



Northern Corridor Railway Renaissance

Northern Corridor Railways Group August 2007



Front cover photograph taken by Zoe Bowyer (April 2007)

Above photograph taken by Karen Withak (June 2004)



Setting the Scene...

Some 7 years ago, in April 2000, a Railways Task Force (RTF) was established by the then Minister for Regional Development, Adam Ingram, MP, to consider strategic options for the future of the railway network in Northern Ireland. Whilst the establishment of the Task Force was essentially in response to a report into railway safety, commissioned by Northern Ireland Railways, **it facilitated wider strategic thinking on the role of and vision for the railway network in Northern Ireland.**

The Northern Corridor Railways Group (NCRG) was formed in 2000 comprising elected representatives from the following local authorities: Antrim, Ballymena, Ballymoney, Coleraine, Derry City, Limavady and Moyle. **The Group, which represents a population of some 350,000 people, views the retention and enhancement of the Northern Corridor rail link as fundamental to the future development of the area and the wider region.**

The first formal submission of the NCRG on the role of the rail corridor stated that it has a key strategic role to play in the region in terms of balanced and sustainable regional development, the integration of land use and transportation, social inclusion, tourism, economic development and regeneration.



Launching the new rail service...

Since the establishment of the RTF there has been a range of highly significant policy developments and investment initiatives including:

- the approval of the budget, by the Assembly in December 2000, which provided an additional £102M for the period April 2001 - March 2004 towards the 'consolidation option' outlined in the RTF Interim Report. This provided the funding for the purchase of 23 new trains;
- the formulation of the Regional Development Strategy for Northern Ireland 2025 (RDS) in September 2001 with its 'hub, corridor and gateway framework' and its Spatial Development Strategy. Critically, the RDS emphasised that *'the network of transport corridors provides the skeletal framework for the future development of the whole Region' and that 'the pattern of future growth will be moulded particularly by the potential for achieving greater public transport usage, both by road and rail'*;
- the approval by the Assembly of the underlying principles and strategic direction of the Regional Transportation Strategy for Northern Ireland 2002-2012 in July 2002. As a daughter document of the RDS, the RTS seeks to help achieve the longer-term vision for transportation contained within the RDS, ie: *'to have a modern, sustainable, safe transportation system which benefits society, the economy, and the environment and which actively contributes to social inclusion and everyone's quality of life'*;
- the delivery of the first new train to Northern Ireland in April 2004;
- the publication, in May 2004, by the Railways Review Group (RRG), of the Position Report on the Future Investment Needs of the N.I. Railway Network;
- the official launch of N.I. Railway's new rail service on 21st June 2005;
- the introduction of 23 new trains (the C3k class) into service, in September 2005, to replace the ageing Class 80 trains which had formed the core of the service since the 1970s;
- the conversion of the Londonderry services to CAF trains (90%+) in March 2006;
- the availability of passenger usage results following the introduction of the new trains and related investments.

The NCRG note that Government, through the Options For Future Train Services Steering Group (OTSSG), is now taking forward the assessment of the success of recent investment on the network, considering options for future investment in accordance with the RTS and RRG reports and reviewing the long-term future of the so-called 'lesser-used lines' (i.e. Ballymena to Londonderry and Whitehead to Larne). It is also noted that the OTSSG's report will inform the 2007 Comprehensive Spending Review and the mid-term review of the Regional Transportation Strategy.

In light of the above, the NCRG considers that it is an appropriate time to re-state the foundation principles of the Group, build on the very encouraging results which have been delivered by the new investment and propose the preparation of a Northern Rail Corridor Development Strategy to complement and inform the related review projects (which essentially focus on rail infrastructure and capacity) being undertaken by Government and Translink.



Respecting the foundation principles...

The NCRG fully endorsed the context for railways set out in the Terms of Reference for the Railways Review Group which stated:

"The shared understanding of the review group is that the future of railways cannot be examined in isolation from the strategic policy context pertaining to the future form and function of transportation in Northern Ireland, or solely in the context of short-term financial considerations. Rail should not be assessed as an isolated form of transport, but rather as a key component of a broader framework including integrated transport, land-use planning, economic development and tourism, and other related areas of social policy."

