



**Submission by Wexford County Council to the
Public Consultation on the
*Rail Review 2016 Report***

18th January 2017



Table of Contents

Section	Page
1.0 Executive Summary	2
2.0 Introduction	4
3.0 Strategic Investment in Rail	5
4.0 Regard for Current Planning Policy	6
5.0 Current Service and Line Observations on the Rosslare Europort – Dublin city Rail Route	10
6.0 Financial Cost Savings & Additional Income	12
7.0 Conclusion	13
 Appendices	
Appendix 1	14
Appendix 2	26
Appendix 3	32
Appendix 4	48
Appendix 5	52
Appendix 6	54

1.0 Executive Summary

Wexford County Council welcomes the opportunity to make a submission in relation to the Rail Review Report published by the National Transport Authority and Iarnród Éireann in November 2016.

The Rail Review identifies that cost savings would be made by suspending services on a number of rail lines in the country including the Dublin to Rosslare Europort line south of Gorey. Wexford County Council is emphatically opposed to the suspension of any rail services in County Wexford. The Council views the rail services serving Wexford as critically and strategically important for the social and economic benefit of the County.

Wexford County Council is of the view that the main reason for relatively low passenger numbers using the Rosslare Europort to Dublin line is largely due to the poor level of service provided by Irish Rail on this line. There are generally only 4 scheduled services a day departing from Rosslare Europort - Dublin, the travel time is slow and the rolling stock inadequate given that DART rail carriages are often used for long distance journeys. The fact that the mainline service from Wexford shares a single rail line with the DART service from Greystones presents scheduling problems and leads to reduced frequency and slow travel times.

The Council recommends that appropriate investment be provided by central government into improving and enhancing the standard of service of the rail system serving County Wexford. This would have the effect of increasing passenger numbers and improving the economic viability of the service.

Wexford County Council recommends that Irish Rail give strong consideration to the following proposal:

- Operate mainline rail service from Bray to Rosslare Europort.
- Passengers to transfer to DART service at Bray (operating every 10 to 15 minutes at peak times).
- Provide proper quality inter-city rail carriages on service between Bray and Rosslare Europort.
- Increase frequency of service, particularly at peak times.
- Improve travel time by limiting stops at smaller stations, particularly at peak times.
- Fare prices to be reviewed so as to be competitive with other modes of transport.

The Council understands that there are at least two sections of the rail line which have been subject to significant coastal erosion in recent years. These sections are between Wexford Town and Rosslare Europort and between Wicklow and Greystones. Wexford County Council strongly requests that Irish Rail invests in coastal protection works to ensure that the sections of rail line exposed are protected.

Wexford County Council is of the view that the suspension of rail services would contravene a number of European, National and Local policy provisions and statutory requirements, including:-

- European Climate Change Programme (ECCP).
- National Spatial Strategy 2002 – 2020.
- Wexford County Development Plan 2013 – 2019.

The Council would also view any decision on the suspension of rail services to be premature pending the publication of the proposed National Planning Framework due to be completed later in 2017.

2.0 Introduction

Wexford County Council welcomes the opportunity to make a submission under the public consultation phase of the recently published ***Rail Review 2016 Report***, published by the National Transport Authority (NTA) and Iarnród Éireann (IE).

The broad objective of the process that led to the Rail Review 2016 Report is as follows:

The NTA and IE have undertaken a process to review and evaluate possible solutions to the Rail Company's financial requirements under a number of funding scenarios. The Report is the outcome of the process.

The primary focus of the Rail Review report is the future financial performance concerns of IE in the funding period 2017-2021. The observations contained in this submission are based both on the financial details and commentary contained within the report and also on the wider impact and benefit of rail in terms of its role as core land transport infrastructure and the benefits rail does and should continue to play across economic, social and community segments of Irish life.

This submission is particularly concerned with the future operation of the Rosslare – Wexford – Enniscorthy – Gorey - Dublin Service Route. Should the funding shortfall of €103m identified by IE to maintain current service provision and provide limited investment in rail infrastructure not be forthcoming from central government, the Rosslare - Dublin Rail Route has been identified as one of a number of poorly performing lines and services that could realise a cost saving to IE through suspension in service.

Wexford County Council strongly recommends that the service currently operating along the Rosslare-Dublin line is maintained and enhanced. Wexford County Council further recommends that this line be reviewed with a view to optimising and integrating public transport along the rail line and general transport corridor into and out of the Greater Dublin Area (GDA) along the eastern corridor.

Indeed this approach is advanced by the NTA and IE in the Rail Review 2016 Report, as one of three *‘Possible median solutions to eliminate the funding gap and solvency concerns’* and specifically states that:

‘a strategic review with Transport Infrastructure Ireland on how growth in travel demand along the M/N11 corridor can be met in the future. It is recommended that no reduction in service on this section of track be considered at this time.’

3.0 Strategic Investment in Rail

The Rail Review 2016 Report clearly highlights that current investment in rail is thoroughly inadequate when compared to other EU countries. Based on the AECOM analysis contained in Appendix 4 of the Rail Review Report, it is noted that Irish Rails planned investment is in fact below any reasonable benchmark figure for rail operations, being a full 21% below that of Scotland. Current actual expenditure provides a poorer comparison – being a full 33% less than levels provided in Scotland.

The *Transport White Paper*, published by the European Commission in 2011 (see [Appendix 1](#)), outlined the vision for EU transport policy for the next ten years, with ambitions outlined up to 2050. In particular, the document emphasises the role of rail in meeting its targets for the decarbonisation of the transport sector and the establishment of a single European transport area. By 2050, a European high-speed rail network should be complete. This would triple the length of the existing high-speed rail network by 2030 and ***maintain a dense railway network*** in all Member States. By 2050 the majority of medium-distance passenger transport should go by rail.

The Strategic Rail Research and Innovation Agenda was published by The European Rail Research Advisory Council in 2014 and sets a clear vision for what a European rail system should strive for. We have included details on two themes, Customer experience and Strategy & Economics as supporting information to this submission ([see Appendix 1](#)).

Given the above, Wexford County Council believes that maintaining current levels of expenditure combined with a lack of investment will see further deterioration of the rail service across rural Ireland over the coming years. The costs to run and maintain the inter-city and suburban rail lines in particular will become increasingly unviable when compared to value per capita offered within the GDA.

This situation will feed the Dublin-centric economic model we currently have, disproportionately impacting and further disadvantaging the Regions over time.

With a firm commitment to growing Ireland's economic value through regional growth, general uplift in the economy and the opportunities afforded to Ireland with the continuing impact of *Brexit*, a lack of strategic investment in rail at this time is, in the Council's view short sighted.

Specifically, County Wexford as part of the South East Region is one the poorest performing regions in Ireland. If true and real regional economic development is to be achieved, it requires an investment in the Region's infrastructure in order to make it at least as competitive as other Regions.

See Appendix [1](#) and [2](#) for further details.

4.0 Regard for Current Planning Policy

Any proposal which would see the reduction and possible closure of the Gorey-Rosslare Harbour line (and indeed other rail lines) fails to have regard to European, national, regional and local planning, transportation, climate change and environment policy and legislation (a summary of some of the key policies is contained in [Appendix 3](#)). The core aims of this policy and legislation insofar as they relate to transport and rail are to:

- Integrate land use and transport
- Mitigate climate change by reducing green house gas emissions
- Promote balanced regional development and promote social and economic development

- Integration of Land use and Transport

In accordance with the requirements of the Planning and Development Act 2000 as amended (PDA 2000), the Core Strategy of the Wexford County Development Plan 2013-2019 is the primary statutory provision through which land use and transportation are integrated. Section 3.3 of the Plan outlines that the spatial strategy for the County focuses on developing the role of Wexford Town as a Hub through the targeted investment in transport links and other socio-economic infrastructure such as water services, education and serviced business locations to facilitate the achievement of critical mass in the Hub. The Settlement Strategy further focuses on developing population centres along the county's existing transportation network (such as Rosslare Harbour and Enniscorthy) so as to provide critical mass to support the maintenance and further development of the network. Chapter 8 Transportation states that:

*Transport demand is fundamentally linked with land use choices and the Settlement Strategy and other objectives of the Plan have been prepared having regard to this. The consolidation and expansion of the Hub, Larger Towns, District Towns and Stronger Villages can encourage the use and development of a range of transport options and can reduce absolute reliance on the private car. **The selection of settlements identified for growth in the Settlement Strategy was fundamentally influenced by existing and potential public transport connectivity.***

The existence of the rail line is a fundamental element of the Core Strategy of the Plan and is central to the achievement of the long term aim to fully integrate land use and transportation in Wexford. Any suspension of the Gorey-Rosslare line would be fundamentally at variance with the Wexford County Development Plan 2013-2019 (which in turn implements the NSS, RPG and PDA 2000). It is considered that any proposal to close this line without consideration and quantification of the impacts on the development of the County and its towns is fundamentally flawed.

- Climate Change

The Climate Change and Low Carbon Development Act 2015 requires the preparation of a National Mitigation Plan which will include policy measures to achieve a reduction of green house gas emissions to a level appropriate to achieving the transition objective. Specific sectoral objectives will be required. Transportation is among the most important of the sectors. The National Transition Objective will be guided by an aggregate reduction in carbon dioxide emissions of at least 80% (compared to 1990 levels) by 2050 across the electricity generation, built environment and transport sectors. The achievement of such a reduction will necessitate a modal shift from private car and road based freight to rail. This is particularly important in Wexford, where the existence of the Rosslare Europort means there are significant opportunities to achieve a modal shift in both passenger and freight (subject to suitable adjustments to the service timetables and freight handling facilities). Furthermore an analysis of POWCAR data from Census 2011 indicates that 17% of the working population living in County Wexford travel outside the County for work. At present, for those travelling from south of Gorey, timetabling and line speed issues make commuting by train for jobs or education in Dublin very difficult. While this data is not available for Census 2016 yet it is likely that it will have increased significantly in recent times thus increasing numbers which could potentially make a modal shift.

Any line closure or service reduction in advance of the preparation of the National Mitigation Plan would therefore be premature.

