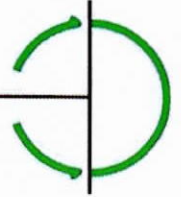




Submission on Planning Application for Foynes to Limerick Road Scheme

Client: Shannon Foynes Port Company

AN BORD PLEANÁLA	
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Submission on Planning Application for Foynes to Limerick Road Scheme

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1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This report sets out the formal submission to An Bord Pleanála by the Shannon Foynes Port Company (SFPC) on the proposed Foynes to Limerick Road Scheme.
- 1.1.2 The SFPC fully supports the need for this new road scheme and the delivery of same by the 2024 target Opening Year.
- 1.1.3 As set out in this report the status and growth of the Port of Foynes and its hinterland and surrounding region have changed significantly and positively since the road scheme was first proposed. The SFPC want to ensure that future anticipated effects associated with the growth of the port and region are fully considered in the planning process. It is equally important that the planning process give due regard to recent EU and Government policies and objectives.
- 1.1.4 The route now forms part of the EU Trans European Transport Network (TEN-T) Core Network Corridor. The *National Planning Framework (NPF)* and *National Development Plan (NDP)* sets out Government policies which have clear objectives to deliver more balanced economic growth throughout the state.
- 1.1.5 The wider economic benefits of the delivery of the proposed new road, for both the Port of Foynes and wider region, is confirmed by an independent socio-economic study undertaken by Indecon International Economic Consultant, in September 2018, which was commissioned by SFPC.

1.2 Background to Submission

- 1.2.1 ILTP Consulting have for a number of years worked with the Shannon Foynes Port Company in providing transport planning and engineering consultancy services relating to transport infrastructure serving the port. As it is a Tier 1 Core Port under the Trans European Transport Network (TEN-T) the Port of Foynes is a vital part of the transport infrastructure of the State and will be a key element in developing and sustaining the economic growth of the country.
- 1.2.2 SFPC works to progress the development of Shannon Estuary and the Port of Foynes as a key engine of economic growth for the country and the Mid-West Region in particular. In February 2013, SFPC launched a port masterplan, titled *Vision 2041*, which sets out the growth and development targets for the port.
- 1.2.3 To date the Port of Foynes has achieved its Vision 2041 target growth rates. In addition, the Port of Foynes is currently undertaking major expansion of port side and related development facilities following approval from An Bord Pleanála (Ref: PL:13.CQ3001).
- 1.2.4 Further expansion of the Port of Foynes is also planned and the decision to develop the Deep-Water Berth facility at the port will be a major investment decision to facilitate further expansion of the port. Achieving certainty on the delivery of the Foynes to Limerick Road Scheme within an appropriate timeframe will significantly boost the investment viability of the port.
- 1.2.5 For the Port of Foynes to retain its TEN-T Core Port status it is vital that it be connected to the core European road network by 2030 at the latest and that port side facilities also be developed.



2 REVIEW IN THE CONTEXT OF KEY EU, NATIONAL AND REGIONAL POLICY

2.1 Introduction

2.1.1 The Port of Foynes facilitates trade from many industrial sectors critical to the ongoing sustainability and competitiveness of the entire mid-west region and beyond. Shannon Foynes Port is one of three Core TEN-T ports in the state and the only port in the state that has the ability to deliver a Deep-Water Berth Facility directly linked to the TEN-T road and rail networks in a timely and cost-efficient manner.

2.2 Update on Status of Port of Foynes and TEN-T Core Network Corridors

2.2.1 The road connection to Foynes has now been accepted by the EU for inclusion on the EU TEN-T Core Network Corridors. The proposed extension of the Core Network Corridor to the Port of Foynes shown in Figure 2.1.

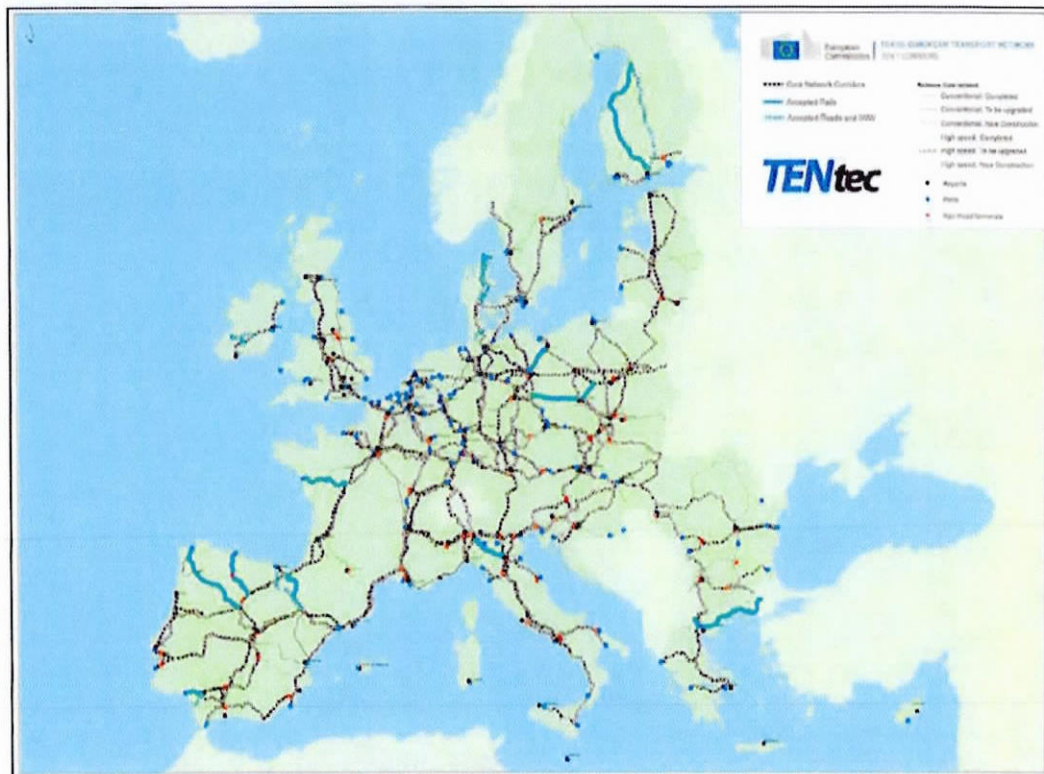


Figure 2.1 EU Accepted Extension of TEN-T Core Network Corridor to Shannon Foynes Port (Source: European Commission)

2.2.2 It is also now been accepted by the Council of the European Union in *the Proposal for a Regulation of the European Parliament and of the Council establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014, ref. 7207/1/19* and dated 13th March 2019 that Shannon-Foynes port be included as part of both the 'Atlantic' and 'North Sea – Mediterranean' Core Network Corridors (see Figures 2.2 and 2.3).



