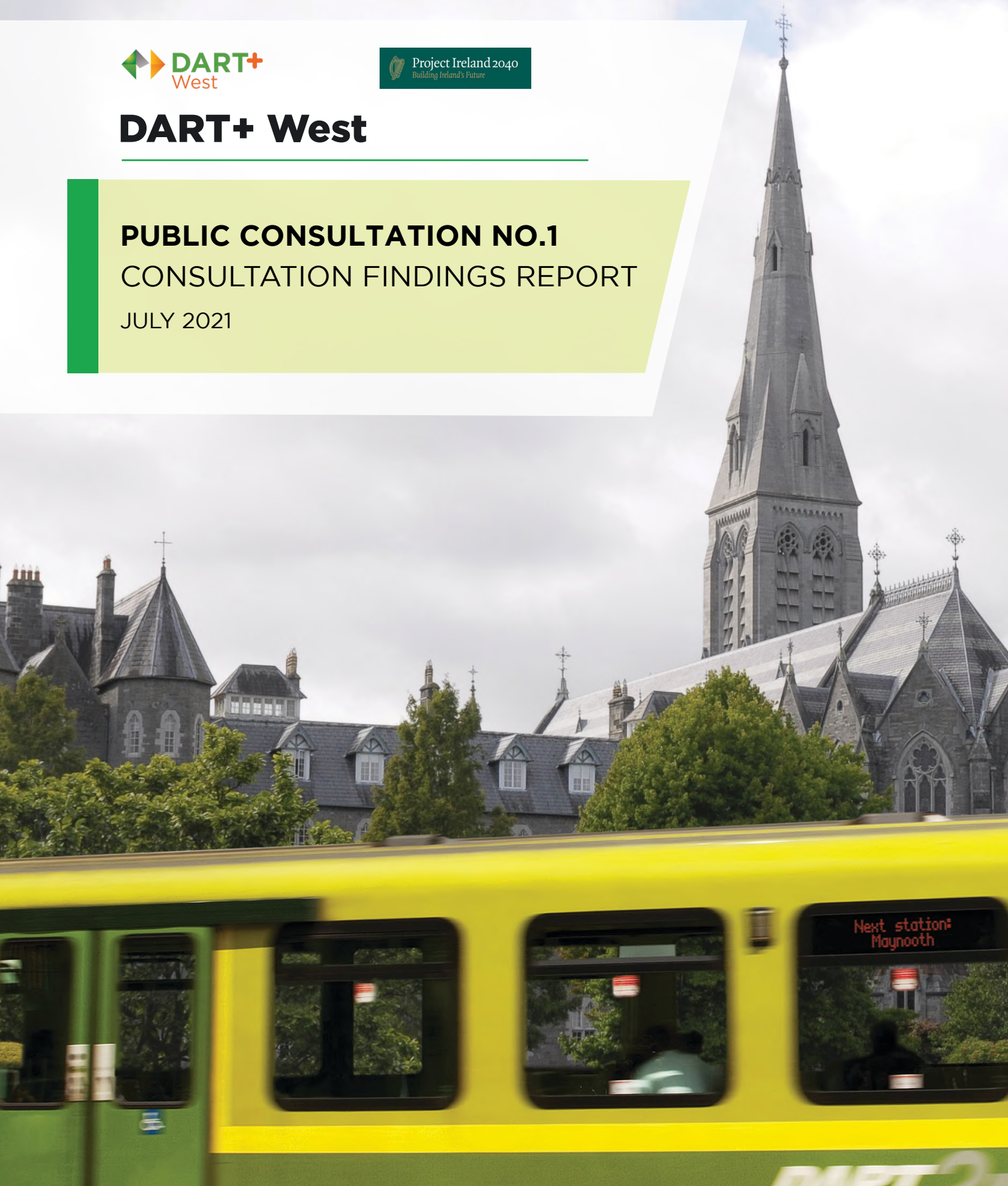




Project Ireland 2040  
Building Ireland's Future

# DART+ West

## PUBLIC CONSULTATION NO.1 CONSULTATION FINDINGS REPORT JULY 2021



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# 1. Introduction

## 1.1. DART+ Programme

DART+ is a transformative programme of projects that aims to modernise and improve existing rail services in the Greater Dublin Area (GDA). It will provide a sustainable, electrified, reliable and more frequent rail service, improving capacity on rail corridors serving Dublin. The current DART network is 50km long, extending from Malahide / Howth to Greystones. The DART+ programme will increase the length of the DART network to 150km of railway corridor through the electrification and upgrade of existing lines transforming commuter train travel in the Greater Dublin Area (GDA). The DART+ Programme also includes the purchase of new train fleet. The DART+ Programme will deliver frequent, modern, electrified services from Dublin City Centre (Connolly & Spencer Dock) to:

- Maynooth, M3 Parkway
- Hazelhatch & Celbridge
- Drogheda; and
- Greystones

DART+ is a key transportation improvement to form a high quality and integrated public transport system. It will have benefits for the residents of the Greater Dublin Area and also those living in the other regions. It will assist in providing a sustainable transport system and a societal benefit for current and future generations.

DART+ will seek to maximise use of the existing railway corridors and implement a modernisation programme to achieve the capacity increase necessary to meet current and future demands.

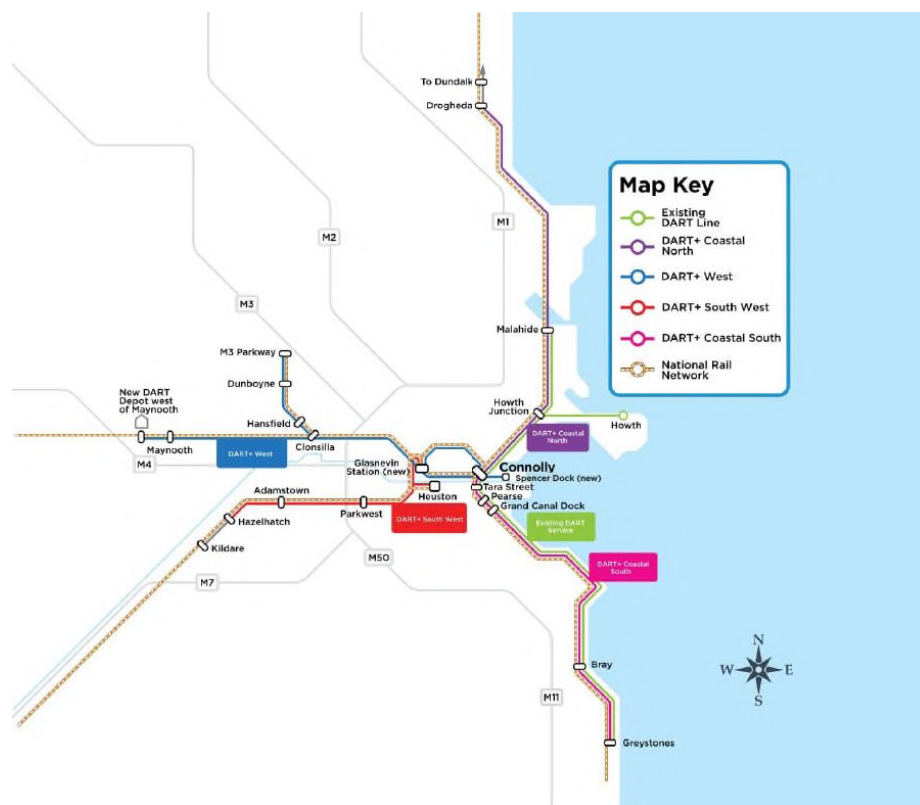


Figure 1.1 Schematic diagram of DART+ Programme extent



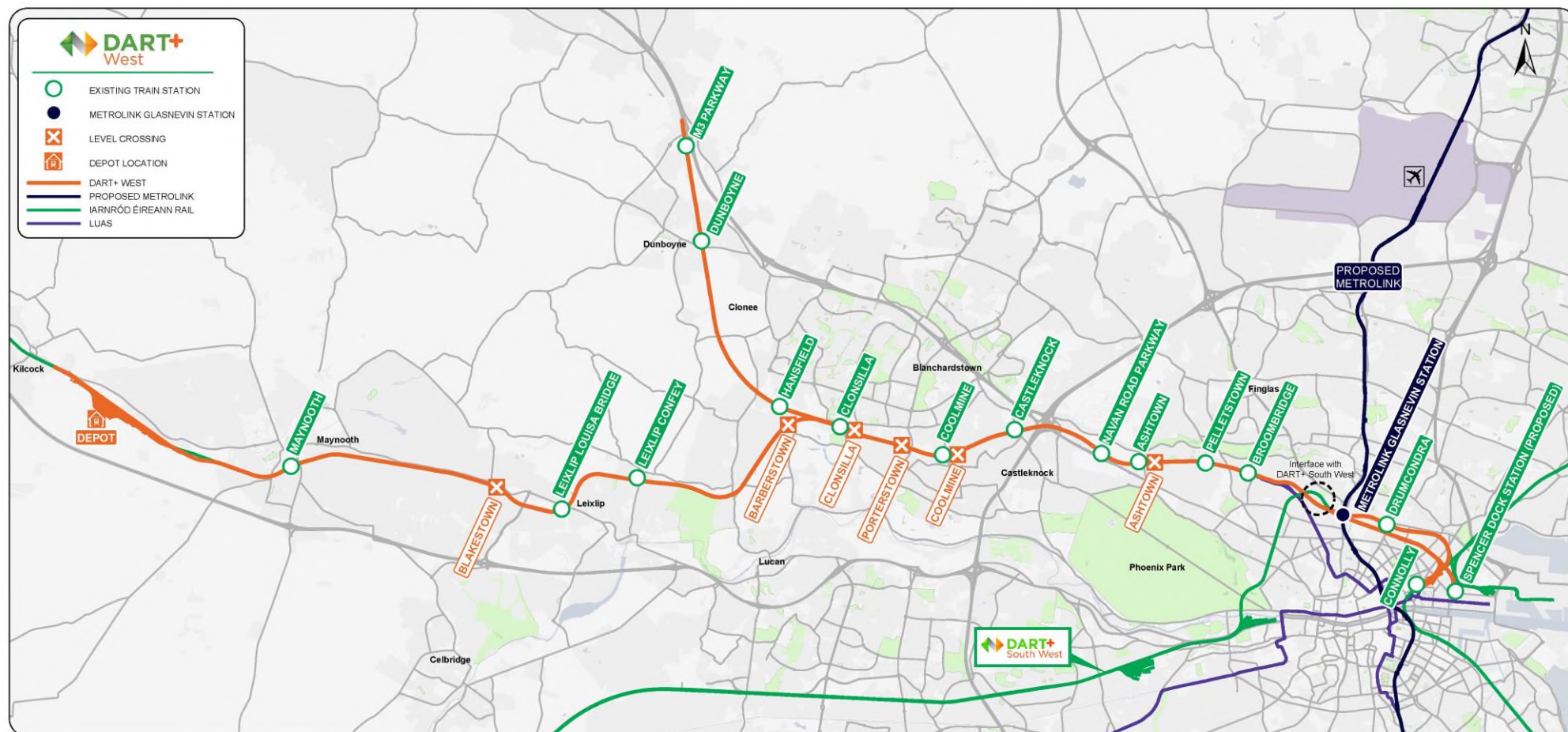
## 1.2. DART+ West

The first of the infrastructural projects of the DART+ programme to be delivered will be DART+ West. The DART+ West project is seeking to significantly increase rail capacity on the Maynooth and M3 parkway lines. This can be achieved by changing to electrified, high-capacity DART trains and increasing the frequency of trains.

Delivery of this project will support the existing communities along the railway and support future sustainable development. It will serve all existing stations along the railway corridor between Maynooth Station and M3 Parkway Station to Connolly Station and Spencer Dock Station using electrical power that has a lower carbon footprint than the existing diesel trains. The frequency and quality of service that will be provided will provide a viable transport alternative to communities along the route and help encourage people from private car use. This will assist in Ireland reducing greenhouse gas emissions from transport and help combat climate change.

The electrification of the rail line will predominantly follow the existing railway corridor. Interventions outside of Iarnród Éireann lands will be required at a number of locations for some of the scheme elements such as:

- Level crossing replacements;
- Proposed depot;
- Construction of substations (to facilitate the provision of power to the line); and
- Use of land for temporary construction/storage compounds and all ancillary works required for the project.



**Figure 1.2 Map of proposed DART+ West project extents**

### 1.3. Public Consultation

Public participation during the design process is a key element to the delivery of major infrastructure projects such as DART+ West. The purpose of these consultations is to engage the public in the scheme delivery process, inform the public of the statutory process and the likely timescales, seek the public's cooperation and understanding of the project and to capture local knowledge to inform the Environmental Impact Assessment (EIA) and railway order (RO) process.

Public participation is welcomed and encouraged throughout the design development process, however, there will be three main project consultation stages which will provide the opportunity to learn about the design development and provide feedback which will inform the next stage as appropriate. The main public participation stages as part of the project development are illustrated below:

- Non-statutory public consultation no.1 emerging preferred option (Autumn 2020)
- Non-statutory public consultation no.2 preferred option (Summer 2021)
- Statutory consultation period as part of the railway order application process (Late 2021 / Early 2022)

This report details the process and records and analyses the feedback from the first of the public consultation events, public consultation no.1 the emerging preferred option.

#### 1.3.1 Covid-19

Due to the COVID-19 restrictions in place at the time of public consultation no.1, which included all indoor events and gatherings being limited to six people and a localised lockdown in Kildare, the consultation strategy for public consultation no.1, focused predominantly on digital / online consultations. In order to comply with the public health restrictions, no physical roadshow / public hall events could take place. Instead, all consultation with the exception of a very limited number of on-site meetings with affected landowners/residents were conducted online (website/email/Skype/MS Teams/telephone).

## 2. Public consultation no.1 – The Emerging Preferred Option

### 2.1. Overview of Public Consultation Process

This public consultation findings report has been prepared to summarise and assess the feedback received from public consultation no.1, on the emerging preferred option. The consultation period commenced on 26th August 2020 and was initially planned to run for a period of 4 weeks. However, it was extended by a further 4 weeks, to the 21<sup>st</sup> October 2020 in response to representations from and on behalf of the public due to the impacts of the Covid-19 restrictions.

As described in the public consultation brochure, the consultation was an opportunity for potential users of the improved services, those likely to be affected by its development and all members of the general public, to express their views on the project plans at an early stage in the design process. On projects such as DART+ West local knowledge communicated through submissions of all types, positive or negative informs the option selection process and the design development. This feedback and engagement will ultimately assist Iarnród Éireann in improving the project and ensuring the successful delivery of a project that best meets the needs of its users and the local communities. Throughout public consultation no.1, the project team attempted to respond to all queries raised, in a timely manner. The objective was to assist the public in gaining a better understanding of the project and to encourage engagement in the consultation process. The following sections describe the various channels of communication used to notify and inform the public of the public consultation no.1.

#### 2.1.1 Ministerial Launch & Media Coverage

Public consultation no.1 was launched by the Minister for Transport, Eamon Ryan TD on the 26<sup>th</sup> August 2020 (See Figure 2.1). Iarnród Éireann Corporate Communications and Media team provided a press release to all major media outlets and the launch was covered widely on the day by national media including:

- RTE News (lunchtime, Six One and 9 o'clock news programmes)
- TV3 News
- Irish Independent
- Irish Times
- Irish Daily Mail
- Irish Sun
- RTE Radio 1
- Newstalk
- Breakingnews.ie

A selection of press clippings in relation to the launch are provided in **Appendix A**.





**Figure 2.1** Photograph from Ministerial Launch

### 2.1.2 Elected Member Briefings

On the afternoon of 26th August 2020, immediately following the ministerial launch event, a series of online briefing sessions were held with elected representatives from Dublin City Council, Fingal County Council, Kildare County Council and Meath County Council. A total of 66 elected representatives were invited and the presentation provided during the online briefing sessions can be found in Appendix B.

