

# BUSINESS CASE FOR THE WEXFORD-WATERFORD RAIL LINK

**Prepared by: South East on Track**

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[www.southeastontrack.com](http://www.southeastontrack.com)

[southeastontrack@gmail.com](mailto:southeastontrack@gmail.com)

@seonttrack

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# 1. INTRODUCTION

## 1.1. Executive Summary:

### AT A GLANCE: WEXFORD-WATERFORD RAIL LINK

#### KEY FINDINGS

##### POPULATION



The rail link serves a fast growing, dynamic region - linking Counties Wexford & Waterford - population 266,000 (2016) and connects the entire South East Region: population 422,062

##### RE-ACTIVATION

This report finds that the cost of bringing the rail line back into safe use is €29 million-€72 million.



##### REGIONAL MOBILITY



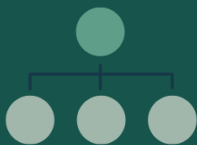
Upgrading the rail link to a max Speed Limit of 110 kmph could provide a Waterford-Wexford journey in 45 minutes.

##### SUSTAINABLE MOBILITY

Due to a strong market for commuter, educational, and tourist traffic, this report estimates over 575,000 annual trips in the short to medium term



##### INFRASTRUCTURE COST



If removed or allowed to deteriorate, rebuilding this rail link would cost approximately €652,000,000

This report provides a preliminary economic evaluation on the case for re-opening the Rosslare-Wexford-Waterford rail line. The line was closed to passenger services in 2010, and decisions are ongoing about continuing to maintain the line for an eventual return to use, while other proposals are under active consideration about removing the existing infrastructure for a greenway.

In recent years a renewed focus on climate change related issues have significantly shifted the prevailing narrative regarding public transport in Ireland. A range of recent policies have sought to encourage and expand public transport in Ireland, including the 2020 Programme for Government's remarkable commitment to a 2:1 ratio of expenditure between new public transport infrastructure and new roads over its lifetime.<sup>1</sup>

In a post Brexit landscape, the renewed importance of Rosslare Europort has become clear. The necessity of providing strong infrastructural links to this port in the future will ensure vital linkage for Ireland's supply chains.

This report examines a series of publicly available data, which supports the case for reopening this vital rail link. The suspension of services in 2010 was unique – no other rail lines in Ireland have been closed in the recent past. Therefore, a re-examination of this vital issue is necessary.

<sup>1</sup> [https://www.greenparty.ie/wp-content/uploads/2020/06/ProgrammeforGovernment\\_June2020\\_Final.pdf](https://www.greenparty.ie/wp-content/uploads/2020/06/ProgrammeforGovernment_June2020_Final.pdf)

Reopening this rail link satisfies a large amount of National and Regional Strategic Outcomes, including encouraging compact growth, enhanced regional accessibility, strengthening rural economies and communities, and encouraging sustainable mobility.

Furthermore, the declaration of 2021 as the European Year of Rail<sup>2</sup> serves as an exciting opportunity to expand and promote rail travel within the European Union, of which Ireland is a vital constituent part.

In January 2021, Minister for Transport Eamon Ryan confirmed that he has “*requested my Department to prepare terms of reference for a Strategic Rail Review. This Review will consider all relevant issues in relation to inter-urban rail, inter/intra-regional rail and rail connectivity to our international gateways, with the latter considering the role of rail freight.*”<sup>3</sup> The Wexford & Rosslare to Waterford rail link should be considered as part of this all-island rail review, and any progress on the proposal for a greenway should be delayed until this is complete. Similarly, maintenance of the link should be continued until a point that a decision is made regarding its future.

In addition to the strong arguments proposing restoration of services, this report finds that should the line need to be reconstructed in the future, the estimated value of the instating this infrastructure would be €652 million, whereas the current cost of bringing it back into safe use is €29 million - €72 million. Given the scale of the sunken investment that is about to be forsaken if basic maintenance is withdrawn, or if the rail line is irretrievably altered, we find that a full strategic review and cost-benefit analysis of the alternatives is warranted.

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<sup>2</sup> [https://ec.europa.eu/commission/presscorner/detail/en/ip\\_20\\_2528](https://ec.europa.eu/commission/presscorner/detail/en/ip_20_2528)

<sup>3</sup> <https://www.kildarestreet.com/wrans/?id=2021-01-20a.229&g232.r>

## 1.2. The Basics

- The Rosslare & Wexford – Waterford Rail line closed in 2010 during the Global Financial Crisis
- Low Passenger numbers were cited as the reason for closure.
- The service was minimal (one train a day each direction) and provided no commuter service to/from Wexford Town, the main Commuting destination of the region.
- The rail link has immense strategic value, linking Rosslare Europort to the South and West of Ireland, as well as being the only link apart from the Phoenix Park Tunnel which links the Connolly & Heuston Station rail networks.
- Commuter flows along the line are 3:1 in the Wexford Town vs Waterford City direction.
- Significant population increases are projected in the South East over the coming decades.
- The area currently has some of the lowest Public Transport commuter usage in the State.
- The line has been maintained since 2010, though this maintenance has been downgraded as of 2020<sup>4</sup>.
- Estimated costs of refurbishment to passenger rail standard vary from €29 million - €72 million.
- The estimated cost (using EU figures) to build a new rail link would be approximately €652 million.
- The line could be restored and upgraded for regular passenger service at a fraction of this cost.
- Severance of the rail link would leave Wexford Town the only urban area in the NUTS II Southern Region of Ireland with a population of greater than 15,000 not connected to Waterford and the rest of the Southern Region via a direct rail link.
- Significant developments are planned close to or on the rail line, including the North Quays project in Waterford City, Trinity Wharf in Wexford, Technological University of the South East (TUSE) in Waterford, Wexford, and Carlow and significant investment and increased ferry connectivity at Rosslare Europort.
- South East on Track's analysis suggests an annual usage of 500,000 is feasible in the short to medium term.
- A rail link from Wexford/Rosslare to Waterford is consistent with a plethora of strategic and policy goals at European, National, Regional, and Local levels.

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<sup>4</sup> Letter, National Transport Authority to South East on Track, Verona Murphy TD, 2020



Figure 1 - Irish Rail Network 2010 – The section covered in this report is contained within the purple box.

### 1.3. Background

The Wexford-Waterford rail link is approximately 56km of railway currently linking Waterford City with County Wexford via Rosslare Strand. The section from Waterford (Plunkett) to Belview Port remains in service, leaving 30.75 miles or 49.5 kilometers out of service<sup>5</sup>. The passenger service on this railway was suspended in 2010 during the global financial crisis, although the line was maintained until October 2020. After 10 years of service suspension, now is an appropriate time to reexamine the rail corridor and its potential activation as a vital strategic link<sup>6</sup> for the South East Region of Ireland to the West and South of Ireland, across the Southern Region.

### 1.4. The Current Context

Until the outbreak of COVID-19, passenger rail travel in Ireland was increasing at a significant number year on year. Iarnród Éireann reported 50.06 million total passenger journeys in the year 2019 which is an increase of 5% on 2018 and 36% over the longer period 2012 – 2019.<sup>7</sup> This is despite a lack of capital expenditure on the rail network and rolling stock since the Recession.

<sup>5</sup> Asset Management Of The Bellview Rosslare Strand Line After Service Withdrawal (Iarnrod Éireann, 2010)

<sup>6</sup> See: [https://www.southernassembly.ie/uploads/general-files/Regional\\_Spatial\\_Economic\\_Strategy\\_for\\_the\\_Southern\\_Region\\_LOW\\_RES.pdf](https://www.southernassembly.ie/uploads/general-files/Regional_Spatial_Economic_Strategy_for_the_Southern_Region_LOW_RES.pdf)

<sup>7</sup> National Transport Authority, Heavy Rail Census Report 2019 (published July 2020)



## 1.5. Why now?

As a result of a more climate conscious public, the increased demand for rail travel, and several exciting developments in the South East, the time is correct to reexamine the activation of this rail link for the region. A proposal to convert the rail link into a greenway, thus removing the railway, signals a need to reexamine the rail corridor's potential. Furthermore, the decision to review and revise the National Development Plan 2018-2027, with a renewed emphasis on Climate Change related projects, allows for the examination of reactivating this vital rail corridor.

At the time of the rail link's closure in 2010, it had a once daily service providing an unsuitable transport link for almost all of its potential market. Examinations of the line at the time failed to appreciate its true potential, and even supportive reports such as the South Eastern Regional Authority's Report in 2010 did not examine the possibility of infrastructure improvements that could lead to increased passenger and freight traffic.

***In 2017, annual passenger volumes returned to peak levels recorded in 2007, and two years later have exceeded this level by a further 10% - National Transport Authority, Heavy Rail Census 2019***

## 1.6. South East on Track

This report has been prepared by South East on Track, a group based in the South East of Ireland dedicated to improving rail services across the region. It is the view of South East on Track that the case for the Wexford to Waterford rail link has significantly improved since the decision of the National Transport Authority to suspend services in 2010. We are preparing this report upon the invitation of members of the new Government elected in 2020.

As South East on Track is a volunteer-based group, this report seeks to explore the trends and potential for passenger usage of the line. This report illustrates a changed landscape for rail within this corridor and should be followed up with a full feasibility study. Several recent reports including the Western Rail Corridor Financial and Economic appraisal (EY 2020) and the draft Limerick Shannan Metropolitan Area Transport Strategy (Jacobs, 2020) provided deeply flawed passenger projections, and it would be inappropriate and beyond the scope of this report for South East on Track to use either of these examples as a basis for projecting passenger numbers.

Similarly, the report will not apply the Social Impact Estimation Methodology 2010 criteria used by the NTA in 2010 to support closure of the rail link. This methodology is used for Existing Services Only<sup>8</sup>.

<sup>8</sup> Social Impact Estimation Methodology 2010 [https://www.nationaltransport.ie/wp-content/uploads/2020/08/social\\_impact\\_estimation\\_methodology11.pdf](https://www.nationaltransport.ie/wp-content/uploads/2020/08/social_impact_estimation_methodology11.pdf) Section 2.4



## 1.7. A Note on Nomenclature

This report refers to the Wexford-Waterford rail link as opposed to the Rosslare-Waterford rail line. Previous reports such as the South East Regional Authority's *Socio-Economic and Business Case For The Maintenance Of The Rosslare–Waterford–Limerick Rail Corridor (2010)*, sought specifically to maximise the potential of the rail link using existing infrastructure. As 10 years has elapsed since the suspension of services, infrastructure upgrades will be required to return the link to operation. A key element of this is the restoration of the Killiane-Killinick (Felthouse Junction) curve allowing the bypassing of Rosslare Strand for direct Waterford-Wexford trains. This section of trackbed remains in public ownership.

This decision to have Wexford as the terminus and including in the name of the link is further supported by the naming conventions included in the 2016 Rail Review, where the Dublin-Rosslare line is exclusively referred to as the Dublin-Wexford line due to Wexford being “Included as the largest urban settlement on this line and in the region<sup>9</sup>”

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<sup>9</sup> Rail Review 2016 REPORT, National Transport Authority p.5

## 2. CHARACTERISING THE RAIL LINK

### 2.1. Introduction

This section introduces the context of the rail line, detailing the physical, economical, social and policy context of the rail link and the region it serves.

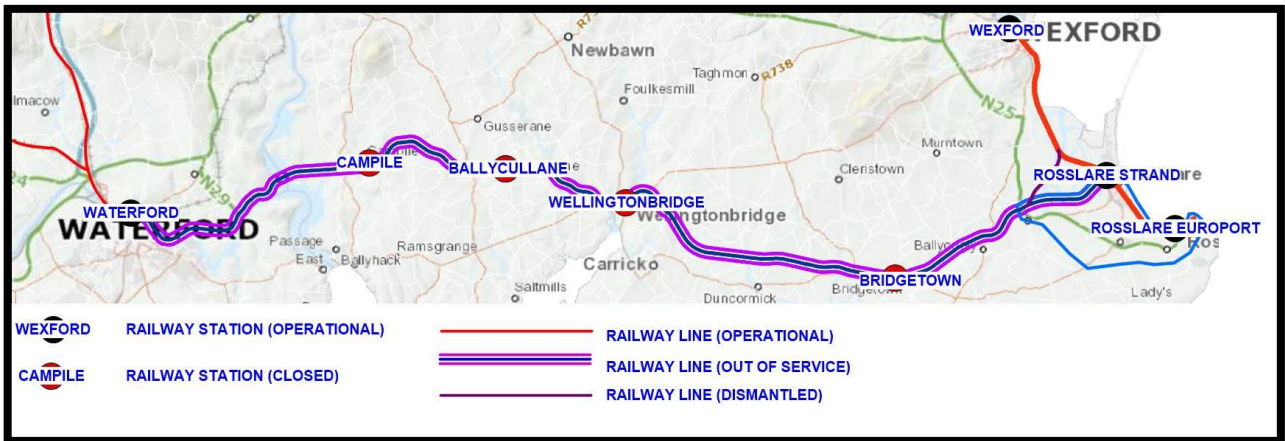


Figure 2 - Wexford - Waterford Rail Link (Source: Wexford Co. Co. / SEOT)

### 2.2. Physical Description

- The Wexford-Waterford rail link was originally completed in 1906 to link Rosslare Harbour to Waterford and the west of the country by the Fishguard & Rosslare Railway & Harbours Company.
- As a result of its late construction in the railway era, this railway is built to a high standard, with concrete bridges and many miles of straight track, capable of high speed running.
- The section of the line from Waterford Plunkett Station to Waterford Port (Belview) remains in service for freight usage.
- The currently out of service section from Rosslare Strand to Waterford (Belview) measures 30.75 miles (50 km) with an additional 2 ¼ mile (3.6km) section without track from Killinick to Killiane/Felthouse Junction allowing direct Waterford-Wexford trains to bypass Rosslare Strand (see map above).<sup>10</sup>
- As constructed, the line featured (6) Intermediate stations, and a curve (creating a triangle) allowing direct Waterford-Wexford trains, instead of reversing at Rosslare Strand. This curve was removed in the 20<sup>th</sup> century, and (2) of the Intermediate stations (Killinick & Duncormick), were closed in the 1970s<sup>11</sup>.
- The line handled significant passenger traffic, mainly Rosslare Harbour to Limerick & Cork journeys (in both directions) right up until the 1990s and early 2000s.

<sup>10</sup> Oliver Doyle, *South Wexford Line*, Journal of the Iarnród Éireannway Record Society, Journal 174 (February 2011)

<sup>11</sup> Reference: S. Johnson, *Johnson's Atlas & Gazetteer of the Railways of Ireland*, Midland Publishing Ltd. 1997.p76

- The line handled large freight loads until recent years, most noticeably approximately 150,000 tonnes of Sugar Beet per annum until 2005, after which the Sugar Beet Industry was wound down.<sup>12</sup>
- The line contains three major structures, Duncormick Viaduct, Taylorstown Viadcut, and the Barrow Bridge, which is the longest rail bridge in the state.
- The line is the property of the Fishguard & Rosslare Railways & Harbours Company, a holding company dating from 1898. Currently, this is a complex ownership mechanism between Iarnród Éireann and Stena Line. In Ireland, the port of Rosslare Europort and the (operational) rail line from Rosslare Strand to Rosslare Europort are the other significant assets of the company<sup>13</sup>.
- In the period since closure, regular rail movements have occurred on the line, with the most recent being October 6, 2020.
- The Western Terminus (Waterford) of the line will receive significant investment as part of the North Quays Special Development Zone – establishing a new railway station in the heart of a new urban quarter.



Figure 3 - IE 22000 DMU at Wellingtonbridge Station (2011 - post suspension of passenger services)

<sup>12</sup> <https://www.independent.ie/regionals/newrossstandard/news/wexford-farmers-face-increased-haulage-costs-27471534.html>

<sup>13</sup> For a detailed account, please see: Fishguard & Rosslare Railways & Harbours Company, Ernie Shepherd, Colourpoint Books

## 2.3. Social Profile & Demographics

- The NUTS Level III South East Region (comprising Wexford, Waterford, Carlow, and Kilkenny) has an estimated current population of 422,062<sup>14</sup>, representing a 10.6% population growth from 2006 to 2016.
- The line links two major settlements, Waterford (Pop. 2016: 53,504) and Wexford Town (Pop. 2016: 20,188) and offers connectivity between the five largest settlements in the region via the currently operational Waterford-Dublin (Kilkenny, pop. 26,512 and Carlow pop. 24,272) and Rosslare-Dublin (Enniscorthy pop. 11,381) rail lines.
- The region is the 6<sup>th</sup> fastest growing in the EU in terms of job creation and the 7<sup>th</sup> fastest growing region in terms of Gross Value Added (GVA) per person<sup>15</sup>.
- In the period since the rail link's closure in 2010, over €1.3 Billion has been spent on road infrastructure in the region<sup>16</sup>.
- Despite this significant investment in road infrastructure, public transport usage in the region remains very low, with less than 3% of Waterford City Commuters using Public Transport<sup>17</sup>, and 0.7% of Wexford Commuters using public transport<sup>18</sup>.

## 2.4. European & International Policy Context

The following documents have been examined as part of this study.

- UN Sustainable Development Goals
- ESDP - European Spatial Development Perspective
- DECISION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on a European Year of Rail (2021)
- Assessment of unit costs (standard prices) of Rail projects (Capital Expenditure), by the Directorate General for Regional and Urban Policy, 2018.
- Single European Railway Directive 2012 (2012/34/EU)

### ***“Rail – a sustainable and safe connection***

***As one of the most sustainable and safest modes of transport we have, rail will play a major role in Europe's future mobility system. Rail is not only environmentally friendly and energy-efficient – it is also the only mode of transport to have almost continuously reduced its CO2 emissions since 1990, at the same time as it increased transport volumes”***

***– European Commission Press Release - Promoting Sustainable Mobility: Commission proposes 2021 to be the European Year of Rail (4 March 2020)***

<sup>14</sup> From South East Development Office, *South East Economy at a Glance*: <https://www.kilkennychamber.ie/wp-content/uploads/2019/05/Ireland-South-East-Economy-at-a-Glance.pdf>

<sup>15</sup> South East Economy at a Glance: [https://irelandsoutheast.com/wp-content/uploads/2019/07/South-East-Ireland-At-A-Glance-Summer-2019-INT.SM\\_.pdf](https://irelandsoutheast.com/wp-content/uploads/2019/07/South-East-Ireland-At-A-Glance-Summer-2019-INT.SM_.pdf)

<sup>16</sup> <http://www.senser.ie/resources/SENSE%20Commuting%20Patterns%20SC3%20June%202018.pdf>

<sup>17</sup> <https://www.cso.ie/en/releasesandpublications/ep/p-cp6ci/p6cii/p6mtw/>

<sup>18</sup> <https://www.wexfordcoco.ie/sites/default/files/content/Planning/Profile-2-Commuting-Flows.pdf>

## 2.5. National Policy

- The National Development Plan 2018-2027
- Ireland 2040
- The National Mitigation Plan
- National Planning Framework

## 2.6. Local Government & Regional Policy

- Southern Regional Assembly: Regional Spatial and Economic Strategy (RSES) for the Southern Region.
- Relevant Development Plans for Wexford County Council, Waterford County Council (currently in draft stage)

A basic analysis of these policy documents illustrates a clear benefit to the re-establishment of this rail link. Rather than an exhaustive analysis, this report will refer to relevant policy as needed throughout the document.



Figure 4 - Promotional Material as part of European Year of Rail 2021 Source: European Union



## 3. PASSENGER DEMAND

### 3.1. Introduction

This section details up to date population modelling on the rail corridor, and current population projections drawn from Morgenrath 2018 as part of the *Ireland2040* process. This section introduces fine-grained passenger modelling insight from: commuters, student populations, tourism, international ferry connectivity, interrail and events. Section 3.13 onwards identifies the urban growth plans for Wexford and Waterford, particularly strategic capital projects that anticipate increase in knowledge-office work space provision – which serve a commuter model.

### 3.2. The Area Served By The Rail Link

County Wexford has a population of 149,772 and County Waterford has a population of 116,176 at the most recent census (2016). The major urban centers served by the rail line are Wexford Town and Waterford City.

Waterford Council & CSO figures project a growth in Waterford City's population of 50% from the current 54,000 to 86,000 in 2040. This 50% growth will make Waterford the fastest growing city in Ireland.

Wexford Town is projected to grow by 30% from 20,000 to 27,000 by 2040

#### 3. Where will these people go (i.e. all the extra people projected by Ireland 2040)?

Waterford to grow by 50% (currently 53504)	30,000
Kilkenny to grow by 30% (currently 26,512)	8,000
Wexford to grow by 30% (currently 20,188)	6,100
Carlow to grow by 30% (currently 24,272)	7,300
Clonmel to grow by 30% (currently 17,140)	5,100
Tramore to grow by 30% (currently 10,381)	3,100
All urban areas over 10,000 currently (80%)	59,600
Urban areas below 10,000 and rural (20%)	14,800
	<hr/>
	74,400

Given an average household size of 2.75 (Census 2016) this gives a requirement for 27,000 new housing units beyond the normal replacement rate.

Figure 5 - Population Growth Projections via Morgenroth 2018 (Source: SENSER)

These growth figures suggest the need for an improvement in rail services in the South East, in line with the goals of the Regional Spatial and Economic Strategy (RSES)<sup>19</sup>. A functioning rail services

<sup>19</sup> The Region's dispersed settlement pattern and its peripheral location in Europe makes it particularly dependent on efficient communications - good rail, road, sea, air and telecommunications links are of the utmost importance. The RSES seeks to enhance public transport and improve communications across the Region, RSES, p.22

requires a mixture of different sources of passengers, not just commuters. On the Iarnród Éireann Network, 58% of passengers use the service for commuting, with the remaining 42% travelling for business or leisure reasons.<sup>20</sup>

As commuters are the single largest market for rail travel, this paper will examine the potential for commuter rail along the Wexford-Waterford rail link, before highlighting other significant potential markets.

### **3.3. Commuting Catchment (Wexford & Waterford):**

Commuter flows show strong employment destinations in the termini of the rail line, in Wexford Town and Waterford City. With the exception of the area of the rail line around Wellingtonbridge, all areas on the rail link show a majority of commuters leaving the area for work.

Currently, only 3% of Waterford's workers commute using public transport, one of the lowest figures of Ireland's cities, and lower even than most towns with populations over 5,000. For Wexford, only 0.7% of Commuters use public transport for jobs within the County.<sup>21</sup>

The line passes through the Wexford County Council defined settlements of Wexford Town (County Town), Rosslare Strand (Strong Village), Bridgetown (Strong Village), Wellingtonbridge (District Town), Ballycullane, and Campile (Strong Village) and links to the Waterford Metropolitan Area.

Of the County Council defined settlements in the southern portion of the County, only Taghmon (Strong Village) is not served by the rail line.

Due to the existing development patterns in the area, it is appropriate to examine the rail corridor for these smaller settlements in the context of their hinterlands, as Small Areas & Electoral Districts as defined by the CSO. From the attached CSO maps, the Commuter Catchment of Wexford town extends significantly into the area served by the rail link, extending far into the Western half of the County.

