

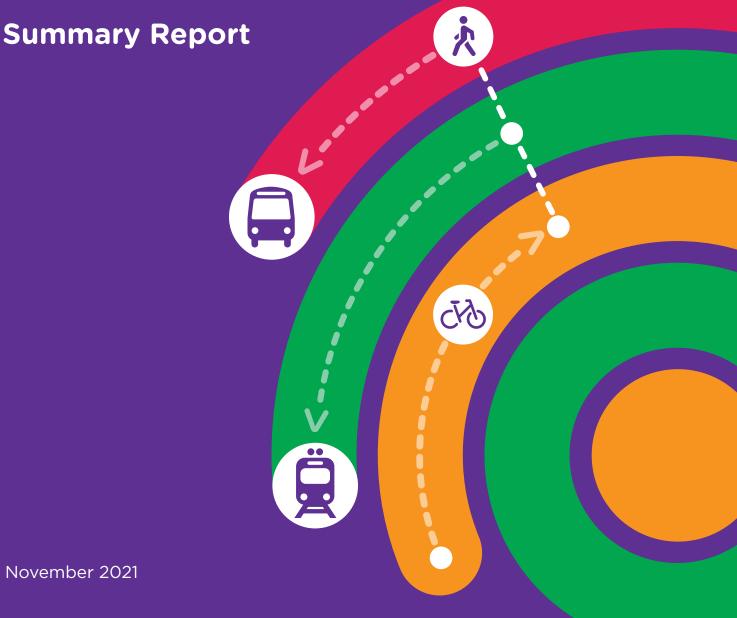
November 2021



Connecting Ireland Rural Mobility Plan

Enhancing Public Transport Across Rural Ireland







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1 Introduction

The Connecting Ireland Rural Mobility Plan is a major national public transport initiative developed by the National Transport Authority (NTA), with the aim of increasing connectivity, particularly for people living outside our major cities and towns.

The plan aims to improve mobility in rural areas, and it will do this by providing better connections between villages and towns by linking these areas with an enhanced regional network connecting cities and regional centres nationwide.

Connecting Ireland seeks to make public transport for rural communities more useful for more people, and it will do this by:

- Improving existing services;
- Adding new services and
- ▶ Enhancing the current Demand Responsive Transport (DRT) network which meets the transport needs of people who live in remote locations.

The NTA has undertaken a comprehensive analysis to better understand where rural bus service improvements are required with a view to introducing new and improved connections between villages and towns and providing better access to public transport in rural areas.

These improvements will create a more effective and integrated system, which brings people in rural areas to where they want to go, when they want to get there.

Connecting Ireland is the first rural public transport plan of its kind in Ireland and we want to get your views on our proposals to help shape the future of Ireland's public transport network.

2 NTA's Role in Improving the Public Transport Network

Established in 2009, the NTA oversees the development of the public transport network. In this role the NTA's overriding objective is to ensure that public transport services are designed and implemented so as to ensure the best possible experiences for the travelling public. That is at the core of everything we do.

The NTA has several functions when it comes to public transport:

Public Service Obligation (PSO) Services

Each year NTA makes funding available to public transport operators for the provision of socially necessary public transport services in Ireland. Operators including Bus Éireann, larnród Éireann, Dublin Bus, Transdev and Go-Ahead Ireland provide these Public Service Obligation (PSO) services, under contract to the NTA.

The NTA not only monitors the delivery of the PSO network, but pro-actively works with operators to improve the effectiveness of existing services and to introduce new ones to meet changing needs. The PSO network includes city and town bus services, longer distance routes connecting towns and villages, as well as local services linking rural areas to nearby towns and villages.

Licensed Public Passenger Services

Under the Public Transport Regulation Act 2009 (PTR Act 2009), the NTA is responsible for licensing of public bus passenger services. Licensed public bus passenger services are often called 'commercial bus services', as they are operated without any public subsidy from the NTA. Commercial bus services provide services on a significant proportion of the interurban and regional public transport network providing connections into cities and other major destinations such as large towns and airports. Commercial bus services also provide connections to rural towns and villages.

The Rural Transport Programme

The NTA funds the Rural Transport Programme which is managed at a local level by 15 Local Link offices on behalf of the NTA. Each Local Link office manages a range of services, including regular scheduled bus services connecting rural areas and villages to nearby large towns, as well as Demand Responsive Transport (DRT) which provides essential connectivity to more remote rural areas.

These different types of services all make an important contribution to the achievement of government policy to encourage greater use by the public of sustainable transport modes. Each type of service will play an essential role in achieving the ambitious objectives of Connecting Ireland.

3 Benefits of Connecting Ireland

The enhanced network will greatly improve interconnectivity between communities

We estimate the implementation of service improvements emerging from Connecting Ireland work will provide:

- Over 70% of those living outside the Cities will have access to a public transport service that provides at least three return trips each weekday to a nearby town
- improved mobility options for those in remote areas with the provision of Demand Responsive and other innovative transport services
- Over 100 new Local Centre connections from rural settlements in the hinterland
- Over 100 new County Town connections from all types of settlements around County Towns; and
- Over 60 new Regional Centre/City connections, from all types of settlements around these Centres/Cities.



4 Policy Framework

Connecting Ireland is underpinned by a range of National Polices and will make a vital contribution to achieving these policies.

Climate Action Plan 2019

An urgent response to Climate Change is at the core of the current suite of National Strategies and Policies published by the Government. First amongst these is the Climate Action Plan, which sets ambitious targets for decarbonising the transport sector, with a commitment to achieving a 50% reduction in emissions by 2030. It also calls for an additional 500,000 trips per week to be made by sustainable modes by 2035. These twin commitments cannot be met without also improving access to better public transport across Ireland.

National Planning Framework

The National Planning Framework Project Ireland 2040 (NPF) provides the strategic framework which sets a range of regional and local plans in motion. Ireland 2040 has shaped our approach to Connecting Ireland and implementing the plan will help to meet the NPF's strategic outcomes of 'Sustainable mobility', Enhanced Regional Connectivity and Strengthened Rural Economies and Communities.

Programme for Government

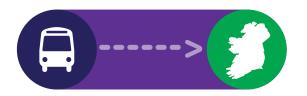
Amongst the commitments within the current Programme for Government involves the development and implementation of a sustainable rural mobility plan. Such a plan would introduce a public transport service standard under which all settlements over a certain population will have adequate access to the Transport for Ireland (TFI) public transport network. This would include travel for work and educational purposes but also for shopping, visiting friends and family, participating in community and leisure activities, accessing healthcare services, and all sorts of other journeys that people want to make.

Our Rural Future, Rural Development Policy 2021-2025

Our Rural Future places a strong emphasis on remote working hubs as a catalyst to rejuvenate rural towns. Providing better access to and from these towns is an important component of making this work. Connecting Ireland will ensure that changes to the pattern of work attendance can be achieved sustainably by providing better public transport at local level and interchange at hubs for onward travel to those living and working in rural areas.

CONNECTING IRELAND







National Planning Framework

National Strategic Outcomes: Sustainable Mobility, Enhanced Regional Accessibility, Strengthened Rural Economies and Communities



National Development Plan

Investment Priorities: Environmentally Sustainable Public Transport, Climate Action, Rural Development



Climate Action Plan

50% reduction in Co_2 emissions from Transport by 2030 500,000 additional daily trips by sustainable modes by 2035



Regional Economic Spatial Strategies



Local Development Plans



Sectorial Strategies e.g. Fáilte Ireland, Irish Development Agency

5 Potential for Growth of Public Transport

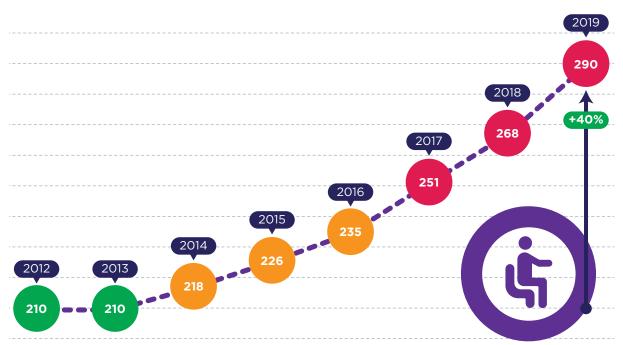
Public Transport's role in Ireland's post pandemic economic and social recovery

Covid-19 has presented one of the largest challenges faced by public transport in recent memory. As we look forward and the sector begins to recover we know it might ordinarily take some time before pre-pandemic levels of usage are regained. However, the urgent requirement to contribute to national policy objectives on emissions reduction and sustainable development means we must expedite this recovery as quickly as possible. Connecting Ireland is our clear and ambitious plan to accelerate this recovery and indeed reach even higher levels of public transport use by extending the coverage of the network and improving its effectiveness in meeting new and changing demands for transport.

Prior to the pandemic we have seen significant growth in public transport use across the country.

From 2012 to 2019 patronage on public transport services grew by 40%. Additional patronage growth also occurred on Rural Transport services known as TFI Local Link, which carried 2.5m passengers at its peak.





Gaps in the current network

As part of the Connecting Ireland initiative, the NTA completed a comprehensive assessment of the existing network of regular public transport services operating across the country on a county-by-county basis. This has given us a clear understanding of how well the public transport network currently serves our towns and villages in terms of service levels at certain times of the day and days of the week. It has also helped us to clearly identify the issues such as gaps in the network where the option to use public transport is not available.

Taking an innovative approach

Ireland is not densely populated. Outside the major urban centres, Ireland's settlement pattern is distributed in a highly dispersed manner. Therefore, it is difficult to cost-effectively organise public transport services to cater to everyone's needs. In very isolated rural areas, the demand for travel may be so low as to preclude the provision of traditional bus services. These needs may be more readily met by innovative means, such as demand responsive services, local hackney services or community car schemes. Other factors complicating the delivery of effective public transport in rural Ireland include the trend of an aging population who often suffer diminished mobility and the trend amongst the younger segment of the population to leave rural areas to pursue employment and education opportunities in towns and cities.

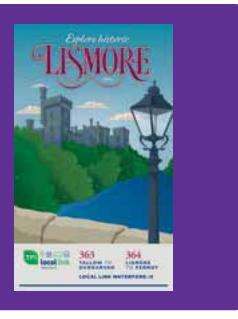
TFI Local Link - a success story for rural Ireland

The existing Rural Transport Programme, TFI Local Link, brings essential connectivity across the country. It provides access to everyday services, leisure facilities, education and tourist destinations to both Irish residents and visitors from abroad. Connecting Ireland will significantly leverage the benefits already brought by the Rural Transport Programme.

Some examples of recent success include...

Tallow to Dungarvan

Route 363, Tallow to Dungarvan is the most used route in the entire Local Link network. Connecting Tallow, Lismore and Cappoquin to Dungarvan the service carried over 67,000 passengers in 2019. The route continues to be grow in popularity with usage recovering following the relaxation of Covid restrictions on public transport this year.



Cavan Town Routes

Routes C1, C2 and C3 all operate in and out of Cavan town linking outlying villages and smaller towns to key destinations within the town. This includes buses serving Cavan Institute, Cavan General Hospital, the town centre and the interurban bus station. By providing good public transport connections to and around Cavan Town, we help it to fulfil its function as the county's economic driver. In 2019 the route network carried a combined 77,000 passengers.



A local approach for a national plan

BusConnects is our programme to greatly improve bus services in Irish cities. In addition to cities, the NTA is planning to develop local town bus networks in some of the large towns across the country, for example, Drogheda, Navan, Kilkenny City, Carlow Town, and others. The Authority takes the opportunity wherever demand is identified and funding is provided to improve the public transport service in such towns.

Now, with Connecting Ireland's focus on developing rural and interurban services, the Authority has a complete suite of plans to ensure that there is an integrated public transport network to better link towns and cities together and to provide local connectivity for rural areas opening up access to the wider public transport network.

Local collaboration the key to success

While the Connecting Ireland service improvements will be led by the NTA, local authorities play a key role in authorising new bus stopping places, providing roadside turning and regulatory facilities, improving access to rail and interurban station forecourts, prioritising access by bus to town and village centres and working with us to promote and market the use of public transport. This is just a few examples of what it takes to make public transport work and it will take a concerted effort by many agencies to work toward the objective of positioning public transport as the transport mode of choice.

6 Identifying the Gaps in the Network

Approach to Measuring Connectivity

To measure the connectivity provided by the existing public transport network we used a simple approach.

Understanding Different Settlement Functions

Effective public transport must provide adequate connections between places people want to go. To measure connectivity, we devised a settlement typology of six different types itemised below. We placed every settlement, as defined by the Central Statistics Office in Census 2016, into a category in the typology, based on the range of services on offer in each type of place. This provides a clear way to understand at what level connections are provided by current public transport services, and where gaps may exist. The settlement types we identified are:

- Villages
- b. Local Centres
- c. County Towns
- d. Regional Centres
- e. Cities

The sixth category we have termed 'dispersed development' which includes all other housing situated outside established settlements for example small clusters of housing and one off houses in the countryside. We analysed the public transport network to see if it provided good connections to where people want to go.

Measuring the Level of Service

Just because a bus route passes through a place does not necessarily mean it provides a good level of service. The travelling public has many different requirements. While it is next to impossible to meet every single requirement, we devised a method to ensure that a much higher proportion of total need can be met by defining connectivity and by measuring changes in that under different service scenarios.

Regularity



Can I get there any day I want?
Can I get home the same day?
Can I do something useful while at my destination?
Will I get there on time?

Journey time



How long does it take to get there?

Interchange



Do I have to change somewhere else to get there? Can I make a connection without waiting a long time?

Is my connection guaranteed?

Cost



How much do I pay? How do I get the best value?

We estimated acceptable journey times for trips between different types of settlement. The broad assumption here is the more a place has to offer the more time you are willing to spend travelling there and the more time you would want to spend there before making a return journey.



Times shown include interchange waiting time based on one interchange per trip or 2 per return journey

Insights So Far

There are Gaps in the Network¹

The current TFI public transport network provides a good level of spatial coverage outside of the cities. 41% of the population live within 400 metres of a route or service that allows a minimum of at least 3 return trips every weekday allowing people to get somewhere by public transport at different times of the day for a range of reasons, and not just for work and education purposes.

However some 26% (1,215,436) of the population are either not served at all, or are served by a limited level of public transport service. This means in some cases that a commute to work or education by public transport is simply not possible. The objective of Connecting Ireland is to reduce the incidence of this by connecting more people to more places more often.

Our analysis has helped us to pinpoint what types of settlement are well connected and where the gaps are. Local Centres and County Towns are well connected to Cities and Regional Centres. In the future, these settlements will have an obvious function as transport hubs which will be better integrated with routes that serve smaller settlements

The results for villages are more mixed with 2 in 5 villages not connected to their nearby bigger town. Our analysis also shows that across counties there is some variety in the levels of connectivity. Some of this can be explained by the local geography but in some cases the disparity in service is due to missing elements in the public transport network.

 $2\,$ in $\,$ 5 villages are not connected to their nearby bigger town.









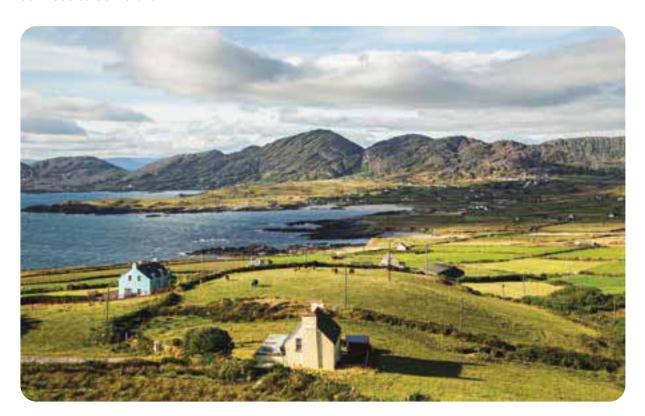




¹ Analysis based on the 2019 Public Transport Network

External Factors influence the level of connectivity the Network can provide

Ireland has a dispersed settlement pattern. Some 30% of the Irish population live outside established towns and villages in one off houses or 'ribbon' development along main roads radiating out from towns. This means just 44% people live within 15 minute walk of a bus stop in rural areas. This dispersed settlement pattern means conventional fixed-route services will not work as well as other types of more flexible transport services. We will need innovative solutions to meet the needs of people who live in places that are too remote for regular services to serve them.





30% of the Irish population live outside established towns and villages in one off houses or 'ribbon' development along main roads radiating out from towns.



Source: National Household Travel Survey 2017

Existing connections can be better

Lack of weekend, evening and mid-day services within the existing network can lead to a mismatch between service coverage and customer demand. Poorly aligned timetables can result in lack of co-ordination with the work and school day as well as limiting access to connecting services. Service enhancements proposed under Connecting Ireland aim to tackle such issues.

We rely too much on the car to get from A to B

The transport sector is one of the largest contributors to Ireland's carbon emissions. Our reliance on the car to get around is the key reason for this. 7 out of every 10 trips undertaken in Ireland is by car, to make matters worse, half of short trips under 2km in length are made by car. We need to change our habitual travel behaviour, leave the car at home more often and commute by alternative means. Without a change in the right direction we will continue to experience traffic congestion on journeys to, from and within our towns and cities and all the associated damaging impacts on our rapidly changing climate.

Impact of COVID-19

COVID-19 has impacted all aspects of Irish society. It has presented an unprecedented challenge to public transport. During different phases of the pandemic, capacity of all services were effectively halved for long periods to adhere to guidance on social distancing. Despite this, public transport played an important role to ensure essential workers in particular continued to get to work.

In some areas, the service was re-purposed to transport food and supplies to remote parts of the community, to reduce the need for people, particularly vulnerable people, to travel.

While we can't predict the future, we know societal changes are underway. There are fundamental changes predicted to the pattern of attendance at work, which in turn may stimulate relocation decisions for some. Demand for transport is linked to economic activity, and as Ireland's economy recovers, we must make sure public transport is front and centre in our investment decisions to ensure that the recovery is sustainable.

Engaging with our partners

To supplement our own analysis, a series of workshops were held with Local Authorities and national agencies. The workshops were held online or 'virtually' because of restrictions imposed by the pandemic. The focus of these workshops was to gain a better understanding of the factors influencing demand for travel at a local, regional and national level. These took place during late 2020 and early 2021. In total, 45 sessions were held over the period. Some of the key themes that emerged from this workshops are listed below...

The function of a settlement influences the demand to access it

Settlements have different functions and these drive the level of demand for travel to and from them. Some towns are 'destinations' with local, regional and national catchments and are more 'self-sustaining' such as Clifden or Killarney. Others are more dormitory in nature, for example Dunmore East or Dunboyne, with residents reliant on travel to other 'destination' towns to access a greater range of services. Understanding these functions and how they are planned to change in the future is an essential component in public transport network design.



A more integrated public transport network is essential

Making connections between public transport services is difficult or not possible due to the poor integration of timetables. This limits the range of services accessible to someone using public transport. In other cases arrival and departure times of services are not convenient, a bus service might arrive into a large town too late for those working a typical 9 to 5 working day. Alternatively the bus might arrive too early or leave too late for someone wanting to make a trip into town to meet friends or go shopping in the middle of the day. These factors can limit the usefulness and attractiveness of public transport.

'There's more to life than work & education commuting'

Work and education trips account for approximately half of all trips made on a daily basis. Public transport must be available for other trip purposes such as shopping, socialising or accessing local services such as healthcare. Public transport also has an increasingly important role to play in supporting local tourism. It can open up opportunities to travel the country more widely and help retain the economic benefits of tourism in local areas compared to traditional day trip coach tours.



Rail is an important component of the overall network

The quality of rail services is important to a county's mobility, in particular attracting travellers, especially long distance travellers, to switch from car. The current rail network could be greater utilised to provide an attractive public transport alternative. This could include earlier morning and later departures into cities and key towns and re-opening disused stations and building new ones on existing lines. Better integration with bus services to distribute rail users within towns is also required as rail stations are often not located adjacent to where people want to go within a town.

The importance of timely information sharing and collaboration

A collaborative, partnership approach to public transport network planning is a principle underpinning Connecting Ireland. The extensive engagement undertaken to inform the plan has generated valuable discourse and demonstrated the value of a collaborative approach. As the country moves on from the pandemic, new transport patterns and trends will emerge. These could include the shift to more remote working hubs, increased importance of local tourism and re-imaging of urban spaces to prioritise people over car traffic. Early sharing of information on these developments will be important to ensure public transport enhancements can be planned in advance and rolled out when needed.

7 Our Approach to Network Development

We will apply a range of principles and standards to develop the network, including:

- Increasing frequency on existing routes to attract more passengers
- Design useful and integrated timetables
- Schedule services to arrive at a centre before 09:00, particularly for work and education trips
- Allow for trips in the middle of the day for those shopping, attending health appointments, or visiting friends and family
- Schedule a return home at around 17:30 and potentially provide later services for socialising and evening retail where there is demand
- Provide services seven days a week
- Provide local routes that connect smaller settlements with the regional public transport network with integrated timetables that allow more interchange opportunities
- > Serve key locations within towns, e.g. hospitals, train stations, educational institutes, etc.

The above principles will help guide improvements to fixed route bus services. In sparsely populated, dispersed settlements fixed routes will not be an appropriate solution and we will therefore need to tailor our approach. This can be achieved in several ways including expansion of the DRT network and utilising innovative approaches to improve public transport connectivity in these areas. The overall aim is to connect outlying areas with their nearest town at times of the day and week that are useful to most residents.

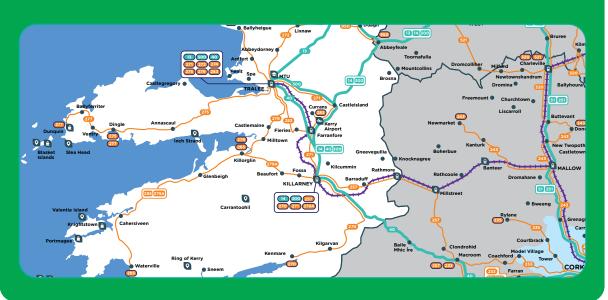
Connecting Ireland Case Study

We have included the example of the Iveragh Peninsula in Co Kerry to explain how we have analysed the network and propose to improve it during our Connecting Ireland programme of work.

The 'before' map helps to show the connections the current network provides. It shows how well connected the key town of Killarney is. Rail and bus links the town to a wide area including Kenmare and Cahersiveen. It also shows where the network gaps are. For example the villages of Portmagee and Sneem on the Ring of Kerry are not connected by regular public transport services. Similarly there are a string of villages to the north east of Killarney which do not have a regular service. This means people who live here or wish to visit here have no option to travel there by public transport.

Example - Before...

Figure 7.1: Current Network on the Iveragh Peninsula, Co. Kerry The below map represents services as of October 2020



...and After

Figure 7.2: Proposed Network on the Iveragh Peninsula, Co. Kerry

The below map is for illustrative purposes only, actual service enhancements may differ



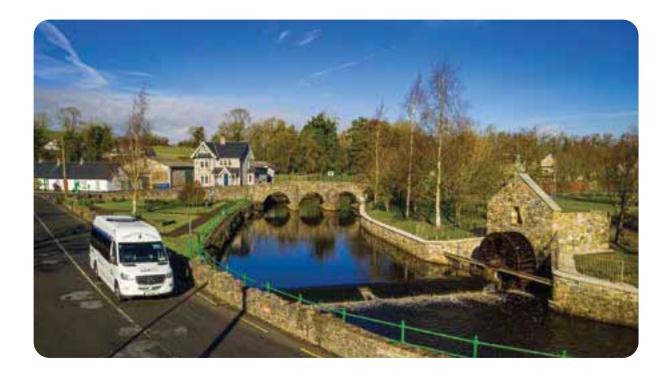
To address these gaps Connecting Ireland proposes an overhaul of the existing network. Proposed improvements we are seeking your feedback on include:

- ▶ Route 280, a new two-way route around the Ring of Kerry replacing existing routes 279A and 285:
- ▶ Route 287A, an upgrade to existing route 287A to operate seven days a week between Cahersiveen and Valentia Island;
- Route A51, a new route between Killarney and Rathmore via Knocknagree;
- ▶ Regional Corridor Proposal, 2A, a new Regional Corridor between Killarney and Skibbereen via Kenmare with buses running every 2 hours; and
- ▶ Regional Corridor Proposal 1, currently operated by Expressway Route 40 the proposed improvement is to increase service frequency on the corridor between Tralee, Killarney and Cork

8 Public Consultation

Connecting Ireland proposes a series of new public transport routes and improvements to existing ones. We have developed these proposals together as part of an integrated plan for a better public transport network across the country. We want to get your views on the design principles that we have applied in our plan and we will be running a public consultation on Connecting Ireland beginning late 2021.

In the appendix to this report you will find our proposals presented on a county by county basis. This material along with other supporting information can be found on our **website** here you will also find a link to our **online survey** which will allow you to comment on our proposals.



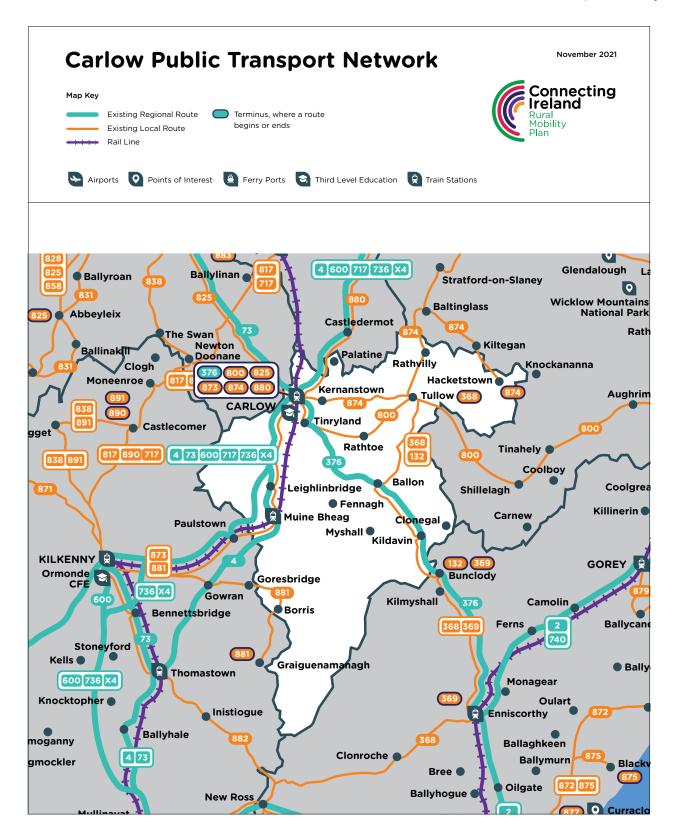
- www.nationaltransport.ie
- ConnectingIreland@nationaltransport.ie
- 0818 300121
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 City North Business Park, Tuam Road, Co. Galway

Appendices



On the following pages you will find more information on the Connecting Ireland proposals. For ease of reference we have presented these on a county by county basis. For each county you will find a map showing the existing public transport network. These existing network maps show all fixed route, regular scheduled services that run at least every weekday all year round through the county. You will also find a proposed public transport map. This shows how Connecting Ireland proposes to improve public transport in the county. To accompany this map we have also included a table which provides detailed information about each of our proposals.