- Balanced Regional Development

While at present the use of the line is limited due to deficiencies in time-tabling and speed, the rail link between Belfast, Dublin and Rosslare Europort is crucial in terms of balanced regional development. The link is identified as a Strategic Radial Corridor in the National Spatial Strategy 2002-2020 (NSS). The role of such corridors is to support balanced regional development by connecting Dublin to designated hubs such as Wexford Town. Such linkages are essential for businesses but also for those who need

to travel outside the County for education, medical facilities or employment. The social importance of the line cannot be underestimated; in a County which has very limited access to public transport, the availability of stations at Rosslare Harbour, Rosslare Strand and Enniscorthy are vitally important. Access to transport assists in combating social exclusion and Wexford has been highlighted as having significant issues in this regard (See [Appendix 2](#)).

See [Appendix 3](#) for further details relating to planning policy.

- Transport and Disability

The total population classed as having a 'Disability' within County Wexford is 20,134. This represents 13.9% of the total population in County Wexford, the 8th highest in the country and marginally higher than the State average of 13%. Disabilities have quite a balanced distribution throughout the county with slightly higher rates found in urban cores such as Enniscorthy, Gorey and Wexford plus in the surrounding hinterlands. Access to transport is a central component in maximizing social inclusion for those living with a disability. The *Transport and Disability by Geographical-NDS analysis 2013* presents evidence from the National Disability Survey 2006, highlighting regular transport modes and how they were accessed by people with a disability across different kinds of geographical areas – cities, larger towns, and rural areas. This geographical dimension provides valuable insights for policy around transport for people with disabilities. This evidence based analysis clearly outlines the importance of rail as a means of transport for those living with a disability in county Wexford.

Wexford County Council notes that Iarnród Éireann provide training for staff to identify and assist passengers with mobility impairments travel on rail services. The current service (where passengers must make contact, giving at least 24 hours notice so staff can be deployed to unstaffed stations) does not in our view provide a quality service to people with mobility impairments and should be addressed. (See [Appendix 2](#) for further details)

Wexford County Council is of the view that any decision on the suspension of rail services should also not be taken in advance of the publication of the National Planning Framework, due for publication in 2017 by the Department of Environment, Heritage & Local Government.

5.0 Current Service and Line Observations on Rosslare Europort – Dublin city rail route

Wexford County Council note and fully acknowledge there are constraining factors of the Rosslare Europort-Dublin line which stem from a lack of investment. However there are key weaknesses and lost opportunities with the current system:

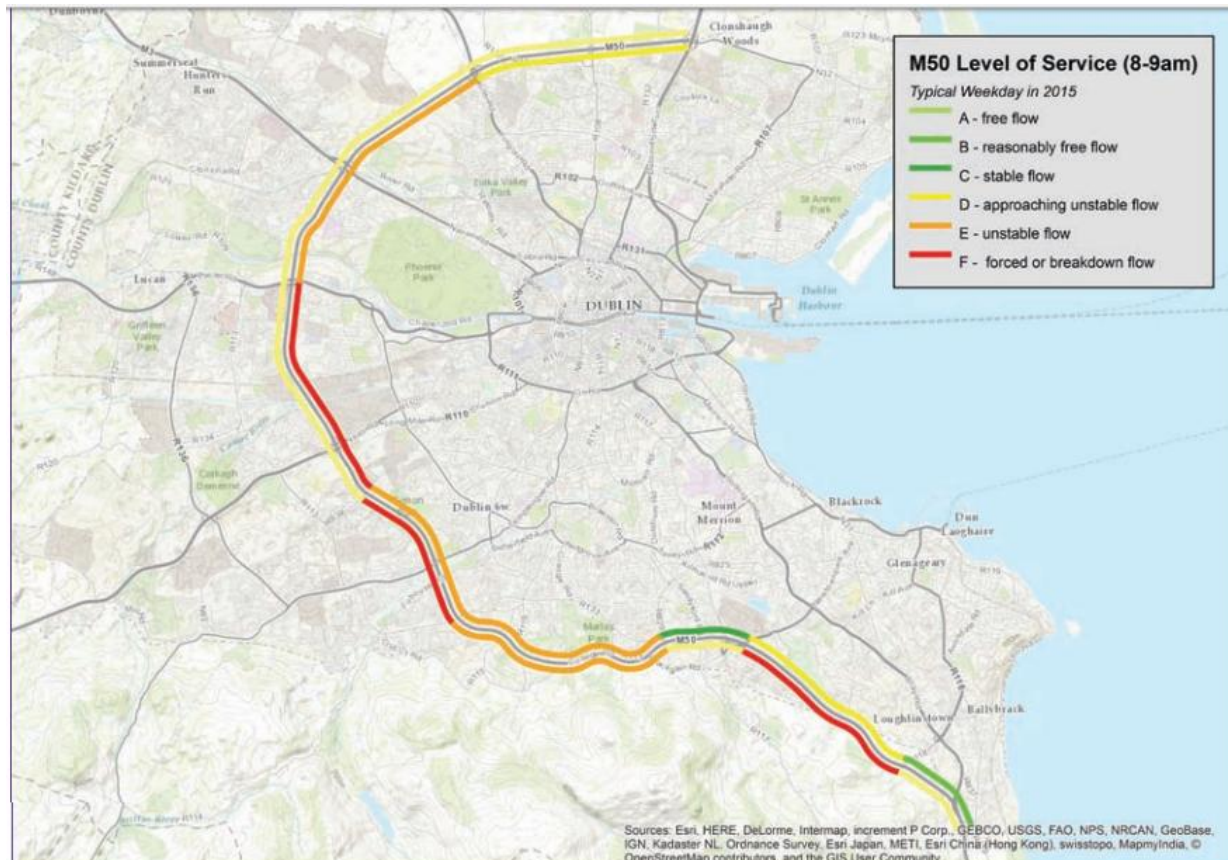
- **South of Bray, a single rail line is in place, limiting journey time/speed and frequency.**
- **Sections of the rail line have been subject to significant coastal erosion in recent years.**
- **Limited business use due to poor business oriented service schedules**
- **Limited link with Rosslare Europort ferry services for passengers**
- **Limited activity to date to maximise freight potential in conjunction with ports and logistics companies (see [appendix 6](#))**

The current commuter rail lines servicing the GDA are performing well and are receiving maintenance and investment, albeit it from a limited pot. Reviewing the Rosslare Line to improve integration with the existing commuter services should be considered. This could allow for cost savings on the overall line while not diminishing service and could over time offer increased frequency, particularly on the Bray–Rosslare Europort section, of the line, as the economy continues to grow. (See [Appendix 2](#) Economic Profile and Growth Patterns County Wexford)

The journey time on the current service schedule is inefficient when compared to car travel, taking up to 3hours 11 minutes to complete the rail journey from Rosslare Europort to Connolly Station. By car this journey is up to 33% quicker (2hr 15minutes). The core advantage is travel time reliability with the train, when compared to car. This

is particularly evident on the eastern corridor M/N11 route, given the severe strain and breakdown flow currently experienced by traffic at peak travel times at certain points (See Figure1). An integrated transport approach is essential to alleviate and meet the future demands of the M/N11 corridor.

Figure 1. AM Peak Hour Level of Service on the M50 in 2015 (*Transport Strategy Greater Dublin Area 2016-2035, NTA*)



There are 4,265 commuters into the GDA from County Wexford according to the 2011 census. Improvements in the national economy, coupled with better travel options should lead to an increase of both in and out-bound commuter numbers from the GDA.

It is also worth noting that when comparing increased passenger numbers on lines across the system in the Rail Review Report, that the Rosslare-Dublin line received no increase in service availability in the 2000-2010 time period leading into the review. It is evidenced from the table provided (See [Appendix 5](#)) that when services increased

that passenger numbers also increased. Given the relatively high population and improvements in the eastern corridor area and numbers of commuters accessing the GDA, effective expansion of the service would bring increased activity.

6.0 Financial Cost Savings & Additional Income

That NTA and IE have presented estimated cost savings associated with the potential closure of the Rosslare – Wexford – Enniscorthy – Gorey – Dublin rail route, quoting a figure of €17Million including central management costs.

Wexford County Council believe that the net positive cash flow into IE should that proposal be advanced would be significantly lower given that many central management costs will remain together with the cost of a voluntary redundancy scheme and maintenance rail line costs. In addition 177,000 passenger trips on an annual basis, without including forecasted growth, will need to be assimilated elsewhere in the transport corridor. Given the limited public transport options available, this will result in increased car journeys and / or loss of employment.

Overall the figure will make a minimal impact on the financial situation of IE and will not address the core issue, which is and has been a lack of strategic investment in our rail infrastructure.

Wexford County Council firmly believe that full compensation for carriage of Free Travel Scheme passengers should be implemented immediately – providing an estimated additional funding pot of approximately €20m to Irish Rail per annum, helping to bridge the existing current expenditure gap and beginning to provide increased capital investment over time.

It is understood that the current system of monitoring and managing the use of the Free Travel Scheme is ineffective and open to exploitation investment in the up to date system would help to address this and provide proper evidence for cost recovery.

7.0 Conclusion

While the Rail Report acknowledges the national policy position and outlines the benefits rail has over other modes of transport in terms of achieving policy objectives, it clearly states that the lines selected *‘were examined from a financial perspective and not on their potential to meet travel demands or other policy objectives in the future’*. It does not quantify the cost for the Government or society of failing to meet climate change targets or increased regional disparities which will be caused by any proposed closure of the rail line. It also does not examine the potential to improve use on the line by making improvements to time-tabling, journey speed and services.

Wexford County Council believes that the provision of proper public transport throughout the country is an absolute requirement to support the economic build-out of the regions. But more importantly it is necessary for Ireland to fully benefit from its wealth of natural resources, including access to coastal areas and marine resources. The current rail network system is under-utilised and significantly underfunded; despite its potential for high speed travel and advantage as a carbon-efficient transport network for freight.

Wexford County Council further believes that Government should have the ambition to invest in a European standard of rail infrastructure for Ireland. This needs to be coupled with a matching mind-set change in the management and operation of our railways that would see a progressive leadership, displaying an enthusiasm to build a modern Irish rail system for all of Ireland. This commitment will require significant long-term financial investment from central government.

If Ireland is to have a sustainable railway system, as part of a fully integrated transport infrastructure system in the future, it must invest in railways at a similar rate to other EU countries. Unless constructive investment proposals begin to emerge, we are facing a gradual withdrawal of rail transport services – particularly outside the GDA.