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<sup>20</sup> Iarnród Éireann 2030 Rail Network Strategy Review (2011)

<sup>21</sup> <https://www.wexfordcoco.ie/sites/default/files/content/Planning/Profile-2-Commuting-Flows.pdf>

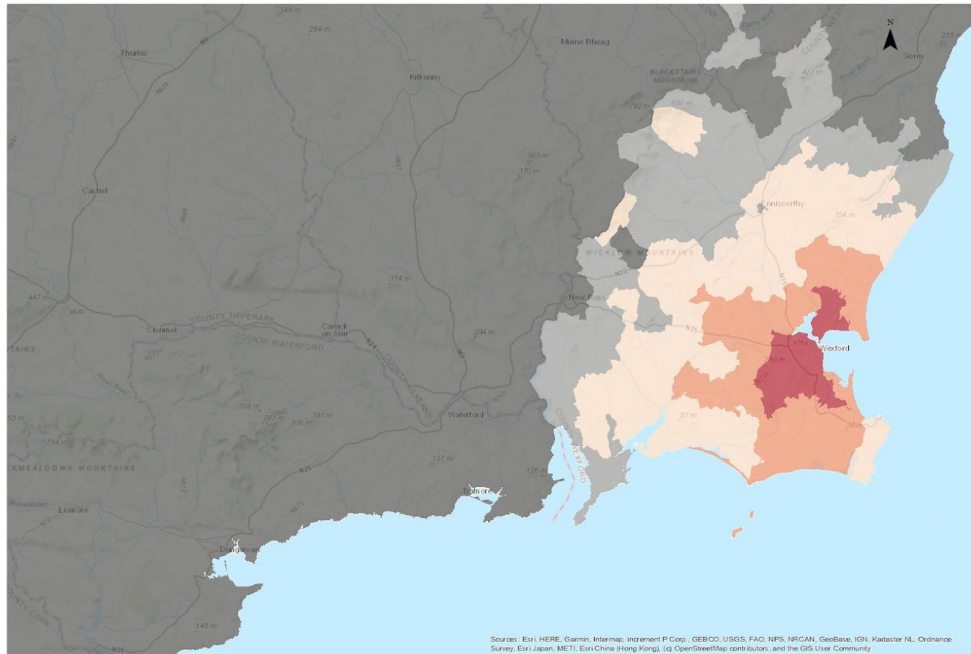




### AIRO Web Map - Commuter Catchments

#### Map Layers

- Wexford**
- 0% - < 5%
  - 5% - < 10%
  - 10% - < 30%
  - 30% - < 50%
  - > 50%



Produced by AIRO  
Maynooth University

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Sw OpenStreetMap contributors, and the GIS User Community

Figure 6 - Commuter Catchment of Wexford Town

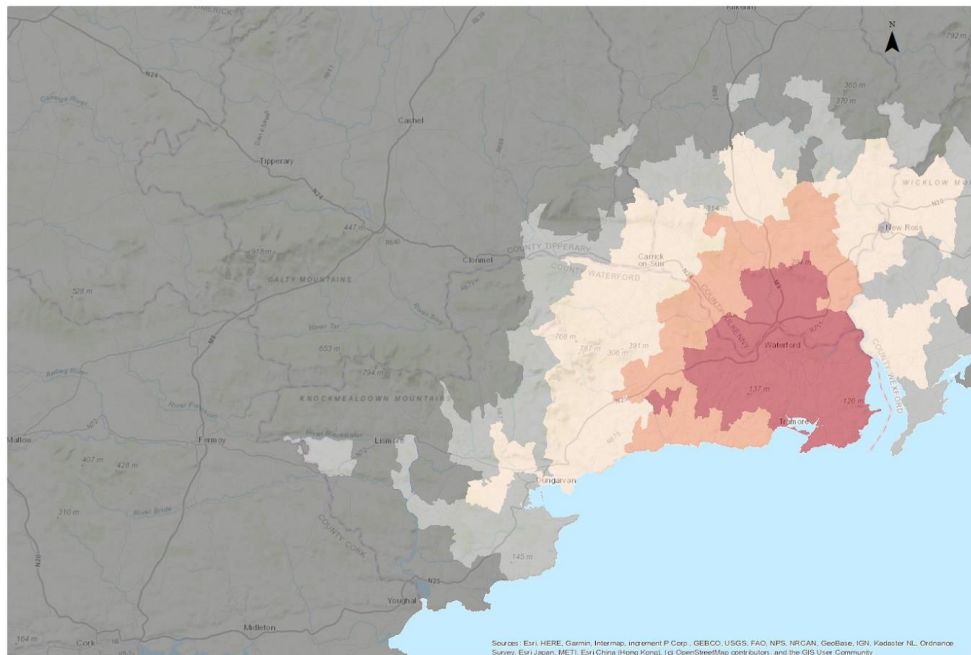
Similarly, the commuter catchment of Waterford extends into south western County Wexford, to areas served by the rail link. The rail link provides a strong commuter base for each of the major settlements, Wexford Town and Waterford City.



### AIRO Web Map - Commuter Catchments

#### Map Layers

- Waterford City**
- 0% - < 5%
  - 5% - < 10%
  - 10% - < 30%
  - 30% - < 50%
  - > 50%



Produced by AIRO  
Maynooth University

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Sw OpenStreetMap contributors, and the GIS User Community

Figure 7 - Commuter Catchment of Waterford City

### 3.4. Commuting Figures

For the purposes of this study, the following electoral divisions are considered part of the catchment area for each station along the rail Link. Based on POBAL Data, the average Deprivation Score of these EDs is -5.74, below County Wexford's average of -4.81<sup>22</sup>.

Station	Electoral Area
Campile	Ballyhack, Kilmokea, Whitechurch
Ballycullane	Dunmain, Fethard, Inch, Killesk, Rathroe, Tintern
Wellingtonbridge	Ballymitty, Bannow, Clongeen, Harristown
Bridgetown	Bridgetown, Duncormick, Harperstown, Kilcowan, Killag, Kilmore, Tomhaggard

The findings are stark, as shown in the chart below. Based on POWSCAR Data, the Commuting figures along the line are 3:1 in the direction of Wexford Town – to where a commuter service was never provided. Instead, scheduling until 2010 used a “boat train timetable” based on historical timings of ferry sailings that functioned as a service from Rosslare Harbour to Waterford City.

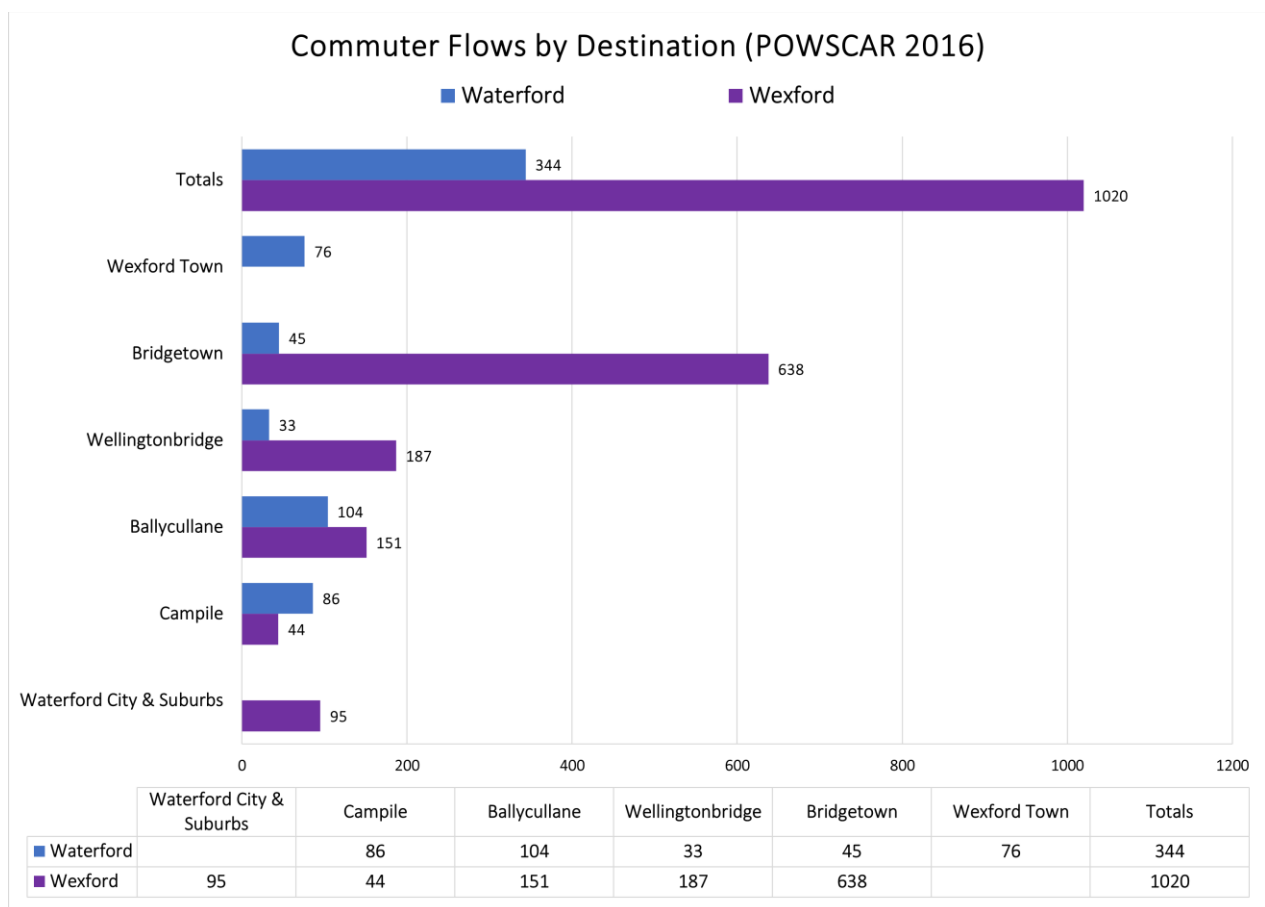


Figure 8 - Commuter Data via POWSCAR (Census 2016)

<sup>22</sup> <https://data.gov.ie/dataset/hp-deprivation-index-scores-2016#:~:text=The%202016%20Pobal%20HP%20Deprivation,the%20level%20of%20electoral%20division.>

As shown in the chart and accompanying data table, significant commuter flows already exist along the line. A functioning rail service can offer significant benefits regarding emissions and traffic reduction and encourage transport orientated development across the route.

The current figures for public transport usage for commuters in the Wexford & Waterford areas can be described currently as poor at best.

Currently, only 3% of Waterford's workers commute using public transport<sup>23</sup>, by far the lowest figure of Ireland's major cities, and lower even than most towns with populations over 5,000.

Only 0.2% of Waterford commuters currently travel to work by using rail<sup>24</sup>.

According to Waterford Council's Baseline Report<sup>25</sup>, 26% of Commuters commuting into the city live in Kilkenny, while 10% are commuting from Wexford. As scheduled, no rail services are offered to commuters during traditional commuting times to Waterford from any direction. Of the currently operational lines, the earliest service from Kilkenny arrives at 9:39; when operational the earliest service from Clonmel & Carrick on Suir arrives at 11:29.

According to the Rikon Waterford 2040 report, Waterford City is projected to contain 45,000 jobs in the year 2040<sup>26</sup>. If Waterford were to even match to the 2016 national figure of 3.4% of Commuters using rail transport, it could mean 1,710 commuters arriving to Waterford daily by rail in 2040. This is without the new Programme for Government's (2020) attempts to shift towards a greener travel model.

For Wexford Town, according to CSO & Wexford County Council figures, 56% of workers commute into Wexford Town from elsewhere in County Wexford, a total of 6,712 workers<sup>27</sup>, with 5% commuting from outside County Wexford. No rail services are offered for this sizable population. Of those living in County Wexford, **only 0.7%** use public transport to commute<sup>28</sup>. Although this figure is very low, it is hardly surprising based on the lack of rail based commuting options available.

The low figures suggest that the current public transport offering available to commuters is not encouraging a measurable modal shift. Although this will be fully explored in Chapter 8, it is worth noting that recent studies have demonstrated that rail transport has a significant advantage over similar bus services<sup>29</sup> in encouraging commuters to shift to public transport.

As previously noted, the line serves the catchment area of Wexford Town commuters, and links to nine of Co. Wexford's Largest employers, which are in the Wexford Town area. (see Figure 8).

<sup>23</sup> <https://www.cso.ie/en/releasesandpublications/ep/p-cp6ci/p6cii/p6mtw/>

<sup>24</sup> <https://www.cso.ie/en/releasesandpublications/ep/p-cp6ci/p6cii/p6mtw/>

<sup>25</sup> <https://www.waterfordcouncil.ie/media/economic-development/lecp/Waterford%20Baseline%20Data%20August%202015.pdf>

<sup>26</sup> [https://waterfordnorthquays.ie/wp-content/uploads/2020/07/Waterford\\_2040\\_Rikon\\_Report\\_Digital\\_AW.pdf](https://waterfordnorthquays.ie/wp-content/uploads/2020/07/Waterford_2040_Rikon_Report_Digital_AW.pdf)

<sup>27</sup> <https://www.wexfordcoco.ie/sites/default/files/content/Planning/Profile-2-Commuting-Flows.pdf>, p15

<sup>28</sup> <https://www.wexfordcoco.ie/sites/default/files/content/Planning/Profile-2-Commuting-Flows.pdf>, p 8

<sup>29</sup> <https://usa.streetsblog.org/2012/06/21/explaining-the-psychological-appeal-of-rail-over-buses/>

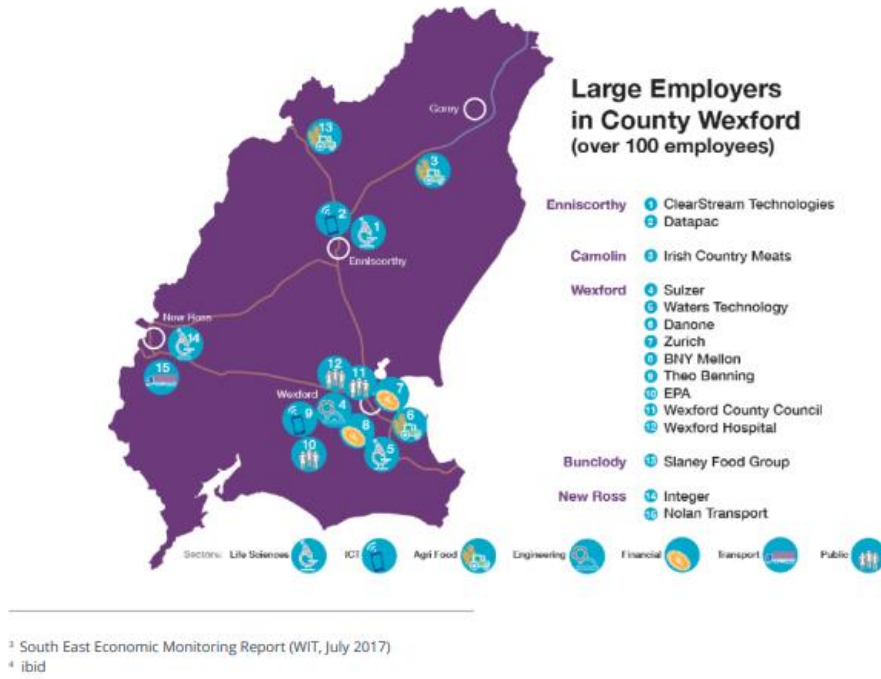


Figure 9 - Large Employers in County Wexford Source: Wexford Co. Co.

Although no longer Government Policy, the Smarter Travel document contained a sustainable Transport goal of 55% of total commuter journeys to work being taken by active travel or public transport by 2020<sup>30</sup>. Such a goal would see hundreds using the rail link daily to travel to Wexford & Waterford.

<sup>30</sup> [http://www.smartertravel.ie/sites/default/files/uploads/2012\\_12\\_27\\_Smarter\\_Travel\\_english\\_PN\\_WEB%5B1%5D.pdf#o](http://www.smartertravel.ie/sites/default/files/uploads/2012_12_27_Smarter_Travel_english_PN_WEB%5B1%5D.pdf#o)

### 3.5. Other Passenger Sources:

Commuters are not the only potential source of passengers for a rail link. The accompanying table from the 2030 Rail Network Strategy Review (2011) shows the boarding usage across the network in March 2010.

**Table 5.3: Boardings by Rail Corridor (average weekday, March 2010)**

Sector		Commuting	Business	Leisure	Total
1	Connolly to Border	9753	649	2382	12784
2	Connolly to Sligo	10066	1294	4745	16105
3	Portarlinton to Galway	763	319	1253	2335
4	Heuston to Cork	10820	2030	7863	20713
5	Kildare to Waterford	494	165	707	1366
6	Connolly to Rosslare EP	3599	379	1413	5391
7	Ballina Spur	10	4	17	31
8	Athlone to Westport	74	63	287	424
9	Athenry to Limerick	308	23	108	439
10	Ballybrophy to Limerick	48	4	21	73
11	Limerick Spur	75	87	339	501
12	Tralee Spur	96	69	271	436
13	Waterford to Limerick Jn	42	29	139	210
14	Cork Commuter	564	152	562	1278
15	Navan to Connolly*	0	0	0	0
16	Dublin City	48399	8058	28925	85382
<b>Total</b>		<b>85111</b>	<b>13325</b>	<b>49032</b>	<b>147468</b>

\* Not in operation in March 2010

Figure 10 - Source: Irish Rail

Taking the network as a whole, 58% of passengers are commuting, with 9% for Business travel, with the remaining 33% travelling for "leisure" reasons. This varies by rail line due to scheduling and settlement factors. But significantly, 42% of passengers are not travelling for daily commuting.

There is already sizable traffic from Wexford to Waterford (and in the reverse direction) for cultural, medical (Waterford Hospital), social, education (WIT & TUSE) and tourist reasons. A rail service can provide a huge benefit by tying into the already existing tourist market in the South East.

## 3.6. Student Traffic

### 3.6.1. Third Level Education Travel

In January 2022, Waterford Institute of Technology (Student Population 2017: 7,550<sup>31</sup>) and IT Carlow (Student population 2017: 6974<sup>32</sup>) will be officially designated as part of the Technological University of the South East. The combined profile of the two South East Institutes of Technology is over 15,000 students and 2,000 staff, generating over 5,000 graduates annually. The South East is one of just two regions in Ireland that does not have a university.<sup>33</sup> Carlow IT has its Wexford campus at Summerhill (the former seminary at St Peters College) and another facility near Wicklow town. The current Wexford Campus building is inadequate for some 1,000 students and the government has approved funds for the purchase of a new campus site in the town.

Fundamental to their joint application for university recognition is the reality that a university is a national rather than regional centre of learning. Colleges that become universities see a significant change over time in their student body in terms of feeder schools reflecting the national rather than regional focus on learning. Gorey in north Wexford is home to two large second level schools, one of which is the country's largest and recently permission has been granted by the Department of Education for the establishment of a third second level school in the town.

A model for the proposed University of the South East is the University of Ulster based at Coleraine with constituent colleges in Belfast and Derry. The existence of a rail link between the above three centres was a reason for the establishment of the University of Ulster at these locations in the 1960's<sup>34</sup>. Indeed the citing of the University at Coleraine at the time was the effective death knell for the railway from Portadown to Derry as Derry had been expected to be the main campus for that university. Universities are national centres of educational excellence from where third level courses are provided centrally to students who come from all parts of the country and beyond. It is essential to move away from the image of a university being provided simply to a region to provide for a regional need since the critical mass may not exist in a region to provide the wide range of specialist courses that an expanding society and economy requires. Transport infrastructure linking disparate educational centres is essential.

At present in the UK, the railway which once connected Oxford directly with Cambridge is being reopened as the Varsity Line. Connecting urban areas based on the presence of a third level campuses is an example of good planning and additional infrastructure needed for education. The presence of third level education, especially the development of post-graduate courses is seen as being a key driver in economic investment in towns attracting employment and economic activity.

There is a clear link between transport infrastructure and educational investment.

<sup>31</sup> <https://data.cso.ie/table/EDA99>

<sup>32</sup> <https://data.cso.ie/table/EDA99>

<sup>33</sup> <https://www.tuse.ie/about/#:~:text=The%20combined%20profile%20of%20the,does%20not%20have%20a%20university.>

<sup>34</sup> <https://www.ulster.ac.uk/sustainability/sustainable-travel/public-transport>

In this context, there already exists a potential for a varsity route based on infrastructure in place. A circle route from Connolly via the Phoenix Park tunnel to Carlow, Waterford and Wexford and Wicklow and back to Connolly over the Rosslare Waterford line linking all the towns with Technical University of the South East campuses. There is no single bus company connecting all these towns, Running a round circular rail service (see *The Loop* in Potential Service Operation) will provide a unique link between educational campuses along the proposed route. It will facilitate commuting to college and can open the possibility of students moving to towns along the route and travelling to and from their accommodation to study. At present trains running between the university cities of Limerick and Galway carry a significant number of third level students at week-ends in addition to students daily commuting.

The significant student population of the proposed TUSE of 15,000 is not currently included in POWSCAR commuting data and it is worth noting that outside of Dublin, 42.4% of Students currently use private cars as their means of transit versus 24.6% using public transport.<sup>35</sup> This figure can be attributed to the lack of attractive public transport options available, and is a sizable target for reduced emissions based on the National Mitigation Plan.

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<sup>35</sup> <https://www.cso.ie/en/releasesandpublications/ep/p-cp6ci/p6cii/p6stp/>



### 3.6.2. Second Level Education Travel

There is a significant Second Level Student population served by the rail corridor, with an overall student population of 10,292 within the catchment area - with 5,784 in Waterford City and 4,508 in County Wexford within the catchment area<sup>36</sup>.

Due to the concentration of second level institutions in the urban centres of Wexford and Waterford, the potential to capture significant portions of this market exists.



Figure 11 - Second Level Institutions served by the rail corridor

For Wexford Town, approximately 1,350 students at school or college aged between 13 and 18 years are commuting within the town<sup>37</sup>, leaving approximately 2,100 second level students travelling to Wexford for second level education from outside the Town. For Waterford the figures are similar, with approximately 2,000 students aged between 13 and 18 years travelling from outside the City & Suburbs. Significant portions of this market can be targeted to encourage a modal shift to public transport. Co. Wexford currently has the 3<sup>rd</sup> highest number of second level student drivers in the state<sup>38</sup>, suggesting that the public transport network is not currently meeting the needs of this market.

As a commuter rail service was never run in the Wexford Town direction, a configuration of scheduling and train units can help accommodate this modal shift. Regular trains with ample bicycle storage and timed bus connections could lead to a low carbon & comfortable commute to school in the near future.

<sup>36</sup> <https://www.education.ie/en/Publications/Statistics/Data-on-Individual-Schools/post-primary/> Data on Individual Schools 2019-2020

<sup>37</sup> <https://data.cso.ie/table/E6013>

<sup>38</sup> <https://www.cso.ie/en/releasesandpublications/ep/p-cp6ci/p6cii/p6stp/>

### 3.7. Tourist Ridership:

Significant domestic and international tourism already exists within the South East Region, particularly in the areas served by the Wexford-Waterford Rail Link. Bord Fáilte & CSO Figures for 2017 show the significant tourist traffic (both domestic and international) that exists within Counties Wexford & Waterford.

County	Domestic Tourists (2017) <sup>39</sup>	International Tourists (2017)
Wexford	654,000	232,000
Waterford	327,000	255,000
Kilkenny	298,000	315,000

Data via CSO and Fáilte Ireland 2017 Topline Performance by Region

Of particular note is the domestic tourism to County Wexford, which CSO data suggests has grown to 826,000<sup>40</sup> in 2019. This is the fifth largest figure in the state, after the well established destinations of Dublin, Cork, Kerry, and Galway.