In viewing rail as 'a key component of a broader framework' the 7 foundation principles, stated by the NCRG in July 2004 in its submission to the Railways Review Group Secretariat, remain strikingly relevant:

A cohesive rail network ... not an absurd 'core' and 'non-core' division

The Northern Corridor Railways Group fully endorses the statement made in the RTS, with respect to the discontinuance of rail services between Ballymena and Londonderry, that it would be 'unacceptable ... and ... illogical for the Assembly, having adopted the RDS, to allow such a scenario to come about.' The NCRG welcomes the removal of the threat of closure and continues to endorse the conclusion of the 2004 Strategic Railway Review by Booz Allen Hamilton that the 'less-used lines' are economically viable as part of the total existing network.

Long-term investment ... not a damaging, ad hoc, piecemeal approach

The planning and development of infrastructure, if it is to be efficient and effective, must be based on a long-term investment approach and not an ad-hoc piecemeal approach. The NCRG welcomes the fact that the damage caused by under-investment is now being addressed and that the benefits of sustained investment are being recognised. The NCRG fully supports the view of Translink that the future of the railway network needs to be considered over a 20-30 year timeframe, i.e. well beyond the 2012 RTS period.



The Spatial Development Strategy for Northern Ireland

**Integrated land use/transport planning ...
not isolated infrastructure**

National policy has set a clear objective to integrate land use and transportation planning and move away from an approach which isolates infrastructure from social, physical and economic development and wider, strategic policy objectives. The NCRG welcomes the new emphasis being placed on spatial planning and sustainable development.

**Balanced regional development ...
not regional infrastructure deficits**

The Northern Corridor Railways Group fully endorses the guiding principles of the Regional Development Strategy which include equitable access, spatial equity, community cohesion and balanced regional development. The NCRG considers that the widening education, employment and infrastructure deficit between the east and west of Northern Ireland can only be exacerbated by the failure to invest in and enhance the Northern Railway Corridor.

**Renaissance of rail travel ...
not decline**

The Northern Corridor Railways Group welcomes the statement by the General Manager of Rail Services that *"the new trains mark a further significant step in the renaissance of rail travel in Northern Ireland ..."* (30th April 2004, Mal McGreevy). The NCRG welcomes the recent investment as a significant first stage which should provide a foundation for further investment.

**As asset to be enhanced ...
not a liability to be discarded**

The Northern Corridor Railways Groups fully endorses the statement made by the Chief Executive of Translink on 10th June 2004 that *'the railway in Northern Ireland is an underused, undervalued asset'*. Reversing the pattern established by decades of under-investment will transform the rail network into a regional asset of enduring, long term value. The NCRG recognises the railway corridor as a regional asset which can deliver regional benefits.

**Visionary strategies to attract investment ...
not defeatism and uncertainty**

The Northern Corridor Railways Group fully endorses and supports the findings of the independent Booz Allen Hamilton Report that an *'expanded offering'* service, based upon investment and enhancement of the existing rail network, is the appropriate vision to guide the development of the rail network. The NCRG views the retention and enhancement of the Northern Corridor rail link as fundamental to the future social, physical and economic development of the Region. The NCRG fully supports the Translink *'New Trains 2010 Project'* which seeks to increase the train fleet size to deliver capacity and frequency improvements across the network.

Developing the role...

The NCRG consider that **the early results of the new investment have been outstanding**. The very significant increase in passenger numbers has already demonstrated that the rail network has a critical role to play in public transport strategy. Passenger numbers on the corridor have almost doubled in a few years to 1M per annum. The RTS set a target of a patronage increase of 60% between 2001 and 2012 and, by 2007, a 34% increase has been delivered.

However, the NCRG recognises that the present service is limited due to a variety of constraints including shortage of train sets and infrastructural deficiencies.

Further growth will require timetable changes to produce a more regular and faster service and this, in turn, will require investment in both infrastructure and rolling stock.

