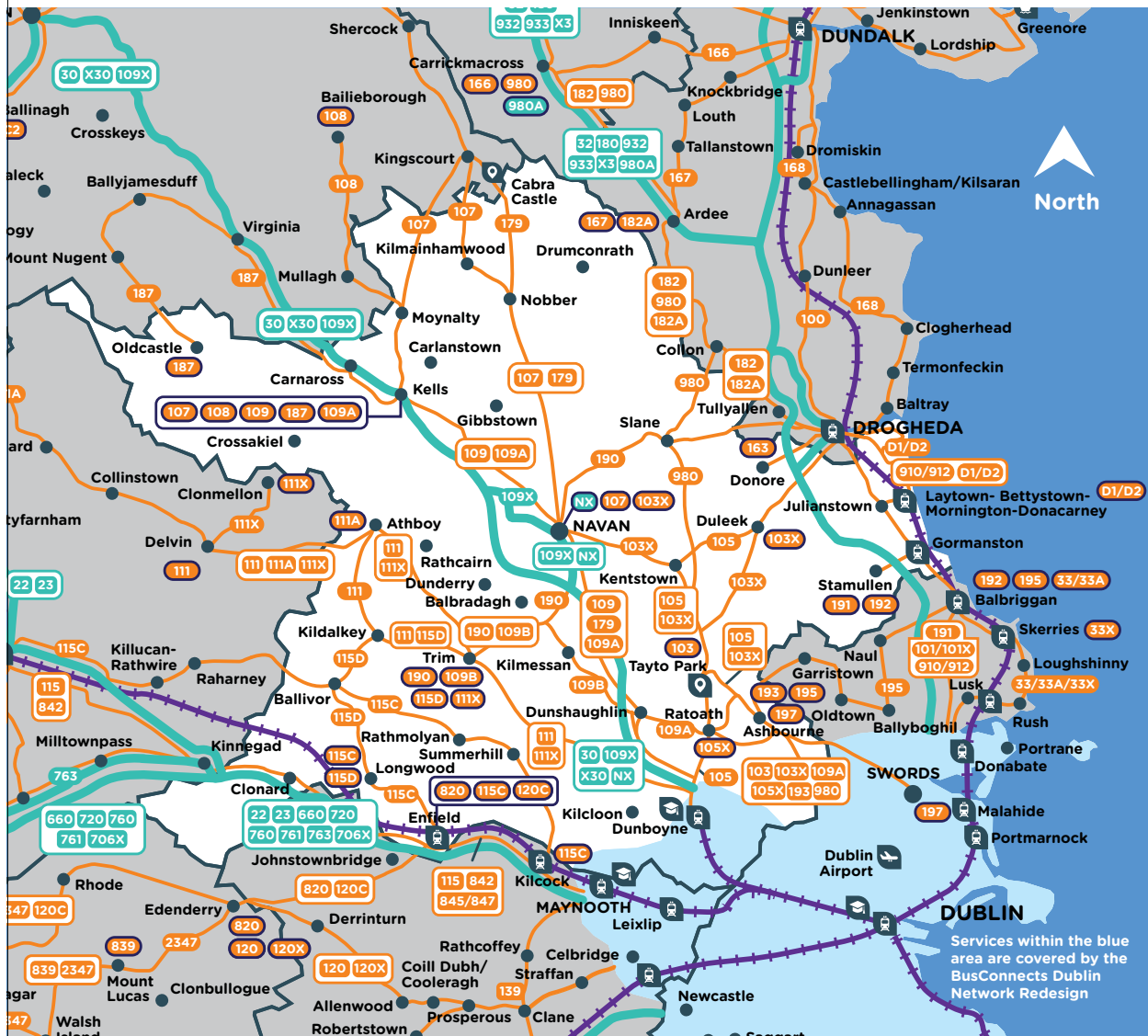
November 2021

Map Key

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



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

	Proposal	Connecting		Serving*	Description
Regional Corridor Proposals	23	Galway	Dublin	Oranmore, Loughrea, Ballinasloe, Athlone and other places en route	This corridor is currently served by routes 660, 706X, 720, 760, 761 and 763, a mix of express and all-stop services. We propose more frequent services and a better integration of routes along this corridor. Minimum service frequency of 2 hours on all-stop services.
	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	
	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.
	31	Donegal Town	Dublin	Ballyshannon, Enniskillen, Cavan, Kells, Navan and other places en route	This corridor is currently served by routes 30, X30, 109X and NX. We propose to maintain the existing level of service and better integrate routes along the corridor to provide a minimum service frequency of 2 hours between Donegal and Dublin, 60 minutes between Cavan and Dublin and 30 minutes between Navan and Dublin.
	36A	Letterkenny	Dublin	Strabane, Omagh, Monaghan, Ardee and other places en route	This corridor is currently served by routes X3, 32, 932 and 933. 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	108	Kells	Cootehill	Moynalty, Mullagh, Bailieborough and other places en route	We propose to extend route 108 from Bailieborough to Cootehill. Minimum service of 4 return trips a day.
	163	Athboy	Drogheda	Navan, Kentstown, Duleek, Donore and other places en route	We propose a new route from Athboy to Drogheda via Navan and Duleek. Minimum service of 3 return trips a day.
	187	Kells	Cavan	Crossakiel, Oldcastle, Virginia, Crosskeys and other places en route	We propose to reconfigure route 187 and extend it to Cavan Town. Minimum service of 4 return trips Monday to Friday and 3 return trips on Saturday and Sunday.
	192	Balbriggan	Swords	Gormanston, Oldtown, Ballyboghil and other places en route	We propose to extend route 192 from Stamullen via Oldtown to Swords. Minimum service of 4 return trips Monday to Friday, 6 return trips on Saturday and 5 return trips on Sunday.
	195	Ashbourne	Balbriggan	Garristown, Naul and other places en route	We propose to alter route 195 to serve Ballymadun. Minimum service of 6 return trips Monday to Saturday and 3 return trips on Sunday.
	115D	Enfield	Navan	Longwood, Ballivor, Trim and other places en route	We propose a new route from Enfield to Navan, replacing existing route 115D and an existing variant of route 115C. Minimum service of 3 return trips a day.