APPENDIX 1

European Policy Documents

1. Link to Transport White Paper, 2011 published by the European Commission.

http://ec.europa.eu/transport/sites/transport/files/themes/strategies/doc/2011_white_paper/white-paper-illustrated-brochure_en.pdf

2. Extract from *The Strategic Rail Research and Innovation Agenda*, published by The European Rail Research Advisory Council (2014).

Attractiveness of rail and public transport

This cluster covers two themes which are targeting the same vision and priorities: Customer experience and Strategy & economics.

Vision and priorities

Passengers enjoy seamless multimodal journeys that are easy to plan, select and book. They experience a comfortable, safe and secure environment and are reassured by the availability of real-time traffic and whole-journey information about journey options should problems arise with modal connections or degraded operating conditions. Perceived nuisance factors such as noise and vibration are minimal.

Research will improve the efficiency of transport systems, using operators' knowledge of user behaviour and citizens' expectations. The latter will take account of likely user acceptance of innovative mobility measures and services (by rail, by public transport and co-modal between public transport and individual or shared private modes). New service offers take advantage of research on new traffic mobility management and travel information tools.

Business analytics facilitate more customer driven services. Data collection and improved and harmonised statistics feed convincing economic studies and traffic forecasts and the development of customer oriented business models.

Significant improvements in operational reliability, the cost of rail travel and appreciation of the security of the railway system contribute to the overall attractiveness of the system. ..The rail system is accessible and attractive to all passengers, whatever their social category, age and life characteristics and their possible physical impairment including disabled persons and persons with temporal or permanent reduced mobility. Reliable, affordable and attractive rail services – delivered in close coordination with other transport modes – form the core of seamless and sustainable mobility in all parts of Europe.

The European rail manufacturing industry has technological and industrial leadership worldwide. New technologies for trains, infrastructures and ICT enable much faster, reliable and consistent services. .. Integration of the databases across transport modes offers door-to-door freight transport including a rail link with fast and accurate service pricing – essential for the attractiveness of a service which must be competitive and reliable.

Rail freight customers benefit from regularly updated Estimated Time of Arrival (ETA) using information provided via enhanced train connectivity systems. ..Improved braking systems enable freight trains to access more efficient and reliable paths. Rail freight competitiveness is enhanced by high train utilisation from the use of IT based space booking systems.

Longer trains optimise the use of network capacity. Socio-economic studies address user responses to pricing policies, to facilitate their travel by rail and public transport through integrated charging and payment systems and to influence their modal choice and travel consumption through pricing and taxation of transport infrastructure and transport means. The studies need to assess the effect on user behaviour of various regulations favouring or restricting the ownership or use of transport modes.

Whole system approach

Rail is a service business oriented system which must be designed, constructed, operated and maintained holistically, taking into account the important interfaces between its constituent parts, some of which are safety critical and upon which the integrity of the system depends. No part of the rail system should therefore be developed without considering the effect on other parts of the system.

Rail systems developed for a given rail market segment, will only be successful if each is understood and managed taking account of the whole system, with particular attention to the interfaces between its subsystems. This holistic approach is also needed to address environmental issues (e.g. noise and vibration, energy) ; achieve resource-efficient technologies ; share the benefits of innovation ; and reduce whole life cycle costs. The sector's costs can also be reduced by faster, transparent and efficient authorisation and certification processes for the interoperable European railway. They should be undertaken in an economic manner and harmonised across the EU member states.

Research should target the adoption of a sector-wide framework supporting the implementation of change and subsequent improvement to reliability, availability, maintainability and safety (RAMS). This will be a significant step towards a consistent and robust rail system.

Capacity, performance and competitiveness

Seizing on the opportunity for a huge modal shift to rail, the rail sector adapts continuously to new market demands by focusing on the customer experience, new operating plans, co-operative alliances and its technology deriving requirements. To remain competitive and meet the challenge projected by the European Commission of rail being the backbone of transport in Europe, the whole European rail sector combines its efforts towards the goal of being closer to end customers' expectations of rail services.

To attract new customers, rail capitalises on its strengths: for example its absolute commitment to safety, its green credentials, its global leadership in high speed land services, its traffic management systems technology and telematics. As a main facilitator of mobility and a fundamental part of the transport system, rail also offers reliable and efficient services for the benefit of multi-modal and seamless door-to-door journeys. Aiming to develop organisational arrangements maximising capacity on busy corridors and improved system utilisation, the priorities are: More reliable system components, leading to a highly reliable system which is a prerequisite for the development of track capacity; improved system utilisation, yield management and organisational arrangements, which maximise capacity on busy corridors ; business continuity, optimised by real-time traffic management, maximising capacity, conserving energy and minimising inconvenience to the passenger and the freight user ; reduction of in-service failure.

Reduced overall life cycle exploitation costs for all rail sub-systems, the minimisation of the effects of obsolescence and the effective migration of emerging technological innovation. Innovation shall allow for highly automated rail both technically and operationally and for monitoring vehicle and infrastructure condition and maintenance, hereby enhancing system resilience, reliability and cost efficiency, improved customer service.

Continued improvement of every aspect of the passenger's trip (obtaining information, purchasing tickets, enjoying station services and travelling in local, regional, intercity and high speed trains, etc.), and of the freight shipper's experience along the supply chain. All these major developments must lead to win-win solutions for rail freight, which faces fierce competition from other modes.

Energy and environment

Rail continues to play a key role in reducing the environmental impact of transport. By offering increasingly efficient transport which lowers environmental impacts, rail helps

create a more sustainable approach to transport. Modal shift to rail, away from more polluting modes, in particular aviation and road freight, is able to reduce further the transport environmental footprint, benefitting society. To meet the challenges of climate change, energy supply and transport network congestion, rail has attracted a multi-fold increase in its share of passenger and freight markets, particularly for longer distance trips.

ERRAC Strategic Rail Research and Innovation Agenda 19

The European railway sector seeks to supply its customers and society with attractive, carbon-free and resource-efficient solutions for sustainable mobility and transport. To maintain and enhance its leading sustainability performance, based on responsible business leadership, the European rail sector will engage in research in the following priority areas: Energy supply - this is a critical function in the rail system both for traction power and for heating, comfort, lighting and other operational needs. Rail will become a system that relies much less on the consumption of fossil-sourced energies. This may come about through more and sustainably-sourced electrification of the system or by of the use of alternative sources of renewable energy. ..Energy efficiency - even though rail is a very energy efficient and green transport mode, research is needed on energy efficiency and eco-design to improve further the performance of rail. Rail has developed the “Moving Towards Sustainable Mobility, 2010” strategy which sets very high environmental performance targets.

System management - minimum energy use and better traffic management based on the development of new technologies will enable energy savings and better overall railway system efficiency.

Reduced energy consumption - rail will develop systems which consume less energy but also regenerate energy. Stations, terminals and other railway installations and trains will use their own renewable and environmentally-friendly energy sources wherever this is feasible.

Energy distribution - the development and deployment of resilient and efficient energy distribution schemes will involve smart grid solutions, energy harvesting devices and improved energy self-sufficiency.

Climate change adaptation - railways will develop into the most resilient transport mode dealing with climate change threats, with research into the effects and management of weather, water, heat impacts on rail infrastructure.

The promotion of environmentally adapted and efficient rail transport of passengers and goods is a key objective in Europe. Public authorities must improve societal understanding of the environmental advantages offered by the railway system in comparison with competing modes of transport.

Safety (including certification) and security

Rail continues to be the safest mode of surface transport and has added additional secondary safety resilience. Disruptions of the service have very limited impact on customers as systems are able to restart quickly and are resilient, thanks to intelligent and consistently applied fall-back systems designed into every critical sub-system and component. With a growing reliance on automated interventions 'human factors' have become the critical link requiring new paradigms for innovative staff training methods and tools.

A clear interface between safety and investment and the establishment of well-balanced cost effectiveness levels has avoided rail safety costs becoming a virtuous barrier to modal shift or to the attractiveness of rail against other transport modes.

Innovative operational and assets management and engineering techniques, have been developed and implemented and monitor autonomously in real time intelligent infrastructure, rolling stock and other system components. Infrastructure is maintained safely with greater reliance on state-of-art automated intervention methods.

Priorities for development are: Progressive automation of the Control, Command and Communication systems leading to a positive impact on operational efficiency and safety. Improved management of critical interfaces with third parties (e.g. at level crossings).

A harmonised process at European level to drive the verification and certification/authorisation of Safety Management Systems, vehicles etc. Intelligent and consistently applied fall-back systems to assure safety during degraded mode designed into every critical sub-system and component.

Security

Rail remains a secure mode of surface transport and has considerably reduced the sense/feeling of insecurity, which may dissuade some people to use it.

The level of security along the supply chain and between modes has been increased without hindering the free flow of people and freight, by increasing the interoperability of transport security intelligence within and between transport modes.

Increasing mobility requires more multimodal transport venues (stations, terminals, car parks, etc.). These are potentially attractive targets for criminality due to complex layouts and organisational management structures. Multimodal transport therefore is based on an integrated security organisation, with active and passive security management systems – supplemented by trained staff – in multimodal transport nodes. This provides a continuous security system independently of the transport mode used. A standardised and multi-modal approach manages disruption efficiently, minimising the impact on performance and recovery costs.

Technology providers are able to develop more effective security equipment to detect intrusion, aggression, vandalism, trespass, fraud, etc., as well as more privacy-friendly solutions using existing technologies.

Resilient architectures and additional layers of security, including sophisticated firewalls between operational systems, counter cyber threats. The priorities are to develop and/or introduce the technical equipment and the cross-modal organisational arrangements to support the implementation of this vision.

Infrastructure

Europe has an integrated transport infrastructure, enabling a single European rail area. This integrated transport infrastructure system for the 21st century is advanced, affordable and acceptable to Europe's citizens.

The system is optimised in terms of performance, enabling and supporting advancements in other systems, processes and technologies involved with the seamless movement of people and freight across all transport modes.

Operation and maintenance of network infrastructure are reliable, supportive of customer needs, cost effective, sustainable, adaptable to future requirements, automated and resilient to hazards by bringing together innovative technologies and concepts.

