

Waterford – Rosslare Europort route

Business Case for Withdrawal of Rail Services.

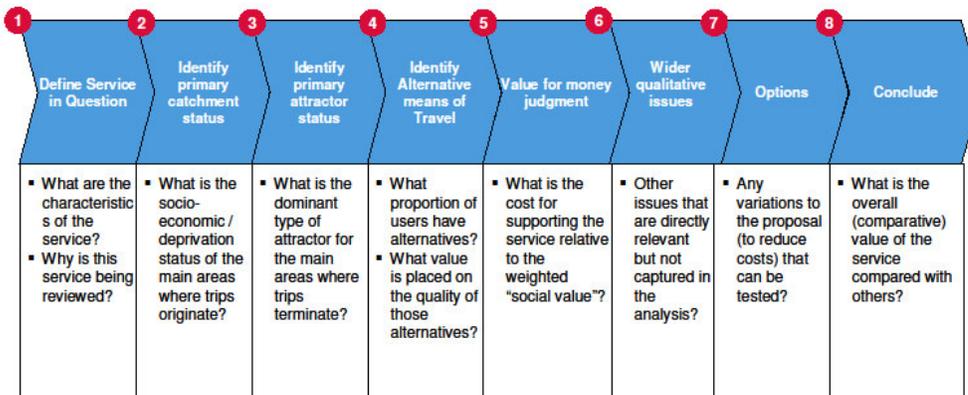
July 2010

Introduction.

This report sets out the business case for the withdrawal of rail services on the rail spur between Waterford City and Rosslare Europort. Passenger traffic volumes on this route are unsustainably low. Furthermore this route is no longer of strategic importance to the remainder of the rail network or to Rosslare Europort. This is particularly the case given the withdrawal of rail freight from the route following the closure of the sugar beet industry a number of years ago.

This report is prepared in line with the route based social impact evaluation methodology agreed with the National Transport Authority. This methodology is summarized in Figure 1 below.

Figure 1: NTA Social Impact Evaluation Methodology.



Bus Éireann and Iarnród Éireann have put together an alternative bus based proposal to expand and improve the range of local transport services in south Wexford, at a fraction of the PSO requirement of the current rail service.

Define Service In Question.

Service Characteristics.

The rail service between Waterford City and Rosslare Europort consists of one round trip per day, Monday to Saturday. It serves a number of intermediate stations as set out in the timetable below and there is no Sunday service.

The morning service departs Rosslare Europort at 07.00 and arrives in Waterford at 08.20. There is a connection with this service at Rosslare Strand from Enniscorthy and Wexford. The evening service departs Waterford at 17.20 and arrives in Rosslare Europort at 18.35.

Table 1: Train Timetable 09/10

Station	Dept.	Station	Dept
Rosslare Europort	07.00	Waterford	17.20
Rosslare Strand	07.06	Campile	17.43
Bridgetown	07.20	Ballycullane	17.51
Wellingtonbridge	07.39	Wellingtonbridge	17.58
Ballycullane	07.46	Bridgetown	18.16
Campile	07.54	Rosslare Strand	18.30
Waterford	08.20	Rosslare Europort	18.35

The service is provided by a two piece diesel railcar (DMU) set.

The service targets the Waterford City commuter market.

Why review now?

The service is currently under review for a number of reasons.

- The current ratio of costs to revenue is one of the worst in the entire Iarnród Éireann network and it is highly likely that replacement bus services would provide better value for money.
- The report of 'The Special Group on Public Service Numbers and Expenditure Programmes' (July 2009) recommended withdrawal of services from the route.
- A significant level of safety related expenditure is required for this line over the next five years. The economic justification for this is very difficult to sustain.
- This line is no longer of any strategic importance for either Rosslare Europort and the rail freight industry.
- Under the current economic environment there is a severe shortage of funding, both capital and current, to support rail services. In line with this there has been a very significant reduction in Iarnród Éireann's annual subvention payments.
- A review of demographic trends and planning policies for the south Wexford catchments highlights that the economies of the rail service are highly unlikely to improve even in the medium to longer term.

Identify Primary Catchment Status.

Demographic Analysis of South Wexford..

The population of the rail catchment is summarized in Table 2 below. This is based on the CSO Census of Population statistics for the last three census reference years, 1996 - 2006.

There are a number of key features that are clear from this table.

- In general the population within the rail catchment, apart from Waterford City, is very low.

- The population growth (1996-2006) recorded within the rail catchment at 13% is well below the national average (16%).

Table 2: Demographic Trends with Rail Catchment.

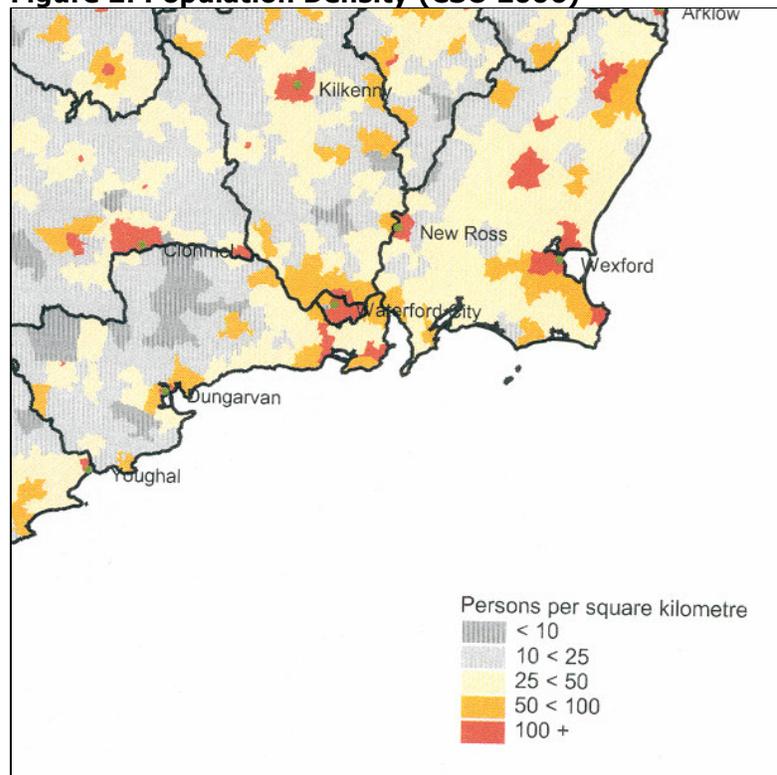
	1996	2002	2006	Change %
Campile	396	335	347	-12.3%
Ballycullane	200	207	219	9.5%
Wellington Bridge	230	240	250	8.7%
Bridgetown	246	183	202	-17.9%
Rosslare	1,952	2,183	2,400	22.9%
Subtotal East	3,024	3,148	3,418	13.0%

A more in depth analysis of the 2006 Census of Population files based on distances from the various rail stations in south Wexford revealed the following rail catchment population levels:-

- 0-5kms: 17,940
- 5-10kms: 29,750
- 10-15kms: 19,255

The very low population density within the south Co. Wexford rail catchment is clearly illustrated in Figure 2.

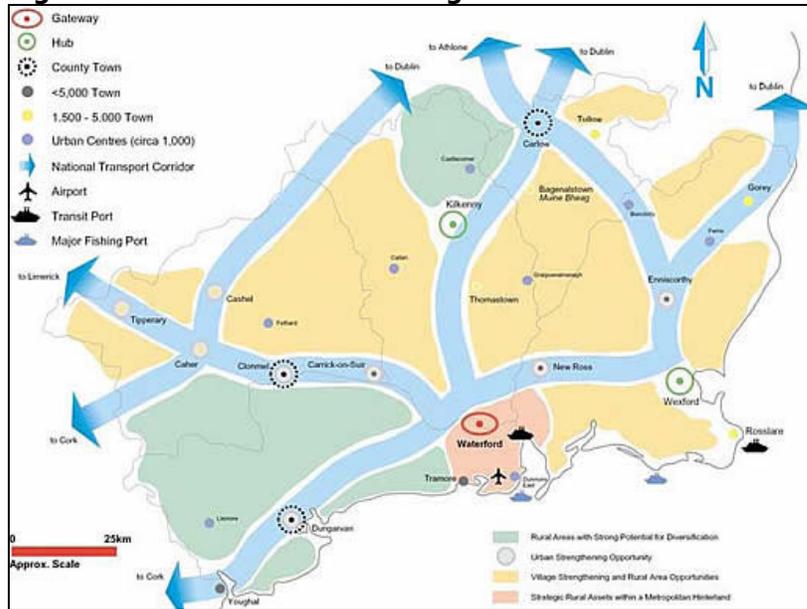
Figure 2: Population Density (CSO 2006)



County Wexford is one of the fastest growing counties in the country. The population grew by 12.9% between 2002 and 2006 and the vast bulk of this was due to net inward migration (+71%). However, apart from Rosslare in its widest definition, the areas served by the Waterford – Rosslare line generally under performed in terms of delivering population growth.

A review of the relevant key planning reports (National Spatial Strategy, South – East Regional Planning Guidelines and local authority development plans) clearly illustrates that there is very little potential for a significant increase in population and densification within the rail catchment apart from Waterford City.