Proposed Public Transport Improvements in County Carlow

	Proposal	oposal Connecting		Serving*	Description	
roposals	12	Portlaoise	Wexford	Athy, Carlow, Bunclody, Enniscorthy and other places en route	This is a new corridor, parts of this corridor are currently served by route 73 and route 376. A better integration of these routes is proposed with a minimum service frequency of 2 hours.	
Corridor Proposals	13	Dublin	Waterford	Carlow, Muine Bheag, Thomastown and other places en route	This corridor is currently served by routes 4, X4, 600 and 736 a mix of express and all-stop services. We propose more frequent all-stop services on this corridor and better integration of the existing services. A minimum service frequency of 2 hours on all-stop services is proposed.	
Regional	14	Dublin	Clonmel	Kilkenny, Callan and other places en route	This corridor is currently served by routes 600 and 717. We propose more frequent services on this corridor with a minimum service frequency of 2 hours between Clonmel and Kilkenny.	
	874	Carlow	Knockananna	Kernanstown, Tullow, Baltinglass, Hacketstown and other places en route	We propose to extend route 874 from Hacketstown to Knockananna, with an increase in frequency. Minimum service of 3 return trips a day.	
Local Route Proposals	880	Carlow	Naas	Castledermot, Ballitore, Kilcullen and other places en route	We propose to alter route 880 to serve Narraghmore and Calverstown. Minimum service of 3 return trips a day.	
	881	Kilkenny	Graiguenamanagh	Goresbridge, Borris and other places en route	We propose to increase the frequency of route 881 from Kilkenny to Graiguenamanagh. Minimum service of 3 return trips a day.	
	884	Carlow	Sallins	Baltinglass, Blessington, Naas and other places en route	We propose to extend route 884 from Ballymore Eustace to Carlow. Minimum service of 4 return trips on weekdays and 3 return trips at weekends.	
Local R	A62	Carlow	New Ross	Leighlinbridge, Muine Bheag, Borris, Graiguenamanagh and other places en route	We propose a new route from Carlow to New Ross via Graiguenamanagh. Minimum service of 3 return trips a day.	
	A67	Carlow	Gorey	Fennagh, Bunclody, Killinerin and other places en route	We propose a new route from Carlow to Gorey via Bunclody and Carnew. Minimum service of 3 return trips a day.	
	A82	Abbeyleix	Carlow	Ballinakill, The Swan, Clogh and other places en route	We propose a new route from Abbeyleix to Carlow. Minimum service of 3 return trips a day.	

	Route	Connecting		Serving*
	132	Bunclody	Dublin	Tullow, Baltinglass, Blessington, Tallaght
outes	368	Tullow	New Ross	Ballon, Bunclody, Enniscorthy and other places en route
Existing Routes	800	Carlow	Arklow	Rathtoe, Tullow, Shillelagh and other places en route
(E)	873	Carlow	Kilkenny	Leignlinbridge, Muine Bheag, Paulstown and other places en route
	Train	Dublin	Waterford	Carlow, Muine Bheag, Kilkenny 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

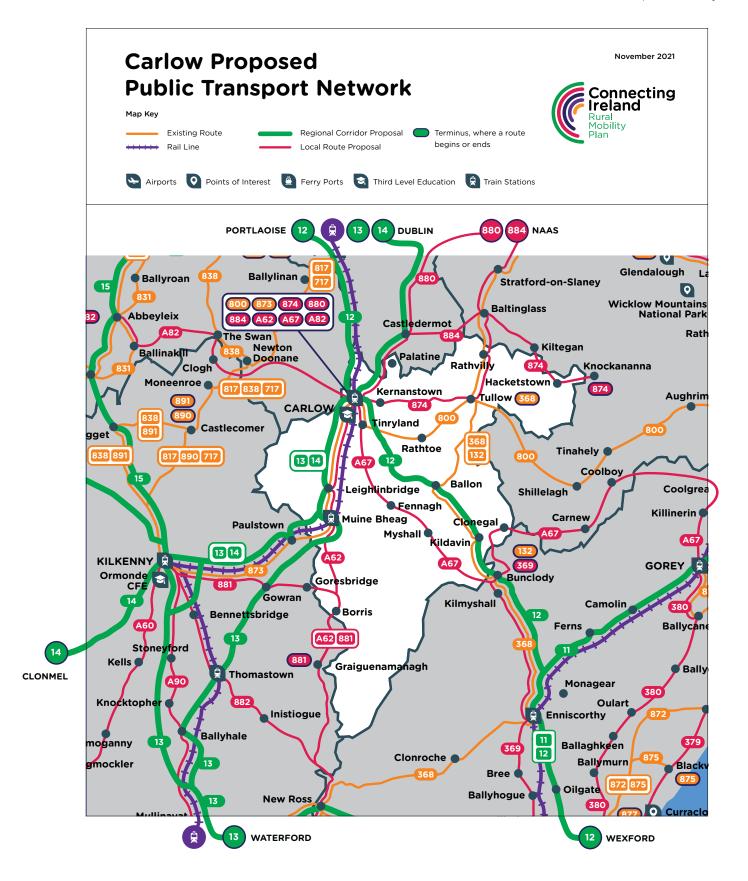
Local routes connect smaller towns and villages and their rural catchments with nearby larger towns. This will improve access to the range of services available in larger centres, at morae useful times of the day and week, for those living in rural areas and smaller villages. It will also permit transfer to Regional Services to travel onwards, with timed reliable connections.

Existing Routes

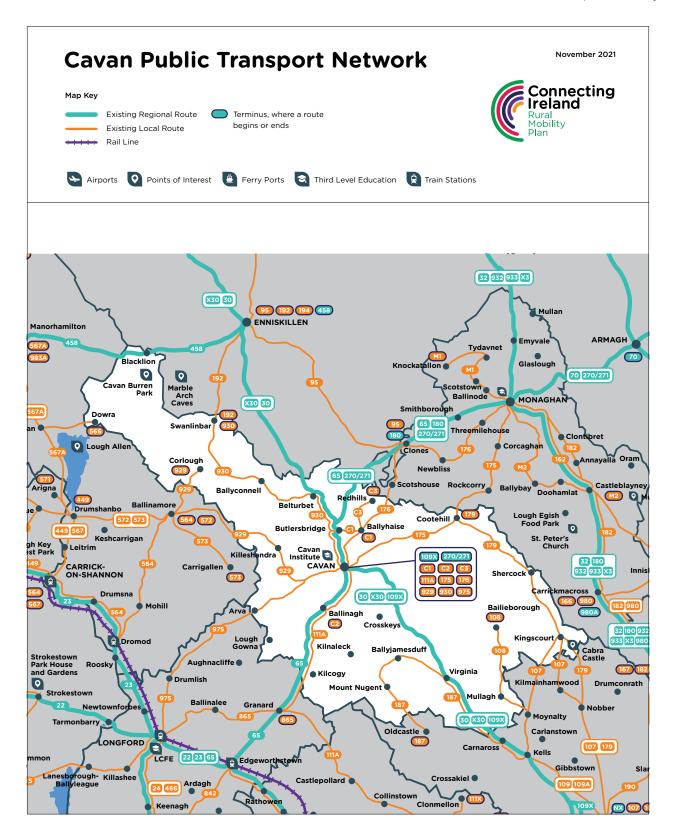
No significant changes are planned to these routes. As the public transport network develops, and as more people travel more often and more widely by public transport, we will continue to review their usage and take steps to ensure their continued fitness-for-purpose.

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 strating 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.







Proposed Public Transport Improvements in County Cavan

	Proposal	Connecting		Serving*	Description	
Regional Corridor Proposals	25	Athlone	Belfast	Longford, Edgeworthstown, Cavan, Monaghan and other places en route	his 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.	
	26	Ballina	Enniskillen	Enniscrone, Sligo, Manorhamilton and other places en route	This corridor is currently served by route 458. We propose to maintain the current level of service with a frequency of 2 hours.	
	30	Cavan	Dundalk	Bailieborough, Kingscourt, Carrickmacross 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.	
Region	31	Dublin	Donegal Town	Virginia, Cavan, Belturbet, Enniskillen and other places en route	This corridor is currently served by routes 30, X30 and 109X. We propose to maintain the existing level of service and better integrate existing routes along to corridor to provide a minimum service frequency of 1 hour between Dublin and Cavan and 2 hours between Dublin and Donegal Town.	
	108	Kells	Cootehill	Mullagh, Bailieborough and other places en route	We propose to extend route 108 to from Bailieborough to Cootehill. Minimum service frequency of 4 return trips a day.	
Route Proposals	187	Kells	Cavan	Oldcastle, Virginia, Ballyjamesduff, Kilnaleck 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.	
	564	Carrick-on- Shannon	Enniskillen	Dromod, Mohill, Ballinamore, Swanlinbar and other places en route	We propose to extend route 564 from Ballinamore to Enniskillen via Swanlinbar. Minimum service frequency of 5 return trips Monday to Saturday 3 return trips on Sunday.	
	566	Dowra	Sligo	Drumkeeran, Dromahair and other places en route	We propose to increase the frequency on route 566. Minimum service frequency of 3 return trips a day.	
	572	Sligo	Cavan	Riverstown, Drumshanbo, Ballinamore, Killeshandra and other places en route	We propose to integrate routes 572 and 929 to create a new route between Sligo, Drumshanbo and Cavan Town. Minimum service frequency of 4 return trips Monday to Saturday, 3 return trips on Sunday.	
Local Rou	865	Longford	Cavan	Granard, Aughnacliffe, Lough Gowna and other places en route	We propose to extend route 865 from Granard to Cavan Town via Aughnacliffe and Lough Gowna. Minimum service frequency of 3 return trips a day, additional evening services on Friday and Saturday.	
Ļ	930	Cavan	Enniskillen	Belturbet, Ballyconnell, Swanlinbar and other places en route	We propose to integrate routes 930 and 192 to create a new route between Enniskillen and Cavan Town via Swanlinbar and Ballyconnell, and to increase the frequency. Minimum service frequency of 3 return trips a day.	
	975	Longford	Cavan	Drumlish, Arva and other places en route	We propose to alter route 975 to serve Melview. Minimum service frequency of 5 return trips Monday to Saturday, 3 return trips on Sunday.	
	111A	Mullingar	Cavan	Delvin, Granard, Ballinagh and other places en route	We propose to extend route 111A from Delvin to Mullingar. Minimum service frequency of 4 return trips Monday to Friday, 3 return trips on Sunday.	
	166A	Cavan	Carrickmacross	Cootehill, Shercock and other places en route	We propose a new route between Cavan and Carrickmacross via Cootehill and Shercock. Minimum service frequency of 3 return trips a day.	

	Route	Connecting	3	Serving*
Existing Routes	107	Kells	Navan	Kingscourt, Kilmainhamwood, Nobber and other places en route
	176	Cavan	Monaghan	Ballyhaise, Clones, Newbliss, Threemilehouse and other places en route
	179	Dublin	Cootehill	Navan, Nobber, Kingscourt and other places en route
	C1	Ballyhaise	Cavan	Butlersbridge and other places en route
	C2	Cavan	Ballinagh	Other places en route
	СЗ	Redhills	Cavan	Ballyhaise 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

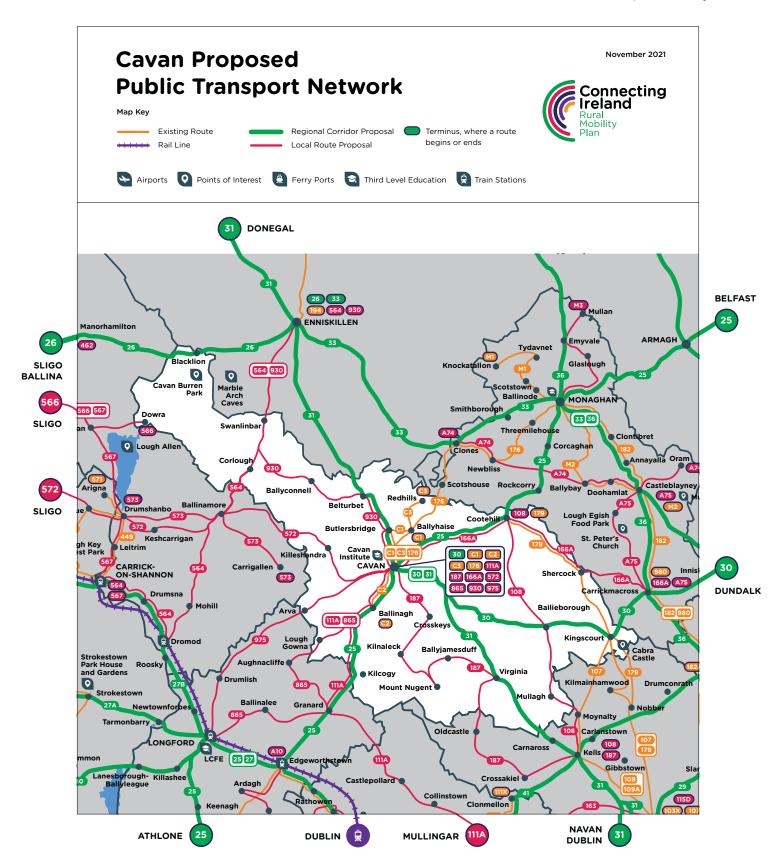
Local routes connect smaller towns and villages and their rural catchments with nearby larger towns. This will improve access to the range of services available in larger centres, at more useful times of the day and week, for those living in rural areas and smaller villages. It will also permit transfer to Regional Services to travel onwards, with timed reliable connections.

Existing Routes

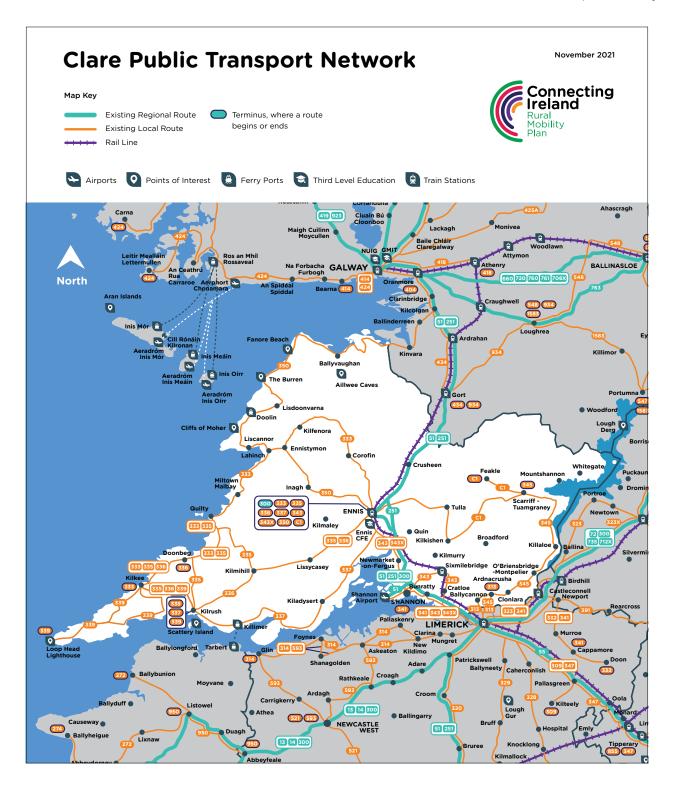
No significant changes are planned to these routes. As the public transport network develops, and as more people travel more often and more widely by public transport, we will continue to review their usage and take steps to ensure their continued fitness-for-purpose.

Notes

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Proposed Public Transport Improvements in County Clare

	Proposa	I Connecting	ı	Serving*	Description		
Regional	Proposals	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 to provide additional services and a better integration of routes along this corridor with a minimum service frequency of 30 minutes.		
	313	Ballycannon	Limerick	Other places en route	We propose an increase in frequency of route 313 from Ballycannon to Limerick. Minimum service of 3 return trips a da		
	333	Ennis	Kilkee	Corofin, Ennistymon, Miltown Malbay and other places en route	We propose an increase in frequency of route 333 from Kilkee to Enn Minimum service of 4 return trip Monday to Saturday, 3 return trips on Sunday.		
als	334	Ennis	Milltown Malbay	Kilmaley and other places en route	We propose a new route from Ennis to Miltown Malbay via Kilmaley. Minimum service of 3 return trips a day.		
Proposals	337	Ennis	Kilrush	Kiladysert, Killimer and other places en route	We propose an increase in frequency of route 337 from Ennis to Kilrush. Minimum service of 3 return trips a day.		
ocal Route	345	Scariff	Limerick	Killaloe, O'Briensbridge-Montpelier, Ardnacrusha and other places en route	We propose an increase in frequency of route 345 from Scarriff to Limerick. Minimum service of 3 return trips a day.		
Lo	547	Ballinasloe	Ennis	Portumna, Whitegate, Scariff, Feakle and other places en route	We propose an extension of route 547 from Portumna to Ennis via Whitegate, Scarriff and Feakle. Minimum service of 4 return trips a day.		
	343A	Shannon	Limerick	Sixmilebridge, Cratloe and other places en route	We propose a new route from Shannon to Limerick via Sixmilebridge, replacing a variant of route 343. Minimum service of 3 return trips a day.		
	A41	Ennis	Dromineer	Kilmurry, O'Briensbridge- Montpelier, Killaloe, Ballina, Nenagh and other places	We propose a new route from Ennis to Dromineer via Broadford, Killaloe, Silvermines and Nenagh. Minimum service of 3 return trips a day.		

	Route	Connecting	9	Serving*
	335	Ennis	Kilrush	Lissycasey, Kilmihil, Quilty, Doonbeg, Kilkee and other places en route
	336	Ennis	Doonbeg	Lissycasey, Kilmihil, Kilrush, Kilkee and other places en route
tes	339	Kilrush	Kilrush	Kilkee, Doonaha, Carrigaholt, Loop Head, Kilkee and other places en route
Existing Routes	343	Limerick	Ennis	Bunratty, Shannon, Newmarket-on- Fergus and other places en route
Exi	350	Galway	Ennis	Oranmore, Ballyvaughan, Lisdoonvarna, Ennistymon, Inagh 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

Regional Corridor Proposals

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 Route Proposals

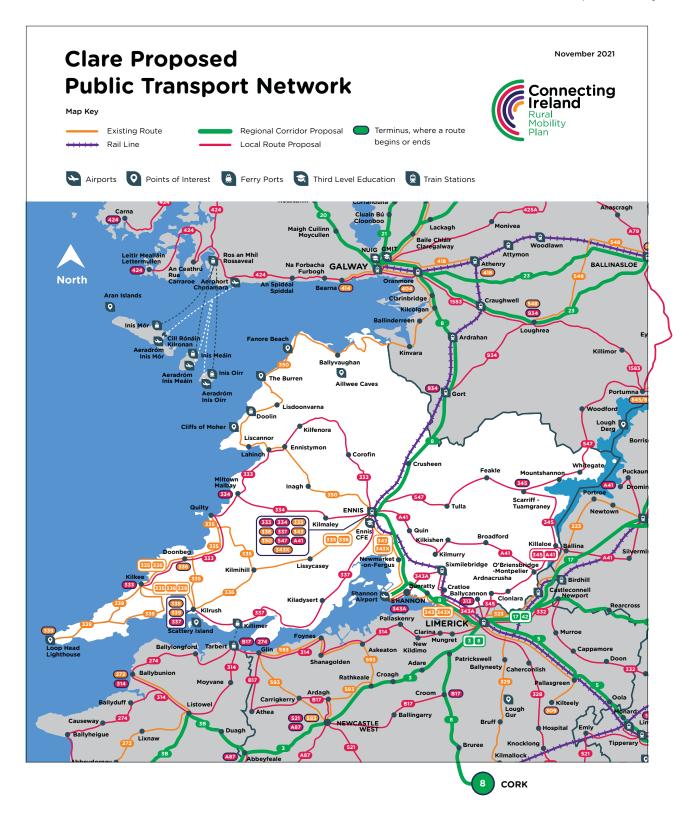
Local routes connect smaller towns and villages and their rural catchments with nearby larger towns. This will improve access to the range of services available in larger centres, at more useful times of the day and week, for those living in rural areas and smaller villages. It will also permit transfer 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.

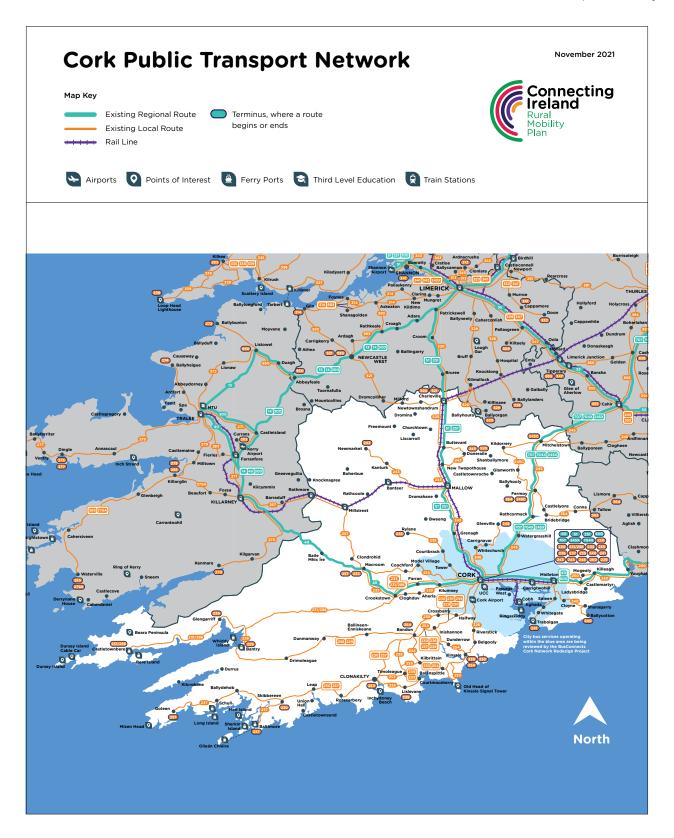
Note

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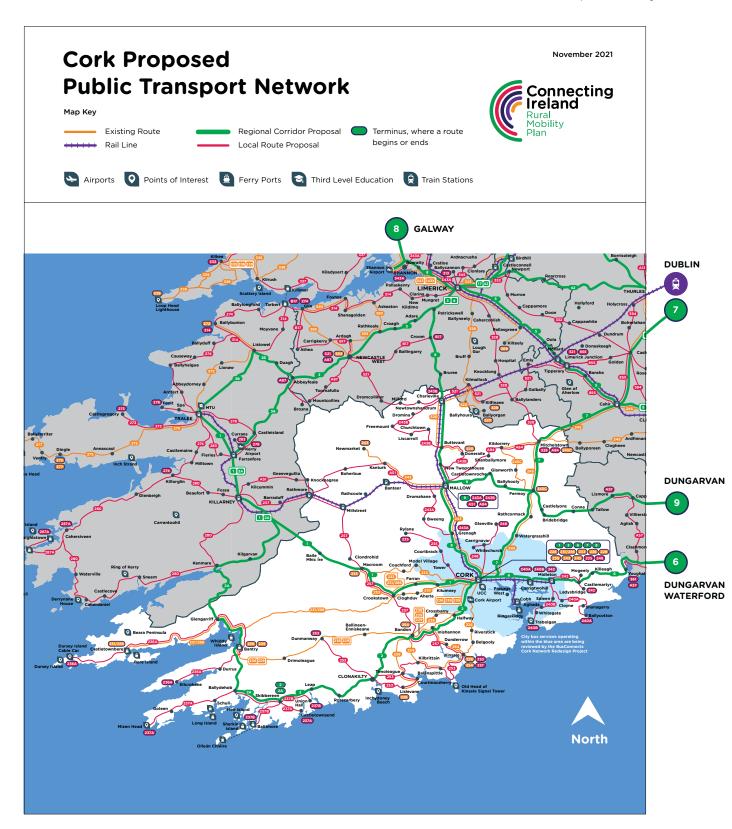