An average of the 2017 figures suggests approximately 2,500 daily tourist journeys to County Wexford, with 1,600 daily journeys to Waterford. The lack of rail connection between these two counties is a huge missed market, particularly if one includes Kilkenny's significant tourist draw also (613,000 total tourists in 2017). Restored services on the Waterford-Wexford rail link can increase inter-regional connectivity for tourists across the region, with attractive journey times and sensible time-tabling. Figures available from Bord Fáilte show that in 2013, only 8% of domestic tourists used Inter City rail as their means of travel for tourism<sup>41</sup>. A coordinated approach between Iarnród Eireann and Bord Fáilte could lead to major growth in this sector.

The Irish Tourism Industry Confederation's Review of Public Transport & Tourism in Ireland (2016) is critical of the lack of promotion of public transport as a means of travel for tourism and recommends a series of actions to increase public transport usage by tourists. Most significantly, to *promote services to tourists as day-trip and short break products*<sup>42</sup>. With regard to this recommendation, please see the Chapter on Services, particularly *The Loop* and the potential for rail integration within existing Touring Zones such as Ireland's Ancient East.

Even capturing a small share of existing tourist markets can help ensure the long-term viability of the Wexford-Waterford rail link. All driving in Continental Europe and the majority of other countries around the globe is done on the right hand side of the road. Many potential visitors are put off by a deep fear of motoring in a country where driving is on the left and the availability of good rail of

<sup>39</sup> [https://www.failteireland.ie/FailteIreland/media/WebsiteStructure/Documents/3\\_Research\\_Insights/2\\_Regional\\_SurveysReports/2017-topline-regional-tourism-performance.pdf?ext=.pdf](https://www.failteireland.ie/FailteIreland/media/WebsiteStructure/Documents/3_Research_Insights/2_Regional_SurveysReports/2017-topline-regional-tourism-performance.pdf?ext=.pdf)

<sup>40</sup> <https://data.cso.ie/table/HTA11>

<sup>41</sup> <https://www.itic.ie/wp-content/uploads/2016/06/ITIC-Public-Transport-Tourism-Review-June-2016-.pdf>

<sup>42</sup> <https://www.itic.ie/wp-content/uploads/2016/06/ITIC-Public-Transport-Tourism-Review-June-2016-.pdf>, p.35

good rail transport options, not just radially from Dublin, but in the regions will make Ireland a more attractive destination overall to foreign tourists.

### 3.8. Ferry Traffic

The original purpose of the Waterford-Wexford & Rosslare rail link was to link the new Ferryport of Rosslare Harbour with the West of the Country, allowing shorter journey times to the UK. Foot passengers along this line remained significant until the late 1990s and early 2000s until the rise of low-budget airlines reduced this demand. Passenger numbers travelling on the Fishguard-Rosslare (Stena) route declined from 687,000 in 2001 to 295,000 in 2018<sup>43</sup>, even though overall tonnage transported remained strong. For the Pembroke to Rosslare Route (Irish Ferries), overall passenger numbers remained strong with a slight increase over the ten year period 2009-2019 noted to 327,000 per annum<sup>44</sup>.

On the Welsh side, it is possible to ascertain numbers of traditional "sail/rail" passengers due to the stations at Fishguard Harbour and Fishguard & Goodwick. Fishguard & Goodwick is located approximately 1km from the Fishguard Harbour Station, and serves the local population of the village.

The Fishguard Harbour station only serves ferry passengers. Fishguard Harbour station served 13,982<sup>45</sup> passengers in 2018-2019, suggesting a daily rail/sail passenger count of 38. Similar figures are not available for Rosslare Harbour, but in its traditional operation, "ferry" trains serving Rosslare Harbour used the rail link to Waterford to access Limerick & Cork. The Rosslare-Dublin line was not used to transport ferry passengers, due to Dublin's stronger ferry connections.

Rosslare Europort has announced additional ferry services in the recent past, with daily services to Dunkirk beginning in 2021<sup>46</sup>. As of February 2021, there are 32 weekly services from Rosslare Europort to Mainland Europe. DFDS introduced a six-times weekly Rosslare to Dunkirk service, Stena Lines has doubled the service on its Cherbourg-Rosslare Service to six per week, Brittany Ferries currently offers a once weekly Rosslare-Bilbao service, in addition to a once weekly Rosslare-Cherbourg return service. Brittany Ferries has added services to Roscoff and St. Malmo as of February 2021<sup>47</sup>.

Although Ferry foot passenger traffic has declined in recent years, there is a chance to grow this market in the future. There are many new ferry services arriving in Rosslare, and the rise of the global *flight shame* movement lead to an annual 11% growth in Swedish Rail passengers in 2019<sup>48</sup>.

<sup>43</sup> <https://statswales.gov.wales/Catalogue/Transport/Sea/numberofseapassengerstravellingonroutesbetweenwalesandtherepublicofireland-by-port>

<sup>44</sup> <https://www.gov.uk/government/statistical-data-sets/sea-passenger-statistics-spas>

<sup>45</sup> <https://gov.wales/sites/default/files/statistics-and-research/2020-02/rail-station-usage-april-2018-march-2019-672.pdf>

<sup>46</sup> <https://fleet.ie/new-dfds-six-times-weekly-service-direct-to-dunkirk-from-rosslare-europort-next-january/>

<sup>47</sup> <https://fleet.ie/new-brittany-ferries-service-increases-direct-rosslare-european-services-to-32-weekly/>

<sup>48</sup> <https://in.reuters.com/article/us-railway-sweden/swedens-rail-travel-jumps-with-some-help-from-flight-shaming-idINKBN2071JI>

The potential exists to make Rosslare Ireland's key passenger port for links to the UK and the European Union. Due to Rosslare's strategic position, it can easily move passengers arriving by ferry to Dublin and the West due to its current rail connections. It is worth noting that the Trans-Europe Express network of day and night trains which was mothballed some 25 years ago is now making a comeback. In December 2020 leading European rail companies signed a letter of intent for the TEE 2.0, a night-train network to operate across the continent. This is due to have 26 routes operating by 2023 and will be a rival to airlines. Paris will be one of the hubs and the city has good access to the ferry ports with links to Ireland.

It is worth noting that the rail link remains the property of the Fishguard & Rosslare Railways & Harbours Company, a joint venture between Iarnród Éireann and Stena Line, a complicated ownership structure dating from the Victorian Era. Rosslare Harbour remains operated by Iarnród Éireann and has posted an annual profit of approximately €2 million in recent years<sup>49</sup>. The potential for ring-fencing funds from Rosslare Europort to support the operation of the rail link has not heretofore been explored.

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<sup>49</sup> Strategic Review of Rosslare Europort, Indecon, 2013

### 3.9. Interrail

In recent years, the EU Rail *Interrail* scheme, offering integrated ticketing across Europe has gone from strength to strength, with sales of Interrail tickets in Sweden increasing by 45% in 2018<sup>50</sup>.

Rosslare is well positioned to benefit from increased Interrail tourism – several new Ferries with direct links to Continental Europe and the EU were announced in late 2020 and early 2021. – Rosslare can potentially be Ireland's bridgehead for Interrail passengers, allowing them to continue to use their Interrail passes after a ferry journey.

With such a strategy, an Interrail journey of Berlin-Galway or Paris to Limerick becomes a possibility, allowing greater cohesion across Europe and integrating Ireland further into the travel patterns of the European Union. Due to the nature of “hop-on, hop off” Interrail tickets, towns and villages along the route stand to benefit from increased tourism based on Interrailing.

Rosslare is featured prominently on current Interrail maps, but due to its current lack of a functioning rail link to the West, this market has never seriously been sought. This can increase the tourist profile of existing attractions within reach of Rosslare, such as the Waterford Greenway. Using the Wexford-Waterford rail link to allow tourists to *See the Greenway the green way* has been suggested in Dáil Éireann by Marc O’Cathasaigh TD<sup>51</sup>.



Figure 12 - Interrail Map - focus on Ireland Source: EU Rail Group

<sup>50</sup> <https://www.wired.co.uk/article/europe-train-travel>

<sup>51</sup> <https://www.oireachtas.ie/en/debates/debate/dail/2020-10-06/32/#s34>

### 3.10. Special Event & Sports Passengers

Due to the existence of manually operated level crossings on the route, Iarnród Éireann did not operate a Sunday Service on the Wexford-Waterford Rail link for many years. This failed to provide a service for many weekend leisure, student, and special event and sports travelers.

#### **Sports:**

The line links Wexford to Waterford and via the Waterford-Limerick Junction line, provides connections on to Cork, Limerick, Galway, and Tipperary. These counties have strong GAA traditions, as well as high level rugby and soccer communities. The potential for Sunday services to provide travelling fans a connection to League & Championship matches should not be ignored. Similarly, rugby matches in Limerick & Cork could be easily reached. "GAA Special Trains" are regularly organized during the Summer Championship season<sup>52</sup>. Smaller League attendances could be accommodated by a regular Sunday rail service. An examination of the potential for GAA Special trains should be undertaken approaching large attendance events.

#### **Special Events:**

Many large festivals occur on areas linked by the rail line, including: The Wexford Festival Opera, Waterford Walls, The Phil Murphy Weekend (Carrig-on-Bannow). A large amount of festivals and special events can also be reached by timed connections at Waterford, including the Kilkenny Cat Laughs Festival, Kilkenny Arts Festival, Cork Jazz Festival, The All Together Now Festival (Waterford). In addition to this, non-annual events such as the Tall Ships Festival, and the National Ploughing Championships can also drive significant ridership. Although special event passengers are not a regular revenue stream or source of passengers, they can provide a significant market base of event related ridership.

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<sup>52</sup> <https://www.shannonside.ie/news/local/roscommon/irish-rail-confirms-details-special-trains-roscommon-gaa-fans/>



### 3.11. Potential Ridership

South East on Track is not equipped to undertake a demand model based on either the NTA based or LOGIT demand for transport. However, we are prepared to make an estimate of potential passenger usage in the short to medium term based on publicly available data. For Commuter figures, POWSCAR Data can give a clear picture of transport patterns. As this does not include Educational and non commuting data, we include a series of conservative estimates below the national average based on available CSO data.

Passenger Type	Daily Average (Wexford–Waterford)	Journey Factor (Return [2] or Single [1])	National Average of Type using Public Transport <sup>53</sup>	% of potential daily rail users (local factors)	Passenger Projections
<b>Commuters:</b> Population aged 15 years and over at work (destination Waterford City or Wexford - within catchment of the rail link)	1364 <sup>54</sup>	2	28%	25%	682
<b>Third Level Students:</b> Students at school or college aged 19 years and over	2939 <sup>55</sup>	2	31%	5%	294
<b>Second Level Students:</b> Students at school or college aged between 13 and 18 years	5128 <sup>56</sup>	2	28%	3%	308
<b>Domestic Tourists</b> (Wexford & Waterford)	2688 <sup>57</sup>	1	8%	5%	134
<b>International Tourists</b> (Wexford & Waterford)	1334 <sup>58</sup>	1	57%	3%	40
<b>Ferry Foot Passengers</b> (Rosslare Europort)	38 <sup>59</sup>	1	n/a	50% <sup>60</sup>	19
<b>Other Passengers</b> (Leisure/Shopping / Business etc.)	n/a	n/a	19%	n/a	100 <sup>61</sup>
<b>Estimate: Daily Passengers</b>					<b>1,577</b>
<b>Estimate: Annual Passengers</b>					<b>575,605</b>

Figure 13 - Short & Medium Term Ridership Estimate - South East on Track

Although these estimates seek a conservative market share based on national averages, they clearly illustrate that significant markets exist for rail services in the area served by the corridor.

<sup>53</sup> <https://www.cso.ie/en/releasesandpublications/ep/p-nts/nts2016/whwt/>, and [https://www.failteireland.ie/Faillteireland/media/WebsiteStructure/Documents/3\\_Research\\_Insights/2\\_Regional\\_SurveysReports/2017-topline-regional-tourism-performance.pdf?ext=.pdf](https://www.failteireland.ie/Faillteireland/media/WebsiteStructure/Documents/3_Research_Insights/2_Regional_SurveysReports/2017-topline-regional-tourism-performance.pdf?ext=.pdf)

<sup>54</sup> <https://airo.maynoothuniversity.ie/mapping-resources/airo-census-mapping/national-viewers/powcar-travel-work>

<sup>55</sup> <https://data.cso.ie/table/E6013> (Settlements Wexford & Waterford City)

<sup>56</sup> <https://data.cso.ie/table/E6013> (Subtracting Travel to School Data from total Second Level Student Population in Settlement)

<sup>57</sup> [https://www.failteireland.ie/Faillteireland/media/WebsiteStructure/Documents/3\\_Research\\_Insights/2\\_Regional\\_SurveysReports/2017-topline-regional-tourism-performance.pdf?ext=.pdf](https://www.failteireland.ie/Faillteireland/media/WebsiteStructure/Documents/3_Research_Insights/2_Regional_SurveysReports/2017-topline-regional-tourism-performance.pdf?ext=.pdf) (Annual Figure, rendered daily)

<sup>58</sup> [https://www.failteireland.ie/Faillteireland/media/WebsiteStructure/Documents/3\\_Research\\_Insights/2\\_Regional\\_SurveysReports/2017-topline-regional-tourism-performance.pdf?ext=.pdf](https://www.failteireland.ie/Faillteireland/media/WebsiteStructure/Documents/3_Research_Insights/2_Regional_SurveysReports/2017-topline-regional-tourism-performance.pdf?ext=.pdf) (Annual Figure - rendered daily)

<sup>59</sup> <https://gov.wales/sites/default/files/statistics-and-research/2019-02/rail-station-usage-april-2017-to-march-2018.pdf> (Based on figures from Fishguard, Wales)

<sup>60</sup> As historic rail traffic and current Rosslare Europort bus services link to the South West, this would reflect historic market share

<sup>61</sup> There is no CSO data available to ascertain this figure. As 58% of all rail trips are non-commuting related(p.14), this is a conservative estimate of potential usage.



### 3.12. Passenger Growth

In addition to the previously mentioned population growth projections, there are several upcoming developments within the Wexford and Waterford area that can lead to significant passenger growth and should be considered within the context of this rail link:

#### 3.12.1. Trinity Wharf, Wexford Town



Figure 14 - Trinity Wharf Rendering – Source: O'Leary Sluuds Architects

Trinity Wharf is a proposed development by Wexford County Council that “will facilitate a new sustainable urban quarter with a high-quality public realm, mix of modern office space, hotel accommodation, leisure and residential development, a landmark cultural and events building, 58 residential units and a multi-storey car park.”<sup>62</sup> According to Wexford County Council figures, it is projected that this development will ultimately provide 1,000 long term jobs in Wexford<sup>63</sup>.

This development has been approved by An Bord Pleanála and lies adjacent to the Wexford-Rosslare line. A land transfer from Iarnród Éireann to Wexford County Council will be necessary, and Iarnród Éireann has already provided consent.

With the prospect of 1,000 permanent jobs, this proposal provides an excellent opportunity for a shift to rail transport within Wexford. The proposal includes a multi storey carpark. Although the proposed parking is perhaps inconsistent with development and climate goals, it can only contain a maximum of 462 parking spaces, leaving approximately 550 employees without a parking space.

The obvious solution to this is in the context of a reopened Waterford-Wexford rail link, a basic station can be added here. A station named Wexford South operated here until February 1977. As

<sup>62</sup> <https://www.wexfordcoco.ie/business/economic-development-projects/trinity-wharf-development>

<sup>63</sup> <https://www.wexfordcoco.ie/news/2018/07/16/council-unveils-draft-masterplan-for-development-of-trinity-wharf>

the land abutting the rail line is still owned by IE, a very basic single platform station could be reopened here to provide for workers, as well as visitors to Trinity Wharf.

Furthermore, the Southern end of Wexford town is densely populated, and major employers such as Danone and Glanbia which are both within an eight minutes walk of the proposed station can provide additional passenger traffic. The additional station would not slow down the current Dublin-Rosslare service, as there is a speed limit of 8km/h in place on the quay between the current O'Hanrahan Station, and location of the former Wexford South station.

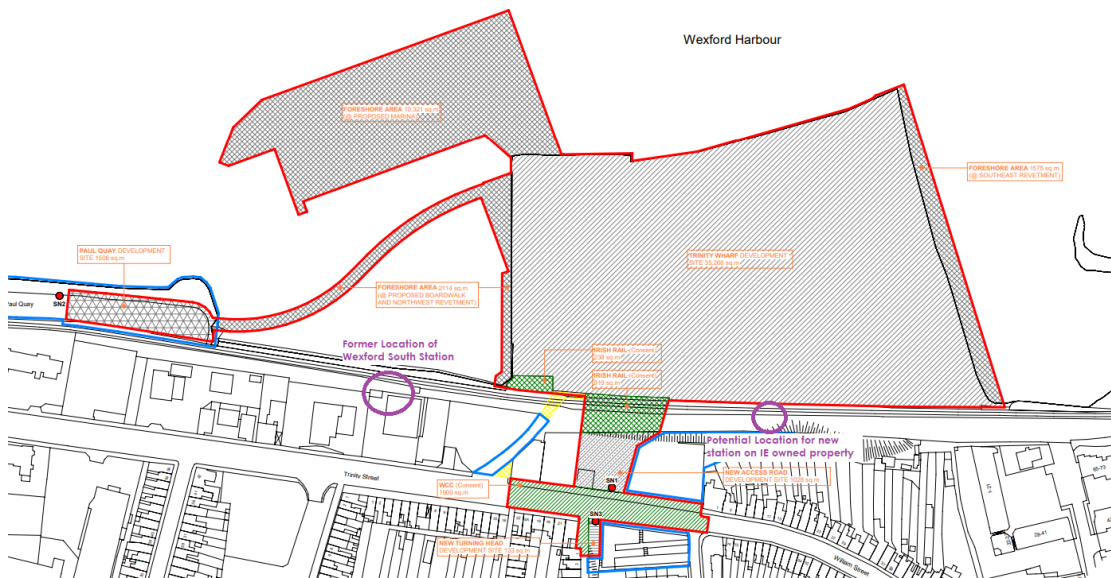


Figure 15 - Proposed Trinity Wharf Plan with potential Station location (Source: Wexford Co. Co)

A Station in this location would also link in favorably with the existing WX2 Wexford Bus Service, offering an eight minute bus journey from IT Carlow's Wexford Campus at St. Peter's College, or alternately a seven minute bicycle ride. Such a development is consistent with the Key Infrastructural Requirements for Wexford Town included in the RSES. These include:

- iii. Strengthen 'steady state' **investment in existing rail infrastructure** to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity
- iv. Significant investment in port facilities at Rosslare Europort to accommodate larger RORO ships, improved capacity and **facilities for freight handling (including rail freight)** and improved amenities and services for passengers at the terminal
- v. Investment to support **development of Trinity Wharf as a Strategic Employment Location**.<sup>64</sup>

<sup>64</sup> Southern Regional Authority, RSES, p. 65

### 3.12.2. Waterford North Quays (SDZ)



Figure 16 - Rendering - Waterford North Quays Project

The Waterford North Quays Development is slated to be the largest urban regeneration project in the Country. The combined private and public investment in the project is estimated at over €500m, with the private development delivering nearly 2,300 full time jobs by 2023, and with the creation of a further 4,500 indirect jobs in the community. A 7% growth rate to Waterford's economy is anticipated as well as a 1.5% growth to the wider South East economy.<sup>65</sup>

In November 2020, €110.6 million was committed by the government for the project<sup>66</sup>. One of the central features of this project is the creation of a new Integrated Transport Hub, serving Iarnród Éireann and local and Expressway bus connections. The development includes a new sustainable transport bridge across the River Suir to link the North and South Quays to the Waterford & New Ross Greenways, as well as to public transport.

In their Business Case supporting the closure of the rail link in 2010, Iarnrod Eireann repeatedly claimed that the “remote” location of the railway station in Waterford contributed to depressed passenger numbers. This new development will ensure that rail travel will be a central and attractive part of Waterford's future development, with 6,800<sup>67</sup> jobs supported by the development in the immediate vicinity.

Furthermore, the “isolation” of the railway station to major employment and education centers will be negated by the integration of local bus services (W1-W5) into the transport hub. Active travel

<sup>65</sup> <https://waterfordnorthquays.ie/press-releases/>

<sup>66</sup> <https://www.gov.ie/en/press-release/b9948-806m-urban-regeneration-and-30m-transport-funding-announced-for-waterford-north-quays-project/>

<sup>67</sup> <https://waterfordnorthquays.ie/press-releases/>



will also be encouraged by the sustainable transport bridge, and integration of the greenway network to Dungarvan and New Ross.

A basis analysis of the proposed station layout in the new Waterford Transport Hub would allow for a variety of rail services to be provided. Services to/from Limerick, to/from Dublin, to/from Wexford/Rosslare can be accommodated at the same time, allowing easy transfers from one service to another, thus encouraging increased rail transport and regional connectivity across the South East Region.

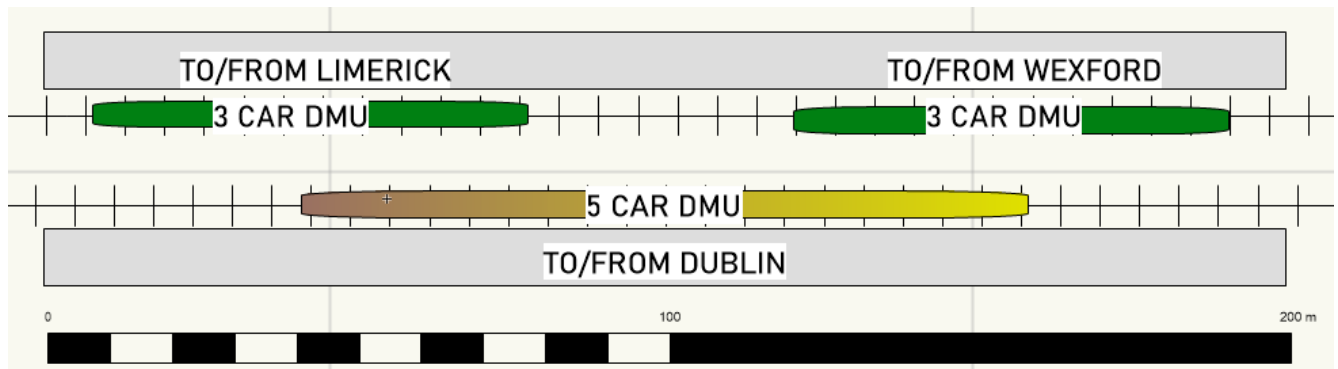


Figure 17 - Schematic showing potential rail options at new Waterford Railway Station

Based on the available information, accommodating services in a variety of directions is possible at the same time, allowing Waterford to become a "rail hub" befitting its status as the largest city in the South East region.