	A31	Mullingar	Portlaoise	Kinnegad, Portarlinton and other places en route	We propose a new route from Portlaoise to Mullingar via Edenderry. Minimum service of 3 return trips a day.

	Route	Connecting		Serving*	
Existing Routes	101	Dublin	Drogheda	Balbriggan, Julianstown and other places en route	Regional Corridor Proposals
	103	Dublin	Tayto Park	Ashbourne, Ratoath and other places en route	
	105	Drogheda	Blanchardstown	Duleek, Ashbourne, Ratoath and other places en route	
	107	Kells	Navan	Kingscourt, Kilmainhamwood, Nobber and other places en route	
	109	Dublin	Kells	Dunshaughlin, Navan and other places en route	
	111	Dublin	Delvin	Trim, Athboy and other places en route	
	115	Mullingar	Dublin	Kinnegad, Clonard, Maynooth and other places en route	Local Route Proposals
	179	Cootehill	Dublin	Shercock, Kingscourt, Navan and other places en route	
	191	Stamullen	Dublin	Gormanston, Balbriggan and other places en route	
	193	Ashbourne	Dublin	Other places en route	
	197	Swords	Ashbourne	Rolestown and other places en route	Existing Routes
	820	Edenderry	Enfield	Carbury and other places en route	
	842	Center Parcs	Dublin	Ballymahon, Edgeworthstown, Mullingar 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	
	103X	Dublin	Duleek	Ashbourne and other places en route	
	103X	Dublin	Navan	Ashbourne, Kentstown and other places en route	
	105X	Ratoath	Dublin	Other places en route	
	109A	Dublin Airport	Kells	Ashbourne, Dunshaughlin, Navan and other places en route	
	109B	Dublin	Trim	Dunshaughlin, Kilmessan and other places en route	
111X	Dublin	Clonmellon	Trim, Athboy, Delvin and other places en route		
115C	Mullingar	Kilcock	Kilucan, Ballivor, Summerhill and other places en route		
	120C	Tullamore	Enfield	Rhode, Edenderry and other places en route	
	845 847	Birr	Dublin	Tullamore, Kinnegad, Enfield and other places en route	
	910 912	Drogheda	Dublin	Bettystown, Julianstown and other places en route	
	D1 D2	Drogheda	Laytown	Mornington, Donacorney, Bettystown and other places en route	
	Train	Dundalk	Dublin	Drogheda, Laytown, Balbriggan and other places en route	
	Train	M3 Parkway	Dublin	Dunboyne, Clonsilla and other places en route	
	Train	Dublin	Sligo	Mullingar, Longford, Carrick-on-Shannon and other places en route	
	X4	Derry/Londonderry	Dublin	Cookstown, Dungannon, Armagh and other places en route	

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 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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