



Mayo County Council

Economic Development, Enterprise Support, Planning and

Marine Strategic Policy Committee

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Overview

- All-Island Strategic Rail Review (AISSR)
 - Overview
 - Key Recommendations
- Recommendations specific to Western Region/ West
 - AISSR proposals

AISSR Process

- Submissions invited on the Draft deadline 29 September 2023
- Follows Public Consultation in 2021/21
- WDC Submission Jan 2022: service frequencies, journey times and a key route that should be considered is Derry-Letterkenny-Sligo-Claremorris-Tuam-Galway and onwards to existing services to Limerick, Cork and Waterford.



Draft All Island Strategic Rail Review (AISRR)

- Commissioned by Department of Transport & Department for Infrastructure NI
- A Draft report, 30 recommendations over short-term (to 2030), medium (2030-2040), long-term (2040-2050)
- Recommendations 'do not represent official policy' but 'plausible choices' for policy makers
- More detailed work to test the feasibility, affordability & subject to Govt Spending Code
 & Capital Appraisal Framework.

- Final list includes approx. half the 70 geographic specific projects examined.
- Capital cost est €36.8bn (2023 prices), approx. 75% Ireland
- €1bn per annum over existing plans.
- Roughly equivalent to peak annual investment in motorway network in late 2000s.
- Recommendations are framed in the context of 6 goals:
- 1. Decarbonisation (increasing rail patronage away from cars & electrification)
- 2. Intercity
- 3. Regional & Rural
- 4. Sustainable cities
- 5. Freight
- 6. Economic Feasibility



Draft AISRR – Recommendations- Service Frequencies

Key Recommendations – Intercity & Regional & Rural

• (A) Service Frequencies (B) Journey times (C) New lines & services

Service Frequencies

- Intercity routes: Dublin Cork, Waterford, Limerick, Galway, Belfast
- Interregional routes Dublin Sligo, Ballina/Westport, Tralee etc & Galway-Limerick
- Increased no of services: one train per hour (Intercity Dublin -Galway)
- Increased no of services: one train per two hours Dublin Sligo, Dublin Westport/Ballina, Galway-Limerick).



Draft AISRR – Journey Times

Journey Times

 the Review argues that journey times between the main cities should be materially faster than car journeys

1. Increased speeds (Intercity Galway – Dublin top speed 200km/h)

2. Increased speeds other regional routes increased speeds (Dublin- Sligo/ Westport/Ballina/ Galway-Limerick - top speed 120km/h)

Draft AISRR – New lines/services

New lines/services

- dual tracking & some four-tracks especially in the approaches to Dublin.
- New line Portadown to Derry/LondonDerry, Reinstated Mullingar- Athlone, Waterford-South Wexford.
- 1. Double-tracking Galway-Athenry.
- 2. Re-instatement single-track Claremorris-Tuam-Athenry.
- Improved journey times investment in signalling, track, level crossings, rolling stock.
- Journey times Tuam to Athenry??



Recent Policy Context - WRC

New lines/services

- McCann Report
 - Claremorris- Collooney: Preserved and viability reviewed
 - Claremorris-Tuam/Athenry section the assessment was that the line is an important link for the island's rail freight network
 - Tuam-Athenry potential for passenger commuter services
- Success to-date:

Phase 1 Limerick–Galway or Ennis –Athenry or Athenry – Oranmore –-Galway?

Latest policy context: PfG/ EY Report/ West on Track report/ AISSR



Recent Policy Context - WRC

- Pfg 2020 (October 2020) Consider the report* on the future of the Western Rail Corridor and take appropriate action. (p.15) *Government commissioned the EY report (June 2020).
- EY report found that the costs of reviving the line between Athenry and Claremorris would be greater than the financial benefits. Benefit/cost ratio 0.21 and recommended the do nothing option of leaving the line inactive
- In 2020, Dept of Transport review of the project material prepared by EY. Jaspers report said that EY's findings are not unreasonable and that the project in its current form is likely to present a very weak justification for investment
- In 2021, West on Track produced a report arrived at a positive benefit cost ratio (1.04).
- NDP 2021-2030 (published Oct 2021) committed to the All island Rail Review



WRC - AISSR

AISSR

- 1. Re-instatement single-track Claremorris-Tuam-Athenry.
- On Colloney Claremorris, the Review noted there would be very low demand for passenger rail services on this route and that building a railway on this corridor would have a significant adverse impact on the environment.
 - Claremorris-Athenry section: the assessment was that the line is an important link for the island's rail freight network, and that the town of Tuam would probably generate demand for a passenger service.
 - Elsewhere it suggests that the line could be reopened for freight in the first instance which may indicate lower journey speeds.



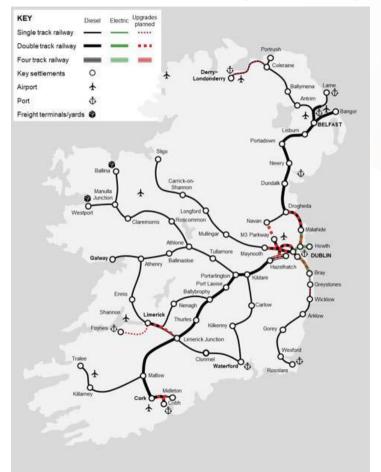
Recent Policy Context - WRC

Maps

- The maps below outline today's railway network showing the single, double and four track sections along with the electric sections and (currently) planned upgrades (<u>AISSR</u>, p.22.Figure 1).
- The map showing a potential future railway (AISSR pg 12), outlines electrified and new railways, track upgrades and other improvements.



Today's Railway & A potential future railway







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