As regards mainline rail, the infrastructure is interoperable, and enabling trains to operate across borders without delay or operational constraint, offering a real alternative to short and medium distance flights and water and road-borne freight flows. As fundamental interfaces within the transport system, stations and terminals are designed to meet the needs of the future customer and are the cornerstone for the provision of quality, accessible and reliable rail services and sector competitiveness.

Rail system infrastructure is designed to be intelligent and self-learning. It adopts relevant infrastructure technologies from other sectors.

Intelligent infrastructure is fatigue and wear resistant; system components are monitored autonomously in real time. The use of new operational and track engineering techniques across the network reduces the need for intrusive maintenance and greatly

improves the train/infrastructure interaction at conventional and high speeds, such as the wheel/ rail interface. A focus on intelligence provided by the system (remote condition monitoring) identifies what, when and where maintenance is needed. This minimises the impact of any system interruption and maximises service availability for the customer.

Freight customers have easy access to terminals. Terminals manage throughput and loading and unloading swiftly. Optimised processes for train preparation reduce noise and vibration and the social nuisance from terminal operations and increase efficiency.

Priorities for development are:

- Improved design and materials to increase track resilience and cost efficiency.
- Non-disruptive inspection and targeted timely.
- Maintenance interventions to reduce costs and maximise track availability.
- New infrastructure technologies. This will include new track forms, switches and crossings, and their potential for commercial development.
- Modelling tools to analyse whole-life whole-system energy and carbon impacts.
- The application of new materials and construction techniques, modularisation for fast change components, pre-fabricated modules can offer significant improvements in performance and reductions in investment and operational costs.
- Intelligent infrastructure maintenance and inspection and defect detection technologies carried out at commercial speeds.

Rolling stock

Energy and mass-efficient, high capacity and optimised LCC rolling stock meet the evolving needs of rail customers. Rolling stock is critical for the provision of quality, accessible and reliable rail services as well as for the competitiveness of the sector.

New generation trains are lighter and more energy efficient, are able to reduce previous travelling times, cause less track damage and less impact on the environment, thereby delivering a lower whole life cost. The environmental impact of noise and vibration is mitigated by innovative processes and technologies.

At the same time, the operational reliability of train's benefits from targeted technical development, so there is less travel disruption; passengers arrive at their destinations on time and the overall better service enhancing rail's attractiveness for passengers.

For freight traffic, faster, flexible freight trains with improved performance enable rail to deliver the reliability and cost-competitiveness that are key to exploiting market segments until now largely untapped by rail. IT systems enable buying and selling of capacity in wagons, reliable door to door track and trace services for loads and real time information on actual and forecast train position. These services add to the attractiveness of rail for the freight customer.

Vehicle performance has improved. Power trains consume much less energy, components have become lighter, regenerative braking has become standard and the use of regenerated kinetic energy in the grid has significantly increased. Priorities are :

- Promoting the increase of capacity by creating more space for passengers and reducing the weight of vehicles through smaller and lighter sub-systems and components.
- Improving vehicle performance through enhanced braking and flexible coupling and by addressing technologies for better accessibility in order to reduce dwell times.
- Increased operational reliability, mentioned below, will also have the effect of increasing track capacity.
- Increasing vehicle operational reliability by the combination of new, more reliable components and technologies together with fundamentally more reliable architectures for key sub-systems.

- Increasing vehicle operational reliability by the combination of new, more reliable components and technologies together with fundamentally more reliable architectures for key sub-systems.
- Extending the benefits of LCC reduction to the infrastructure through the development of track friendly rolling stock technologies.
- Developments that reduce vehicle energy consumption by the combination of more energy efficient equipment and lighter vehicles, which is achieved both by employing incipient technologies and materials and by simplifying system architectures.
- Technical standardisation of high-level architectures and interfaces between train sub-systems for cost effective procurement and retrofitting.
- Environmentally friendly rolling stock with special emphasis in the reduction of the emission of noise and vibrations.
- New paradigms for cost efficient freight rolling stock designs with improved capacity and optimised weight and suitable functionalities for different types of freight.

IT and other enabling technologies

Rail embraces all technologies that enable new forms of information and communication. It encourages the design and use of standard systems architectures and the integration of information systems throughout Europe. This helps to manage large volumes of data over the life of assets. The railway has a co-ordinated approach to the management of the information needed to run the operational system. The web of transportation things connects all the assets, allowing much better monitoring of the rail system, with preventive maintenance and flexible adaptation of the different components. Freight is traced and tracked in real-time through all stages of transit, whatever the mode.

Passengers enjoy a seamless door-to-door journey, thanks to new services addressing all aspects of the travel whatever the mode of transport. Fragmentation of different

services (shopping, booking, ticketing, validation, etc.) and between different modes has been removed. Moreover, the availability of real-time traffic and whole-journey information keeps the passenger abreast of the varying alternatives, including inter-connection with other modes, should journey problems arise.

APPENDIX 2

Economic Profile & Growth Patterns County Wexford

The following paragraphs have been excerpted from various policy and programme documents published by Wexford County Council. For full details on the current socio-economic baseline of the County, please refer to the [Wexford LECP Socio-Economic Baseline, 2015](#) published by Wexford County Council.

Economic Profile

The South-East Region has a population of just under 582,440¹, or 12% of the population of the state, and comprises counties Wexford, Waterford, Carlow, Kilkenny, North Tipperary and South Tipperary.

The region has experienced relatively strong levels of population growth in recent years, typically in close proximity to urban areas, reflecting the extension of the Dublin commuter belt.

The designated Southeast regional Gateway, Waterford, is about double the size of the regions second largest urban centre (Kilkenny) and just under three times the size of Wexford town. Wexford is the largest town and the administrative centre of County Wexford with a growing population of 20,072 (Census 2011).

Wexford is strategically located on the E1 Euroroute, with Dublin and Waterford each with road and rail access. The Town is world famous for the annual Wexford Opera Festival and additionally offers excellent quality of life with shopping, art galleries, traditional pubs, nightlife and a range of leisure centres. Serviced by two major rivers, the Slaney and Barrow, County Wexford is a well-recognised fishing paradise.

The Wexford Campus Carlow IT is located in Wexford town and offers full time courses in Business, Social Studies, Early Childhood studies, Art, Visual Communications and

¹ CSO, Census 2011

² 2016 - 2021 Wexford Local Economic and Community Plan (p.18)

Design, Sustainable Architectural Technology and Economics. In excess of 1,000 students are currently enrolled in a range of full and part time courses from Higher Certificate through to Masters Degree level.

Wexford town offers a highly suitable location for new business and attractive re-location opportunities for existing firms including Foreign Direct Investment.

Economic Development

Investment in transport is fundamental for economic growth.

Historically, improvements and advancements in transport services and technologies have proved catalysts for periods of accelerated economic growth. The development of transport infrastructure has established impacts on increased trade, enhanced competitiveness, increased productivity, labour mobility and attractiveness for Foreign Direct Investment.

Infrastructure investment, and particularly transport investment, is often seen as an important policy tool for regional development. Such investment allows more peripheral regions to overcome the disadvantages of peripherality by improving accessibility, promoting economic growth, increasing employment, attracting tourism and enhancing social inclusion.

Expected Future Transport Demand

Based on a conservative population growth scenario of 5.2 million in 2041 and a projected unemployment rate of 7%, we estimate that commuting trips are expected to increase by 35% over current levels by 2040. This would imply, at a minimum, 650,000 additional daily trips to and from work, expected to arise largely on corridors to and within the principal cities. The existing land transport system cannot cater for this increase. Without investment to cater for this demand, our main urban centres will become severely congested which will hinder economic development. Investment is

critical to ensure that we can adequately provide for the travel needs of the future Irish workforce and maintain sustainable economic growth and competitiveness.

Wexford County Councils Economic Strategy

Wexford County Council is progressing a strategy to unlock the economic potential of the county over the next 10 years. A key focus is on attracting and increasing jobs through the provision of property solutions for corporate business. The current plans include the development of 3 new Business Parks, in Gorey, Enniscorthy and Wexford town. These developments will be capable of housing close to 1million square feet of commercial property when complete.

In terms of timeframes, the first building in the new M11 Business Park, 3 minutes from the M11 at Gorey is due for completion in Quarter 2 of 2017. Extending to just over 36,000 sqft, the grade A development will offer significant advantage in terms of price over south Dublin suburbs – indeed there is no development south of the m50 which can rival it for quality and price. Gorey is a thriving market town, with boutique shopping and great food experiences. Wexford County Council is confident that commercial property in the town will attract FDI, given the current positive economic climate Ireland is enjoying.

Tourism Sector

The tourism sector has huge importance within the county and has emerged as one of the prime sectors within the economy with Overseas Tourism alone directly worth €65 million to the Wexford economy². Wexford rates as one of the top home-holiday destinations with over 1million domestic visitors entering the county on an annual basis.

Two rail line routes³, one of which is now closed, commence and end at Rosslare Harbour. The availability of rail lines and services are of particular concern to overseas

² Failte Ireland '2015 Tourism facts'

³ Refers to the Rosslare–Waterford-Cahir-Limerick route and the Rosslare-Wexford-Enniscorthy-Gorey-Dublin route

visitors when choosing locations and how/where to travel. With Irelands Ancient East marketing underway, it is expected that the Dublin-Rosslare rail line will experience additional growth from this sector over the coming 5 years as the marketing take effect.

Rosslare-Europort, is the closest point from the southern part of Ireland to the UK and the European Mainland, is a hub of all the major RORO Passenger and Freight services operating the southern Irish Sea and Continental routes. Rosslare Europort handles the largest number of passenger traffic in the Republic of Ireland. The company offers daily direct passenger and road freight services throughout the year. These include:

- Irish Ferries who offers regular passenger and freight services to Pembroke, Roscoff and Cherbourg
- Stena Line offers regular passenger and freight services to Fishguard
- Celtic Link Ferries provides passenger and freight services to Cherbourg
- Recently, Celtic Link Ferries launched the Celtic Horizon vessel onto the Ireland to France route. The Celtic Horizon has capacity for up to 1000 passengers, 200 cars and up to 120 freight vehicles.

