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To: [rses](#)
Subject: New Message (sent by contact form at Northern and Western Regional Assembly)
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Submission: This submission refers to the draft RSES Report.

Regional Policy Objectives

In support of better connectivity for employment, business, leisure and tourism, all of the following objectives are very important:

113: The commencement and completion of the review of the Western Rail Corridor project as a priority for passenger and freight transport should occur without further delay.

114: Promote the upgrade of the capacity of the Athlone-Athenry-Galway rail line, including the provision of dual tracks is vital if more services are to operate on this very busy artery. Double tracks or dynamic passing loops must also be added between Athlone and Portarlinton as this is a real 'pinch point'. This will allow additional trains to run between Athlone and Galway and also on the Mayo line. More commuting to the ideally situated Ceannt Station will reduce traffic congestion in the City Centre, encouraging modal switch and will help reduce the 70% regional reliance on private cars.

Galway docks have expansion plans including a link to the rail network for freight. Not only would a link benefit the port, but it would also provide a greener transport option for major exporters such as Boston Scientific. Baxter Healthcare is a major exporting business and the provision of a rail container loading facility in Castlebar would allow them to use rail more easily, avoiding the current need to take containers for rail transport to Ballina for loading, which is not very efficient. Rail freight can help overcome the environmental challenge facing Ireland now and in the future.

115: Delivery of the Athenry - Tuam - Claremorris - Sligo – Rail line to an appropriate level of service and to a standard capable of facilitating passenger and freight transport is vital for the whole region.

116: Supporting the provision of Smarter Travel infrastructure

117: The promotion and enhancement of the capacity of the strategically important Sligo to Dublin rail line is vital for the North West. Iarnród Éireann have recently added an addition train to/from Sligo to provide additional capacity. Development of a Park and Ride transport interchange at

Carrick-on-Shannon station will improve connectivity for business / commuting to Sligo and Dublin.

Iarnród Éireann are also discussing the re-introduction of rail freight services from Sligo with a customer and this could happen soon. The re-introduction of rail freight will keep many HGVs off roads of the North and West and be a betterment for the environment. The re-opening of the freight yard in Sligo is an integral part of this plan and it would play a key role in conjunction with the provision of a re-opened Western Rail Corridor.

118: To investigate the feasibility of extending the rail network to the North West City region from Sligo and Dublin will boost connectivity and tourism and could attract EU grant funding.

119: The medium term electrification of the rail network will make rail transportation even 'greener' than it currently is.

I particularly welcome and support Objectives 115 (a) and 115 (b) of the draft RSES Report which refer specifically to the re-opening of the Western Rail Corridor from Athenry to Claremorris and northwards from Claremorris to Sligo. I believe the redevelopment of this infrastructure to be vital for the future of the whole region both from an economic and environmental perspective. Development of the WRC will also

encourage a modal switch from towns such as Tuam. Use of the re-opened WRC between Athenry and Limerick is now very good having the highest percentage growth of any railway in Ireland with trains now often having standing room only at peak times. The reopened rail link from Athenry to Claremorris would also offer opportunity for local businesses for employment and possibly freight transport. Development of the strategy for re-opening between Athenry and Claremorris must not be delayed any longer.