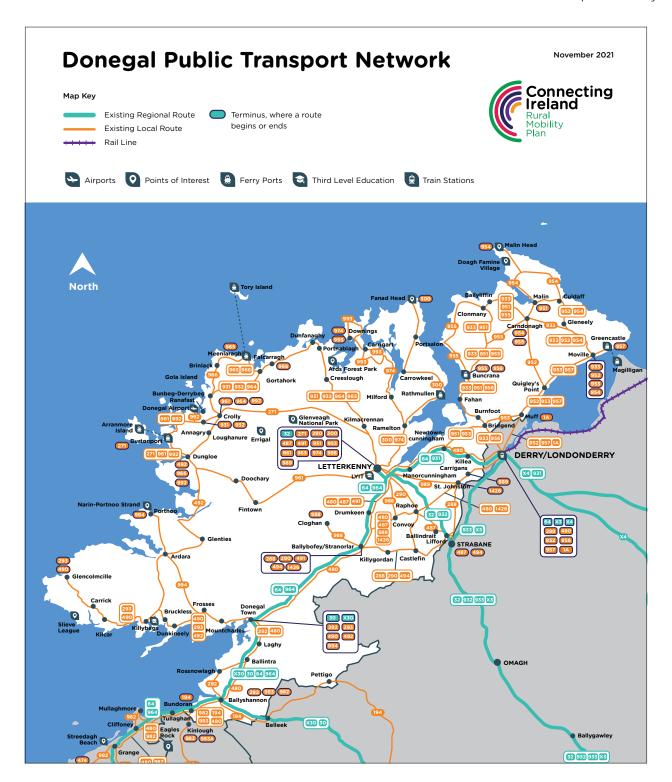




	Propose	d Public	c Transpo	rt Improvements in	Coun	ty Cork	
	Proposal	Connectin	g	Serving*	Descrip	otion	
S		Tralee	Cork	Farranfore, Killarney, Macroom and other places en route		lor is currently served by route 40. We propose more frequent services on this linimim service frequency of 30 minutes.	
ridors	2	Skibbereen	Cork	Clonakilty, Bandon and other places en route		or is currently served by routes 230 and 237. We propose more frequent services on this d better integration of existing services. Minimum service frequency of 60 minutes.	
I Cor	2A	Killarney	Skibbereen	Kenmare, Glengarriff, Bantry and other places en route		ew corridor. Parts of this corridor are currently served by routes 236 and 270. se the integration of these routes with a minimum service frequency of 2 hours.	
gione	6	Cork	Waterford	Midleton, Youghal, Dungarvan and other places en route	frequent s	for is currently served by routes 40, 260, 362 and 600. We propose more ervices on this corridor and better integration of existing services. Minimum quency of 30 minutes.	
Proposed Regional Corridors	7	Cork	Dublin	Fermoy, Mitchelstown, Cahir, Cashel and other places en route	all-stop se	lor is currently served by routes 245X, 707 and 704X, a mix of express and rvices . We propose a better integration of all existing services and more II-stop services. Minimum service frequency of 2 hours on all-stop services.	
ropo	8	Galway	Cork	Oranmore, Ennis, Shannon, Limerick, Mallow and other places en route	This corridor is currently served by routes 51 and 251. We propose more frequent and better integration of existing services. Minimum service frequency of 30 minimum.		
Ь	9	Mallow	Dungarvan	Fermoy, Tallow, Lismore and other places en route	This is a new corridor. Parts of this corridor are currently served by routes 363 and 364. We propose the integration of these routes with a minimum service frequency of 2 hou		
	235	Cork	Rylane	Tower, Courtbrack and other places en route		se to increase the frequency of existing route 235 from Cork to Rylane. ervice of 3 return trips a day.	
	242	Midleton	Mogeely / Ladysbridge	Castlemartyr and other places en route		se a new route from Midleton to Mogeely and Ladysbridge, replacing existing route 260. Minimum service of 3 return trips a day.	
	248	Cork	Glenville	Carrignavar, Whitechurch, Glenville and other places en route		e to improve the frequency on route 248. Minimum service of 3 return trips a day	
	253	Dunmanway	Kinsale	Clonakilty, Courtmacsharry, Kilbrittain, Ballinspittle and other places en route		se to extend route 253 from Clonakilty to Dunmanway. ervice of 5 return trips Monday to Saturday and 3 return trips on Sunday.	
	257	Killarney	Kinsale	Millstreet, Macroom, Bandon and other places en route		e to extend route 257 from Macroom to Kinsale. ervice of 3 return trips a day.	
	328	Limerick	Mitchelstown	Caherconlish, Ballylanders, Galbally	We propos	e to increase the frequency of existing route 328 from Limerick to Mitchelstown.	
als		Newcastle	Limerick	Dromcolliher, Charleville, Kilmallock,		ervice of 3 return trips a day. e to extend route 521 from Charleville to Limerick Junction via Kilmallock and	
Proposals	521	West	Junction	Ballylanders, Tipperary and other places en route Castletownbere, Glengarriff, Bantry,	Tipperary. N	Minimum service of 6 return trips Monday to Saturday and 3 return trips on Sunday.	
	236A	Dursey	Kilcrohane	Durrus and other places en route variant of		route 236. Minimum service of 3 return trips a day.	
Local Route	237A	Mizen	Castletown- shend	Goleen, Schull, Ballydehob, Skibbereen and other places en route	We propose a new route from Mizen Head to Castletownshend, replacing existing variant of route 237. Minimum service of 3 return trips a day.		
al R	237B	Baltimore	Union Hall			e a new route from Baltimore to Union Hall, replacing an existing variant of route 237. vel of service of 5 return trips Monday to Friday, 3 return trips on Saturday and Sunday.	
Loc	240A	Midleton	Ballycotton	Cloyne, Shanagarry and other places en route		e a new route from Midleton to Ballycotton, replacing existing route 240. ervice of 4 return trips Monday to Saturday and 3 return trips on Sunday.	
	240B	Midleton	Trabolgan	Saleen, Aghada, Whitegate and other places en route		e a new route from Midleton to Whitegate and Trabolgan, replacing an existing route um service of 9 return trips Monday to Saturday and 3 return trips on Sunday.	
	243A	Grenagh	Mallow	Bweeng, Dromohane and other places en route		e a new route from Grenagh to Mallow via Bweeng, replacing an existing route 243. Minimum service of 3 return trips a day.	
	243B	Mallow	Charleville	Doneraile, Buttevant, Churchtown, Freemount, Domina and other places en route		se a new route from Mallow to Charleville via Doneraile and Freemount, an existing variant of route 243. Minimum service of 3 return trips a day.	
	A51	Killarney	Mallow	Kilcummin, Rathmore, Boherbue, Kanturk and other places en route		se a new route from Killarney to Mallow via Rathmore and Kanturk. ervice of 3 return trips a day.	
	A84	Mallow	Mitchelstown	Shanballymore, Kildorrery and other places en route		se a new route from Mallow to Mitchelstown. ervice of 3 return trips a day.	
	Route	Connecting	9	Serving*		Proposed Regional Corridors	
	226	Cork	Kinsale	Cork Airport, Riverstick, Belgooly and ot	her places	Regional Corridors generally operate along main roads, connecting cities and large towns and any settlements en route. Corridors can consist of several routes,	
	229	Cork	Bantry	en route Drimoleague, Dunmanway, Bandon and oplaces en route	other	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.	
	231 286	Cork	Ardgroom	Glengariff, Castletownbere, Eyeries and o	other	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.	
	233	Cork	Macroom	places en route Kilumney, Cloghduv, Crookstown and oth	ner places	Local Route Proposals	
	236	Cork	Glengariff	en route Bandon, Dunmanway, Drimoleague, Bant	ry and	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	
tes	239	Cork	Lislevane	other places en route Bandon, Timoleague, Courtmacsharry an	ıd other	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	
Routes	243	Cork	Newmarket	places en route Mallow, Kanturk and other places en rout	te	onwards, with timed reliable connections. Existing Routes	
ing:	245	Clonmel	Cork	Clogheen, Mitchelstown, Fermoy, Rathco		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	
Exis	254	Bandon	Bandon	and other places en route Innishannon, Kinsale, Ballinspittle, Kilbritt other places en route	tain and	public transport, we will continue to review their usage and take steps to ensure their continued fitness-for-purpose.	
	520	Ballyorgan	Doneraile	Kilmallock, Charleville and other places en ro	oute	Notes	
	245C	Mitchelstown	Fermoy	Kildorrery, Glanworth and other places en ro		"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	
	Train	Cork	Dublin	Mallow, Charleville, Limerick Junction, Thui Portlaoise and other places en route	rles,	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	
	Train	Cork	Midleton/Cobh	Little Island, Glounthaune, Carrigtwohill /	Fota and	maps shown. Connecting Ireland proposes a step-change in public transport connectivity. The minimum level of service we have identified is a strating point	
	Train	Cork	Tralee	other places en route Mallow, Millstreet, Rathmore, Killarney, Fa	arranfore	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.	
	Теш			and other places en route		Improvements may be delivered in stages as the project proceeds.	







P	Proposed Public Transport Improvements in County Donegal						
	Proposal	Connecting		Serving*	Description		
Corridor osals	31	Dublin	Donegal Town	Virginia, Cavan, Belturbet, Enniskillen, Ballyshannon and other places en route	This corridor is currently served by routes 30 and X30. 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.		
	34	Sligo Derry / Londonderry		Bundoran, Ballyshannon, Donegal, Ballybofey, Letterkenny and other places en route	This corridor is currently served by routes 64, 480 and 964. We propose more frequent services on this corridor and a better integration of existing services. A minimum service frequency of 1 hour is proposed.		
Regional Prop	36A	36A Dublin Letterkenny		Dublin Airport, Monaghan, Omagh, Strabane, Lifford and other places en route	This corridor is currently served by routes 32 and 932. We propose to maintain the existing level of service and better integrate routes along the corridor. A minimum service frequency of 2 hours is proposed.		
S	293	Donegal Glencolmcille		Mountcharles, Killybegs, Kilcar, Carrick and other places en route	We propose to integrate routes 293 and 490 between Glencolmcille and Donegal Town. Minimum service of 7 return trips Monday to Saturday, 4 return trips on Sunday.		
sal	487	Letterkenny	Strabane	Drumkeen, Convoy, Ballindrait, Lifford and other places en route	We propose to alter route 487 to serve Ballindrait. Minimum service of 6 return trips Monday to Saturday, 3 return trips on Sunday.		
oute Propo	567	Ballyshannon	Carrick-on-Shannon	Bundoran, Kinlough, Manorhamilton, Drumkeeran, Drumshanbo, Leitrim and other places en route	We propose to intregrate routes 567, 567A, 983 and 983A to create a continuous route between Carrick-on-Shannon, Drumshanbo, Manorhamilton and Ballyshannon. Minimum service of 3 return trips a day along the full route, additional services between Carrick-on-Shannon and Drumshanbo and between Kinlough and Ballyshannon.		
al Ro	953	Letterkenny	Greencastle	Bridgend, Muff, Quigley's Point, Moville and other places en route	We propose to extend route 953 from Moville to Greencastle. Minimum service of 3 return trips a day.		
Loca	956	Derry / Londonderry Buncrana		Bridgend, Burnfoot, Fahan and other places en route	We propose to increase the frequency of existing route 956 from Buncrana to Derry / Londonderry. Minimum service frequency of 1 hour is proposed.		
	992 Dungloe Crolly		Crolly	Burtonport, Donegal Airport, Annagry and other places en route	We propose to extend route 992 to serve Ranafast and increase its frequency. Minimum service of 3 return trips a day.		
-	Pouto Connecting Serving*						

Route | Connecting Serving¹ Bundoran Enniskillen Ballyshannon, Belleek, Pettigo and other places en route Burtonport Letterkenny Dungloe, Loughanure, Crolly and other places en route Derry / Ballybofey Killygordon, Castlefin, Lifford, St. Johnston and other places en route Londonderry Ballybofey Letterkenny Killygordon, Castlefin, Raphoe and other places en route Ballyshannon Donegal Laghey, Ballintra, Rossnowlagh and other places en route 300 Fanad Letterkenny Portsalon, Carrowkeel, Rathmullan, Ramelton and other places en route Letterkenny, Ballybofey / Stranorlar, Donegal Town, Ballyshannon, Bundoran and Derry / Sligo Londonderry other places en route Ballybofey Letterkenny Drumkeen and other places en route Killybegs, Ardara, Glenties and other places en route Donegal Dungloe Ballybofey Strabane Lifford, Castlefin, Killygordon and other places en route Annagry Belfast Bunbeg, Falcarragh, Dunfanaghy, Letterkenny, Derry / Londonderry and other places en route Annagry Dublin Crolly, Letterkenny, Ardee and other places en route Dublin Moville Buncrana, Derry / Londonderry, Monaghan, Ardee and other places en route Carndonagh Letterkenny Ballyliffin, Buncrana, Burnfoot, Bridgend and other places en route Derry Gleneely, Culdaff, Malin Town, Carndonagh, Quigleys Point and other places en route Moville Londonderry Carndonagh **Malin Head** Malin Town and other places en route Carndonagh Buncrana Clonmany, Ballyliffin and other places en route Derry / Greencastle Moville, Quigleys Point, Muff and other places en route Londonderry Crolly Letterkenny Annagry, Keadue, Burtonport, Dungloe and other places en route Crolly Galway Letterkenny, Donegal, Sligo, Claremorris and other places en route Falcarragh, Dunfanaghy, Creeslough, Kilmacrennan and other places en route Meenlaragh Letterkenny 966 Falcarragh Dungloe Gortahork, Brinlack, Bunbeg, Crolly, Loughnaure and other places en route Glen Letterkenny Downings, Carrigart, Milford, Ramelton and other places en route Sligo Ballyshannon Cliffoney, Mullaghmore, Bundoran and other places en route Cloghan Letterkenny Stranorlar, Convoy and other places en route 989 Carrigans Letterkenny St. Johnston, Dromore and other places en route Carrigart **Downings** Downings, Dooey, Glebe and other places en route Portnoo Donegal Kilcooney, Ardara, Ardaghey and other places en route Derry / Stranorlar Convoy, Raphoe, St. Johnston and other places en route Londonderry Derry / Muff Troy Park, Heathfield, Culmore Road and other places en route Londonderr

Regional Corridor Proposals

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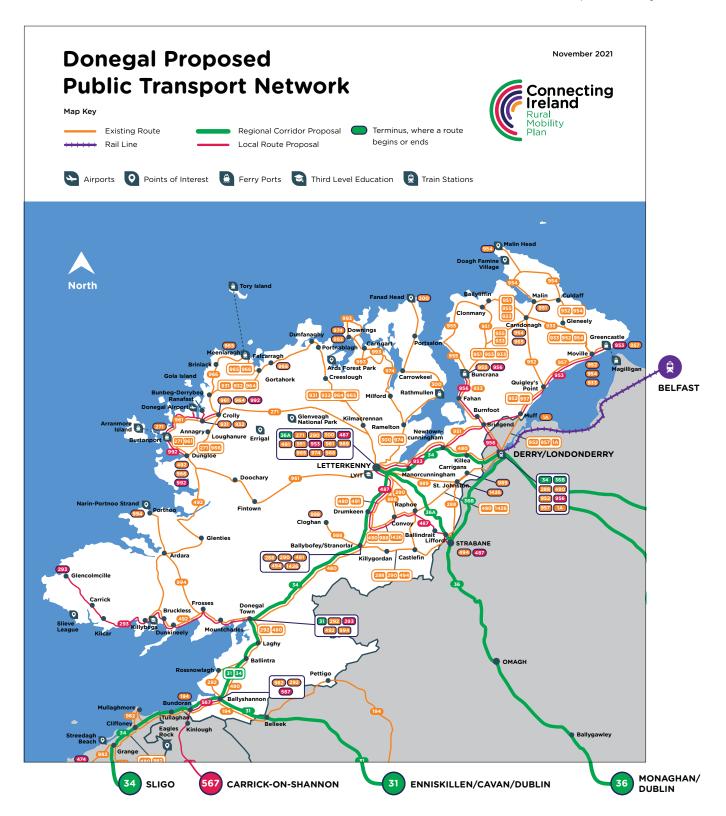
Local Route Proposals

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-forpurpose.

Notes



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	Proposed Public Transport Improvements in County Dublin							
	Proposal	Connectin	g	Serving*	Description			
	7	Cork	Dublin	Mitchelstown, Cahir, Cashel and other places en route	This corridor is currently served by routes 245X, 707 and 704X, 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.			
_	11	Wexford	Dublin	Enniscorthy, Gorey, Arklow, Wicklow and other places en route	This corridor is currently served by routes 2, 133, 133B, 133X, 740 and 740A. We propose a better integration of routes along this corridor. A minimum service frequency of 30 minutes is proposed between Wexford and Dublin and between Wicklow and Dublin.			
	13	Dublin	Waterford	Carlow, Muine Bheag, Thomastown and other places en route	This corridor is currently served by routes 4, X4, 600 and 736 a mix of express and all-stop services. We propose more frequent all-stop services on this corridor and better integration of the existing services. A minimum service frequency of 2 hours on all-stop services is proposed.			
	14	Dublin	Clonmel	Kilkenny, Callan and other places en route	This corridor is currently served by routes 600 and 717. We propose more frequent services on this corridor with a minimum service frequency of 2 hours between Clonmel and Kilkenny.			
oposals	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.			
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.			
ional Co	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			
Reg	27B	Sligo	Dublin	Boyle, Carrick-on-Shannon, Longford, Mullingar and other places en route	and between Sligo and Dublin. In our proposal, routes 27A and 27B combine to provide an hourly frequency between Longford and Dublin.			
	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	Dublin	Letterkenny	Ardee, Monaghan, Omagh, Strabane and other places en route	This corridor is currently served by routes X3, 32, 180, 932 and 933, 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			
	36B	Dublin	Derry / Londonderry	Ardee, Monaghan, Omagh, Strabane and other places en route	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.			
	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.			
O)				_	We want to be the second of th			
ocal Route	s les odo.	Balbriggan	Swords	Stamullen, Oldtown and other places en route	We propose a new route between Balbriggan and Swords, part of which is served by route 192. Minimum service frequency of 4 return trips Monday to Friday, 6 return trips on Saturday, 5 return trips on Sunday.			
Loca	195	Ashbourne	Balbriggan	Oldtown, Ballyboghil, Naul and other places en route	We propose to amend route 195 to serve Ballymadun. Minimum service frequency of 6 return trips Monday to Saturday, 3 return trips on Sunday.			

	Route	Connecting	9	Serving*
Existing Routes	33 33A 33X	Dublin	Balbriggan	Dublin Airport, Swords, Lusk, Rush, Skerries and other places en route
	101 101X	Dublin Drogheda		Dublin Airport, Swords, Balbriggan, Julianstown and other places en route
	191	Stamullen	Dublin	Gormanstown, Balbriggan, Balrothery and other places en route
	197	Swords	Ashbourne	Rowlestown 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.

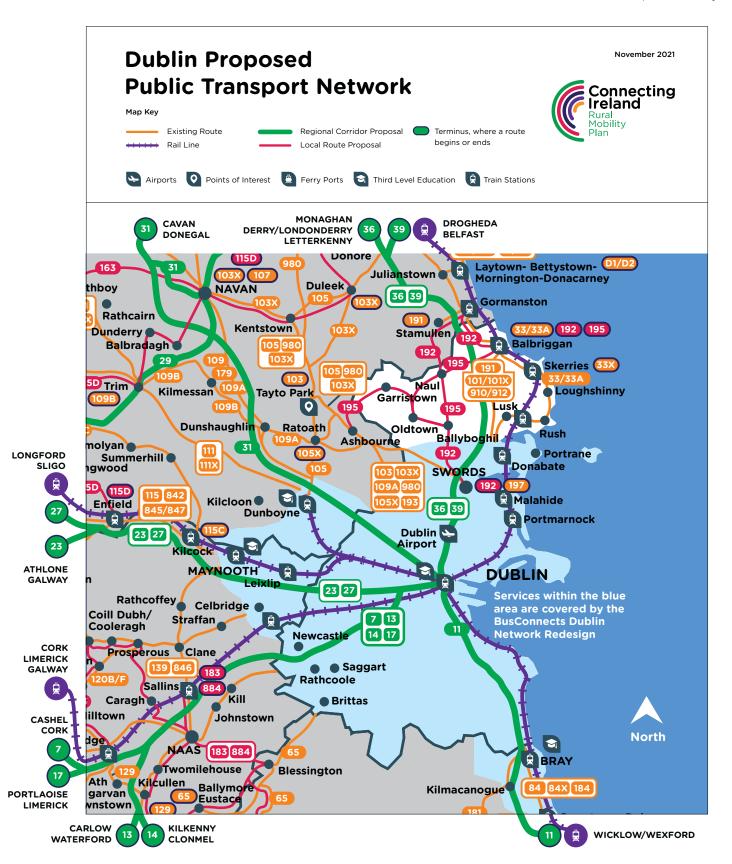
Local Route Proposals

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.

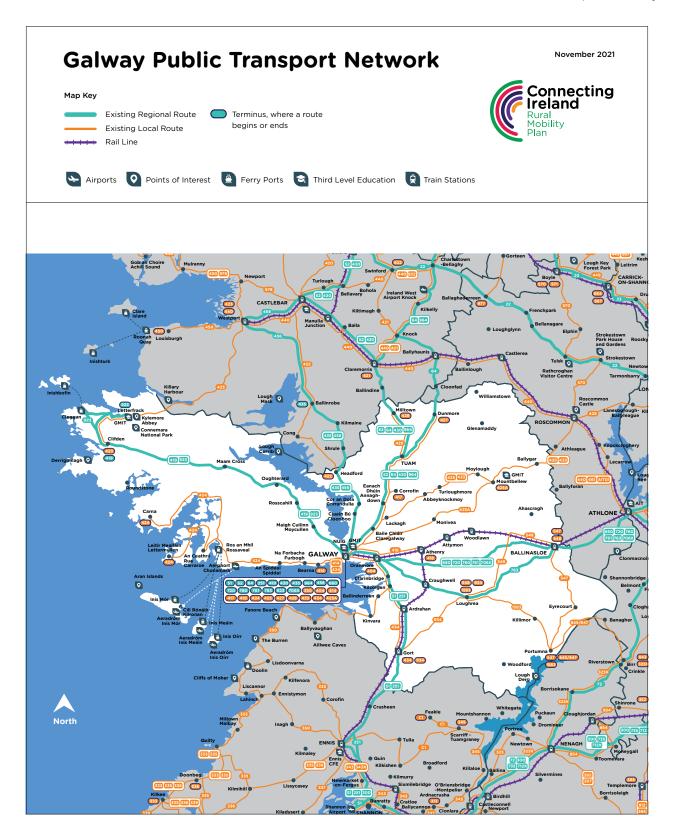
Existing Routes

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







Proposed Public Transport Improvements in County Galway

Proposal			Serving*	Description
8	Galway	Cork	Oranmore, Ennis, Shannon, Limerick, Mallow and other places en route	This corridor is currently served by routes 51, 251 and 434. We propose more frequent services and a better integration of routes along this corridor. Minimum service frequency of 30 minutes.
20	20 Galway Letterfrack №		Moycullen, Rosscahill, Oughterard, Maam Cross, Clifden and other places en route	This corridor is currently served by routes 419 and 923. We propose more frequent services and a better integration of routes along this corridor. Minimum service frequency of 1 hour between Galway and Clifden.
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, Annaghdown, 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
22B	Sligo	Galway	Tobercurry, Ireland West Airport Knock, Ballyhaunis / Claremorris, Tuam and other places en route	service frequency of 1 hour is proposed between Balina 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.
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.
40	Galway Longford		Claregalway, Moylough, Mountbellew, Roscommon, Lanesborough and other places en route	This corridor is currently served by routes 425, 433 and 467. We propose more frequent services and a better integration of routes along this corridor. A minimum service frequency of 2 hours is proposed.
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.
424	Galway	Maam Cross	Barna, Furbogh, Spiddal, Rossaveal, Carraroe and other places en route	We propose to extend some services on route 424 from Carraroe to Maam Cross with a minimum service of 3 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.
547	Ballinasloe	Ennis	Portumna, Whitegate, Scariff, Feakle and other places en route	We propose to extend route 547 from Portumna to Ennis via Whitegate, Scarriff and Feakle. Minimum service of 4 return trips a day.
934	Gort	Loughrea	Peterswell, Castledaly, Kilchreest and other places en route	We propose to increase the frequency of route 934 from Gort to Loughrea. Minimum service of 3 return trips a day.
1583	Galway	Nenagh	Oranmore, Loughrea, Portumna, Borrisokane and other places en route	We propose a new route from Galway to Nenagh via Loughrea, Portumna and Borrisokane, replacing existing route 1583. Minimum service of 3 return trips a day.
419A	Clifden	Roundstone	Ballyconneely and other places en route	We propose a new route between Clifden and Roundstone. Minimum service of 3 return trips a day.
425A	Galway	Mountbellew	Monivea and other places en route	We propose to increase the frequency of route 425A from Galway to Mountbellew via Monivea. Minimum service of 3 return trips a day.
A78	Athlone	Roscommon	Ballyforan, Ballygar, Athleague and other places en route	We propose a new route from Athlone to Roscommon via Ballygar. Minimum service of 3 return trips a day.
A79	Ballinasloe	Castlerea	Ahascragh, Mountbellew, Moylough, Glenamaddy and other places en route	We propose a new route from Ballinasloe to Castlerea via Moylough. Minimum service of 3 return trips a day.
	20 21 22A 22B 23 40 423 424 440 547 934 1583 419A 425A A78	8 Galway 20 Galway 21 Castlebar 22A Ballina 22B Sligo 23 Galway 40 Galway 40 Galway 423 Westport 424 Galway 440 Athlone 547 Ballinasloe 934 Gort 1583 Galway 419A Clifden 425A Galway A78 Athlone	8 Galway Cork 20 Galway Letterfrack 21 Castlebar Galway 22A Ballina Galway 22B Sligo Galway 23 Galway Dublin 40 Galway Longford 423 Westport Clifden 424 Galway Maam Cross 440 Athlone Westport 547 Ballinasloe Ennis 934 Gort Loughrea 1583 Galway Nenagh 419A Clifden Roundstone 425A Galway Mountbellew A78 Athlone Roscommon	Galway Cork Corammore, Ennis, Shannon, Limerick, Mallow and other places en route Moycullen, Rosscahill, Oughterard, Maam Cross, Clifden and other places en route Castlebar Galway Castlebar, Galway Castlebar, Milltown, Tuam, Annaghdown, Claregalway and other places en route 22A Ballina Galway Castlebar, Milltown, Tuam, Annaghdown, Claregalway and other places en route Castlebar, Milltown, Tuam, Annaghdown, Claregalway and other places en route Castlebar, Milltown, Tuam, Annaghdown, Claregalway and other places en route Castlebar, Milltown, Tuam, Annaghdown, Claregalway and other places en route Castlebar, Milltown, Tuam, Annaghdown, Claregalway and other places en route Castlebar, Milltown, Tuam, Annaghdown, Claregalway and other places en route Claregalway and other places en route Claregalway, Moylough, Mountbellew, Roscommon, Lanesborough and other places en route Claregalway, Moylough, Mountbellew, Roscommon, Lanesborough and other places en route 423 Westport Clifden Leenane, Kylemore, Letterfrack and other places en route Barna, Furbogh, Spiddal, Rossaveal, Carraroe and other places en route Roscommon, Castlerea, Ireland West Airport Knock, Charlestown, Castlebar and other places en route 440 Athlone Westport Roscommon, Castlerea, Ireland West Airport Knock, Charlestown, Castlebar and other places en route Portumna, Whitegate, Scariff, Feakle and other places en route Peterswell, Castledaly, Kilchreest and other places en route Peterswell, Castledaly, Kilchreest and other places en route Clifden Roundstone Ballyconneely and other places en route Athlone Roscommon Ballyconneely and other places en route Athlone Athlone Roscommon Ballyforan, Ballygar, Athleague and other places en route