Social Inclusion

As part of the overall public transport network, rail supports social inclusion and social mobility by providing access to services, communities and jobs for those vulnerable to social exclusion including older people and people with disabilities. High levels of accessibility across the rail network facilitate and support universal access. Furthermore, each year more than 780,000 people benefit from rail travel through the Free Travel Scheme. Should the railways be cut back significantly there would be a requirement to find alternative means of enabling these groups to travel.

Transport and Disability

Transport use

Table 5: Regular Use of Transport Modes by people with disabilities, by area

Area	Cities	Large Towns	Small Towns	Rural	All areas
Car Passenger	76%**	77%**	84%**	85%**	80%
Car Driver	34%**	34%**	41%**	43%**	38%
Taxi	48%**	41%**	30%**	22%**	35%
Bus City	56%**	32%	26%**	16%**	34%
Bus Rural	26%**	27%	34%**	22%**	26%
Bus Intercity	33%**	26%**	22%	14%**	24%
Dart/Luas	38%**	24%**	18%**	12%**	24%
Train Commuter	28%**	29%**	23%	17%**	24%
Train Intercity	31%**	27%**	23%	16%**	24%
Special	15%	12%**	13%	15%	14%

Source: National Disability Survey. ** indicates that the difference is statistically different from the average for the row

Large town: this comprises large towns where the population ranged between 5,000 people and 35,000 people.

Commuting out of Wexford Numbers

The total number of residents in Wexford with a fixed place of work is 42,113. Of this population, 17.2% (7,236) are classed as Outbound (Out of County) commuters.

The main destination for Outbound Commuters are Wicklow (2,133 or 29.5%), Dublin City (1,043 or 14.4%), Waterford City (1,014 or 14%), Dún Laoghaire-Rathdown (761 or 10.5%), Kilkenny (671 or 9.3%), Carlow (481 or 6.6%), South Dublin (328 or 4.5%) and the remainder of local authorities account for 805 or 11.1% commuters. *Excerpt, Wexford LECP Socio-Economic Baseline, 2014*

National Ports Policy

The 2013 National Ports' Policy highlights key messages pertinent to Wexford

- National Ports Policy is committed to ensuring that the full commercial and operational potential of Rosslare Europort is achieved.
- Rosslare Europort meets the European Commission's criteria for inclusion in the comprehensive network under the European Union's Trans European Network – Transport (TEN-T) proposal. This consists of a comprehensive transport network, within which there is a core network of high priority. The core network connects the major European urban areas and includes the major European transport corridors, bottlenecks and multimodal hubs. The comprehensive network includes an extensive and dense network of railways, roads, inland waterways, ports, airports and freight terminals.
- Ports are vital gateways for commercial freight and sea passengers.
- A crucial role of ports is to facilitate the movement of goods from sea to road and rail transport, and should ensure seamless onward connections between the various transport modes

All of the above sectors and issues bring vital revenue and employment to a County which has not benefited from recovery to the same degree as other locations.

The Forfás Report, *Sharing Our Future: Ireland 2025*, provides a long term assessment of what is required to develop a competitive sustainable enterprise sector and notes:

'the level of infrastructure in a country affects competitiveness in a number of ways. Well developed infrastructure can improve the flow of people, goods, services and finance, as well as increasing productivity and reducing costs. This not only affects existing firms, but also a country's attractiveness as an investment location and the overall quality of life it can provide.'

APPENDIX 3

Legislation and Planning Policy Documents,

Wexford County Council.

This section contains direct quotes and paraphrased commentary from a number of relevant policy documents/Statutory Instruments. Some sections have been edited to remove policies or commentary which is not relevant to the current topic.

1) Legislation

While the crucial role of transportation in sustainable land use planning has long been recognized, its role given a more explicit statutory role in recent years. The Planning and Development Act 2000 (PDA) was substantially amended in 2010 and a primary purpose of this legislation was to incorporate a Core Strategy which would, amongst other items, integrate landuse and planning policy. The PDA was also amended to include the following mandatory objectives:

- (n) the promotion of sustainable settlement and transportation strategies in urban and rural areas including the promotion of measures to
- (i) reduce energy demand in response to the likelihood of increases in energy and other costs due to long-term decline in non-renewable resources,
- (ii) reduce anthropogenic greenhouse gas emissions, and
- (iii) address the necessity of adaptation to climate change; in particular, having regard to location, layout and design of new development;

The Climate Change and Low Carbon Act 2015 requires the Minister to prepare a National Mitigation Plan. Work is currently underway on developing a low carbon plan, the National Mitigation Plan, the primary objective of which will be to track implementation of measures already underway and identify additional measures in the

longer term to reduce greenhouse gas emissions and progress the overall national low carbon transition agenda to 2050. The first iteration of the National Mitigation Plan will place particular focus on putting the necessary measures in place to address the challenge to 2020 but also in terms of planning ahead to ensure that appropriate policies and measures will be in place beyond that.

The Plan will incorporate sectoral mitigation measures to reduce greenhouse gases, to be adopted by relevant Ministers with responsibility for key sectors, including agriculture, transport, energy and the built environment.

For Transport the key focus will be on the development of a cost effective policy platform for reducing emissions and increasing energy efficiency across all modes.

2) Planning Policy Documents

National Spatial Strategy

The Rosslare Harbour - Dublin railway line is now the only operating rail service in the county and is designated as a Strategic Radial Corridor in the National Spatial Strategy 2002-2020 (NSS). Furthermore it serves Wexford Town which was designated as a Hub in the NSS. The key high level objective in the plan relating to rail (and public transport) transport include:

- Services to other (non city) gateways and hubs should be enhanced
- Cities and large towns, particularly the gateways and hubs, require well-developed and effective internal public transport networks
- Adopting a new approach to freight transport and goods distribution based on planning that takes into account the way in which the various links, such as road, rail and ports in the goods supply chain are interdependent
- Implementing effective goods distribution strategies in major urban areas
- Determining the future role of rail freight in the Irish economy in the light of the Strategic Rail Review.

Smarter Travel: A Sustainable Transport Future (2009)

This document published by the Department of Transport sets out the Government's future transportation policy for the country. The primary objectives of 'Smarter Travel' are:

- Reduction in overall travel demand
- Maximisation of the efficiency of the transport network
- Reduction in reliance on fossil fuels
- Reduction in transport emissions
- Improvements to accessibility to transport to improve quality of life

'Smarter Travel: A Sustainable Transport Future' seeks to achieve a shift to more sustainable means of transport by setting Targets for Modal Change. Nationally the target is for modal share of car commuting to drop from 65% to 45% by 2020 and for cycling to reach 10% of journeys made by 2020.

Southeast Regional Planning Guidelines 2010-2022

Section 5.1:

The South-East Regional Authority's long-term objective is to achieve balanced regional development through the development of an integrated sustainable transport system involving road, rail, air, sea, bus, cycling and walking delivered by a range of providers and operators, both public and private. This objective will require an improved level of physical connectivity within the region, between the region and the rest of the country, mainland Europe and beyond.

The South-East Regional Authority recognises that land-use planning and transport planning are inextricably linked and their proper integration is a key determinant to sustainable development. Appropriate land-use policy and practice is a necessary condition for successful transport planning management. Where development is

properly integrated with transport, the people who travel to or from that development will have a range of transport choices. Where transport choices are available, management measures to encourage travel by means other than car become more acceptable.

The Regional Development Strategy contained in the SERPGs includes objectives aimed at:

C4 Enhancing access routes (road and rail) to the region's ports, recognising the important contribution of Rosslare Europort, Waterford Port and New Ross Port to the economic infrastructure of the Region.

Section 5.1.15 – Rail:

'There is a requirement that services between County Wexford towns and Dublin be upgraded and redesigned to include additional services throughout the day coupled with early morning and late evening trains so as to facilitate business users'.

Section 5.1.16 – Rail Freight:

'The region's railways are vastly under-utilised for freight. At present there are a limited range of freight services, including bulk freight (e.g. cement and mineral ores), freight containers and a service to breweries for the distribution of their keg products. There is significant scope for the transfer of freight from road to rail. Rail cargo depots at Belview (close to Waterford City), Maddockstown (Co. Kilkenny), Rosslare, Carlow and Limerick Junction would facilitate the development of logistics business at these locations and would help to divert some heavy commercial traffic from the public road network'.

Objective RP2 - Increased frequency of services and reduced journey times between Wexford, Enniscorthy, Gorey and Dublin.

Objective RP4 - Rescheduling of passenger services to match potential demand patterns, e.g. commuters, ferry passengers, students etc.

Objective RP11 - Development of rail cargo depots at Belview, Maddockstown, Rosslare, Carlow and Limerick Junction.

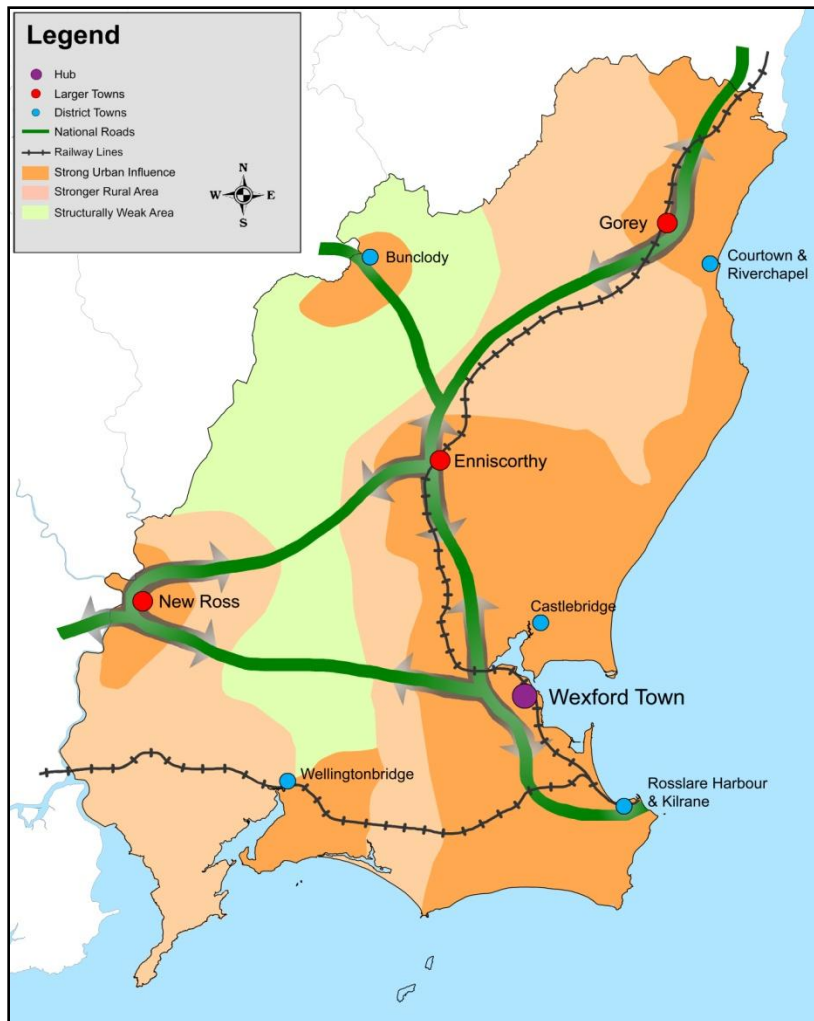
Section 5.1.17 – Ports:

As the major port in the region for passenger and Ro-Ro freight services, Rosslare requires a top quality rail service to Dublin and to Limerick that meets the needs of those using the ferry port. The port's logistics business is identified by Forfás as having great potential and there is an objective of establishing Ireland as a European Centre for Logistics. Given its strategic location and with good and continuously improving road links with Dublin, Cork and other major economic centres, Rosslare is well placed to develop a presence in this growth sector. Rosslare will need to be serviced by an efficient rail freight service if it is to develop its full potential. The Port provides a strategic international access from Britain and continental Europe to the Waterford Gateway and South-East Region.

Wexford County Development Plan 2013-2019

Chapter 3 Core Strategy

The Core Strategy (see map below) of the Wexford County Development Plan 2013 – 2019 focuses the development of infrastructural, commercial and residential development in settlements served by the railway line. The aim is to achieve a critical mass of users along the line to ensure the sustainability of the line while maximising on the use of sustainable train-based journeys and to support sustainable settlement patterns.



3.3 Compliance with the National Spatial Strategy and Regional Planning Guidelines for the South-East Region 2010-2022

- The Plan focuses on developing the role of Wexford Town as a Hub through the targeted investment in transport links and other socio-economic infrastructure such as water services and education and serviced business locations will be required to facilitate the achievement of critical mass in the Hub.
- The Settlement Strategy focuses on developing population centres along the county's existing transportation network so as to provide critical mass to support the maintenance and further development of the network

3.4.1 Settlement Hierarchy

The settlement hierarchy centres on developing the role of Wexford Town as the Hub, supported by the county's other three larger towns New Ross Town, Enniscorthy Town and Gorey Town. The next level District Towns (e.g. Rosslare Harbour) will play an important role in the achieving the balanced spatial development of the county and region. These towns have well-developed services, good transport links and community facilities and have the capacity to accommodate additional growth subject to investment in physical infrastructure.

3.4.5 Role of Hub

Wexford Town is the largest town in the county and it is the centre piece of the County's Settlement Strategy given its designation as a Hub in the NSS and SERPGS. The role of the town will be a strategic urban centre that supports the Gateway of Waterford City and the wider rural areas in the Region. It will also be a key economic driver in the Region.

The town is an important employment and service provider. It has attracted major employers in the recent years with Atlantic Industries, Zurich Insurance, BNY Mellon and Waters Technology establishing operations in the town. These companies chose Wexford Town for reasons including good infrastructure, transport, broadband and availability of a skilled workforce. The SERPGs outline that the Hubs should continue to provide first class business/technology parks and industrial units that will meet the needs of foreign owned and indigenous enterprises.

In terms of functions, Wexford Town has services roles which includes public service (Department of the Environment, Community and Local Government, Wexford County Council and Wexford Borough Council), health care (Wexford General Hospital), education (Wexford campus of Carlow IT), and tourism (for example Wexford Opera House).

The SERPGs indicate that in order to fulfil its role as a Hub, a critical mass of 30,000 or more population will be required. The SERPGs have set about achieving this critical mass by allocating a population target of 26,700 for Wexford Town by 2022. The SERPGs further indicate that targeted investment in transport links and other socio-economic infrastructure such as water services, third-level education and serviced business locations will be required to facilitate the achievement of this critical mass. The SERPGs encourage local authorities, government departments and semi-state agencies to focus their investment decisions in such a manner as to accomplish these targets.

3.5 Transportation Strategy

The Transportation Strategy in Chapter 8 supports the Core Strategy, Settlement Strategy and Settlement Hierarchy. It provides for a strategic transportation framework which ensures inter-connections between the Hub and Larger Towns and the other settlements in the hierarchy.

The Settlement Strategy focuses on developing population centres along the county's existing transportation network so as to provide the critical mass to support the maintenance and further development of the network, and in the case of the Rosslare-Waterford railway line, provide the critical mass and demand for its re-opening in the future, which would be to the benefit of the county and the region as a whole.

Chapter 6 – Employment, Economy and Enterprise

6.4.9 Ports

There are two principal ports in the County: Rosslare Europort and New Ross Port. The Council recognises their importance and their economic benefit for the County, the Region and the Country.

Rosslare Europort

Rosslare Europort is a strategic national, regional and County asset. The role of the Port is both a commercial and passenger Port. It handles the largest volume of pedestrian traffic in Ireland and is the major roll-on roll-off (Ro-Ro) passenger and freight service operating the southern Irish Sea. The SERPGs recognise the development potential of Rosslare Europort in terms of value added shore based economic activity. There is significant development potential in the logistics sector, given its strategic location and road links with Dublin, Cork and other major economic centres.

It is an objective of the Council:

Objective ED25

To maximise the economic potential of Rosslare and New Ross port facilities and promote the development of associated port related employment, subject to ensuring that any plan or project associated with the economic development of lands which has the potential to significantly affect a Natura 2000 site is appropriately assessed in accordance with Article 6 of the Habitats Directive in order to avoid adverse impacts on the integrity of the site(s).

Objective ED28

To co-operate with state and semi-state employment agencies and local organisations in promoting, marketing and encouraging enterprises to locate suitable activities in the distribution, logistics and other related sectors in Rosslare Harbour and New Ross.

Chapter 7 Tourism

The Sustainable Tourism Development Strategy for the county is to:

Promote improved access to the county through the further development of Rosslare Europort and the provision of enhanced public transport and road access throughout the county, to the South-East Region and the country

7.4.1 Access to Tourism

One of the most important aspects relating to tourism development is the need to enhance access into and around the county. There are opportunities for ferry companies to maximise visitor numbers with the use of the Rosslare Europort. According to the Horizon document car based ferry travellers spend more, stay longer, visit a wider range of locations and deliver off-peak visitors.

Objective TM08

To facilitate improved access to Rosslare Europort and promote integrated access arrangements in accordance with Guidelines for Accessible Maritime Passenger Transport (Department of Transport, March 2010).

Objective TM09

To promote the integration of road, rail and maritime services in accordance with the Trans-European combined transport network.

Chapter 8 Transport

8.1 Introduction

Improvements to quality of life and economic competitiveness in County Wexford are dependent on a range of transport options being available which are effective, efficient, affordable, safe, appealing to use and sustainable. This chapter has been prepared

having regard to the Department of Transport document Smarter Travel: A Sustainable Transport Future (2009) which sets out the Government's future transportation policy for the country.

Transport demand is fundamentally linked with land use choices and the Settlement Strategy and other objectives of the Plan have been prepared having regard to this. The consolidation and expansion of the Hub, Larger Towns, District Towns and Stronger Villages can encourage the use and development of a range of transport options and can reduce absolute reliance on the private car. The selection of settlements identified for growth in the Settlement Strategy was fundamentally influenced by existing and potential public transport connectivity. This includes the settlements of Wellingtonbridge, Bridgetown and Campile which all lie on the Rosslare Harbour – Waterford railway line and which has the potential to re-open. Chapter 17 also promotes sustainable transport choices.

8.2 Public Transport

Train

The Council is disappointed that passenger services on the Rosslare Harbour– Waterford railway line ceased in 2010 (although a small number of freight services have continued) and will continue to support and encourage the development of passenger and freight services on this line, which links a number of settlements in south Wexford.

Having regard to the requirements of Iarnród Éireann, where applicable, the Council will prevent development which impedes the operation of current and future rail services and which would impede the future reintroduction of services on all lines in the County which are currently disused.

There is significant potential for more freight traffic to be carried by rail in the County. The Council will encourage the development of infrastructure required to facilitate this.

Objective T04

To support and facilitate proposals, including infrastructure developments, which enhance the quality, frequency and speed of existing train and bus public transport services in and to/from the County and to support and facilitate the provision of new services, such as on the Rosslare Europort – Waterford and New Ross–Waterford railway lines.

Objective T06

To prevent proposed development which would impede the safe operation of current and future rail services on existing operational lines and which would impede the potential future reintroduction of services on lines which are currently disused.

Objective T07

To encourage and facilitate the development of enhanced rail freight services and supporting infrastructure within the county.

8.4 Ports

Rosslare Europort is the major port in the South-East Region for passenger and road based freight services. The Europort serves the county, region and country as a whole. The port is also served by the railway lines linking it to Dublin and Limerick. It is of

strategic importance to the on-going economic well-being of the county, South-East Region and country as a whole.

Iarnród Éireann intend to further develop the port's infrastructure to enable the port to continue to grow in the future, including proposals to deepen the harbour, develop the rail freight operation and to facilitate changes to the means by which the port handles cargo (from exclusively roll-on roll-off at present towards the load-on load-off of containers only). The Council will continue to support, promote and facilitate the development of Rosslare Europort subject to compliance with normal planning and environmental criteria, including the Rosslare Harbour and Kilrane Local Area Plan 2012–2018.

Objective T11

To support and facilitate the sustainable development of enhanced transport infrastructure at Rosslare Europort and New Ross Port including the development of rail freight handling facilities, the development of facilities to handle more load-on load-off cargo, and the development of facilities to enable usage of Rosslare Europort by more container ships subject to compliance with normal planning and environmental criteria, the development management standards in Chapter 18 of the Plan, and any other relevant Plans and guidance documents.