Figure 3: South East RPG Zoning



Waterford City has been earmarked as a NSS Gateway for concentrated growth. However, County Wexford’s settlement hierarchy does not give ‘primary’ or ‘secondary’ growth area status to any of the urban centres served by the Waterford to Rosslare line. Instead they are given ‘strategic growth’ area status due largely to their transportation links including the rail line, notwithstanding the fact that this is acknowledged as under performing. These areas will be considered for ‘medium to high density developments in the village centres’. However it is noted that a similar polycentric settlement strategy included in the previous County Development Plan (2001) was not entirely successful and that was in the context of very significant economic growth during the era of the Celtic tiger.

Deprivation Analysis.

The PAPID and CLAR programmes were introduced on foot of commitments in the Programme for Prosperity and Fairness for a targeted investment programme in both urban and rural disadvantaged areas.

The RAPID Programme (Revitalising Areas by Planning Investment and Development) is a Government initiative, which targets 51 of the most disadvantaged areas in the country. The Programme aims to ensure that priority attention is given to the 51 designated areas by focusing State resources available under the National Development Plan. The Programme also requires the Government Departments and State Agencies to bring about better co-ordination and closer integration in the delivery of services. In County Wexford there are two established RAPID areas, Wexford Town and New Ross

Town. In May 2009, Enniscorthy was added to the programme. None of these three areas are directly served by the rail spur.

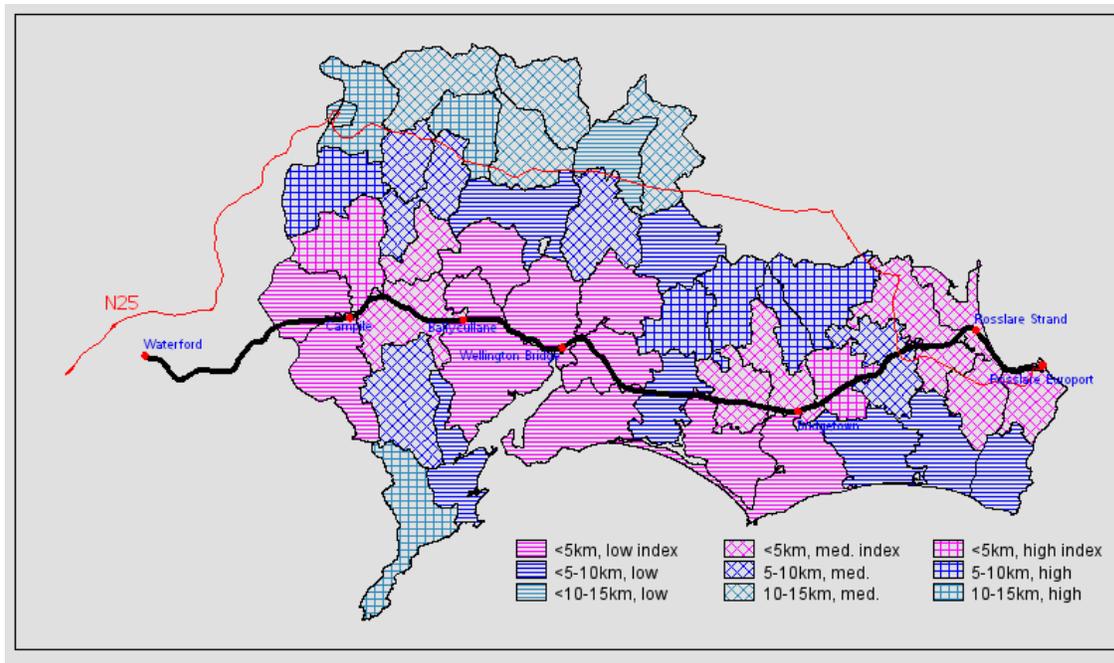
The CLÁR programme (Ceantair Laga Árd-Riachtanais) launched in October 2001, is a targeted investment programme in rural areas. CLÁR complements the RAPID programmes for disadvantaged urban areas and provincial towns. CLÁR provides funding and co-funding to Government Departments, State Agencies and Local Authorities in accelerating investment in selected priority developments. These investments support physical, economic and social infrastructure across a variety of measures. The measures introduced under the programme reflect the priorities identified by the communities in the selected areas. There is no area in either Co. Wexford or east County Waterford, including Waterford City, included in the programme.

The Haase and Pratschke Index uses three dimensions of affluence / disadvantage - 'Demographic Profile', 'Social Class Composition' and 'Labour Market Situation'. Figure 4 shows the results of the latest Haase and Pratschke Deprivation Index Relative Score by ED for County Wexford, based on the 2006 Census details.

Overall County Wexford is not characterized by particular extremes either with regard to affluence or deprivation. None of the DEDs fit into the 'very disadvantaged' or 'extremely disadvantaged' categories. The rail catchment is relatively affluent.

The index ranges from -50 to 50 throughout the DED's in the country and the index for all of Wexford is +2.5. This suggests that deprivation is not a major issue in this area. Within the 0 - 5 km rail catchment the index is -2.96, within the 5 - 10km range the index is -3.11 and within a 10 - 15 km range the deprivation index is +0.99.

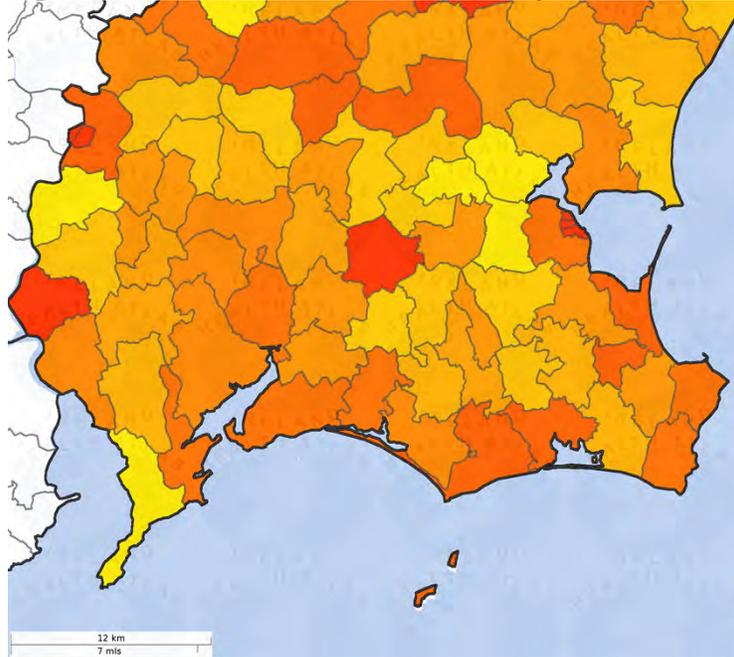
Figure 4: Haase and Pratschke Deprivation Index, 2006



The SAHRU Index of Material Deprivation is based on four census based variables - unemployment, low social class, no car and rented or local authority purchased accommodation. Figure 5 shows the index for County Wexford. The darker the shading, the greater the level of deprivation. In general the southern half of the county is less

deprived than the north half but the entire county lies in the middle to less deprived of the scale.

Figure 5: SAHRU Index of Material Deprivation 2006



Identify Primary Attractor Status.

Waterford City is the principal City in the South East of Ireland and has been designated as a Gateway City to the Region under the Government's National Spatial Strategy for Ireland. As the predominant urban centre in the South East Region, Waterford City hosts a range of regional level functions and services in the area of health, education, services, industry, commerce and retailing, transportation and public services.

Waterford City covers an area of 4,157 hectares and has a population of 50,000 living in the City and its suburbs. A further 150,000 people live within 50 kms of the City. A number of multi nationals have already established an operation in Waterford City including Genzyme, Teva, AOL, Sun Life and BiSys.

Waterford City's population has been growing rapidly over the last decade and outside Galway is the fastest growing city in Ireland. It has a relatively young population with over half (53%) under the age of 35 years.

There are a number of third level institutions in Waterford: Waterford Institute of Technology, which is currently being considered for university status and the Waterford College of Further Education. WIT has a student population of just over 10,000 full time and part time students.

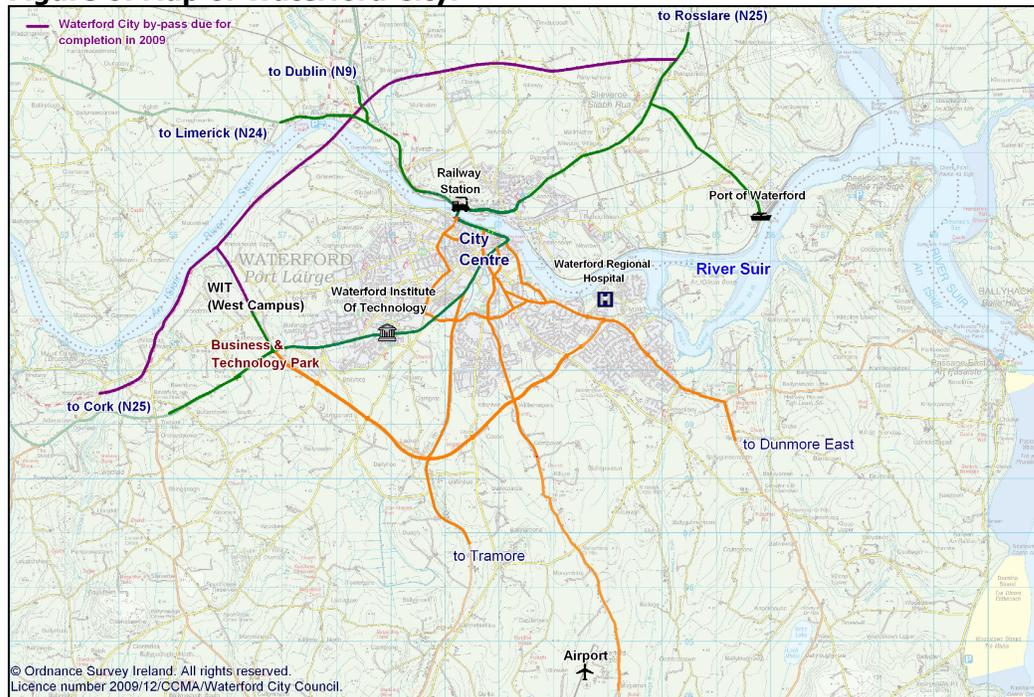
John Roberts Square is a pedestrianised area that is one of the main focal points of Waterford's modern day commercial centre.