### 2.1.3 Website

A project webpage ([www.irishrail.ie/DARTMaynooth](http://www.irishrail.ie/DARTMaynooth)) was established which presented all of the project information published as part of PC1 including the project brochures (English and Irish), the flyer (English and Irish), the feedback form, the Preliminary Options Selection Report and associated annexes and drawings. A Frequently Asked Questions (FAQ) sheet was also developed following the initial submissions received and provided on the project website. This was regularly updated throughout the consultation period to reflect additional issues that were raised during the process. The final FAQ sheet can be found in **Appendix C**.

#### 2.1.3.1 Project Webpage Analytics

The webpage analytics measure the hit rate on the public consultation webpage as well as the areas of the webpage where the most traffic was received. The determination of these analytics is GDPR compliant.

The analytics demonstrate that the project webpage had a total of 53,116 separate page views with the largest audience viewing on the launch day 26<sup>th</sup> August 2020.

The project brochure had 478 downloads and the Preliminary Option Selection Report had between 370 and 1029 downloads, depending on the document. The total number of public consultation material downloads from the project webpage is shown in Table 2.1.

**Table 2.1 The number of public consultation material downloads from the project website**

Material	No. of downloads
DART+ Programme brochure	1407
DART+ West brochure	478
DART+ Public consultation leaflet	298
DART+ West Preliminary Options Selection Report: Annexes	1029
Preliminary Options Selection Report: Drawings	994
Preliminary Options Selection Report: Main Report	636
Preliminary Options Selection Report: Executive Summary	370

On the 2<sup>nd</sup> October 2020 a survey was conducted on the webpage to gauge the content relevancy for stakeholders where the survey asked, ‘*Did you find the information you were looking for in relation to the DART+ project*’. The results indicated that 81.6% of the responses indicated ‘Yes’ and 18.4% indicated ‘No’. Respondents that answered ‘No’ were asked to provide some information on what they were searching for. It was found that those who could not find the information were not critical of the webpage and pages presented but had other queries relating to the project.

The results from the webpage analytics ensured that the webpage was continually improved throughout the consultation period. The improvements implemented during the course of the consultation period include:

- FAQ’s added to a dedicated page
- A quick link was added to DART+ West landing page
- Reinstate anchors at the top of the DART+ West landing page
- User experience improvements
- Navigation improvements were placed at the end of each page
- A countdown timer to indicate the closing of submissions was added to the Feedback Pages

#### 2.1.4 Brochures and Leaflets

A 72-page non-technical public consultation brochure, presenting the key details of the DART+ West project, the benefits, the option selection process and the emerging preferred option was developed and published in both the Irish and English languages. The brochure was made available on the dedicated project webpage and hard copies were issued to the elected representatives following the ministerial launch. The English brochure can be found in Appendix D.

A mail drop to c. 13,000 properties consisting of an information leaflet provided in both English and Irish highlighting the key elements of the project and notifying the local community of the commencement of the consultation was circulated in the project areas during the opening week of the consultation.

#### 2.1.5 Letters to Landowners

Letters to all registered landowners (49 in total) identified as likely to be affected by the emerging preferred option were sent via registered post notifying them in advance of the commencement of the public consultation no.1 and inviting them to provide feedback on the emerging preferred option. Details of the communication

channels to do so were provided. 9 of the letters were returned to sender and an additional follow up was made with these registered landowners to ensure awareness of the public consultation no.1. commencement and to encourage their submissions.

## 2.1.6 Direct Correspondence via Emails, Online Forms, Project Helpline

A project email address ([DartMaynooth@irishrail.ie](mailto:DartMaynooth@irishrail.ie)) and a project postal address was provided on all project material. An online feedback form was provided on the project webpage to allow the public make submissions on the project. The online feedback form asked the respondents specific questions relating to the project, to provide comments, suggestions, ideas and to detail what aspects of the project are of interest to the respondents.

A helpline was established to ensure that all calls received during the consultation period were answered, documented, passed to the dedicated Community Liaison Representative (CLO) and responded to timeously.

All of the above measures were promoted to ensure adherence with the public health advice in relation to Covid-19.

## 2.1.7 Meetings

Meetings were arranged with affected landowners and attended by the Community Liaison Officer (CLO) and CIÉ Group Property Representatives. Over and above the phone calls made to the affected landowners, a total of 22 landowner meetings took place. Meetings were held virtually or in a limited number of cases face-to-face whilst adhering to social distancing guidance and government restrictions at that time.

### 2.1.7.1 Public Information Webinars

Multiple webinar meetings were held between IÉ and potentially affected residents, community groups and elected representatives. This was as part of the efforts to inform the public as widely as possible whilst ensuring compliance with the government restrictions at that time. Skype was typically used as it was considered the most easily accessible platform for the public.

Prior to the meetings, participants were requested to provide questions which were addressed following a bespoke presentation focusing on the relevant affected area. Each of the presentations was generally based on the main presentation as included in Appendix B but tailored to specific locations where necessary. Questions raised during the webinars were also addressed and participants were encouraged to make a formal submission as part of the consultation process. Table 2.2 provides a list of webinars and presentations held:

**Table 2.2. Public consultation no.1 webinar meetings**

Date	Resident Group
27 August 2020	Coolmine residents
3 September 2020	Ashtown residents
7 September 2020	Coolmine residents
17 September 2020	Clonsilla residents
22 September 2020	Rathbourne Residents Association
22 September 2020	Kilcock Business Association
23 September 2020	Kirkpatrick, Delwood, Stations Court, Sheepmoor Lane, St. Motchta's Grove residents (Coolmine)
24 September 2020	Riverwood and Luttrell Park residents (Coolmine)

Date	Resident Group
25 September 2020	Disability Users Group
1 October 2020	Blanchardstown Area Committee
14 October 2020	Navan Road / Ashtown residents



## 3. Consultation Feedback

### 3.1. Assessment Methodology

All submissions received either via post, telephonic communication, online form feedback or email were analysed. The issues, comments and suggestions were then logged in a searchable database after being tagged in relation to the key items noted in the submission. All letters received were scanned and treated as email submissions.

The online feedback forms posed specific questions in relation to the proposed project namely, question 2 and 6. The responses to these questions are assessed in Section 3.5.

### 3.2. Overview of Submissions Received

The submissions received and the meetings with registered landowners, make a total of 1785 engagements for public consultation no.1.

A total of 1,763 submissions were received by Iarnród Éireann via the communication channels provided (email, online feedback form and/or helpline calls). Submissions received after the close of the public consultation period (21 October 2020) were still accepted and taken into consideration. This figure includes submissions that were received up until the 9 November 2020. The feedback received ranges from personal submissions from affected residents and commuters to detailed proposals from public bodies and various associations. A breakdown of the feedback received is indicated in Figure 3.1 below.

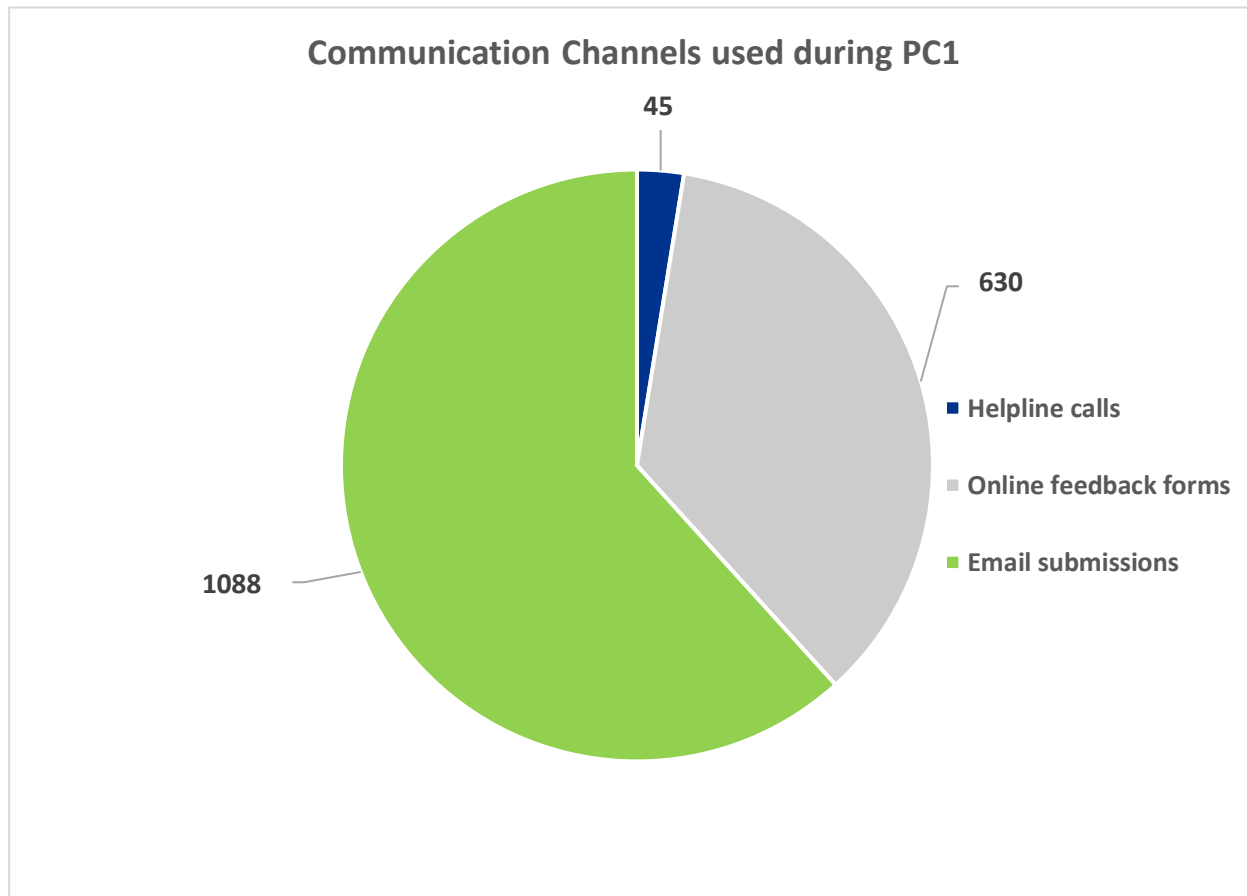


Figure 3.1. Submissions and queries communication channels

Due to the digital nature of the public consultation, it was common for the respondents to submit queries seeking further information or clarity regarding the emerging preferred options. Of the 1088 email submissions, 25 contained both comments and queries, 999 consisted of comments only and 64 solely contained queries.

Of the 1088 email submissions, 133 were identified as being automated submissions generated via the Uplift campaign website relating to the emerging preferred option for Coolmine level crossing. These submissions were treated in exactly the same manner as all other email submission.

### 3.3. General Themes Raised During Consultation Process

All of the 1,763 submissions received by Iarnród Éireann were reviewed and the issues raised were categorised, summarised and analysed. During the review process a total of 18 themes were identified and are indicated in Table 3.1 below.

**Table 3.1. Main themes identified during review process (queries & submissions)**

Theme	Frequency
Traffic / Accessibility	675 comments
Environmental (General)	607 comments
Noise	414 comments
Communication/Public relations	403 comments
Air Quality	345 comments
Landscape (Visual impact)	329 comments
Health	305 comments
Anti-social behaviour	288 comments
Suggestions/ideas	243 comments
Safety	224 comments
Land use planning	213 comments
Option Selection Process/MCA	196 comments
Property value loss	188 comments
Biodiversity	131 comments
Parking	92 comments
Water	25 comments
Mobility	18 comments
Heritage	16 comments

### 3.4. Issues Raised Outside Project Scope

While reviewing the feedback received it was clear that there were several issues raised in the submissions that are outside of the scope of this project or which were not directly related to the proposals. These are detailed below.

#### 3.4.1 Effects of Covid-19 on Ability for Public Engagement

As noted above there were several submissions received that requested the consultation period be extended or delayed due to the Covid-19 public health restrictions. Respondents were concerned that the initial time

frame for the public consultation was too short, particularly during the Covid-19 restrictions where it was difficult for residents to meet and discuss the project.

In response to the requests made by the public, the consultation period was extended by 4 weeks. Iarnród Éireann also accepted submissions received after the consultation period had closed. The public were also advised that there will be a second round of public consultation on the preferred option and statutory consultation at the time of the railway order application.

### 3.4.2 Extending the Project to Kilcock

A total of 219 submissions were received requesting that consideration should be given to extending the electrification west to Kilcock or even further to Enfield. Respondents highlighted the growing population of Kilcock and expressed dissatisfaction that the electrification was not being extended to and/or beyond Kilcock.

#### Response

At present, Kilcock Station is a single platform station. Continuation of DART+ to Kilcock would require construction of double track into along a very narrow railway corridor, necessary overbridge modifications and the reconstruction of Kilcock Station to provide the necessary train infrastructure. This would present significant difficulties at the station and be disruptive to Kilcock town centre. The Transport Strategy for the Greater Dublin Area (2016-2035) has concluded that the DART+ will extend to Maynooth / M3 Parkway. The outer areas of the Greater Dublin Area and the outer Regions will continue to be served by numbers of diesel train services, albeit at increased frequency. These train services will be augmented by the M4 / N4 regional bus network.

The NTA have commenced a review of the Transport Strategy, which will consider the existing and future demand and changes in demand since the last strategy. It will consider all options for servicing demand along the corridor including rail-based options. Electrification of the Sligo line beyond Maynooth remains an objective of Iarnród Éireann. It has been agreed that the NTA will consider the next phase of electrification on the Sligo Line and the required service levels to meet passenger demand in a review of the Transport Strategy for the Greater Dublin Area. This review is scheduled for the end 2021. It is important to note that the works now proposed along the Maynooth Line will not preclude future electrification of the line to Kilcock and further west.

### 3.4.3 Inclusion of a DART Station at Croke Park

51 submissions requested that the DART+ West project should include a station at Croke Park to serve the stadia and local community. This included a motion adopted by the Dublin City Council Central Area Committee.

#### Response

A number of physical and operational constraints exist on the existing railway lines in the Ballybough area that would reduce the potential for an additional station, and these are presented below:

##### Physical Constraints

On the GSWR line (more northern line crossing the Ballybough Road) the railway is in a restricted area heading east of Ballybough Road towards Connolly and is elevated on a series of bridges and arches and not suited for location of a station. West of Ballybough Road the current gradient and tight curvature of the existing track geometry is not in accordance with standards for the provision of a station. Siting stations and platforms on tight curves introduces large stepping gaps and creates accessibility issues.

Furthermore, the elevated nature of the existing railway, which is on a 4-metre high embankment in this area, would raise issues regarding overlooking and visual impact on adjacent residential properties.

On the MGWR line (line closer to the city and adjacent to the Royal Canal) the railway east of Ballybough Road is in a tight cutting parallel to the Royal Canal alongside Clonmore Terrace where there is limited space to the railway boundary and is not a suitable place to locate a station. West of Ballybough Road and towards Coke Park there is again a steep gradient issue identified. Impact on surrounding properties would also be an issue with limited space available.

### Operational Constraints

This section of the railway is a highly congested area with services from the Sligo line, Maynooth line, M3 Parkway line and Phoenix Park tunnel lines all converging on the city centre and it would be particularly disruptive to place a suburban stop in this area on the approach to the city. While some trains currently get held here on approach to the station to stop all suburban services so close to Connolly, an area where we have capacity issues would cause operational disruption impacting on other movements around the Connolly area for example on the northern line.