Reopening the rail link to Wexford and the east coast satisfies the following Policy Objectives within the Waterford Metropolitan Area Strategic Plan included in the Southern Regional Assembly RSES. These include:

**Waterford MASP Policy Objective 7:**

d. Improvements to the Waterford -Limerick/Shannon Strategic Transport network to include **upgrading of N24 and Rail line for faster journey times and improved public transport frequencies** on public bus and rail services.

d. Improvements to the Waterford – Rosslare Europort & Wexford Strategic Transport network to include improved **road and rail connectivity into Rosslare Europort from Waterford**, recognising the important role of Rosslare Europort as a passenger and freight port for the Waterford Metropolitan Area and wider-Southern Region.

e. The optimal use of the rail network, **connecting Waterford at a regional and national level, in catering for the movement of people and goods including development of commuter rail services into Waterford.**

f. **Retention of the Waterford -Rosslare Rail line for future freight and passenger rail connectivity to for (sic) Rosslare Europort.**

g. Measures to support Modal Change through **transfer of freight from road to rail through increased use of freight sidings (or creation of new rail connections)** at the ports and other locations throughout the South-East

*Waterford MASP Policy Objective 7*

**Regional Connectivity**

It is an objective to support the development of improved Regional Connectivity through development and maintenance of strategic transport infrastructure to support the sustainable development of Waterford and the South-East subject to the outcome of WMATS where applicable, appropriate appraisal, environmental assessments and the planning process.

Local Authorities and public bodies including state transport agencies shall prioritise investment in the following road and rail infrastructure subject to the outcome of environmental assessments and the planning process to deliver enhanced regional connectivity:

- a. The maintenance and enhancement of the national roads network, catering for transport demand within the Waterford Metropolitan Area, for improved inter-urban / interregional connectivity/ reduced journey times and for improved access to international gateways, including Port of Waterford, Rosslare-Europort and Waterford Airport, through:
  - i. Delivery of current Government programmed and proposed national road network improvement schemes relating to the Waterford Metropolitan Area and associated inter-urban connecting roads.
  - ii. The maintenance and optimisation of the strategic road network's capacity and utility, through the implementation of appropriate demand management measures.
- b. Improvements to the Waterford -Limerick/Shannon Strategic Transport network to include upgrading of N24 and Rail line for faster journey times and improved public transport frequencies on public bus and rail services.
- c. Improvements to the Waterford -Cork Strategic Transport network to include upgrading of N25 and additional options for Park and Ride into Cork and Waterford.
- d. Improvements to the Waterford - Rosslare Europort & Wexford Strategic Transport network to include improved road and rail connectivity into Rosslare Europort from Waterford, recognising the important role of Rosslare Europort as a passenger and freight port for the Waterford Metropolitan Area and wider-Southern Region.
- e. The optimal use of the rail network, connecting Waterford at a regional and national level, in catering for the movement of people and goods including development of commuter rail services into Waterford.
- f. Retention of the Waterford -Rosslare Rail line for future freight and passenger rail connectivity to for Rosslare Europort.
- g. Measures to support Modal Change through transfer of freight from road to rail through increased use of freight sidings (or creation of new rail connections) at the ports and other locations throughout the South-East.

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Figure 18 - RSES Waterford MASP

## 4. CAPITAL INSTATEMENT & REINSTATEMENT COSTS

### 4.1. Introduction

This section examines the required capital cost to reinstate the railway based on its current condition, as well as the replacement cost or NET value of the rail link.

### 4.2. Current NET Value

The Wexford-Waterford rail link was the last new major heavy rail infrastructure project constructed in Ireland. In this context, it is unlikely such a project would be attempted again, therefore it is appropriate to attempt to estimate the NET Cost of such an undertaking, to calculate the value of the current infrastructure.

For the purposes of the cost estimate this report will use the following methodology.

The current net present value of the infrastructure is estimated using Professor Baumgartner's 2000 *Prices & Costs in the Railway Sector*, which is heavily featured in the European Commission's Assessment of unit costs (standard prices) of Rail projects (Capital Expenditure)<sup>68</sup>, by the Directorate General for Regional and Urban Policy, 2018.

Using the figures in the listed report, the current net value of the railway line is approximately €652 million. This is based on the "new construction cost" of the currently existing infrastructure linking the Dublin-Rosslare and Dublin-Waterford rail lines.

#	Description	Length	Cost per km	Cost (2000)	Cost 2020 Allowing for inflation
	Feasibility & Preliminary Study	54km	€10,000	€540,000	€760,000
	Land Acquisition (based on population density)	54km	€3M/km	€162,000,000	€228,400,000
	Construction of Track (incl. Killinick to Felthouse)	54km	€5M/km	€270,000,000	€380,000,000
	Snowhill Tunnel	198m	€20M/km	€3,960,000	€5,580,000
UBH140	Barrow Bridge	650m	€30M/km	€19,500,000	€27,500,000
UBH171	Taylorstown Viaduct	125m	€30M/km	€3,750,000	€5,300,000

<sup>68</sup> [https://ec.europa.eu/regional\\_policy/sources/docgener/studies/pdf/assess\\_unit\\_cost\\_rail\\_en.pdf](https://ec.europa.eu/regional_policy/sources/docgener/studies/pdf/assess_unit_cost_rail_en.pdf)

UBH193	Duncormick Viaduct	70m	€30M/km	€2,700,000	€3,800,000
TOTAL (via Baumgartner 2000)				€462,450,000	<b>€652,000,000</b>

This estimate suggests that should the rail line be abandoned or taken completely out of use, the future cost of a similar project to link the Dublin-Waterford & Dublin-Rosslare rail lines would cost approximately **€652,000,000**.

### 4.3. Estimated Upgrade Costs

Due to the continued basic maintenance since 2010 of the Wexford-Waterford Rail Corridor, it is difficult to estimate the current condition of the line in terms of capital costs for an upgrade to restore passenger services. No similar project has taken place in recent years, and re-openings of such routes as Ennis-Athenry and Cork-Midleton involved much larger construction as the permanent way and infrastructure had severely degraded. The costs in this case are bound to be significantly lower, with the NTA stating in 2010 "*The maintenance plan in this case is significantly more extensive than any previous programme for "out of service" lines.*"<sup>69</sup>

According to Iarnród Éireann's 2010 *Business Case for the Withdrawal of Services* [for the Wexford Waterford Rail Link], upgrades were planned before suspension of services in 2010 under the auspices of the Railway Safety Programme, . *It is intended that approximately 15 miles of this will be upgraded under the current round of the railway safety programme. Other works included in the railway safety programme plan includes works at up to 14 level crossings on the Waterford to Rosslare section along with limited embankment works. The total cost of the proposed railway safety works amount to €17.6m for the route or an annual average commitment of €3.5m*<sup>70</sup>.

Further information on these planned works is revealed in the Mid-term Review of Iarnród Éireann's Third Railway Safety Programme (DTTAS, 2013) where the planned level crossing work was listed as " the replacement of substandard semaphore signals with colour light signals at 28 level crossings. This was intended to be stage one of conversion to full CCTV at a later date. All the crossings included in the programme are on lightly used lines (Limerick/Ballybrophy, Limerick/Waterford and Waterford/Rosslare) and are generally ranked low risk in the risk ranking of level crossings. The Waterford/Rosslare line was closed to traffic in 2010"<sup>71</sup>.

These details suggest that the cost per mile under the Railway Safety Programme for Continuous Welded Rail & Level Crossing upgrades are approximately €1.17 million per mile (€0.73m per

<sup>69</sup> Evaluation of Irish Rail Proposal to Suspend Passenger Services on RosslareWaterford Line, NTA 2010

<sup>70</sup> Business Case for the Withdrawal of Rail Services, Irish Rail, 2010.

<sup>71</sup> Mid-term Review of Iarnród Éireann's Third Railway Safety Programme, DTTAS, April 2013



kilometer), generating a figure of **€29 million for relaying the out of service section**<sup>72</sup> (excluding the Killiane Killinick curve) **and upgrading the level crossings in 2010.**

South East on Track believes that a more significant upgrade than what was planned in 2010 is necessary to realize the full potential of the rail link, including modern signaling, increased line speeds and the restoration of the direct Killiane-Killinick curve allowing the bypassing of Rosslare Strand.

To this end, general figures per kilometer are available from Iarnród Éireann (via the 2030 Rail Network Strategy) based on estimated upgrade costs as well as the Baumgartner figures. For the purposes of this analysis, both figures will be used and compared to the 2010 estimate.

<b>Irish Rail – Railway Safety Programme Upgrade (2010 Costs)</b>	Length (km)	Cost per km €million	Total (mil)	Total € Million per 2021 (CPI)
CWR for entire route & level crossing improvements	40 <sup>73</sup>	€0.73	€29	€30.51
<b>Current Status &amp; Upgrade - Baumgartner 2000</b>	Length (km) or Unit	Cost per unit €million <sup>74</sup>	Total (Baumgartner 2000)	Total € million per 2021 (CPI <sup>75</sup> )
Rosslare to Belvview - Track Relay (50kg/m)	50	0.5	€ 25.00	€ 35.25
Killinick to Killiane (Felthouse Curve)	4	3	€ 12.00	€ 16.92
Level Crossings (4 Automatic Barriers per crossing)	11	0.7	€ 7.70	€ 10.86
Automatic Signaling	54	0.1	€ 5.40	€ 7.61
<b>TOTAL</b>			€ 50.10	<b>€ 70.64</b>
<b>Current Status &amp; Upgrade - Iarnród Éireann 2011 Figures</b>				
Rosslare to Belvview - Upgrade to 160kmph	50	<b>1.5</b>	€ 75.00	€ 76.28
Killinick to Killiane Construction	3.6	<b>3.5</b>	€ 12.60	€ 12.81
<b>TOTAL</b>			€ 87.60	<b>€ 89.09</b>

These basic calculations allow for the basic estimation for the renewal of the Rosslare-Waterford Railway line to be approximately €54 million. This figure does not include the reconstruction of the direct Killinick-Felthouse Junction curve, which this group believes is vital to the future of the railway.

<sup>72</sup> 6.2 miles of the rail line was relayed with Continuous Welded Rail before closure in 2010. Source: Asset Management Of The Bellview – Rosslare Strand Line After Service Withdrawal (IE)

<sup>73</sup> This figure supposes keeping the extant 10km of CWR in situ

<sup>74</sup>

[https://www.cupt.gov.pl/images/zakladki/analiza\\_kosztow\\_i\\_korzysci/J\\_P\\_Baumgartner\\_Prices\\_and\\_Costs\\_in\\_the\\_Railway\\_Sector\\_Ecole\\_Polytechnique\\_Federale\\_de\\_Lausanne\\_2001.pdf](https://www.cupt.gov.pl/images/zakladki/analiza_kosztow_i_korzysci/J_P_Baumgartner_Prices_and_Costs_in_the_Railway_Sector_Ecole_Polytechnique_Federale_de_Lausanne_2001.pdf)

<sup>75</sup> <https://www.cso.ie/en/interactivezone/visualisationtools/cpiinflationcalculator/>

Regarding the calculations used, the Baumgartner Figures give a greater level of detail than Iarnród Éireann's. Similarly, there has not been a similar project in recent years in Ireland as recent rail constructions (Ennis-Athenry, Cork-Middleton) have involved lines that were closed for much longer periods of time, and which were not maintained to a similar standard. It can be surmised that the Iarnród Éireann figures are based on this higher level of cost. Furthermore, it is unknown if the current Wexford-Waterford alignment could be upgraded to a 160kmph running speed, our speed analysis suggests that a 70mph/110kmph running speed could accommodate competitive journey times.

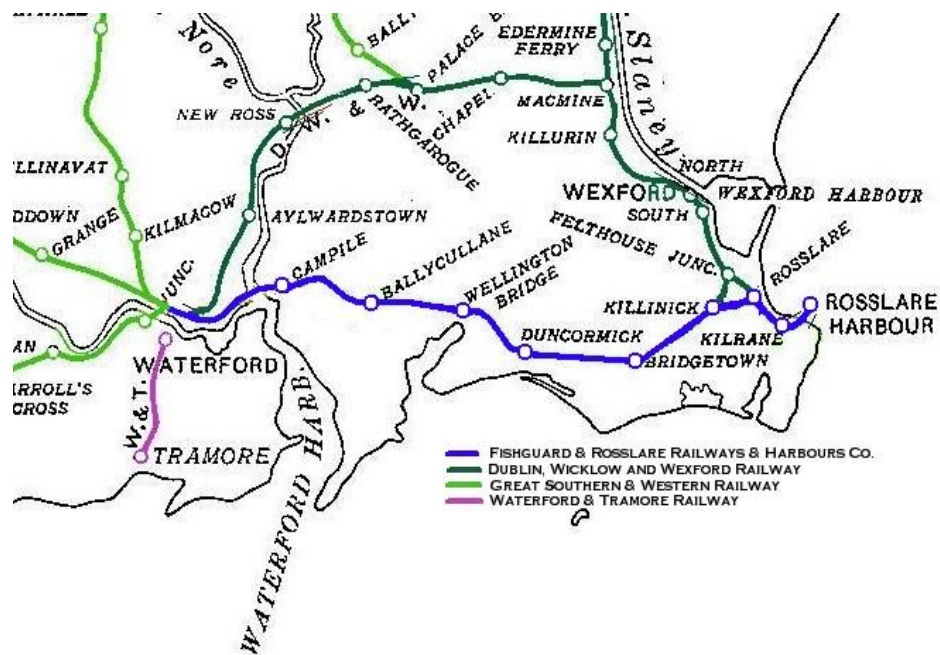


Figure 19 - Rail Link with Direct Killiane-Killinick (Felthouse Junction) curve visible (Source – Wexford Co. Co)

## 4.4. Precedence for reopening

Within Ireland, the European Union and the UK, there are several examples showing the success of re-opened rail lines. Several of these are applicable for the Wexford-Waterford rail link.

Domestically, demand on Phase 1 of the Western Rail Corridor (WRC) has soared – with 2019 figures showing 531,000 using the Limerick-Galway service.<sup>76</sup>

The former Bray-Harcourt Street line was partially reopened in 2004 (operating as Luas), before an extension was added in 2010 to Cherrywood. This service went into profit a full year ahead of schedule<sup>77</sup>.

Several examples from the UK reveal the success of reopening formerly closed rail lines.

- The Robin Hood Line (Nottingham to Worksop) has been regarded as a huge success and has led to an impressive 37% modal shift from car usage<sup>78</sup>.
- Despite serving small communities in Mid-Wales the heart of Wales Line (Craven Arms to Llaneli) still reports strong passenger numbers with growth in recent years.<sup>79</sup>
- The Maesteg Rail Line in Wales reopened in 1992 and still reports strong passenger growth, with annual growth of 2.9% in 2018.
- The Vale of Glamorgan Rail Line in Wales reopened in 2005 and continues to report significant growth in passengers. Network Rail has stated that “patronage has outstripped all expectations<sup>80</sup>.”

These Welsh rail links are particularly important as they serve areas with similar populations and population density to the Wexford-Waterford Rail Link.

Looking further afield, since 1995, Germany has reopened over 70 formerly closed rail lines and services<sup>81</sup>. These revived services have led to a significant growth in rail passenger ridership in Germany in recent years. In 2019, Deutsche Bahn committed to no future closures of rail infrastructure.<sup>82</sup>

In tandem with the previously mentioned growth in passenger numbers in rail travel, the current trend of reopening rail links in Europe shows significant optimism and future-planning within the rail market in Europe.

<sup>76</sup> <https://westernpeople.ie/2020/02/12/passenger-numbers-soar-on-western-rail-corridor/>

<sup>77</sup> <https://www.irishtimes.com/news/luas-in-profit-a-year-ahead-of-schedule-1.1019569>

<sup>78</sup> <https://www.railwatch.org.uk/backtrack.php?issue=093&page=rw093p04.pdf&mode=display>

<sup>79</sup> <https://gov.wales/sites/default/files/statistics-and-research/2019-02/rail-station-usage-april-2017-to-march-2018.pdf>

<sup>80</sup> Railway Renaissance: Britain's Railways After Beeching, Gareth, David.

<sup>81</sup> <https://www.pro-bahn.de/fakten/reakt.htm> (in German)

<sup>82</sup> <https://www.dmm.travel/nc/news/db-will-keine-strecken-mehr-stilllegen/>

## 5. RAIL FREIGHT

### 5.1. Introduction

Rejuvenation of railfreight is key to the business case for restoration of movement on the Rosslare Waterford Railway. Central to developing rail freight are the asset value of the two ports served by the line, Rosslare and Waterford. Both ports are in tier 2 of the national ports policy. The line forms a continuum to Limerick Junction and the Western Rail corridor. Along that route is Limerick and Galway ports. Co Mayo still generates considerable rail freight flows to Waterford. Linking ports that are prioritised in national policy with a shared transport infrastructure such as rail makes for good logistical planning.

The business case for restoration of services on the railway looks at the need for investment in Rosslare Europort, the services offered at present by Waterford and examines the potential for the existing timber landings at Rosslare, the potential for wind energy as well as the growth in containerisation and the need to address post Brexit the growth in traffic and compliance with EU directives.

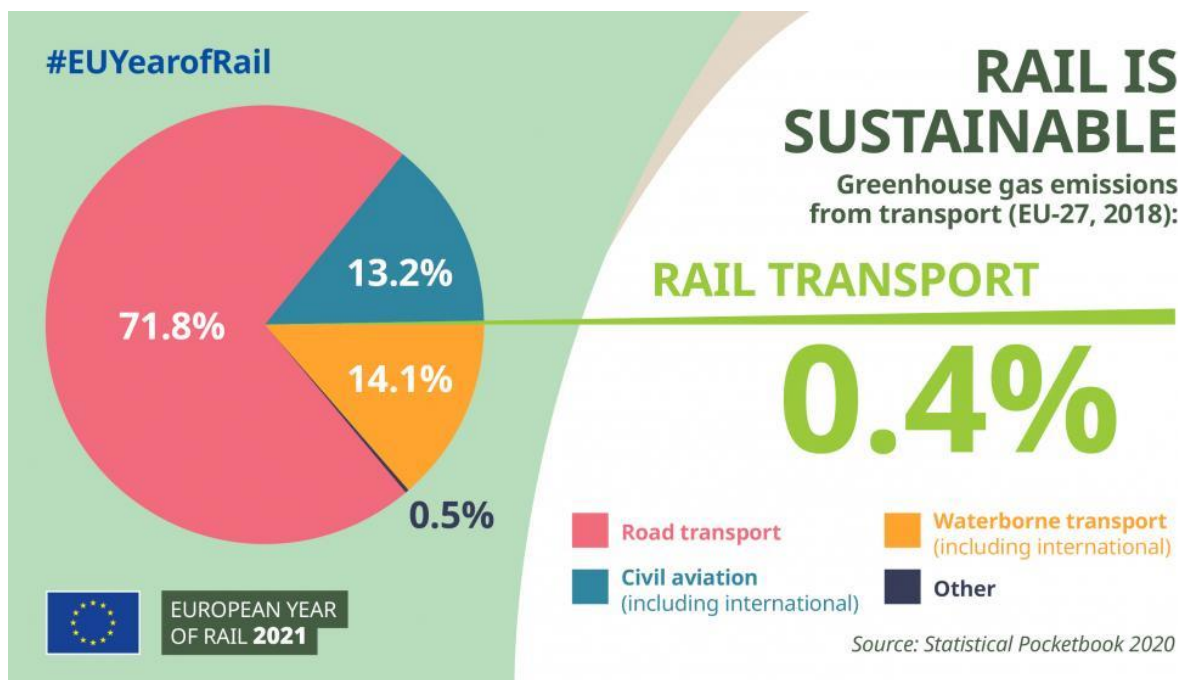


Figure 20 - Infographic as part of EU Year of Rail

### 5.2. EU objectives

The EU objective is that "passengers and **freight** service users will benefit from a step change in the reliability and quality of services. Improved competitiveness and attractiveness of rail services, combined with increased capacity, will help rail take on an increased share of transport demand,

thereby contributing to the **reduction of traffic congestion and CO2 emissions**<sup>83</sup>. Rail supports the EU's efforts, under the European Green Deal, to become a climate-neutral continent by **2050** and to pave the way for a new era of **smart mobility**. A move to rail freight has been promoted by the EU, with a significant allocation of resources with the objective of increasing the volume of goods transported by rail, European member states are conducting a transformation process of their infrastructure and rolling stock.

Ireland participates in the EU TEN-T, North Sea-Mediterranean transport Corridor<sup>84</sup>, stretching from Belfast to the south of France. In Ireland, rail connection bottlenecks present the most significant challenge in terms of; the Belfast-Dublin and the Dublin-Cork connections and the Dublin Area Rapid Transit (DART) project all of which have benefitted from EU funding. Since Brexit, Ireland has a cross border rail connection with a non-member state on Belfast - Dublin - Wexford corridor linked to Rosslare port.

Directive On Combined Transport 92/106 sets out targets to be achieved by 2030. Ireland is significantly out of step with regard to compliance on this directive.

Brexit has seen a change in trade patterns between the island of Ireland and the rest of the EU. Avoidance of the landbridge has resulted in increased use of direct ferries to mainland Europe. This has seen a recent increase in the use of ports in the Republic of Ireland by trucks from Northern Ireland carrying goods to EU markets.

In the context of Northern Ireland remaining as part of the single market and customs union transport emissions from NI are still subject to EU directive and standards. As a consequence, there is a need to address how containers from Northern Ireland which is more than 300Km from Rosslare can be carried to Rosslare for onward carriage in compliance with EU directives and the Withdrawal Agreement.

The catchment of Rosslare will extend into the northern part of Ireland as trucks avoid Dublin Port due to better connections through Rosslare. Developing rail freight is one possible solution. Extending freight along the Western Rail Corridor into Mayo will also remove traffic from pinch points along the east coast allowing for the more efficient use of the network elsewhere.

### 5.3. Government Rail freight policy

The Fourth Railway Package<sup>85</sup> 2020 aims to improve Ireland's rail network to ensure a robust regulatory regime for the railway market in Ireland, the EU requires compliance with rules concerning the establishment of a single railway area, and market access. Rules have been

<sup>83</sup> <https://shift2rail.org/about-shift2rail/>

<sup>84</sup> [https://ec.europa.eu/transport/themes/infrastructure/north-sea-mediterranean\\_en](https://ec.europa.eu/transport/themes/infrastructure/north-sea-mediterranean_en)

<sup>85</sup> <https://www.gov.ie/en/publication/b75007-the-fourth-railway-package/>

developed to open the markets for **domestic and international rail freight** and international rail passenger services.

According to a recent EY report on the western rail corridor<sup>86</sup> “whilst the majority of freight is transported by road, due to both speed and convenience, there is also the potential for rail to contribute”.

Rail freight handling facilities in Ireland only exist at four points on the IE network:

1. **Dublin Port**
2. **Ballina**
3. **Tara Mines**
4. **Waterford Port**

According to the EY Western Rail Corridor report, Rail freight is not an outmoded means of transporting goods but an efficient mode of transport and a key choice to guarantee sustainability in the transport sector. The following important conclusions can be outlined from research:

- There is a **lack of strategic support** from the Irish Government to develop rail freight with the majority of transport investment focussed on road transport.
- Some rail corridors need to be revamped and adapted to rail freight. Increases in speed limits are essential to compete with road.
- New strategies for wagon customization should be adopted to add more flexibility.
- More frequented rail corridors should be electrified to further reduce CO2 emissions.
- Bypass lengths should be increased where appropriate.
- The possible entry of competitors into the rail freight market needs to be considered.