Ferrybank in Co Kilkenny is Waterford city's only suburb north of the river. It contains a village centre of its own. Kilkenny Co Council have granted permission for a number of

major retail developments in Ferrybank. One has been completed and the second is currently under construction.

It is clear from Figure 6 that the railway station is somewhat remote from the city centre, centered around John Roberts Square, as it is located on the north quays. However the station is even further remote from an number of the other major key attractors in the city including the Regional Hospital, the Institute of Technology (WIT), the Business & Technology Park (24 hectares) and the Airport.

Figure 6: Map of Waterford City.



Deprivation Analysis.

Waterford City is the fourth most disadvantaged county in Ireland as a whole. However, as with any of the five cities, there is considerable difference in relative affluence and deprivation between various parts of the city. According to the Haase and Pratschke and the SAHRU Deprivation Indices the east of the city is relatively affluent.

No part of Waterford City is included in either the CLAR or Rapid Programmes.

The closure of Waterford Glass, as a major employer has been a significant economic blow for the city and the surrounding region.

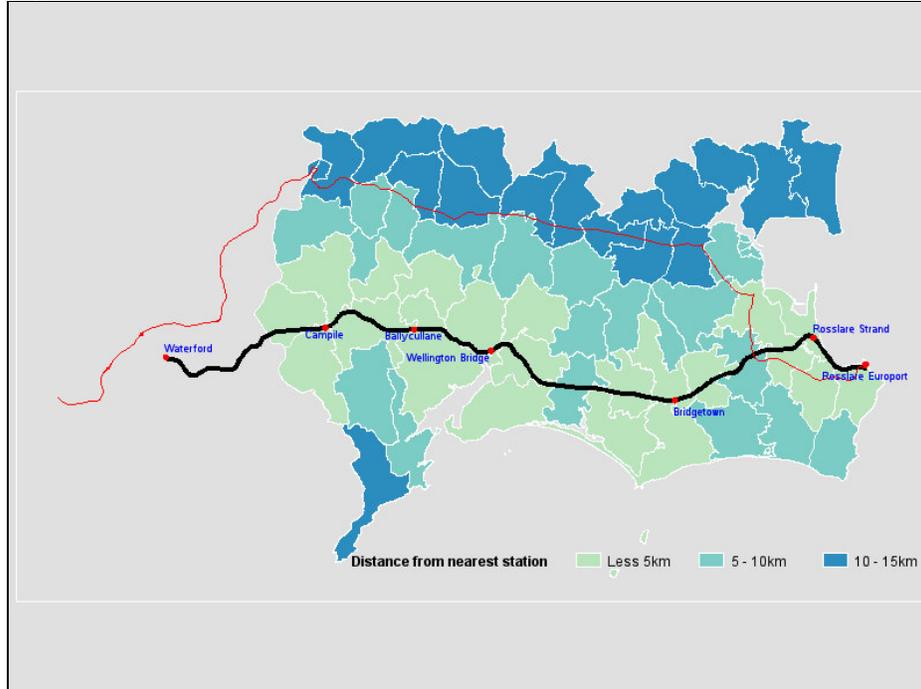
Identify Alternative means of Travel.

COWPAR Analysis.

The total travel market to work, school and college for those aged 15 years and over originating in South Wexford and destined for Waterford City has been analysed based on the statistics generated from the 2006 Census of Population.

For the purpose of this analysis the rail catchment area has been segmented in three bands according to distance from the local railway station: 0 – 5 kms, 5 – 10 kms and 10 – 15 kms. This is illustrated in Figure 7 below. The rail and N25 road alignments are also superimposed on this figure.

Figure 7: Definition of Rail Catchment based on distance from stations.



The results of this analysis are summarized in Table 3 below. The total market size (all modes) is 860 trips and the rail mode only accounts for less than 2% of this. However if the catchment area is confined to trips originating within a 5 kms range of the rail stations the total travel market (all modes) is only 266 and the rail market share is just over 4%. The car is the dominant mode in all segments of the market. This is facilitated by the N25, although it should be noted that the 2006 Census survey pre dates the late 2009 opening of the Waterford City by-pass.

Table 3: 2006 Work, School and College Journeys from South Wexford to Waterford City.

Mode	10 – 15 kms	5 – 10 kms	0 – 5 kms	Total
Not stated	2	0	0	2
On foot	4	2	1	7
Bus	9	0	4	13
Train	1	1	11	13
Motor Cycle	0	0	3	3
Car Driver	317	202	222	741
Car passenger	21	5	13	39
Lorry / Van	15	14	8	37
Not applicable	1	0	4	5
Total	370	224	266	860

Current Car and Bus options.

Given the location of Waterford railway station relative to the city centre (across the river), coupled with the low population densities, the rail mode is at a clear competitive disadvantage relative to the car and bus modes.

Table 4 contains a comparison of the current journey distances and times by mode from two destinations along the route. The car distances and journey times are based on the AA Ireland website, the train distances and journey times are based on the Iarnród Éireann working timetable and the bus journey times are based on the Bus Éireann timetable. The bus journey distances are not available. These are likely to be somewhat longer than the car distances arising from the need to serve intermediate stops and hence not avail of shorter routes.

Table 4: Comparative Journey Distances and Times by Mode to Waterford rail Station from selected rail stations.

Origin to Waterford	Car Distance Miles	Rail Distance Miles	Car journey times	Rail journey times	Bus journey times
Ballycullane	18.7	13.7	0hr 49mins	0hr 31mins	1hr 05mins
Rosslare Europort	48.8	38.2*	1hr 11mins	1hr 16mins	1hr 25mins

* 34 miles to Rosslare Strand.

A number of key conclusions can be drawn from this analysis.

- In general the rail journey distances are shorter due to the more direct routing since the River Barrow is a major obstacle for road access from the east.
- The car has the competitive edge for the longer trips and the train has the competitive edge for the shorter trips. The bus does not provide a regular service from the intermediate locations and it offers the least competitive journey times from Rosslare due to its more circuitous routing to serve both Wexford and New Ross.
- These journey times relate to Waterford Rail Station. As such it is likely that the attractiveness of the bus and car for access to Waterford’s central business district and other major employment zones is understated particularly in the context of the new Waterford bypass.

The N25 National Primary Route extends from Cork to Waterford and on to Rosslare Europort. This is also part of the E30 European route.

The N25 passes through Waterford city centre, crossing the only bridge in the city across the River Suir (a lifting bridge, which opens at particular times during the day to facilitate shipping, cutting off the south of the city from the north for a couple of minutes). On the north bank, the road again turns east, and meets the N29 road to Bellview Port, before turning north to cross the River Barrow further up its estuary at New Ross. The N25 continues east to Wexford and meets the end of the N11 road east of the town. The N25 skirts the edge of the town around to the south and passes west of Rosslare to reach Rosslare Europort.

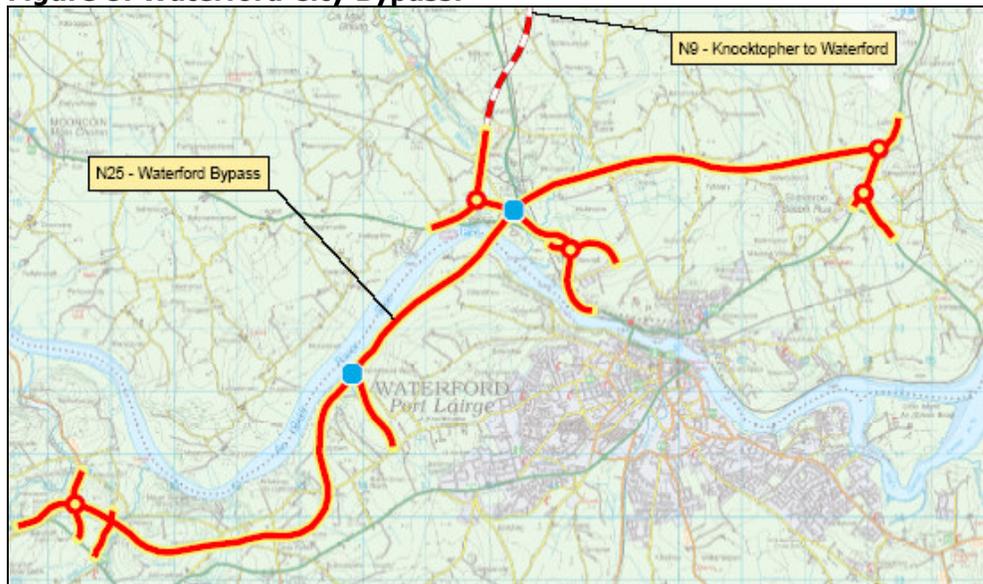
The section of this National Primary Route between Cork and Waterford is a key element of the Transport 21 Atlantic Corridor. However the NRA are also pursuing a number of schemes to the east of Waterford as summarised below.