Rosslare Harbour and Kilrane Local Area Plan 2012 – 2018

Section 4 Development Strategy

4.2 Strategic Vision

Vision: To realise the potential of Rosslare Europort as a strategic asset of County Wexford while also ensuring the planned, integrated and sustainable development of Rosslare Harbour and Kilrane and ensuring the protection of our natural amenity areas.

This vision will be realised through:

§ Supporting a Strategic Plan for Rosslare Europort and its hinterland so as to return the Port to growth and increase the value added generated by the port in terms of employment and enterprise in accordance with the Council's Strategy Positioning Wexford for the Upturn

§ Supporting the provision of an efficient rail freight and passenger service between Rosslare Europort, Dublin and Limerick (via Waterford);

The development of Rosslare Harbour has important implications for reducing CO₂ emissions. The development of enterprise adjacent to the port can reduce heavy vehicle traffic and the provision of an efficient rail freight service between Rosslare Europort, Dublin and Waterford could also divert some heavy commercial traffic from our roads. An efficient rail passenger service together with a high quality bus service would also promote growth in the tourist industry and offer a viable alternative to the car. The development of the renewable energy and electric vehicles sectors at Rosslare Harbour has obvious wider benefits in terms of reducing greenhouse gas emissions and developing a green image for County Wexford.

Section 5 Policies and Objectives

5.11.1 Access and Movement

Rail

Rosslare Harbour serves as the terminus of the Dublin rail line and is also part of the Rosslare Europort – Waterford – Limerick railway line. Unfortunately the Rosslare Europort – Waterford service has recently closed.

The RPGs recognise the potential of the Rosslare-Limerick Railway line as an inter-regional commuter and inter-urban route and it is an objective of the guidelines to support the sustainable development of a Rail and Land-Use Plan for this line. There is also significant scope for the transfer of freight from road to rail. A rail cargo depot at Rosslare Harbour would facilitate the development of logistics business at this location and would help divert some heavy commercial traffic from the public road network.

Sea

Rosslare Europort is a major port in the south-east region providing international access for passenger and RoRo freight services. It is currently the second largest RoRo port in the country and is also the second largest passenger port. Rosslare Europort is of strategic importance to the region for the development of industry, commerce and tourism. There is considerable potential to develop the port infrastructure in terms of value-added shore based economic activity, particularly in the logistics and renewable energy sectors. The medium/long term plans to deepen the port would also allow larger ships to dock. Rosslare Harbour will need to be serviced by an efficient rail freight service if it is to develop to its full potential. A top quality rail service to Dublin and Limerick is also necessary to meet the needs of passengers using the ferry port.

Transport Policy

It is the policy of the Council to:

- Support and facilitate the extension and deepening of Rosslare Europort to allow larger ships to dock, subject to the findings of an Appropriate Assessment in compliance with Article 6 of the Habitats Directive, compliance with the Water Framework Directive

and the Programme of Measures contained in the South Eastern River Basin Management Plan (2009-2015) and ensuring the protection of the Wexford Harbour Outer Shellfish Area.

- Promote the integration of road, rail and maritime services in accordance with the trans-European combined transport network.

Transport Objectives

T8 – Facilitate the development of a rail cargo depot at Rosslare Harbour.

APPENDIX 4

**Excerpts from, *Transport Strategy for the Greater Dublin Area 2016-2035*,
published by the National Transport Authority.**

The M50

The M50 forms a critical part of the national road network. It is the primary artery for the movement of goods from Dublin Port and Dublin Airport to the rest of Ireland. It connects the national motorway network close to Dublin, allowing business travel to and from all major centres of population and economic activity on the island of Ireland.

A review of the recent travel data on the M50 demonstrates the pressure that this key artery is under and supports the need for demand management to ensure that its strategic traffic function is maintained. In 2015, the average weekday traffic flow was 145,500 vehicles on the busiest section of the M50 between the N4 and N7 junctions. In terms of peak travel, there were 33,000 vehicles travelling in both directions in the AM peak from 7:00 to 10:00, and 34,000 in the PM peak from 16:00 to 19:00. The Average Annual Daily Traffic (AADT) in 2013 for this section of the M50 was approximately 118,400 and, correspondingly, was approximately 128,500 for the first half of 2015, an increase of 8.5%.

Figure 3.5 below shows the increase in daily traffic on the M50 from 2011, when the M50 Upgrade was completed, to 2015. The year-on-year rate of growth in traffic has been steadily increasing since 2012- 2013. Figure 3.6 shows the level of service in the AM peak hour in 2015. Those locations shown in red are where the motorway is in a state of breakdown flow.

Figure 3.5 – Growth in M50 Traffic from 2011 to 2015

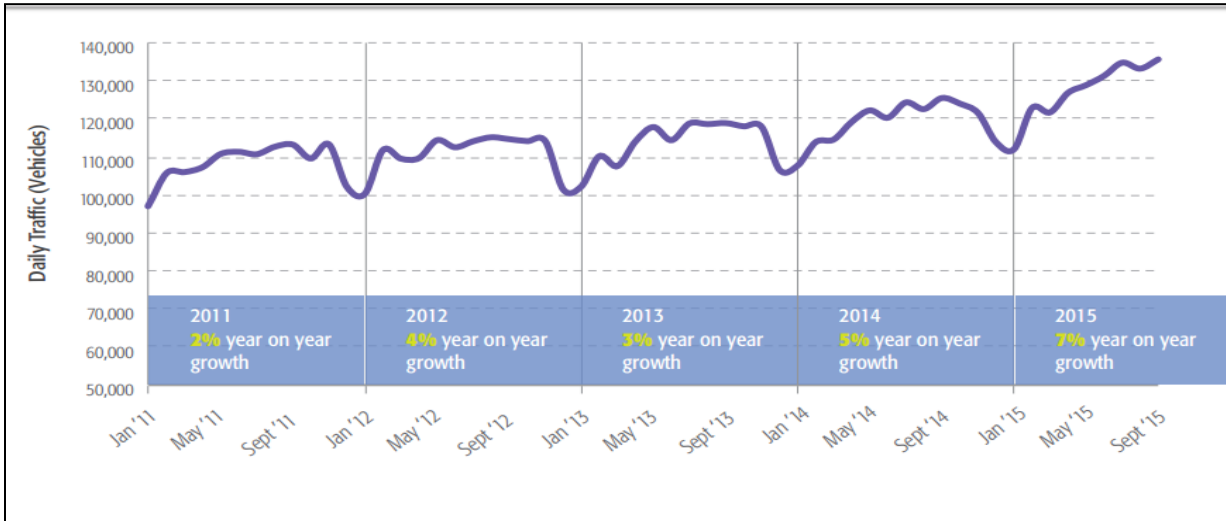


Figure 3.6 – AM Peak Hour Level of Service on the M50 in 2015



At this level of traffic, delays are becoming a regular occurrence on the M50. This is leading to associated knock-on effects in terms of journey time reliability and associated economic costs and personal stress. In addition, any incident is likely to cause serious delay and the potential to cause outright failure. If these delays go unchecked, it will negatively impact on economic competitiveness within the GDA and the wider national economy.

The trend for increasing traffic on this national artery is unsustainable. A coherent approach to the management of travel demand on the M50 corridor and connecting national roads, combined with the provision of alternative transport modes, are required to ensure that the M50 is allowed to function for its primary intended purposes, as a national road which caters for predominantly non-local trips of high economic value. While the management of the M50 falls within the remit of Transport Infrastructure Ireland (TII), an inter-agency approach, which includes TII, the Authority and the relevant local authorities, is required to achieve this.

Observations on OD trips within Corridor F of GDA,

Arklow – Wicklow – Greystones – Bray – Cherrywood – Dundrum – Dun Laoghaire – to Dublin City Centre.

1. The car mode share for all trip purposes is 70%.
2. The public transport mode share for all trip purposes is 11%.
3. Outside of the M50 there are significant capacity constraints on providing for further growth in radial demand on the strategic road network. On the rail network, services south of Bray operate on a single line.
4. Congestion on the N/M11 route is increasing, particularly around the M50/M11 merge, during the peak periods. Capacity on this route will need to be protected through appropriate demand management, in order to safeguard its strategic function. As such, the Strategy will seek to achieve an appropriate balance with the competing demands of strategic movement of high economic value and more locally based commuter traffic.

5. North of Bray, there is considerable scope to increase line capacity on the DART. This, along with other, bus-based options will be required to accommodate the bulk of the anticipated growth in demand within this corridor.
6. The existing Luas Green Line could deliver a limited increase in line capacity. Currently, the line is operating close to its maximum theoretical capacity during the peak demand periods.

APPENDIX 5

Service Improvements Rail Lines 2000-2010

Of the eighteen routes that had services in operation in 2000, fourteen saw an increase in services over the decade, with seven of these routes experiencing an increase of at least 100%. Almost all other inter-city and commuter network routes, apart for Rosslare – Dublin, have seen a significant increase in service frequency 2000-2010, thereby showing a large positive percentage increase in passenger numbers. In the same time period, Rosslare-Dublin was afforded no increase in service.

