

N11 / N25 OILGATE TO ROSSLARE HARBOUR

OPTION C CHOSEN AS PREFERRED OPTION FOR THE N11/N25 OILGATE TO ROSSLARE HARBOUR PROJECT

WEXFORD County Council has confirmed the preferred scheme option for the N11/N25 Oilgate to Rosslare Harbour project following public consultation and a detailed appraisal of scheme options and alternatives.

The N11 and N25 are vital strategic transport corridors providing national and regional connectivity with Rosslare Europort, a critical gateway with continental Europe and Britain. Rosslare Europort is Ireland's second largest port for utilised freight and passenger numbers and provides the shortest sea crossing between Ireland & mainland Europe. The impacts of Brexit have significantly intensified Rosslare Europort's strategic importance as a gateway for Irish trade and tourism. Even in the midst of the Covid-19 pandemic, weekly continental ferry services at the Port have increased to 34 per week. Freight volumes with continental Europe increased by approximately 460% in the first half of 2021, and overall freight volumes, including Britain, have increased by 60%. The N11/N25 Oilgate to Rosslare Harbour project aims to secure the future resilience of this critical international land-sea corridor by delivering a safe, sustainable, high-quality and cost effective transport connection with Rosslare Europort.

Background

The section of N11 & N25 from north of Oilgate to Rosslare Europort is the only section of the corridor connecting Belfast, Dublin & Rosslare Europort not to have been completed to a high-quality international standard. The impetus for completing this final leg of the land connection with Rosslare Europort is further emphasised by the disruptions and challenges caused by Brexit.

The existing N11 & N25 corridors within the study area have significant infrastructural, operational and safety deficiencies. Sections of the existing corridor are already operating beyond capacity and this, combined with a high proportion of freight vehicles, is resulting in poor levels of service. Forecasted increases in travel demand in future years, including increased freight traffic to and from Rosslare Europort, will exacerbate this capacity deficit.

Selection Process

The project has undertaken a detailed, multi-criteria appraisal of feasible scheme options and alternatives and has considered feedback received during the public consultation event in July and August 2020. A broad range of multi-modal transport solutions have been considered, including rail and bus alternatives, management options, and road options.

Following preliminary assessment, shortlisting and further detailed appraisal, Road Option C has been confirmed as the solution that can best deliver the specified project objectives and address the future transport needs of the region. Option C is cost-effective and will be further developed to minimise disruption to local communities and the environment.

The contribution that enhanced public transport services and active travel facilities can make to developing the most sustainable integrated transport solution will also continue to be examined. Option C encompasses significant sections of the existing road, and these sections will be improved and repurposed to deliver a resilient transport corridor that meets the future needs of the region.

The Route

The Option C corridor is shown in orange on the above map. The corridor begins at the southern end of the M11 motorway south of Enniscorthy and bypasses Oilgate village to the east. To the south of Oilgate, the corridor re-joins the existing N11 corridor, and generally follows the line of the existing road to south of Kyle Cross junction. Between Kyle Cross and Kitestown Cross, the corridor passes to the west of the existing N11 before crossing the River Slaney to the west of Ferrycarrig Bridge, where a new bridge will be constructed.

To the south of the River Slaney, the corridor crosses the Dublin to Rosslare rail line before following the line of the current N25 Wexford Bypass. To the south of Wexford town the corridor passes east of the existing N25 and Killinick village before passing to the north of the villages of Tagoat and Kilrane. The corridor then terminates at Rosslare Europort and Rosslare Harbour village.

Further Information

Wexford County Council is now holding a public information event to inform the public of the selected scheme option to be brought forward for further development and assessment. Further information on the option selection process, and the project in general can be found on the project website www.oilgate2rosslareharbour.ie.