- Waterford to Glenmore: Route selection. The proposed scheme comprised the design of a new section of the N25 between Glenmore and Luffany linking the New Ross and Waterford bypasses.
- New Ross Bypass: Preliminary Design. The proposed 13.6kms scheme comprises the construction of a bypass of New Ross from Jamestown, west of New Ross, County Kilkenny to Ballymacar east of New Ross, County Wexford, A further link is also proposed from the junction of the N25 at Ballymacar to the N30 at Knockroe to the North East of New Ross. The scheme incorporates a new crossing of the River Barrow between Pink Point to the west and Stokestown to the east.
- Oilgate – Rosslare Europort: Constraints Study. The 35 kms project entails major improvement of the N11 southwards from the Enniscorthy Bypass. The N11 currently terminates at its junction with the N25 to the west of Wexford town. This project will also include the major improvement of the N25 between Wexford town and Rosslare Europort. Improved access to the port will be a priority.

Road access between Waterford City and east of the River Barrow is also facilitated by the Passage East Car Ferry service which links Passage East (Waterford) with Ballyhack (Wexford). Year round there are up to 130 crossings daily from early morning to late evening. This service significantly cuts car journey times to Waterford City from locations such as Wellington Bridge and Ballycullane.

The Waterford City Bypass which was completed last year is a major infrastructure development in terms of road access to Waterford City and its environs from both the east and west. See Figure 8.

Figure 8: Waterford City Bypass.



The by-pass commences at Kilmeaden to the west of the City, crosses the River Suir at Grannagh, via a new 475m bridge, and ties in with the existing N25 to the east of Slieverue Village. The road includes a new connection, known as the Western Link, which connects the By-Pass to industrial areas to the south west of the City and links the N9 and N24 to the Grannagh Interchange.

Clearly the bus services will benefit from the road improvements described above. In addition the bus services have an added competitive advantage relative to the rail service as a result of the more centrally located Waterford bus station. This advantage will be further enhanced as bus priority measures are rolled out in the Waterford City

area and particularly the proposed N25 Green route from Belmont to Ballinaneesagh, via Ferrybank and The Quays. This is being facilitated by the Waterford City bypass.

The bus service from the Rosslare direction (Route No. 40) is an element of the Rosslare Harbour – Waterford – Cork – Tralee service. This takes a more circuitous route than the rail service between Rosslare and Waterford, serving two locations in Wexford town, including the rail station, and New Ross. This link of the route offers eight services each way on weekdays between Rosslare and Waterford, reducing to five services on Sundays. Arrival times at Waterford range from 09.00 to 21.00 and departure times range from 07.00 19.30. This service is also supplemented by Routes 370/1/2 which provides for a much more frequent level of service between Waterford and Wexford and with a particular emphasis on the commuter market. Route 370 provides a limited bus connection to Campile, Ballycullane and Wellington Bridge. The current network of Bus Éireann services is summarised in Table 5 below.

Table 5: Current network of Bus Éireann services.

Route	Frequency
Route 370 Waterford – New Ross – Duncannon Wexford	2 departures daily weekdays Variants by day linked to route 371
Route 372* Waterford – New Ross	2 departures daily weekdays, 1 to New Ross only
Route 40 Rosslare Harbour – Wexford – New Ross - Waterford Bus Station Waterford Bus Station – New Ross – Wexford – Rosslare Harbour	8 departures daily weekdays 0700 – 0845, 0900 – 1025, 1300-1425, 1440-1605 0700-0825, 1130-1255, 1315-1440, 1630-1830, 1855-2050

* As part of the Cost recovery programme, Bus Éireann was proposing to curtail the route 372 services.

Value for Money Judgment.

This section of the report examines the cost savings implications associated with complete closure of the rail service. For the purpose of this exercise the cost implications are examined bearing in mind that the section south of Rosslare Strand will remain as part of the Dublin - Rosslare service.

The following key areas of costs are considered:-

1. Operational Costs.
2. Infrastructure Costs.

Operational Costs.

The key element of the operational cost savings relates to the potential for significant staff reductions across a variety of functions. There could be a reduction of up to 25 staff (including gate keepers, Barrow Bridge operators and signal men) subject to acceptance of voluntary severance or redeployment. The total savings would be of the order of €1.1m per annum. It is likely however that it would take a number of years to achieve this level of savings.

A further key element of the operating cost savings relates to the reduced fuel consumption associated with the services. Since it is assumed that the fleet allocated to the services (a two piece 2700 Class DMUs) would be redeployed elsewhere, rather than retired, the other operating costs savings (e.g. annual maintenance) associated with the fleet are not included in this analysis.

The fuel costs saving associated with the closure is summarised in Table 6 below. This is based on an analysis of route kms associated with the current level of service and an average fuel cost of €0.6 per litre.

Table 6: Fuel Costs saved following route closure.

	Annual Kms	Annual cost
Annual Kms	34,000 kms	€0.011m

Infrastructure Costs.

There are two elements to the infrastructure costs: that relating to regular annual maintenance and that related to the future investment under the next phase of the railway safety programme.

The annual permanent way and SET maintenance costs have been derived based on the average for the last three years. This is summarised in Table 7 below.

Table 7: Annual permanent way and SET maintenance costs.

	Waterford – Rosslare Strand
Permanent Way	€0.664m
SET	€0.128m
TOTAL	€0.792m

Some 6.5 miles of the route between Waterford and Rosslare Strand has been relayed leaving 28.5 miles yet to be relayed. 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. It should be noted that no provision has been made for the replacement of the mechanical signalling system which by today's standards is costly to maintain and operate. The total cost of the proposed railway safety works amount to €17.6m for the route or an annual average commitment of €3.5m.

Wider Qualitative Issues.

A socio economic cost benefit analysis of retaining the route was undertaken by Iarnród Éireann as part of the formulation of the second phase of the railway safety programme (2004-08). The scenario of unchanged journey times, involving the minimum level of investment for safe running, was reviewed.

Under all scenarios considered the socio-economic Net Present Values were negative and the benefit cost ratios below 1. These results are driven by very low level of passenger movements and the lack of scope for significant time savings.

It should also be noted that the CBA analysis undertaken for the Strategic Rail Review (2003) under the 'going for growth' scenario also concluded that there would be a negative economic rate of return. The analysis indicates that 'the major drain on the performance of the lines is the poorly performing passenger services'. (SRR p.266).

Options.

Current travel requirements.

The demographic and POWCAR data analysis presented above clearly illustrates that the total market size is very small.

In order to identify the specific travel requirements of the existing rail customers Iarnród Éireann conducted market research over a three day period 1st – 3rd March 2010. The results of this market research is presented in Appendix 2 to this report. The key findings of the market research can be summarized as follows:-

- The average daily loadings in the service are c.25 passengers each way, i.e. 50 passengers daily total.
- There appears to be no inter station movements in south Wexford i.e. all passengers get on at a station in south Wexford and disembark at Waterford (and visa versa in the evening).
- The major attraction zone in Waterford is the Waterford Institute of Technology.

Passenger numbers along the route have flat-lined at circa 25-35 over the last 5 years. Factoring in summer-term, passengers would drop from June to September by 10-15 passengers.

Rail Options.

Given the current level of service there is no realistic option for a lower level of service. A higher level of service clearly is very difficult to justify based on the demographic analysis outlined above.

Iarnród Éireann has examined the option of significantly increasing the level of service along the route. The revised level of service, over a six day week, includes three round services between Waterford and Wellington Bridge, one round service between Waterford and Wexford, one service between Waterford and Wexford returning as a service between Rosslare and Waterford. The total additional cost associated with providing this service is €410,500. The main drivers of the cost increases are associated with an increase in the numbers of gatekeepers (5), signalmen (1) and drivers (1). While additional rolling stock is not needed, greater use will be required from existing units. No provision is included for additional fleet or infrastructure maintenance.

A key value for money issue is whether the additional revenue generated by this increased level of service will cover this additional operating cost and make a significant contribution to the annual cost of the current service.

The average load factor (ratio of passengers per seats available) associated with the current peak service is just over 20%. On the optimistic assumption that a similar level of loading could be achieved in both directions across all services, including off peak services and short services to / from Wellington Bridge, the total additional annual revenue generated would be €173,000. This would leave an additional annual shortfall of over €0.25m. This is based on an average fare per journey of €3 to allow for the mix of passengers (including OAPs and students) and the short running to Wellington Bridge.

An average load factor of more than double (c42%) the current factor would be required for all services so that the incremental additional revenue would cover the incremental additional costs and make a contribution towards the existing base costs. No provision has been made for the cost of a marketing campaign which would inevitably be required to significantly boost current patronage levels.

The operating of a lighter rail system along the route is not considered as a viable option either. This would require the acquisition of a dedicated fleet (at least one vehicle) which in turn would require its own maintenance arrangements. In addition, there would still be a requirement to provide for signalling and crossing personnel. These are the major driving costs of a rail service.

Iarnród Éireann is however investigating the possibility of heritage rail options for the route. This could be a major boost to local tourism. Discussions are ongoing regarding this.

Bus Options.