	Route	Connecting	9	Serving*
	350	Galway	Ennis	Oranmore, Ballyvaughan, Lisdoonvarna, Ennistymon, Inagh and other places en route
	404	Galway	Oranmore	Other places en route
	414	Barna	Galway	Other places en route
	417	Galway	Ballinastack	Castlegar, Claregalway, Corofin and other places en route
	418	Athenry	Galway	Other places en route
ontes	422 Castlebar		Headford	Ballintubber, Ballinrobe, Cong, Glencorrib and other places en route
Existing Routes	Dunmore		Galway	Tuam, Cloonmore, Moneen, Claregalway, Castlegar and other places en route
EXi	428	Milltown	Galway	Tuam, Cloonmore, Corofin, Claregalway, Castlegar and other places en route
	548	Ballinasloe	Loughrea	Kilconnell, Cappatagle, Kilreekil and other places en route
	847	Portumna	Dublin	Birr, Tullamore, Kilbeggan, Enfield, Maynooth and other places en route
	Train	Dublin	Galway	Tullamore, Athlone, Ballinasloe and other places en route
	Train Galway		Limerick	Oranmore, Athenry, Gort, Ennis, Sixmilebridge and other places en route

Regional Corridor Proposals

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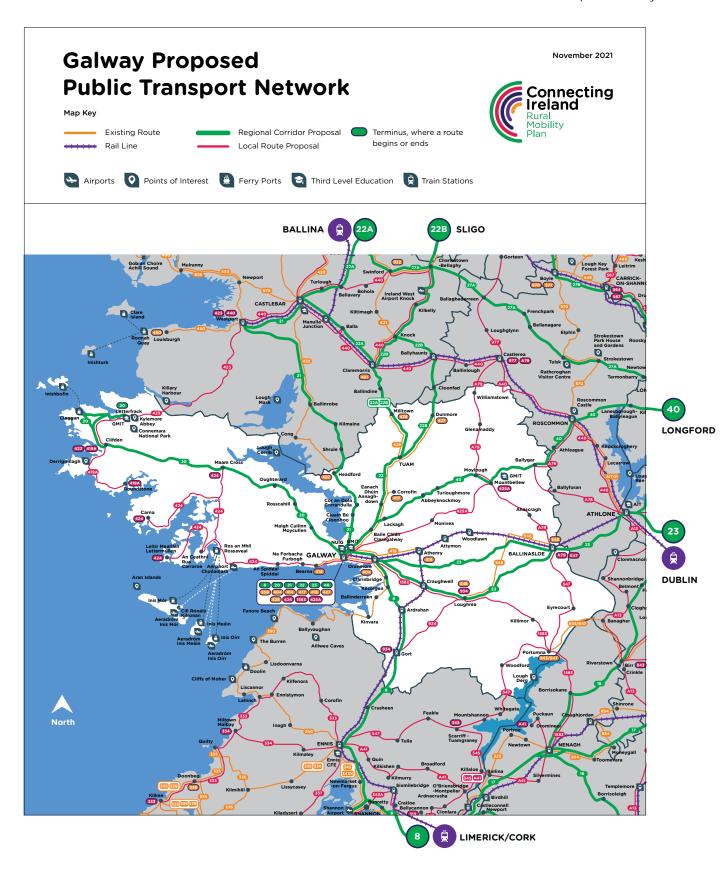
Local Route Proposals

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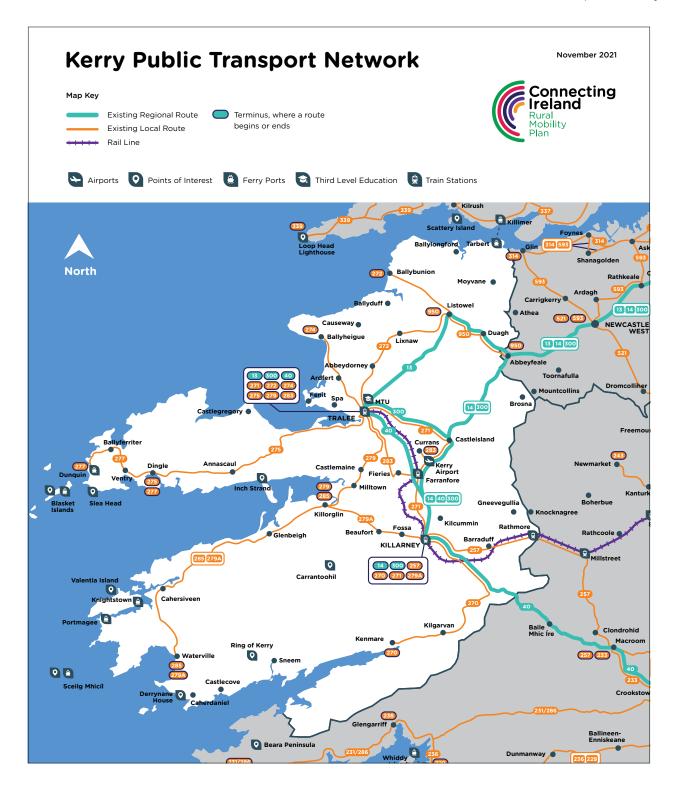
Existing Routes

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







Proposed Public Transport Improvements in County Kerry

Proposed Public Transport III					
	Proposal	Connecting		Serving*	Description
posals	1	Tralee	Cork	Farranfore, Killarney, Macroom and other places en route	This corridor is currently served by route 40. We propose more frequent services on this corridor with a minimum service frequency of 30 minutes.
Regional Corridor Proposals	2A	Killarney	Skibbereen	Kenmare, Glengariff, Bantry and other places en route	This is a new corridor. Parts of this corridor are currently served by routes 236 and 270. We propose the integration of these routes with a minimum service frequency of 2 hours.
	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 more frequent services and a better integration of routes along this corridor. A minimum service frequency of 1 hour is proposed
Regio	3B	Limerick Tralee		Adare, Newcastle West, Abbeyfeale, Castleisland, Farranfore and other places en route	between Limerick and Tralee and between Limerick and Killarney. In our proposal, routes 3A and 3B will combine to provide a 30 minute frequency between Limerick and Abbeyfeale.
	257	Killarnev Kinsale		Millstreet, Macroom, Bandon and other places en route	We propose to extend route 257 from Macroom to Kinsale. Minimum service of 3 return trips a day.
	273	Tralee	Castlegregory	Other places en route	We propose a new route from Castlegregory to Tralee. Minimum service of 3 return trips a day.
	274	Tarbert Killorglin		Ballybunion, Ballyheigue, Tralee, Castlemaine, Milltown and other places en route	We propose to integrate routes 274 and 279 to create a new route from Ballybunion to Killorglin via Ballyheigue and Tralee. Minimum service of 3 return trips a day along the full route with additional services between Tralee and Killorglin to match the frequency of the existing route.
osals	278	Fenit	Kerry Airport	Spa, Tralee, Castleisland and other places en route	We propose to integrate routes 271 and 278 to create a new route from Fenit to Kerry Airport via Tralee and Castleisland. Minimum service of 4 return trips Monday to Saturday and 3 return trips on Sunday.
Local Route Proposals	280	Killarney	Killarney	Killorglin, Caherciveen, Waterville, Sneem, Kenmare and other places en route	We propose a new two-way Ring of Kerry loop, replacing existing routes 279A and 285. Minimum service of 5 return trips a day.
cal Ro	283	Tralee	Currans	Fieries, Farranfore, Kerry Airport and other places en route	We propose to increase the frequency of route 283 from Currans to Tralee. Minimum service of 4 return trips a day.
Lo	314	Limerick	Ballybunion	Mungret, Askeaton, Foynes, Tarbert, Listowel and other places en route	We propose to extend route 314 from Foynes to Ballybunion via Tarbert and Listowel. Minimum service of 6 return trips a day.
	287A	Caherciveen	Knightstown	Portmagee and other places en route	We propose an increase in frequency of route 287A from Caherciveen to Knightstown. Minimum service of 3 return trips a day.
	A51	Killarney	Mallow	Kilcummin, Rathmore, Boherbue, Kanturk and other places en route	We propose a new route from Killarney to Mallow via Rathmore and Kanturk. 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	Connect	ing	Serving*
	272	Tralee Ballybunion		Abbeydorney, Lixnaw, Listowel, Lisselton and other places en route
Routes	275	Tralee Dingle		Annascaul and other places en route
Existing Routes	277	Dingle	Dunquin	Ventry, Ballyferriter and other places en route
	Train	Tralee	Dublin / Cork	Farranfore, Killarney, Rathmore, Mallow and other places en route

Regional Corridor Proposals

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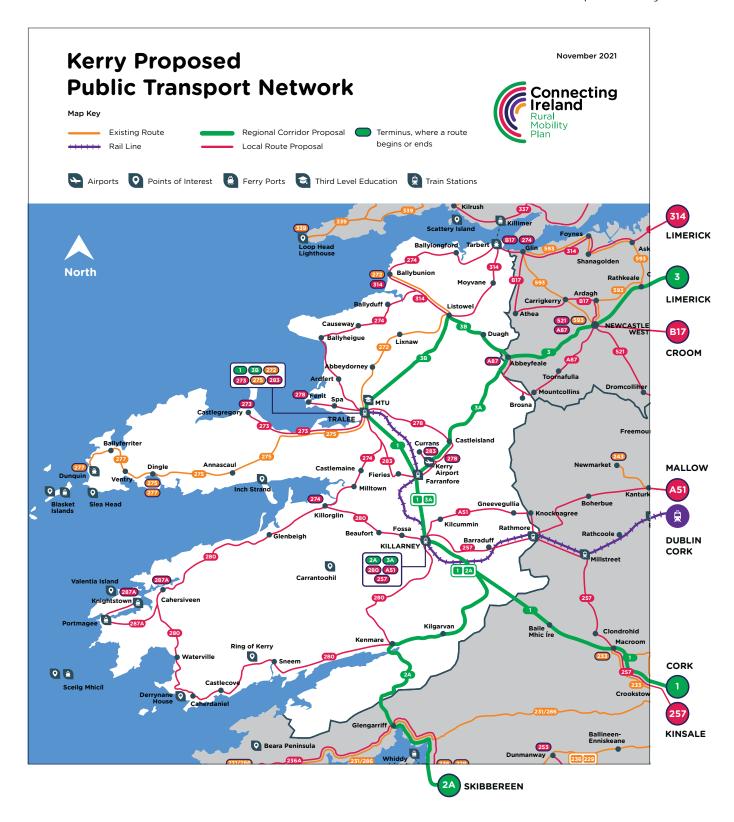
Local Route Proposals

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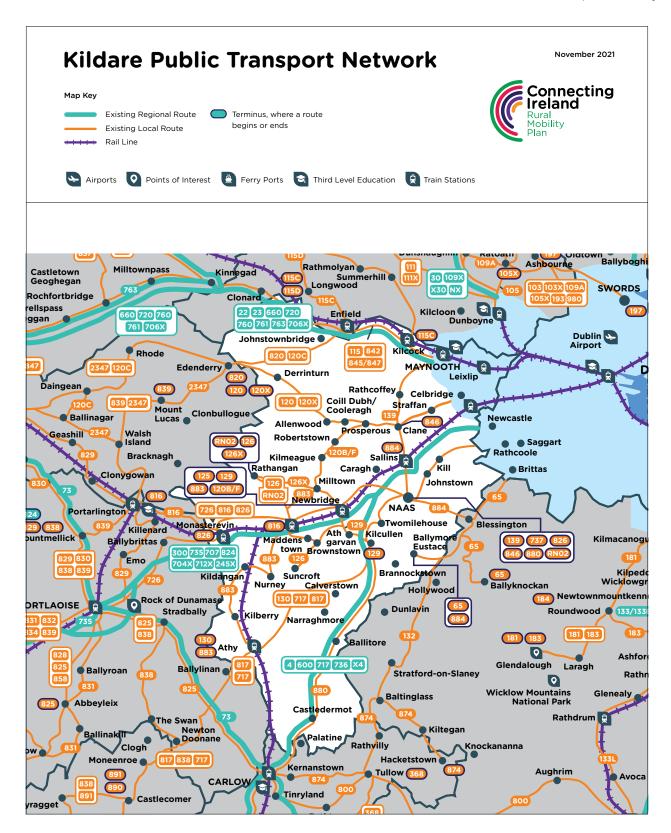
Existing Routes

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Note





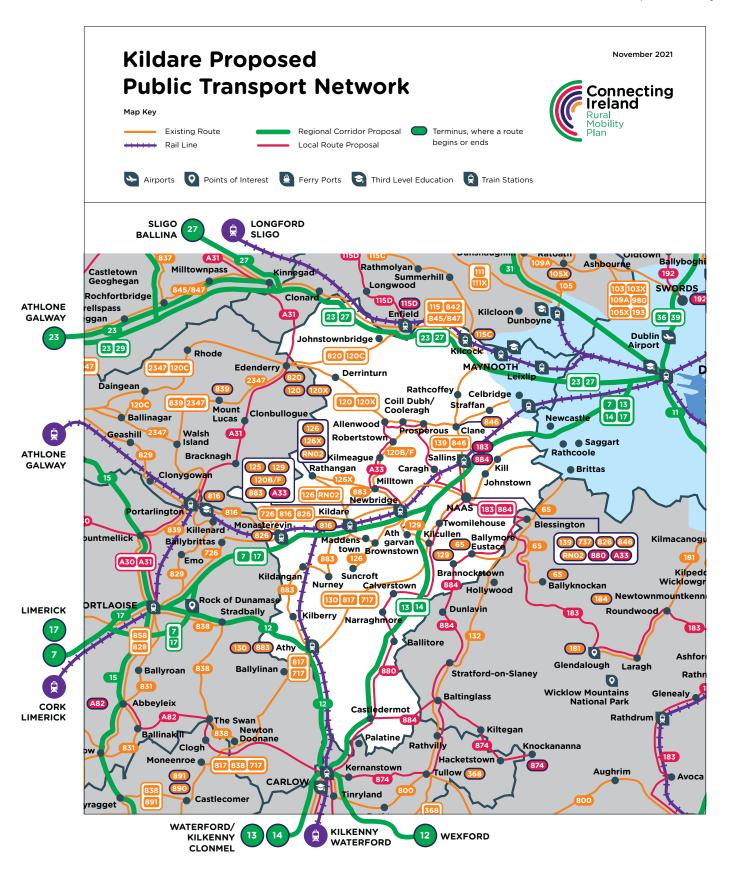


	•			i i	ments	in County Kildare			
	Proposal	Connectin		Serving*	Land other	Description This corridor is currently served by routes 245X, 707 and	704X, a mix of express and all-stop		
	7	Cork	Dublin	Mitchelstown, Cahir, Cashe places en route		services. We propose a better integration of all existing se services. Minimum service frequency of 2 hours on all-sto	ervices and more frequent all-stop p services.		
sals	12	Portlaoise	Wexford	Stradbally, Athy , Carlow, Ballo Enniscorthy and other places					
Proposals	13	Dublin	Waterford	Carlow, Muine Bheag, Thor and other places en route	mastown	This corridor is currently served by routes 4, X4, 600 and 73 We propose more frequent all-stop services on this corridor services. A minimum service frequency of 2 hours on all-stop	and better integration of the existing		
	14	Dublin	Clonmel	Kilkenny, Callan and other route	places en	This corridor is currently served by route 600 and 717. We corridor with a minimum service frequency of 2 hours betw	propose more frequent services on this		
Corridor	17	Limerick	Dublin	Nenagh, Roscrea, Portlaois places en route	se and other	This corridor is currently served by routes 300, 712X and a services. We propose a better integration of all existing services. Minimum service frequency of 2 hours on all-stop	ervices and more frequent all-stop		
	23	Galway	Dublin	Oranmore, Loughrea, Ballir Athlone and other places e		This corridor is currently served by routes 660, 706X, 720, all-stop services. We propose more frequent services and a	760, 761 and 763, a mix of express and a better integration of routes along this		
Regional	27A	Ballina	Dublin	Foxford, Charlestown, Long Mullingar and other places		Corridor. Minimum service frequency of 2 hours on all-stop This corridor is currently served by routes 22 and 23. We proportion of the service of the servi	ose more frequent services and a better		
æ	27B	Sligo	Dublin	Boyle, Carrick-on-Shannon Mullingar and other places	, Longford,	ngford, Ballina and Dublin and between Sligo and Dublin. In our proposal, routes 27A and 27B combine to			
a)	183	Sallins	Arklow	Naas, Blessington, Wicklow and other places en route	, Rathdrum	We propose a new route from Sallins to Arklow via Naas, E and Rathdrum, replacing routes 183 and 133L. Minimum se Monday to Saturday, 3 return trips on Sunday.			
Route	A31	Mullingar	Portlaoise	Kinnegad, Edenderry, Mour and other places en route	ntmellick	We propose a new route from Portlaoise to Mullingar via Nand Kinnegad. Minimum service frequency of 3 return trip			
ial R	A33	Newbridge	Naas	Milltown, Kilmeague, Prosp Caragh and other places er		We propose a new route from Newbridge to Naas via Kilmeas Minimum service frequency of 3 return trips a day.	gue, Allenwood and Caragh.		
Local	880	Carlow	Naas	Castledermot, Calverstown and other places en route	, Kilcullen	We propose to alter route 880 to serve Narraghmore and Minimum service of 3 return trips a day.	Calverstown.		
	884	Sallins	Carlow	Blessington, Ballymore Eusta Baltinglass and other places of		We propose a new route from Carlow to Sallins via Castlet and Naas. Minimum service frequency of 3 return trips a d			
	Route	Connectin	g		Serving	*	Regional Corridor Proposals		
	65	Dublin	Ballyknoo	kan/Ballymore Eustace	Tallaght, Ble	essington and other places en route	Regional Corridors generally operate along main roads, connecting cities		
	115	Mullingar	Dublin		Kinnegad, E	Enfield, Kilcock, Maynooth and other places en route	and large towns and any settlements en route. Corridors can consist		
	120	Edenderry	Dublin	Dublin		other places en route	of several routes, some provided commercially and some by the State using financial support. Some run the		
	120C	Tullamore	Enfield		Edenderry and other places en route		full length of the corridor between places, and some, only on sections.		
	120X	Edenderry	Dublin		Clane and other places en route		Connecting Ireland will improve the level of service during the core		
	125	Newbridge	Dublin		Naas, Johnstown and other places en route		day, evenings and on weekends on Regional Corridors. We will do		
	126	Rathangan	Dublin		Kildare, Newbridge, Naas and other places en route		this by liaising with existing service providers. New services may be		
	129	Newbridge	Kilcullen		Athgarvan and other places en route Kilmead, Kilcullen, Twomilehouse, Naas and other places en route		added, or existing services improved. Local Route Proposals		
	130	Athy	Dublin				Local routes connect smaller towns and villages and their rural		
	139	Blanchardsto	wn Naas	Naas		p, Maynooth, Clane, Sallins and other places en route	catchments with nearby larger towns. This will improve access to		
Routes	717	Clonmel	Dublin		Callan, Kilkenny, Naas and other places en route		the range of services available in larger centres, at more useful times		
	726	Portlaoise	Dublin		Monasterevin, Kildare, Newbridge, Naas and other places en route		of the day and week, for those living in rural areas and smaller villages. It		
iting iting	737	Naas	Dublin		Other places en route		will also permit transfer to Regional Services to travel onwards, with		
Existing	816	Portarlington	Kildare		Monasterevin and other places en route		timed reliable connections. Existing Routes		
	817	Kilkenny	Dublin		Castlecome	r, Ballylinan, Athy, Naas and other places en route	No significant changes are planned		
	820	Edenderry	Enfield		Carbury and	other places en route	to these routes. As the public transport network develops, and as more people travel more often and		
	826	Monasterevin	Naas		Kildare, Nev	wbridge and other places en route	more widely by public transport, we will continue to review their		
	842	Center Parcs	Dublin		Edgeworthst	town, Rathowen, Ballinalack, Mullingar and other places en route	usage and take steps to ensure their continued fitness-for-purpose.		
	846	Clane	Naas		Sallins and	other places en route	Notes		
	883	Athy	Newbridg	je	Kildangan, V	Valterstown, Kildare Village, Kildare and other places en route	*Serving: The map shows the main alignments of our planned routes and		
	115C	Mullingar	lullingar Kilcock		Ballivor, Sum	nmerhill and other places en route	services. Most journeys will take that route. However, there may be a need to deviate from that route to provide		
	120B 120F	20B 120F Newbridge Dublin		Milltown, Cl	ane, Straffan and other places en route	connectivity to smaller settlements or areas located off the main			
Ī	126X	Dublin	-		Newbridge, Curragh, Milltown and other places en route Tullamore, Kinnegad, Enfield, Maynooth and other places en route		alignment, but which also require a level of service. Distinctions may be		
	845 847	Portumna/Bi					drawn in the passenger information that we prepare, as support to the		
	RN02	Rathangan	Newbridg	je	Kildare and o	other places en route	maps shown. Connecting Ireland proposes a step-change in public		
	Train	Dublin	Waterford	d	Newbridge,	Kilkenny and other places en route	transport connectivity. The minimum level of service we have identified is a starting point in many cases.		
	Train	Dublin	Galway		Kildare, Mor	nasterevin, Tullamore and other places en route	is a starting point in many cases. Where our analysis demonstrates a		
	Train	Dublin	Portlaoise	•	Newbridge,	Kildare, Monasterevin and other places en route	warrant for levels of service above the minimum, we will plan to provide that, where funding can be identified.		
	Train	Dublin	Westport	/ Ballina	Tullamore, A	Athlone, Roscommon and other places en route	Improvements may be delivered in stages as the project proceeds.		

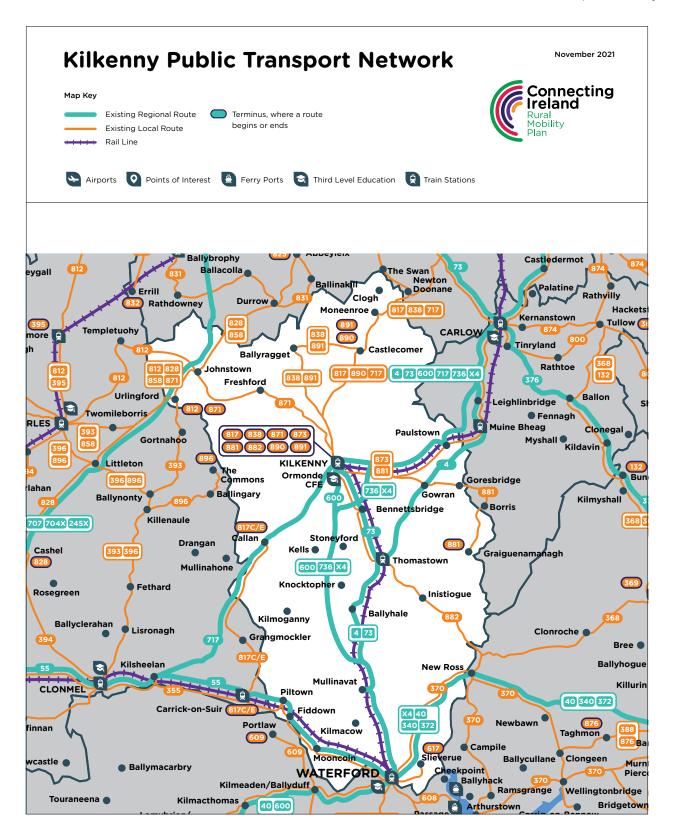
Regional Corridor Proposals

Local Route Proposals

Notes







Proposed Public Transport Improvements in County Kilkenny

	Proposal	Connectir	ıg	Serving*	Description
	5	Limerick	Waterford	Tipperary, Cahir, Clonmel, Piltown and other places en route	This corridor is currently served by routes 55, 347 and 355. We propose to provide additional services and a better integration of routes along this corridor. A minimum service frequency of 1 hour is proposed.
osals	7	Cork	Dublin	Mitchelstown, Cahir, Cashel and other places en route	This corridor is currently served by routes 245X, 707 and 704X, 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.
Regional Corridor Proposals	10	Waterford	Rosslare Harbour	New Ross, Wexford and other places en route	This corridor is currently served by routes X4, 40, 340 and 372. We propose increased services on this corridor and a better integration of routes. A minimum service frequency of 1 hour is proposed between Waterford and Wexford and 2 hours between Wexford and Rosslare.
	13	Dublin	Waterford	Carlow, Muine Bheag, Thomastown and other places en route	This corridor is currently served by routes 4, X4, 600 and 736 a mix of express and all-stop services. We propose more frequent all-stop services on this corridor and better integration of the existing services. A minimum service frequency of 2 hours on all-stop services is proposed.
	14	Dublin	Clonmel	Kilkenny, Callan, Kilsheelan and other places en route	This corridor is currently served by routes 600 and 717. We propose more frequent services on this corridor with a minimum service frequency of 2 hours between Clonmel and Kilkenny.
	15	Athlone	Kilkenny	Tullamore, Portlaoise, Durrow and other places en route	This corridor is currently served by routes 73, 818 and 830. We propose increased services and a better integration of routes along this corridor to provide a minimum service frequency of 2 hours.
	42	Limerick	Kilkenny	Thurles, Twomileborris, Urlingford and other places en route	This is a new corridor, parts of this corridor are currently served by routes 391 and 871. We propose a better integration of these routes with a minimum service frequency of 2 hours.
	393	Thurles	Clonmel	Urlingford, Fethard, Lisronagh and other places en route	We propose an increase in frequency of route 393 from Thurles to Clonmel via Fethard. Minimum service of 3 return trips a day.
	812	Thurles	Urlingford	Templetuohy, Johnstown and other places en route	We propose an increase in frequency of route 812 from Urlingford to Thurles. Minimum service of 3 return trips a day.
als	881	Kilkenny	Graiguenamanagh	Gowran, Goresbridge, Borris and other places en route	We propose an increase in frequency of existing route 881 from Kilkenny to Graiguenamanagh. Minimum service of 3 return trips a day.
Route Proposals	882	Kilkenny	New Ross	Bennettsbridge, Thomastown, Inistiogue and other places en route	We propose an increase in frequency of existing route 882 from Kilkenny to New Ross. Minimum service of 3 return trips a day.
ite Pr	A60	Kilkenny	Waterford	Kells, Carrick-on-Suir, Portlaw and other places en route	We propose a new route from Kilkenny to Waterford via Kilmoganny, Piltown and Portlaw. Minimum service of 3 return trips a day.
Local Rou	A62	Carlow	New Ross	Leighlinbridge, Muine Bheag, Graiguenamanagh and other places en route	We propose a new route from Carlow to New Ross via Graiguenamanagh. Minimum service of 3 return trips a day.
Lo	A82	Abbeyleix	Carlow	Ballinakill, The Swan, Clogh and other places en route	We propose a new route from Abbeyleix to Carlow. Minimum service of 3 return trips a day.
	A89	Cashel	Callan	Rosegreen, Fethard, Mullinahone and other places en route	We propose a new route from Cashel to Callan via Fethard. Minimum service of 3 return trips a day.
	A90	Kilkenny	Waterford	Knocktopher, Ballyhale, Mullinavat and other places en route	We propose a new route from Kilkenny to Waterford via Knocktopher. Minimum service of 3 return trips a day.

