



N25 Rosslare Europort Access Road

Preferred Scheme Option

November 2020



Project Background & Objectives

The N25 is a strategically important national primary road which together with the connecting N11/M11 national primary road and Rosslare Europort form part of the Trans-European Transport Network (TEN-T). TEN-T is a European Union initiative directed towards the implementation and development of a Europe-wide network of transport infrastructure, and this inter-modal transport corridor provides a critical connection between Ireland and both the European mainland and the United Kingdom.

Rosslare Europort is the State's second largest passenger port, and the fourth largest port in terms of overall tonnage. Significant growth is forecast in the coming years which will further increase the Port's strategic importance for international trade, business and tourism. The capacity and resilience of access to and from Rosslare Port is critical to sustaining this strategic connection with the rest of the European Union and the UK. Access to Rosslare Europort is via the N25 National Primary Road which currently passes through the village of Rosslare Harbour. Wexford County Council is proposing to provide improved access to Rosslare Europort from the N25 National Primary Road to deliver the following key objectives:

- Improve accessibility and connectivity to Rosslare Europort in order to secure the sustainability and competitiveness of this key international transport corridor;
- Improve road safety, particularly in the village of Rosslare Harbour;
- Avoid or minimise negative impacts on the existing environment;
- Improve accessibility and social inclusion in Rosslare Harbour village by managing or removing Port traffic;
- To promote balanced regional development by improving access to the south-east and Rosslare Europort;
- Promote sustainable and active travel by integrating high quality cycling and walking infrastructure.

A policy review has confirmed that the objectives of the project are consistent with, and support relevant policies at European, national, regional and local levels. The project is therefore considered to adhere to the principles of proper planning and sustainable development.



“the capacity and resilience of access to and from Rosslare Port is critical to sustaining this strategic connection with the rest of the European Union and the UK”

Current Status

Three feasible scheme options were presented for public consultation in June 2020. Two of these options proposed the continued use of the existing N25 corridor to Rosslare Europort, one of which included improvement works to the existing N25. The third scheme option included the construction of a new offline access road to Rosslare Europort. A total of 91 submissions were received during the public consultation event and a Public Consultation Report was published in August 2020 which summarised the consultation process and the matters raised during the consultation. The Public Consultation Report can be viewed on the project website www.rosslareeuroportaccessroad.ie.

The project team has undertaken an appraisal of the scheme options and has considered feedback received in the public consultation in order to identify the 'Preferred Scheme Option'. The option selection process has been undertaken in accordance with Transport Infrastructure Ireland's 'Project Management Guidelines' and 'Project Appraisal Guidelines'. The option selection process and outcome is detailed in the published Option Selection Report which sets out the rationale for the selection of the Preferred Scheme Option. This brochure provides a non-technical summary of the Option Selection Report and presents the 'Preferred Scheme Option' recommended to be brought forward for design development and further environmental evaluation. The Option Selection Report can be viewed on the project website www.rosslareeuroportaccessroad.ie.

Option Selection Process

The option selection process adopts a systematic, evidence based approach to examine feasible options against defined criteria to identify the Preferred Scheme Option.

The process applies a multi-criteria analysis to assess and score the scheme options using the six criteria specified by the Department of Transport for the appraisal of all transport infrastructure projects.

Criterion	Factors Considered
Economy	The appraisal of economic impacts in terms of Transport Efficiency & Effectiveness, Wider Economic Impacts & Funding Impacts.
Safety	The appraisal of road safety impacts in terms of collision reduction and the security of all road users. Road safety audits of the scheme options are undertaken to inform this appraisal.
Environment	The potential environmental impacts of the scheme options in terms of the following environmental sub-criteria: Air Quality & Climate, Noise, Landscape & Visual, Biodiversity (Flora & Fauna), Waste, Soils & Geology, Hydrogeology, Hydrology, Cultural Heritage (Archaeological & Architectural), Material Assets (Residential & Business), Agriculture.
Accessibility & Social Inclusion	The potential wider impacts of the project in delivering improved accessibility for communities, and in particular vulnerable groups within communities that may experience social exclusion. Potential benefits may take the form of improved access to key services and facilities, education, jobs and social opportunities.
Integration	Project integration with other elements of Government policy and infrastructure investment. Four sub-criteria are appraised: Transport Integration, Land Use Integration, Geographical Integration, Regional Balance (Other Government Policy).
Physical Activity	The extent to which the proposed scheme will offer new opportunities for physical activity, particularly by offering new or improved facilities for active travel by walking or cycling.

Consideration of Other Local Planned Transport Infrastructure Investments

Rosslare Europort Masterplan - Rosslare Europort's Infrastructure Masterplan received planning approval in August 2020 and includes proposals for the development of new internal port infrastructure including a new road layout for ferry traffic. The scheme options have been developed in consideration of the new Port layout to ensure the full coordination and integration of the overall road/sea transport network.