The following challenges need to be addressed in the provision of alternative bus services:

- The rail line alignment does not mirror that of the primary or non primary road network in South Wexford. In order to provide an alternative bus service that minimizes journey time, it will be necessary to use a feeder service from Campile to link at Arthurstown to the amended bus services
- The existing rail line does not service important trip generators such as WIT, Waterford General Hospital, Wexford General Hospital. An integrated bus service alternative can easily do this.
- The existing rail line does not travel via Wexford or New Ross, and therefore the accessibility is only to Waterford at peak hour in and out. An integrated bus service solution can make best use of the road network to link to the three urban areas.

Over and above the provision of a relief service for the commuter service in the morning and evening, Bus Eireann proposes to provide greater connectivity and permeability through an integrated network approach by providing the following:

- Better links to Waterford as Gateway: A more comprehensive range of daily public transport services in South Wexford linking directly to Waterford train station, Waterford Bus station and Waterford Institute of Technology.
- Better links to Wexford as Hub: A more comprehensive range of daily services from South Wexford to Wexford town
- Better linkages to New Ross as County Town: Provide greater connectivity between services linking South Wexford to Waterford, Wexford and New Ross
- Improved linkages between Regional Hospitals and health centres: The proposal will significantly improve the linkages to, from and between Waterford and Wexford Regional Hospital, and to the health centre in Campile.
- Improved social and economic inclusion for the area of South Wexford. Improve the transport accessibility index for the South Wexford through an integrated transport solution.
- No duplication of services: The proposal makes best use of the following:
 - Existing Expressway services between Rosslare, Wexford and Waterford, and also the rail link between Rosslare and Wexford town.
 - Amending Bus routes 370 and 372 which currently provide a limited services in South Wexford at present.
- Increased linkage with Rural Transport Programme services: Scope for expanding "collect and connect" type feeders to the proposed network.

This can be achieved through the following:

- Amended Route 372 Service: 4 departures daily weekdays, linking Rosslare Harbour, Rosslare Strand, Bridgetown, Wellingtonbridge, New Ross, WIT , Waterford City centre and Waterford Regional Hospital.
- Amended Route 370 service: Curtailed between Fethard and Wexford. 6 departures daily weekday linking Fethard, Duncannon, Ramsgrange, Campile, New Ross, Glenmore, Waterford city centre, WIT and Waterford Regional Hospital.
- Existing route 40 services: 12 departures daily linking Rosslare Europort, Wexford, New Ross, and Waterford City centre
- Investigate the potential for further feeder links from rural transport programme

The possibility of using the ferry between Passage East and Ballyhack was investigated. There are weight restrictions in relation to the type of vehicle that can use the ferry. This would mean that only minibuses could be used. The journey time savings of using the ferry are very small, and this will reduce when the new bridge south of New Ross is constructed.

A schematic of the proposed integrated network solution is presented in Figures 9 and 10.

Figure 9 – Schematic of proposed integrated network solution

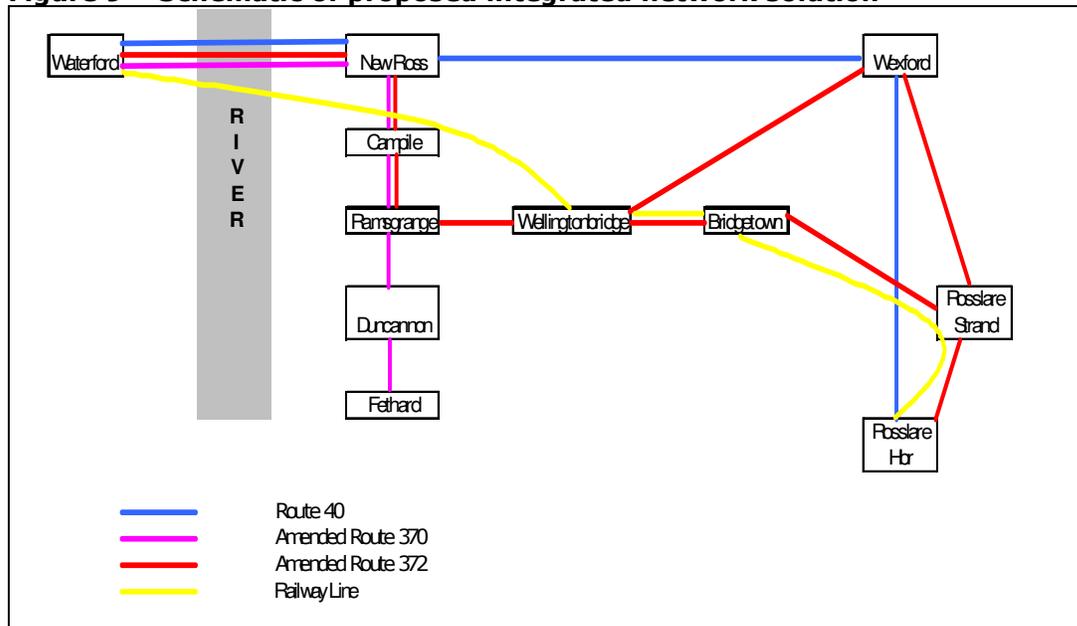
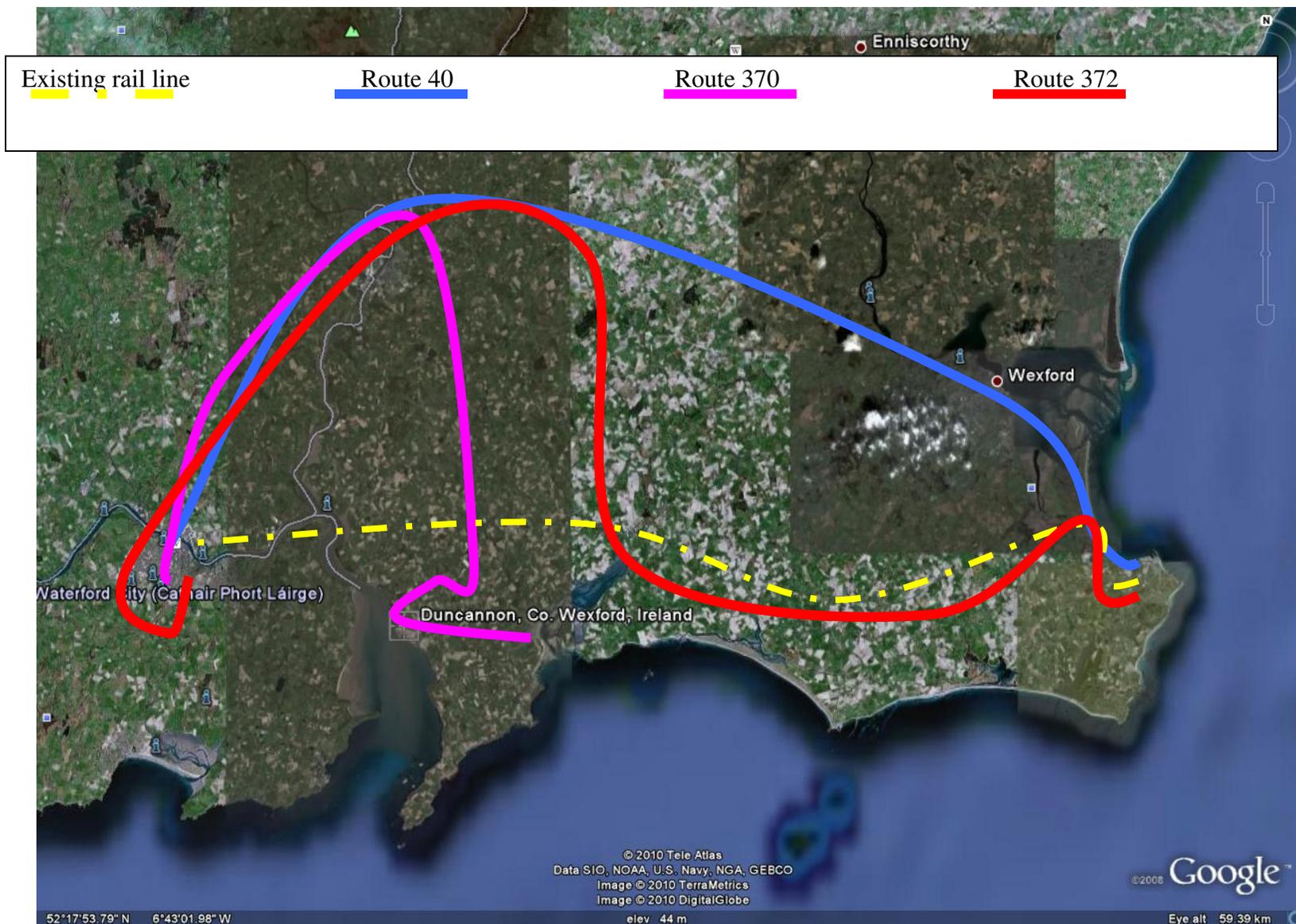


Figure 10 – Proposed Integrated Network solution for Wexford



The following timetable outlines the amended 370 and 370A services that would be required to create the integrated network solution.