	Route	Connecting		Serving*
	370	Waterford		New Ross, Duncannon and other places en route
	617	Waterford	Slieverue	Other places en route
	717	Clonmel	Dublin	Kilkenny, Athy, Naas and other places en route
	817	Kilkenny	Dublin	Castlecomer, Athy, Kilcullen, Naas and other places en route
es	817C 817E	Carrick-on- Suir	Callan	Grangemockler and other places en route
Routes	828	Cashel	Portlaoise	Horse & Jockey, Urlingford, Durrow, Abbeyleix and other places en route
Existing	838	Kilkenny	Mountmellick	Ballyragget, Castlecomer, Portlaoise and other places en route
Exi	858	Thurles	Portlaoise	Urlingford, Durrow, Abbeyleix and other places en route
	873	Carlow	Kilkenny	Leighlinbridge, Muine Bheag, Paulstown and other places en route
	890	Castlecomer	Kilkenny	Other places en route
	891	Castlecomer	Kilkenny	Ballyragget and other places on route
	Train	Dublin	Waterford	Newbridge, Kilkenny, Thomastown and other places en route
	Train	Waterford	Limerick Junction	Carrick-on-Suir, Clonmel, Cahir, Tipperary and other places en route

Regional Corridor Proposal

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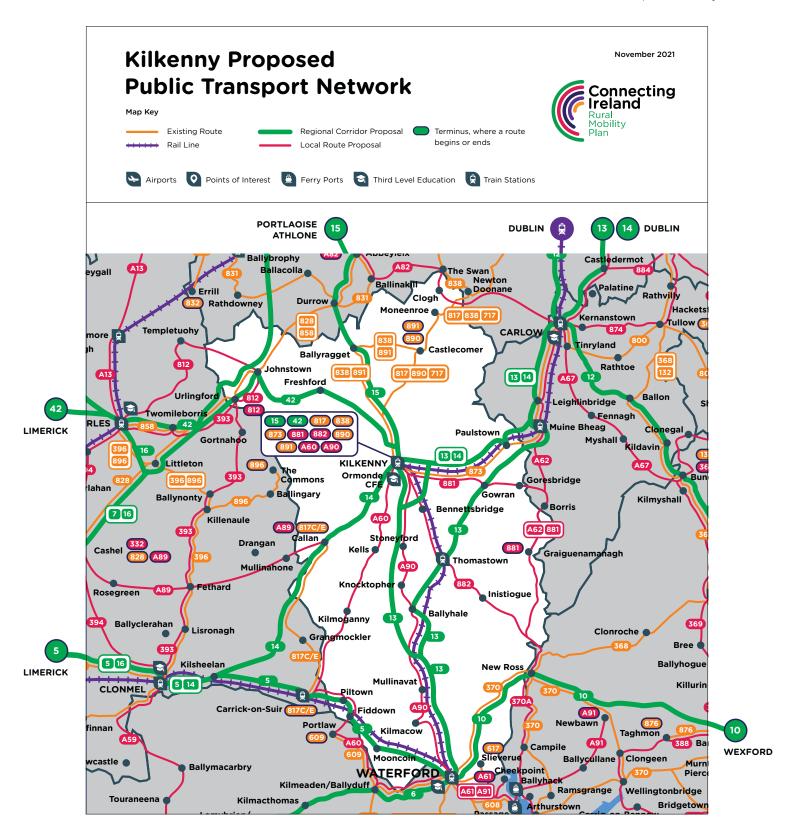
Local Route Proposals

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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



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Proposed Public Transport Improvements in County Laois

	Proposal	Proposal Connecting 5		Serving*	Description
posals	7	7 Cork Dublin		Mitchelstown, Cahir, Cashel and other places en route	This corridor is currently served by routes 245X, 707 and 704X, 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.
Regional Corridor Prop	12	Portlaoise Wexford		Stradbally, Athy , Carlow, Ballon, Bunclody, Enniscorthy and other places en route	This is a new corridor, parts of this corridor are currently served by routes 73 and 376. We propose the better integration of these routes with a minimum service frequency of 2 hours.
	15	Athlone	Kilkenny	Tullamore, Mountmellick, Portlaoise, Abbeyleix, Durrow and other places en route	This corridor is currently served by routes 73, 818 and 830. We propose increased services and the better integration of routes along this corridor to provide a minimum service frequency of 2 hours.
	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.
ite	A30	Birr	Portlaoise	Kinnitty, Clonaslee, Mountmellick and other places en route	We propose a new route from Birr to Portlaoise via Kinnitty, Clonaslee and Mountmellick. Minimum service of 3 return trips a day.
ocal Route	A31	Mullingar	Portlaoise	Kinnegad, Edenderry, Portarlington, Mountmellick and other places en route	We propose a new route from Portlaoise to Mullingar via Mountmellick, Portarlington, Edenderry and Kinnegad. Minimum service of 3 return trips a day.
	A82	Abbeyleix	Carlow	Ballinakill, The Swan, Clogh and other places en route	We propose a new route from Abbeyleix to Carlow. Minimum service of 3 return trips a day.

	Route	Connecting		Serving*	
	717	Clonmel	Dublin	Kilkenny, Castlecomer, Athy, Kilcullen, Naas and other places en route	
	726	Porlaoise	Dublin Airport	Monasterevin, Kildare, Newbridge, Naas and other places en route	
	816	Portarlington	Kildare Village	Monasterevin and other places en route	
	817	Kilkenny	Dublin	Athy, Kilcullen, Naas and other places en route	
	828	Cashel	Portlaoise	Horse & Jockey, Littleton, Urlingford, Durrow, Abbeyleix and other places en route	
	829	Mountmellick / Portlaoise	Tullamore	Emo, Portarlington, Clonygowan and other places en route	
utes	831	Portlaoise	Borris-in- Ossory	Abbeyleix, Ballinakill, Ballacolla, Rathdowney and other places en route	
Existing Routes	832	Errill	Portlaoise	Borris-in-Ossory, Mountrath and other places en route	
	834	Roscrea	Portlaoise	Borris-in-Ossory, Castletown, Mountrath and other places en route	
	838	Kilkenny	Mountmellick	Castlecomer, Stradbally, Portlaoise and other places en route	
	839	Borris-in-Ossory	Mount Lucas	Castletown, Mountrath, Portlaoise, Mountmellick and other places en route	
	858	Thurles	Portlaoise	Urlingford, Johnstown, Durrow, Abbeyleix and other places en route	
	Train	Dublin	Cork	Portlaoise, Thurles, Limerick Junction, Mallow and other places en route	
	Train	Dublin	Galway / Westport	Portarlington, Tullamore, Athlone and other places en route	
	Train	Ballybrophy	Limerick	Serving: Roscrea, Nenagh and other places en route	
	Train	Dublin	Portlaoise	Newbridge, Kildare, Monasterevin, Portarlington and other places en route	

Regional Corridor Proposals

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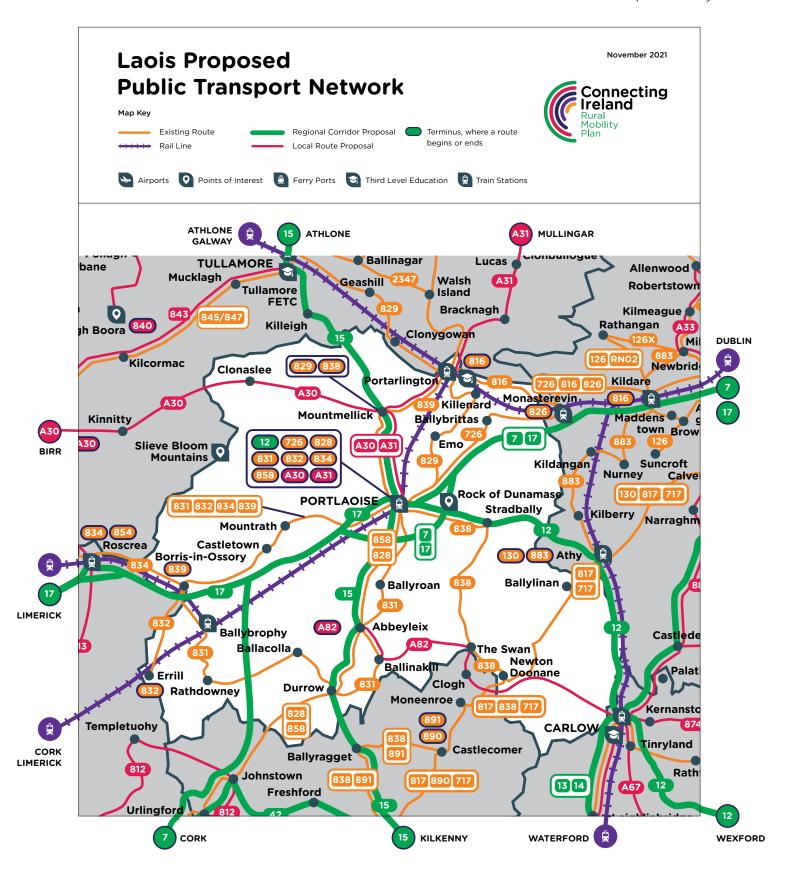
Local Route Proposals

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.

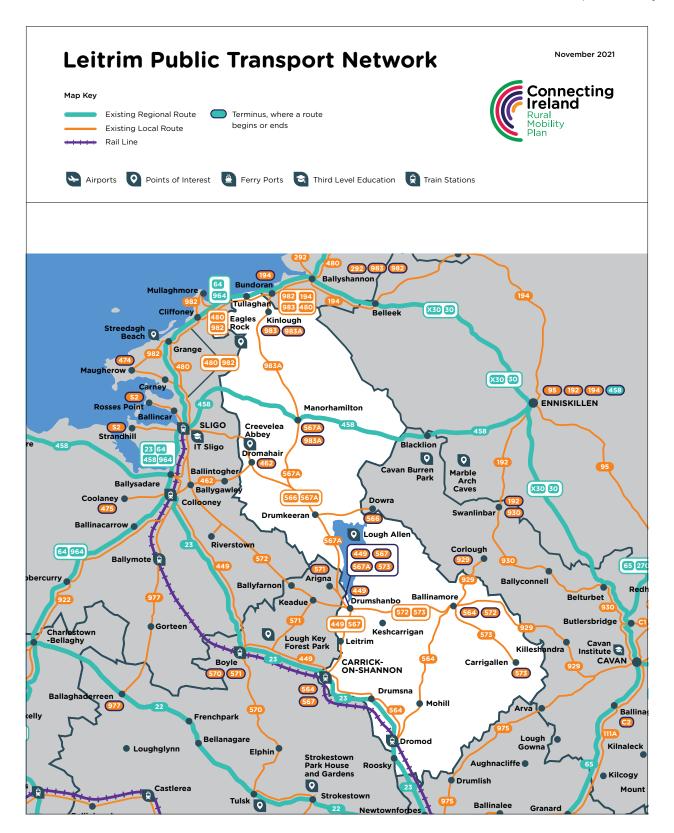
Existing Routes

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







Proposed Public Transport Improvements in County Leitrim

ı		Proposal Connecting		Serving*	Description			
Regional Corridor	idor	26	Ballina	Enniskillen	Enniscrone, Sligo, Manorhamilton and other places en route	This corridor is currently served by route 458. We propose maintaining the existing level of service and providing a minimum service frequency of 2 hours.		
	nal Corr oposals	27B	Sligo	Dublin	Boyle, Carrick-on-Shannon, Longford, Mullingar and other places en route	This corridor is currently served by route 23. We propose increased services on this corridor to provide a minimum service frequency of 2 hours.		
	Regio Pr	34	Sligo	Derry / Londonderry	Bundoran, Ballyshannon, Donegal, Ballybofey, Letterkenny and other places en route	This corridor is currently served by routes 64, 480 and 964. We propose increased services and the integration of routes along the corridor to provide a minimum service frequency of 1 hour.		
Local Route Proposals		462	Manorhamilton	Sligo	Dromahair, Ballygawley, Collooney and other places en route	We propose to extend route 462 from Dromahair to Manorhamilton, with an increase in frequency. Minimum service frequency of 3 return trips a day.		
	als	564	Carrick-on- Shannon	Enniskillen	Dromod, Mohill, Ballinamore, Swanlinbar and other places en route	We propose to extend route 564 from Ballinamore to Enniskillen via Swanlinbar. Minimum service frequency of 5 return trips Monday to Saturday, 3 return trips on Sunday.		
	ropos	566	Dowra	Sligo	Drumkeeran, Dromahair and other places en route	We propose to increase the frequency on route 566. Minimum service frequency of 3 return trips a day.		
	Route	567	Ballyshannon	Carrick-on- Shannon	Bundoran, Kinlough, Manorhamilton, Drumshanbo, Leitrim and other places en route	We propose to integrate routes 567, 567A, 983 and 983A to create a new route between Carrick-on-Shannon, Drumshanbo, Manorhamilton and Ballyshannon. Minimum service frequency of 3 return trips a day along full route, additional services between Carrick-on-Shannon and Drumshanbo and between Kinlough and Ballyshannon.		
		572	Sligo	Cavan	Riverstown, Drumshanbo, Ballinamore, Killeshandra and other places en route	We propose to integrate routes 572 and 929 to create a new route between Sligo, Drumshanbo and Cavan Town. Minimum service frequency of 4 return trips Monday to Saturday,		

and other places en route

Keshcarrigan, Ballinamore

and other places en route

	Route	Connecting		Serving*
Existing Routes	449	Drumshanbo	Sligo	Carrick-on-Shannon, Boyle, Collooney and other places en route
	480	Derry / Londonderry	Sligo	Letterkenny, Donegal Town, Ballyshannon, Bundoran and other places en route
	571	Arigna	Boyle	Drumshanbo, Keadue and other places en route
	982	Sligo	Ballyshannon	Cliffoney, Mullaghmore, Bundoran and other places en route
	Train	Dublin	Sligo	Maynooth, Mullingar, Longford, Carrick-on- Shannon, Boyle and other places en route

Carrigallen

573

Drumshanbo

Regional Corridor Proposals

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We propose to increase the frequency on route 573.

Minimum service frequency of 3 return trips a day.

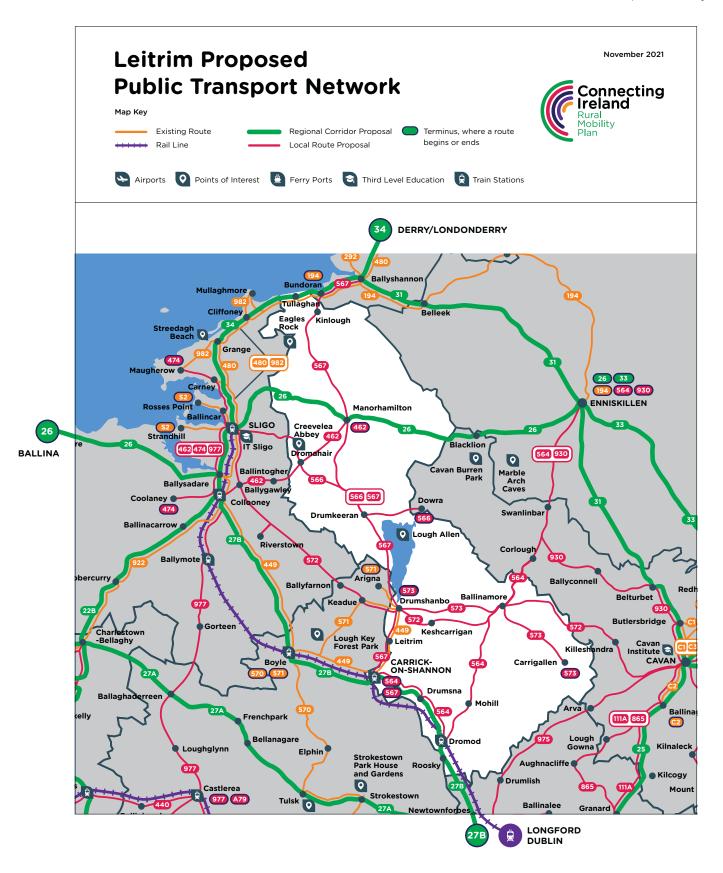
3 return trips on Sunday

Local Route Proposals

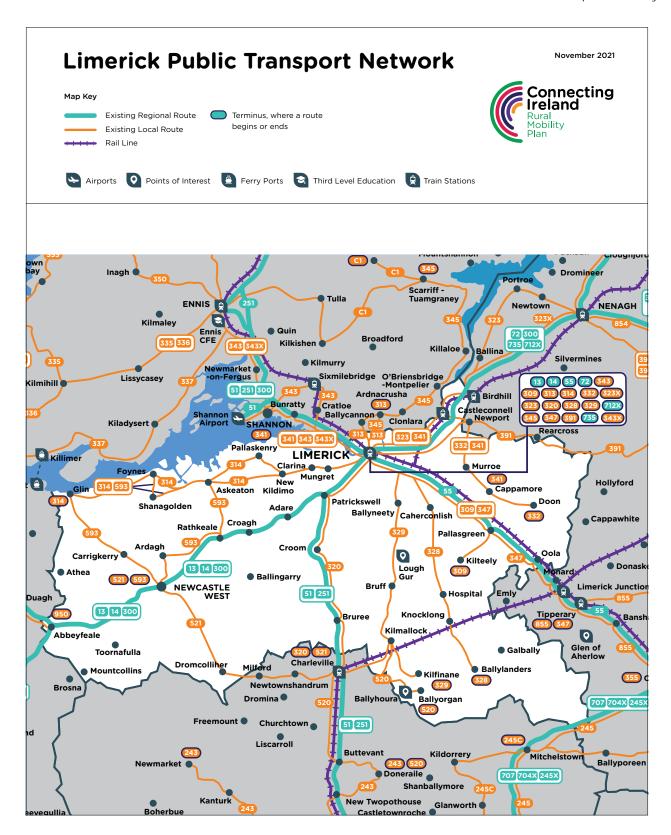
Local routes connect smaller towns and villages and their rural catchments with nearby larger towns. This will improve access to the range of services available in larger centres, at more useful times of the day and week, for those living in rural areas and smaller villages. It will also permit transfer to Regional Services to travel onwards, with timed reliable connections.

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Notes







Proposed Public Transport Improvements in County Limerick

	Proposal	Connecting		Serving*	Description		
	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		
Proposals	3B	Limerick	Tralee	Adare, Newcastle West, Abbeyfeale, Castleisland, Farranfore and other places en route	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.		
	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.		
Regional Corridor	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	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, Urlingford, 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.		
	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.		
sli	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.		
sodo	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.		
te Pro	345	Scarriff	Limerick	Killaloe, O'Briensbridge-Montpelier, Ardnacrusha 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.		
Local Route Proposals	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.		
Lo	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.		

	Route	Connecting		Serving*
	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
Existing Routes	520	Ballyorgan	Doneraile	Kilmallock, Charleville and other places en route
ing R	593	Newcastle West	Newcastle West	Glin, Foynes, Askeaton and other places en route
Exist	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

Croom

B17

Tarbert

Regional Corridor Proposals

Ballingarry and other places en route

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Minimum service of 3 return trips a day.

We propose a new route from Tarbert to Croom via Athea and Newcastle West.

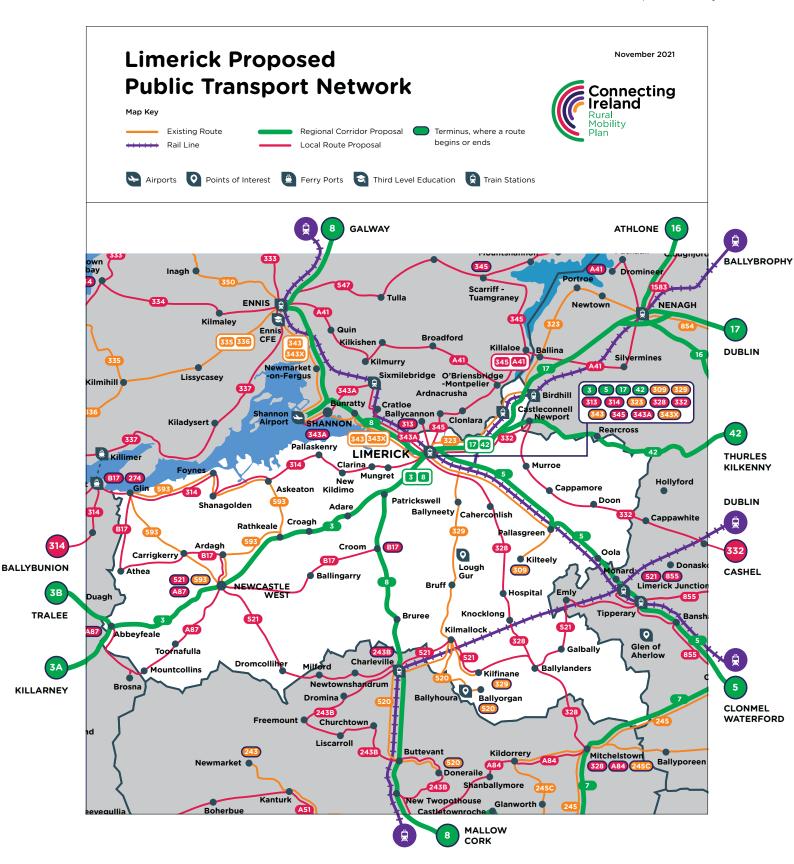
Local Route Proposals

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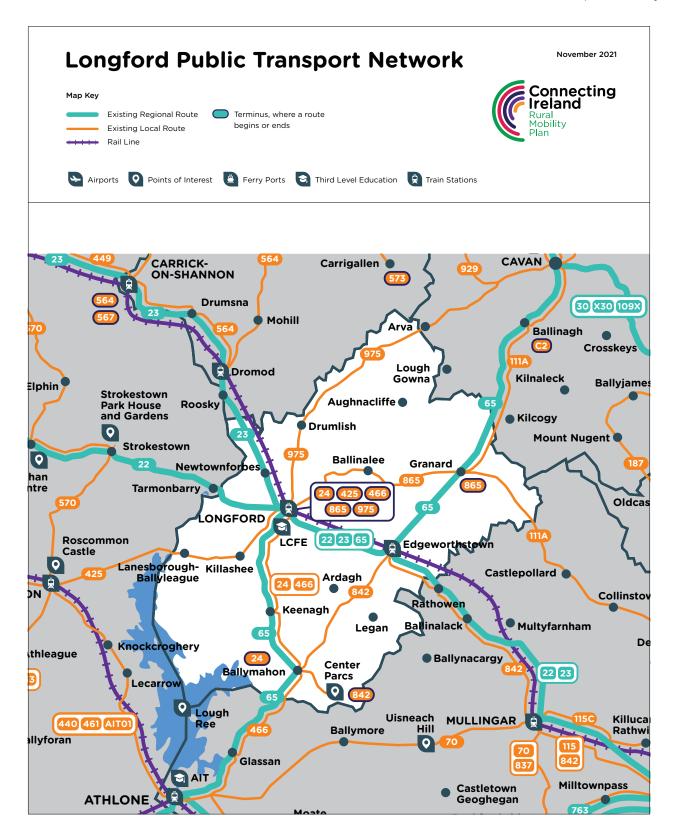
Existing Routes

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Notes







Proposed Public Transport Improvements in County Longford

				•	•	
	Proposal	al Connecting			Serving*	Description
Proposals	25	Athlone Belfast		fast	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.
Corridor Pr	27A	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	
Regional Co			Boyle, Carrick-on-Shannon, Longford, Mullingar and other places en route	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.		
Regi	40	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.	
osals	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.
e Prop	865 Longford Cavan 975 Longford Cavan		Cavan	Granard, Aughnacliffe, Lough Gowna and other places en route	We propose to extend route 865 from Granard to Cavan Town via Aughnacliffe and Lough Gowna. Minimum service of 3 return trips a day, additional evening services on Friday and Saturday.	
Rout			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.	
Local			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