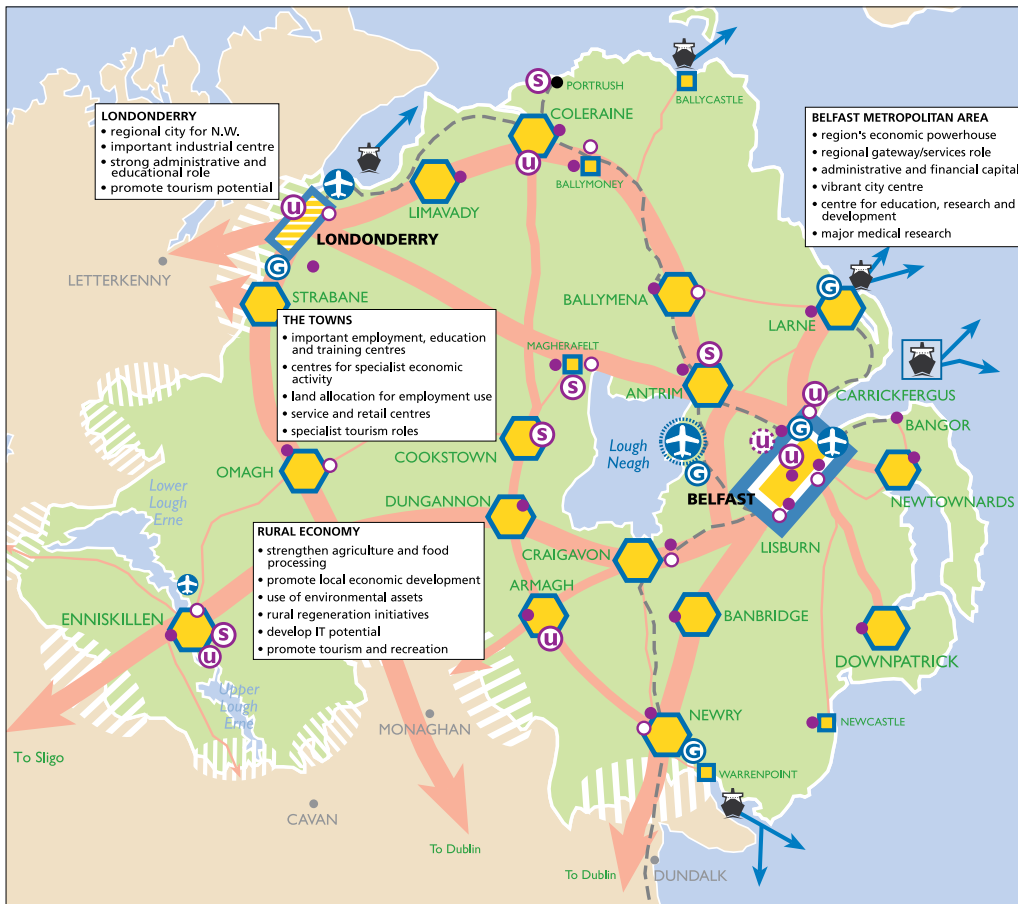
The Northern Rail Corridor is capable of making a number of contributions to existing Government policies and priorities. However, due to the constraints on the service's existing operations it does not do so effectively.

The roles which the Corridor (*see Appendix to this report*) could play include :

- 1.** a fast and reliable inter-city service between Belfast and Londonderry.
- 2.** an enhanced commuter service into Belfast from County Antrim.
- 3.** an enhanced commuter service into Londonderry from Coleraine and the area along the Coleraine - Londonderry corridor.
- 4.** a fast and reliable inter-urban route between Londonderry and Coleraine.
- 5.** a fast and reliable inter-urban route between Coleraine and Belfast.
- 6.** improved access to Belfast International Airport and City of Derry Airport, and
- 7.** an international and inter-modal exchange facility, linking Donegal, the North West more generally, City of Derry Airport and Belfast and the east coast of Ireland.

The constraints which currently apply to the rail service mean that it cannot fulfil these functions and it cannot effectively make its contribution to regional development along the length of the Corridor. The NCRG considers that **the timing is right to consider a strategy to enhance the Northern Rail Corridor so that it can make a fuller contribution to the social, physical and economic development of the region.**

DIAGRAM 9 THE SPATIAL FRAMEWORK FOR THE ECONOMY



Development Opportunities for Job Creation

Major Regional Cities

- Belfast Metropolitan Area
- Londonderry - City of the North West

The Towns

- Main Hubs
- Local Hubs

Rural Employment Resources

- Trans-Regional Development Linkages and Opportunities
- University Centres
- Springvale Campus
- Main Further Education Campuses
- Specialist Colleges
- Training Centres

Regional Gateways

- International/European Port
- Ports
- Belfast International Airport
- Airports
- Major Gateway Employment Potential

Regional Strategic Transport Network

- Key Transport Corridors
- Link Corridors
- Trunk Roads
- Railways





Energising the corridor...