Core network corridor "Atlantic"	
Alignment	Gijón – León – Valladolid A Coruña – Vigo – Orense – León Zaragoza – Pamplona/Logroño – Bilbao Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba Algeciras – Bobadilla – Madrid Sines/Lisboa – Madrid – Valladolid Lisboa – Aveiro – Leixões/Porto – Douro river Shannon Foynes/Dublin/Cork – Le Havre – Rouen – Paris Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Toulouse/Tours – Paris – Metz – Mannheim/Strasbourg <i>Shannon Foynes/Dublin/Cork – Saint Nazaire – Nantes – Tours – Dijon</i>

Figure 2.2 EU Accepted Extension of TEN-T 'Atlantic' Core Network Corridor to Shannon Foynes Port (Source: *Proposal for a Regulation of the European Parliament and of the Council establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014, ref. 7207/1/19 and dated 13th March 2019*)

Core network corridor "North Sea – Mediterranean"	
Alignment	Belfast UK border – Dublin – Shannon Foynes/Cork Shannon Foynes/Dublin/Cork – Le Havre/Calais/ Dunkerque/Zeebrugge/Terneuzen/Gent/ Antwerpen/Rotterdam/Amsterdam Glasgow/Edinburgh – Liverpool/Manchester – Birmingham Birmingham – Felixstowe/ London/Southampton London UK border – Lille – Brussel/Bruxelles Amsterdam – Rotterdam – Antwerp – Brussel/Bruxelles – Luxembourg Luxembourg – Metz – Dijon – Macon – Lyon – Marseille Luxembourg – Metz – Strasbourg – Basel Antwerpen/Zeebrugge – Gent – Calais/Dunkerque/Lille – Paris– Rouen – Le Havre

Figure 2.3 EU Accepted Extension of TEN-T 'North Sea - Mediterranean' Core Network Corridor to Shannon Foynes Port (Source: *Proposal for a Regulation of the European Parliament and of the Council establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014, ref. 7207/1/19 and dated 13th March 2019*)



2.2.3 This recent inclusion of Ireland's Tier 1 ports, including Shannon-Foynes port, in both the 'Atlantic' and 'North Sea – Mediterranean' Core Network Corridors further strengthens and prioritises Ireland's direct linkages with mainland Europe. As shown in Figures 2.2 and 2.3, the revisions to the Core Network Corridors also remove Great Britain and Northern Ireland ports on account of Brexit. This further emphasises the strategic importance of TEN-T connectivity to Ireland.

2.2.4 As also shown in Figures 2.2 and 2.3, the proposed Core Network Corridor links from Shannon Foynes / Dublin / Cork are via the French ports of Le Havre, Calais and Saint Nazaire.

2.3 National Policy - NPF and NDP

2.3.1 The *National Planning Framework* and the supporting *National Development Plan 2018 – 2027* policy documents confirm the status of the Port of Foynes as a Tier 1 port and the Foynes to Limerick Road Scheme is included in the spending programme in the NDP which, subject to planning, can be delivered by 2024. This further recognises the importance of the port in the national context.

2.3.2 The NPF also seeks to deliver balanced economic growth and development more evenly throughout the country. To achieve this the NPF targets that at least 50% of population and employment growth occurs outside the Eastern and Midlands region up to the year 2040, which is very welcome. The cities of Cork, Limerick, Galway and Waterford will therefore see very significant increases in both population and employment if the NPF targets are to be achieved. Consequently, the Tier 1 Ports outside of Dublin, i.e. the Port of Foynes and Port of Cork, will play a key role in ensuring the growth targets are achieved for their respective regions. It is therefore imperative that the design and timeframe for delivery of the Foynes to Limerick Road Scheme has full regard for the anticipated growth.

2.3.3 The Port of Foynes estate and supporting lands, totalling circa. 226 Hectares zoned for Marine Related Activity, has the potential to create significant additional employment and investment in the area. In addition, the *Shannon Integrated Framework Plan* (SIFP) has a further 1,000 Hectares of lands zoned for Marine Related Activity along the Shannon Estuary thereby offering a significant potential for port related investment and employment throughout the Shannon Estuary.

2.3.4 The proposed standard for the Foynes to Limerick Road Scheme should therefore reflect the strategic importance of the Port of Foynes as a Tier 1 TEN-T port, and also reflect Government targets and the relevant indicators for major economic and population growth in the wider region in the short to medium term.

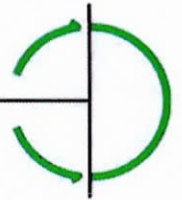
2.4 RSES – Southern Region

2.4.1 The Southern Regional Assembly, subsequent to the NPF, prepared a *Regional Spatial and Economic Strategy (RSES) for the Southern Region*.

2.4.2 The RSES provides a long-term, strategic development framework for the future physical, economic and social development of the Southern Region and includes Metropolitan Area Strategic Plans (MASPs) to guide the future development of the Region's three main cities and metropolitan areas – Cork, Limerick-Shannon and Waterford.