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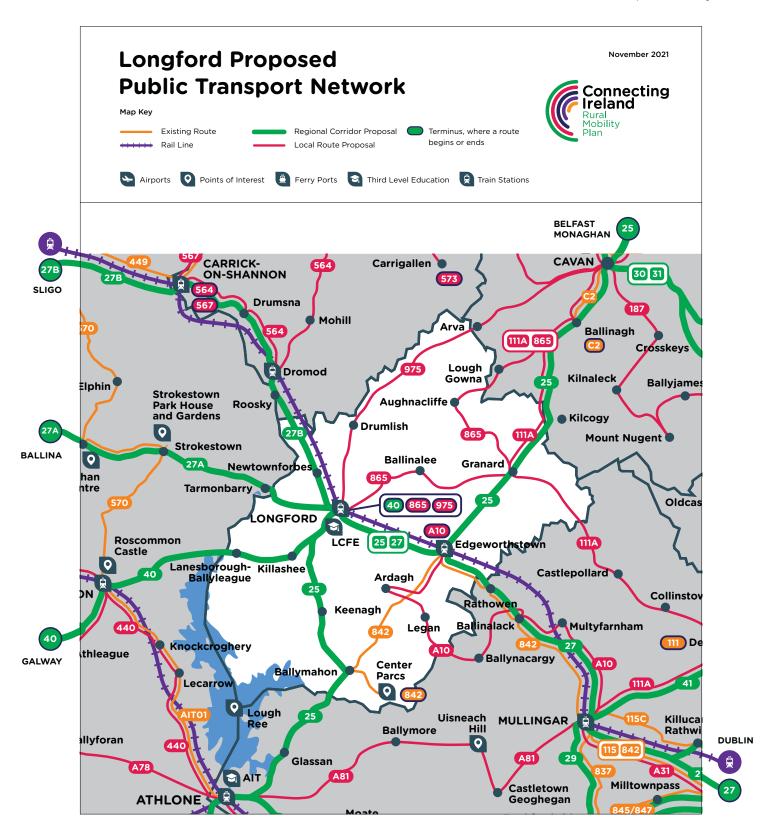
Local Route Proposals

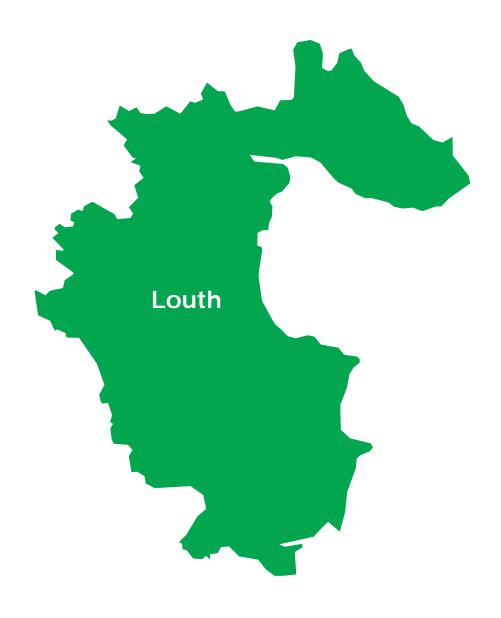
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Existing Routes

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Notes







Proposed Public Transport Improvements in County Louth

	Proposal	Connecting Athlone Drogheda		Serving*	Description
	29			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.
Regional Corridor Proposals	30	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
	36B	Derry/ Londonderry	Dublin	Strabane, Omagh, Monaghan, Ardee and other places en route	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.
	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.
oute	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.
Local Route Proposals	Propos 891	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*
	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
Existing Routes	182	Drogheda	Monaghan	Collon, Ardee, Carrickmacross, Castleblayney and other places en route
sting	980	Carrickmacross	Dublin	Ardee, Collon, Slane and other places en route
Exis	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, Donacarney, Bettystown and other places en route
	Train	Belfast	Dublin	Newry, Dundalk, Drogheda and other places en route
	Х4	Derry / Londonderry	Dublin	Dungiven, Cookstown, Dungannon, Armagh, Dublin Airport and other places en route

Regional Corridor Proposals

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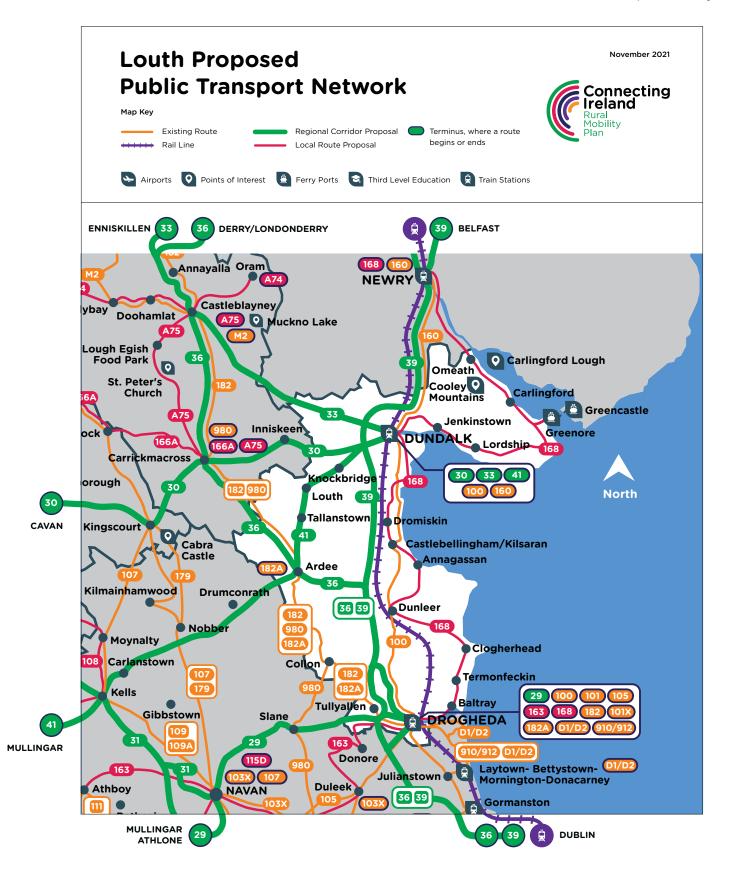
Local Route Proposals

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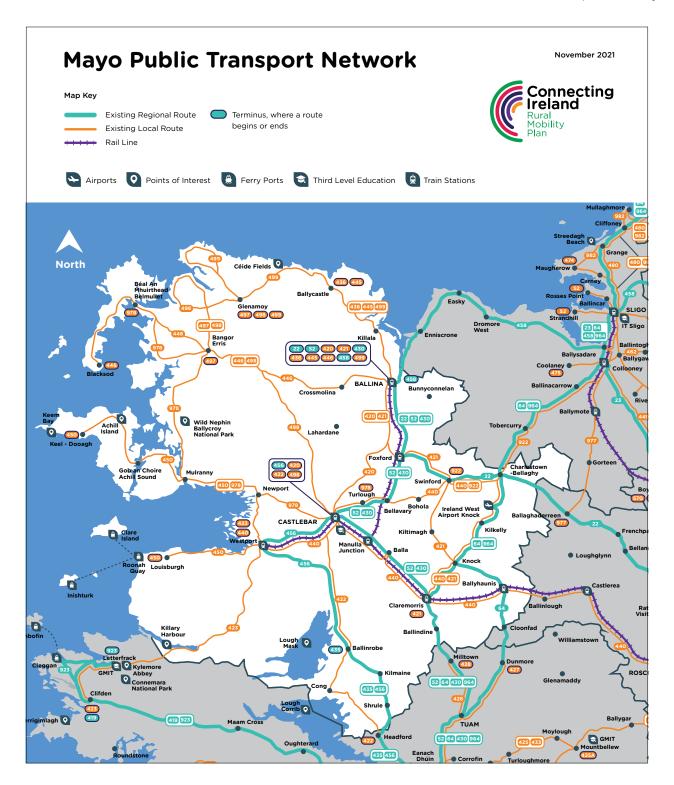
Existing Routes

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







Proposed Public Transport Improvements in County Mayo

			•		
	Proposal	Connecting		Serving*	Description
als	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.
Regional Corridor Proposals	22A	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
	22B	Sligo	Galway	Tobercurry, Ireland West Airport Knock, Ballyhaunis / Claremorris, Tuam and other places en route	proposed between Ballina and Galway and between Sigo and Galway. In our proposal routes 22A and 22B will combine to provide a 30 minute frequency between Tuam and Galway.
	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.	
	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.
Proposals	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.
Route	445	Bunnyconnelan	Ballycastle	Ballina, Killala and other places en route	We propose a new route from Bunnyconnelan to Ballycastle, replacing existing infrequent routes 444 and 445. Minimum service of 3 return trips a day.
Local	446 Ballina Blacksod Belmullet and other places		Belmullet and other places	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 Laherdane, replacing existing infrequent route 454. Minimum service of

	Route	Connecting	ı	Serving*
	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
Existing Routes	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
Existi	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, Portarlington and other places en route
	Train	Ballina	Dublin	Foxford, Manulla Junction and other places en route

Regional Corridor Proposals

3 return trips a day.

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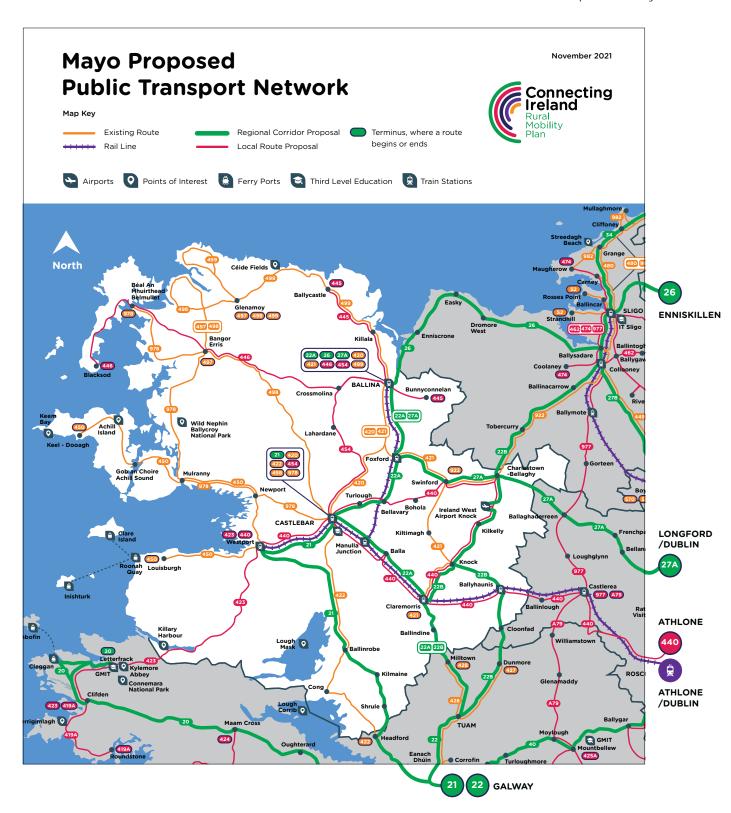
Local Route Proposals

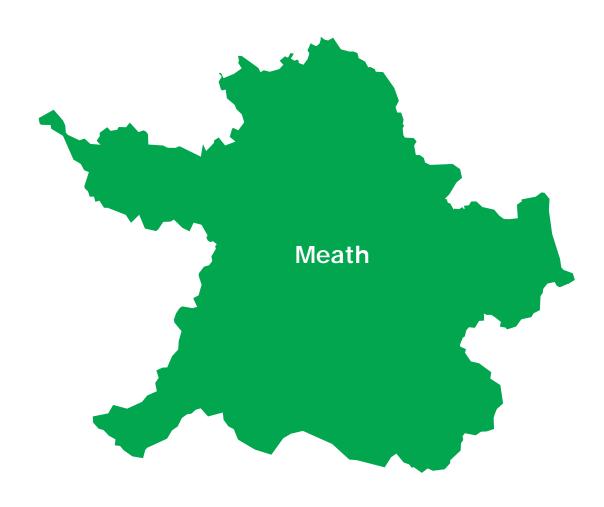
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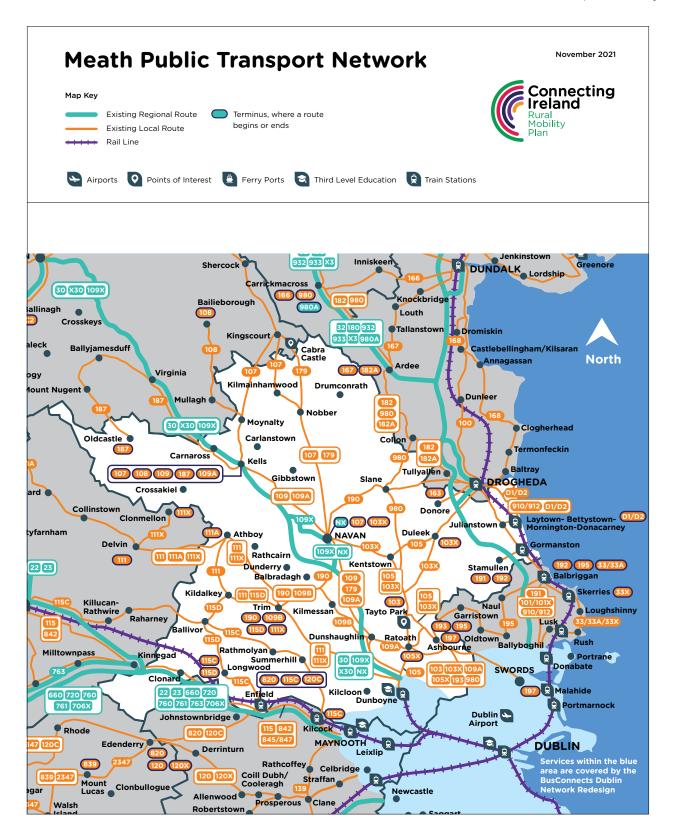
Existing Routes

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







Proposed Public Transport Improvements in County Meath

Proposal	Connecting		Serving*	Description
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
27A 27B 27B	Sligo	Dublin	Boyle, Carrick-on-Shannon, Longford, Mullingar and other places en route	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.
	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.
Topridon 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 36B	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
36B	Derry/ Londonderry	Dublin	Strabane, Omagh, Monaghan, Ardee and other places en route	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.
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.
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.
163 187	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.
	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.
192	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, Portarlington 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*
	101	Dublin	Drogheda	Balbriggan, Julianstown and other places en route
	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
	179	Cootehill	Dublin	Shercock, Kingscourt, Navan and other places en route
	191	Stamullen	Dublin	Gormanston, Balbriggan and other places en route
rtes	193	Ashbourne	Dublin	Other places en route
Existing Routes	197	Swords	Ashbourne	Rolestown and other places en route
sting	820	Edenderry	Enfield	Carbury and other places en route
EXi	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

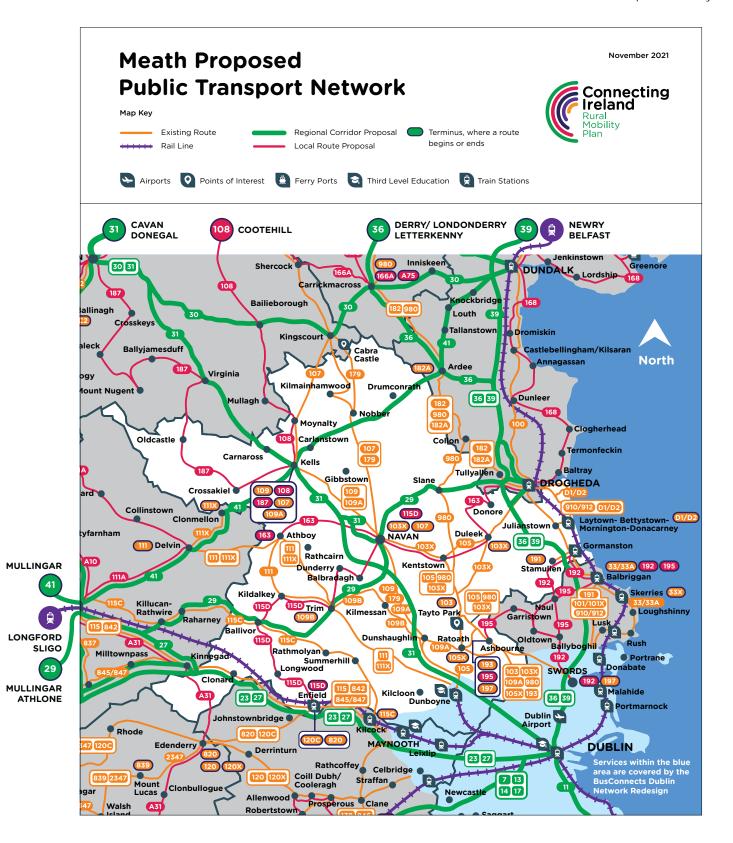
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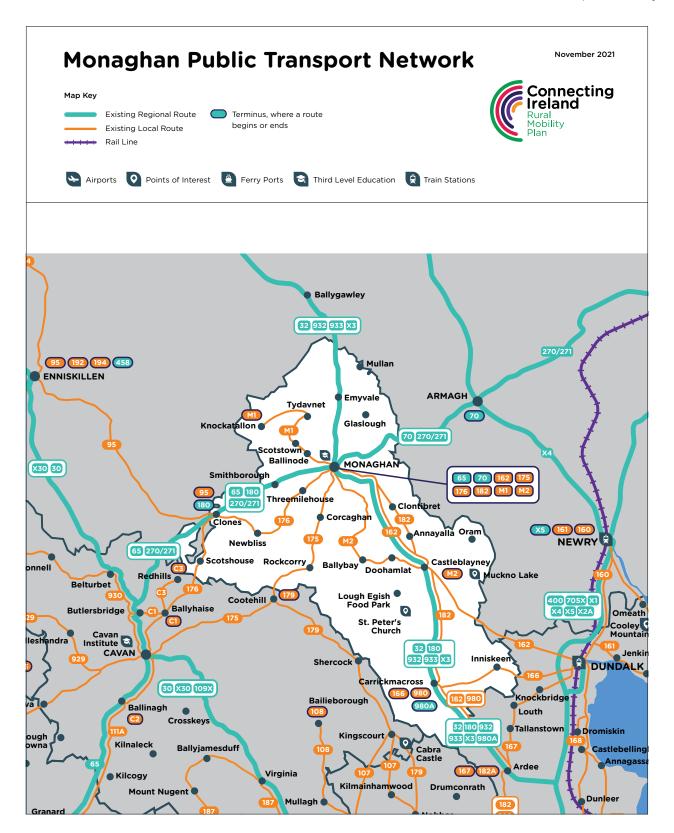
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Notes

	Route	Connecting		Serving*
	120C	Tullamore	Enfield	Rhode, Edenderry and other places en route
	845 847	Birr	Dublin	Tullamore, Kinnegad, Enfield and other places en route
tes	910 912	Drogheda	Dublin	Bettystown, Julianstown and other places en route
g Routes	D1 D2	Drogheda	Laytown	Mornington, Donacarney, Bettystown and other places en route
Existing	Train	Dundalk	Dublin	Drogheda, Laytown, Balbriggan and other places en route
Ä	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







Proposed Public Transport Improvements in County Monaghan

	Proposal	Proposal Connecting S		Serving*	Description	
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.	
	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.	
al Corridor	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.	
Regional	36A	Letterkenny	Dublin		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	
_	36B	Derry/ Londonderry	Dublin	Strabane, Omagh, Monaghan, Ardee and other places en route	frequency of 2 hours is proposed between Letterkenny and	
Proposals	166A	Cavan	Carrickmacross	Cootehill, Shercock and other places en route	We propose a new route from Cavan to Carrickmacross via Cootehill and Shercock, to replace a current infrequent variant of route 166. Minimum service frequency of 3 return trips a day.	
Route Pro	A74	Clones	Oram	Newbliss, Ballybay, Doohamlet, Castleblaney and other places en route	We propose a new route from Clones to Oram via Ballybay and Castleblayney. Minimum service frequency of 3 return trips a day.	
Local Ro	A75	Carrickmacross	Castleblaney	Lough Egish Food Park and other places en route	We propose a new route from Carrickmacross to Castleblayney via Lough Egish Food Park. Minimum service frequency of 3 return trips a day.	
	МЗ	Mullan	Monaghan	Emyvale, Glaslough, Tyholland and other places en route	We propose a new route from Mullan, Emyvale and Glaslough to Monaghan. Minimum service frequency of 3 return trips a day.	

and other places en route

	Route	Connecting		Serving*
es	176	Cavan	Monaghan	Ballyhaise, Scotshouse, Clones, Newbliss, Threemilehouse and other places en route
Existing Routes	182	Drogheda	Monaghan	Collon, Ardee, Carrickmacross, Castleblaney, Annyalla, Clontibret and other places en route
	980	Carrickmacross	Dublin	Ardee, Collon, Slane and other places en route
	M1	Knockatallon	Monaghan	Tydavnet, Scotstown, Ballinode and other places en route
	M2	Castleblaney	Monaghan	Doohamlet, Ballybay and other places en route

Regional Corridor Proposals

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Monaghan. Minimum service frequency of 3 return trips a day.

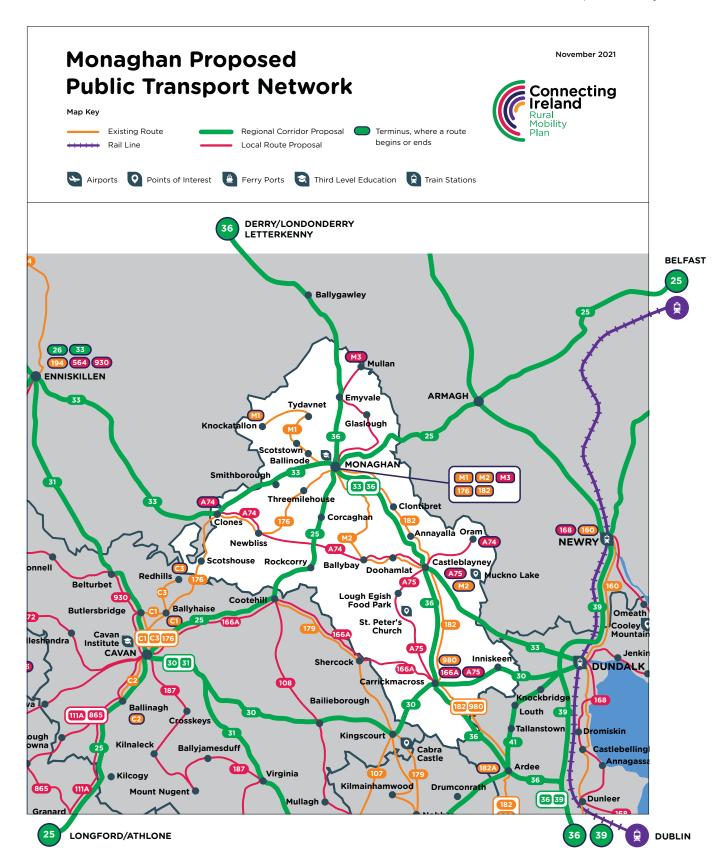
Local Route Proposals

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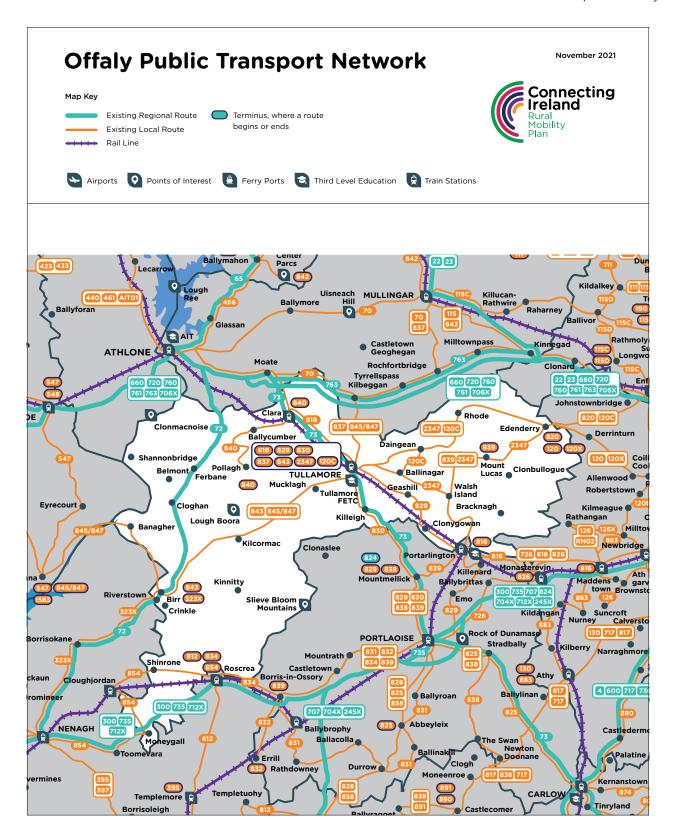
Existing Routes

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Notes







Proposed Public Transport Improvements in County Offaly

	Proposal	Connecting		Serving*	Description
als	15	Athlone	Kilkenny	Moate, Tullamore, Portlaoise, Abbeyleix and other places en route	This corridor is currently served by routes 73, 818 and 830. We propose more frequent services and a better integration of routes along this corridor. Minimum service frequency of 2 hours.
Proposi	16	Athlone Clonmel Birr, Nenagh, Thurles, Cashel, Cahir and other places en route			This is a new corridor. Part of this corridor is currently served by route 72. We propose more frequent services and a better integration of routes along this corridor. Minimum service frequency of 2 hours.
Corridor	I Imerick 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.	
Regional			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.	
	29	Athlone	Drogheda	Mullingar, Trim, Navan 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.

cal Route Proposals	IIs	840	Lough Boora	Clara	Pollagh, Ballycumber and other places en route	We propose to extend route 840 from Pollagh to Lough Boora, with an increase in frequency. Minimum service frequency of 3 return trips a day.
	posa	843	Tullamore	Birr	Mucklagh, Kilcormac and other places en route	We propose to increase the frequency on route 843. Minimum service frequency of 3 return trips a day.
	oute Pro	A13	Athlone	Thurles	Shannonbridge, Banagher, Birr, Roscrea, Templemore and other places en route	We propose a new route from Athlone to Thurles via Shannonbridge, Banagher, Birr, Roscrea and Templemore. Minimum service frequency of 3 return trips a day.
	cal Ro	A30	Birr	Portlaoise	Kinnitty, Clonaslee, Mountmellick and other places en route	We propose a new route from Birr to Portlaoise via Kinnitty, Clonaslee and Mountmellick. Minimum service frequency of 3 return trips a day.
) ا	A31	Mullingar	Portlaoise	Kinnegad, Edenderry, Portarlington, Mountmellick and other places en route	We propose a new route from Portlaoise to Mullingar via Mountmellick, Portarlington, Edenderry and Kinnegad. Minimum service frequency of 3 return trips a day.