N25 Ballygillane Roundabout - The N25 Ballygillane Roundabout is being developed by Wexford County Council as a standalone project and received planning approval in January 2020. It is anticipated that the roundabout will be constructed in 2021 and all three scheme options for the N25 Rosslare Europort Access Road project have been developed to fully integrate with the proposed roundabout.

Waterford to Rosslare Harbour Greenway - A route corridor has been identified for the greenway project and it is anticipated that a planning application will be submitted in early 2021. The scheme options have been developed to integrate with the greenway corridor to provide high quality, dedicated facilities for pedestrians and cyclists.

N11/N25 Oilgate to Rosslare Harbour - The N11/N25 Oilgate to Rosslare Harbour road project is currently at option selection stage and it is anticipated that a preferred scheme option will be confirmed in March 2021. All of the scheme options for the respective projects are capable of being combined to deliver an integrated and efficient N11/N25 transport corridor.

The N25 Rosslare Europort Access Road is being developed as a stand-alone project. However, the full integration of interconnecting and inter-modal transport projects will deliver the optimal benefits to all users and supports the principles of proper planning and sustainable development.

Preferred Scheme Option

Scheme Option C has been identified as the Preferred Scheme Option that can best deliver the project objectives following an appraisal of the three scheme options under the six criteria listed above. Scheme Option C is presented in the map overleaf and consists of a combination of existing road and new road corridor to provide a new access route to Rosslare Europort. The option utilises the existing Ballygerry Link Road and proposes a new section of road looping to the north and crossing the Dublin to Rosslare Harbour railway line before continuing east to connect into Rosslare Europort. The map overleaf also shows how the preferred scheme option will integrate with the proposed new internal layout in Rosslare Europort via a new roundabout.

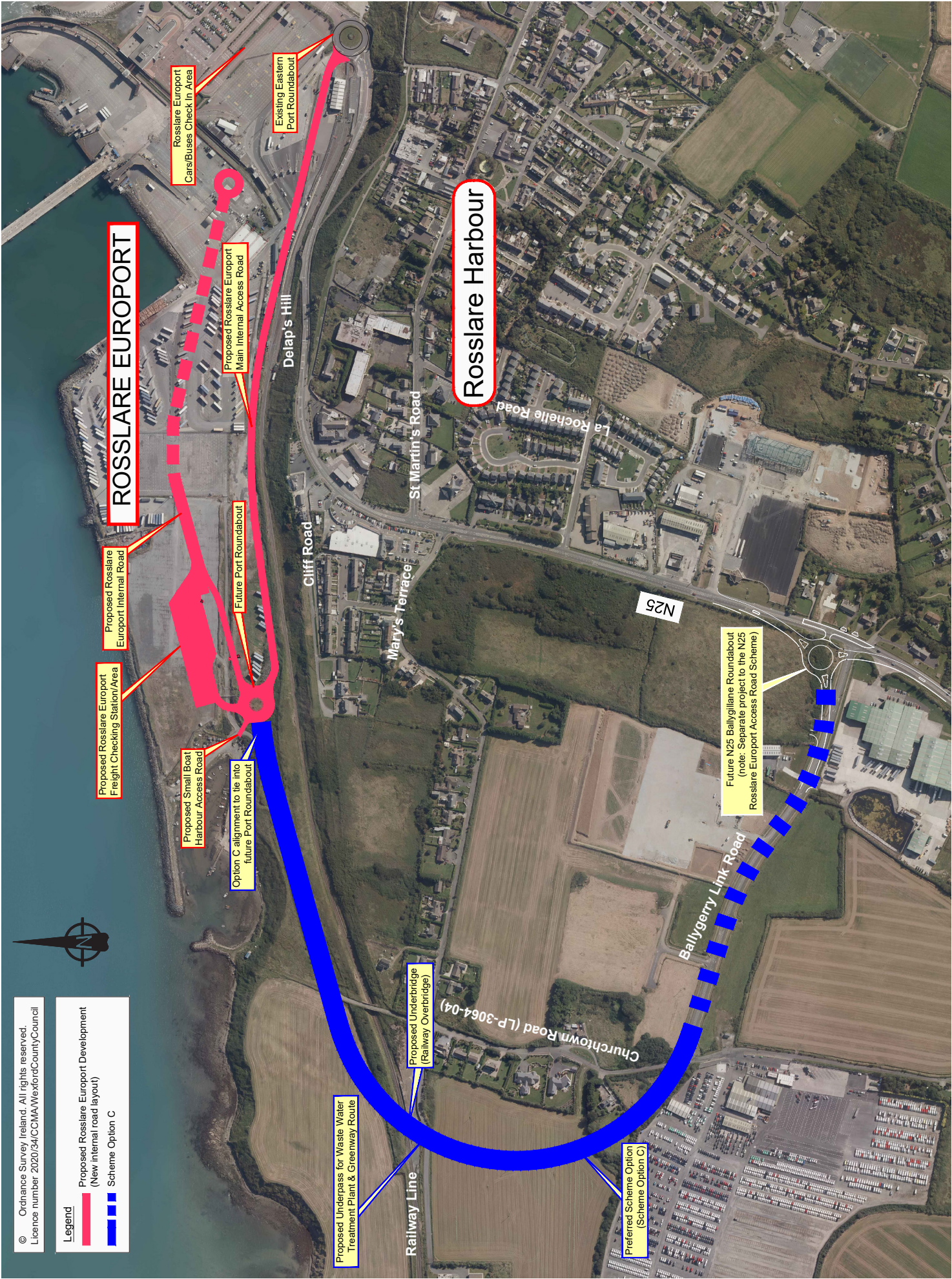
Two sub-options were developed for Option C based on a single carriageway road and a dual carriageway road respectively. Both sub-options follow the same alignment and are fully contained within the defined corridor for option C. The two sub-options were found to be equivalent in terms of the overall appraisal and both will be brought forward for further design development and environmental evaluation.