2.4.3 The RSES sets out a vision for the Southern Region to:

- Nurture all our places to realise their full potential
- Protect, and enhance our environment
- Successfully combat climate change
- Achieve economic prosperity and improved quality of life for all our citizens



- Accommodate expanded growth and development in suitable locations
- Make the Southern Region one of Europe's most creative, innovative, greenest and liveable regions

2.4.4 The RSES seeks to achieve balanced regional development and full implementation of *Project Ireland 2040 – the National Planning Framework*. It will be implemented in partnership with local authorities and state agencies to deliver on this vision and build a cohesive and sustainable region.

2.4.5 The *Regional Spatial and Economic Strategy for the Southern Region* took effect on 31st January 2020.

2.4.6 The RSES set out clear population and growth target for the region which anticipates an overall uplift in the population of the region of between 280,000 and 343,000 by 2031. The forecast increase in population for the mid-west area for the same period is 77,500 to 90,500. This represents a very significant increase in population, much of which will take place over the next 10 years.

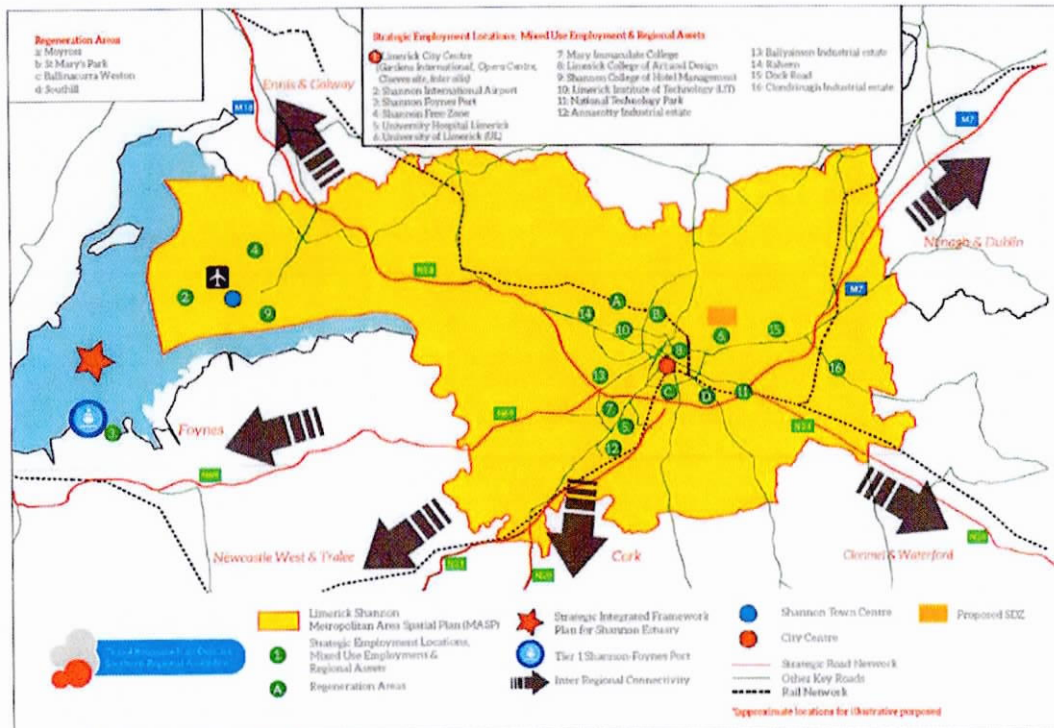
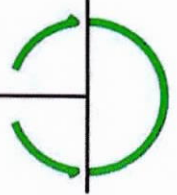


Figure 2.4: Limerick & Shannon Metropolitan Area Strategic Plan MASP (Source: *Regional Spatial and Economic Strategy (RSES) for the Southern Region*)

2.4.7 The MASP for Limerick and Shannon, shown in Figure 2.4, identifies the extent of the metropolitan area, which extends along the N69 to the river Maigue. The resultant increase in population in Limerick city will also result in the urbanisation of the N69 route which further underpins the urgent need for the proposed Foynes to Limerick road scheme.

2.4.8 This regional policy document also emphasises the strategic importance of the Shannon-Foynes and Cork Tier 1 ports:



2.4.9 The RSES has key policy objectives which include the following:

"RPO 142

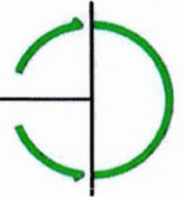
It is an objective to strengthen investment to deliver actions under National Ports Policy and investment in sustainable infrastructure projects that:

a. Strengthen and develop the strategic international, national and regional economic roles of our Tier 1 Ports (Port of Cork and Shannon-Foynes Port) and Tier 2 Ports (Port of Waterford and Rosslare Europort) and support the strategic role of our region's port and harbour assets under the National Marine Planning Framework;"

"RPO 146

Strengthening and maintaining access to ports through enhanced transport networks and improved journey times including support for M11 and N80 improved connectivity to Rosslare, N28 Cork to Ringaskiddy Road and N21/N69 Foynes to Limerick Road Scheme (including Adare bypass);"

2.4.10 These and other policy objectives clearly set out the need for the delivery of the Foynes to Limerick Road Scheme as a key component of the overall RSES.



3 REVIEW OF PORT PROFILE & INFRASTRUCTURE

3.1 The Port of Foynes and Irish International Trade in Context

- 3.1.1 Shannon Estuary represents a critical zone within the local and national economy. The area has a well-established industrial base, with multi-national corporations such as Rusal Aughinish Alumina, Wyeth Nutrition Ireland and Aeroboard Ltd. There are numerous other notable developments in the area. There are also additional prospects for major expansion in the Ore and Ocean Energy sectors of the Irish market which will directly impact upon the region.
- 3.1.2 Ireland, as one of the most open economies in the world is dependent upon strong international linkages by sea and air. Currently, an average of 90% of all of Ireland's international trade travels by sea; goods used by the entire population every day.
- 3.1.3 The SFPC is Ireland's second largest port facility, and the country's largest bulk port. Total annual freight tonnages through Shannon Foynes port was c. 11 million tonnes in 2018. Freight throughput predominantly consists of dry and liquid bulk cargoes. This represents approximately 35% of the country's bulk traffic and 19% of total goods traded into and out of the ports in Ireland in 2018 (CSO data).
- 3.1.4 As part of their Vision 2041 Masterplan SFPC have projected more than a doubling of cargo tonnages through the port from 2011 to 2040. The 2018 tonnage data for the Port of Foynes confirms that growth rates between the Midline to Highline Vision 41 projections are currently being achieved.