Service Improvements on the Inter-City & Commuter Network, 2000-2010							
	2000			2010			
Route	Mon-Sat	Sun	Yr Total	Mon-Sat	Sun	Yr Total	% change 2000-2010
Cork	6	8	2,288	14	10	4,888	114%
Limerick	10	12	3,744	17	16	6,136	64%
Galway	5	5	1,820	9	7	3,172	74%
Tralee	2	2	728	1	2	416	-43%
Tralee	3	2	884	7	6	2,496	182%
Waterford	4	4	1,430	8	4	2,704	89%
Westport	3	3	1,092	4	4	1,456	33%
Sligo	3	3	1,092	8	6	2,808	157%
Rosslare EP	3	3	1,092	3	3	1,092	0%
Drogheda	19	5	6,188	26	9	8,580	39%

Balbriggan	2	1	676	3	0	936	38%
Kildare	13	0	4,056	17	5	5,564	37%
Portlaoise	3	0	936	6	0	1,872	100%
Maynooth	11	0	3,432	32	12	10,608	209%
Longford	1	1	364	3	0	936	157%
Docklands	0	0	0	9	0	2,808	n/a
Cobh	16	7	5,356	25	12	8,424	57%
Limerick-Rosslare EP	2	0	624	4	0	1,248	100%
Limerick-Ballybrophy	2	1	676	2	1	676	0%
Cork-Midleton	0	0	0	21	8	6,968	n/a
Limerick-Galway	0	0	0	5	4	1,768	n/a

Source: Iarnród Éireann, 2030 Rail Network Strategy Review Final Report October

APPENDIX 6

Main List of Exporters in County Wexford

Rail Freight

Ireland's small open economy means that exports have always been an integral part of our economy. However, exports have taken on an even more important role in recent years- it has been accepted that current economic activity is mostly due to the sustaining level of exports from Ireland. The ESRI have stated that exports are the key to reviving economic activity in the country: *' With domestic demand still expected to act as a drag on the economy in 2012, albeit a moderating one, the external sector is again likely to be the principal factor determining growth in the Irish economy' .* The economic think tank goes on to say... *Turning to 2013, increased export volumes following the predicted recovery in the eurozone and the impact on exports of new firms, and a less negative domestic environment are expected to aid growth, with GNP likely to improve slightly, increasing by 0.5 per cent, while GDP is expected to expand by 2.2 per cent.'*

The principle of moving freight by rail supports existing Irish and EU requirements relating to sustainability of transport and environmental policies and aligns with the National Ports Policy, Dublin Port Master Plan and the emerging National Low Carbon Roadmap. Both the NTA and Iarnród Éireann welcome the proposed National Freight Review that is being commissioned by the DTTAS to identify the opportunities rail freight can deliver from both a commercial and environmental perspective to the Irish economy in the context of increasing economic growth and road congestion.

Iarnród Éireann's key strategy for freight is to organically grow the business by focusing on commercially viable niche point to point markets revenue streams. Rail offers a unique ability to move traffic in larger volumes and relatively higher speeds particularly using existing lines and assets that specifically have direct connectivity between Ports and inland distribution hubs. In this respect, Iarnród Éireann is pursuing new rail freight business opportunities including the drinks, healthcare, building materials, bio-mass,

waste and dairy industries. Any rail lines that could support the development of rail freight in the future, where passenger services do not exist, should be protected in the interim while the business case for that investment is developed.

A number of years ago, Wexford County Council conducted a brief survey on Wexford based export companies which outlined the following number of export entities based in County Wexford. This table is provided as indicative of export activity only.

Company	Sector code			Level of exports and location of exports
Wexford Creamery Ltd	20 - Food and tobacco	20240 - Cheese	2024041 - Cheeses British	95% product (excluding liquid milk) exported to : UK, Germany, US
Weber Labelling & Coding Ltd	66 - Wholesalers and distributors importers and exporters of industrial and commercial products	66440 - Pulp paper and board (trade)	6644011 - Adhesive and self-adhesive tapes and rolls (trade)	UK and Germany
Nutricia Infant Nutrition Ltd	20 - Food and tobacco	20220 - Milk condensed and dried	2022021 - Milk dried for babies	95% product exported to UK(40%), Germany, France and Netherlands. A smaller proportion to Russia
Kevin Cooney Ltd	66 - Wholesalers and distributors importers and exporters of industrial and commercial products	66700 - Building materials and supplies (trade)	6670029 - Cement and concrete products for the building industry (trade)	Exports through a broker to (Heineken) Belgium (depends on crop outputs)
Sofrimar Ltd	62 - Wholesalers and distributors importers and exporters of consumer goods: animals agricultural p	62300 - Fish and fish products (trade)	6230002 - Fish fresh chilled and frozen (trade)	98% of Product exported, mostly shellfish, whitefish. Main Markets: France, South Korea, Italy, Spain, Portugal, Croatia, Japan, Hong Kong, China. Far East is a growth area. Has established an office in Shanghai with 3 other Irish (not Wexford companies) with a view to expanding the market there
Carrigbyrne Cheese Co Ltd	20 - Food and tobacco	20240 - Cheese	2024001 - Cheese fresh	Less than 20% exported to : UK, Germany, and some to Austria
Kilmore Fish Co Ltd	61 - Importers and exporters general. General traders and commodity merchants. Department and chain	61500 - Agricultural co-operative associations	6150028 - Co-operatives fish processors	98% Exports to Mediterranean areas/ Europe, France, Spain, Italy (90%) and 8% to Sweden.

Company	Sector code			Level of exports and location of exports
Kent Group Ltd	34 - Basic metal products	34091 - Iron and steel rods bars sections rails tyres rolled steel sections piling steel (cont'd)	3409154 - Channels rolled steel to customer specification	80% of product exported to : UK, Qatar, Saudi Arabia, Belgium, Kenya, North Africa
Snap-tite Europe BV	36 - Metal pipes tubes hoses taps valves cocks packings and gaskets. Metal sanitary and household a	36040 - Pipe tube and hose fittings and joints metal	3604003 - Pipe tube and hose fittings wrought iron or steel	Exports 99.9% of product to :UK, Scandinavia, Norway, Middle East, Mainland Europe: Russia, South America
Walsh Mushrooms Productions	02 - Agricultural horticultural and floricultural products	02300 - Mushrooms and other fungi	0230001 - Mushrooms cultivated	100% exported to UK
Galavan Supplement Ltd	62 - Wholesalers and distributors importers and exporters of consumer goods: animals agricultural	62650 - Animal feed and fodder (trade)	6265001 - Animal feed (trade)	UK (NI), Holland, Germany
Medentech Ltd	32 - Agricultural chemicals insecticides. Detergents soaps perfumes cosmetics waxes and polishes.	32830 - Chemicals for water treatment	3283033 - Purifying chemicals for drinking water	Globally Export, Europe, States, Africa, Asia - Japan, India - Saudi Arabia, Israel
The Emerald Group Ltd	08 - Forestry	08200 - Forestry seeds and saplings. Forest nurseries	0820015 - Christmas trees	UK, Ireland, France, Belgium, Netherlands
Wexford Mussels Ltd	09 - Fish and other marine and freshwater products	09220 - Molluscs	0922003 - Mussels/sea mussels	100% of Product exported to : France and Holland. Lett's, Scallan, Wexford Mussels
O'Leary International Transport Ltd	76 - Supplementary transport services	76200 - Shipping and forwarding agents	7620002 - Shipping and forwarding agents international	All over Europe, not reliant on any market- Southern Europe is favourable.
Solids Technology International Ltd	42 - Plant machinery and equipment for chemicals rubber plastic refuse and water. Packaging machine	42701 - Water sewage and industrial effluent treatment plant and equipment (cont'd)	4270107 - Effluent treatment plant agricultural	90% Product exported to : South Africa, Middle East, UK (trying to expand to Europe)

Company	Sector code			Level of exports and location of exports
Nolan Transport (Oaklands) Ltd	72 - Land transportation	72460 - Road transport services classified by type of freight	7246004 - Road transport services refrigerated	UK: Wales/Cardiff, France, Benelux/Germany, Spain Italy
ITW Crop Packaging Systems	30 - Plastic products	30600 - Plastic products for agriculture horticulture and animal husbandry	3060003 - Bale wrappers agricultural plastic	40% Exports, Wales, Scotland, England, New Zealand, Australia, Italy, Holland, Belgium, France
Atto Abrasives Ltd	33 - Non-metallic mineral products	33950 - Abrasive tools	3395040 - Abrasive wheels and blocks rubber bonded	90% Exports, UK, Germany, Switzerland, United States, France, Singapore
Mann Engineering Ltd	48 - Forging stamping hot pressing surface treatment and machining contractors. Mechanical construc	48250 - Metal precision machining contractors	4825055 - High precision engineering work metal to customer specification	UK
Stone Food Machinery Ltd	67 - Wholesalers distributors importers and exporters of industrial and commercial products: machin	67660 - Machinery and equipment for water and sewage treatment (trade)	6766001 - Water and sewage treatment equipment (trade)	Northern Ireland, UK, Saudi Arabia
Measurit Technologies Ltd	67 - Wholesalers distributors importers and exporters of industrial and commercial products: machin	67100 - Measuring and testing equipment (trade)	6710034 - Flow measuring and control equipment (trade)	UK, all over draining products, Poland
Conran & Company Ltd	61 - Importers and exporters general. General traders and commodity merchants. Department and chain	61100 - Importers and exporters general	6110002 - Importers-exporters textiles	China, Shanghai, Beijing, UK, Rathford
Meylers Fish Merchants	62 - Wholesalers and distributors importers and exporters of consumer goods: animals, agricultural	62300 - Fish and fish products (trade)	6230005 - Fish processed and preserved (trade)	UK, Denmark

Company	Sector code			Level of exports and location of exports
Atlantis Seafoods (Wexford) Ltd	62 - Wholesalers and distributors importers and exporters of consumer goods: animals, agricultural	62600 - Food products NES (trade)	6260006 - Food dehydrated and freeze-dried (trade)	UK, China, Northern England, London, Shanghai
Breen International Logistics Ltd	72 - Land transportation	72400 - Road haulage bulk	7240001 - Road haulage contractors bulk general	Services, Spain, Germany, UK, European Destinations
Drumderry Aggregate	14 - Quarried stone	14700 - Gravel sand and earth	1470002 - Sand and gravel pit or quarry	Wales, England
Saltees Fish	62 - Wholesalers and distributors importers and exporters of consumer goods: animals, agricultural	62300 - Fish and fish products (trade)	6230002 - Fish fresh chilled and frozen (trade)	UK, Spain, France, Belgium
Perennial Freight	72 - Land transportation	72400 - Road haulage bulk	7240001 - Road haulage contractors bulk general	Services, Spain, Germany, UK, European Destinations
Lodgewood Engineering Ltd	84 - Technical offices and engineering consultancies architects	84500 - Civil structural hydroelectric and mining engineering consultants	8450001 - Structural engineering consultants	England, Birmingham
Lake Region Medical	38 - Measuring and testing equipment. Optical photographic and cinematographic equipment. Medical s	38891 - Medical and surgical instruments (cont'd)	3889135 - Instruments and catheters for urology and urodynamics	
Reynaeurs	Aluminium, windows and doors, sliding systems, curtain walls, solar, sunscreening			Offices in 27 countries worldwide including Belgium, France, Germany, Shanghai.