Table 8 – Amended 370 and 370 A timetable

Route No: Revised 370 and 372							
Days of Operation: Monday to Saturday							
Timetable No. Vehicle	370	372	370	372	370		
Rosslare Harbour		6.40		13.40			
Rossalre Strand		6.50		13.50			
Wexford				14.10			
Wexford Hospital				P			
Bridgetown		7.10					
Wellingtonbridge		7.30	12.45	14.45	16.45		
Ballycullane							
<i>Fethard</i>	07:15						
<i>Duncannon</i>	07:25		12.55		16.55		
<i>Ramsgrange</i>	07:30		13.00	15.05	17.00		
<i>Campile</i>	07:40		13.10	15.10	17.10		
New Ross	08:00	8.00	13.30	15.30	17.30		
Glenmore	08:10		13.40	15.40	17.40		
WIT		8.35					
Waterford City Centre	08:30	8.45	14.00	16.00	17.55		
WIT	08:40						
Regional Hospital	08:50	8.55					
Timetable No. Vehicle	372	370	370	372	370		
Regional Hospital		11.10	15.10	17.10			
WIT		11.20	15.20	17.20			
Waterford City Centre	10.00	11.30	15.30	17.30	18.00		
Glenmore	10.10	11.40	15.40	17.40	18.10		
New Ross	10.20	11.50	15.50	17.50	18.20		
<i>Campile</i>	10.40	12.10	16.10		18.40		
<i>Ramsgrange</i>	10.50	12.20	16.20		18.50		
<i>Duncannon</i>		12.25	16.25		18.55		
<i>Fethard</i>					19.05		
Ballycullane							
Wellingtonbridge	11.10	12.45	16.45	18.20			
Bridgetown				18.40			
Wexford Hospital	D						
Wexford	11.45						
Rosslare Strand	12.05			19.00			
Rosslare Harbour	12.15			19.10			

The following timetable shows the full range of bus services that will now service South Wexford linking to Waterford, Wexford and New Ross. For ease of reference the table also highlights the current rail service which will be withdrawn following the upgrading of the bus network.

Table 9 – Proposed Integrated Timetable

	370	372	Train	40	40	5	370	40	5	372	40	370	40	5	40
Rosslare Harbour		6.40	7.00	7.00	9.00			13.00		13.40	14.40		17.00		19.00
Rosslare Strand		6.50	7.06							13.50					
Wexford				7.25	9.25			13.25		14.10	15.05		17.20		19.25
Wexford Hospital				P	P			P		P	P		P		P
Bridgetown		7.10	7.20												
Wellingtonbridge		7.30	7.39				12.45			14.45		16.45			
Ballycullane			7.46												
Fethard	07:15														
Duncannon	07:25						12.55					16.55			
Ramsgrange	07:30						13.00			15.05		17.00			
Campile	07:40		7.54				13.10			15.10		17.10			
New Ross	08:00	8.00		8.05	10.05	12.03	13.30	14.05	14.25	15.30	15.45	17.30	18.00	18.55	20.00
Glenmore	08:10					12.21	13.40		14.35	15.40		17.40		19.05	
WIT		8.35													
Waterford Train Stn			8.20												
Waterford City Centre	08:30	8.45	8.30	8.45	10.25	12.30	14.00	14.25	14.45	16.00	16.05	17.55	18.20	19.15	20.20
WIT	08:40		8.50												
Regional Hospital	08:50	8.55													
	5	40	372	5	40	370	5	40	370	5	40	Train	372	370	40
Regional Hospital						11.10			15.10				17.10		
WIT						11.20			15.20				17.20		
Waterford City Centre	6.50	7.00	10.00	10.40	11.30	11.30	13.05	13.15	15.30	16.00	16.30	17.20	17.30	18.00	19.30
Glenmore	7.00		10.10	10.50		11.40	13.15		15.40	16.10			17.40	18.10	
New Ross	7.10	7.20	10.20	11.00	11.50	11.50	13.25	13.35	15.50	16.28	16.50		17.50	18.20	19.50
Campile			10.40			12.10			16.10			17.43		18.40	
Ramsgrange			10.50			12.20			16.20					18.50	
Duncannon						12.25			16.25					18.55	
Fethard														19.05	
Ballycullane												17.51			
Wellingtonbridge			11.10			12.45			16.45			17.58	18.20		
Bridgetown												18.16	18.40		
Wexford Hospital		D	D		D			D			D		D		D
Wexford		8.00	11.45		12.30			14.10			17.30				20.30
Rosslare Strand			12.05									18.30	19.00		
Rosslare Harbour		8.25	12.15		12.55			14.40				18.35	19.10		20.50

Additional information relating to the bus network proposal for South Wexford is presented in Appendix 1. This covers:-

- Passage East Car Ferry
- Frequency & Service Improvements
- Interchange Opportunities
- Journey Time Comparisons
- Fare Comparisons
- Other Issues

Bus Éireann will deploy wheelchair accessible coaches on both the 370 and 372. Under sectoral plan for transport, local authorities are required to ensure all bus stops are accessible by 2015. Currently the Department of Transport is funding trials via Bus Éireann in the greater Dublin area and cork. There could be a similar arrangement with Wexford County Council and Bus Éireann would assist in the process.

Conclude.

Major changes, over a number of decades, in the passenger and freight markets have severely undermined the role of the Waterford – Rosslare Europort railway line to the extent that there is now unsustainably low levels of traffic on the route. A review of the demographics of the south Wexford rail catchment indicates that there is no foreseeable prospect of the required critical mass of population to sustain a viable rail service. Furthermore, the route is no longer a strategically important link for Rosslare Europort. Less than 15% of all passengers through the port are foot passengers and the vast majority of these gain access to the port via Bus Éireann services or by park/kiss & ride.

In more recent times the ongoing improvements to the National road networks including the N25, coupled with improving bus service journey times and frequencies, and a decline in the role of rail freight, has undermined the route particularly in the context of a very sparsely populated catchment. In addition, the bus network offers far superior access to the key destinations in Waterford City, including the Waterford Institute of Technology and hospital facilities. It should be noted that the key rail link for Waterford City as a NSS Gateway is the InterCity service to Dublin via Kilkenny and Carlow.

The annual running cost (operating, fuel and maintenance) associated with the line is about €1.9m while the annual passenger fares is no more than c.€0.05m. Furthermore c.€17.6m of investment is required to address the railway safety programme related issues over the next five years (2009-13). It can be concluded from this annual financial deficit that there is no business rationale for the ongoing retention of the line particularly if there is to be a significant rail safety programme commitment over the next five years.

This level of investment cannot be justified from a socio-economic perspective. This was confirmed in the Strategic Rail Review (2003) and a subsequent cost benefit analysis. Likewise social deprivation is not a major issue in the South Wexford area.

Clearly closure of the route would present a major annual cost saving opportunity along with the option to redeploy a two piece DMUs to more productive use.

Discussions with Bus Éireann indicate that there are a number of bus service options to meet the current demand and these could be provided for about €0.25m pa. The maximum train service loading on the route is about 25 passengers each way.

Furthermore the withdrawal of the rail services in south Wexford, where the population is particularly sparse, could present Bus Éireann with an opportunity for a more streamlined stage carriage service.

The Draft NTA methodological approach for measuring the social impact of service withdrawal has been applied. The following are the key assumptions:-

- 50 round trips per day (six days per week)
- 3 Social deprivation index (for marginally below / above average areas).
- 4.5 for primary attractor (Waterford City) status based on travel to employment centre and regional / specialist health or education facilities.
- 3 for portion of travellers with reasonable alternative (on the basis of the Bus Éireann proposals).
- 3 for recent trends of usage on the basis that passenger numbers have been largely stable over the past five years.

This gives a total 'Social Value Score' of 13.5 out of a total maximum of 20. The scale of total social value, based on 50 trips per day, is 675.

Based on a total annual running cost of €1.9m, the daily cost based on a six day week, is €6,090. This gives a ratio of value to cost for the rail service of 0.11.

Performing a similar calculation for the proposed replacement bus service and based on an annual cost of €250,000 pa (€800 per day), the alternative bus service ratio of value to cost is 0.84. While less than 1, this is an order of magnitude greater than for the rail service. In addition the bus service result is likely to be greater given the scope for additional passengers given the wider catchment and better direct penetration to Waterford key destinations. There would also be improved public transport access to other centres as part of an integrated bus network linking Waterford as a regional centre, Wexford as a county town and New Ross as a local town. The latter two areas have higher levels of social deprivation.

Environmental considerations are also important. At a low level of passenger loading (20% occupancy) the CO₂ emissions for the 2700 Class rail car is 190 g/pass.km. The equivalent rate for a bus carrying 25 people in an urban setting is 54 g/pass.km, reducing to 26 g/pass.km in a rural setting.

APPENDIX 1.

Additional Information on proposed bus services.

The following sections provide additional information in relation to the bus network proposal for South Wexford submitted by Bus Éireann to the National Transport Authority which outlined two potential proposals as follows:

- A bus service network that operates to Waterford via New Ross
- A bus service network that operates via the Passage East Car Ferry (*subject to lifting the long standing local restrictions on medium size vehicles using the ferry*)

Because of the extra distance that would have to be travelled if the "shortcut" via the ferry is not available this will impact on both journey times and fares.