	Route	Connecting		Serving*
	120	Edenderry	Dublin	Allenwood, Prosperous, Clane, Celbridge and other places en route
	120C	Tullamore	Enfield	Daingean, Rhode, Edenderry and other places en route
	120X	Edenderry	Dublin	Allenwood, Prosperous, Clane and other places en route
	820	Enfield	Edenderry	Carbury and other places en route
	829	Mountmellick	Tullamore	Portlaoise, Emo, Killenard, Portarlington, Geashill and other places en route
Existing Routes	837	Tullamore	Mullingar	Kilbeggan, Tyrellspass, Rochfortbridge and other places en route
	839	Borris in Ossory	Mount Lucas	Mountrath, Portlaoise, Mountmellick, Portarlington, Walsh Island and other places en route
	854	Roscrea	Nenagh	Shinrone, Cloughjordan, Moneygall, Toomevara and other places en route
	2347	Tullamore	Tullamore	Daingean, Rhode, Edenderry, Walsh Island and other places en route
	845 847	Portumna	Dublin	Banagher, Birr, Tullamore, Enfield, Maynooth and other places en route
	Train	Dublin	Galway	Tullamore, Athlone, Ballinasloe, Athenry, Oranmore and other places en route
	Train	Dublin	Ballina / Westport	Tullamore, Athlone, Manulla Junction, Castlebar / Foxford and other places en route

Regional Corridor Proposals

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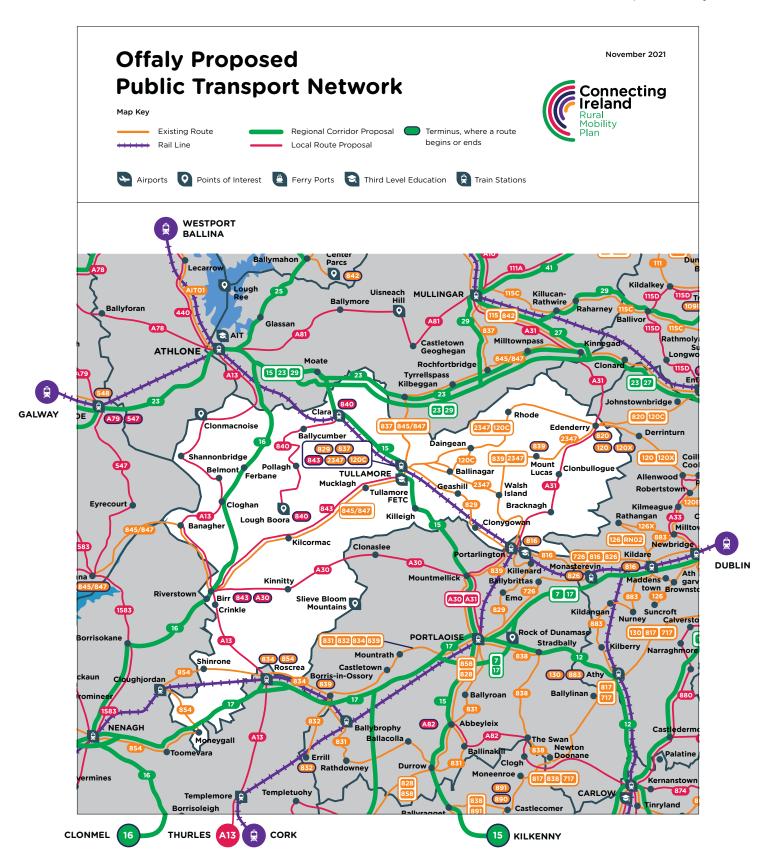
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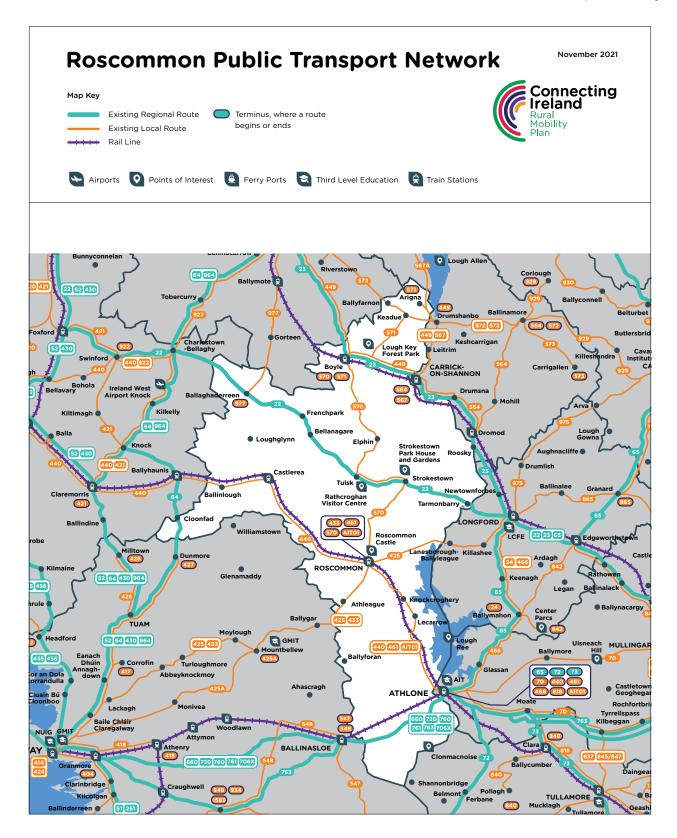
Existing Routes

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Notes







Proposed Public Transport Improvements in County Roscommon

	Proposal	roposal Connecting		Serving*	Description
sals	22B	Sligo	Galway	Tobercurry, Ireland West Airport Knock, Ballyhaunis / Claremorris, Tuam and other places en route	This corridor is currently served by routes 64 and 964. We propose more frequent services on this corridor with a minimum service frequency of 60 minutes.
dor 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.
al Corridor	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.
Regional	27B	Sligo	Dublin	Boyle, Carrick-on-Shannon, Longford, Mullingar and other places en route	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.
	40	Galway	Longford	Claregalway, Moylough, Mountbellew, Roscommon, Lanesborough and other places en route	This corridor is currently served by routes 425, 433 and 467. We propose more frequent services and a better integration of routes along this corridor. A minimum service frequency of 2 hours is proposed.
als	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.
osals				Ballygawley, Keadue,	We propose to integrate routes 572 and 929 to create a new route from

ole:	440	Athlone	Westport	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.
Propos	Sligo Cavan Drumshanbo, Killashandra and Sligo to Cav		We propose to integrate routes 572 and 929 to create a new route from Sligo to Cavan via Drumshanbo. Minimum service of 4 return trips Monday to Saturday and 3 return trips on Sunday.		
l Route	4	Sligo	Castlerea	Collooney, Ballymote, Gorteen, Ballaghderreen and other places en route	We propose to extend route 977 from Ballaghderreen to Castlerea. Minimum service of 3 return trips a day.
l ora	A78	Athlone	Roscommon	Ballyforan, Ballygar, Athleague and other places en route	We propose a new route from Athlone to Roscommon via Ballygar. Minimum service of 3 return trips a day.
	A79	Ballinasloe	Castlerea	Ahascragh, Mountbellew, Moylough, Glenamaddy and other places en route	We propose a new route from Ballinasloe to Castlerea via Moylough. Minimum service of 3 return trips a day.

	Route	Connecting	ı	Serving*
	449	Drumshanbo	Sligo	Carrick-on-Shannon, Boyle, Collooney and other places en route
	570	Boyle	Roscommon	Elphin, Tulsk, Strokestown and other places en route
se	571	Arigna	Boyle	Drumshanbo, Keadue and other places en route
Existing Routes	AIT02	Roscommon	Athlone	Knockcroghery, Lecarrow and other places en route
Existing	Train	Dublin	Sligo	Maynooth, Mullingar, Longford, Carrick-on- Shannon, Boyle and other places en route
	Train	Dublin	Ballina / Westport	Tullamore, Athlone, Manulla Junction, Castlebar / Foxford and other places en route
	Train	Dublin	Galway	Tullamore, Athlone, Ballinasloe, Athenry, Oranmore and other places en route

Regional Corridor Proposals

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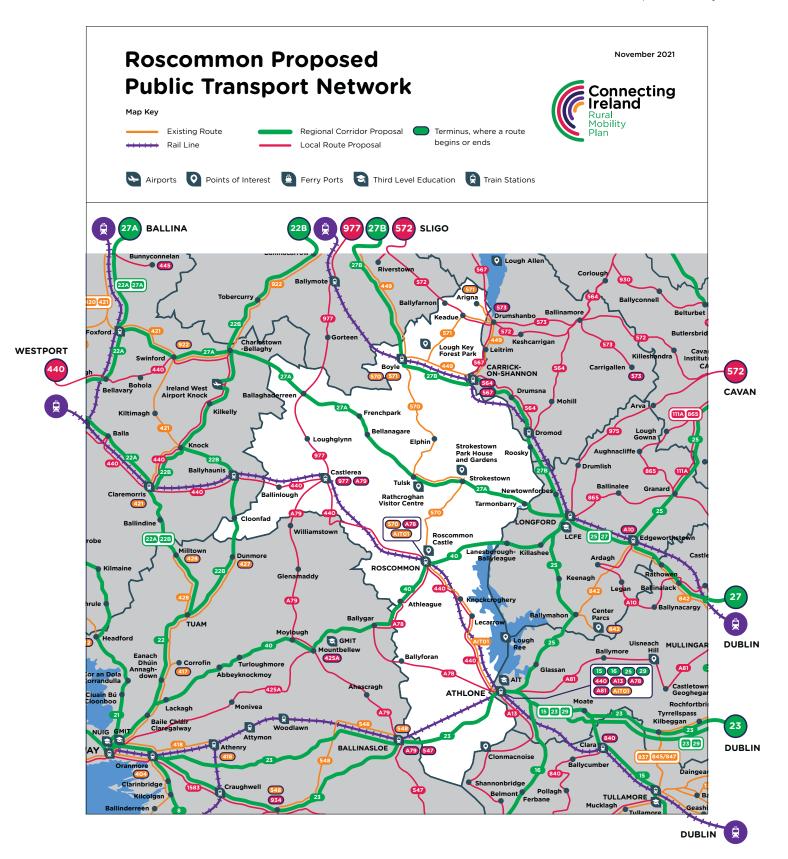
Local Route Proposals

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.

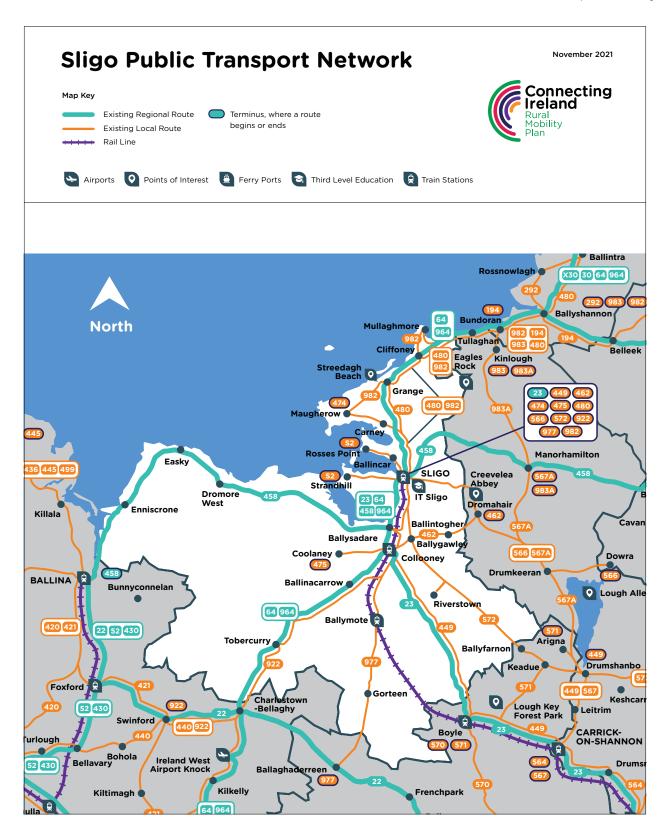
Existing Routes

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Notes







Proposed Public Transport Improvements in County Sligo

	Proposal	Connecting		Serving*	Description
Proposals	22B	Sligo	Galway	Tobercurry, Ireland West Airport Knock, Ballyhaunis / Claremorris, Tuam and other places en route	This corridor is currently served by routes 64 and 964. We propose more frequent services on this corridor with a minimum service frequency of 60 minutes.
Regional Corridor Pr	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.
	27B	Sligo	Dublin	Collooney, Carrick-on-Shannon, Longford, Mullingar and other places en route	This corridor is currently served by route 23. We propose more frequent services on this corridor with a minimum service frequency of 2 hours.
Regio	34 Sligo Derry / Londonderry		Bundoran, Ballyshannon, Donegal, Ballybofey, Letterkenny and other places en route	This corridor is currently served by routes 64, 480 and 964. We propose more frequent services on this corridor and a better integration of existing services. A minimum service frequency of 1 hour is proposed.	
	462	Manorhamilton	Sligo	Dromahair, Ballygawley, Collooney and other places en route	We propose to extend route 462 from Dromahair to Manorhamilton, with an increase in frequency. Minimum service frequency of 3 return trips a day.
Proposals	474	Maugherow	Coolaney	Carney, Ballincar, Sligo and other places en route	We propose to amalgamate routes 474 and 475 to create a new route from Maugherow to Coolaney via Sligo and Collooney. Minimum service frequency of 4 return trips Monday to Friday and 3 return trips on Saturday and Sunday.
Route P	566	Dowra	Sligo	Drumkeeran, Dromahair and other places en route	We propose a new route from Dowra to Sligo via Dromahair. Minimum service frequency of 3 return trips a day.
Local Ro	572	Sligo	Cavan	Ballygawley, Keadue, Drumshanbo, Killashandra and other places en route	We propose to amalgamate routes 572 and 929 to create a new route from Sligo to Cavan via Drumshanbo. Minimum service frequency of 4 return trips Monday to Saturday and 3 return trips on Sunday.
	977	Sligo	Castlerea	Collooney, Ballymote, Gorteen, Ballaghdareen and other places en route	We propose to extend route 977 from Ballaghderreen to Castlerea. Minimum service frequency of 3 return trips a day.

	Route	Connecting		Serving*
	449	Drumshanbo	Sligo	Carrick-on-Shannon, Boyle, Collooney and other places en route
	480	Derry / Londonderry	Sligo	Letterkenny, Donegal Town, Ballyshannon, Bundoran and other places en route
Existing Routes	922	Swinford	Sligo	Charlestown, Tobercurry and other places en route
Existing	982	Ballyshannon	Sligo	Bundoran, Mullaghmore, Grange and other places en route
	52	Rosses Point	Strandhill	Sligo and other places en route
	Train	Sligo	Dublin	Collooney, Ballymote, Longford, Mullingar, Maynooth and other places en route

Regional Corridor Proposals

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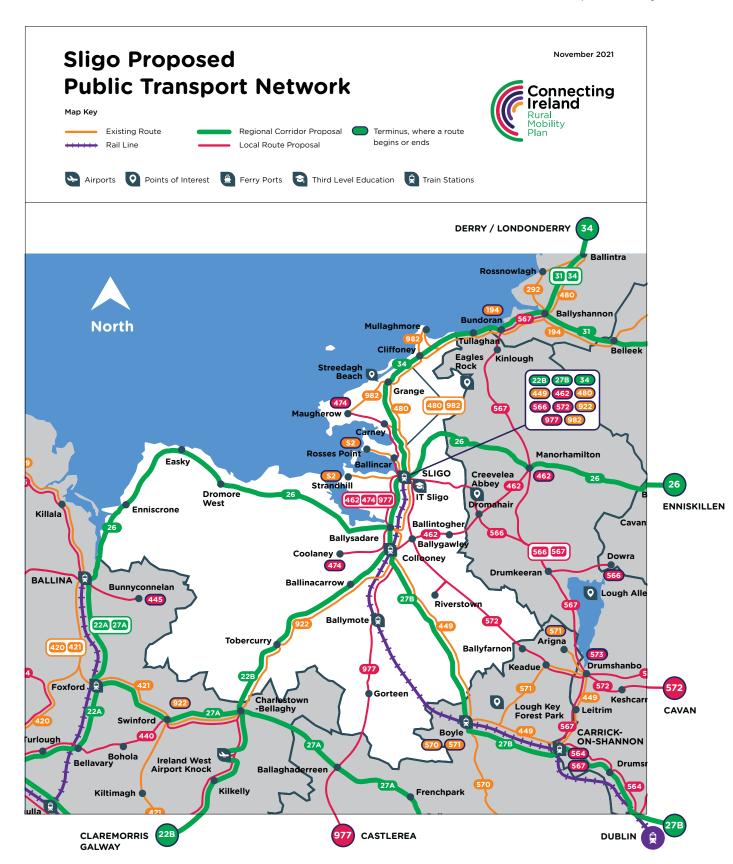
Local Route Proposals

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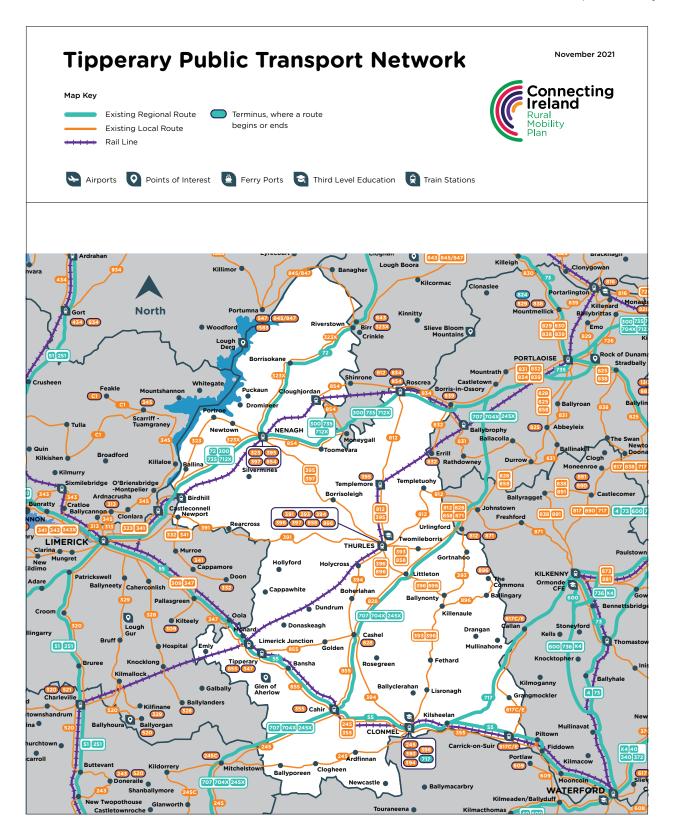
Existing Routes

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Notes







Proposed Public Transport Improvements in County Tipperary

Proposal	Connecting		Serving*	Description
5	Limerick Waterford Tipperary, Cahir, Clonmel and other places en route			This corridor is currently served by routes 55, 347 and 355. We propose more frequent services on this corridor and better integration of existing services. Minimum service frequency of 60 minutes.
7	Cork	Dublin	Fermoy, Mitchelstown, Cahir, Cashel and other places en route	This corridor is currently served by routes 245X, 707 and 704X, a mix of express and all-st services. We propose a better integration of all existing services and more frequent all-sto services. Minimum service frequency of 2 hours on all-stop services.
14	Dublin	Clonmel	Kilkenny, Callan and other places en route	This corridor is currently served by routes 600 and 717. We propose more frequent services on this corridor with a minimum service frequency of 2 hours between Clonmel and Kilkenny.
16	Athlone	Clonmel	Birr, Nenagh, Thurles, Cashel, Cahir and other places en route	This is a new corridor. Part of this corridor is currently served by route 72. We propose more frequent services and a better integration of routes along this corric Minimum service frequency of 2 hours.
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 service
42	42 Limerick Kilkenny		Newport, Thurles, Urlingford, 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 the corridor. Minimum service frequency of 2 hours.
332	Limerick	Cashel	Newport, Murroe, Cappamore and other places en route	We propose to extend route 332 from Dundrum to Cashel, with an increase in frequency. Minimum service of 3 return trips a day.
393	Thurles	Clonmel	Twomileborris, Urlingford, Fethard, Lisronagh and other places en route	We propose to increase the frequency of route 393 from Thurles to Clonmel via Fethard. Minimum service of 3 return trips a day.
394	Thurles	Clonmel	Holycross, Boherlahan, Cashel and other places en route	We propose to increase the frequency of route 394 from Thurles to Clonmel via Cashel. Minimum service of 3 return trips a day.
521	Newcastle West	Limerick Junction	Dromcolliher, Charleville, Kilmallock, Ballylanders, Tipperary and other places en route	We propose to extend route 521 from Charleville to Limerick Junction via Kilmalloc and Tipperary. Minimum service of 6 return trips Monday to Saturday and 3 return trips on Sunday.
812	Thurles	Urlingford	Templetuohy, Johnstown and other places en route	We propose to increase the frequency of route 812 from Urlingford to Thurles. Minimum service of 3 return trips a day.
855	Limerick Junction	Limerick Junction	Tipperary, Cashel, Cahir, Tipperary and other places en route	We propose to increase the frequency of route 855 between Tipperary and Cashel Minimum service of 3 return trips a day.
1583	Galway	Nenagh	Loughrea, Portumna, Borrisokane and other places en route	We propose a new route from Galway to Nenagh via Loughrea, Portumna and Borrisokane, replacing existing route 1583. Minimum service of 3 return trips a day.
A13	Athlone	Thurles	Shannonbridge, Banagher, Birr, Roscrea, Templemore and other places en route	We propose a new route from Athlone to Thurles via Shannonbridge, Banagher, Bir Roscrea and Templemore. Minimum service of 3 return trips a day.
A41	Ennis	Dromineer	Killaloe, Ballina, Silvermines, Nenagh and other places en route	We propose a new route from Ennis to Dromineer via Broadford, Killaloe, Silvermin and Nenagh. Minimum service of 3 return trips a day.
A59	Clonmel	Dungarvan	Ballymacarbry and other places en route	We propose a new route from Dungarvan to Clonmel. Minimum service of 3 return trips a day.
A60	Kilkenny	Waterford	Carrick-on-Suir, Piltown, Portlaw and other places en route	We propose a new route from Kilkenny to Waterford via Portlaw. Minimum service 3 return trips a day.
A89	Cashel	Callan	Rosegreen, Fethard, Mullinahone	We propose a new route from Cashel to Callan via Fethard. Minimum service of 3

	Route	Connecting		Serving*
	245	Clonmel	Cork	Cahir, Clogheen, Mitchelstown, Fermoy and other places en route
	323	Limerick	Nenagh	Castleconnell, Ballina, Portroe, Newtown and other places en route
	396	Thurles	Clonmel	Horse & Jockey, Fethard, Lisronagh and other places en route
	828	Cashel	Portlaoise	Horse & Jockey, Durrow, Abbeyleix and other places en route
	834	Roscrea	Portlaoise	Borris-in-Ossory, Castletown, Mountrath and other places en route
ites	854	Roscrea	Nenagh	Shinrone, Cloughjordan, Moneygall and other places en route
Existing Routes	858	Thurles	Portlaoise	Twomileborris, Urlingford, Durrow, Abbeyleix and other places en route
Existi	896	The Commons	Tipperary	Ballingarry, Littleton, Horse & Jockey, Thurles and other places en route
	817C/E	Carrick-on- Suir	Callan	Grangemockler and other places en route
	Train	Dublin	Cork	Portlaoise, Templemore, Thurles, Limerick Junction and other places en route
	Train	Limerick	Ballybrophy	Castleconnell, Nenagh, Cloughjordan, Roscrea and other places en route
	Train	Waterford	Limerick Junction	Carrick-on-Suir, Clonmel, Cahir, Tipperary and other places en route

Regional Corridor Proposals

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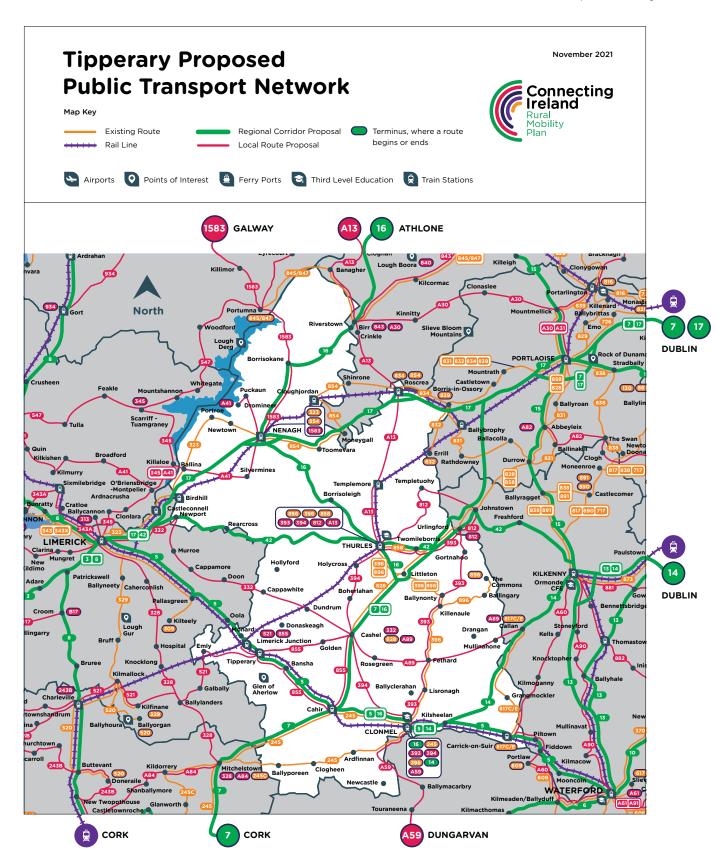
Local Route Proposals

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Notes

return trips a day.