3.2 Review of Port of Foynes in the Context of the International Maritime Network

- 3.2.1 The Shannon Estuary is on the West Coast of Ireland and extends 100 kilometres from Limerick City to the sea. It is one of the largest natural harbours in Ireland, and is a deep-water, sheltered resource adjacent to all major shipping lanes in and out of Europe. The Shannon Estuary and Port of Foynes are geographically well placed to exploit international shipping routes.
- 3.2.2 Relative to land mass of the country Ireland has more extensive territorial waters when compared with the majority of other European countries (see Figure 3.1 below). The Port of Foynes and Shannon Estuary is also centrally located within Ireland's territorial waters in order to serve as a distribution centre or 'stop-off' point for international maritime traffic.

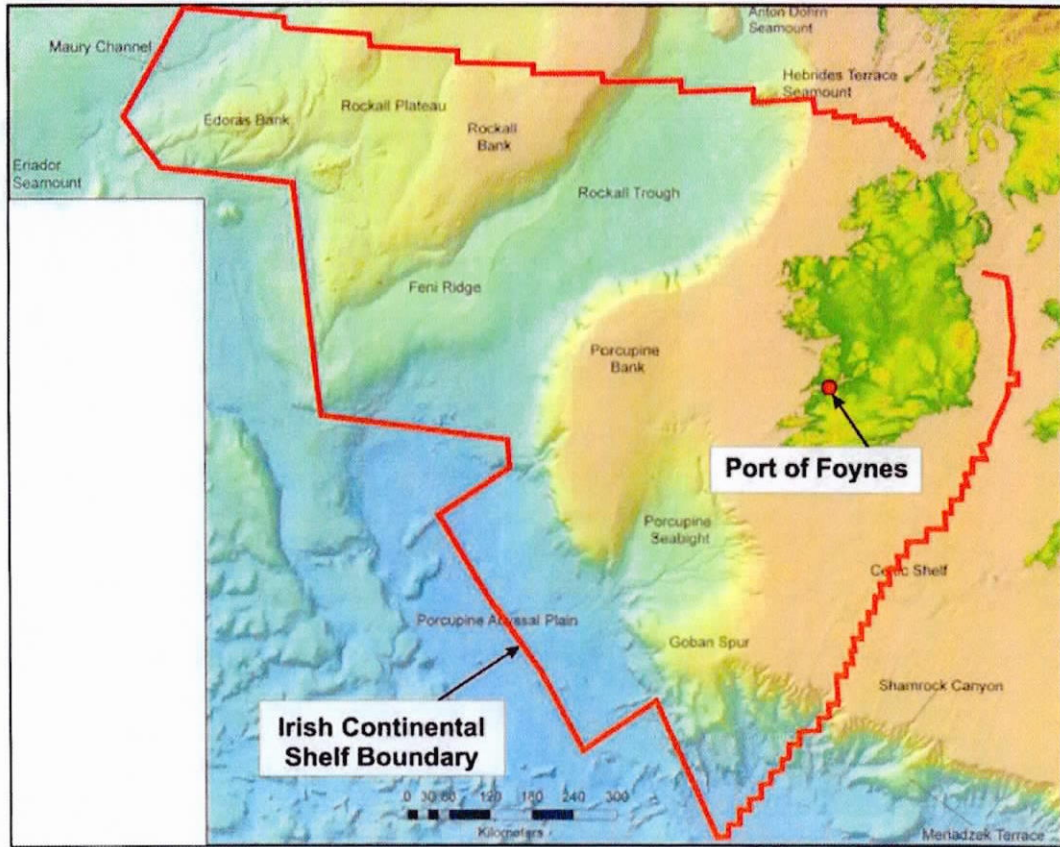
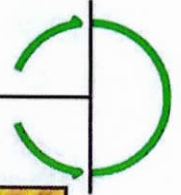
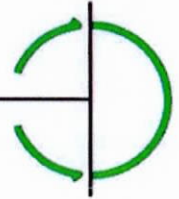


Figure 3.1: Port of Foynes – Land and Maritime Context (Source: Marine Institute Real Map of Ireland)

- 3.2.3 Shannon Foynes Port is Ireland's deepest port. Due to its natural deep waters the Shannon Estuary and the Port of Foynes routinely host the largest vessels entering Irish waters, typically up to 300 metres in length and 17 metres in draft. No other port on the island of Ireland can service this scale of vessel.
- 3.2.4 The recently completed Panama Canal expansion project doubled the capacity of the canal, allowing for greater traffic and larger ships travelling to and from Europe in an almost direct path of Ireland and the Shannon Estuary. These include the New Post Panamax vessels.
- 3.2.5 In contrast, many other Irish and European ports would require investment in extensive dredging works to receive the large freight ships routinely accommodated by the Port of Foynes.
- 3.2.6 The SFPC is also currently developing proposals for a Transport Hub within the port area and planned rail and road links within the port with links to this future Deep-Water Facility.
- 3.2.7 The Port of Foynes has a significant landbank available to facilitate future expansion, and currently has approximately 186 Hectares of zoned land available for development. The Port of Foynes is also currently undertaking major expansion of port side and related development facilities.



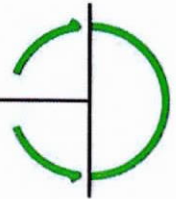
3.3 Review of Catchment of Port of Foynes

- 3.3.1 The Port of Foynes is located adjacent to Limerick, Ireland's 3rd largest city and is strategically positioned to provide services to the western part of the country.
- 3.3.2 The Port of Foynes, as a rapidly expanding port, now serves a wider market catchment. In terms of estimated journey time by road it is considered that the Port of Foynes has the largest geographical catchment area of the three Tier 1 ports in Ireland. This is shown graphically in Figure 3.2.