The NCRG welcomes the increasing appreciation that the future of rail cannot be considered in isolation from the wider strategic policy context in Northern Ireland with its emphasis on, inter alia:

- sustainable development;
- the 'hub, corridor and gateway' regional development framework;
- integrated land use/ transport development;
- economic development;
- compact urban forms and brownfield regeneration;
- social inclusion;
- modal shift to public transport;
- infrastructure renewal and development;
- long term investment strategies;
- environmental protection;
- an integrated regional transport system.

Within this context, the NCRG recognises the need to ensure that investment in the railway network results in [a positive cycle of growth and re-investment](#).

The evidence from the new investment in Northern Ireland and, experience elsewhere, demonstrates that the positive cycle can be achieved and deliver a wide range of social and economic benefits to the Region.

In pursuit of this objective and to maximise the potential benefits from investment in the railway network, the NCRG proposes that a Railway Corridor Development Study should now be commissioned for the Northern Rail Corridor. The Development Study would mirror the Regional Planning Assessment (RPAs) process promoted by the Strategic Rail Authority (SRA).

The RPAs have, essentially, the following objectives:

- to form a basis for planning rail services over the long term;
- to ensure that plans for rail services reflect the policies and proposals of regional spatial strategies, regional economic strategies and relevant Area Plans;
- to provide a basis for updating as market conditions, wider aspirations, constraints, opportunities and related plans/ policies change and develop.

The guiding principles, set out by the SRA for RPAs, are of immediate relevance to the Northern Rail Corridor namely:

- they will consider the function of the railway within current and future land use and transport systems and its role in supporting economic and wider development objectives;
- the SRA will ensure that local and regional stakeholders are involved in the development of RPAs;
- it will be geographically comprehensive and not simply targetted on areas of congestion;
- they will be aligned with the regional planning system;
- RPAs will have a long-term planning horizon.

It will be the first assessment of this nature undertaken in Northern Ireland and will aim to demonstrate and realise the benefits of the railway corridor as a spine which integrates spatial planning policies, development, wider social and economic objectives and transport.

The NCRG considers that this Northern Corridor Development Study would complement the current or proposed reviews which, it should be noted, focus on rail infrastructure and capacity namely:

- the Government review of the 'lesser-used lines' before 2009;
- the Translink New Trains 2010 Project to increase railway capacity from 2010;
- the '*Options for future Train Services Steering Group*' which will review options for train replacement, fleet enlargement and the future size of the rail network;
- the proposed Londonderry to Belfast Infrastructure Capacity Study to be commissioned shortly by Translink.

The NCRG welcomes the commissioning of the Londonderry to Belfast Infrastructure Capacity Study and its objective of identifying and assessing the infrastructure enhancement works to the existing network to facilitate a future enhanced timetable. The NCRG welcomes the N.I. Railways 2010 Vision for an hourly frequency and increased line speed on the Belfast – Londonderry line.

Within this context, the NCRG considers that a [comprehensive Northern Corridor Railway Development Study](#) is now required. The NCRG considers that the study can address the wider social, land use, development, regeneration, economic and environmental context to ensure that growth supports rail infrastructure and rail infrastructure supports growth and wider policy objectives. The timeframe for the study should be for a period beyond the RTS (2012) and the Regional Development Strategy (2025) and, ideally, a 20-30 year timeframe. [This would reflect the length of life of investment in railway assets and enable the study to address the longer-term social, physical and economic issues facing Northern Ireland.](#)