Reopening the disused Waterford to Wexford railway will significantly contribute to both the EU rail strategies in terms of TEN-T objectives and the 2020 Fourth Railway Package aims in that it will ensure connectivity between Rosslare Europort and the West and South of Ireland, it will facilitate route access to one of only four current rail freight handling points in Ireland at Waterford port and it will enhance any future rail freight intentions and plans at Rosslare Harbour post Brexit.

Rail freight is a future strategic sustainable environmental option in Ireland. Maintaining the railway connection between Waterford and Wexford preserves the critical connectivity on the entire Irish rail network.

A review of rail freight is currently being undertaken as of writing (January 2021).

## 5.4. Historical Background

The construction of the line in the early 20<sup>th</sup> century was predicated not on providing a service between Wexford and Waterford since such a line already existed at the time, rather about providing direct and speedy access for freight, mails and passengers to Rosslare port. The immediate catchment for the line was Munster as unlike the DSER line which served New Ross,

<sup>86</sup> <https://www.gov.ie/en/publication/1174d-review-of-western-rail-corridor-phases-2-and-3-athenry-to-claremorris/>



there was no large population centre served by the Rosslare Waterford line. Central to the development of Rosslare Port in the early 20<sup>th</sup> century was the development of the rail link to its hinterland of Munster. Both port and rail link were mutually inter-reliant.

Following the establishment of the Sugar Company, beet growing provided a large volume of traffic along the line between August and December each year. With the development of Waterford Port for lift on lift off containers in the 1980's freight along the line was reduced to indigenous demand of cement and beer, as well as regular freight traffic from the IFI Plant at Shelton Abbey to Waterford Port. In the recent past internal point to point freight flows on Irish Rail have ceased with freight focused on delivering quayside to shipping.

At present Irish Rail has just 3 flows for freight, timber, zinc ore, and beverages.

## 5.5. Rosslare Europort.

Rosslare Europort is a thriving port with 4 berths for ships. It had a quayside rail link until the early 21<sup>st</sup> century. The port ranks in Tier 2 of the national ports strategy. It provides for Roll on Roll off container services. It has direct regular ferry connections to Fishguard, Pembroke Dock, Cherbourg, Dunkirk, Santander and Bilbao. It is served by Stena, Irish Ferries, Brittany Ferries, Neptune Line and DFDS. Rosslare Port provides mooring, forklift and tug boat facilities, It provides for bunkering of fuel and has space for 300 unaccompanied containers. Rosslare Europort handles bulk cargo. Wind turbines, timber logs and agricultural fertiliser are dealt with on a regular basis, as well as generators, steel, and other high, wide and heavy units. Apart from loading and discharging, Rosslare Europort can offer efficient and extensive storage area for breakbulk cargo assembly. Rosslare has a wide range of berthing options across the port, providing flexibility in size for vessel charter. Rosslare is strategically located for future infrastructure projects. It can accommodate vessels with a maximum draught of 6.5M. The maximum length that a vessel can be accommodated is 200M.

Rosslare does not require a pilot and is close to major shipping lanes from the UK to the Americas. With interest in developing the North West passage to the Pacific and the increased economic performance of the Asian Pacific Rim, Rosslare's location close to key shipping lanes puts it in an ideal location to attract international shipping.

Recently an allocation of €30M was provided for the port<sup>87</sup>. The port authority has a plan to develop facilities at the port in line with changes to trade with Britain following Brexit. In addition, Rosslare Europort is focussing on developing the port for offshore wind and energy development.

Rosslare Europort has a 4 stage investment plan to develop the harbour arising from the need to get Ireland Brexit ready..

- Phase 1 involves development of a new access road-roundabout and check in for freight

<sup>87</sup> <https://www.irishtimes.com/business/transport-and-tourism/rosslare-europort-in-line-for-30m-upgrade-from-irish-rail-1.4295390>

- Phase 2 will see the paving and freeing up of land for future use
- Phase 3 will see improvements in internal traffic flows within the port
- Phase 4 provides for improved trailer storage.

The plan is to ensure that the port is Brexit ready. This plan focuses on the additional road traffic that direct trade with France and Spain will generate. However, it does not in itself provide the additional infrastructure that tier 1 status demands.

Moreover, investment must be future proofed against any changes in transport policy arising from the need to reduce CO<sub>2</sub> emissions. EU Directive requires that by 2030 30% of all freight traveling more than 300km within the EU must travel by either ship or rail. There is a growing demand that Rosslare Europort be upgraded to Tier 1 status. Such an upgrade will require additional investment. Ports policy since the 1980's was predicated on expanding Dublin Port due to its strategic location on the Central Corridor of the Irish Sea. Post Brexit the focus is swinging away from Dublin in the direction of Rosslare.

Recent changes arising from Brexit has seen major shifts in the way that Irish goods are transported to other EU markets. Fewer trucks are using the landbridge through the UK utilising Rosslare directly to France and Spain saving time and paperwork. In the early weeks of 2021, Rosslare Europort handled an increase of 500% of freight traffic when compared with 2020<sup>88</sup>.

In the first week of January Rosslare Europort transported the same amount of freight as it did in the whole of January 2020. This performance is not just against the backdrop of Brexit but also the reduced economic demand due to the impact of Covid 19.

### 5.5.1. Additional Infrastructure Requirements At Rosslare for Lo/Lo

#### **Gantry Crane**

While the port is more than adequately equipped for dealing at present with Ro Ro traffic there are a number of additional infrastructural investments needed. Tier 1 status for the port will attract additional interest from a more diverse number of shipping lines. In order to provide for a more diverse customer base additional investment is needed in Rosslare Europort

There is no gantry crane for direct removal of containers from a vessel to the quayside. Cranes positioned strategically close to a storage area can also stack containers quayside. Stacking of containers quayside will utilise more efficiently the port area during unloading. Using a gantry will allow stacking. Stacking also allows the efficient use of a crane in loading containers for internal transit to Ireland. At present trucks distribute containers from Rosslare

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<sup>88</sup> <https://www.southeastradio.ie/2021/01/500-increase-in-freight-traffic-through-rosslare-since-the-start-of-the-year/>

### Rail sidings

Sidings for the storing of trucks and the loading of containers to rail trucks are required. Engine storage is also required for basing locomotives at Rosslare Europort once more. Utilising rail to distribute freight is a more efficient way than road haulage of transporting goods. Rail transport is not subject to regulation of drivers by tachograph unlike road hauliers.

## 5.6. Waterford Port (Belview)

Waterford is also listed as tier 2 in the National Ports Strategy. However, it offers fundamentally a different and wider range of services than Rosslare Europort. Waterford Port is operated by the Port of Waterford Company and it offers a comprehensive service in conjunction with stevedores and agents. The wider handling operation is centered on 400M length of quayside with a draught of 9M. Accommodation of vessels greater than 170M in length requires preclearance with the Harbour Master. Belview specialises in bulk and general cargo.

Gantry Cranes along the quayside facilitate the loading of containers. Ships up to 32,000 tonnes deadweight can be handled subject to tides. There is a requirement for a pilot to meet the ships off Dunmore East to take the craft upstream.

Ships can be unloaded with grabs using 3 different types of crane; gantry, fixed arm and mobile. Container traffic at the port increased by 23% in the first 3 months of 2020 over the same period in 2019.<sup>89</sup>

Waterford Belview has direct connection to the National Primary Route and rail access. Regular container services transport cargo to Rotterdam.

## 5.7. Potential rail freight flows on the Waterford-Wexford/Rosslare railway.

### 5.7.1. Timber

Coilte has used Irish Rail to transport timber to Waterford from the west of Ireland. Lumber is harvested and trimmed in the forest and then taken by truck to be loaded to trains that bring the timber for processing into board in Belview.

Since the demand from timber outstrips the potential to supply from the Irish market, Medtite import timber from Scotland through Rosslare<sup>90</sup>. It is estimated that each month, approximately 2000 tonnes of timber arrives in Rosslare Europort. At present this timber is taken by road to Waterford. Irish Rail has the rolling stock to move timber and the expertise at Waterford Sally Park to transfer and handle timber for Medtite. Shifting the transport of timber, itself a sustainable building material,

<sup>89</sup> <https://waterford-news.ie/2020/04/19/belviews-container-boost-as-port-supports-international-trade/>

<sup>90</sup> <https://afloat.ie/port-news/port-and-shipping-news/item/31915-cargoships-at-rosslare-europort-as-timber-trade-set-for-further-growth>

to rail would require 4 train loads each month. This change would free up space on the quayside at Europort for other activities and reduce road traffic per month by about 300 truck journeys. Irish Rail already has the locomotives and the rolling stock for moving timber. Tendering to move timber from Rosslare Europort to Waterford would not require much investment on the part of Irish Rail.

A report from UNECE Forestry & Timber Market Report for Ireland 2018 shows that the demand for wood based panelling growing by about 7% between 2013 and 2017<sup>91</sup>. There is a steady increase in the demand for timber in both processing and construction. An increase in house building will see demand for timber increase into the next decade. There is a demand deficit in wood on the Irish Market of 2M M<sup>3</sup>. This deficit is filled by imports. The deficit is in both timber directly used for construction and in the manufacture of board. There is every indication that the strong demand for timber will continue into the medium term.

### 5.7.2. Wind Energy

Rosslare Europort is specialising in the provision of space for the construction of wind turbines to be deployed at sea. A dedicated berth, coupled with secure compound space, gives customers tremendous opportunity to use Rosslare Europort for assembly, maintenance, installation, servicing and as a storage hub. The port offers both open and closed storage areas which can be used for onsite assembly. The port is just 70 nautical miles from the proposed offshore windfarm in the Irish Sea.

Wind energy offers a number of possible freight uses for a railway.

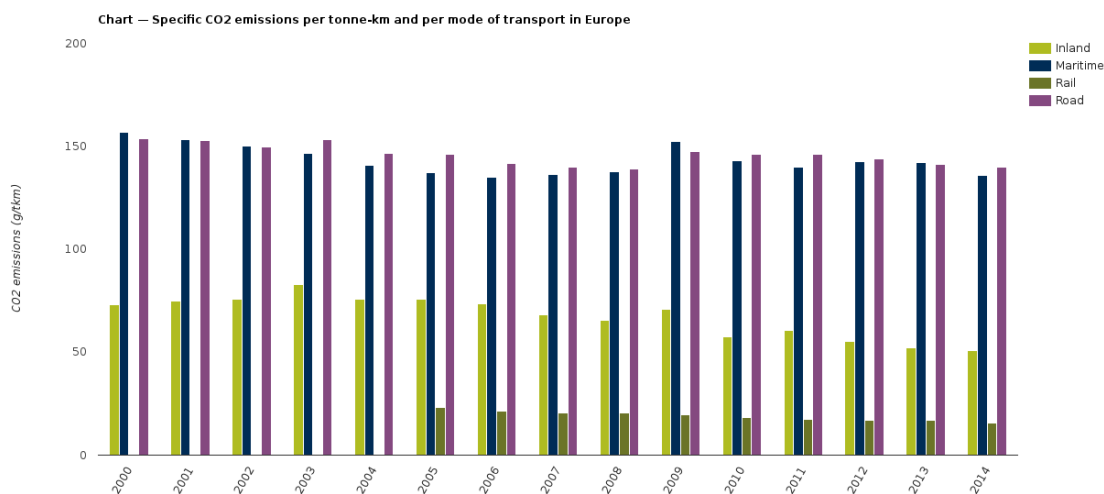
- Construction of wind turbines and their emplacement on the sea bed will require the movement of materials, turbines, blades etc. A key feature of construction at sea is the quality of the foundation of the tower which requires a considerable amount of concrete. Previously cement was transported from Limerick to Waterford by rail for the construction of the Waterford By Pass Bridge. With the proposed reopening by Irish Cement at Mungret, the potential exists for transporting cement by rail directly to Rosslare for the purposes of cement production.
- In addition, aggregates are required for cement production. Moving building material by rail is compatible with the concept of wind energy being sustainable and part of the solution in reducing greenhouse gases and increasing output of electricity from renewable sources.

<sup>91</sup> <https://unece.org/DAM/timber/country-info/statements/ireland2018.pdf>

### 5.7.3. Containers

Almost 1 million 20 foot containers (TEU) passed through Irish ports in 2018. 99% of container movements are on the road network. Rosslare provides for roll on roll off (Ro Ro) only. Trends in globalisation will see the volume in goods transported in containers grow by 50% by 2027. This projection compares with the Paris Agreement limit the increase in global temperatures by 1.5C before 2030. Carbon emissions are a major cause of global warming and transport contributes 39% of Irish Carbon emissions.

The market has yet to rise to the challenge to replace lorries using internal combustion engines with electric vehicles. Mitigation of emissions from road haulage rather than elimination is achievable by switching container transport to rail.



**Data sources:**

Railway transport - Goods transported, by type of transport provided by [Statistical Office of the European Union \(Eurostat\)](#)

PRIMES provided by [National Technical University of Athens \(NTUA\)](#)

European Consortium for Modelling of Air Pollution and Climate Strategies provided by [European Commission](#)

1990-2030 Environment Strategy Reporting System - The 2016 Report provided by [International Union of Railways \(UIC\)](#)

Figure 21 - Specific CO2 emissions per tonne-km and per mode of transport in Europe (Source: European Environmental Agency)

## 6. SERVICES

### 6.1. Operational Costs:

Iarnród Éireann provide a cost of €6 per train kilometer for Diesel Multiple Units (DMU) in the 2030 Rail Network Strategic Review (2011)<sup>92</sup>. Using CSO supplied Consumer Price index increase of 1.7% since the publication of this report until the present, this gives a cost of €6.10 per train kilometer.

Taking the Wexford (O'Hanrahan) to Waterford (Plunkett) as a Wexford-Waterford journey (62km), this gives an operational cost **of €378**, using the Killiane (Felthouse Junction) direct curve. This figure includes Track Access Charges, Maintenance, and Driver Costs.

In the 2010 Business Case advocating closure, Iarnród Éireann estimated an annual operational cost savings of €1,100,000, including the full time salaries of (25) persons: signalmen, gatekeepers, Barrow Bridge operators. Permanent Way & SET costs totalled €792,000 annually, with an additional €11,000 for fuel.<sup>93</sup>

These figures suggest that based on the service offered by Iarnród Éireann, each train in 2010 would need a farebox of €1,780 to break even on operational costs. This seems excessively high, mainly due to the (11) manually operated level-crossings on the route. The automation of these level crossings would significantly reduce operational costs on this route.

In the period since the closure of the line since 2010, the long-term impacts of the Single European Railway Directive 2012 (2012/34/EU) through to the Fourth Railway Package are becoming clear, particularly the vertical separation of infrastructure management versus operation. Due to this, our analysis will only focus on operational cost.

Based on Wexford Bus (Private Operator)'s €10 fare from Wexford to Waterford, a new Wexford-Waterford and vice versa train would need approximately (38) adult passengers paying full fare to break even. Our analysis of commuting patterns suggests that this is already possible with commuter passengers alone.

A full analysis of potential fares is available in Chapter 8

<sup>92</sup> [https://www.irishrail.ie/irishRail/media/Imported/irishrail\\_28febfinal\\_part21.pdf](https://www.irishrail.ie/irishRail/media/Imported/irishrail_28febfinal_part21.pdf) p.140

<sup>93</sup> Waterford – Rosslare Europort route Business Case for Withdrawal of Rail Services. July 2010, p. 11-12



## 6.2. Potential Service Operation

As described, a reopened service would cater to several different markets, including Commuters, Leisure Travelers, Tourists, and Business travelers.

## 6.3. Journey Time Analysis

At the time of suspension of services in 2010, the Waterford-Rosslare Strand railway had a maximum speed limit (General PSR) of 40mph<sup>94</sup>. This had been reduced from the historical high of 70mph due to the condition of the track, of which in 2010, over 80% of the route was jointed track dating from 1903 to 1906<sup>95</sup>. As the 87lb bull head rail was over 100 years old for the vast majority of the route, this led to significant speed restrictions.

The Table below shows the Speed Profile for the route based on the 2004 Timetable in the Waterford Direction.

Station	Distance (miles)	Time (minutes)	2004 Timetable	Average Speed (mph)
Waterford			17:05	
Campile	8.92	18	17:23	30
Ballycullane	4.77	10	17:33	29
Wellingtonbridge	4.02	8	17:41	30
Bridgetown	10.45	18	17:59	35
Rosslare Strand	6.94	14	18:13	30
<b>Average Speed</b>				<b>31mph (50 kmph)</b>

Figure 22 - Speed Analysis based on 2004 Timetable

The table shows that the average speed for the service was running at approximately 30.6mph, which is consistent with a maximum speed limit of 40mph (65kmh).

However, solely as an illustrative measure, we have prepared the following table based on an overall line speed of 70mph. This ignores local speed restrictions such as the Barrow Bridge and simply suggests journey times based on an overall line speed increase (i.e. a train running at 75% speed for the Campile-Ballycullane Section is an average speed of 30mph per the 2004 timetable – this becomes 52 mph in the new calculation). Although this is a relatively blunt method of timetable calculation, it is useful as an illustrative method of potential journey times. Furthermore, this analysis suggests use of the reconstructed Killinick-Killiane curve, as well as the construction of a Wexford South (Trinity Wharf) station to serve the new development there as well as the southern portion of Wexford Town.

<sup>94</sup> Asset Management Of The Bellview – Rosslare Strand Line After Service Withdrawal CCE-QMS-AMT-901, Iarnród Éireann 2010, p.2

<sup>95</sup> Ibid, p.2

Station	Distance	Time (minutes)	2004 Timetable at max 70mph	average speed at max 70mph
Waterford			17:05	
Campile	8.92	11	17:16	52
Ballycullane	4.77	6	17:22	50
Wellingtonbridge	4.02	5	17:27	53
Bridgetown	10.45	11	17:38	61
Wexford South (Trinity Wharf)	9.24	11	17:49	52
Wexford (O'Hanrahan)	0.88	10	17:59	5
<b>Average Speed</b>				<b>52mph (82kmh)</b>

Figure 23 - Speed Analysis based on 70mph running - SEOT

The increase to an average speed of 52mph could potentially lead to Wexford-Waterford journey times of 45 minutes from Waterford City to Wexford Town (Trinity Wharf). This does not take into account the new station in Waterford which due to its location, would reduce Wexford journey times even further.

Even taking into account the tramway along Wexford Quays, which is limited to a maximum speed of 5mph, the Waterford (Plunkett) to Wexford (O'Hanrahan) journey is a highly competitive 54 minutes, faster than the current Wexford Bus Service 340. The rail service has the additional benefit of serving the settlements along the route which are not served by this Bus service.

A full estimation of service timing and speed for a restored service is beyond the scope of this report. There are a series of engineering factors such as sight lines, level crossing removal, gradient, that would require the examination of a qualified engineer to accurately estimate.

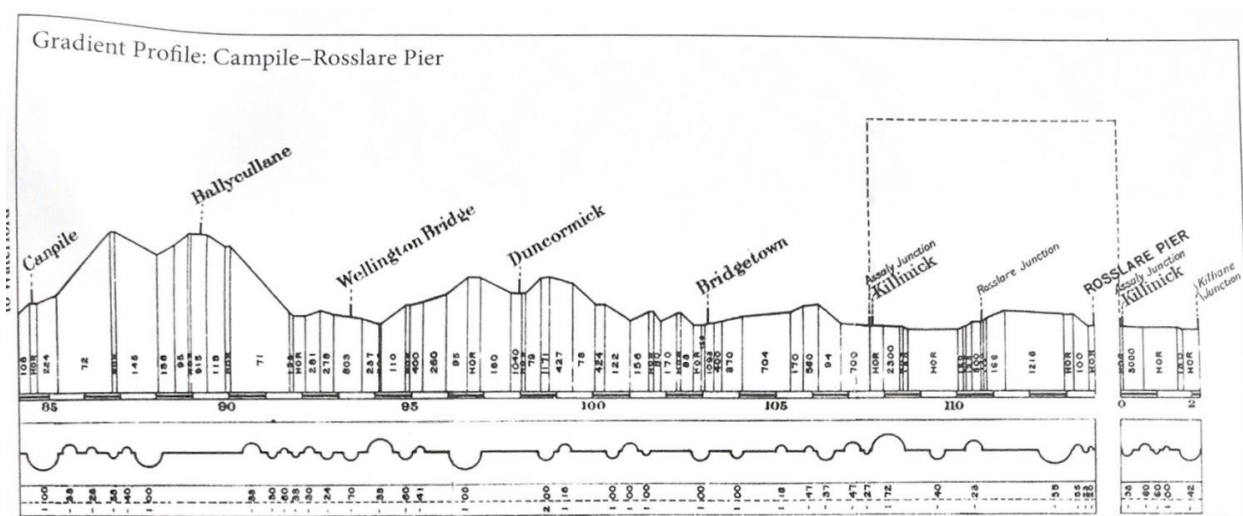


Figure 24 - Gradient Profile of Rail Line to Rosslare Source: Shepherd, Ernie, F&RR&H. Co

## 6.4. Commuter Services:

Compromising 58% of Iarnród Éireann's passenger services, Commuter services must take precedence in a renewal of services on the Wexford-Waterford Rail Link.

Commuter services will need to match commuting patterns in terms of time of departure to and from work, as well as offering enough flexibility in a changed post COVID 19 work environment. The former one way service to Waterford did not attract enough passengers due to several reasons. In order to build a stronger base of commuting passengers any service on the reopened Wexford-Waterford Rail link would need to include following factors:

- Several services each direction daily
- Clockface timetables where possible
- Single seat journeys where possible (minimize unnecessary transfers)
- Off-peak services for commuters with non-regular hours
- Sunday Services

The recent Ernst & Young report on the Western Rail Corridor, Financial & Economic Appraisal (2020) suggested “an hourly train service in each direction running over a 15-hour day. 15 services each way, hourly.”<sup>96</sup> South East on Track suggests a similar service level would be appropriate on the Wexford-Waterford Rail link, with a minimum of two-hourly services throughout the day.

Commuter Services could be provided by (2) DMU Sets working Waterford-Wexford and reverse, with the existing passing loop at Wellingtonbridge offering the opportunity to cross trains there.

With Ferry Passengers currently providing a low daily passenger market, Foot Passengers disembarking ferries at Rosslare Europort should continue utilizing on the existing Rosslare Europort-Dublin service and then transfer to Waterford/Kilkenny/Limerick etc. at Wexford Town. Wexford (O'Hanrahan) Station is an excellent choice as a transfer station, with a strong service & business area in the immediate surroundings, a single platform which minimizes access issues, and a loop and a siding at the station allowing connecting trains to wait nearby until another service clears. Should the proposal for a Wexford South (Trinity Wharf) station be realized, this would offer a second option as a transfer station for Rosslare passengers wishing to travel Westwards.

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<sup>96</sup> <https://www.gov.ie/en/publication/1174d-review-of-western-rail-corridor-phases-2-and-3-athenry-to-claremorris/>

## 6.5. “The Loop”



Figure 25 - Illustrative Logo for *The Loop*, incorporating current Ireland's Ancient East Branding  
 Rail Circles or “Loops” are common throughout Europe and North America as stand-alone tourist experiences.<sup>97 98 99</sup> The astounding success of European Interrail Packages are a further testament to the potential of rail based tourism.

The Wexford-Waterford Rail link offers a unique opportunity for a “hop-on hop-off” scenario within the current branding of Ireland’s Ancient East tourist trail. Allowing multi-day tickets can offer



Figure 26 - The Loop Proposal - SEOT

tourists the chance to arrive in Dublin, and follow the *Loop* via rail around the East of the country visiting Dublin, Wicklow, Wexford, Waterford, Carlow, Kilkenny, and Kildare before returning to Dublin. Tickets could be adjusted for day, 3 day, and weekly passes.

