

Connecting Ireland Rural Mobility Plan

The Connecting Ireland Rural Mobility Plan is an ambitious programme of enhancements to create a more integrated, accessible, and sustainable public transport network for rural Ireland.

Currently in Phase 2, below is an overview of services in or proposed to go into operation in 2023.



NTA Connecting Ireland Programme - Phase 2 2023 Implementation Plan

Date of issue: 17/02/2023

Doc. Rev.: 2.0

DATE = Services in operation and carrying passengers as of date indicated

Proposal ID	Route Number	Description	Project Stage	Estimated Operational Timescales*
897	897	Kilkenny - Castlecomer - Carlow - Athy	Operation	01/01/2023
163	188	Athboy - Drogheda via Navan and Duleek	Operation	16/01/2023
384	384	Enniscorthy - Wexford	Operation	13/02/2023
A62	887	Carlow - Newross	Procurement	Q1
236A	232	Dursey Sound - Kilcrohane	Procurement	Q1
B53	438	Tuam - Headford - Corrundulla - Galway	Procurement	Q1
276	276	Castlemaine - "North Dingle"	Planning & Design	Q1
277	277	Dingle - Dunquin	Procurement	Q1
40	426	Longford - Roscommon	Procurement	Q1
978	978	Belmullet - Castlebar	Planning & Design	Q1
A59	356	Dungarvan - Clonmel	Procurement	Q1
387	387	Wexford Town - Rosslare Harbour via Rosslare Strand	Procurement	Q1
272	272	Tralee - Ballybunion	Planning & Design	Q2
279	279	Tralee - Killarney	Planning & Design	Q2
423	423	Clifden - Westport	Planning & Design	Q2
139	139	Naas - Blanchardstown	Planning & Design	Q2
166A	171	Shercock - Dundalk	Planning & Design	Q2
547	547	Portumna - Ballinasloe	Planning & Design	Q2
274	274	Tarbert - Tralee	Planning & Design	Q2
280N	280	Ring of Kerry northern half	Planning & Design	Q2
280S	281	Ring of Kerry southern half	Planning & Design	Q2
287A	-	Caherciveen - Knightstown	Planning & Design	Q2
129	129	Kilcullen - Newbridge	Planning & Design	Q2
884	885	Sallins - Baltinglass	Planning & Design	Q2
834	834	Roscrea - Portlaoise - variation	Planning & Design	Q2
850	850	Roscrea - Athlone	Procurement	Q2
339	-	Kilrush - Loophead	Planning & Design	Q2
547A	344	Ennis - Whitegate	Planning & Design	Q2
A81	819	Mullingar - Athlone via Castletown Geoghegan	Procurement	Q2
115D	189	Enfield - Navan	Procurement	Q2
454	454	Ballina - Castlebar	Planning & Design	Q2
322	322	Portumna - Nenagh	Procurement	Q2
854	854	Nenagh - Roscrea	Planning & Design	Q2
357	357	Youghal - Dungarvan via Villierstown	Planning & Design	Q2

Proposal ID	Route Number	Description	Project Stage	Estimated Operational Timescales*
361	361	Youghal - Dungarvan via Ardmore	Planning & Design	Q2
388	388	Wexford - Bridgetown	Planning & Design	Q2
243	243	Newmarket - Cork	Planning & Design	Q2
424	424	Carraroe - Galway	Planning & Design	Q2
B1	331	Ballyvaughan - Ennis	Planning & Design	Q2
329	329	Limerick - Kilfinane	Planning & Design	Q2
2A	270	Skibbereen - Killarney	Procurement	Q2
30	170	Cavan - Dundalk	Planning & Design	Q2
354	354	Portlaw - Dunmore East extension to Carrick-on-Suir	Planning & Design	Q2
132	132	Bunclody to Dublin	Planning & Design	Q3
233	-	Macroom - Cork	Planning & Design	Q3
333	333	Kilkee - Ennis via Miltown Malbay	Planning & Design	Q3
350	-	Ennis - Galway	Planning & Design	Q3
360	360	Tramore - Waterford	Planning & Design	Q3
370	-	Wexford - Waterford	Planning & Design	Q3
440	-	Westport - Athlone - Corridor review	Planning & Design	Q3
108a	-	Bailieboro - Cootehill	Planning & Design	Q3
425A	-	Galway - Mountbellew	Planning & Design	Q3
187	-	Cavan - Kells - Gibbstown	Planning & Design	Q3
108b	-	Cootehill - Shercock - Bailieboro - Virginia	Planning & Design	Q3
A74	-	Clones - Newry	Planning & Design	Q3
9	-	Mallow - Fermoy - Lismore	Planning & Design	Q3
572	-	Sligo - Cavan	Planning & Design	Q3
954	-	Moville - Malin Head Tower	Planning & Design	Q3
955	-	Carndonagh - Buncrana	Planning & Design	Q3
273	-	Castlegregory - Fenit	Planning & Design	Q3
888	888	Athy - Rathangan - Kildare	Planning & Design	Q3
822	-	Mountrath - Carlow	Planning & Design	Q3
72	-	Athlone - Nenagh - Limerick	Planning & Design	Q4
239	-	Cork - Bandon	Planning & Design	Q4
323	-	Nenagh - Limerick	Planning & Design	Q4
446	446	Belmullet - Ballina	Planning & Design	Q4
237B	-	Baltimore - Union Hall	Planning & Design	Q4

Phase 2: Implementation Plan



* The estimated implementation dates are indicative and may change for a number of reasons:

- The duration of the planning and design process, involving liaison with Local Authorities, TFI Local Link Offices, representatives, lobby groups, passengers and transport service providers to provide enhanced levels of service in response to growth and changes in demand for transport;
- Discussions with operators where licensed services and proposed PSO services co-exist on the same corridor; and
- Availability of service providers and drivers in particular following the impacts of Covid19 and macro-economic factors brought about by the conflict in Ukraine on the industry.

Given the rapidly changing environment, it is important that the Connecting Ireland team is able to be agile and flexible in its management of the programme, so that where progress is impacted, other plans can be advanced instead. This update reflects the Authority's intention as of today, but is likely to change to respond to changing circumstances.