Appendix

The Northern Rail Corridor

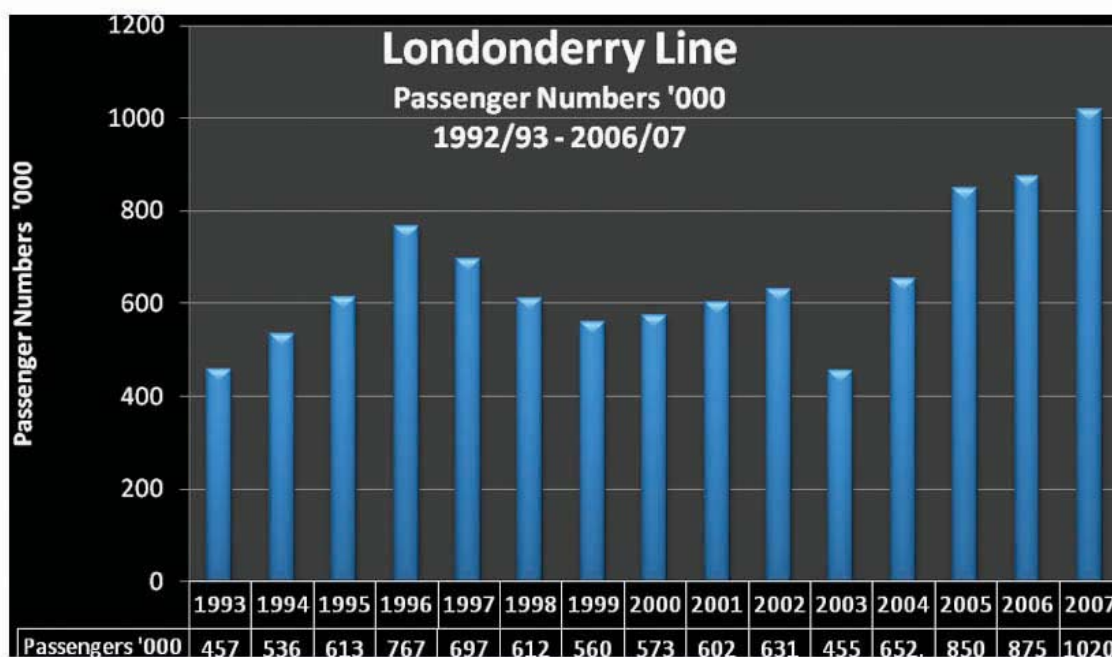
The Northern Rail Corridor runs from Belfast (Great Victoria Street and Central Stations) to Derry/Londonderry providing services to Antrim, Ballymena, Ballymoney, Coleraine and a range of smaller settlements en route.

The railway service is presently limited due to a variety of constraints, including shortage of train sets, and infrastructural deficiencies which limit journey speed and the capacity of the railway. However, the introduction of new trains on to the service has increased demand very considerably, to the extent that the capacity on the trains is becoming the limiting factor in passenger growth.

As the chart below shows passenger numbers averaged some 600,000 per annum in the 1990s and early part of this century but in the year ending 31 March 2007 passenger numbers exceeded 1 million for the first time in decades.

However, further growth will require timetable changes to produce a more regular and faster service and this, in turn, will require investment in both the infrastructure and in additional rolling stock.

That part of the Northern Rail Corridor north of Ballymena has been designated as a 'lesser used line' and a strategic decision is required to determine the role of that part of the line in the future rail and transportation strategies for Northern Ireland.



Current Position

The current Northern Ireland Railways timetable provides 9 services from Londonderry to Belfast each day Monday to Saturday, with 5 services on a Sunday. In addition, 1 return service is provided directly to Portrush each day and a further service terminates at Coleraine. The shortest Belfast Central – Londonderry service takes 2 hours and 4 minutes, although some services take as long as 2 hours and 17 minutes.

Departures from Belfast and Londonderry operate at intervals of approximately 1 hour and 50 minutes.

In addition, a service operates between Coleraine and Portrush with 20 services on Mondays to Saturdays and a journey time of 12 minutes.

Possible Development Roles

The Northern Rail Corridor is capable of making a number of contributions to existing government policies and priorities. However, due to the constraints on the service's existing operations it cannot do so effectively at present.

The roles which the Corridor could provide include

1. a fast and reliable inter-city service between Belfast and Londonderry
2. an enhanced commuter service into Belfast from County Antrim
3. an enhanced commuter service into Londonderry from Coleraine and the area along the Coleraine – Londonderry corridor
4. a fast and reliable inter-urban route between Londonderry and Coleraine
5. a fast and reliable inter-urban route between Coleraine and Belfast
6. improved access to Belfast International Airport and City of Derry Airport, and
7. an international and inter-modal exchange facility, linking Donegal, the North West more generally, City of Derry Airport and Belfast and the east coast of Ireland.

The constraints which currently apply to the rail service mean that it cannot fulfil these functions and it cannot effectively make its contribution to regional development along the length of the Corridor. In addition, uncertainty about the future of the line and the lack of a firm commitment to the investment needed to allow it to realise its potential mean that the line is not taken into account in major spatial planning decisions, for example by developers considering the attractiveness of a location near to a station on the line, or by employers considering how to assemble their labour forces.