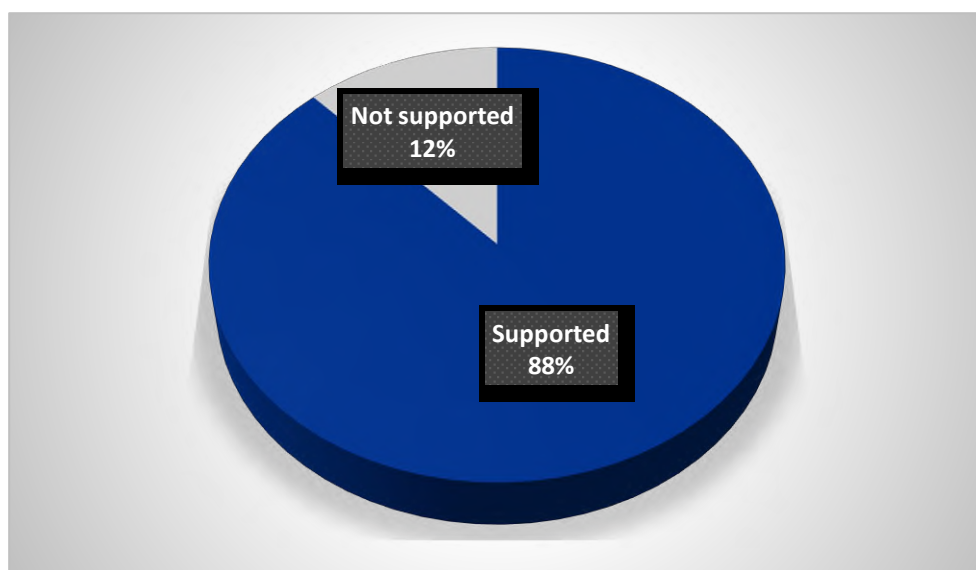
### **3.5. Specific Feedback from the Online Forms**

An online feedback form was provided which requested the public's contact details, their relationship to the project (Owner/occupier/other), whether they support the principle of the project, aspects of interest, comments on the Emerging Preferred Option and the project in general, whether the improved services will encourage a modal shift and whether they want to be added to a mailing list.

In terms of the two specific questions asked the analysis of the responses is positive.

#### **Question 2: Do you support the principle of the DART+ Maynooth Line project? (electrification of the existing rail line and increasing train capacity)**

Figure 4 below shows the percentage of responses expressing their support or not for the principle of the DART+ Maynooth Line (West) project. As shown 88% of the 630 feedback forms submitted expressed support for the principle of the electrification of the rail line and increasing train capacity, while 12% indicated that they do not support the principle of DART+ Maynooth Line project.

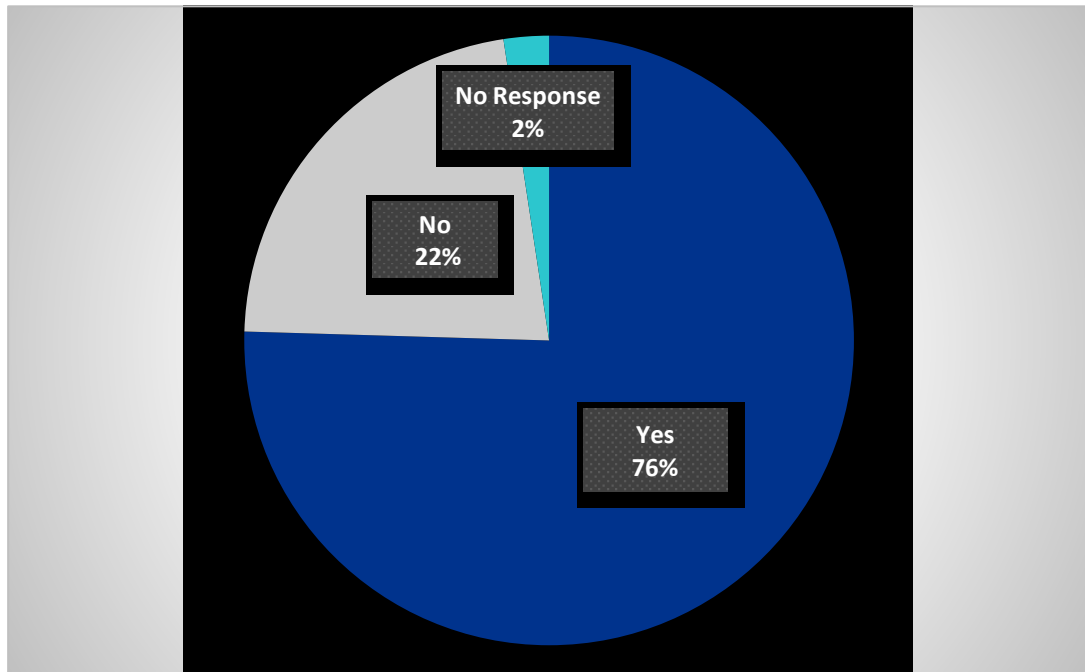


**Figure 3.2** Percentage of public submissions in response to Question 2 of the online feedback form



**Question 6: Will the improved services encourage you to change from travelling by private car to public transport?**

The feedback indicates that with improved services, 76% of the respondents will be encouraged to change from travelling by private car to public transport, while 22% indicated 'No' and 2% did not provide a response (Figure 5).

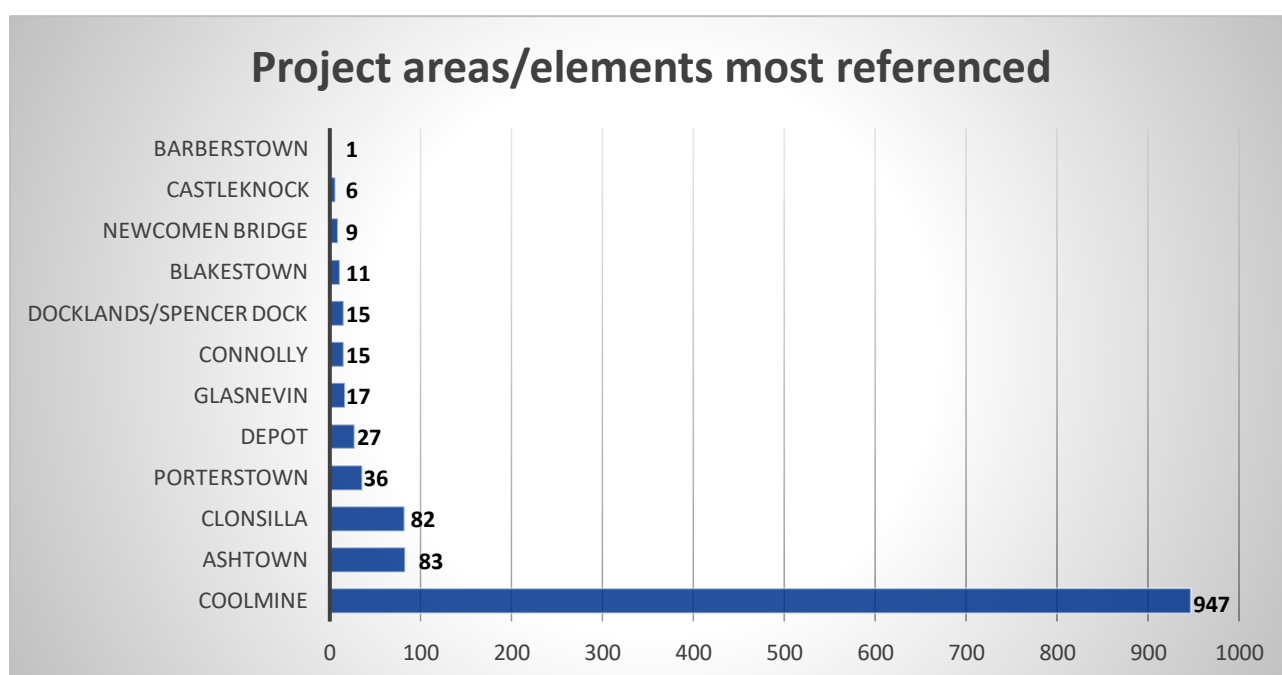


**Figure 3.3** Percentage of public submissions in response to Question 6 of the online feedback form

## 4. Summary of Key Issues or Concerns

### 4.1. Key Issues or Concerns by Location

While a wide variety of issues were raised in the submissions this section provides a summary of the principal issues or concerns related to the specific locations of the project. The chart below shows the locations/project elements most referenced within the submissions. Note that many of the references to Clonsilla were as part of Coolmine based submissions. Issues outside of the scope such as extending to Kilcock and Enfield and the inclusion of a station at Croke Park are not included.



**Figure 4.1** Project areas/elements most referenced

#### 4.1.1 Coolmine Level Crossing

The emerging preferred option for the Coolmine level crossing replacement received the largest number of submissions, a total of 947. This includes both queries and submissions. The following are the main issues or concerns raised and the typical responses provided by Iarnród Éireann during the consultation period:



**Figure 4.2 Coolmine level crossing replacement options**

#### **4.1.1.1 Request for Further Consideration of Signalling Upgrade at Coolmine Level Crossing**

Respondents requested that Iarnród Éireann keep the Coolmine level crossing open and upgrade the signalling in lieu of the construction of a new road bridge crossing. It was also queried whether keeping one level crossing open would prevent the electrification of the Maynooth line. Comparisons were also made to level crossings between Lansdowne and Merrion Gates where the DART is in operation with level crossings in place.

#### **Response**

At present at the Coolmine level crossing, for the current 6 trains per hour per direction (tphpd), the level crossing gates are closed for 41.5 minutes out of 60 minutes between 08:00-09:00. The DART+ West involves re-signalling along the Maynooth Line to reduce block sections between signals to specifically increase train capacity and decrease train headways. However, the re-signalling will not remove the rail/road conflicts at the level crossing. The projected increase in capacity from 6 tphpd to 12 tphpd will result in closure of the level crossing. Without mitigation this will have a significant negative impact on connectivity (for pedestrians, cyclists and vehicles) across the railway corridor. It is to mitigate the effects of this severance that Iarnród Éireann are proposing new bridges across the railway. DART+ West is seeking to close the level crossings on the Maynooth Line however DART+ Coastal South will progress designs for the removal of level crossings between Lansdowne and Merrion Gates. Level crossing by virtue of the road environment and the rail environment being that the same grade and having to share the space places capacity constraints. As Iarnród Éireann seeks to increase train numbers there will be a longer period of level crossing gate closures and less time for traffic queues to clear the gates before they are closed again.

#### 4.1.1.2 Traffic Impacts Created by a New Bridge at Coolmine

Respondents were concerned that the emerging preferred option will lead to increased traffic congestion around the Blanchardstown Town Centre and areas such as Coolmine, Carpenterstown, Clonsilla and as far away as Chapelizod village. Residents from Riverwood Estate were also particularly concerned about the traffic impacts within their estate.

##### Response

The Maynooth Line Transport Study (CSEA/Systra, July 2019) is the reference document in relation to the traffic impact appraisal of level crossing closures and the traffic mitigation provided by the construction of replacement bridges across the rail/canal corridor. This is provided in Annex 3.1 of the Preliminary Option Selection Report provided on the public consultation website ([www.irishrail.ie/DARTMaynooth](http://www.irishrail.ie/DARTMaynooth)). Section 3 of this report (Page 32) provides information on all automatic traffic counts (35 No.) and junction turning counts (48 No.) undertaken. Figure 3.1 and Figure 3.11 shows the locations of each automatic traffic count and junction turning count. This information was used to calibrate and validate the local area model, to provide an accurate representation of traffic movements within the study area. Section 4.2 of this report (Page 56) details the overall methodology followed in the road-based assessment.

The transport assessment undertaken for the Maynooth Line level crossing closures concluded that a vehicular/cyclist/pedestrian bridge to serve Coolmine communities and the wider area (north and south of the railway/canal corridor) is very important to existing and future traffic management, however further traffic analysis will be undertaken prior to the selection of the preferred option. If the level crossing is closed without the provision of a new relief bridge, then the capacity of Diswellstown Road/Dr Troy Bridge as currently configured would be adversely impacted. Journey times for road users would be increased and future land use development potential would be impacted.

Please refer to Section 5.1 of this report for details on the further consideration of this issue.

#### 4.1.1.3 Environmental, Health and Safety Concerns in Relation to the New Bridge at Coolmine

Concerns were raised that the diversion of traffic from its existing route and through a currently quiet residential area will have an impact on the living conditions for residents because of increases in noise and air pollution. Respondents have expressed concerns relating to the impacts on the environment, health and well-being and the safety of residents.

##### Response

Environmental impacts are a key consideration to the option selection process and all likely significant environmental effects will be assessed in the Environmental Impact Assessment (EIA) Report which will be lodged as part of the Railway Order process and available as part of a statutory consultation at that time.

#### 4.1.1.4 Concerns Relating to the Overly Technical Nature of the Material and Issues with the MCA

Respondents found that the Multi Criteria Analysis (MCA) process of selecting an emerging preferred option was confusing and that there were colour coding discrepancies in the comparative analysis of the options.

##### Response

Iarnród Éireann acknowledge that there have been some errors in the application of the ranking process but are satisfied that the process is robust and that the errors do not materially change the emerging preferred option published during PC1 at the Coolmine level crossing.



Additional information gathered during and following public consultation no.1, including ongoing surveys and public submissions will further inform the options assessment process and design development. The MCA matrices will be reassessed and recalibrated to determine the preferred options for DART+ West, which will be published at the next round of public consultation and presented in the Option Selection Report.

As stated in the Preliminary Options Selection Report (POSR), the Multi-Criteria Analysis (MCA) matrices and process for the project has followed the “*Department of Transport Tourism and Sport (DTTAS), Common Appraisal Framework (CAF) for Transport Project and Programmes March 2016*”. Adherence to this process is a requirement for this optioneering phase of the project. The documents published as part of public consultation no.1 (PC1) including the Preliminary Option Selection Report (POSR) are working documents and have been published as working documents. We take on board the observations from this submission and other submissions and as part of the next stage in the process we will include more information and technical analysis so that the decision-making process is more transparent to the public.

#### **4.1.1.5 Concerns About Noncompliance of the EPR at Coolmine with the Local Objectives of the Fingal County Development Plan (Objectives 141 and 142)**

Respondents expressed concern regarding the non-compliance of the Coolmine emerging preferred option with the following local objectives of the Fingal County Development Plan:

- Objective 141 Prohibit any road bridge at this location (across the train line and canal at Riverwood/ Station Court - Blanchardstown South Sheet No. 13)
- Objective 142 Preserve the existing pedestrian and vehicular right of way at the Coolmine Level Crossing

#### **Response**

At PC1 the project team presented a number of options developed to alleviate the traffic impacts and severance caused by the closure of the level crossing. The team are aware of these local objectives and have been in consultation with Fingal County Council on this and all project issues. The project team is also aware of the higher-level objectives in the Fingal County Development Plan supporting the implementation of DART Expansion (now DART+).

*‘Objective MT01 Support National and Regional transport policies as they apply to Fingal. In particular, the Council supports the Government’s commitment to the proposed new Metro North and DART expansion included in Building on Recovery: Infrastructure and Capital Investment 2016-2021. The Council also supports the implementation of sustainable transport solutions.’*

*‘Objective MT30 Support Iarnród Éireann and the NTA in implementing the DART Expansion Programme, including the extension of the DART line to Balbriggan, the design and planning for the expansion of DART services to Maynooth, and the redesign of the DART Underground.’*

*‘Objective MT31 Design and implement measures, having regard to potential environmental impacts, to mitigate the increased congestion on the local road network caused by more frequent closures of the existing level crossings on the Maynooth Line. Ensure that well in advance of any such measures being taken, extensive direct consultation is undertaken with local communities and residents who would be directly impacted by any such measures.’*

All planning policy will be considered during the review and update of the MCA of the level crossings in advance of the identification of the preferred option.

#### 4.1.2 Ashtown Level Crossing

The emerging preferred option for the Ashtown level crossing received the second highest number of queries and submissions, a total of 83. The following are the main issues or concerns raised and the typical responses provided by IE during the consultation period.