Such a rail tourism option does not exist currently within Ireland, and can be used to increase patronage in the region as a whole, catering to both domestic and international tourists.

As previously mentioned, such a service would also accommodate the various campuses of the planned Technological University of the South East, allowing a regional connectivity that has heretofore not been attempted. As incoming tourism has become more Dublin-centered in recent years, the new South-Eastern

Loop would provide opportunities for side-trips of one to several days from the capital to explore the Ancient East south of Dublin. A large proportion of visitors are too afraid to do such trips in hired cars on account of driving on the left hand side.

<sup>97</sup> <https://to-europe.com/tour-package/tours/rail-tours/europe-rail-circle-tour/>

<sup>98</sup> <https://to-europe.com/tour-package/tours/rail-tours/magic-cities-german-classics-rail-circle/>

<sup>99</sup> <https://canadiantrainvacations.com/trip/rockies-grand-rail-circle>

## 6.6. Regional Rail

Iarnród Éireann currently offers Inter City, Commuter and DART services. Unlike several other European Countries, Iarnród Éireann does not have a specific regional rail policy, focusing on journeys to and from Dublin to the regions, claiming that *there is very limited demand for movement between the regional cities*<sup>100</sup>. This viewpoint is not supported by examples in other EU Nations, where specific Regional Rail networks such as Deutsche Bahn Regio function successfully.

In the UK, figures showing strong growth of intra and within regional rail transport were released in 2019<sup>101</sup>. Similarly the construction of the M18 motorway in recent decades provides specifically for a non Dublin market.

Trains could be run from Wexford to Limerick or even Wexford-Galway, allowing a full cross country journey. The Rosslare/Wexford to Limerick Section currently has an advantage when compared to road travel, as there is no competing Motorway. In addition to intra-regional traffic, such a service could also increase rail ridership to and from Dublin, linking to the existing Dublin-Wexford, Dublin-Waterford, Dublin-Cork, Limerick-Ballybrophy, and Galway-Dublin rail lines.

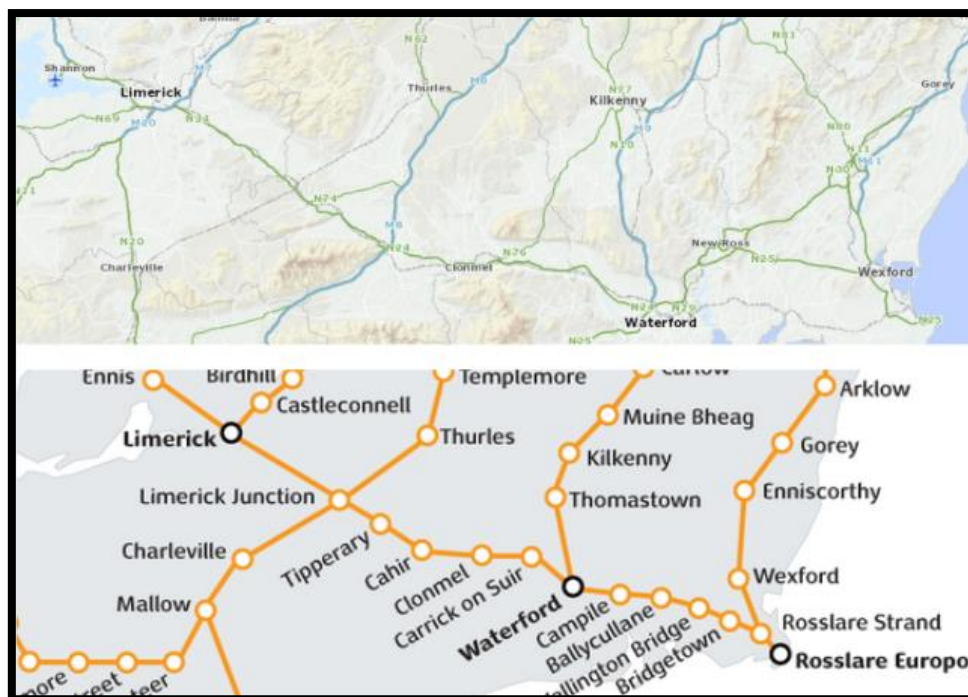


Figure 27 - Rail Network & Motorway Comparison - Wexford to Limerick

<sup>100</sup> [https://www.irishrail.ie/IrishRail/media/Imported/IrishRail\\_28FebFinal\\_Part11.pdf](https://www.irishrail.ie/IrishRail/media/Imported/IrishRail_28FebFinal_Part11.pdf)

<sup>101</sup> <https://dataportal.orr.gov.uk/media/1742/regional-rail-usage-statistical-release-2018-19.pdf>



## 6.7. Place-making and Public Realm Benefits

In addition to providing a superior public transport option other than the current situation in Wexford and Waterford (see Chapter 8), a reopened Wexford-Waterford rail link can positively impact communities along the line and at its termini.

Many of the settlements on the rail line owe their development to the establishment of railway stations in their current locations. Unfortunately, the railway stations have become degraded over time, with “passenger friendly” infrastructure removed, leaving a barren and unfriendly atmosphere for the potential passenger (See images below),



**Campile Station  
(1977 - Operational)**



**Campile Station  
(2010 - Operational)**



**Campile Station  
(2020 - Out of Service)**

Figure 28 - Campile Station Comparison. Images via SEOT & Ciaran Cooney

The images show a clear degradation of the passenger infrastructure over time. The station buildings along the line (with the exception of Wellingtonbridge) were demolished during the early 2000s. Even during the period of operation, the passenger experienced an unsheltered and difficult experience.

With a reopened rail line – there is an opportunity to re-establish the railway station as a fundamental part of the settlement fabric within the community.

There are many international examples of railway station rejuvenation, that serve the needs of the travelling public, that establish place-making within the public realm, and that provide a variety of commercial and community needs within the context of an inviting public space.



Options that could be pursued during reopening of the Wexford-Waterford Rail link include:

- Commercial use: The station and surrounding area can be used for farmers markets, small enterprises (e.g. coffee bikes, shipping container coffee shops, bicycle rental etc.), and interactive points to encourage the public to interact with and spend time at the facility.
- Public Art: Several railway stations worldwide<sup>102 103104</sup> have successfully integrated public art installations as part of their immediate footprints. Pursuing such a policy along the Wexford-Waterford rail link can create a destination in itself – encouraging potential passengers to sample installations as part of each station.
- Tourist Information & Services: Each station can be developed to serve as a tourist access point for the surrounding area, providing tourist information for attractions and destinations to be reached by foot, bicycle, or other transport.
- Public Space: Redefining the railway station footprint as an attractive public space in its own right, delivering a central, compact experience for the public, passenger and non-passenger alike. Projects such as “park-scaping” can deliver spaces that satisfy Wexford County Council’s Design and Place-making strategy, incorporating aspects of Design Quality, Connected Places, and Compact and Rejuvenated<sup>105</sup> spaces.

Re-establishing the railway station as a vibrant part of the social fabric is vital for future passenger growth for the Wexford-Waterford rail link and the wider economic development of the region.

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<sup>102</sup> <https://www.lonelyplanet.com/articles/new-crochet-tree-installation-zurich-station>

<sup>103</sup> <https://www.nytimes.com/2020/12/30/arts/design/penn-station-art-moynihan.html>

<sup>104</sup> <https://www.wired.com/aitken-station-to-station/>

<sup>105</sup> Wexford Draft Development Plan Vol 1, Section 5.5

## 7. GREENWAY PROPOSAL

South East on Track is broadly supportive of Greenways for long disused rail links of limited strategic value. The Waterford-New Ross and Waterford-Dungarvan Greenway are examples of appropriate and positive re-usage of former rail lines. The current proposal for converting the Wexford-Waterford rail link to a Greenway does not fall into this category.

In September 2017, Wexford County Council issued a tender for Consultancy Services for [the] Rosslare to Waterford City Greenway – Feasibility & Planning Stages for a maximum estimated value of services over the lifetime of the framework in the region of €2,000,000 (ex. VAT)<sup>106</sup> This tender was eventually awarded to Roughan & O'Donovan Consulting Engineers.

At the time of this tender and proposal, the Wexford County Development Plan (2013-2019) stated: *The Council regrets that services on the Rosslare Harbour / Waterford line closed in 2010 and will continue to support campaigns to restore the service*<sup>107</sup>

Similarly, in January 2017, the Submission by Wexford County Council to the Public Consultation on the Rail Review Report stated: *“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*<sup>108</sup>.”

It is unknown why, in the space of a few months Wexford County Council decided on such a radical policy shift from advocating re-opening the rail line in question to project-managing its removal. It is worth noting at this juncture that this particular greenway proposal has some flaws that should be examined.

<sup>106</sup> NEW Vol 3.1 Service Requirements (Framework) – Wexford County Council Tender Documents, 2017

<sup>107</sup> Wexford County Development Plan 2013 – 2019, SEA Environmental Report, Vol. 8, p.165

<sup>108</sup> Submission by Wexford County Council to the Public Consultation on the Rail Review 2016 Report, p.39

## 7.1. Strategic Value:

The current rail line links Rosslare Europort and County Wexford to the Southern Region. In addition to this it provides the only link between the Connolly and Houston Based rail networks apart from the Phoenix Park Tunnel.

The strategic value of the rail link has been recognised in the Regional Economic & Spatial Strategy for the Southern Region – the report clearly states:

***Retention of the mothballed rail link from Waterford to Rosslare is vital for the future development of Rosslare Europort. Any proposals for a Greenway along this route should be configured to allow future use of the rail line***<sup>109</sup>

Unfortunately, although an off-line (allowing retention of the rail corridor) and on-line (removing the rail-corridor from service) were examined, the proposal has selected the off-line option, indicating removal of the rail line. This position was further clarified in a statement by the Chief Executive of Wexford County Council in the Wexford People Newspaper in September 2020, which stated: ***“If (the Greenway) has to be on the rail line. We’re going to have to see what kind of objections we’ll face to taking that line completely out of use”***<sup>110</sup>

This suggests that the proposal would indeed permanently remove the rail link.

The strategic value of the rail link is further enhanced by its links to Belview (Waterford) and Rosslare ports. A review of rail freight in Ireland is currently underway, and the potential of the line for freight use has yet to be thoroughly examined. Supporting the rail link is included in the joint submission of the Chief Executives of the South East Region to the Ireland2040 – Our Plan process<sup>111</sup> (See Figure 27).

### IRELAND 2040: Our Plan

Public bus services (both private and public operators) are well represented regionally and nationally. Dependability of services and scheduling of connections between rail and bus services needs to be improved to attract more passengers to public transport options while the existing public transport bus services in Waterford and Kilkenny Cities will need to be extended.

#### Strategic Actions

- Improve rail connectivity between Waterford and Dublin meeting the needs of both Carlow and Kilkenny City urban centres and between Wexford and Dublin.
- Develop integrated scheduling of connections between rail, bus, and shipping services within the region.
- Retain the Rosslare to Limerick rail line to future-proof sustainable transport for the Southern Region

Figure 29 - Submission to Ireland2040 by Chief Executives of Wexford, Waterford, Kilkenny, Carlow, and Tipperary Co. Co. supporting the retention of the rail link

<sup>109</sup> RSES, p.327

<sup>110</sup> Wexford People, 22 September 2020, *Greenway and reinstated rail route would be impossible*

<sup>111</sup> <https://npf.ie/wp-content/uploads/2017/09/0519-South-East-Waterford-City-Region.compressed.pdf>

## 7.2. Proposal Appeal:

Roughan & O'Donovan  
Consulting Engineers

Waterford to New Ross Greenway  
Trail Kilkenny & Kilkenny LEADER Partnership



Figure 1.2: Fáilte Ireland Survey - What makes a good cycling Tourism Trail?

Figure 30 - Source: Waterford to New Ross Greenway Preliminary Design Report (Roughan & O'Donovan)

Noting the above Fáilte Ireland Survey contained in the *Waterford to New Ross Greenway Preliminary Design Report* December 2016, it is clear that the proposed Greenway along the Wexford-Waterford rail link satisfies very few of the criteria for a "good cycling Tourism Trail". There are clear preferences within the survey for:

- Circular routes - the proposal is a linear route
- Away from it all/mostly rural – the proposal passes through several settlements
- Short distances (0-50km) – the proposal is over 50km
- Relying on own transport – the proposal is served by rail links at either end
- Routes with natural shelter – the nature of the rail alignment has no shelter as part of vegetation management
- Routes along flat wild bogland / farmland are significantly preferred to routes along old railway lines

- The most scenic route is strongly preferred to the most direct route – the nature of the rail alignment does not serve the most scenic coastal route, and instead passes through long cuttings where none of the surrounding countryside is visible.

On top of these issues with the project, the project will be competing with a significant amount of Greenways & cycle routes either currently operational or under construction in the South-East Region, including the Kilkenny Greenway, the South East Greenway, the Waterford Greenway, the Euro-Velo Route and the Norman Way, both of which are currently in operation in South County Wexford.

### 7.3. Alternative Options:

There are alternative options to the proposal that should be examined pending a feasibility study of the potential re-opening of the rail line. These include:

#### 1. **Revising the Design to allow the Waterford-Wexford rail link and Greenway to exist concurrently.**

Although a significant engineering project, such a redesign would allow the maximum benefit to County Wexford and potentially being a unique project in Ireland allowing for low carbon journeys regardless of the weather and providing the benefits of both a greenway and a railway for the local community.

Such an option may have been examined in the initial Route Selection Report, as Wexford County Council sought the following project brief:

*As part of the route options stage, the consultant shall include an assessment of the following options:*

#### Rosslare Strand to Waterford

*Within the existing rail corridor but with diversions off the corridor where considered necessary or advantageous to delivering the project. An area of 250m either side of the existing rail corridor shall be examined where a diversion is considered warranted;*

#### **Within the rail corridor with the rail line remaining:**

***In partial service (no scheduled commuter service but with occasional commuter, goods and maintenance trains using the line) as currently exists;***

*Within the existing corridor and parallel to the existing rail line with the rail lines (sic) out of service;*



A similar project was undertaken in Scotland recently, where, in 2010, the Airdrie to Bathgate railway reopened after many years of closure. A Cycle Path (Greenway) was constructed to the side of the railway, allowing both transport links to exist.



Figure 31 - Airdrie to Bathgate Railway/Cycle Path Source: MJ Richardson

Such a project would be unique in Ireland and would offer potential Public Transport and Greenway users a full low-carbon option. Frequent trail heads can allow commuters to cycle to their local station and take the train further. For “pinch points” such as the Barrow Bridge, a frequent rail service with ample bicycle storage can accommodate links to the New Ross and Waterford Greenways (which will meet the new railway station as part of the SDZ).

## **2. Upgrading the Euro Velo Cycling Route:**

The Euro Velo Cycling Route already passes through South County Wexford from Rosslare to Waterford. Upgrading this route to offer increased safe cycling opportunities would be preferable to taking the rail link completely out of use. The Euro Velo route has the advantage of taking in more of the scenic areas along the coast, as well as having an existing market.



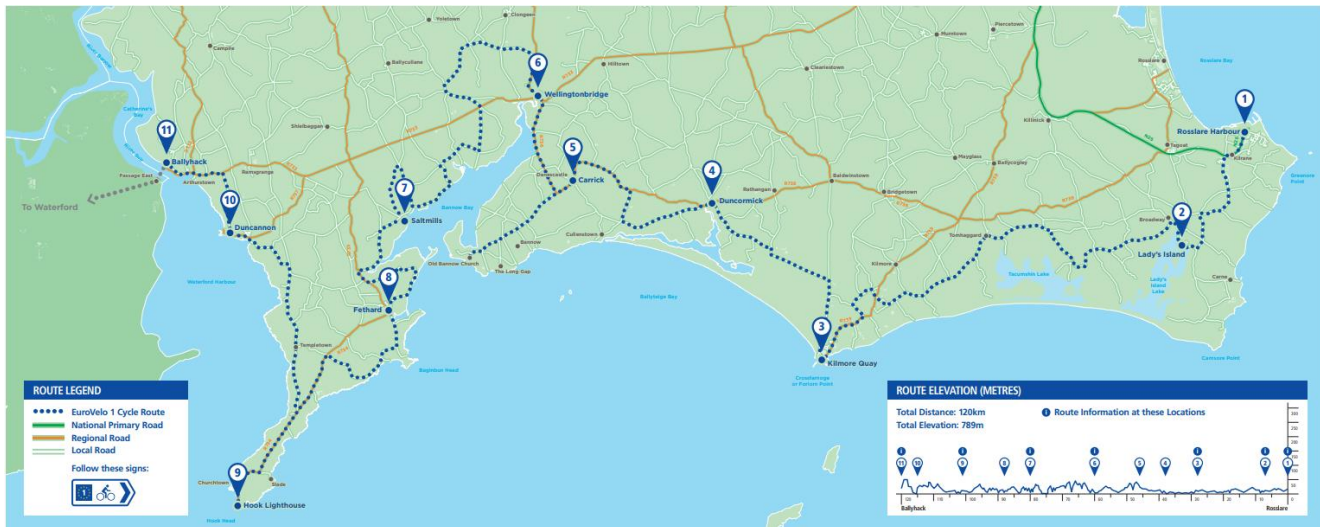


Figure 32 - Euro Velo Route - Co. Wexford (source: Wexford Co. Co.)

### 3. Extending the New Ross Greenway to Enniscorthy

The current Waterford-New Ross Greenway is scheduled for completion in 2022 along the long out of service Waterford-Macmine Junction rail line via New Ross. This Greenway can be extended along the old trackbed as far as Macmine Junction, then join the Country Walk/Promenade that currently exists in Enniscorthy Town alongside the River Slaney. Much of the trackbed remains in public ownership.

A full study would be necessary to ascertain the status of adverse possession along the route. This has the added benefit of linking into the proposed Borris (Carlow) to Palace East (Wexford) Greenway, currently being studied by Carlow County Council<sup>113</sup> in addition to the existing Greenways at New Ross and Waterford.

The below map shows in Blue the areas along the former rail network that are still in public ownership. This Greenway would have the added benefit of connecting areas in County Wexford that are currently designated in the draft Wexford County Development Plan as “Structurally Weak.” The proposed conversion of the Wexford-Waterford rail link to a Greenway does not provide the same option.

<sup>113</sup> <https://kclr96fm.com/e150000-study-greenway-borris/>

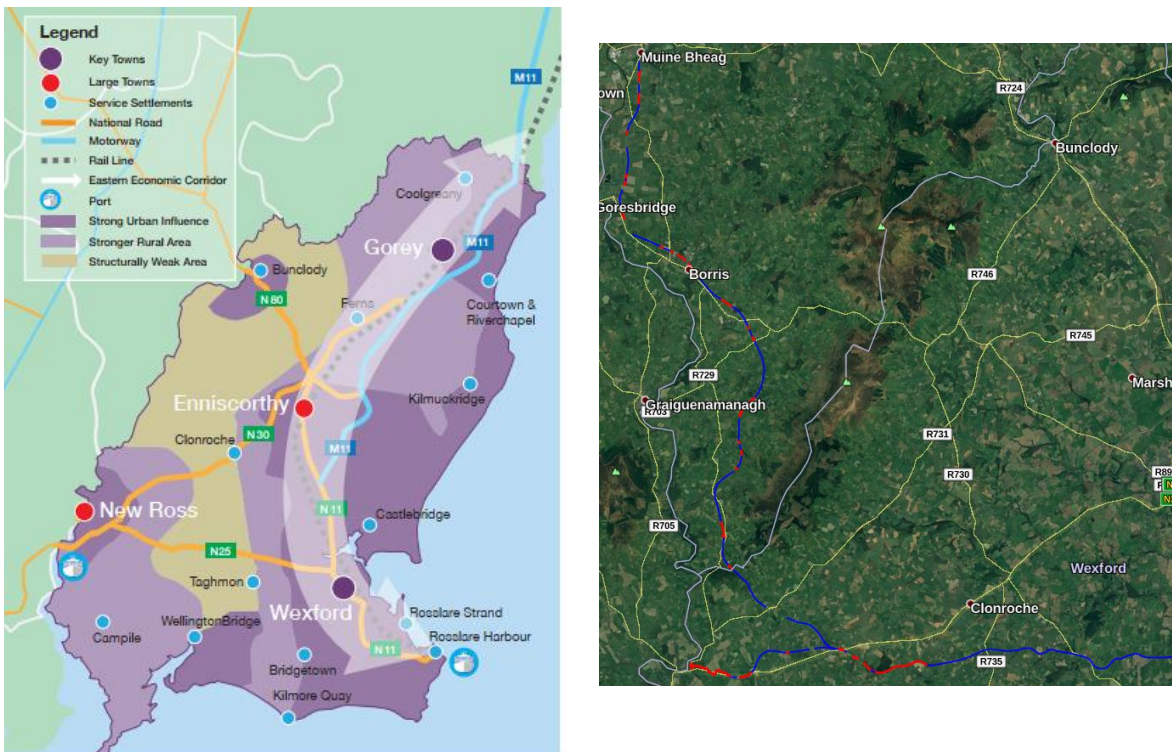


Figure 33 -Core Strategy Map (Draft Development Plan 2021) and Public versus Private Ownership of former New Ross to Macmine Rail Line and potential linkage into planned Greenways (data via landdirect.ie)

Removing the currently existing railway to facilitate the greenway proposal could end up being an expensive choice. This report strongly advises not to abandon a significant state asset to facilitate this proposal.

## 8. EXISTING PUBLIC TRANSPORT SERVICES

### 8.1. Introduction

As part of the suspension of services on the rail link in 2010, the NTA made a series of improvements to bus services in the area. However, considering the low usage of public transport among commuters in the Wexford Waterford area, it is clear that the existing bus services are not providing a modal shift from private car to public transport.

Recent studies have examined the often described preference for rail over buses. A recent study in Germany found that 63 percent of subjects preferred a regional train system over an equivalent bus system, given a hypothetical choice with all other factors being equal. An additional study from Switzerland showed 75 percent preferring rail to buses — even given identical service levels<sup>114</sup>. For the purpose of this comparative analysis, the 2010 timetable (at the time of suspension of services) on the Wexford-Waterford rail link will be used, and the Killiane-Killinick Direct Curve and increased PSR (Speed Limit) will not be considered. The analysis is based on journey times available pre suspension of services in 2010.

### 8.2. Journey Times

The time it takes for a paying passenger to go from point A to point B is very important and is a major factor for the return of the Rosslare-Waterford Railway. Besides the Cost and Accessibility, customers will naturally always choose the quickest route over slower routes so that they can spend less time travelling and more doing the things that they want to do, be it shopping, socialising, studying, working or spending time with family. The Rosslare-Waterford Railway provides a unique link connecting the Dublin-Rosslare Europort line with the southern half of the Irish Rail Network without having to travel via Dublin.

Currently all train journeys require travelling through Dublin where it is required to change trains at Dublin Connolly to Dublin Heuston by travelling 25 minutes by Luas or Dublin Bus<sup>115</sup>. There is also a commuter service available that connects Dublin Connolly to Newbridge or Hazelhatch via the Dublin loop line, but this service is not as frequent and doesn't connect with most Intercity services<sup>116</sup>.