We consider each of the above potential roles of the Northern Rail Corridor service in turn, showing how the current situation limits the value of the railway service and how, with investment, that potential could be realised.

Belfast – Londonderry Service

A number of factors undermine the Northern Rail Corridor as an effective city to city service.

The shortest journey time of 2 hours and 4 minutes extends to 2 hours and 15 minutes if the journey start/finish is at Belfast's Great Victoria Street station rather than Central Station. In addition, Londonderry stations' location on the Waterside is not directly in the city centre. A connecting bus service is provided to the bus station at the Guildhall. Overall, the likely Great Victoria Street to Guildhall journey time would not be of the order of 2 hours and 25 minutes.

Finally, the frequency of 9 services on a week day – constrained by both train numbers and the current track configuration – make the service unattractive for travellers.

For example the Goldline Coach Service 212 between Belfast and Londonderry provides 32 connections per weekday at 30 minute intervals (15 at peak-time) with a journey time of 1 hour and 40 minutes from the Guildhall to Great Victoria Street. As the road connections between the two cities improve – in line with current commitments – this journey time should also improve. The effect is that the current rail service cannot provide a competitive connection between the two cities and, under current plans, that lack of competitiveness is likely to worsen.

Northern Ireland Railways believes that a journey time of 105 minutes with all major stops included, or faster for express services, could be achieved with track renewal and provision of additional passing places. That would make the rail journey again competitive with the coach service, particularly given the greater punctuality of the train service at rush hours when road based services are subject to considerable and unpredictable delays which are not suffered by trains. The proposals under discussion for the provision of a footbridge from Guildhall Square in Londonderry to the Waterside and for the relocation of Londonderry Station to a site adjacent to the footbridge would also improve city centre to city centre journey times and make use of the railway an effective and environmentally superior alternative to road transport with a greater degree of predictability for the traveller. The proposed new station concept plan and footbridge will be an exciting regeneration project with tremendous benefits for the rail corridor and the city.

Commuting Into Belfast

The main road routes into and out of Belfast from the Northern Rail Corridor area are subject to heavy morning and evening congestion. Under the current timetable only 2 services on the Londonderry line arrive in Belfast before 9.30. This is due to track constraints and availability of trains. Removal of these constraints could greatly increase the ability of the railway to contribute to reduction of both emissions and congestion.

However, another constraint is the location of all of the stations on the track in urban areas, mostly traditional town centres. This reflects the much more nucleated settlement patterns of the 19th Century. The provision of a rail park and ride facility north of Belfast would allow car based travellers to use the railway line to complete the final and most congested part of their journey to work and the most frustrating part of their return journey. NIR has acquired a significant site at Ballymartin (close to the A6/M2/railway line) for such a park and ride facility. This offers the potential for a bus/rail/airport strategic interchange.

Coleraine – Londonderry

An important part of the market for the Northern Rail Corridor is travel to and from Coleraine and Londonderry. The current 45 minute journey is usually quicker than travel by road but the frequency of services limits the effectiveness of the railway in this function. At present 3 trains arrive in Coleraine before 9am, but the first train to arrive in Londonderry is at 9.10, too late for many potential commuters from Coleraine, Castlerock and Bellarena and surrounding areas.

At present there is no passing place on the line between Londonderry and Coleraine. This means that the frequency of service is limited by the time taken by a train to travel from Coleraine to Londonderry (45 minutes), the time taken to discharge and load passengers and for driver layover (currently 20 minutes) and the time for the train to travel from Londonderry to Coleraine (45 minutes). This total time of 1 hour and 50 minutes determines the maximum frequency of services to Londonderry. Provision of an appropriate passing place between Waterside and Ballykelly could improve the frequency to an approximately hourly service, but, of course, Northern Ireland Railways would also need to have the additional trains to provide and sustain this service.

Investment in a suitable passing place together with the provision of the required trains would allow the Northern Rail Corridor to play an effective role as a two-way commuting service between Coleraine and Londonderry.

Coleraine – Belfast

The current journey time between Coleraine and Belfast Central Station is 1 hour and 22 minutes. This is slightly longer than the road journey time (the AA website suggests a journey time of 1 hour and 11 minutes) but still competitive with road travel given the possibility of congestion and delay on the road and considerably quicker than the 218 Goldline service which has a timetabled journey time of 1 hour and 45 minutes.