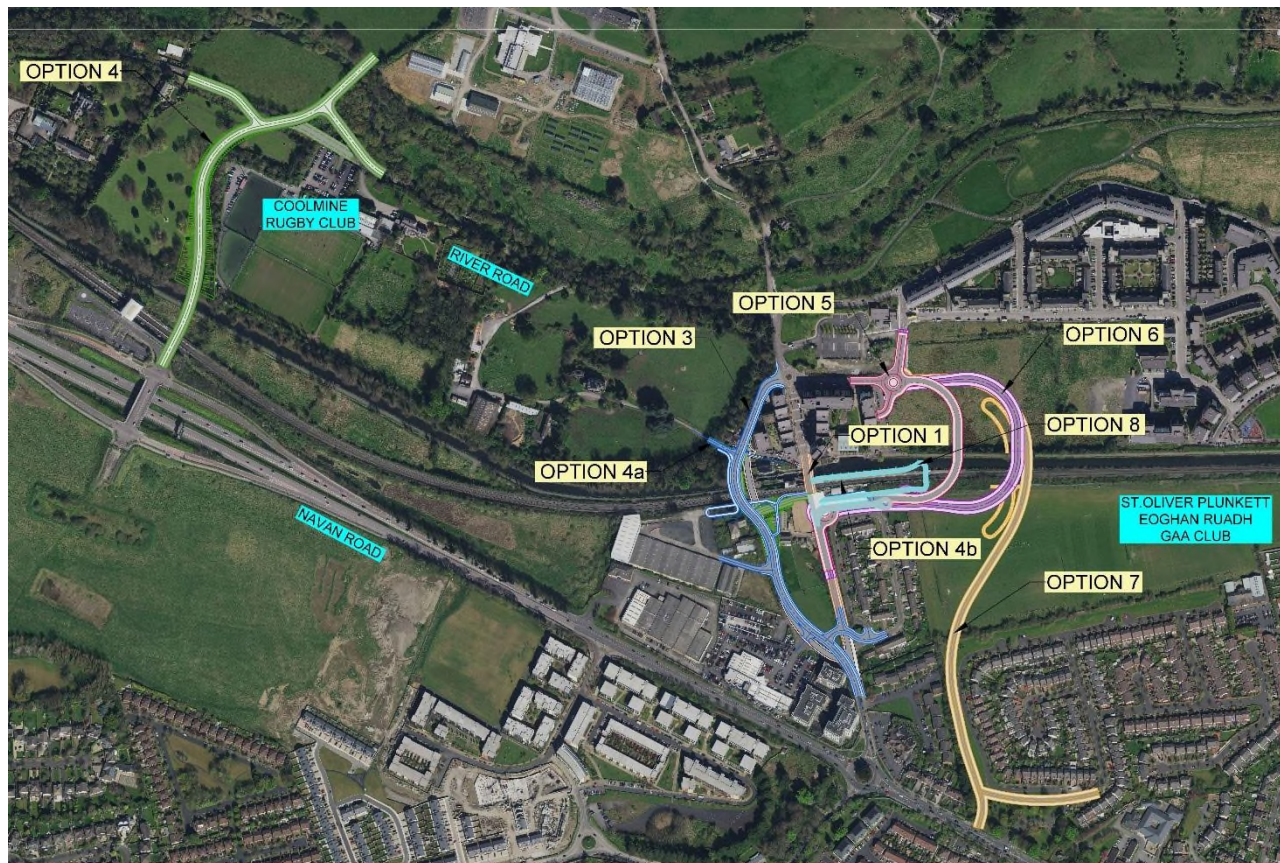


Figure 4.3 Ashtown level crossing replacement options

##### 4.1.2.1 Community Severance Concerns Due to the Closure of the Level Crossing and the Circuitous Diversion Route for Elderly Residents Accessing Shops or the Opposite Platform

Respondents expressed community severance concerns due to the proposed circuitous diversion route for elderly residents accessing shops or the opposite platform at Ashtown Station. The concerns particularly relate to the difficulties that the local elderly and mobility impaired residents will face due to the gradient and length of the underpass.

#### Response

As the level crossing is required to be closed, Iarnród Éireann are providing an alternative route for pedestrians, cyclists and vehicular traffic as close to the existing level crossing location as feasible. The site of the existing level crossing is very constrained with commercial properties to the north, the protected structure to the north west and the station and residential properties to the southeast of the level crossing. The presence of the existing canal bridge and the footbridge along with the locks and the significant level differences between the canal and the rail significantly restrict the options available. The alternative pedestrian route will be designed for universal access.

IE have noted the concerns raised by the public at public consultation no.1 and the preferred option now includes a bridge with a lift and stairs will be provided immediately adjacent to the existing level crossing within Ashtown station. This accessibility bridge will be accessible to the general public as well as passengers during station hours. Further detail on this bridge is provided within the Option Selection Report and other material published as part of public consultation no. 2.

Please refer to Section 5.1 of this report for details on the further consideration of this issue.

#### **4.1.2.2 Loss of Green Space in Martin Savage Park**

Respondents expressed discontent at the removal of the amenity area and mature trees in Martin Savage Park for the proposed set down area at Ashtown.

##### **Response**

DART+ West is seeking to provide additional passenger capacity along the entire route and for all stations. Pick up and drop off and turning facilities are proposed at Ashtown because DART+ West is creating a cul-de-sac due to the level crossing closure. The proposals for efficient and effective turn back of vehicles is consistent with road design guidelines and standards. DART+ West must provide sufficient improvements for all users, be they vehicle users, cyclists and pedestrians including mobility impaired users at Ashtown to ensure proper design and sustainable development for the project.

The comments have been noted regarding the loss of green space and Iarnród Éireann have committed to undertaking further design development of the emerging preferred option.

Please refer to Section 5.1 of this report for details on the further consideration of this issue.

#### **4.1.2.3 Concerns About Safety of Underpass and Anti-social Behaviour**

Respondents have stated concerns regarding anti-social behaviour and the safety of the pedestrian underpass

##### **Response**

The underpass will be designed in order to maximize the openness of the structure and to enhance the feeling of safety. The structure will only be 30 metres in length and will be approximately 5 metres high. There will also be public lighting provided through the underpass. As this will be the main public road there will be a high level of usage thereby reducing the likelihood of antisocial behaviour. Iarnród Éireann have committed to reviewing the integration of CCTV usage at the underpass.

#### **4.1.2.4 Concerns About Flooding in Martin Savage Park**

Respondents have expressed concerns over the impact that further developments will have on the flooding in the Martin Savage Park area.

##### **Response**

A Flood Risk Assessment (FRA) is currently being prepared for the DART+ West Project. The FRA will analyse areas identified as liable to flood and advise on appropriate flood risk management measures as per "The Planning System and Flood Risk Management Guidelines for Planning Authorities" (OPW 2009). Initial findings from the FRA will be included in material published as part of public consultation no.2.



#### 4.1.3 Clonsilla Level Crossing

Concerns were expressed about the traffic impacts of the closure of the Clonsilla level crossing and whether there would be any impact on the Clonsilla Urban Strategy.

##### Response

Iarnród Éireann has conducted a transport study to assess the level of necessary infrastructure in lieu of closing the level crossings. This traffic study has taken account of existing traffic and future projected traffic demands. This future projected demand has factored in the development of the Kellystown lands to the south of Clonsilla and the Barnhill lands to the west of Clonsilla.

The Clonsilla Urban Strategy recommends that Clonsilla should maximise residential densities to take advantage of its proximity to the railway corridor and availability of high-quality public transport. The Strategy also highlights the high green amenity lands bound between the R121 and the railway corridor.

Further, DART+ West is compliant with later national transport and land use Policy, including Project Ireland 2040 and the Transport Strategy for the Greater Dublin Area.

#### 4.1.4 Blakestown Level Crossing

Concerns were expressed and a submission was received by the Elected Members of the Celbridge-Leixlip Municipal District Member in which a Motion was received to call for a bridge for cyclists and pedestrians that can allow access to the Royal Canal Greenway.

##### Response

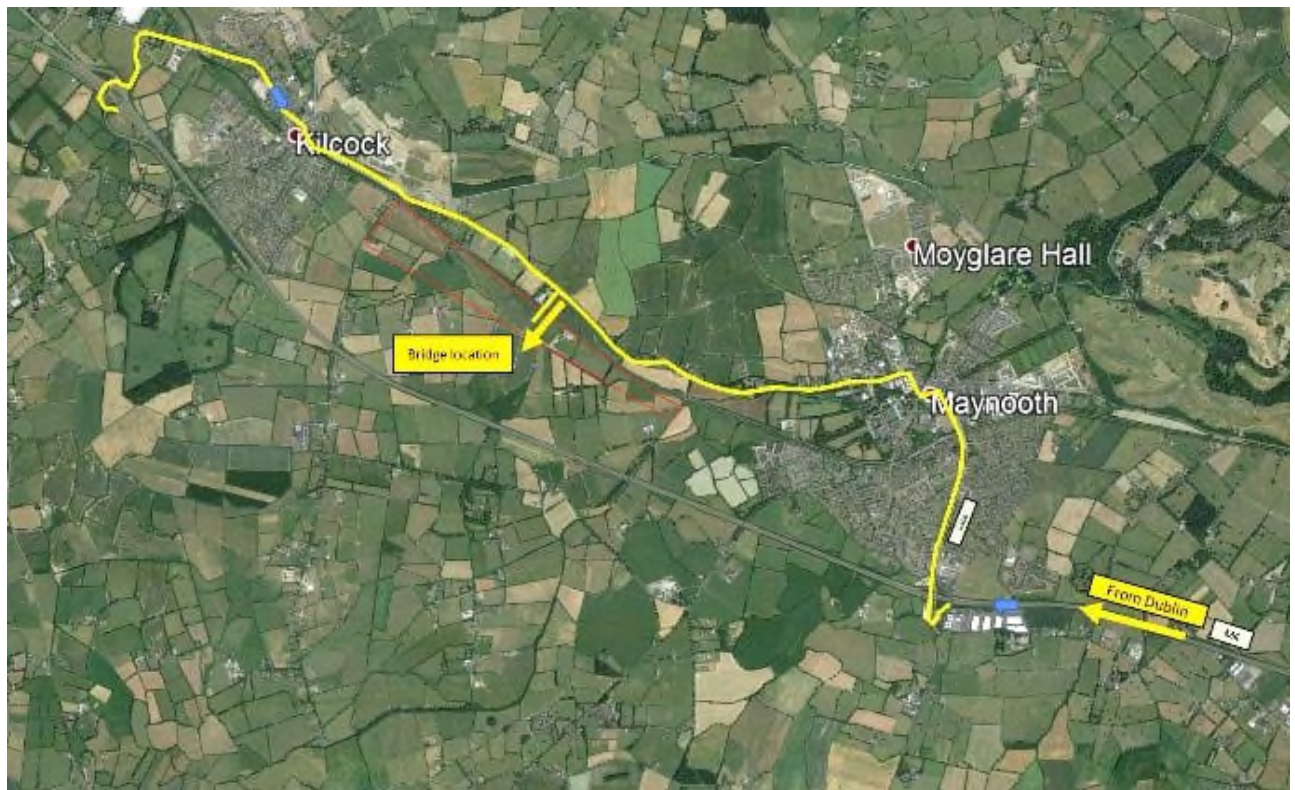
An option for a pedestrian and cyclist bridge has been considered as part of the options assessment as presented in the Preliminary Options Selection Report and in the Option Selection Report published as part of this public consultation no.2. . The Do-Minimum option has been selected as the preferred option. This will result in the closure of the level crossing with no new bridge provided due to the low-level usage of the level crossing and the proximity of alternative access.



**Figure 4.4** Blakestown level crossing emerging preferred option (Do-Minimum)



#### 4.1.5 Proposed Depot



**Figure 4.4 Proposed depot location west of Maynooth**

The principal concerns expressed in relation to the location of the proposed depot were:

##### 4.1.5.1 Impact in Terms of Traffic, Road Safety and Access to the Town

Respondents highlighted concerns about road safety and the adverse impacts that heavy goods vehicles will have on traffic and access to the towns of Maynooth and Kilcock.

##### Response

As part of the options development for the depot area four possible access routes were assessed under the Multi Criteria Assessment (MCA) process to determine the optimal option. Option 1 discussed the possibility of changing the road in question (Connaught Street) to a one-way traffic flow. Following completion of the MCA it was determined that option 4 which involves an access route off the R148 was determined to be the emerging preferred option. The emerging preferred option for the depot layout includes for an emergency access point located south east of the bend in Connaught Street as it turns south. Slight road widening works may be required to the bend to improve road safety. It is not envisaged that Connaught Street will need to be one-way traffic to facilitate the emergency access point.

##### 4.1.5.2 Environmental, Tourism, Health and Safety Issues Relating to the Depot

Respondents expressed concerns relating to the impact of the depot on topics such as the environment, local tourism, human health and safety. The main environmental issues raised include the impact on biodiversity, light and noise pollution and the impact on the visual landscape of the area.

## Response

Options studies were undertaken which identified this as the optimum location for a depot on the network. The environmental impacts of the depot at this location will be addressed and included in the Environmental Impact Assessment (EIA) Report which will be lodged as part of the railway order process and available as part of a statutory consultation at that time. These studies include all of the environmental issues raised above.

### **4.1.5.3 Concerns in relation to the Site Selection Process of the Emerging Preferred Option location at Maynooth**

Concerns were raised regarding the selection process of the Emerging Preferred Option location at Maynooth compared to an alternative location at Hazelhatch West. Specific issues were raised regarding the criteria and appraisal outputs of the Formal Appraisal stage, this includes: Economy where capital and operating cost have not been explicitly considered in monetary terms, Integration where the integration of the depot with sustainable transport modes has not been considered and Accessibility and Social Inclusion where the accessibility of the depot itself as a workplace from deprived geographic areas or those without access to cars was not considered. Respondents also expressed that the process lacked the required transparency and required level of robustness.

## Response

It is considered that the level of detail provided in the report was sufficient for the purposes of a high-level site selection process. Site specific surveys and assessments on the proposed depot site have been underway since 2020 to inform the Environmental Impact Assessment process. The Environmental Impact Assessment Report which will be provided as part of the railway order application will provide all of the detailed information.

### **4.1.5.4 Concerns about non-compliance of the EPR with land use**

Respondents highlighted that the lands between the Local Area Plan boundaries of Kilcock and Maynooth are zoned for agricultural uses and not for future development purposes.

## Response

Irish Rail has selected the depot location based on a site selection and assessment process which included an assessment of sites across the GDA. It is recognised that the proposed depot impacts on agricultural land uses however the options assessment process determined that when compared with all of the sites on a range of criteria to include: Integration, Economy (costs), Accessibility and Social inclusion, Physical Activity and Environmental considerations, that this site was the preferred.

### **4.1.5.5 Severance impacts on agricultural operations due to the removal of overbridge**

Concern was raised that the construction of the depot would give rise to a significant severance impact with the existing private overbridge forming the only access to the southern part of the landholding being removed with no provision being made to include an alternative agricultural access. Alternative access via a new public road would impact on farming operations.

## Response

As a requirement of the Railway Order and land acquisition process, all private lands will be provided with access where any existing access is severed. A public road access will be required for access to the depot from the R148 and this will facilitate access high quality access to private lands on both sides of the railway line at this location.

#### **4.1.5.6 Inadequacy of the road network**

Concern was expressed that it is unclear why the Maynooth West location scored positively under the 'road vehicle access criterion' due to the characteristics of the R148 (meandering horizontal alignment with limited visibility) and that the proposed development is deemed premature pending the completion of the R148 upgrade by Kildare County Council. Respondents highlighted that the additional development related traffic and high volume of HGV will have a significant impact on traffic.

##### **Response**

It is not considered that the depot will generate significant volumes of road traffic during the operational phase and that regional road access would be considered adequate for the quantity and type of vehicles accessing the depot site. Any junction proposals for connecting to the R149 would be designed to current standards and likely result in improvements to the R148 horizontal alignment at this location.

#### **4.1.5.7 Increased Flooding Risk**

It was raised that the proposed depot construction could impact the current drainage arrangements on the land holding at the depot site and that the increased flood risk would have a significant further adverse impact on the viability of the farm.

##### **Response**

Flooding issues will be addressed by appropriate design measures, in accordance with the Flood Risk Assessment report which will be prepared and submitted as part of the Railway Order application for the project.

#### **4.1.5.8 Impact on Newcomen Bridge and Royal Canal Navigation for Boaters**

Some respondents highlighted a concern about the impact that the project will have on the use of the Royal Canal as a viable waterway. Specifically, the concerns relate to the impact on Newcomen Bridge and Royal Canal navigation.