To understand existing journey times, Figure 28 shows how long it takes for every station along the Dublin-Rosslare Europort line to travel to certain destinations. Times include any wait time when changing trains. All times within this section, unless stated otherwise, are based on the most common journey times sourced from Irish Rail's online Route Planner<sup>1</sup>. Understandably, stations that are close to Dublin have low journey times whereas stations that are furthest from Dublin have higher journey times. A journey time to take note of is the time it takes to get from Wexford to Waterford, nearly 6 hours to travel by train via Dublin. Wexford and Waterford being 46 kilometres apart as the crow flies, is a journey that is achievable by car in 49 minutes.

<sup>114</sup> <https://usa.streetsblog.org/2012/06/21/explaining-the-psychological-appeal-of-rail-over-buses/>

<sup>115</sup> <https://www.irishrail.ie/>

<sup>116</sup> <https://www.irishrail.ie/IrishRail/media/Timetable-PDF-s/Heuston-timetables/16-Dublin-Portlaoise.pdf>

Current Rail Journey Times via Dublin													
	Rossaire E'port	Rosslare Str'd	Wexford	Enniscorthy	Gorey	Arklow	Rathdrum	Wicklow	Kilcoole	Greystones	Bray	Dún Laoghaire	Dublin C'ly
Waterford	366	360	345	324	305	292	276	263	244	239	229	205	180
Kilkenny	324	318	303	282	263	250	234	221	202	197	187	163	138
Carlow	293	287	272	251	232	219	203	190	171	166	156	132	107
Limerick	367	361	346	325	306	293	277	264	245	240	230	206	181
Cork	394	388	373	352	333	320	304	291	272	267	257	233	208
Galway	426	420	405	384	365	352	336	323	304	299	289	265	240
Dublin H'ton	211	205	190	169	150	137	121	108	89	84	74	50	25
Dublin C'ly	186	180	165	144	125	112	96	83	64	59	49	25	0

	<1 hour	1-2 hour	2-3 hours	3-4 hours	4-5 hours	>5 hours
Key (in minutes):	<60	60-120	120-180	180-240	240-300	>300

Figure 34 Current Rail Journey Times via Dublin

In 2010, when the Rosslare-Waterford railway was still in operation, it provided a service between Rosslare Europort and Waterford that served four intermediate stations. The service provided operated once a day in each direction with no services on a Sunday. Additionally, this service also connected with the Enniscorthy-Rosslare Europort service, the Waterford-Dublin Heuston service and the Waterford-Limerick service. Using journey times recorded by the NTA in 2010 for the Rosslare-Waterford line and using existing journey times for Dublin-Rosslare services and outward Intercity services from Waterford<sup>117</sup>. Figure 29 shows that if the line was reopened, most of County Wexford will be within less than 3 hours of the rest of the South-East Region. But journey times noted here could be less as the Rosslare-Waterford line would need to be upgraded with modern infrastructure when reopened, allowing greater speed and shorter journey times.

Rail Journey Times if Rosslare - Waterford line reopened																		
	Waterford	Campile	Ballycullane	Wellingtonbr'	Bridgetown	Rosslare Str'd	Rossaire E'port	Wexford	Enniscorthy	Gorey	Arklow	Rathdrum	Wicklow	Kilcoole	Greystones	Bray	Dún Laoghaire	Dublin C'ly
Wexford	89	63	55	48	29	15	21	0	21	40	53	69	82	101	106	116	140	165
Rosslare	74	48	40	33	14	0	6	15	36	55	68	84	97	116	121	131	155	180
Waterford	0	23	31	38	56	74	80	89	110	129	142	158	171	190	195	205	205	180
Kilkenny	33	59	67	74	93	107	113	122	143	162	175	191	204	202	197	187	163	138
Carlow	68	94	102	109	128	142	148	157	178	197	210	203	190	171	166	156	132	107
Limerick	130	156	164	171	190	204	210	219	240	259	272	277	264	245	240	230	206	181
Cork	185	211	219	226	245	259	265	274	295	314	320	304	291	272	267	257	233	208
Galway	240	266	274	281	300	314	320	329	350	365	352	336	323	304	299	289	265	240
Dublin H'ton	113	139	147	154	173	187	193	190	169	150	137	121	108	89	84	74	50	25
Dublin C'ly	254	228	220	213	194	180	186	165	144	125	112	96	83	64	59	49	25	0

Figure 35 Rail Journey Times for a reopened Rosslare-Waterford line

	<1 hour	1-2 hour	2-3 hours	3-4 hours	4-5 hours	>5 hours
Key (in minutes):	<60	60-120	120-180	180-240	240-300	>300

Compared to figure 28, figure 29 shows that journey times are now low at the Rosslare and Dublin ends of the line. This benefits passengers as they now have the option of travelling via Waterford or Dublin whereas before, passengers could only travel via Dublin. Figure 30 shows the time saved when travelling via the Rosslare-Waterford line when compared to existing journey times. Although

<sup>117</sup> [https://www.nationaltransport.ie/wp-content/uploads/2012/01/business\\_case\\_for\\_withdrawal\\_of\\_rail\\_services1.pdf](https://www.nationaltransport.ie/wp-content/uploads/2012/01/business_case_for_withdrawal_of_rail_services1.pdf)

the black section shows that journeys are quicker via Dublin, stations shown would still benefit as journey times shift depending on the availability of trains, the connectivity of services and the increase of Peak-Time Commuter services. For example, a Galway-Arklow journey via Waterford might become quicker than travelling via Dublin due to the increase of Peak-Time DART and Commuter services that would slow Intercity trains heading in and out of Dublin.

Time saved when travelling via the Rosslare - Waterford Railway													
	Rosslare E'port	Rosslare Str'd	Wexford	Enniscorthy	Gorey	Arklow	Rathdrum	Wicklow	Kilcoole	Greystones	Bray	Dún Laoghaire	Dublin C'ly
Waterford	286	286	256	214	176	150	118	92	54	44	24	-24	-74
Kilkenny	211	211	181	139	101	75	43	17	-21	-31	-51	-99	-149
Carlow	145	145	115	73	35	9	-23	-49	-87	-97	-117	-165	-215
Limerick	157	157	127	85	47	21	-11	-37	-75	-85	-105	-153	-203
Cork	129	129	99	57	19	-7	-39	-65	-103	-113	-133	-181	-231
Galway	106	106	76	34	-4	-30	-62	-88	-126	-136	-156	-204	-254
Dublin H'ton	18	18	-12	-54	-92	-118	-150	-176	-214	-224	-244	-292	-342
Dublin C'ly	-74	-74	-104	-146	-184	-210	-242	-268	-306	-316	-336	-384	-434

Figure 36 Time saved using the Rosslare-Waterford line

	<1 hour	1-2 hours	2-3 hours	3-4 hours	4-5 hours	>5 hours
Key (in minutes):	<0	0-60	60-120	120-180	180-240	>240

### 8.3. Fares

The cost of a ticket fare is a major factor in choosing which mode of transport to use and is the main reason why potential customers are using other means of transport between Wexford and Waterford rather than travelling by rail via Dublin. To show the financial benefits of reopening the Rosslare-Waterford Railway, clarity on how fares are calculated must be made. Further details and tables are available on request. The cost of a fare depends on four factors: the route used, the distance travelled, where the ticket is purchased, and the type of ticket purchased.

Intercity Routes are divided into three fare categories: Express, Economy 1 and Economy 2. Express fares are for Dublin-Cork, Dublin-Limerick and Dublin-Tralee Routes. Economy 2 fares are for Dublin-Dundalk and Dublin-Sligo. Economy 1 is for all other lines including Dublin-Rosslare Europort, Dublin-Waterford, Waterford-Limerick-Galway and before services were suspended, Rosslare Europort-Waterford<sup>118</sup>. Express being the most expensive whereas Economy 2 is the cheapest<sup>119</sup>.

Express Route TVM Fares																		
Distance (km):	0-16	17-32	33-40	41-48	49-56	57-72	73-92	93-108	109-121	122-137	138-153	154-169	170-193	194-209	210-233	234-257	258-282	>283
Zones	A	B	C	D	E	F	G	H	J	K	L	M	N	P	R	S	T	U
Adult Single	€6.00	€8.80	€11.35	€13.55	€14.95	€16.95	€21.50	€25.05	€27.70	€32.50	€35.35	€38.45	€42.65	€47.80	€52.40	€56.90	€59.20	€61.80
Adult Return	€11.05	€15.50	€18.95	€21.15	€24.35	€27.20	€31.65	€37.70	€41.15	€45.95	€50.00	€52.75	€59.10	€64.50	€69.45	€74.45	€83.00	€85.00
Child Single	€3.00	€4.40	€5.68	€6.78	€7.48	€8.48	€10.75	€12.53	€13.85	€16.25	€17.68	€19.23	€21.33	€23.90	€26.20	€28.45	€29.60	€30.90
Child Return	€5.53	€7.75	€9.48	€10.58	€12.18	€13.60	€15.83	€18.85	€20.58	€22.98	€25.00	€26.38	€29.55	€32.25	€34.73	€37.23	€41.50	€42.50
Student Single	€6.00	€9.00	€12.50	€14.00	€14.50	€15.00	€17.00	€20.00	€20.00	€20.00	€20.00	€20.00	€20.00	€21.00	€26.50	€26.50	€29.00	€32.00
Student Return	€7.70	€11.20	€15.40	€17.40	€18.00	€19.00	€21.00	€25.00	€25.00	€25.00	€25.00	€25.00	€25.00	€26.00	€33.00	€33.00	€36.00	€40.00

Figure 37 Express Route TVM Fares

<sup>118</sup> <https://www.nationaltransport.ie/wp-content/uploads/2012/03/MVA-Irish-Rail-Fares-Report-redacted1.pdf>  
<sup>119</sup> [https://www.irishrail.ie/IrishRail/media/Imported/iamrod\\_eireann\\_fares\\_from\\_1\\_dec\\_2017.pdf](https://www.irishrail.ie/IrishRail/media/Imported/iamrod_eireann_fares_from_1_dec_2017.pdf)



Economy 1 Route TVM Fares																		
Distance (km):	0-16	17-32	33-40	41-48	49-56	57-72	73-92	93-108	109-121	122-137	138-153	154-169	170-193	194-209	210-233	234-257	258-282	>283
Zones	A	B	C	D	E	F	G	H	J	K	L	M	N	P	R	S	T	U
Adult Single	€ 6.00	€ 8.20	€ 10.45	€ 13.05	€ 14.00	€ 16.50	€ 19.70	€ 21.30	€ 23.00	€ 26.00	€ 29.55	€ 30.95	€ 32.70	€ 36.65	€ 38.05	€ 40.00	€ 41.60	€ 42.50
Adult Return	€ 9.10	€ 12.25	€ 12.85	€ 14.30	€ 15.00	€ 19.15	€ 21.30	€ 23.45	€ 25.00	€ 29.00	€ 32.45	€ 34.35	€ 36.00	€ 40.00	€ 42.00	€ 44.00	€ 45.00	€ 46.00
Child Single	€ 3.00	€ 4.10	€ 5.23	€ 6.53	€ 7.00	€ 8.25	€ 9.85	€ 10.65	€ 11.50	€ 13.00	€ 14.78	€ 15.48	€ 16.35	€ 18.33	€ 19.03	€ 20.00	€ 20.80	€ 21.25
Child Return	€ 4.55	€ 6.13	€ 6.43	€ 7.15	€ 7.50	€ 9.58	€ 10.65	€ 11.73	€ 12.50	€ 14.50	€ 16.23	€ 17.18	€ 18.00	€ 20.00	€ 21.00	€ 22.00	€ 22.50	€ 23.00
Student Single	€ 6.00	€ 9.00	€ 10.50	€ 12.50	€ 13.00	€ 13.50	€ 16.00	€ 17.00	€ 18.00	€ 20.00	€ 20.00	€ 20.00	€ 20.00	€ 21.00	€ 21.50	€ 26.50	€ 29.00	€ 30.50
Student Return	€ 7.70	€ 11.20	€ 13.40	€ 15.60	€ 16.15	€ 16.70	€ 19.90	€ 21.50	€ 22.50	€ 25.00	€ 25.00	€ 25.00	€ 25.00	€ 26.00	€ 27.00	€ 33.00	€ 36.00	€ 38.00

Figure 38 Economy 1 Route TVM Fares

Each fare category consists of Zones A-U. Each lettered zone represents an increment of 16 kilometres and determines the cost of the fare per distance travelled by the customer<sup>120</sup>. Where the ticket is purchased also determines the cost of the fare. Ticket Vending Machines or TVMs provide the baseline of ticket fares and are the most expensive way to buy a ticket whereas Online tickets are the cheapest<sup>121</sup>. Online tickets are at a fraction of the cost of TVM tickets, the value of the fraction being unknown when compiling this report.

Economy 1 Route Online Fares (Semi-Flexible)																		
Distance (km):	0-16	17-32	33-40	41-48	49-56	57-72	73-92	93-108	109-121	122-137	138-153	154-169	170-193	194-209	210-233	234-257	258-282	>283
Zones	A	B	C	D	E	F	G	H	J	K	L	M	N	P	R	S	T	U
Adult Single	€4.49	€6.09	€6.39	€7.09	€7.49	€9.49	€10.59	€11.69	€12.49	€13.99	€14.99	€15.99	€16.99	€18.99	€19.99	€20.98	€21.49	€22.49
Adult Return	€8.98	€12.18	€12.78	€14.18	€14.98	€18.98	€21.18	€23.38	€24.98	€27.98	€29.98	€31.98	€33.98	€37.98	€39.98	€41.96	€42.98	€44.98
Child Single	€2.25	€3.00	€3.00	€3.50	€3.75	€4.75	€5.25	€5.75	€6.25	€7.25	€8.00	€8.50	€9.00	€10.00	€10.50	€11.00	€11.25	€11.75
Child Return	€4.49	€6.00	€6.00	€7.00	€7.49	€9.49	€10.50	€11.50	€12.49	€14.50	€16.00	€17.00	€18.00	€20.00	€21.00	€22.00	€22.50	€23.50
Student Single	€3.49	€5.09	€6.09	€6.89	€7.29	€7.59	€8.99	€9.59	€9.99	€10.99	€10.99	€10.99	€10.99	€11.49	€11.99	€16.19	€16.99	€16.99
Student Return	€6.98	€10.18	€12.18	€13.78	€14.58	€15.18	€17.98	€19.18	€19.98	€21.98	€21.98	€21.98	€21.98	€22.98	€23.98	€32.38	€33.98	€33.98

Figure 39 Economy 1 Route Online Fares

The type of ticket purchased depends on the type of passenger and its purpose. There are many types of tickets but for this report, tickets shown will be for either Adults, Children or Students who are purchasing either a Single Journey Ticket or a Day Return Journey Ticket. Online tickets also have four options, First Class, Flexible, Semi-Flexible and Low. For this report, all Online tickets will be Semi-Flexible as they are the cheapest online ticket that is commonly available. Low Tickets are cheaper however they are not always available<sup>122</sup>.

Online Fares when travelling via the Rosslare - Waterford Railway																	
	Campile	Ballycullane	Wellingtonbr'	Bridgetown	Rosslare Str'd	Rosslare P'ort	Wexford	Enniscorthy	Gorey	Arklow	Rathdrum	Wicklow	Kilcoole	Greystones	Bray	Dún Laoghaire	Dublin C'ly
Adult Single	Wexford	€7.49	€7.09	€6.39	€6.09	€4.49	€4.49	€0.00	€6.09	€7.49	€9.49	€10.59	€11.69	€12.49	€13.99	€14.99	€14.99
Adult Return	Wexford	€14.98	€14.18	€12.78	€12.18	€8.98	€8.98	€0.00	€12.18	€14.98	€18.98	€21.18	€23.38	€24.98	€27.98	€29.98	€29.98
Child Single	Wexford	€3.75	€3.50	€3.00	€3.00	€2.25	€2.25	€0.00	€3.00	€3.75	€4.75	€5.25	€5.75	€6.25	€7.25	€8.00	€8.00
Child Return	Wexford	€7.49	€7.00	€6.00	€6.00	€4.49	€4.49	€0.00	€6.00	€7.49	€9.49	€10.50	€11.50	€12.49	€14.50	€16.00	€16.00
Student Single	Wexford	€7.29	€6.89	€6.09	€5.09	€3.49	€3.49	€0.00	€5.09	€7.29	€7.59	€8.99	€9.59	€9.99	€10.99	€10.99	€10.99
Student Return	Wexford	€14.58	€13.78	€12.18	€10.18	€6.98	€6.98	€0.00	€10.18	€14.58	€15.18	€17.98	€19.18	€19.98	€21.98	€21.98	€21.98
Adult Single	Waterford	€4.49	€6.09	€6.09	€7.09	€7.49	€9.49	€9.49	€9.49	€12.49	€13.99	€15.99	€16.99	€16.99	€16.99	€18.99	€18.99
Adult Return	Waterford	€8.98	€12.18	€12.18	€14.18	€14.98	€18.98	€18.98	€18.98	€24.98	€27.98	€31.98	€33.98	€33.98	€33.98	€37.98	€37.98
Child Single	Waterford	€2.25	€3.00	€3.00	€3.50	€3.75	€4.75	€4.75	€4.75	€6.25	€7.25	€8.50	€9.00	€9.00	€9.00	€10.00	€10.50
Child Return	Waterford	€4.49	€6.00	€6.00	€7.00	€7.49	€9.49	€9.49	€9.49	€12.49	€14.50	€17.00	€18.00	€18.00	€18.00	€20.00	€21.00
Student Single	Waterford	€3.49	€5.09	€5.09	€6.89	€7.29	€7.59	€7.59	€7.59	€9.99	€10.99	€10.99	€10.99	€10.99	€10.99	€11.49	€11.99
Student Return	Waterford	€6.98	€10.18	€10.18	€13.78	€14.58	€15.18	€15.18	€15.18	€19.98	€21.98	€21.98	€21.98	€21.98	€21.98	€22.98	€23.98

Figure 40 Online Fares for Rosslare-Waterford line

Figure 34 shows the Online Semi-Flexible Fares for the Rosslare-Waterford line if it was reopened. There is a full listing of fares for other destinations available upon request. To better understand how

<sup>120</sup> [http://www.railusers.ie/reports/2008/fare\\_calc\\_part1\\_appendix.pdf](http://www.railusers.ie/reports/2008/fare_calc_part1_appendix.pdf)

<sup>121</sup> [http://www.railusers.ie/reports/2008/ie\\_fare\\_calc.pdf](http://www.railusers.ie/reports/2008/ie_fare_calc.pdf)

<sup>122</sup> <https://www.irishrail.ie/>



the fare system is calculated, use this example: An Adult buys a Single Journey Ticket from Arklow to Waterford from a TVM. Arklow and Waterford are two stations which use the Economy 1 fare category. Arklow and Waterford are 136.8 kilometres apart which is within the 122-137 kilometre increment which is Zone K. Listed within Zone K is the cost of an Adult Single Journey Ticket which is €26.00 when purchased from a TVM as shown in figure 5. TVMs use the baseline fare so if purchased online, the cost would be a fraction of the baseline fare. So online fares would be €12.99 for a Low Fare, €13.99 for a Semi-Flexible Fare as shown in figure 6, €14.49 for a Flexible Fare and First-Class Fare is Not Available.

As Dublin is the capital, it should be of interest for passengers travelling from the intermediate station on the Rosslare-Waterford line. The fares to Dublin are shown in figure 8 are Online Semi-Flexible fares. Low Fares would be cheaper, but they are only sometimes available. There is also a unique option of travelling to either Dublin Heuston or Dublin Connolly with Dublin Connolly being the cheapest option and Dublin Heuston being the quickest option. Both options would only be viable if trains ran in both directions throughout the day.

Online fares when travelling to Dublin		Waterford	Campile	Ballycullane	Wellingtonbr'	Bridgetown	Rosslare Str'd
Adult Single	Dublin H'ton	€16.99	€18.99	€18.99	€18.99	€19.99	€20.25
Adult Return	Dublin H'ton	€33.98	€37.98	€37.98	€37.98	€39.98	€40.50
Child Single	Dublin H'ton	€9.00	€11.49	€11.49	€11.49	€14.99	€14.99
Child Return	Dublin H'ton	€18.00	€22.98	€22.98	€22.98	€29.98	€29.98
Student Single	Dublin H'ton	€10.99	€11.49	€11.49	€11.49	€14.99	€14.99
Student Return	Dublin H'ton	€21.98	€22.98	€22.98	€22.98	€29.98	€29.98
Adult Single	Dublin C'ly	€19.99	€18.99	€16.99	€16.99	€16.99	€15.99
Adult Return	Dublin C'ly	€39.98	€37.98	€33.98	€33.98	€33.98	€31.98
Child Single	Dublin C'ly	€14.99	€10.00	€9.00	€9.00	€9.00	€8.50
Child Return	Dublin C'ly	€29.98	€20.00	€18.00	€18.00	€18.00	€17.00
Student Single	Dublin C'ly	€14.99	€11.49	€10.99	€10.99	€10.99	€10.99
Student Return	Dublin C'ly	€29.98	€22.98	€21.98	€21.98	€21.98	€21.98

Figure 41 Online Fares to Dublin

In many cases when travelling beyond Dublin by train where the passenger must change trains from Dublin Connolly to Dublin Heuston, the price of the fare can be higher than expected. This is due to when a journey uses more than one train that uses more than one fare category as the fare is then charged by the highest fare category for the total distance of the journey<sup>123</sup>. This happens a lot when travelling via Dublin due to the overlay of fare categories. For example: An Adult buys a Single Journey Ticket from Wexford to Galway from a TVM. The journey requires two trains, one Rosslare Europort-Dublin Connolly train and one Dublin Heuston-Galway train. Both trains use routes for Economy 1 fare category and use Zone U since the distance travelled is >283 kilometres. This should cost €42.50. But the journey requires more than one train and overlaps with the Express fare category of the Dublin Heuston-Cork Route. This means that the ticket will be charged from the Express fare category for the total distance travelled. Since this is Zone U, the cost of the ticket is €61.80.