Figure 3.2: Projected Catchment of Port of Foynes in terms of Estimated Journey Times relative to Other Tier 1 Ports (Source: SFPC)

- 3.3.3 The transportation cost of goods by sea is, per kilometre, far lower than land transport costs. Therefore, development of the Port of Foynes and providing good road linkages from the port to the national road network significantly reduces overall transport costs to businesses that import and export goods, which are based within the catchment of the port. Improved road accessibility to the Port of Foynes will therefore benefit businesses along the west of the country in particular by ensuring cheaper and more reliable access to overseas market via a Tier 1 EU port.



4 REVIEW OF KEY TRENDS IN TRAFFIC, FREIGHT & ACCESSIBILITY

4.1 Review of Relevant Historical Traffic Growth Trends

- 4.1.1 TII records confirm total growth of over 33% between 2001 and end of 2017 on the N21 which equates to an Average Annual Growth Rate (AAGR) of approximately 2.3%, which includes the major recessionary period between 2008 and 2012.
- 4.1.2 TII traffic volume data for the N69 is compiled in Figures 4.1 and 4.2, in the format of Annual Average Daily Traffic (Monday to Sunday) and Annual Average Weekday Traffic (Monday to Friday).

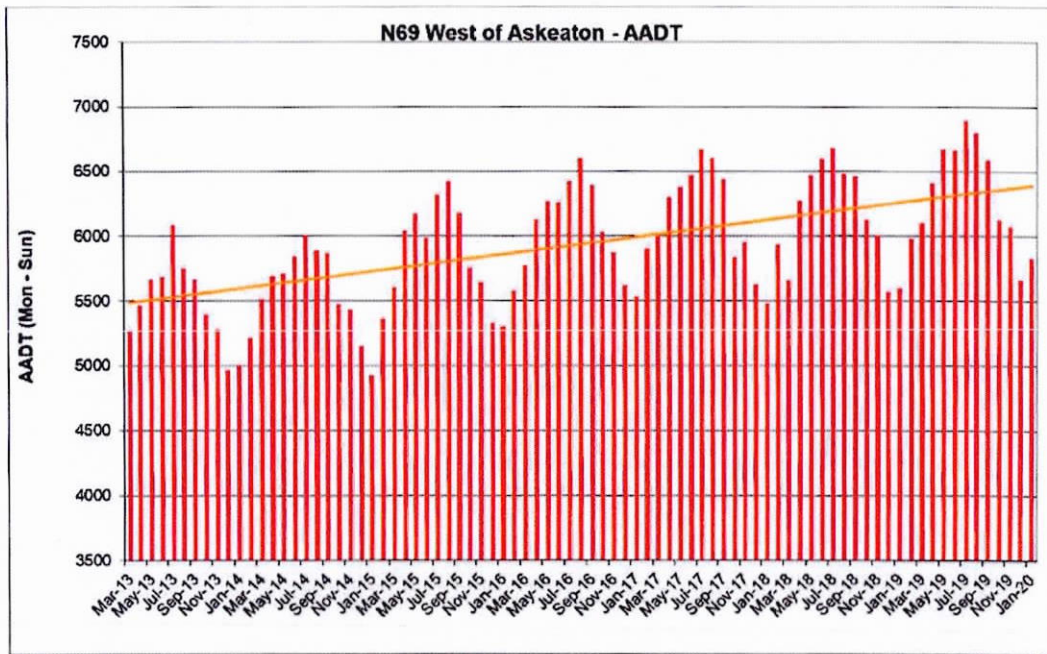


Figure 4.1: AADT Monday to Sunday for TII Traffic Counter Site on N69 West of Askeaton (Site ID: 000000001692)

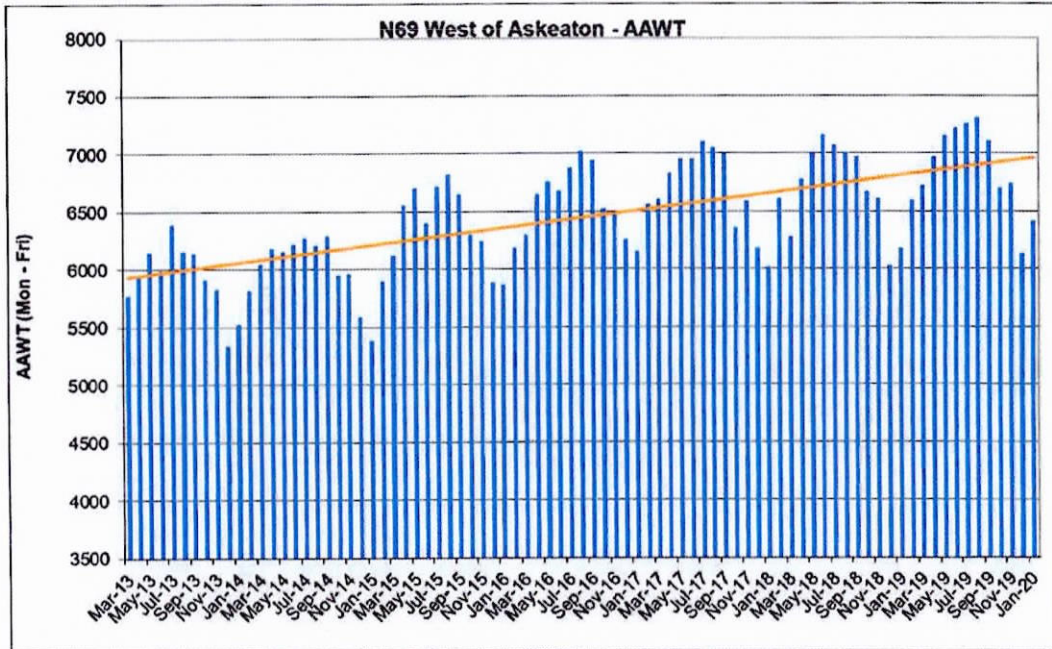
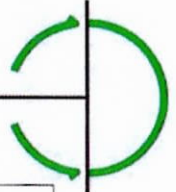