##### **Response**

The DART+ West will not cause any change to the Newcomen lifting bridge and the current Iarnród Éireann/Waterways Ireland procedure will continue to facilitate boat movements.

## **4.2. Scheme Wide Issues**

Some of the issues raised were not location specific and relate to multiple locations along the route or issues that related to the project as a whole.

### **4.2.1 The Issues Raised Related to the Public Consultation Process and Quality of Consultation Material**

Respondents raised concerns regarding the accessibility of the online public consultation material for those less comfortable with technology. A number of respondents also stated that the public consultation was not adequately advertised, such as at the train stations on the DART+ West line.

##### **Response**

As presented in Section 2 of this report, an extensive consultation process was undertaken at multiple levels to ensure that as many people as possible could access the information. All comments received will be taken

on board in the planning for public consultation no.2 with the aim of ensuring all relevant members of the public are informed about the consultation process.

#### **4.2.2 Concerns Regarding Adherence to Universal Design Principles to Ensure Equal Access for All**

Respondents stated that accessible service regardless of age, size, ability or disability should be provided for in the proposed DART+ West project.

##### **Response**

Accessibility is an important aspect of the design of the DART+ Programme. Where new interventions are made as part of the DART+ Programme, Iarnród Éireann will ensure that this is step free access. Furthermore, Iarnród Éireann will continue its rollout of the accessibility programme under funded projects. Together, DART+ and the Accessibility Programme will improve access to person's with reduced & impaired mobility and passengers with sensory impairments.

#### **4.2.3 Noise Impacts**

Respondents highlighted concerns about the noise impacts as a result of the increase in rail works along the railway line.

##### **Response**

During the operational phase, as electric trains are quieter than diesel trains, it is not expected that noise levels will increase significantly. Should noise levels increase significantly at any location and exceed the permitted guideline levels, mitigation measures will be employed. All likely significant effects during both the construction and operational phases will be identified and detailed in the Environmental Impact Assessment Report with a detailed schedule of mitigation measures identified to reduce those potential effects.

#### **4.2.4 Parking**

Respondents expressed concern relating to the provision of adequate parking facilities at the stations due to the proposed increase of rail users.

##### **Response**

Under DART+ it is not proposed to provide any additional parking facilities at stations. However, Iarnród Éireann's Network Enhancement Division and the National Transport Authority's Park & Ride Development Office are working on another project to deliver enhanced parking at stations, for cars and bicycles in parallel to DART+ West.

#### **4.2.5 Impact on Heritage Structures – Old Schoolhouse at Porterstown Level Crossing**

Concerns were expressed regarding to the impact on the protected Old Schoolhouse as a result of the proposed bridge crossing at Porterstown.

##### **Response**

Architectural heritage and landscape impact are two of the parameters assessed as part of the Multi Criteria Analysis (MCA) for the level crossing replacement options at Porterstown. The relative impact of each option on these parameters was identified in the Preliminary Option Selection Report and this will be further updated in the Option Selection Report to reflect feedback, consultations and further surveys. The project team has



briefed Fingal County Council on the proposed replacement options at Porterstown, and the associated constraints with each option.

#### 4.2.6 Impact on Heritage Structures – Bridge Modifications

##### Issue

Respondents expressed concern over the need to modify heritage structures, particularly the bridges along the length of the Royal Canal.

##### Response

The project team have considered the architectural heritage of these structures in the options assessments and physical interventions to these heritage structures will only be undertaken where absolutely necessary. In most cases works are confined to the railway bridges in proximity to the canal bridges and works will be restricted as much as possible to avoid any potential impact on these structures. A conservation architect has contributed to the options assessment process and will play a key role in the selection of the preferred option at each of these heritage structures. A full architectural heritage assessment of the proposed development and all protected structures impacted by the proposed works will be undertaken as part of the Environmental Impact Assessment Report.

#### 4.2.7 Impact on Residents

Residents in proximity to the rail line have raised concerns relating to the construction and operational impacts that the project will have on them.

##### Response

##### Construction Phase

In order to maintain services during the day, the majority of the construction works along the railway line itself will take place at night. Works outside of the live railway corridor can progress during the day (i.e., construction of bridges associated with level crossing replacements, the construction of the depot, substations, construction compounds). Every effort will be made to avoid, reduce, and/or mitigate negative impacts, however, there is likely to be some disturbance experienced for those in close proximity to the railway line caused by noise, lighting or fencing/hoarding erected associated with the construction activities. The types of construction work required at each specific location will determine the type of impact that may affect the area/your property. However, there will be general linear works required along the full length, such as:

- Overhead electrification equipment along the full extent of the railway line. This will be similar in style to that currently used on the existing DART network.
- Modifications to the existing rail bridges such as modifications to the structure, track lowering or a combination of both.
- Substations will be required at intervals along the rail line to provide power to the network.
- Signalling upgrades and additional signalling will be required to the upgraded infrastructure.

Interfaces with existing utilities, boundary treatments, drainage works, vegetation management and other ancillary works will be required along the length of the project.

Upon appointment of a construction contractor a dedicated Community Liaison Officer will be put in place to communicate details of upcoming works and every potential mitigation will be put in place to minimise the disruption that may occur.



### Operational Phase

During the operational phase greenhouse gas emissions will reduce significantly whilst noise levels are not expected to increase significantly due to the switch to electric trains from the current diesel fleet at certain locations, some parapet heightening, or protection of the electricity wires will be required.

All likely significant effects during both the construction and operational phases will be identified and detailed in the Environmental Impact Assessment Report with a detailed schedule of mitigation measures identified to reduce those potential effects.

## 5. Summary and Next Steps

### 5.1. Summary

The purpose of this public consultation process was to present the emerging preferred option for the proposed DART+ West project and to request the views of the public. A total of c. 1,700 submissions were received during the consultation period covering a broad range of concerns from the public. All submissions received as part of the first round of public consultations will feed into the option selection process and the selection of the preferred option. The project team will analyse the submissions and consider all relevant information in the re-evaluation of the Multi Criteria Analysis (MCA). This re-evaluation will also include the further refinement of the options design and additional elements which will be brought forward in the selection of the preferred option

As part of this analysis the following items or options have been identified as requiring further assessment:

1. Consider the methods of advertisement of the consultation event to the public to maximise the reach of the notification.
2. Consider CCTV provision to address the security and safety concerns at the Ashtown underpass.
3. Consider an alternative solution for the set down area at Martin Savage Park.
4. Consider universal access options at Coolmine and Ashtown stations as part of the DART+ West project.
5. Further investigate the possibility of improving the signalling at Coolmine to avoid the requirement for the closure of the level crossing.
6. Consider an option that does not provide any new road traffic bridge at Coolmine but does provide a pedestrian and cyclist bridge.
7. Consider an option along the alignment of the existing Coolmine Road that incorporates a drop lock and the removal and reconstruction of the protected canal bridge.

### 5.2. Next Steps

Following the update of the options assessments the preferred option will be presented at public consultation No.2 which is planned for Summer 2021.

All feedback received on the preferred option at public consultation no.2 will feed into the development of the preliminary design, railway order and Environmental Impact Assessment Report (EIAR).

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## Appendix A

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# **Córas Iompair Éireann**

**11/12/2020**

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Media Source

Radio

## Discussion on DART Plus

Deputy chief executive of the National Transport Authority Hugh Cregan discusses Irish Rail's announcement of their new DART Plus system that will treble passenger capacity from Maynooth to Dublin City Centre.

[Radio-Clip](#)



Media Source

Radio

## Irish Rail capacity

Irish Rail says it expects to see a swift return to demand once we get through the current crisis. It has announced expansion plans for the Dart network aimed at doubling peak hour capacity. It will see a 2.6 million euro extension of services from Dublin to Drogheda as well as taking a line to Hazelhatch and upgrading the line to Greystones. Irish Rail's Barry Kenny comments.

Also on Q102 4pm bulletin.

[Radio-Clip](#)



FM104 - 17:00 News | 26/08/2020

Media Source

Radio

## DART expansion consultation

Irish Rail wants to hear your thoughts on plans to expand the Dart to Maynooth. Spokesperson Barry Kenny says services are to increase from 7 an hour to 15, with capacity going from 4,500 passengers an hour to just under 14,000. (Repeated on 5pm News on Q102; 6pm News on FM104 and Q102)

Radio-Clip



KFM - Kildare Today | 27/08/2020

Media Source

Radio

## Barry Kenny on DART Plus

Corporate Communications Officer with Irish Rail Barry Kenny discusses the launch of a public consultation on the DART PLUS system which will treble capacity on trains from Maynooth to Dublin city centre

[Radio-Clip](#)





# Dublin's newest DART station back on track

GARY IBBOTSON

**IRISH rail** is set to lodge planning permission for Dublin's newest DART station at Woodbrook, between Shankill and Bray.

The rail network's 32nd station will form part of the Woodbrook Strategic Housing Development serving a population of more than 5,000 people.

The National Transport Authority (NTA) will fund the building of the station and a planning application is set to be lodged before the week is out.

The new station will have two 174 metre platforms to accommodate full size eight-carriage DARTs.

It will also feature a connecting bridge between

the platforms with ramps and stairs to ensure access for those with reduced mobility.

Jim Meade, chief executive of Iarnrod Eireann, said: "Bringing the DART to a brand new community is an exciting prospect for us in Iarnrod Eireann and designing a community to have public transport central to how it functions is exemplary planning."

"We look forward to working with the NTA, Dun Laoghaire Rathdown County Council, and developers Castlethorn in delivering our newest DART station to Woodbrook."

Elsewhere the first phase of public consultation for DART+ West, which could treble capacity



from Maynooth to the city centre, has been launched.

It envisages a new service to Maynooth/M3 Parkway on the Sligo

line, to Hazelhatch and Celbridge on the Kildare line and from the city to Drogheda on the Northern line.

Transport Minister

Eamon Ryan said the project will have a "hugely positive impact" on areas providing "an integrated, electrified, fast and reliable rail network".

The extension will provide transport links for Glasnevin, Broombridge, Pelletstown, Ashton, Castleknock, Coolmine, Clonsilla and Leixlip.

Fianna Fáil TD for Dublin North West, Paul McAuliffe, welcomed the news. He said: "The expansion to Maynooth/M3 Parkway will involve the electrification of 40km of track and increase capacity from seven services an hour to 15 which increase passenger numbers from 4,500 to 13,750."

"DART+ West is the first phase of a programme that will eventually see the electrification of other lines bringing the service to Celbridge and Drogheda."

"I would encourage the public to engage with the public consultation process and have their voices heard on this which will be a transformation for the city."



# M3 Parkway DART+West extension plans unveiled

**CORRIDOR** First phase of public consultation on new service which would treble capacity

ANN CASEY

PROPOSALS for the extension of the DART line to the M3 Parkway which have been unveiled by Iarnród Éireann, have been hailed as great news for Meath.

Iarnród Éireann and the National Transport Authority have launched the first phase of public consultation for DART+ West which will see the DART extended to both M3 Parkway and Maynooth.

DART+ West, is set to treble capacity of the rail system from Maynooth/M3 Parkway to Dublin city centre. The public consultation documents can be reviewed at [www.irishrail.ie](http://www.irishrail.ie).

It is part of a major plan for new electrified Dart services to Drogheda on the Northern line, to Celbridge on the Kil-



**DART+ West, is set to treble capacity of the rail system from Maynooth/M3 Parkway to Dublin city centre.**

dare line, to Maynooth and Dunboyne on the Sligo line, as well as an enhanced service on the southeastern line.

Cllr Damien O'Reilly said it was great news for Meath and encouraged all commuters to provide feedback on the proposals.

"Construction is expected to begin in early 2022 and with completion expected in 2024," he said.

Cllr Nick Killian said it was

welcome news. "The sooner, the better. It will have to be recognised that it is serving quite a large area including Ashbourne, Ratoath and Dunshaughlin, as well as Dunboyne.

"We need to have an integrated system which will provide buses from those areas to the Parkway.

"If the government is serious about fighting climate change, they will have to instruct

Irish Rail and Bus Éireann to work together, not like at the moment," he said.

DART+ West is the first phase of the €2 billion DART+ Programme of investment which will provide a sustainable, electrified, reliable, frequent rail service significantly increasing capacity on all the rail corridors serving the Greater Dublin Area, through investment in infrastructure and a fleet of new trains.

The first phase of public consultation is designed to present the emerging preferred option for provision of DART+ West to communities and stakeholders along the route.

The feedback will assist in further progressing the design process prior to another public consultation later this year, with the railway order (planning application) process due to take place mid-2021. Con-

struction is expected to commence in early 2022 with completion expected in late 2024.

The project will involve the purchase of additional trains to support new and enhanced DART service, upgrading and reconfiguring existing railway infrastructure in the city centre and the elimination of a number of level crossings to reduce rail/road conflict that limits train capacity.

It will include civil and bridge works to accommodate electrification, corridor widenings and increased service levels as well as upgrades to signalling and communications infrastructure to improve safety and support increased frequency and reliability.

DART+ will increase passenger capacity and train service frequency, allow more people to make sustainable travel

choices and will contribute to a reduction in emissions within Dublin while providing a reliable alternative to private cars.

Once complete DART+ West will enable an increase in capacity of services from seven to 15 per hour, subject to demand, increasing the current passenger capacity of 4,500 per hour to 13,750 per hour.

The Dart expansion programme is a cornerstone of the Government's National Development Plan for 2018 to 2027, and also of its major capital programme, Project Ireland 2040.

DART+ West is the first of the infrastructural projects of the DART+ Programme to be delivered and will significantly increase rail capacity on the Maynooth / Dunboyne M3 Parkway Lines.



## O'Dowd welcomes return of train services

**THE** return this Monday of train services on the Ballybrophy line has been welcomed by Virginia O'Dowd, a Nenagh member of the North Tipperary Community Rail Partnership.

Services returned following five months of the closure due to restrictions imposed during the Covid-19 lockdown.

"It is great to see the line reopened," said Ms O'Dowd.

"Hopefully under the €2.5m travel and climate change stimulus package announced this week by the Government, we will see improvement in the speeds along the line and in the timetable, especially after the work that has been carried out on the line over the past number of years."

However, Ms O'Dowd said that she was disappointed that **Irish Rail** had not promoted the line's reopening better, saying it had returned "under the radar".

"Without proper marketing and promotion, how were regular and potential users supposed to hear of its return?" she asked.

She said that a lot of work had gone into the line while it was closed and thanked **Irish Rail** for carrying out the upgrades.

The former Labour Mayor of Nenagh said that there was now a "fantastic opportunity" to develop the line as a proper commuter service between Nenagh and Limerick following the announcement of 400 jobs in Regeneron in Limerick.

Sinn Féin representative for the Nenagh area Damian O'Donoghue has very much welcomed the reopening of the Limerick to Ballybrophy train line. He said: "We were informed on Wednesday that the line is to reopen on Monday, August 31st, and this is great news for area. The line passes through Nenagh, Cloughjordan, Birdhill and Roscrea, and is very important to people in north Tipperary. This is overdue but very welcome."

"Martin Browne, the Tipperary Sinn Féin TD and myself have had much correspondence with **Irish Rail** and the Department of Transport on this issue over the last few months. I was genuinely concerned that the route might not be reopened at all. "**Irish Rail** did inform us in June that they planned to reopen the line once the Covid-19 restrictions were lifted so I am glad to finally see it happening. I would like to commend the

workers who were working on the tracks for the last few months also.

"In the future I would like to see the service upgraded and a high-speed train used along the route. This would encourage more people to use it and it would mean less cars on the road. But for now it is great to have it back," Mr O'Donoghue stated. Teachta Browne welcomed the reopening on Monday of both the Limerick-Ballybrophy and Limerick-Waterford lines.

"This is long overdue as I raised the closure of both lines with the minister on multiple occasions since the closure of both lines at the start of the lockdown in March," he said. "It had been expected that services would have been restored long before now as restrictions were lifted. Nevertheless, I welcome the announcement as the news is long overdue for the people of Tipperary. "However, it is impossible to ignore the disparity in the announcement, whereas the limited rail service we have has finally been restored, at the same time a significant investment in the Dart+ has been announced. It seems once again Government transport investment is leaving rural Ireland behind."



