

# ROSSLARE STRAND TO ROSSLARE EUROPORT

## ROSSLARE STRAND SOUTH

In the initial 700 metres long section south of the Mauritiustown Road bridge there are a number of options for consideration as shown:



Rosslare Strand South

### **Option 1 (Red Line)**

On the eastern side of the railway line there is a narrow corridor available between the railway and garden boundaries. An access ramp would be required for the link from Mauritiustown Road down to the edge of the railway corridor, and also at the southern end to connect to the railway bridge at Rosehill.

### **Option 2 (Green Line)**

On the western side of the railway line this route would initially share a small cul-de-sac residential road at Willow Cottages for 75 metres, and then cross open lands. As the existing railway bridge at Mauritiustown Road is very narrow, a new footbridge and approach ramps would be required, similar to the proposal for Station Road.

### **Option 3 (Orange Line)**

This option is a variation on Option 2 rerouting away from Willow Cottages to connect with Commodore Barry Park.

## ROSSLARE STRAND TO ROSSLARE EUROPORT

South of Rosslare Strand the live Dublin to Rosslare Europort railway line provides a corridor across agricultural lands over the 3200 metres length from Rosslare Strand to Rosslare Europort. By following the railway line, severance of lands will not arise. However there will be several interactions with access routes to the lands on the coastal side of the railway. There is a major coastal erosion risk on the Northeastern side of the railway line where the cliff-face has been slowly advancing inland. At the closest, the cliff is currently within 40 metres of the railway line. It would be prudent therefore to route the proposed greenway along the inland side of the railway line in the interest of long-term protection from coastal erosion.



Rosslare Strand to Rosslare Europort

## ROSSLARE EUROPORT

### **Option 1 (Green Line)**

This option follows a local road to the south of the railway line for 600 metres as far as the junction with the N25 beside Murphy's SuperValu supermarket, where a signal-controlled toucan crossing will be provided allowing Greenway users to cross the N25. There are about 30 houses along this quiet road, which has two right-angled bends that constrain traffic speed, and it is therefore suitable for shared use. This option passes through Rosslare Harbour village, where there are existing cycle tracks (although these would require upgrade to modern standards at crossings of side roads and accesses).

This option will descend the coastal escarpment to the harbour over a distance of 450 metres. The existing road is very narrow on this section, with severe speed ramps to enforce a 30 km/h speed limit. There is a heavy stream of large trucks close to ferry sailings times on this major freight route to the UK and mainland Europe. It is therefore desirable for cyclists to be segregated from port traffic on this ramp, especially in the uphill direction.

### **Option 2 (Pink Line)**

This Option would enter Rosslare Europort via a minor road and would potentially interact with various port operations and vehicle movements. This would require provision of a segregated cycle route for safety reasons, with associated disruption for the port operations. In bypassing the village at Rosslare Harbour, this option would not avail of connectivity to local services. It would also not pass through the Cycle Route Node on the Eurovelo 1 route. With this option, there would remain a significant gap in connectivity between the ferry port and the existing cycle routes that commence at Rosslare Harbour Village.



Rosslare Europort