Figure 4.2: AAWT Monday to Friday for TII Traffic Counter Site on N69 West of Askeaton
(Source: TII Site ID: 000000001692)

- 4.1.3 Relative to 2013 traffic volumes, this data confirms average annual growth of 2.2% in AADTs and 2.5% in AAWTs on the N69, which exceed current TII High Growth Rates.
- 4.1.4 AAWTs are significantly higher than 7-day AADT data for the N69 route due to the unique characteristics of route as a Tier 1 port access.
- 4.1.5 The data also shows significant seasonal variations to traffic flows on the N69.
- 4.1.6 The Port of Foynes is busiest during weekdays and requires good access all year round. Therefore, it is appropriate that the AAWT and seasonal traffic variations are taken into consideration in the scheme assessment.
- 4.1.7 The Port of Foynes will continue to grow beyond the 2039 Design Year of the proposed road scheme. A Horizon Year of 2054 (30 years) would mean that the economic and transport benefits of the road scheme would accrue over time.

4.2 Future Markets & Review of Containerised Freight Trends

- 4.2.1 The Vision 41 mid to high line growth target are being realised through the continued growth of the port and an increasing interest from businesses that transport goods in and out of the state. The Port of Foynes responds to market requirements and must be adaptable and flexible to meet changing market needs. Containerised freight is one potential new market which could be attracted to the Port of Foynes. Containerised freight, which is measured in Twenty-Foot Equivalent Units (TEUs), result in the significant movement of goods through the other core ports.
- 4.2.2 The TEUs of containerised freight that passed through Irish ports over the period 2007 to 2018 is shown in Figure 4.3.

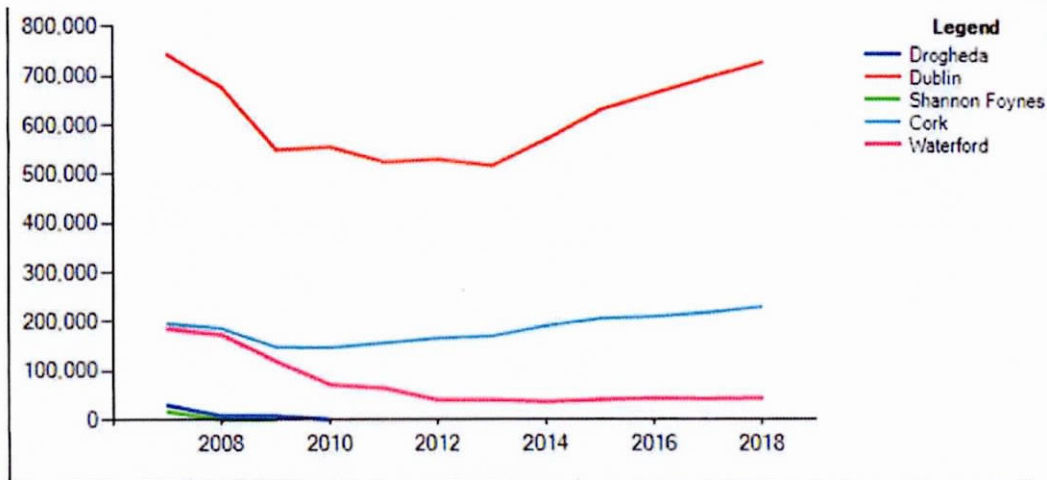


Figure 4.3: Containerised Traffic (TEUs) through Irish Ports 2007 - 2018 (Source: CSO)

- 4.2.3 Of the total 1,000,558 TEUs of containerised traffic that passed through Irish ports in 2018, approximately 727,331 TEUs passed through Dublin Port. This equates to a 73% market share of containerised traffic. This disproportionately high volume of trade through Dublin Port does not reflect the relative catchment areas of the Tier 1 ports in the State, or of the population spread through the country.
- 4.2.4 Even if 10% of this market was served by the Port of Foynes it is estimated that would result in an additional 100,000 HGV movements to and from the port annually. This would also improve the overall competitiveness of local businesses that might use the port through shorter associated journey times to access their international markets. Routing more trade through the Port of Foynes would also reduce overall travel distances for HGVs, which would also accrue overall environmental benefits.
- 4.2.5 Increasing trade through the Port of Foynes is also supportive of *National Planning Framework* targets for achieving at least 50% of future growth outside the Eastern and Midlands region.
- 4.2.6 Other opportunities such as offshore wind energy projects and possible ore extraction can also provide additional port demand over and above the SFPC Vision 41 projections.

4.3 Relationship Between Infrastructure Improvement and Accessibility

- 4.3.1 There is a proven linkage between investment in infrastructure and employment accessibility. This is shown graphically in Figure 4.4 which was extracted from the Transport Infrastructure Ireland (TII) document *National Roads Network Indicators 2018*.

