

# Roscommon Public Transport Network

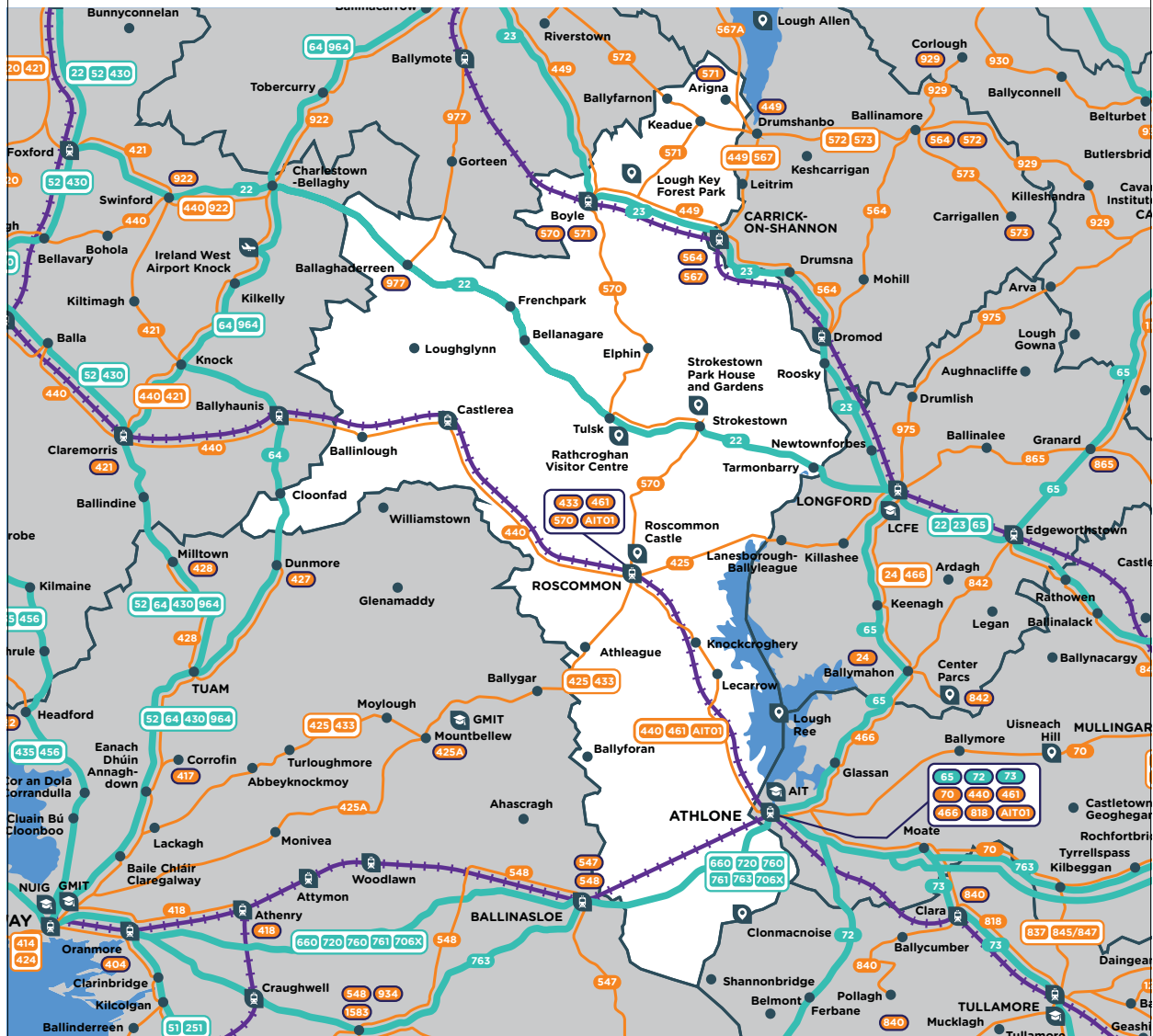
November 2021



## Map Key

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

- Airports
- Points of Interest
- Ferry Ports
- Third Level Education
- Train Stations



## Proposed Public Transport Improvements in County Roscommon

	Proposal	Connecting		Serving*	Description
Regional Corridor 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.
	23	Galway	Dublin	Oranmore, Loughrea, Ballinasloe, Athlone and other places en route	This corridor is currently served by routes 660, 706X, 720, 760, 761 and 763, a mix of express and all-stop services. We propose more frequent services and a better integration of routes along this corridor. Minimum service frequency of 2 hours on all-stop services.
	27A	Ballina	Dublin	Foxford, Charlestown, Longford, Mullingar and other places en route	This corridor is currently served by routes 22 and 23. We propose more frequent services and a better integration of routes along this corridor. A minimum service frequency of 2 hours is proposed between Ballina and Dublin and between Sligo and Dublin. In our proposal, routes 27A and 27B combine to provide an hourly frequency between Longford and Dublin.
	27B	Sligo	Dublin	Boyle, Carrick-on-Shannon, Longford, Mullingar and other places en route	
	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.

Local Route 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.
	572	Sligo	Cavan	Ballygawley, Keadue, Drumshanbo, Killashandra and other places en route	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.
	977	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.
	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		Serving*
Existing Routes	449	Drumshanbo	Sligo	Carrick-on-Shannon, Boyle, Collooney and other places en route
	570	Boyle	Roscommon	Elphin, Tulsk, Strokestown and other places en route
	571	Arigna	Boyle	Drumshanbo, Keadue and other places en route
	AIT02	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	Ballina / Westport	Tullamore, Athlone, Manulla Junction, Castlebar / Foxford and other places en route
Train	Dublin	Galway	Tullamore, Athlone, Ballinasloe, Athlone, Oranmore and other places en route	

Regional Corridor Proposals
Regional Corridors generally operate along main roads, connecting cities and large towns and any settlements en route. Corridors can consist of several routes, some provided commercially and some by the State using financial support. Some run the full length of the corridor between places, and some, only on sections. Connecting Ireland will improve the level of service during the core day, evenings and on weekends on Regional Corridors. We will do this by liaising with existing service providers. New services may be added, or existing services improved.
Local Route Proposals
Local routes connect smaller towns and villages and their rural catchments with nearby larger towns. This will improve access to the range of services available in larger centres, at more useful times of the day and week, for those living in rural areas and smaller villages. It will also permit transfer to Regional Services to travel onwards, with timed reliable connections.
Existing Routes
No significant changes are planned to these routes. As the public transport network develops, and as more people travel more often and more widely by public transport, we will continue to review their usage and take steps to ensure their continued fitness-for-purpose.
Notes

\*Serving: The map shows the main alignments of our planned routes and services. Most journeys will take that route. However, there may be a need to deviate from that route to provide connectivity to smaller settlements or areas located off the main alignment, but which also require a level of service. Distinctions may be drawn in the passenger information that we prepare, as support to the maps shown. Connecting Ireland proposes a step-change in public transport connectivity. The minimum level of service we have identified is a starting point in many cases. Where our analysis demonstrates a warrant for levels of service above the minimum, we will plan to provide that, where funding can be identified. Improvements may be delivered in stages as the project proceeds.

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