FM104 - 13:00 News | 26/08/2020

Media Source

Radio

## DART Plus

Plans to expand the DART have been announced by Irish Rail. Spokesperson Barry Kenny says it will bring sustainable, more frequent and higher capacity services to Dublin's rail corridors. (Repeated on FM104 and Q102 News at 2pm)

[Radio-Clip](#)





nova.ie | 28/08/2020

Media Source	Online	Visits	121,683
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## Dart Expansion Plan Published

...area Dart network for Dublin" the NTA said. All are encouraged to review the full details at [www.irishrail.ie/DARTMaynooth](http://www.irishrail.ie/DARTMaynooth) or contact the project team via phone or email. Clint Driberg <http://www.nova.ie...>

[CONTINUE READING](#)

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droghedalife.com | 27/08/2020

Media Source	Online	Visits	46,157
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## Public consultation begins on DART extension

...believe that DART+ is a crucial part of providing more people with that option. The Chief Executive of [Iarnród Éireann](#) Jim Meade said: "DART has been one of the nation's major public transport success stories..."

[CONTINUE READING](#)

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greenparty.ie | 27/08/2020

Media Source	Online	Visits	70,504
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## 27th August 2020 | Green Gazette Oireachtas briefing: Minister Ryan launches the first phase of DART+ Programme



BACK Minister for Climate Action, Communication Networks and Transport Eamon Ryan TD, together with **Iarnród Éireann** and the National Transport Authority, has launched the first phase of public consultation...

[CONTINUE READING](#)

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Dublin People | 26/08/2020

Media Source	Online	Visits	22,031
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## BREAKING: Radical new DART+ plan for Dublin launched

...information on the Emerging Preferred Route Option and details on how to give feedback, please visit [www.irishrail.ie/DARTMaynooth](http://www.irishrail.ie/DARTMaynooth) Most Popular New seafront cycle path for Sandymount set for six month trial...

[CONTINUE READING](#)

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The Irish Sun | 26/08/2020

Media Source	Online	Visits	1,080,709
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## WEST LAID PLANS Details of new 'transformative' €2billion DART+ unveiled by Minister for Transport Eamon Ryan

...The overall DART+ project aims to double peak hour capacity by 2028 with new trains and stations. **Irish Rail** said: "DART+ is a transformative programme of investment which will provide a sustainable, electrified,...

[CONTINUE READING](#)





# Dart extension aims to double capacity

Estimated cost of DART+ to Drogheda, Celbridge and Maynooth exceeds €2.6bn

**OLIVIA KELLY**  
Dublin Editor

Plans for the €2.6 billion extension of Dart services from Dublin to Drogheda, Celbridge and Maynooth, first announced 15 years ago, have been published by the National Transport Authority.

The expansion programme, rebranded DART+, aims to double peak-hour capacity from 26,000 passengers an hour in each direction to 52,000 an hour per direction by 2028, with more trains and new stations, to create a "full metropolitan area Dart network for Dublin" said the authority.

The project will involve five main elements: electrification of services on the three commuter lines; purchase of new Dart trains; and upgrade of the existing southern Dart line to Greystones.

The Maynooth project will be first of the three lines to progress, with public consultation on the route beginning today.

The authority plans to seek a

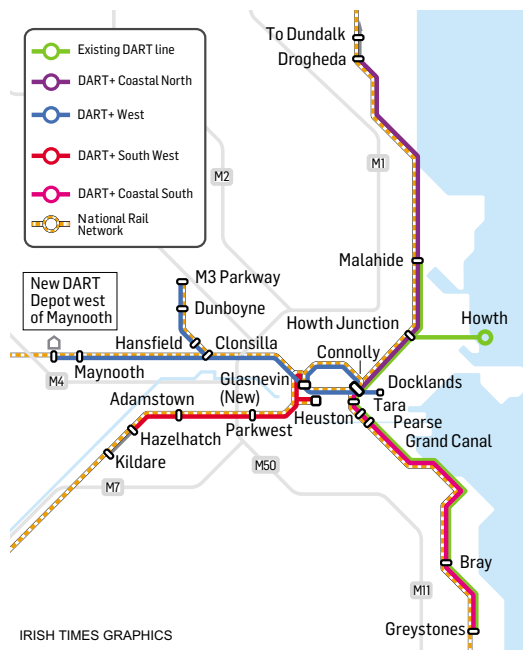
railway order, the planning application for rail infrastructure, from An Bord Pleanála in the first half of next year.

In addition to electrification of the 40km of existing Sligo line as far as Maynooth/M3 Parkway to allow for Dart services, this project, dubbed DART+ West, will also mean elimination of level crossings along the route to end conflicts with road traffic.

In the second half of next year another order will be sought for DART+ South West, to electrify the Kildare line as far as Hazelhatch/Celbridge. Three new stations are proposed, subject to assessment, at Cabra, Heuston west and Kilmore south of Ballyfermot.

## Northern line

It is likely to be the second half of 2022 before an application is made for DART+ Coastal North, the electrification of the service to Drogheda on the northern line, which will mean Darts running north from their current terminus at Malahide.



IRISH TIMES GRAPHICS

The upgrade of the line from Connolly to Greystones is being rebranded as DART+ Coastal South. The authority will seek a railway order for this project, which will involve the elimina-

tion of troublesome level crossings, at the beginning of 2023. In parallel, the authority is buying a new fleet. The tender process for 600 carriages, equivalent to 75 trains, is under way

with the contract scheduled to be awarded in early 2021.

The expansion programme was allocated €2 billion under the National Development Plan to run between 2018 and 2027. But it emerged last February that new cost estimates drawn up within Irish Rail put the overall bill for the project at more than €2.6 billion.

Final costs, according to the authority, will be established only when designs are complete.

## Interconnector

The expansion plans were proposed in 2005 along with the creation of a Dart "interconnector" or underground service in the city area.

In 2010 Irish Rail applied to An Bord Pleanála for a Railway Order for the €4.5 billion Dart Underground project to link Heuston station to the Dart line, with underground stations at Spencer Dock, Pearse Station, St Stephen's Green, Christ Church and Heuston.

In November 2011 the project was shelved by the Fine Gael-Labour government. The following month the board granted the railway order. The tunnel is not included in the expansion plans published yesterday.

## A DART TO THE FUTURE

PLANS for a new €2billion DART+ were unveiled yesterday by the Transport Minister Eamon Ryan. The National Transport Authority revealed details of the "transformative" project, which will extend the existing service from Dublin to Drogheda, Celbridge and Maynooth. DART+ West will be the first that gets under way, heading out to Maynooth/M3 Parkway lines. Once complete, the NTA says it will enable an increase in capacity of Dart services from seven to 15 per hour, increasing the current passenger capacity of 4,500 per hour to 13,750 per hour and the electrification and re-signalling of some 40km of lines to the city centre. However, six level crossings will close on the Maynooth Dart line, with the NTA promising other arrangements "particularly in areas such as Ashtown, Coolmine, Porterstown, Clonsilla and Barberstown". But with locals raising concerns over access to different areas, Deputy Chief Executive with the NTA, Hugh Creegan, explained that alternatives must be put in place because with the new project, the level crossings will be unsustainable. He said: "Currently those level crossings get closed very frequently during busy peak periods, sometimes up to 40 minutes out of the 60 minutes in the peak hour.

"And then, as our train frequencies increase, what will happen is the period of time that the level crossing has to be shut, the DART actually increases. So clearly that's not a sustainable situation. "What's looked at as part of this project is what replacement networks in terms of roads and bridges need to be put in place to allow people to still continue about their journeys. So our plan has put in place three road bridges and three pedestrian cycle bridges along the network." Asked about concerns residents may have, he told RTE Radio's News At One: "People will still be able to access all their houses. There will be no loss of access to any house, that's not part of the project. "But obviously when you're building a big scheme like this, there are changes that need to be put in place to facilitate the project. "And in this case, we do have to look at these road networks in these particular areas and see what the appropriate replacement arrangements are." The NTA has opened public consultation for the project, with a planning application to be made next year. The aim is to have construction on the DART+ West line begin in early 2022 and completed in late 2024. Minister Ryan hailed the project, saying: "The first phase, DART+ West, will have

a hugely positive impact, not just at its terminal points in Maynooth and Dunboyne, but in areas like Glasnevin, Broombridge, Pelletstown, Ashtown, Castleknock, Coolmine, Clonsilla, and Leixlip, all of which will now be on an integrated, electrified, fast and reliable rail network. "If we are serious about reducing greenhouse gas emissions, and I know I am, this is precisely the kind of project that should be happening." The overall DART+ project aims to double peak hour capacity by 2028, with new trains and stations. Irish Rail called it a "transformative programme", with Chief Executive Jim Meade saying: "DART+, with DART+ West as its first phase, will bring sustainable, fast and frequent train services to tens of thousands of new and existing customers. "We encourage commuters, residents, communities and all stakeholders to participate in the public consultation to ensure we understand and incorporate their views in the ongoing design process." Minister Ryan unveiled DART+ plans yesterday ON THE PLUS SIDE Programme ... Meade

[CONTINUE READING](#)

Media Source	Press	Page	2
Circulation	30,428		

## Ryan rolls out Dart expansion to Drogheda and into Kildare

A MAJOR extension of the Dart network was announced yesterday that will include two new lines into Co. Kildare and an extension north into Co. Louth.

The plan includes new services to Maynooth/M3 Parkway on the Sligo Line, to Hazelhatch and Celbridge on the Kildare Line, and an extension beyond Malahide on the Northern Line as far as Drogheda.

Transport Minister Eamon Ryan said: 'I believe that these Dart+ plans are so important. We know that when people are offered a sustainable alternative to commuting by car, people respond positively.' However, Social Democrats' transport

spokeswoman Catherine Murphy said: 'Despite huge population growth in Kildare in recent decades, chronic under-investment in public transport has negatively impacted on the lives of local commuters, resulting in unsustainable car journeys to Dublin city. 'While any investment in our public transport network is to be welcomed, it must be noted that this announcement is an enhancement of an existing rail network. The Dart underground continues to be the missing piece in the jigsaw if we are to achieve a fully integrated, future-proofed public transport system that will get people permanently out of their cars.' Iarnród

Éireann chief Jim Meade said: 'Dart has been one of the nation's major public transport success stories and Dart+, with Dart+ West as its first phase, will bring sustainable, fast and frequent train services to tens of thousands of new and existing customers.

'We encourage commuters, residents, communities and all stakeholders to participate in the public consultation to ensure we understand and incorporate their views in the ongoing design process.'

Plan: Eamon Ryan announces Dart+

[CONTINUE READING](#)





kfmradio.com | 26/08/2020

Media Source	Online	Visits	36,578
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## Kildare TD Welcomes Opening Of DART Extension Consultation.

...the first round of consultation on the project, which will run on the Kildare and M3 Parkway lines. **Irish Rail** is also planning to run 15 trains there within four years, as opposed to the current 7. Construction...

[CONTINUE READING](#)

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Leinster Leader | 26/08/2020

Media Source	Online	Visits	74,674
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## Have your say on DART extension to Maynooth and Celbridge

...existing infrastructure and developing additional interchanges with other public transport modes. **IrishRail** notes that the population in Dublin and the surrounding areas is growing rapidly "and the city is...

[CONTINUE READING](#)

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lovindublin.com | 26/08/2020

Media Source	Online	Visits	256,458
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## Details of three line DART expansion revealed



By Sarah Finnan August 26, 2020 at 2:25pm **Irish Rail** has announced plans to expand the city's DART service, aiming to bring sustainable, more frequent and higher capacity services to Dublin's rail service....

[CONTINUE READING](#)

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newstalk | 26/08/2020

Media Source	Online	Visits	363,657
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## Irish Rail reveals details of plan to extend DART to Maynooth

**Irish Rail** is calling for feedback on the DART+ project, which plans to cater to three times as many passengers from Maynooth. The project - the first part of a wider DART expansion programme - aims to...

[CONTINUE READING](#)

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breakingnews.ie | 26/08/2020

Media Source	Online	Visits	1,820,979
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## Dart expansion plan to Maynooth opens for public consultation

...<https://t.co/HcNlQyFQgH> pic.twitter.com/ZEpukHTrSc — **Iarnród Éireann** #StaySafeSaveLives #HoldFirm (@**IrishRail**) August 26, 2020 The NTA plans to seek a railway order, the planning application for rail infrastructure,...

[CONTINUE READING](#)

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kildarenow.com | 26/08/2020

Media Source	Online	Visits	195,348
Also published in	Leinster Leader		

## Maynooth and Celbridge gets Dart line link launched today Plans for 40Km of electrification and re-signalling of the Maynooth and M3 Parkway lines to the city centre

...communities and stakeholders along the route. All are encouraged to review the full details at [www.irishrail.ie/DARTMaynooth](http://www.irishrail.ie/DARTMaynooth) or contact the project team via phone or email. The feedback will assist in further...

[CONTINUE READING](#)

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## THE IRISH TIMES.com

The Irish Times | 26/08/2020

Media Source	Online	Visits	9,217,123
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## Dart extension to Drogheda, Celbridge, Maynooth envisaged in expansion plan

A monthly "short hop" ticket covering rail, Dart, [Dublin Bus](#) and Luas services will cost under €220 a month. Photograph: David Sleator The Dart expansion programme aims to double peak-hour capacity to 52,000...

[CONTINUE READING](#)

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dublinlive.ie | 26/08/2020

Media Source      Online      Visits      657,836

## Public asked to have say as new details on DART+ plans that add new routes and trains unveiled

...know I am - this is precisely the kind of project that should be happening." Chief Executive of **Iarnród Éireann** Jim Meade said: "We encourage commuters, residents, communities and all stakeholders to participate..."

[CONTINUE READING](#)

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The Meath Chronicle | 26/08/2020

Media Source      Online      Visits      62,294

## Proposals to extend DART to Dunboyne unveiled

...capacity of the rail system from Maynooth/M3 Parkway to Dublin city centre can be reviewed at [www.irishrail.ie/DARTMaynooth](http://www.irishrail.ie/DARTMaynooth), as public consultation begins. Cllr Damien O'Reilly said it was great news for...

[CONTINUE READING](#)

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kfmradio.com | 26/08/2020

Media Source      Online      Visits      36,578

## Public Consultation On Extension Of DART To Kildare Opened.



...the first round of consultation on the project, which will run on the Kildare and M3 Parkway lines. **Irish Rail** is also planning to run 15 trains there within four years, as opposed to the current 7. Construction...

CONTINUE READING



## Dart extension to Drogheda, Celbridge, Maynooth envisaged in expansion plan

A monthly "short hop" ticket covering rail, Dart, **Dublin Bus** and Luas services will cost under €220 a month. Photograph: David Sleator The Dart expansion programme aims to double peak-hour capacity to 52,000...

[CONTINUE READING](#)

**Maynooth and Celbridge gets Dart line link launched today Plans for 40Km of electrification and re-signalling of the Maynooth and M3 Parkway lines to the city centre**

Published in: Leinster Leader

Total Printrun:	Total Circulation	Total Visits	Sum of AVE:
		270,022	225.02 €



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## Appendix B

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# DART+ Maynooth Line

## PUBLIC CONSULTATION

EMERGING PREFERRED OPTION





# What is the DART+ Programme?



# What is the DART+ Programme

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The DART+ Programme will deliver frequent, modern, electrified services to:

- Maynooth and M3 Parkway
- Hazelhatch and Celbridge
- Drogheda
- It will seek to improve southern DART services as far as Greystones
- It provides for the purchase of new electrified fleet
- The DART network will increase from 50km to 150km transforming commuter train travel in the Greater Dublin Area (GDA).

# What are the Benefits of DART+ Programme

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## **Increased passenger capacity and train frequency:**

This will enable people to move away from private car use, contributing to alleviation of road congestion and improving quality of life.



## **Building a more sustainable city:**

Electric trains will positively assist in the de-carbonisation of the transport sector and enable a transition away from fossil fuels.