At present the journey time between Coleraine and Belfast is increased because of a number of speed restrictions. A track life extension project proposed by Northern Ireland Railways is currently under consideration by the Department for Regional Development at an estimated cost of £12 million. If approved the life extension project would first of all halt the deterioration of the track, secondly it would remove many of the speed restrictions and could enable a faster service and a more reliable service to be provided a journey time of 60-70 minutes depending on the service type.

Access to Belfast International & Derry City Airports

The Northern Rail Corridor physically runs through City of Derry Airport and crosses the main road to Belfast International Airport at a distance of 6 miles from the terminal.

The closed Antrim – Lisburn line runs along the boundary of Belfast International Airport (which has in excess of 5 million passengers per annum) and there has been a considerable debate about the provision of a rail service to the Airport using the Antrim – Lisburn line access. However, an effective service to Belfast International Airport could be provided at a much lower cost by use of the Northern Rail Corridor. At present there is no linkage between Belfast International Airport and the Northern Rail Corridor, the bus connection to Antrim Station having been withdrawn for a number of years.

Reference was previously made to the potential benefits of the proposed rail park and ride facility at Ballymartin. Passengers for Belfast International Airport could be accommodated on the existing, frequent Airbus service to the airport, which would pass through the new facility in any case. With joint ticketing this could prove an attractive alternative to the existing coach services to Belfast International Airport from Londonderry and Coleraine and to the use of taxis for airport access. The buses run through this locality already, at 10 minute intervals during much of the day, and have the capacity to take rail passengers. This presents a real opportunity to build on the integrated management of public transport in Northern Ireland, using rail, bus and air services in a more sustainable manner. It will also generate additional revenue which the Northern Rail Corridor is, at present, not benefitting from at all.

Passenger numbers at City of Derry Airport are much smaller – just under 350,000 per annum – but it would seem feasible to consider a similar rail park and ride and airport facility adjacent to the airport terminal.

Cross Border & Intermodal Transfer

There is no integrated service between Londonderry and the Northern Rail Corridor and Dublin. The Northern Ireland Railways timetable does show connecting times. The shortest of these is currently 4 hours and 7 minutes, which is competitive with road travel even before account is taken of road congestion in the Dublin area. However, the cross border coach service from Londonderry to Dublin is listed as completing the journey in 4 hours exactly. Improvements to the roads will improve journey times to Dublin by car and coach.

However, because of timetable gaps the 4 hour and 10 minute journey to Dublin by rail occurs only once per day and other journey times are in excess of 5 hours and in excess of 6 hours. A more frequent Londonderry to Belfast service would increase the number of shorter end to end journey times between Londonderry and Dublin, in addition the 20 minute reduction in journey time which Northern Ireland Railways believes can be made between Belfast and Londonderry suggests that the railway line can make a competitive offering between Londonderry and Dublin, with appropriate investment in track and rolling stock.

However, while the line ends in Londonderry, the City is the centre of a cross border region and has a close relationship with its Donegal hinterland. There are a number of public and private coach services linking Donegal to Dublin. If a rail park and ride/airport facility was established near City of Derry Airport, rail passengers from Dublin could transfer at that point to coaches to destinations in Donegal. They could make access to Donegal via the Foyle Bridge and therefore avoid the congestion and delays of urban traffic in Londonderry. The result would be a more sustainable pattern of travel from Dublin to Donegal and return, with reduced emissions and congestion and enhanced journey time reliability.

Such an inter-modal and international exchange would complement the other proposed improvements to the Northern Rail Corridor. Its potential would need much fuller exploration and a study of this subject, and the other potential improvements to the Corridor, would appear to be a natural project for the new Interreg IVA Programme which is now being finalised. That study would consider how the Northern Rail Corridor could become a more effective asset for the cross-border region through which it runs.

Conclusion

We have shown that the Northern Rail Corridor has considerable potential for development but requires considerable investment in track and rolling stock to realise that potential. The first requirement, however, is for confirmation of the long term future of the line. Only then can detailed planning of its future begin and only with confidence of the long term future of the line can planners in the public and private sectors begin to see the line as a regional asset to be taken advantage of in their spatial planning.