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Proposed Public Transport Improvements in County Waterford

	Proposal	Connectin	g	Serving*	Description
Regional Corridor Proposals	5	Limerick	Waterford	Tipperary, Cahir, Clonmel, Mooncoin and other places en route	This corridor is currently served by routes 55, 347 and 355. We propose more frequent services on this corridor and better integration of existing services. Minimum service frequency of 60 minutes.
	6	Cork	Waterford	Midleton, Youghal, Dungarvan and other places en route	This corridor is currently served by routes 40, 260, 362 and 600. We propose more frequent services on this corridor and better integration of existing services. Minimum service frequency of 30 minutes.
	9	Mallow	Dungarvan	Fermoy, Lismore, Cappoquin and other places en route	This is a new corridor. Parts of this corridor are currently served by routes 363 and 364. We propose the integration of these routes with a minimum service frequency of 2 hours.
	10	Waterford	Rosslare Harbour	New Ross, Wexford and other places en route	This corridor is currently served by routes X4, 40, 340 and 372. We propose more frequent services on this corridor and better integration of existing services. Minimum service frequency of 1 hour between Waterford and Wexford and of 2 hours between Wexford and Rosslare.
	13	Dublin	Waterford	Carlow, Muine Bheag, Thomastown and other places en route	This corridor is currently served by routes 4, X4, 600 and 736, a mix of express and all-stop services. We propose more frequent all-stop services on this corridor and better integration of the existing services. A minimum service frequency of 2 hours on all-stop services is proposed.

sals	361	Youghal	Dungarvan	Ardmore, Ring and other places en route	We propose to extend route 361 from Ardmore to Youghal, to replace an existing variant of route 260. Minimum service of 7 return trips Monday to Saturday and 5 return trips on Sunday.
	A57	Lismore	Youghal	Villierstown, Aglish, Clashmore and other places en route	We propose a new route from Youghal to Lismore. Minimum service of 3 return trips a day.
Propo	A59	Clonmel	Dungarvan	Ballymacarbry and other places en route	We propose a new route from Dungarvan to Clonmel. Minimum service of 3 return trips a day.
oute F	A60	Kilkenny	Waterford	Carrick-on-Suir, Piltown, Portlaw and other places en route	We propose a new route from Kilkenny to Waterford via Portlaw. Minimum service of 3 return trips a day.
ocal R	A61	Waterford	Cheekpoint	Other places en route	We propose a new route from Cheekpoint to Waterford. Minimum service of 3 return trips a day.
Ľ	A90	Kilkenny	Waterford	Stoneyford, Knocktopher, Mullinavat and other places en route	We propose a new route from Kilkenny to Waterford via Knocktopher. Minimum service of 3 return trips a day.
	A91	Waterford	Newbawn	Passage East/Crooke, Ballyhack and other places en route	We propose a new route from Newbawn to Waterford via the Passage East Ferry. Minimum service of 3 return trips a day.

	Route	Connecting		Serving*			
	367	Tramore	Dungarvan	Dunhill, Kill, Stradbally and other places en route			
	370	Waterford	Rosslare Harbour	New Ross, Duncannon, Wexford, Rosslare Strand and other places en route			
	608	Waterford	Passage East	Other places en route			
	609	Waterford	Portlaw	Ballyduff, Kilmeaden and other places en route			
sting Routes	611	Waterford	Dunmore East	Other places en route			
y Ro	617	Waterford	Slieverue	Other places en route			
kisting	736	Tramore	Dublin	Waterford and other places en route			
Exi	360 360A	Waterford	Tramore	Other places en route			
	367A	Dungarvan	Waterford	Ballinroad, Stradbally, Bonmahon and other places en route			
	Train	Dublin	Waterford	Kildare, Carlow, Kilkenny, Thomastown and other places en route			
	Train	Waterford	Limerick Junction	Carrick-on-Suir, Clonmel, Cahir, Tipperary and other places en route			

Regional Corridor Proposals

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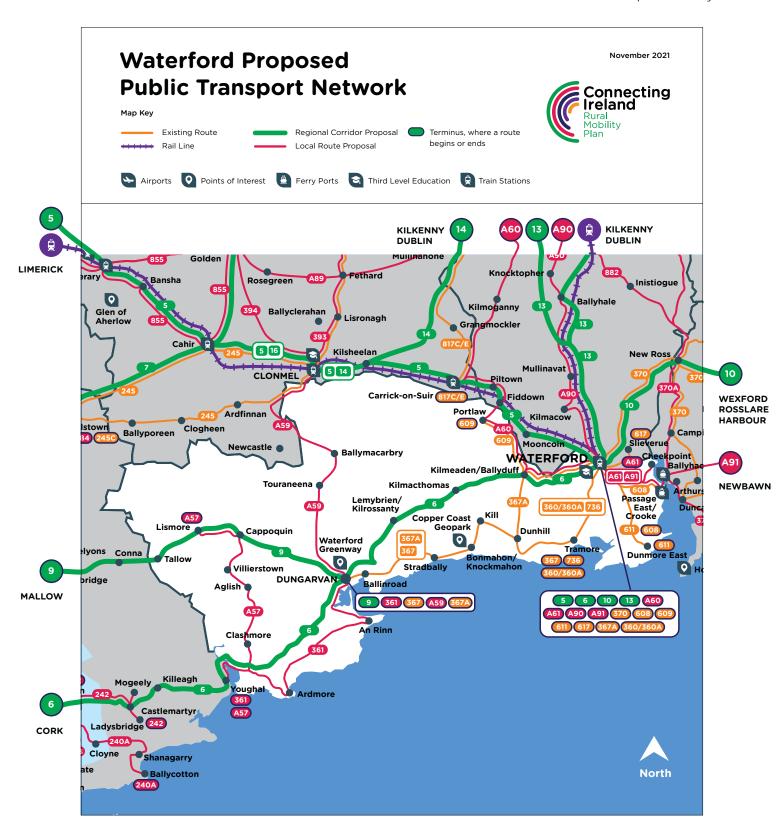
Local Route Proposals

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Existing Routes

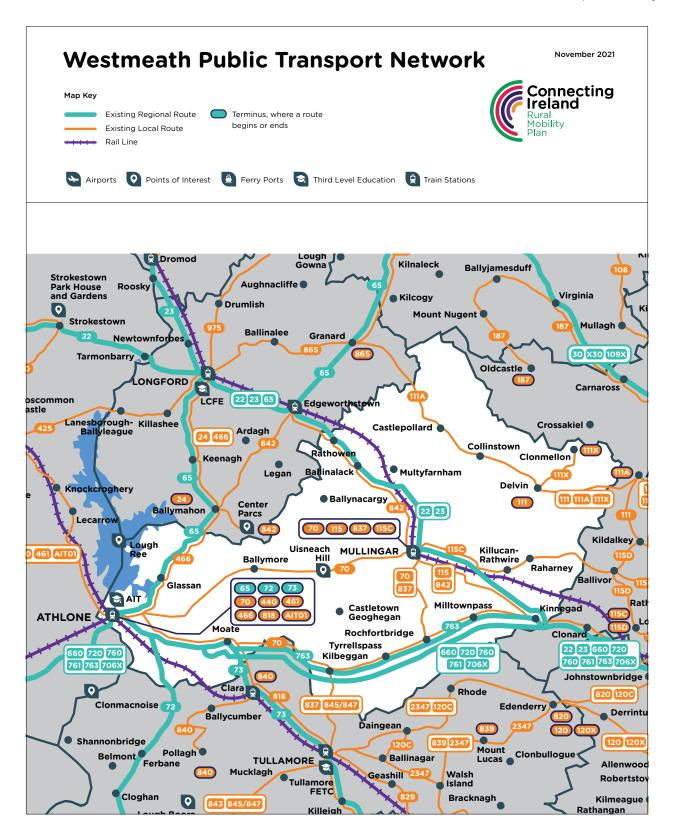
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Notes



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Proposed Public Transport Improvements in County Westmeath						
	Proposal	Connecting		Serving*	Description	
	15	Athlone	Kilkenny	Moate, Tullamore, Portlaoise, Abbeyleix and other places en route	This corridor is currently served by routes 73, 818 and 830. We propose more frequent services and a better integration of routes along this corridor. Minimum service frequency of 2 hours.	
	16	Athlone	Clonmel	Birr, Nenagh, Thurles, Cashel, Cahir and other places en route	This is a new corridor. Part of this corridor is currently served by route 72. We propose more frequent services and a better integration of routes along this corridor. Minimum service frequency of 2 hours.	
oposals	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.	
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.	
nal Co	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.	
Regio	27B	Sligo	Dublin	Boyle, Carrick-on-Shannon, Longford, Mullingar and other places en route	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.	
	29	Athlone	Drogheda	Mullingar, Trim, Navan 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.	
	41	Mullingar	Dundalk	Delvin, Kells, Ardee and other places en route	This is a new corridor. Part of this corridor is currently served by route 167. We propose more frequent services and a better integration of routes along this corridor. Minimum service frequency of 2 hours.	
	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 frequency of 4 return trips Monday to Saturday, 3 return trips on Sunday.	
S	111A	Mullingar	Cavan	Delvin, Granard, Ballinagh and other places en route	We propose to extend route 111A from Delvin to Mullingar. Minimum service frequency of 4 return trips Monday to Friday, 3 return trips on Sunday.	
Local Route Proposals	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 frequency of 3 return trips a day.	
oute Pr	A13	Athlone	Thurles	Shannonbridge, Banagher, Birr, Roscrea, Templemore and other places en route	We propose a new route from Athlone to Thurles via Shannonbridge, Banagher, Birr, Roscrea and Templemore. Minimum service frequency of 3 return trips a day.	
ocal Ro	A31	Mullingar	Portlaoise	Kinnegad, Edenderry, Portarlington, Mountmellick and other places en route	We propose a new route from Portlaoise to Mullingar via Mountmellick, Portarlington, Edenderry and Kinnegad. Minimum service frequency of 3 return trips a day.	
	A78	Athlone	Roscommon	Ballyforan, Ballygar, Athleague and other places en route	We propose a new route from Athlone to Roscommon via Ballygar. Minimum service frequency of 3 return trips a day.	
	A81	Athlone	Mullingar	Ballymore, Castletown Geoghegan and other places en route	We propose a new route from Athlone to Mullingar via Castletown Geoghegan. Minimum service frequency of 3 return trips a day.	

	Route	Connecting		Serving*
	111	Delvin	Dublin	Athboy, Trim and other places en route
	115	Mullingar	Dublin	Kinnegad, Clonard, Enfield, Kilcock, Maynooth and other places en route
	837	Tullamore	Mullingar	Kilbeggan, Tyrellspass, Rochfortbridge and other places en route
	842	Center Parcs	Dublin	Ballymahon, Edgeworthstown, Ballinalack, Mullingar and other places en route
utes	111X	Clonmellon	Dublin	Delvin, Athboy and other places en route
g Ro	115C	Mullingar	Kilcock	Killucan, Ballivor, Summerhill and other places en route
Existing Routes	845 847	Portumna	Dublin	Banagher, Birr, Tullamore, Enfield, Maynooth and other places en route
	AITO2	Roscommon	Athlone	Knockcroghery, Lecarrow and other places en route
	Train	Dublin	Sligo	Maynooth, Mullingar, Longford, Carrick-on-Shannon, Boyle and other places en route
	Train	Dublin	Galway	Tullamore, Athlone, Ballinasloe, Athenry, Oranmore and other places en route
	Train	Dublin	Ballina / Westport	Tullamore, Athlone, Manulla Junction, Castlebar / Foxford and other places en route

Regional Corridor Proposals

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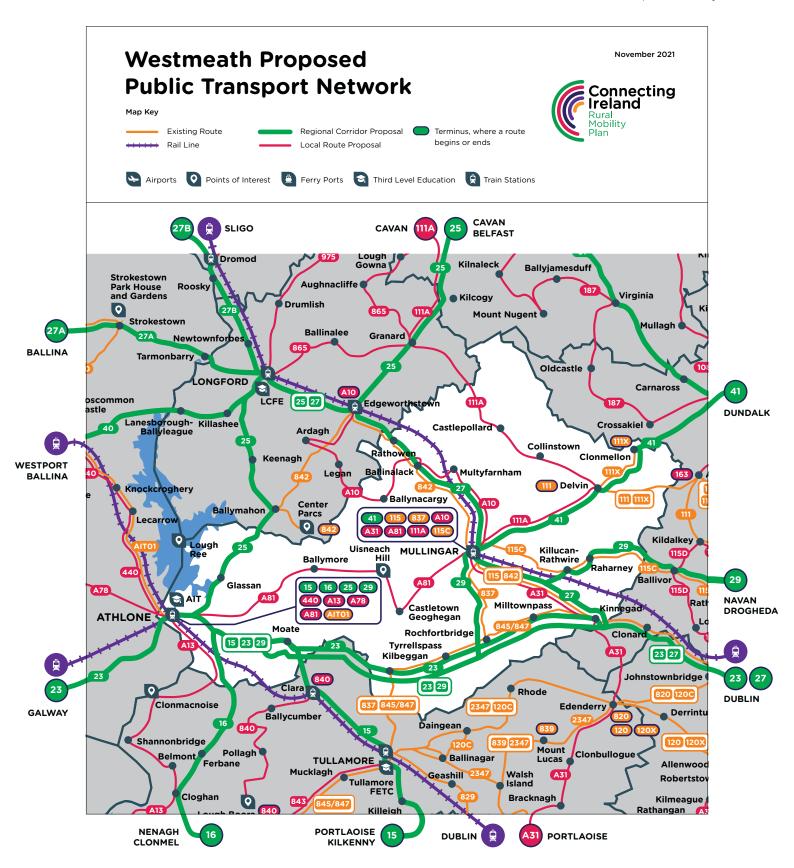
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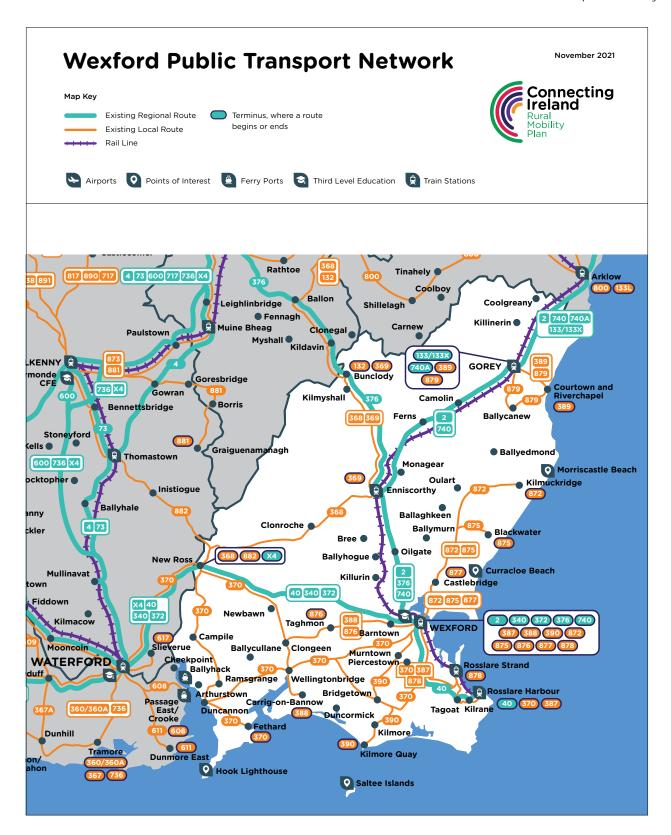
Existing Routes

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Notes







Proposed Public Transport Improvements in County Wexford

	Proposal Connecting Serving*		Serving*	Description	
rridor Is	10	Waterford	Rosslare Harbour	New Ross, Wexford and other places en route	This corridor is currently served by routes X4, 40, 340 and 372. We propose more frequent services on this corridor and better integration of existing services. Minimum service frequency of 1 hour between Waterford and Wexford and of 2 hours between Wexford and Rosslare.
Regional Corridor Proposals	11	Wexford	Dublin	Enniscorthy, Gorey, Arklow, Wicklow and other places en route	This corridor is currently served by routes 2, 133, 133B, 133X, 740 and 740A. We propose a better integration of routes along this corridor. A minimum service frequency of 30 minutes is proposed between Wexford and Dublin and between Wicklow and Dublin.
Rei	12	Portlaoise	Wexford	Athy, Carlow, Bunclody, Enniscorthy and other places en route	This is a new corridor, parts of this corridor are currently served by route 73 and route 376. A better integration of these routes is proposed with a minimum service frequency of 2 hours.
	369	Bunclody	Wexford	Kilmyshall, Enniscorthy, Bree, Ballyhogue and other places en route	We propose to extend route 369 from Enniscorthy to Wexford via Ballyhogue, with an increase in frequency. Minimum service frequency of 3 return trips a day.
	379	Gorey	Wexford	Kilmuckridge, Blackwater, Castlebridge and other places en route	We propose a new route from Wexford to Gorey via Courtown, replacing existing infrequent route 379. Minimum service frequency of 3 return trips a day.
als	380	Gorey	Wexford	Ballycanew, Ballyedmond, Ballymurn and other places en route	We propose a new route from Wexford to Gorey via Oulart. Minimum service frequency of 3 return trips a day.
Route Proposals	388	Wexford	Bridgetown	Wellingtonbridge, Clongeen, Taghmon and other places en route	We propose to extend route 388 from Carrig-on-Bannow to Bridgetown. Minimum service frequency of 4 return trips Monday to Saturday and 3 return trips on Sunday.
oute	882	Kilkenny	New Ross	Bennettsbridge, Thomastown, Inistiogue and other places en route	We propose to increase the frequency of existing route 882 from Kilkenny to New Ross. Minimum service frequency of 3 return trips a day.
Local R	370A	New Ross	Fethard	Campile, Ballyhack, Arthurstown, Duncannon and other places en route	We propose a new route from New Ross to Fethard, replacing an existing variant of route 370. Minimum service of 4 return trips Monday to Saturday and 3 return trips on Sunday.
	A62	Carlow	New Ross	Muine Bheag, Borris, Graiguenamanagh and other places en route	We propose a new route from Carlow to New Ross via Graiguenamanagh. Minimum service frequency of 3 return trips a day.
	A67	Carlow	Gorey	Fennagh, Bunclody, Killinerin and other places en route	We propose a new route from Carlow to Gorey via Bunclody and Carnew. Minimum service frequency of 3 return trips a day.
	A91	Waterford	Newbawn	Passage East/Crooke, Ballyhack and other places en route	We propose a new route from Newbawn to Waterford via the Passage East Ferry. Minimum service frequency of 3 return trips a day.

	Route	Connecting	9	Serving*
	132	Bunclody	Dublin	Tullow, Baltinglass, Blessington and other places en route
	368	Tullow	New Ross	Ballon, Kildavin, Bunclody, Enniscorthy and other places en route
	370	Waterford	Rosslare Harbour	New Ross, Duncannon, Wexford, Rosslare Strand and other places en route
	387	Wexford	Rosslare	Killinick, Rosslare Strand, Tagoat, Kilrane and other places en route
sə	389	Riverchapel	Gorey	Courtown and other places en route
Existing Routes	390	Wexford	Kilmore Quay	Johnstown Castle, Murntown, Bridgetown, Kilmore and other places en route
Existi	872	Wexford	Kilmuckridge	Castlebridge and other places en route
	875	Blackwater	Wexford	Castlebridge and other places en route
	876	Taghmon	Wexford	Barntown and other places en route
	877	Wexford	Wexford	National Heritage Park, Castlebridge and other places en route
	878	Wexford	Rosslare	Kerlogue Cross, Killinick and other places en route
	879	Gorey	Gorey	Ballycanew, Riverchapel, Courtown, Ballymoney and other places en route
	Train	Dublin	Rosslare	Gorey, Wexford 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.

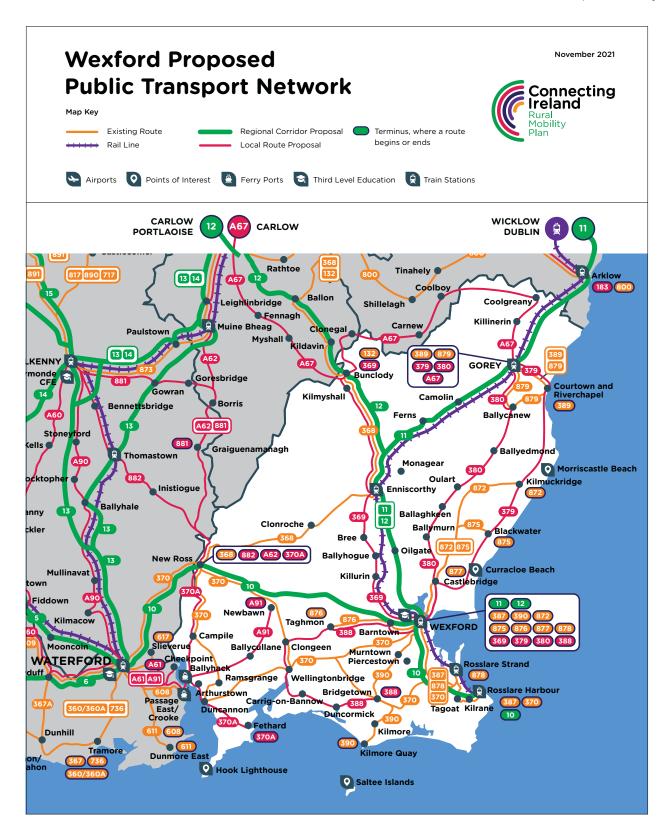
Local Route Proposals

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







Proposed Public Transport Improvements in County Wicklow

	Proposai	Connecting		Serving*	Description
Regional Corridor Proposals	11	Wexford	Dublin	Enniscorthy, Gorey, Arklow, Wicklow and other places en route	This corridor is currently served by routes 2, 133, 133B, 133X, 740 and 740A. We propose a better integration of routes along this corridor. A minimum service frequency of 30 minutes is proposed between Wexford and Dublin and between Wicklow and Dublin.

Local Route Proposals	183	Sallins	Arklow	Naas, Blessington, Wicklow, Avoca and other places en route	We propose a new route from Sallins to Arklow via Naas, Blessington, Glendalough, Wicklow and Rathdrum. Minimum service frequency of 4 return trips Monday to Saturday and 3 return trips on Sunday.
	874	Carlow	Knockananna	Kernanstown, Tullow, Baltinglass, Hacketstown and other places en route	We propose to extend route 874 from Hacketstown to Knockananna, with an increase in frequency. Minimum service frequency of 3 return trips a day.
	884	Carlow	Sallins	Baltinglass, Blessington, Naas and other places en route	We propose to extend route 884 from Ballymore Eustace to Carlow. Minimum service frequency of 4 return trips on weekdays and 3 return trips at weekends.
	A67	Carlow	Gorey	Fennagh, Bunclody, Killinerin and other places en route	We propose a new route from Carlow to Gorey via Bunclody and Carnew. Minimum service frequency of 3 return trips a day.

	Route	Connecting		Serving*
	65	Dublin	Ballyknockan /Ballymore Eustace	Tallaght, Blessington and other places en route
Sec	132	Bunclody	Dublin	Tullow, Baltinglass, Blessington and other places en route
Rou	181	Glendalough	Dublin	Laragh, Roundwood, Bray and other places en route
ina	184	Newtownmountkennedy	Bray	Kilpedder, Delgany, Greystones and other places en route
xist	84 84X	Blackrock	Newcastle	Bray, Greystones, Kilcoole and other places en route
ш	800	Carlow	Arklow	Tullow, Shillelagh, Tinahely, Aughrim and other places en route
	Train	Dublin	Rosslare	Bray, Greystones, Gorey and other places en route

Regional Corridor Proposals

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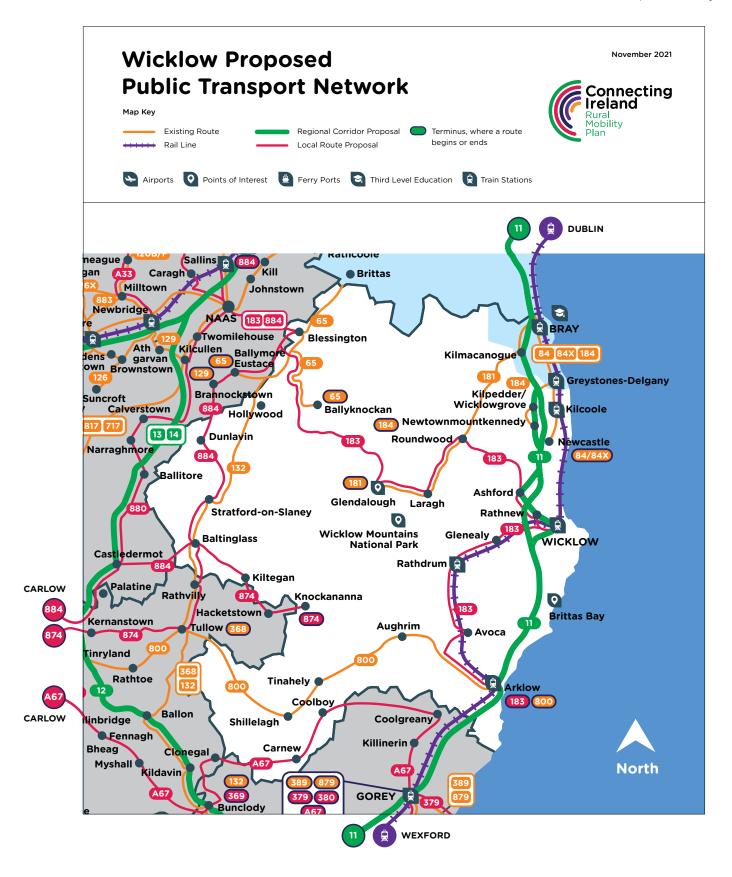
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Existing Routes

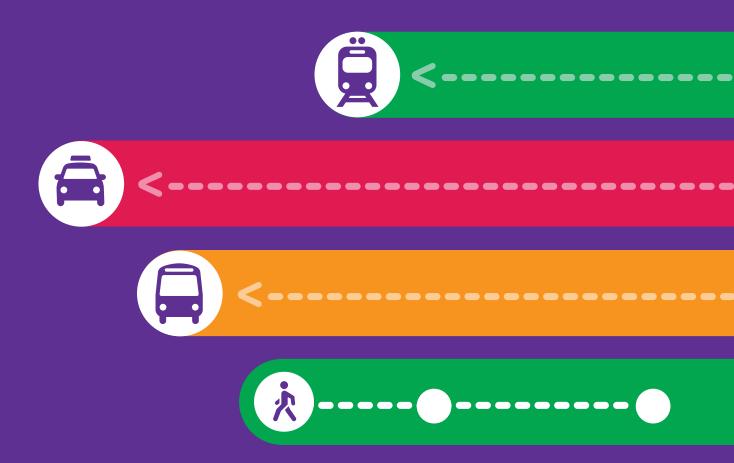
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Notes









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