## **Future proofing our Public Transport Network:**

The DART+ programme will significantly upgrade our existing infrastructure and improve multimodal connectivity through interchange with other public transport networks.



## **Economic Development:**

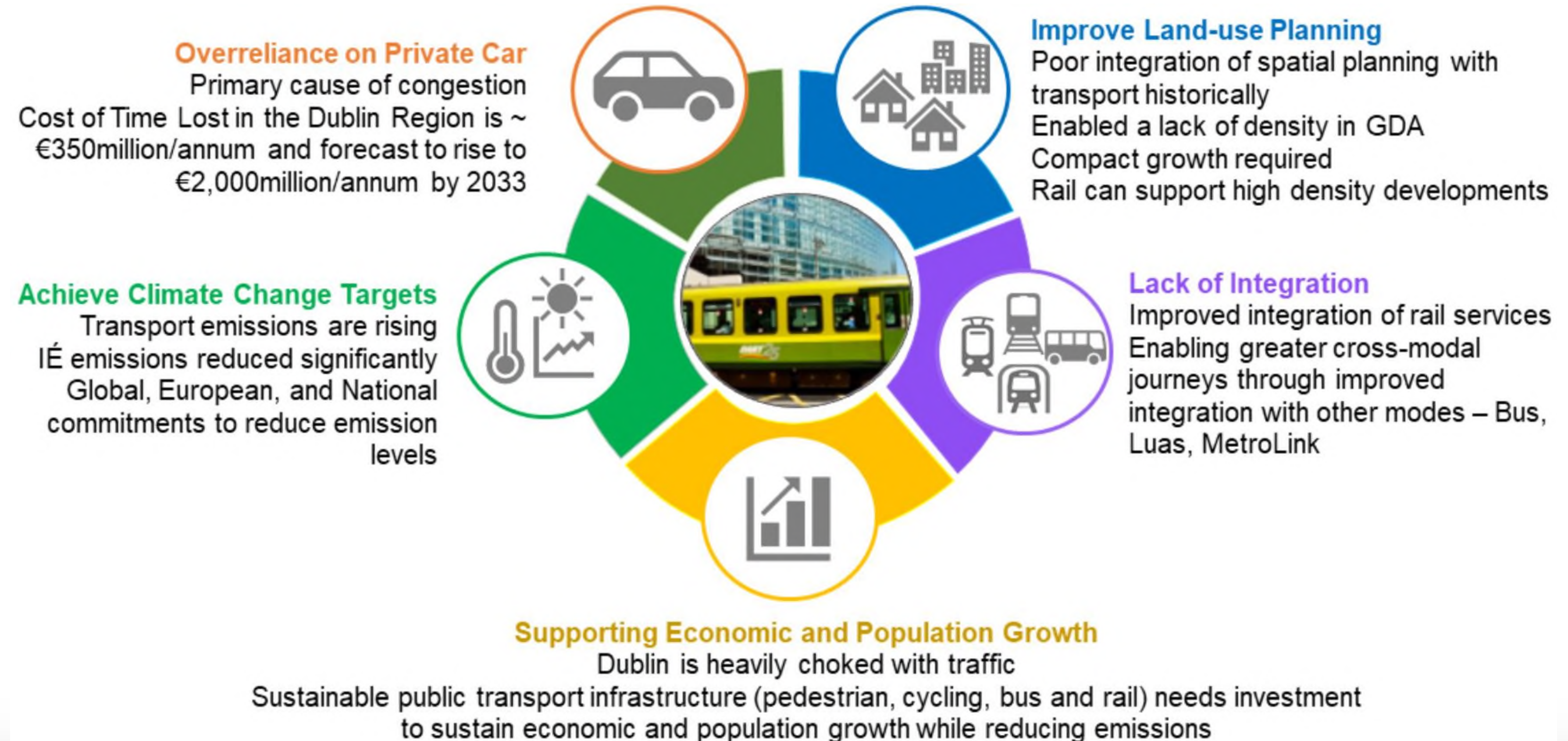
The DART+ programme, will bring, fast, frequent, reliable and sustainable transport to existing communities along the routes, making it easier to travel for work, education or leisure purposes. It will also facilitate the development of new communities that will greatly benefit from the connectivity that DART+ will deliver.



# Specifics of DART+ Maynooth Line

## The 5 key reasons the DART+ programme is needed:

- Over-reliance on private car
- To improve land-use planning
- Lack of integration
- To support economic and population growth
- To achieve Climate Change targets



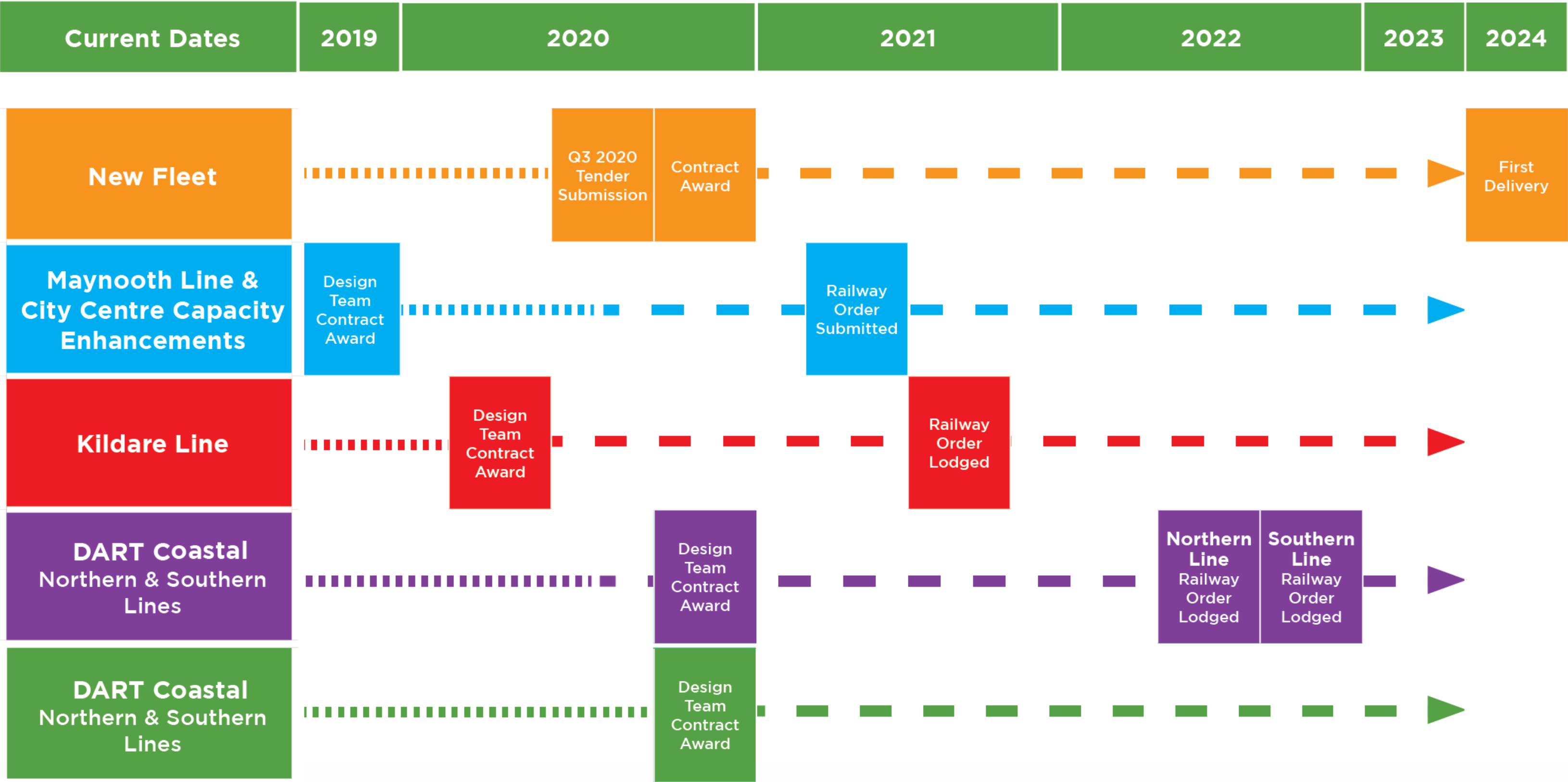


# DART+ Timeline

The DART+ programme will commence with the Maynooth line. The following is a high-level timeline for the main infrastructure projects comprising DART+.

The key milestones are included for the main elements of DART+ from appointment of Design teams, to lodging of Railway Order to contract award.

It shows the order as being the Maynooth line, followed by Kildare line and DART Coastal. The acquisition of the new fleet is also presented.



# DART+ Maynooth Line Overview

The first of the infrastructural projects of the DART+ Programme to be delivered will be the Maynooth Line.

- Modernise and upgrade of infrastructure
- Electrification of approximately 40km of existing track network
- Enhancements in the city centre to provide extra capacity
- Level crossing replacements

	2019	2025 (Opening year)
No. of trains per hour per direction	7	15
Passenger capacity	4,500	13,750

Capacity increases provided by the Maynooth Line



# Specifics of the DART+ Maynooth Line Project

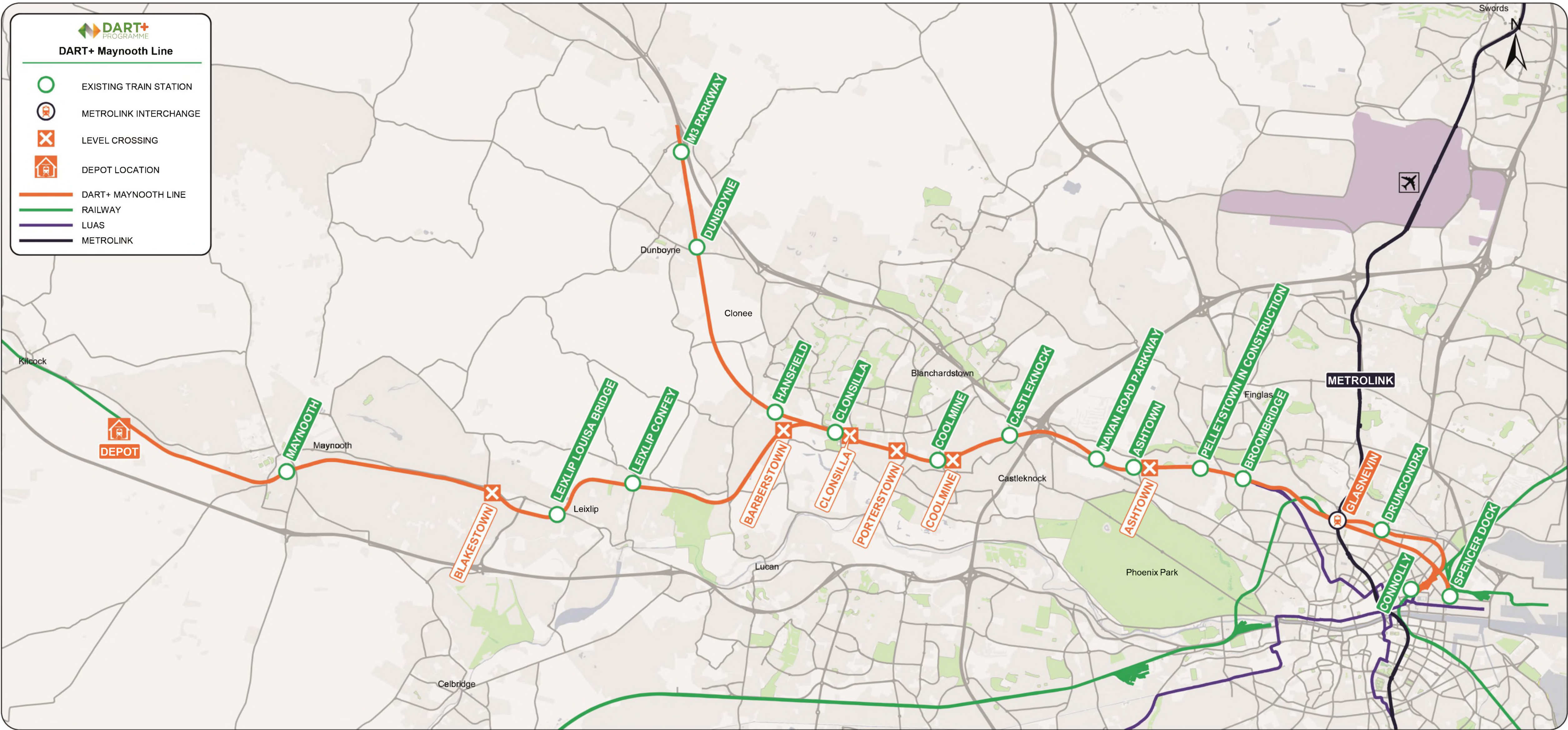


# Specifics of the Project

- Electrification of the Maynooth & M3 Parkway lines from City Centre to Maynooth (40km approx.).
- Capacity enhancements in the City Centre to increase the overall rail capacity and better serve the Docklands area and to maximise the interchange potential with Luas.
- Closure of level crossings & provision of bridge crossings where required.
- Construction of a new DART Depot facility west of Maynooth Station for the maintenance and stabling of trains.
- Passenger interface with the proposed MetroLink at Glasnevin interchange station.
- All civil and bridge works as necessary to accommodate electrification.









# Emerging Preferred Option for DART+ Maynooth Line

# Emerging Preferred Option for DART+ Maynooth Line

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The preliminary options assessment studies have led to the identification of the Emerging Preferred Options as presented below.

For the purpose of describing the project, it has been divided into sections presenting the project in an east west direction, as follows:

- General linear works
- City Centre enhancements (Connolly Station & Spencer Dock Station)
- City Centre to Phibsborough/Glasnevin
- Phibsborough/Glasnevin to Clonsilla Station
- Clonsilla Station – Maynooth
- Clonsilla Station – M3 Parkway



# General linear works

Each of the following elements will be required along all sections described below:

- Electrification by overhead line.
- Ensure existing bridges have sufficient clearance for overhead lines.
- Substations will be required at intervals to provide power to the network.
- Signalling upgrades.
- Utilities, boundary treatments, vegetation management and other ancillary works provided for along the length of the project.