Future Rail Network Development

Future Options

- Northwest line track relay.
- 60 minute frequency to Coleraine and Londonderry.
- 30 minute frequency to Ballymena.
- Park & Ride at Ballymartin/M2.

Future Options
Additional passing loop.

Future Option

- Re-open Antrim – Knockmore line with halts at Crumlin, Glenavy and Belfast International Airport.

Delivered

- Larne line fully relayed and timetable enhancement proposed.
- Operations with refurbished class 450 trains until proposed new train order delivered 2010 (subject to Government approval and funding).

Delivered

- Bangor line fully relayed with recent timetable enhancements.
- Strong growth with introduction of C3K train. Frequency to increase to 6 TPH at peak.
- All C3K trains.

Future Option
New Belfast City Airport station.

Future Option

- National Stadium station and Park & Ride.

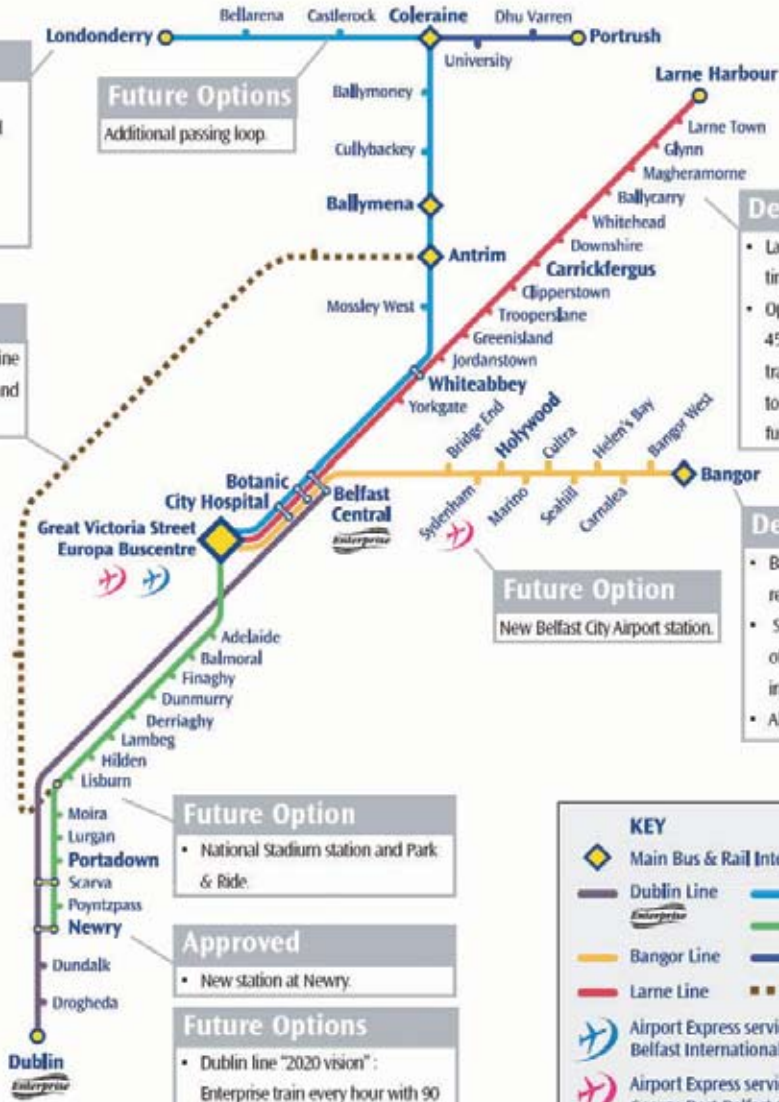
Approved

- New station at Newry.

Future Options

- Dublin line "2020 vision": Enterprise train every hour with 90 minute journey time.
- Newry – Dundalk expansion of local cross border services.

Future Options: All subject to Economic Appraisal, Government Approval and Funding.



KEY

- ◆ Main Bus & Rail Interchange
- Dublin Line
- Londonderry Line
- Portadown/Newry Line
- Bangor Line
- Portrush Line
- Larne Line
- Knockmore/Antrim Line

- ✈ Airport Express service to Belfast International Airport
- ✈ Airport Express service to George Best Belfast City Airport

Free bus into town with Metro
Rail passengers with a valid rail ticket can travel between Central Station and Belfast city centre free of charge on Metro bus services.