Passage East Car Ferry

The operation of a replacement bus service via the car ferry would reduce the distance to be travelled by a replacement bus service and deliver the more attractive journey times. Bus Éireann held a meeting on-site with the owners and management of the Passage East Car Ferry Ltd on the 8th April 2010 to discuss whether a regular bus service could operate via the ferry service and whether the ferry had a weight restriction. After positive discussions it was ascertained that the ferry itself did not have a weight restriction and could facilitate a vehicle similar to the bus proposed. The ferry company were interested in facilitating a service of this nature but would be very reluctant to do so at this time due to long standing restrictions placed on them locally. As part of the discussions Bus Éireann brought the proposed vehicle on-site (*picture attached*). This vehicle has the following main attributes:

- Smallest available city type bus
- Low Floor and Wheelchair Accessible
- 28 coach type seats
- Ferry Lift enabled

Bus Éireann AM-class Midi Buses

Vehicle Manufacturer: Alexander-Dennis
Vehicle Chassis/Body: Dart 4 Enviro 200
Fleet Designations: AM 1 - 19 and AM 101 - 104
Engine: Cummins ISBe, Euro 4 via SCR
Gearbox: Allison S2100 or T280R
Length: 8.9m or 10.9m
Maximum Passenger Capacity:
Seated plus Standees – 46 or 62
Year of Registration: 2009
Features: Low Entry
Wheelchair accessible
Passenger seatbelts
Robust luggage/buggy rack
Tinted glass
"Atomic"/Automatic update clock
CCTV System
PA System

Figure A.1: Bus Éireann Vehicle Types.



It was stated by the ferry company that a vehicle of this size would not be acceptable to the local residents and that the only vehicles currently allowed to operate via the ferry are very small minibuses carrying less than 14 passengers. Bus Éireann have since contacted its suppliers in relation to sourcing a vehicle type and a wheelchair accessible is only available with 11 seats which would be too small to cater for demand.

Frequency & Service Improvements

The proposed level of service delivered by either proposed option (via the ferry or via New Ross) in conjunction with the existing bus network will increase the availability and range of public transport to the residents of South Wexford.

The following tables show the service level comparisons for three of the main locations in the area:

Table A.1

Services to & From Wellingtonbridge				
		Current Rail	Current Bus	Proposed Bus
To	Waterford	1	1	4
	Wexford	0	1	2
From	Waterford	1	1	4
	Wexford	0	1	2

Table A.2

Services to & From Campile				
		Current Rail	Current Bus	Proposed Bus
To	Waterford	1	1	4
	Wexford	0	1	2
From	Waterford	1	1	4
	Wexford	0	1	2

Table A.3

Services to & From Duncannon				
		Current Rail	Current Bus	Proposed Bus
To	Waterford	0	1	3
	Wexford	0	1	3
From	Waterford	0	1	3
	Wexford	0	1	3

Each of these will also have the following additional benefits:

- Increased service frequency within the area
- New Direct services to Waterford Institute of Technology
- New Direct services to Waterford Regional Hospital
- New off peak services
- Services to Wexford General Hospital
- Integration with local Rural Transport Services
- Integration & Onward connections at Wexford and New Ross

In conclusion the overall range and frequency of public in the area will increased significantly and provide a more customer focused public transport network.

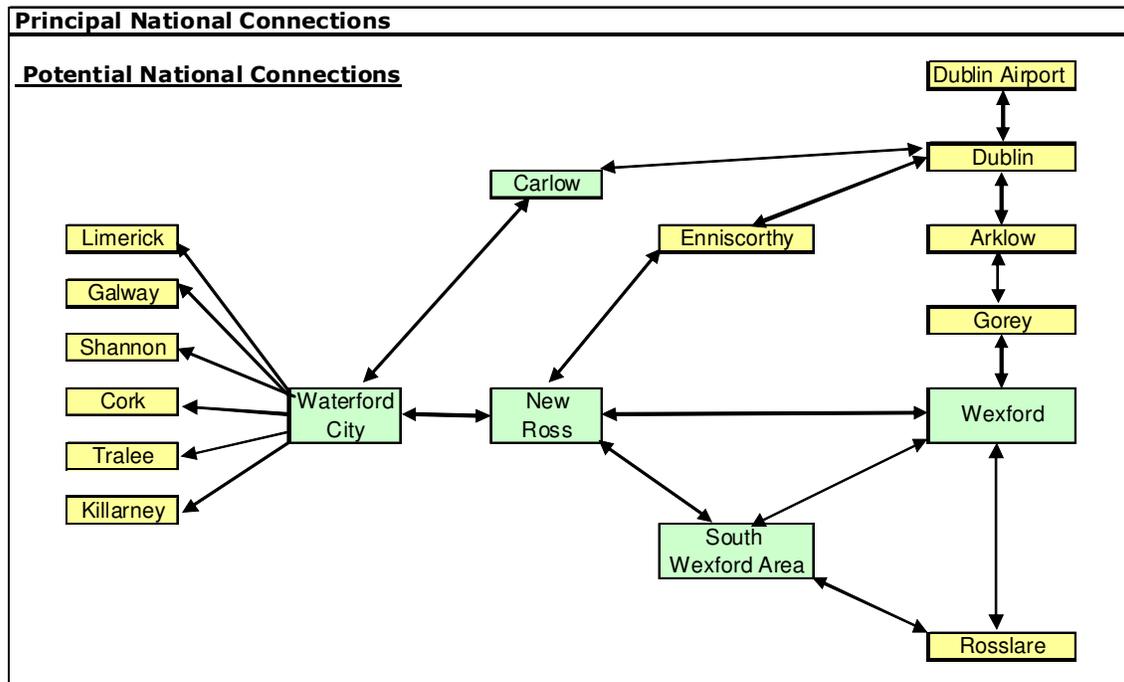
Interchange Opportunities

The increased range and frequency of service as outlined above will allow greater opportunities for the residents of South County Wexford to integrate with the wider public transport network at the following public transport hubs:

- Waterford City – Local Bus & Inter Regional Coach and Rail Services to locations such as those along the following corridors:
 - Carlow, Dublin City & Dublin Airport
 - Clonmel, Limerick, Shannon Airport & Galway
 - Dungarvan, Cork, Tralee & Killarney
- Wexford - Inter Regional Coach and Rail Services to locations such as those along the following corridors:
 - Arklow, Dublin City & Dublin Airport
 - Enniscorthy
 - Clonmel, Limerick, Shannon Airport & Galway
 - Cork, Tralee & Killarney
- New Ross – Inter Regional Coach Services to locations such as those along the following corridors:
 - Clonroche, Enniscorthy & Tullow
 - Clonmel, Limerick, Shannon Airport & Galway
 - Cork, Tralee & Killarney

Figure A.2 gives a representation of some of the locations that can be accessed via these public transport hubs.

Figure A.2



Journey Time Comparison

Bus Éireann have carried out a comparison of running times between the current service operated by Iarnród Éireann and the replacement bus network proposed by Bus Éireann. This focuses on trip times from the main railway locations to the following locations in Waterford:

- Waterford City Centre
- Waterford Institute of Technology
- Waterford Regional Hospital

Before examining the actual journey times it is important to be aware of the other benefits of the proposed replacement bus network:

- Increased service frequency
- Direct services to Waterford Institute of Technology
- Direct services to Waterford Regional Hospital
- Services to Wexford General Hospital
- New off peak services
- Greater interchange possibilities

The journey time comparison below makes the following assumptions when calculating the overall journey time:

- 10 minutes walking time from Waterford Railway Station to Waterford City Centre.
- 20 minutes journey time by bus from Waterford City Centre to Waterford Institute of Technology.
- 15 minutes journey time by bus from Waterford City Centre to Waterford Regional Hospital.
- Rail and Bus times as per the referenced timetables.

Table A.4: Journey Time to Waterford City Centre

Waterford City Centre via New Ross				
Location	Route	Bus Service	Rail Service	Trip Time Differential
Rosslare Hbr	40	01:30:00	01:30:00	0
Rosslare Strand	372	01:55:00	01:24:00	-31
Bridgetown	372	01:35:00	01:10:00	-25
Wellington Bridge	372	01:15:00	00:51:00	-24
Campile	370	00:50:00	00:36:00	-14

- The journey time to the city centre will be slower by bus but this is due to the length of the road network in comparison to the rail line which avails of the railway bridge across the river.
- The majority of the current rail customers are travelling to points beyond the city centre

Table A.5: Journey Time to Waterford Institute of Technology

Waterford Institute of Technology via New Ross				
Location	Route	Bus Service	Rail Service	Trip Time Differential
Rosslare Hbr	40	01:50:00	01:50:00	0
Rosslare Strand	372	01:45:00	01:44:00	-1
Bridgetown	372	01:25:00	01:30:00	5
Wellington Bridge	372	01:05:00	01:11:00	6
Campile	370	01:00:00	00:56:00	-4

- There is currently no direct service to Waterford Institute of Technology
- The journey time of the direct bus service will be slightly quicker to the combined rail/walk/bus option currently available.
- The morning service will make use of the new Waterford City Bypass

Table A.6: Journey Time to Waterford Regional Hospital

Waterford Regional Hospital via New Ross				
Location	Route	Bus Service	Rail Service	Trip Time Differential
Rosslare Hbr	40	01:50:00	01:45:00	-5
Rosslare Strand	372	01:45:00	01:39:00	-6
Bridgetown	372	01:25:00	01:25:00	0
Wellington Bridge	372	01:05:00	01:06:00	1
Campile	370	01:00:00	00:51:00	-9

- There is currently no direct service to Waterford Regional Hospital
- The journey time of the direct bus service will be similar to the combined rail/walk/bus option currently available.