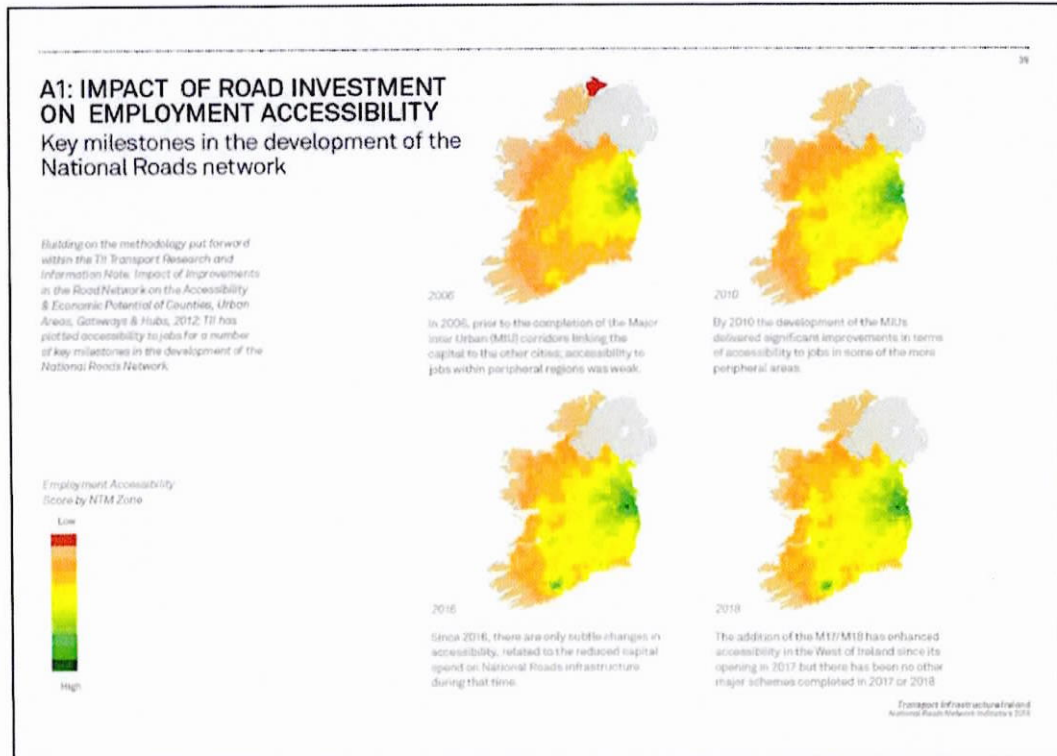
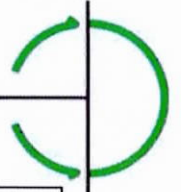


Figure 4.4: Linkage between Impact of Road Investment and Employment Accessibility
(Source: TII National Roads Network Indicators 2018)

- 4.3.2 The initial development of a radial motorway and strategic road network for Dublin gave a relative advantage to the east coast through reduced journey times and increased journey reliability, which resulted in a Dublin-centric economic development model. More recent infrastructure developments post 2010 have shown some reversal in this pattern.
- 4.3.3 The recent extension of the M17 / M18 motorway from Gort to Tuam significantly improved accessibility along the west coast as illustrated in Figure 4.5.

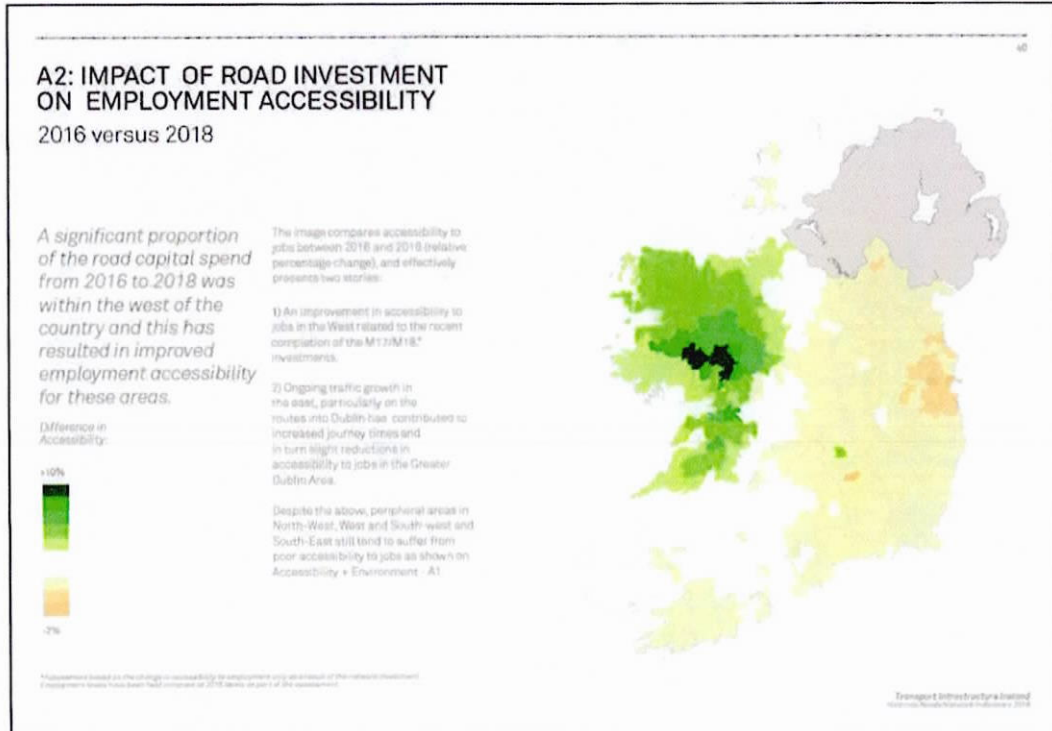
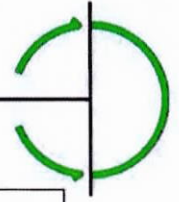


Figure 4.5: Linkage between Impact of Road Investment and Employment Accessibility
(Source: TII National Roads Network Indicators 2018)

- 4.3.4 The proposed Foynes to Limerick Road scheme will also benefit the wider hinterland through improved accessibility to international markets which in turn will promote wider investment in the region.
- 4.3.5 Therefore, it is imperative that the Foynes to Limerick Road Scheme is delivered in the shortest timeframe and to the appropriate standard to support the projected growth of Shannon Foynes Port and the wider western region, as required by policy at all levels.



5 REVIEW OF SOCI-ECONOMIC STUDY FOR PROPOSED ROAD SCHEME

5.1 Indecon Socio-Economic Study - Summary

5.1.1 The SFPC commissioned an independent report prepared by Indecon Economic Consultants titled *Assessment of Socio-Economic Impacts of Foynes to Limerick Road Improvement Scheme*, dated September 2018, which assessed economic growth for the Shannon Estuary, including the Port of Foynes and immediate hinterland.