“the full integration of interconnecting and inter-modal transport projects will deliver the optimal benefits to all users and supports the principles of proper planning and sustainable development”

Why is Option C the Preferred Scheme Option?

The Option Selection Report provides a detailed account of the selection process for the Preferred Scheme Option. The table below provides a non-technical summary of the reasons for the choice of Option C under the six appraisal criteria.

Economy	Option C is the best performing option under this criterion. The Key Performance Indicators for economic appraisal are Net Present Value (NPV) & Benefit to Cost Ratio (BCR). NPV represents the current value of all monetary benefits that will accrue over the appraisal period. The relevant NPV for Option C is €1.25m. BCR is the ratio of future benefits to costs, all discounted to current year values. A ratio greater than 1.0 indicates a positive economic return on investment. The relevant BCR for Option C is 1.16.
Safety	Option C is the best performing option under this criterion. The appraisal of the scheme options ranked Option C as 'significantly superior' to the other options as the removal of Port traffic from the village provides the greatest potential benefit to overall safety. The proposed provision of segregated, high quality facilities for cyclists and pedestrians enhances the safety environment for vulnerable road users.
Environment	Options A & B are marginally better than option C for this criterion. Option C performs better for impacts on Air Quality & Climate, Noise, Material Assets, Architectural Heritage, Hydrology and Hydrogeology. Options A & B perform better for impacts on Landscape & Visual, Biodiversity, Waste, Agriculture, Archaeology & Cultural Heritage and Soils & Geology.
Accessibility & Social Inclusion	Option C is the best performing option under this criterion. Option C will improve accessibility in Rosslare Harbour, particularly for residents and vulnerable groups, by removing port traffic from the village. This offers the potential for enhanced social inclusion and reduced inequality through improved access to essential services and amenities.
Integration	Option C is the best performing option under this criterion and provides strong connectivity across different transport modes and with other proposed infrastructure investments. Option C offers the best connectivity with proposed infrastructure developments for the Rosslare Europort Masterplan, the Waterford to Rosslare Harbour Greenway project and the N11/N25 Oilgate to Rosslare Harbour road project.
Physical Activity	Option C is the best performing option under this criterion as it will provide new, high quality and segregated facilities for pedestrians and cyclists that will be fully integrated with the proposed Waterford to Rosslare Harbour Greenway project. This will also create a continuous and fully integrated circuit for active travel that may stimulate increased levels of physical activity by encouraging people to cycle or walk.



What Happens Next

Subject to the receipt of the necessary approvals and funding, the Preferred Scheme Option will now proceed to the next phase of the project which is Design & Environmental Evaluation. The Preferred Scheme Option will be further developed to refine the design of the road alignment, junctions and accesses, and structures.

These design developments will also allow the land take required for the scheme to be defined and will facilitate more detailed engagement with affected landowners, local residents and other project stakeholders. The environmental evaluation of the scheme will progress in tandem with design development as iterative processes that inform each other.

For example the environmental evaluation may prompt design amendments which would eliminate or reduce potential environmental impacts. There will also be further engagement with landowners, local residents and other project stakeholders during the design and environmental evaluation process



Ongoing Public Engagement

The project team remain available to address any queries or comments relating to the project and can be contacted via the contact points below:

N25 Rosslare Europort Access Road
Wexford County Council,
Carricklawn, Wexford,
Y35 WY93, Ireland.
T: 0539196000
E: customerservice@wexfordcoco.ie
W: www.rosslareeuroportaccessroad.ie/contact-us