<sup>123</sup> [http://www.railusers.ie/reports/2008/ie\\_fare\\_calc.pdf](http://www.railusers.ie/reports/2008/ie_fare_calc.pdf)

Money Saved when travelling via the Rosslare - Waterford Railway																		
		Campile	Ballycullane	Wellingtonbr'	Bridgetown	Rosslare Str'd	Rosslare E'port	Wexford	Enniscorthy	Gorey	Arklow	Rathdrum	Wicklow	Kilcoole	Greystones	Bray	Dún Laoghaire	Dublin City
Adult Single	Waterford	NA	NA	NA	NA	€22.50	€20.50	€20.50	€20.50	€13.50	€6.26	€4.26	€3.00	€3.00	€2.00	€0.00	€0.00	-€1.00
Adult Return	Waterford	NA	NA	NA	NA	€45.00	€41.00	€41.00	€41.00	€27.00	€12.52	€8.52	€6.00	€6.00	€4.00	€0.00	€0.00	-€2.00
Child Single	Waterford	NA	NA	NA	NA	€11.76	€10.76	€10.76	€10.76	€9.26	€7.74	€6.49	€5.99	€5.99	€2.49	€1.49	€0.99	€0.49
Child Return	Waterford	NA	NA	NA	NA	€23.51	€21.51	€21.51	€21.51	€18.51	€15.48	€12.98	€11.98	€11.98	€4.98	€2.98	€1.98	€0.98
Student Single	Waterford	NA	NA	NA	NA	€10.70	€10.40	€10.40	€10.40	€6.20	€4.00	€4.00	€4.00	€4.00	€0.50	€0.00	-€0.50	-€1.00
Student Return	Waterford	NA	NA	NA	NA	€21.40	€20.80	€20.80	€20.80	€12.40	€8.00	€8.00	€8.00	€8.00	€1.00	€0.00	-€1.00	-€2.00
Adult Single	Kilkenny	NA	NA	NA	NA	€18.30	€17.50	€13.50	€5.26	€4.00	€2.00	€0.00	-€1.00	-€2.00	-€1.99	-€2.99	-€2.99	-€6.50
Adult Return	Kilkenny	NA	NA	NA	NA	€36.60	€35.00	€27.00	€10.52	€8.00	€4.00	€0.00	-€2.00	-€4.00	-€3.98	-€5.98	-€5.98	-€13.00
Child Single	Kilkenny	NA	NA	NA	NA	€9.75	€9.26	€9.26	€6.99	€6.49	€2.49	€0.99	€0.49	€0.49	-€0.01	-€0.01	-€0.01	-€1.00
Child Return	Kilkenny	NA	NA	NA	NA	€19.50	€18.51	€18.51	€13.98	€12.98	€4.98	€1.98	€0.98	€0.98	-€0.02	-€0.02	-€0.02	-€2.00
Student Single	Kilkenny	NA	NA	NA	NA	€8.40	€8.00	€6.20	€4.00	€4.00	€0.50	-€0.50	-€1.00	-€1.00	-€5.20	-€5.20	-€5.20	-€6.00
Student Return	Kilkenny	NA	NA	NA	NA	€16.80	€16.00	€12.40	€8.00	€8.00	€1.00	-€1.00	-€2.00	-€2.00	-€10.40	-€10.40	-€10.40	-€12.00
Adult Single	Carlow	NA	NA	NA	NA	€5.26	€5.26	€4.26	€3.00	€0.00	-€1.00	-€2.99	-€5.50	-€7.50	-€7.50	-€8.50	-€8.50	-€6.70
Adult Return	Carlow	NA	NA	NA	NA	€10.52	€10.52	€8.52	€6.00	€0.00	-€2.00	-€5.98	-€11.00	-€15.00	-€15.00	-€17.00	-€17.00	-€13.40
Child Single	Carlow	NA	NA	NA	NA	€6.99	€6.99	€6.49	€5.99	€0.99	€0.49	-€0.01	-€0.26	-€2.00	-€2.00	-€2.50	-€2.50	-€3.86
Child Return	Carlow	NA	NA	NA	NA	€13.98	€13.98	€12.98	€11.98	€1.98	€0.98	-€0.02	-€0.52	-€4.00	-€4.00	-€5.00	-€5.00	-€7.71
Student Single	Carlow	NA	NA	NA	NA	€4.00	€4.00	€4.00	€4.00	-€0.50	-€1.00	-€5.20	-€6.00	-€6.00	-€6.00	-€6.00	-€6.00	-€7.50
Student Return	Carlow	NA	NA	NA	NA	€8.00	€8.00	€8.00	€8.00	-€1.00	-€2.00	-€10.40	-€12.00	-€12.00	-€12.00	-€12.00	-€12.00	-€15.00
Adult Single	Limerick	NA	NA	NA	NA	€13.00	€13.00	€13.00	€10.00	€9.01	€4.50	-€1.24	-€2.24	-€2.50	-€2.50	-€2.50	-€3.50	-€3.50
Adult Return	Limerick	NA	NA	NA	NA	€26.00	€26.00	€26.00	€20.00	€18.02	€9.00	-€2.48	-€4.48	-€5.00	-€5.00	-€5.00	-€7.00	-€7.00
Child Single	Limerick	NA	NA	NA	NA	€6.50	€6.50	€6.50	€5.00	€4.50	€4.25	€3.74	€3.24	€3.24	€3.24	€3.24	€0.26	-€0.26
Child Return	Limerick	NA	NA	NA	NA	€13.00	€13.00	€13.00	€10.00	€9.00	€8.50	€7.48	€6.48	€6.48	€6.48	€6.48	-€0.52	-€0.52
Student Single	Limerick	NA	NA	NA	NA	€7.00	€7.00	€7.00	€6.00	€1.80	-€0.80	-€2.00	-€2.00	-€2.00	-€2.00	-€2.00	-€5.50	-€5.50
Student Return	Limerick	NA	NA	NA	NA	€14.00	€14.00	€14.00	€12.00	€3.60	-€1.60	-€4.00	-€4.00	-€4.00	-€4.00	-€4.00	-€11.00	-€11.00
Adult Single	Cork	NA	NA	NA	NA	€9.74	€9.74	€9.74	€4.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	-€4.00	-€4.00
Adult Return	Cork	NA	NA	NA	NA	€19.48	€19.48	€19.48	€8.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	-€8.00	-€8.00
Child Single	Cork	NA	NA	NA	NA	€0.51	€0.51	€0.51	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00
Child Return	Cork	NA	NA	NA	NA	€1.02	€1.02	€1.02	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00
Student Single	Cork	NA	NA	NA	NA	€3.00	€3.00	€3.00	€1.80	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	-€1.80	-€1.80
Student Return	Cork	NA	NA	NA	NA	€6.00	€6.00	€6.00	€3.60	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	-€3.60	-€3.60
Adult Single	Galway	NA	NA	NA	NA	€7.50	€7.50	€7.50	€7.50	€7.50	€7.50	€3.50	-€2.24	-€2.24	-€2.24	-€2.50	-€2.50	-€3.50
Adult Return	Galway	NA	NA	NA	NA	€15.00	€15.00	€15.00	€15.00	€15.00	€15.00	€7.00	-€4.48	-€4.48	-€4.48	-€5.00	-€5.00	-€7.00
Child Single	Galway	NA	NA	NA	NA	€3.75	€3.75	€3.75	€3.75	€3.75	€3.75	€3.75	€3.24	€3.24	€3.24	€3.24	€3.24	-€0.26
Child Return	Galway	NA	NA	NA	NA	€7.50	€7.50	€7.50	€7.50	€7.50	€7.50	€7.50	€6.48	€6.48	€6.48	€6.48	€6.48	-€0.52
Student Single	Galway	NA	NA	NA	NA	€1.00	€1.00	€1.00	€1.00	€1.00	€1.00	€1.00	-€0.80	-€2.00	-€2.00	-€2.00	-€2.00	-€5.50
Student Return	Galway	NA	NA	NA	NA	€2.00	€2.00	€2.00	€2.00	€2.00	€2.00	€2.00	-€1.60	-€4.00	-€4.00	-€4.00	-€4.00	-€11.00

Figure 42 Money Saved travelling via the Rosslare-Waterford line

This shows that for anyone travelling on the Dublin-Rosslare Europort line to stations beyond Dublin Heuston, they will be charged a lot more than expected due to an overlap of the Express fare category. Reopening the Rosslare-Waterford line would therefore financially benefit the public by by-passing the higher fare travelling via Dublin. Travelling from any station on the Dublin-Rosslare Europort line to places such as Waterford, Kilkenny, Carlow, Limerick, Galway and Westport would all be within the Economy 1 fare category if travelling via the Rosslare-Waterford line and depending on the distance travelled, would be cheaper than current fares. Figure 36 shows the exact cost benefits when travelling to Waterford via the Rosslare-Waterford line when compared to travelling via Dublin.

## 8.4. Competition with Buses

Other than travelling by car, buses are the main competitor for a Wexford-Waterford Rail service if the Rosslare-Waterford Railway reopened. Bus services compete with rail services in three different ways: frequency, journey times and cost of fares.

There are three bus companies operating between Wexford, Waterford and intermediate stations that would directly compete with a Wexford-Waterford service. These companies consist of Wexford Bus, Bus Éireann and Local Link. Indirectly, rail services compete with other bus companies that would depart from Dublin, for example: the quickest bus route between Wicklow and Kilkenny

which is done using two companies, Bus Éireann for the Wicklow-Dublin leg and JJ Kavanagh for the Dublin-Kilkenny leg<sup>124</sup>.

Frequency of Bus Services per week							
	Bus Eireann Wexford	Wexford Bus Wexford	Local Link Wexford	Daily Average Wexford	Bus Eireann Waterford	Wexford Bus Waterford	Daily Average Waterford
Waterford	48	52	0	14	0	0	0
Campile	6	0	0	1	24	0	3
Ballycullane	1	0	0	0	1	0	0
Wellingtonbr'	12	0	28	6	24	0	3
Bridgetown	4	17	0	3	6	0	1
Rosslare Strand	12	18	39	10	12	0	2
Rosslare E'port	53	0	45	14	12	0	2
Wexford	0	0	0	0	48	52	14

Figure 43 Frequency of Bus Services for Wexford-Waterford per week

Wexford Bus provide a direct service between Wexford and Waterford with only a few stops<sup>125</sup>. Bus Éireann also provide direct Wexford-Waterford Expressway services and local services to small populated areas<sup>126</sup>. Two of these bus routes were used to replace the Rosslare-Waterford Rail service in 2010<sup>127</sup>. Local Link provide local timetabled bus services connecting small populated areas such as Wellingtonbridge to Wexford Town. It should be mentioned that Local Link also provide an On Demand pick up service where a customer, if living near the route, would book in advance to be collected at their door and be brought to their destination. As this is an On-Demand service that may not be available due to limited seating<sup>128</sup>, it will not be included in this report.

The frequency of existing bus services that a Wexford-Waterford rail service will directly be competing with are shown in figure 37. Any population that receives less than seven services per week and less than three services per day is less than the frequency of reinstated rail services this analysis proposes. Ballycullane benefiting the most from a reinstated rail service as Ballycullane is currently served by one Bus Éireann service in each direction per week and requires a transfer at New Ross to get to Waterford<sup>129</sup>.

Bus companies run competitive services with each other to provide the quickest and the cheapest services in order to attract more customers. Figure 38 displays which companies provide the quickest journey times where each company is represented by a unique colour. For journeys that require more than one company, another colour is used to represent the majority company and other. All journey times are displayed in minutes sourced from Transport for Ireland's Journey Planner which includes wait times and transfer times<sup>130</sup>.

<sup>124</sup> <https://www.transportforireland.ie/plan-a-journey/>

<sup>125</sup> <https://bookings.wexfordbus.com/TimeTable.aspx?TimeTableRoute=1>

<sup>126</sup> <https://www.buseireann.ie/>

<sup>127</sup> [https://www.nationaltransport.ie/wp-content/uploads/2012/01/business\\_case\\_for\\_withdrawal\\_of\\_rail\\_services1.pdf](https://www.nationaltransport.ie/wp-content/uploads/2012/01/business_case_for_withdrawal_of_rail_services1.pdf)

<sup>128</sup> <https://localinkwexford.ie/timetables/>

<sup>129</sup> <https://www.buseireann.ie/inner.php?id=406&form-view-timetables-from=&form-view-timetables-to=&form-view-timetables-route=373&form-view-timetables-submit=1>

<sup>130</sup> <https://www.transportforireland.ie/plan-a-journey/>

Bus Journey Times																		
	Waterford	Campile	Ballycullane	Wellingtonbr'	Bridgetown	Rosslare	Rosslare E'port	Wexford	Enniscorthy	Gorey	Arklow	Rathdrum	Wicklow	Kilcoole	Greystones	Bray	Dún Laoghaire	Dublin
Wexford	52	68	61	36	23	31	33	0	21	46	61	124	139	179	163	147	158	137
Rosslare	104	84	185	125	58	0	23	31	77	96	111	194	187	150	200	182	195	204
Waterford	0	45	116	79	84	104	82	52	92	135	150	223	151	253	236	220	196	135
Kilkenny	40	147	217	166	160	189	168	137	152	216	234	275	225	239	224	196	177	119
Carlow	60	121	195	130	194	168	172	96	76	215	214	285	239	193	181	166	152	102
Limerick	145	218	337	238	241	280	249	318	283	287	263	355	284	270	254	253	238	183
Cork	110	188	257	202	250	264	258	212	252	276	291	388	345	330	318	302	283	192
Galway	340	393	466	393	400	423	408	372	344	306	282	358	306	289	273	273	257	159
Dublin	135	203	236	207	199	204	208	137	122	101	82	129	82	74	62	47	31	0

Figure 44 Quickest Bus Journey Times in minutes







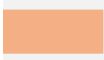
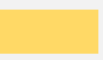

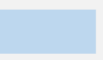





	Bus Éireann		Wexford Bus		Dublin Coach		JJ Kavanagh		Go Bus		Citylink
	Bus Éireann and other		Wexford Bus and other		Dublin Coach and other		JJ Kavanagh and other		Go Bus and other		Citylink and other
	Local Link		Dublin Bus		Aircoach						

Figure 45 Key of Bus Companies

Figure 40 shows the comparison of the quickest bus times to the journey times achieved by travelling on the Rosslare-Waterford Railway. The grey area represents the journey times that are quicker by travelling via Dublin. Campile, Ballycullane and Wellingtonbridge benefit greatly due to the lack of frequent bus services which means longer wait times for connecting bus services at Waterford and Wexford.

Time saved when travelling via the Rosslare - Waterford Railway																		
	Waterford	Campile	Ballycullane	Wellingtonbr'	Bridgetown	Rosslare Str'd	Rosslare E'port	Wexford	Enniscorthy	Gorey	Arklow	Rathdrum	Wicklow	Kilcoole	Greystones	Bray	Dún Laoghaire	Dublin C'ly
Wexford	-37	5	6	-12	-6	16	12	0										
Rosslare	30	36	145	92	44	0	17	16										
Waterford	0	22	85	41	28	30	2	-37	-18	6	8	65	-20	63	41	15		
Kilkenny		88	150	92	67	82	55	15	9	54	59	84	21					
Carlow		27	93	21	66	26	24	-61	-102	18	4							
Limerick		62	173	67	51	76	39	99	43	28	-9							
Cork		-23	38	-24	5	5	-7	-62	-43	-38								
Galway		127	192	112	100	109	88	43	-6									
Dublin H'ton		64	89	53	26	17	15											
Dublin C'ly	-119	-25	16	-6	5													

Figure 46 Time saved travelling via the Rosslare-Waterford line

Key (in minutes):	<1 hour	1-2 hours	2-3 hours	3-4 hours	4-5 hours	>5 hours
	<0	0-60	60-120	120-180	180-240	>240

Figure 41 shows the cheapest bus services for each route however it must be noted that these fares are all online fares as they are the cheapest. Leap Card fares are cheaper but have been excluded as not all services have leap card facilities and not everyone has a Leap Card. All fares

shown are sourced from each individual company website<sup>131</sup> <sup>132</sup> <sup>133</sup> <sup>134</sup> <sup>135</sup> <sup>136</sup> <sup>137</sup> <sup>138</sup> <sup>139</sup> and although they may be the cheapest, they may not be the quickest and most convenient, for example: Wicklow-Waterford require travelling to Dublin first before going down to Waterford for cheapest service but quickest service is to travel via Wexford. Rathdrum is served by a Bus Éireann service between Arklow and Wicklow but no fares were listed, therefore the cheapest service to Rathdrum is excluded in this report. A full list of destinations for the cheapest bus services is available upon request.

		Online Bus Fares																
		Campile	Ballycullane	Wellingtonbr'	Bridgetown	Rosslare Str'd	Rosslare E'port	Wexford	Enniscorthy	Gorey	Arklow	Rathdrum	Wicklow	Kilcoole	Greystones	Bray	Dún Laoghaire	Dublin
Adult Single	Wexford	€10.50	€7.70	€3.00	€6.00	€3.00	€5.00	€0.00	€7.32	€9.50	€9.50	NA	€18.05	€21.80	€21.80	€21.30	€21.30	€18.00
Adult Return	Wexford	€17.50	€13.10	€6.00	€10.70	€5.00	€8.00	€0.00	€9.50	€12.36	€12.36	NA	€21.38	€28.98	€28.98	€27.98	€27.98	€21.38
Child Single	Wexford	€7.00	€4.60	€1.50	€3.50	€2.00	€3.00	€0.00	€4.37	€6.50	€8.55	NA	€11.00	€11.60	€11.60	€11.30	€11.30	€11.40
Child Return	Wexford	€12.70	€7.30	€3.00	€5.90	€3.00	€5.00	€0.00	€6.50	€9.00	€10.92	NA	€16.16	€16.20	€16.20	€15.60	€15.60	€13.00
Student Single	Wexford	€8.50	€6.10	€2.50	€4.80	€3.00	€4.00	€0.00	€5.80	€9.02	€9.02	NA	€15.00	€18.80	€18.80	€18.30	€18.30	€15.00
Student Return	Wexford	€14.50	€10.20	€4.00	€8.30	€5.00	€7.00	€0.00	€8.56	€11.40	€11.40	NA	€19.00	€27.60	€27.60	€26.60	€26.60	€20.00
Adult Single	Waterford	€8.00	€14.50	€10.00	€11.50	€13.00	€15.00	€10.00	€14.25	€17.10	€17.10	NA	€20.00	€13.80	€13.80	€13.30	€13.30	€10.00
Adult Return	Waterford	€15.50	€21.60	€17.50	€20.00	€18.00	€21.00	€13.00	€20.42	€20.42	€20.42	NA	€21.50	€27.60	€27.60	€26.60	€26.60	€20.00
Child Single	Waterford	€6.50	€8.90	€7.50	€8.00	€8.50	€9.50	€6.50	€8.55	€10.45	€11.40	NA	€12.50	€12.60	€12.60	€12.30	€12.30	€11.00
Child Return	Waterford	€8.50	€12.70	€10.00	€12.00	€12.00	€14.00	€9.00	€13.16	€19.01	€12.82	NA	€13.50	€25.20	€25.20	€24.60	€24.60	€22.00
Student Single	Waterford	€6.70	€12.70	€9.50	€11.00	€13.00	€14.00	€10.00	€11.40	€14.25	€15.20	NA	€16.50	€17.80	€17.80	€17.30	€17.30	€14.00
Student Return	Waterford	€9.00	€21.00	€10.50	€12.00	€18.00	€20.00	€13.00	€18.06	€18.06	€18.06	NA	€19.00	€23.28	€23.28	€22.28	€22.28	€15.68

Figure 47 Online Bus Fares

The cost benefits of travelling on a reopened Rosslare-Waterford Railway are shown in figure 42 where the cost of online bus fares is compared to the cost of online rail fares when travelling via the Rosslare-Waterford Railway. There is a full listing of cost benefits of other destinations upon request. The cost benefits vary but the negative margin is mostly less than €5.00.

		Money Saved when travelling via the Rosslare - Waterford Railway																
		Campile	Ballycullane	Wellingtonbr'	Bridgetown	Rosslare Str'd	Rosslare E'port	Wexford	Enniscorthy	Gorey	Arklow	Rathdrum	Wicklow	Kilcoole	Greystones	Bray	Dún Laoghaire	Dublin
Adult Return	Wexford	€2.52	-€1.08	-€6.78	-€1.48	-€3.98	-€0.98	€0.00	-€2.68	-€2.62	-€6.62	NA	-€2.00	€4.00	€1.00	€0.00	-€2.00	-€8.60
Child Single	Wexford	€3.26	€1.10	-€1.50	€0.50	-€0.25	€0.76	€0.00	€1.37	€2.76	€3.81	NA	€5.25	€5.36	€4.35	€4.05	€3.30	€3.40
Child Return	Wexford	€5.21	€0.30	-€3.00	-€0.10	-€1.49	€0.51	€0.00	€0.50	€1.51	€1.43	NA	€4.66	€3.71	€1.70	€1.10	-€0.40	-€3.00
Student Single	Wexford	€1.21	-€0.79	-€3.59	-€0.29	-€0.49	€0.51	€0.00	€0.71	€1.73	€1.43	NA	€5.41	€8.81	€7.81	€7.31	€7.31	€4.01
Student Return	Wexford	-€0.08	-€3.58	-€8.18	-€1.88	-€1.98	€0.02	€0.00	-€1.62	-€3.18	-€3.78	NA	-€0.18	€7.62	€5.62	€4.62	€4.62	-€1.98
Adult Single	Waterford	€3.51	€8.41	€3.91	€4.41	€5.51	€5.51	€0.51	€4.76	€4.61	€3.11	NA	€3.01	-€3.19	-€3.19	-€5.69	-€5.69	-€9.99
Adult Return	Waterford	€6.52	€9.42	€5.32	€5.82	€3.02	€2.02	-€5.98	€1.44	-€4.56	-€7.56	NA	-€12.48	-€6.38	-€6.38	-€11.38	-€11.38	-€19.98
Child Single	Waterford	€4.26	€5.90	€4.50	€4.50	€4.76	€4.76	€1.76	€3.81	€4.21	€4.15	NA	€3.50	€3.60	€3.60	€2.30	€2.30	€0.50
Child Return	Waterford	€4.01	€6.70	€4.00	€5.00	€4.51	€4.51	-€0.49	€3.67	€6.52	-€1.68	NA	-€4.50	€7.20	€7.20	€4.60	€4.60	€1.00
Student Single	Waterford	€3.21	€7.61	€4.41	€4.11	€5.71	€6.41	€2.41	€3.81	€4.26	€4.21	NA	€5.51	€6.81	€6.81	€5.81	€5.81	€2.01
Student Return	Waterford	€2.02	€10.82	€0.32	-€1.78	€3.42	€4.82	-€2.18	€2.88	-€1.92	-€3.92	NA	-€2.98	€1.30	€1.30	-€0.70	-€0.70	-€3.30

Figure 48 Online Bus Fares

<sup>131</sup> <https://www.buseireann.ie/>

<sup>132</sup> <https://www.wexfordbus.com/>

<sup>133</sup> <https://www.dublincoach.ie/>

<sup>134</sup> <https://jkkavanagh.ie/#>

<sup>135</sup> <https://gobus.ie/>

<sup>136</sup> <https://www.citylink.ie/>

<sup>137</sup> <https://localinkwexford.ie/timetables/>

<sup>138</sup> <https://www.dublinbus.ie/Fares-and-Tickets/>

<sup>139</sup> <https://www.aircoach.ie/>

## 9. CONCLUSION

This report explores in depth the potential for passenger and freight flows along the currently out of service rail link. We illustrate there is very strong market potential for passenger ridership, as well as a range of economic and social benefits for the region, should the rail link be reopened.

In a post Brexit environment, Ireland has made a strong commitment to remain part of the European Union. With Rosslare Europort currently serving as Ireland's "Gateway to Europe", the provision of expanded rail services to this vital link suggests a confident view toward the future. Rail's modal share in Ireland still lags significantly behind the EU average<sup>140</sup>, and within the context of the European Year of Rail 2021, actions should be taken to address this.

The proposed project fulfills a range of strategic and policy goals and can benefit the region and country by increasing connectivity. However, the window of opportunity is limited. After 10 years out of service, the time has come to take significant action in reactivating this vital transport link.

As previously stated, to fully rebuild a similar rail link would cost €652 million at current rates. The opportunity to provide such a piece of infrastructure for a fraction of this cost should not be ignored.



Figure 49 - IE Unit during Stock Transfer at Wellingtonbridge Station

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<sup>140</sup> <https://ec.europa.eu/eurostat/statistics-explained/pdfscache/1132.pdf>