5.1.2 The key findings of the Indecon report are as follows:

- *The existing N21 and N69 routes suffer from significant capacity constraints. A number of sections have experienced traffic levels which are substantially above capacity limits, while there has also been an increase in collision rates on both routes.*
- *The need to complete the Foynes to Limerick Road Improvement Scheme is underscored by the implications for external connectivity of the regional and national economies. This is particularly the case in respect of the strategic role played by Shannon Foynes Port, which is Ireland's second largest port in terms of total throughput/trade handled.*
- *A failure to ensure appropriate road connectivity to/from Shannon Foynes Port would undermine the port's ability to put in place sufficient new capacity to respond to projected market growth. This could result in a loss in trade from the Port of Foynes estimated in present value terms at over €300 million annually by 2041, or €4.7 billion in cumulative present value terms between 2023 and 2041.*
- *There would also be an overall cost to the Irish economy arising from costs associated with diversion of trade to other ports in Ireland, and the value of Shannon Foynes trade that could be lost from the Irish economy. These potential national costs are estimated at €0.52-€0.98 billion in cumulative present value terms over the period to 2041.*
- *A key requirement is that appropriate road connectivity must be in place by 2030 if Shannon Foynes Port is to retain its status as a Core Network Port under the EU's TEN-T transport network. This is further underscored by the EU decision in June 2018 to include the port on the extended North Sea Mediterranean Core Network Corridor.*
- *An upgraded Foynes to Limerick road, combined with Shannon Foynes Port's investments in capacity, would enable the port to facilitate a more efficient national supply chain, and respond to the implications of Brexit and growing congestion around the Greater Dublin Area by offering direct services to continental Europe.*
- *The Foynes to Limerick Road Improvement Scheme would act as a catalyst for the wider economic development of the Shannon Estuary and wider Mid-West region. This includes facilitation of foreign and indigenous investment and employment creation, including in Strategic Development Locations. The scheme will also support tourism sector development in the region by enhancing accessibility to visitor attractions, including the Wild Atlantic Way.*

5.1.3 The conclusions of this report are summarised as Figure 5.1.



Overall Conclusions

Indecon's independent assessment in this study has highlighted the following key arguments for supporting investment into completing the planned Foynes to Limerick Road Improvement Scheme:

- As Ireland's second most important port and as a Core Network Port under the EU's TEN-T network, the overall feasibility and impact of Shannon Foynes Port's deep-water port development will be determined by the ability to serve the port through adequate inland transport connectivity. The Foynes to Limerick Road Improvement Scheme represents a key strategic infrastructural requirement in this context. A failure to support the development of the port would mean substantial costs to the port and surrounding region, as well as to the national economy.
- The Foynes to Limerick Road Improvement Scheme would also play a catalytic role in supporting the realisation of important potential wider economic development benefits. This is particularly the case in relation to how the scheme would enhance the accessibility and marketability of Strategic Development Locations in the Foynes/Shannon Estuary area for foreign and indigenous investment and job creation in the maritime energy and other economic sectors.
- The scheme would also support the development of tourism in the region, including in the West Limerick and Shannon Estuary areas, and would in particular boost the potential to attract more visitors and increase visitor spending along the Wild Atlantic Way.
- The scheme would enable Shannon Foynes port to facilitate a more efficient national supply chain, and respond to the implications of Brexit and growing congestion around the Greater Dublin Area by offering direct services to continental Europe.
- The above economic benefits would be in addition to the transport-related road user benefits and construction employment benefits that would rise through completion of the scheme.

Figure 5.1: Conclusions of Indecon Report (Source: *Assessment of Socio-Economic Impacts of Foynes to Limerick Road Improvement Scheme*, dated September 2018)

5.1.4 The Indecon report's overall conclusion clearly demonstrates the importance of the Foynes to Limerick Road Scheme in attracting inward investment and in strengthening the local economy. This independent report further underlines the economic necessity and benefits of the delivery of this key element of national infrastructure.



6 SUMMARY & CONCLUSIONS

6.1 Summary

- 6.1.1 ILTP were commissioned by the Shannon Foynes Port Company (SFPC) to prepare a submission to An Bord Pleanála in respect to the proposed Foynes to Limerick Road (including Adare Bypass) Scheme.
- 6.1.2 The SFPC fully supports the provision of the proposed route linking the Port of Foynes to Limerick and the National Road Network. The delivery of the proposed route by the target Opening Year of 2024 is also fully supported by SFPC.
- 6.1.3 Port related and other growth forecasts which justify the proposed road scheme are supported by the SFPC Vision 2041 growth forecasts, independent Indecon Socio-Economic Report, TII recorded traffic data and ILTP's review of historic and anticipated traffic growth rates for the port.
- 6.1.4 EU and Government policies fully support the delivery of a high capacity road linking the Port of Foynes to the TEN-T Core Road Network, which is required to be in place by 2030 at the latest.
- 6.1.5 The NPF and RSES recognise and indeed require the Port of Foynes be developed to its potential in order to achieve balanced economic and employment growth targets set for the region.
- 6.1.6 The proposed road scheme will significantly reduce travel times to and from the Port of Foynes thereby attracting new business and making the overall transport network of the state more efficient and competitive. It will also significantly reduce traffic levels on the N69 and N21 routes, will increase road safety and will act as a catalyst of the wider economic development of the Shannon Estuary, the mid-west region and the wider area. In addition, it will provide improved access to the Wild Atlantic Way and to local communities and businesses.

6.2 Conclusion

- 6.2.1 The SFPC fully supports the delivery of the proposed Foynes to Limerick Road and would welcome its implementation by the proposed 2024 Opening Year. The proposed route is required to sustain and develop this Tier 1 Port on the TEN-T Core Network Corridor to its optimal level in accordance with EU and Government policies and objectives.



7 REFERENCES

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