The following are the journey time comparisons if the ferry link was available and the bus service operated via Ballyhack and Passage East:

Table A.7: Journey Time to Waterford Regional Hospital

Waterford City Centre via Ferry Link				
Location	Route	Bus Service	Rail Service	Trip Time Differential
Rosslare Hbr	40	01:30:00	01:30:00	0
Rosslare Strand	372	01:55:00	01:24:00	-31
Bridgetown	372	01:35:00	01:10:00	-25
Wellington Bridge	372	01:05:00	00:51:00	-14
Campile	370	00:55:00	00:36:00	-19

- Journey times to the city centre remain the same for both options

Table A.8: Journey Time to Waterford Institute of Technology

Waterford Institute of Technology via Ferry Link				
Location	Route	Bus Service	Rail Service	Trip Time Differential
Rosslare Hbr	40	01:50:00	01:50:00	0
Rosslare Strand	372	01:55:00	01:44:00	-11
Bridgetown	372	01:25:00	01:30:00	5
Wellington Bridge	372	00:55:00	01:11:00	16
Campile	370	00:45:00	00:56:00	11

- Direct service to Waterford Institute of Technology
- Journey times to WIT are significantly quicker via the ferry

Table A.9: Journey Time to Waterford Regional Hospital

Waterford Regional Hospital via Ferry Link				
Location	Route	Bus Service	Rail Service	Trip Time Differential
Rosslare Hbr	40	01:50:00	01:45:00	-5
Rosslare Strand	372	01:40:00	01:39:00	-1
Bridgetown	372	01:20:00	01:25:00	5
Wellington Bridge	372	00:50:00	01:06:00	16
Campile	370	00:40:00	00:51:00	11

- Direct service to the Regional Hospital
- Journey times to the Regional Hospital are quicker via the ferry as it now becomes the 1st stop

Ticketing Offer.

Bus Eireann would propose providing a revised ticketing offering to the public, which would offer best value to regular commuters and students. This is being developed as part of an overall marketing proposal for the network.

Bus Eireann have developed a draft ticketing offering that would be rolled out in conjunction with the rollout of the revised bus network. It takes account of the current Irish Rail fares and the current Bus Éireann authorised fares on the existing bus network.

The new offering will focus on providing best value to regular commuters and students and also the various new locations that will be served directly by the bus service. The following outlines the ticket types that will be available to Adult, Student and Child customers:

Single Tickets

(1 journey valid for travel to Waterford City Centre, WIT and Waterford Regional Hospital)

The price of a single ticket will be maintained at the current Iarnród Éireann prices and the current Bus Éireann fares will be reduced accordingly along parts of the South Wexford Bus Network.

Day Saver Tickets /Day Return Ticket

(1 return journey valid for travel to Waterford City Centre, WIT and Waterford Regional Hospital - Only valid on the day of purchase)

This product will be priced at the price of a standard single fare outlined above. This will match the current Irish Rail offering

Weekly Commuter Extra Ticket

(5 return journeys valid for travel to Waterford City Centre, WIT and Waterford Regional Hospital)

This ticket will be aimed at regular commuters and will offer 5 return journeys per week. This product will match the current Irish Rail offering

Separately Bus Éireann will introduce both monthly and yearly commuter tickets which will offer best value to regular commuters. This route will also be included in the "Tax saver Scheme" which will deliver even greater savings.

At all other times Bus Éireann will make available its standard range of tickets at its current fares with some minor adjustments to cater for any anomalies that may occur.

Other Issues

- Contact is being made via Pobal with the local rural transport operator "Wexford Rural Bus" and a meeting will be arranged to progress the integration of these services with the new bus network
- New accessible bus stops to be provided at the following locations
 - Wellingtonbridge
 - Campile
 - Duncannon
 - New Ross
- Service Marketing Plan – is being developed in line with the network chosen
- Local Communication Plan – is being developed in line with the network chosen
- Develop Local Community Involvement
- The network would be reviewed at 6 and 12 month intervals in line with experience, level of support, ongoing customer feedback, review with the local community etc.

Appendix 2

Rosslare - Waterford Market Research (March 2010)

Three days market research was undertaken into the 07:00 service from Rosslare to Waterford to ascertain loading patterns and other customer issues. The results are outlined below.

Monday 01/03/2010

Station	Boarding	Alighting
Rosslare Harbour	2	0
Rosslare Strand	1	0
Bridgetown	7	0
Wellington Bridge	4	0
Ballycullane	0	0
Campile	3	0
Waterford	0	17
Total	17	17

Tuesday 02/03/2010

Station	Boarding	Alighting
Rosslare Harbour	3	0
Rosslare Strand	1	0
Bridgetown	6	0
Wellington Bridge	11	0
Ballycullane	4	0
Campile	7	0
Waterford	0	32
Total	32	32

Wednesday 03/03/2010

Station	Boarding	Alighting
Rosslare Harbour	0	0
Rosslare Strand	0	0
Bridgetown	4	0
Wellington Bridge	8	0
Ballycullane	3	0
Campile	10	0
Waterford	0	25
Total	25	25

Further information was gathered on where the customers lived and what their ultimate destination was. Over the three days 40 passengers were comfortable giving the feedback. It should be noted that due to regular commuters the total passenger base for the three days was 43 passengers. This information is included on the following pages.

Monday 01/03/2010

Passenger	Frequency	Residence	Boarding	Alighting	College/Work	Arrival time	Departure Time
1	Occasionally	Dublin	Rosslare Europort	Waterford	Recreational	N/A	N/A
2	Twice a week	Rosslare	Rosslare Europort	Waterford	W.I.T.	8.30	13.00
3	Daily	Rosslare	Rosslare Strand	Waterford	W.I.T.	8.00	17.30
4	Occasionally Once/ Twice a month	Kilmore	Bridgetown	Waterford	Day course in Wat	9.00	Fine
5	Daily	Ballycleary	Bridgetown	Waterford	W.I.T.	8.15	18.00
6	Daily	Pearsestown	Bridgetown	Waterford	W.I.T.	Fine	17.30 - 18.00
7	Daily	Pearsestown	Bridgetown	Waterford	W.I.T.	Fine	17.30 - 18.00
8	Daily	Pearsestown	Bridgetown	Waterford	W.I.T.	Fine	17.30 - 18.00
9	Daily	Pearsestown	Bridgetown	Waterford	W.I.T.	Fine	17.30 - 18.00
10	Daily	Kilmore	Bridgetown	Waterford	C.T.I.	8.45	17.30
11	Daily	Folksmills	Wellington Bridge	Waterford	The Quay	Fine	17.45
12	Daily	Cleariestown	Wellington Bridge	Waterford	W.I.T.	Fine	17.45
13	Twice a week	Cullinstown	Wellington Bridge	Waterford	W.I.T.	Fine	17.45
14	Twice a week	Duncormack	Bridge	Waterford	W.I.T.	Fine	17.45
15	Daily	Campile	Campile	Waterford	5min walk to work	Fine	17.30
16	Daily	Campile	Campile	Waterford	5min walk to work	Fine	17.30
17	Daily - Semester	Duncannon	Campile	Waterford	W.I.T.	Fine	17.45

Tuesday 02/03/2010

18	Occasionally	Waterford	Rosslare Europort	Waterford	Recreational	Fine	Fine
19	Occasionally	Waterford	Rosslare Europort	Waterford	Recreational	Fine	Fine

20	Occasionally	Waterford	Rosslare Europort	Waterford	Recreational Day course in Wat	Fine	Fine
21	Occasionally	Rosslare	Rosslare Strand	Waterford	C.T.I.	Fine	Fine
22	Daily	Cleariestown	Bridgetown	Waterford	Day course in Wat	8.00	16.00
23	Occasionally	Kilmore	Bridgetown Wellington	Waterford	Heritage College 25 min walk to work	Fine	Fine
24	Daily	Clonmynes	Bridge Wellington	Waterford	Taxi to school	Fine	Fine
25	3-4 times a month	Rosegarland	Bridge Wellington	Waterford	Taxi to school	Fine	Fine
26	Daily	Banlow	Bridge Wellington	Waterford	Taxi to school	Fine	17.45
27	Daily	Banlow	Bridge Wellington	Waterford	Across the bridge School - Newtown School - Newtown College - W.C.F.E.	Fine	Fine
28	3-4 times a week	Ballymitty	Bridge	Waterford	Recreational C.T.I.	Fine	Fine
29	Daily	Suttonmills	Ballycullane	Waterford	School - Newtown	Fine	Fine
30	Daily	Suttonmills	Ballycullane	Waterford	College - W.C.F.E.	Fine	Fine
31	Daily	Up the road	Ballycullane	Waterford	Recreational C.T.I.	Fine	17.45
32	3 days a week	Up the road	Ballycullane	Waterford	School - Newtown	Fine	Fine
33	Daily	Killesk	Campile	Waterford	City Centre School - Newtown	Fine	17.00
34	Daily	Ramsgrange	Campile	Waterford	School - Newtown	Fine	Fine
35	Couple times a week	Ramsgrange	Campile	Waterford	City Centre School - Newtown	Fine	17.45
36	Occasionally	Ramsgrange	Campile	Waterford	School - Newtown	Fine	Fine

**Wednesday
03/03/2010**

37	3 - 4 Days a week	Clongeen Carrig an	Wellington Bridge Wellington	Waterford	Across the bridge	Fine	Fine
38	Daily	Bannow	Bridge	Waterford	C.T.I.	Fine	Fine
39	Daily	Campile	Campile	Waterford	Yeats College	Fine	16pm
40	1 - 2 Days a week	Angerstown	Campile	Waterford	The Quay	Fine	Fine