# City Centre Enhancements (Connolly Station)



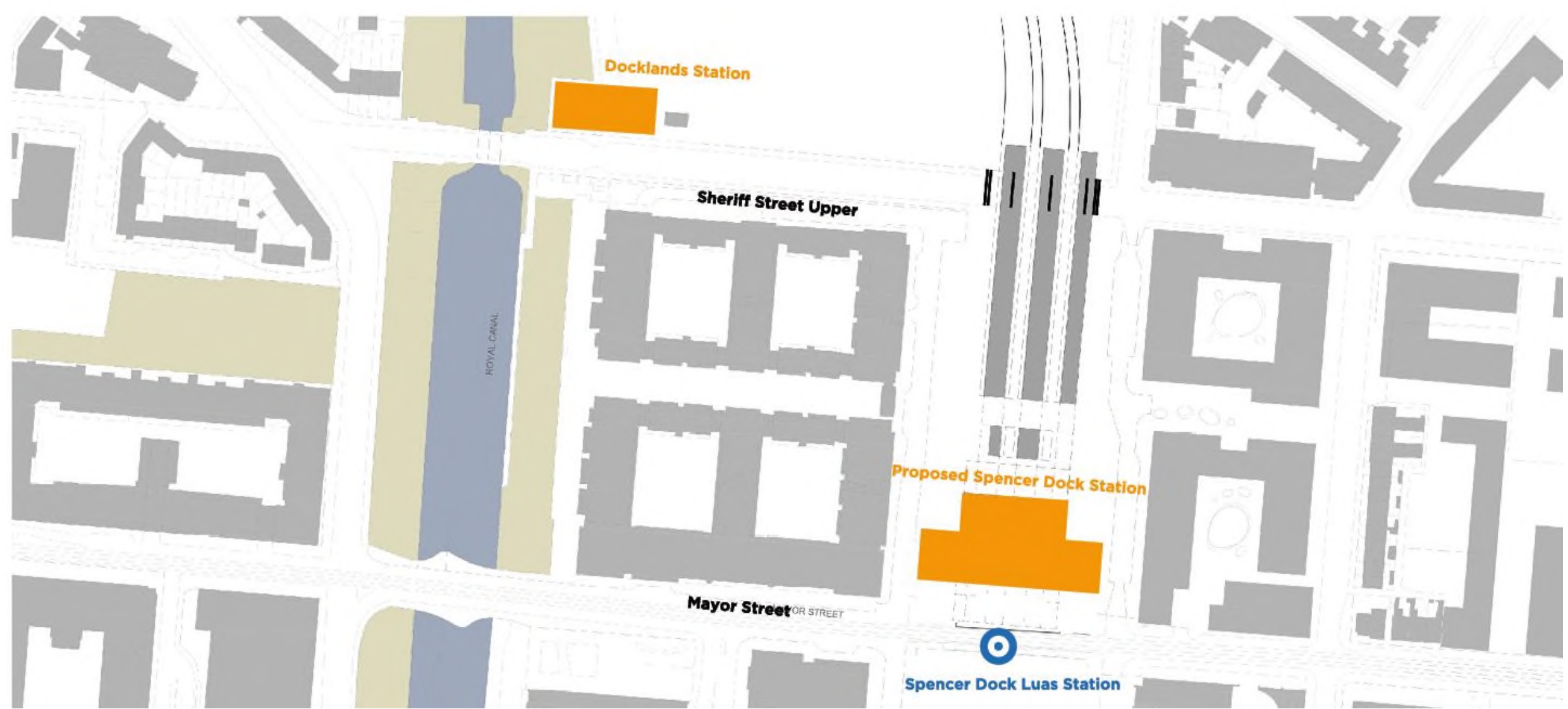
View of tracks on northern approach to Connolly Station showing multiple crossovers which restrict capacity

**Connolly Station is one of the main railway stations in Dublin and Ireland and a focal point for the Iarnród Éireann network.**

DART+ is seeking to modify the northern access to Connolly Station rail lines with additional crossovers and track modifications to facilitate increase the station capacity.



# City Centre Enhancements (Spencer Dock Station)



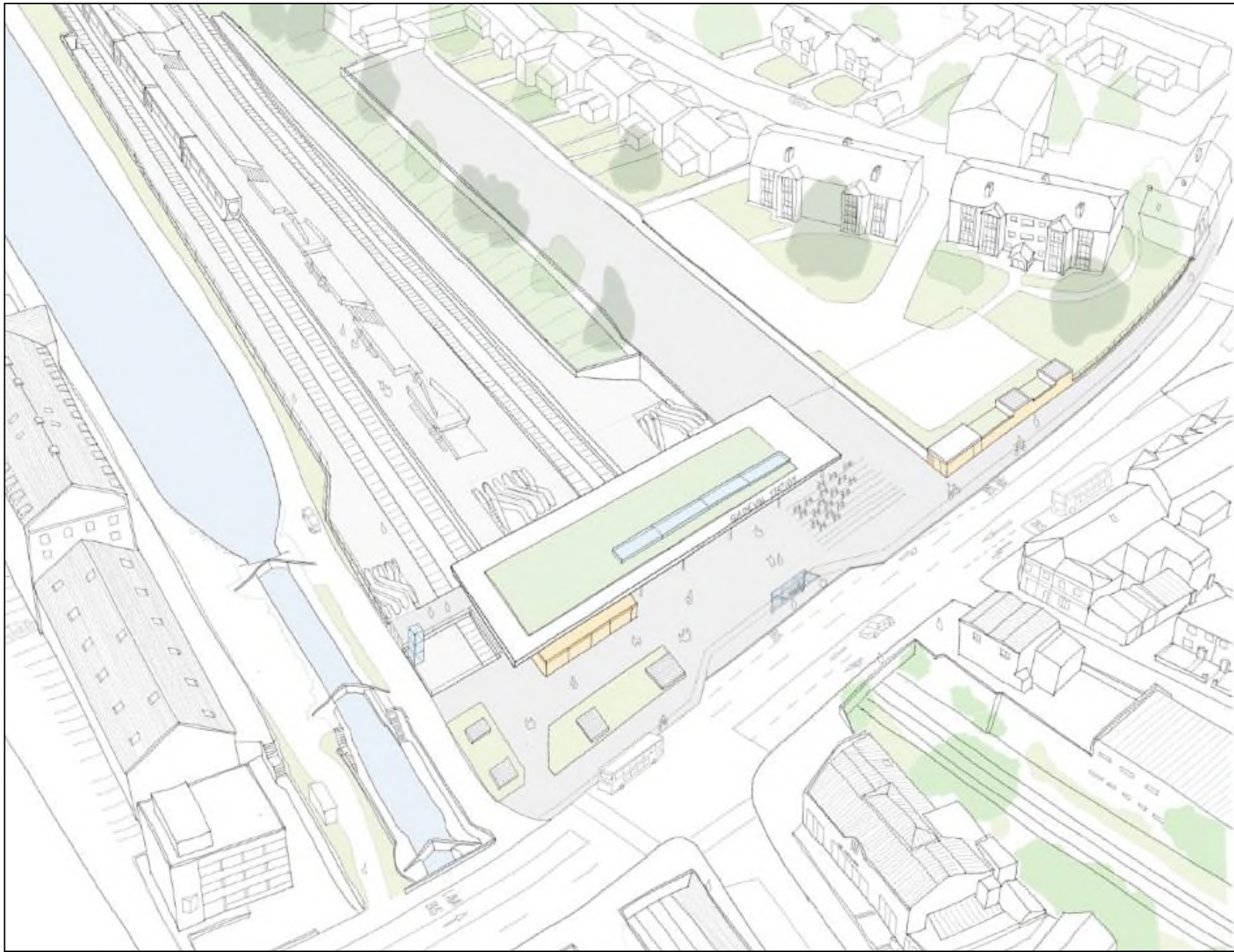
DART+ is seeking to relocate Docklands Station to Spencer Dock adjacent the Luas Stop to increase the overall rail capacity in the City Centre, to better serve the Docklands area and to maximise the interchange potential with Luas.

This study is not concluded and is subject to further assessment.

Proposed Spencer Dock Station Location & existing Docklands Station



# City Centre to Phibsborough/Glasnevin



Artists impression of proposed Glasnevin Station (at Phibsborough)  
and public realm improvements ([www.MetroLink.ie](http://www.MetroLink.ie))

At Phibsborough/Glasnevin, the DART+ Maynooth Line will interface with the MetroLink at a new integrated station to be delivered as part of the MetroLink Railway Order.

- DART+ will have a surface station with an east-west orientation.
- MetroLink underground station will have a north-south orientation;  
and
- A shared concourse with full passenger integration.



# Phibsborough/Glasnevin to Clonsilla Station



Aerial view Broombridge integrated rail and LUAS stations

Travelling in a westerly direction the Maynooth line includes the following stations:

- Broombridge Station (interface with LUAS),
- Pelletstown Station (under construction),
- Ashtown Station,
- Navan Road Parkway Station,
- Castleknock Station,
- Coolmine Station,
- Clonsilla Station.



# Phibsborough/Glasnevin to Clonsilla Station

Level Crossing	No. Trains Passing	No. Closures	Total Closure Time	Average Time per Closure
Ashtown	13	6	00:36:42	00:06:07
Coolmine	12	9	00:41:35	00:04:37
Porterstown	12	7	00:32:46	00:04:41
Clonsilla	12	7	00:30:58	00:04:25
Barberstown	9	6	00:26:03	00:04:21
Blakestown	7	5	00:23:48	00:04:46

Railway Statistics for the Level Crossings - Morning (AM) Peak

There are four level crossings along this section:

- Ashtown
- Coolmine
- Porterstown
- Clonsilla

Due to the proposed increased train frequency the retention of these level crossings is untenable.

The closure of these level crossings will improve train efficiencies, safety and remove interfaces and associated delays with the road network.



# Ashtown Level Crossing Replacement



Full vehicular road underpass with pedestrian and cycle facilities.

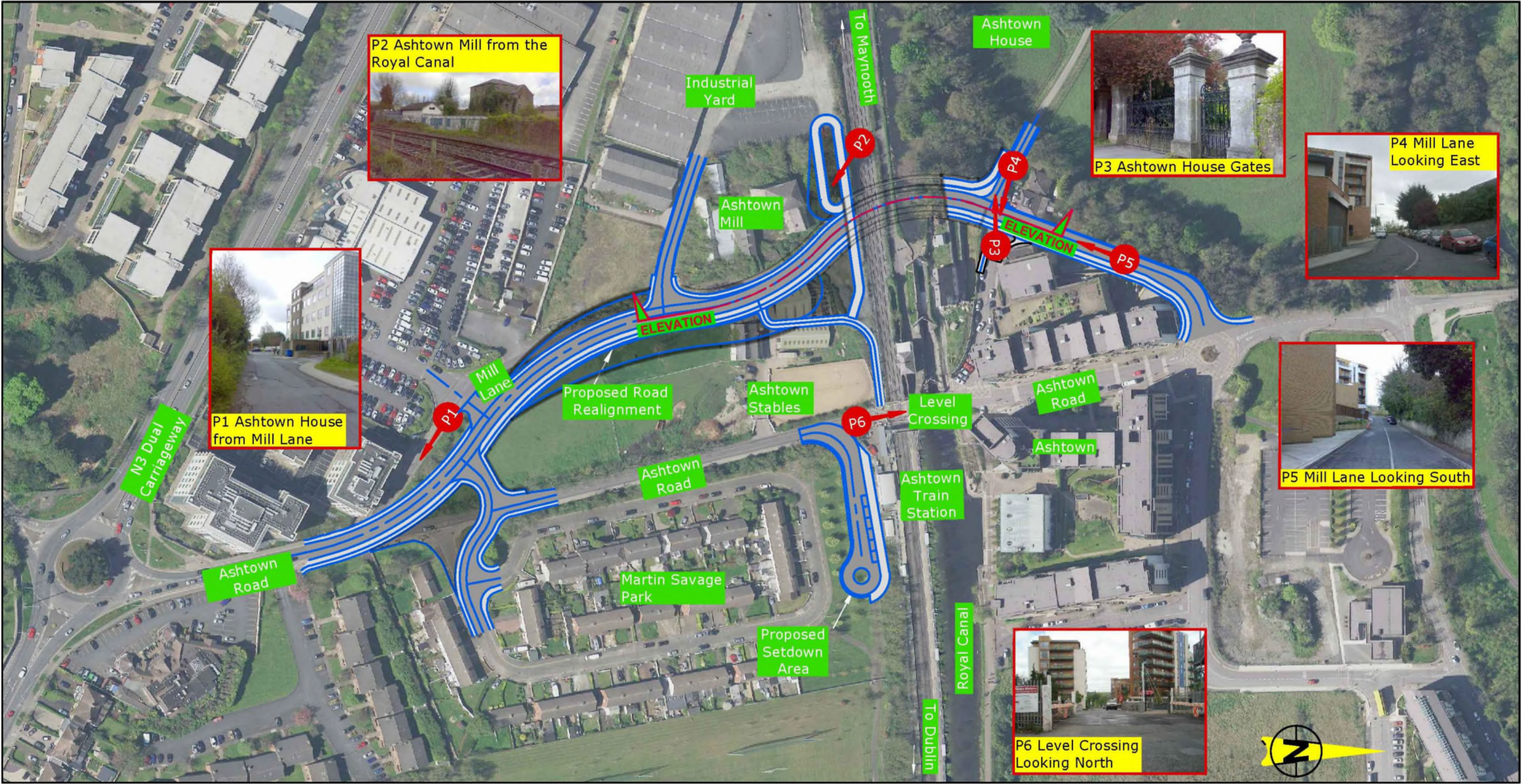
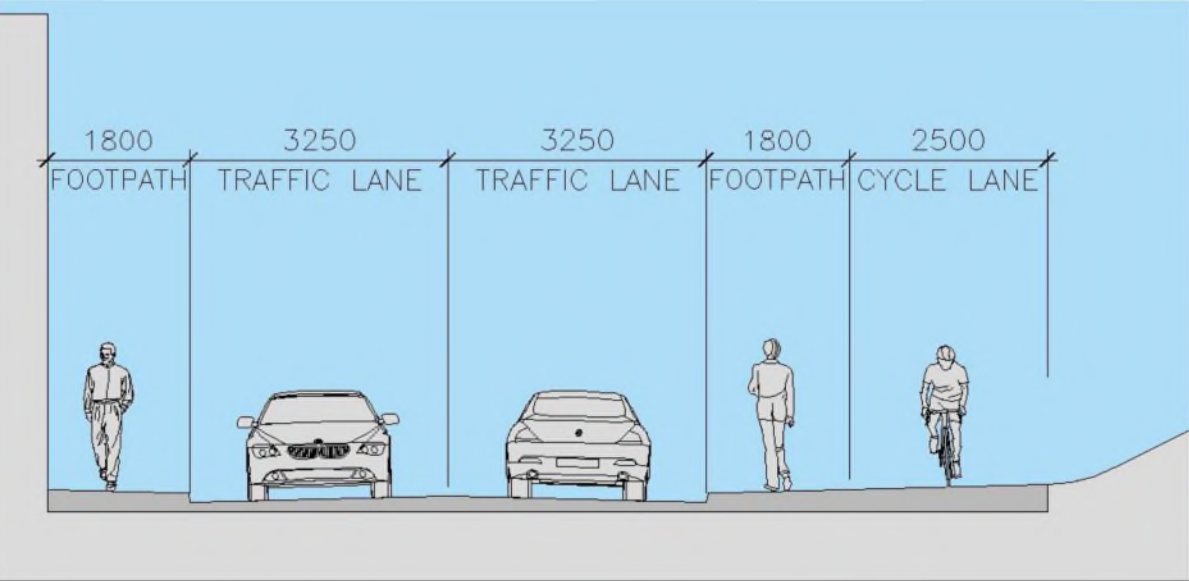
The Emerging Preferred Option provides a new road under the railway and the canal to the west of the existing Ashtown Level Crossing along the line of Mill lane.



Emerging Preferred Option at Ashtown Level Crossing Replacement



# Ashtown Underpass





# Coolmine Level Crossing Replacement



Full vehicular road bridge with separate pedestrian and cyclist bridge.

The Emerging Preferred Option provides a new road bridge over the railway line and canal connecting to the north of St. Mochta's Grove / Station Court and to the south of the Riverwood Court Road.

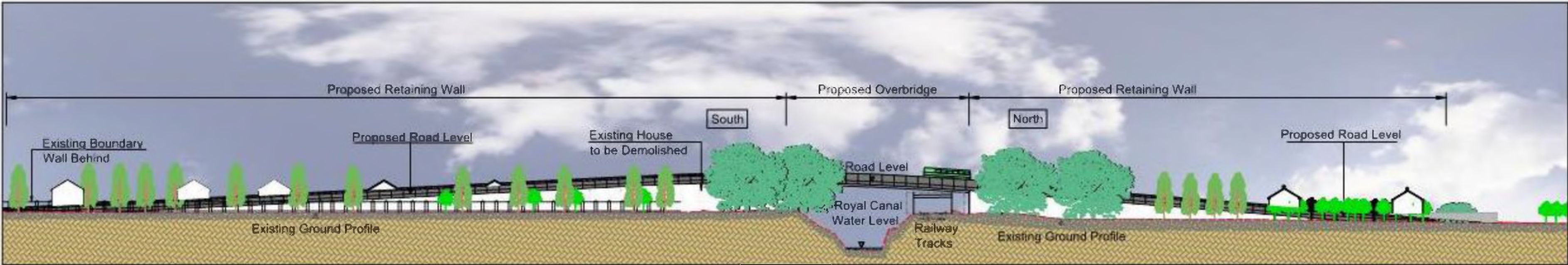
A new standalone pedestrian and cycle bridge will be provided over the railway line immediately adjacent to Coolmine Station.



Emerging Preferred Option at Coolmine Level Crossing Replacement

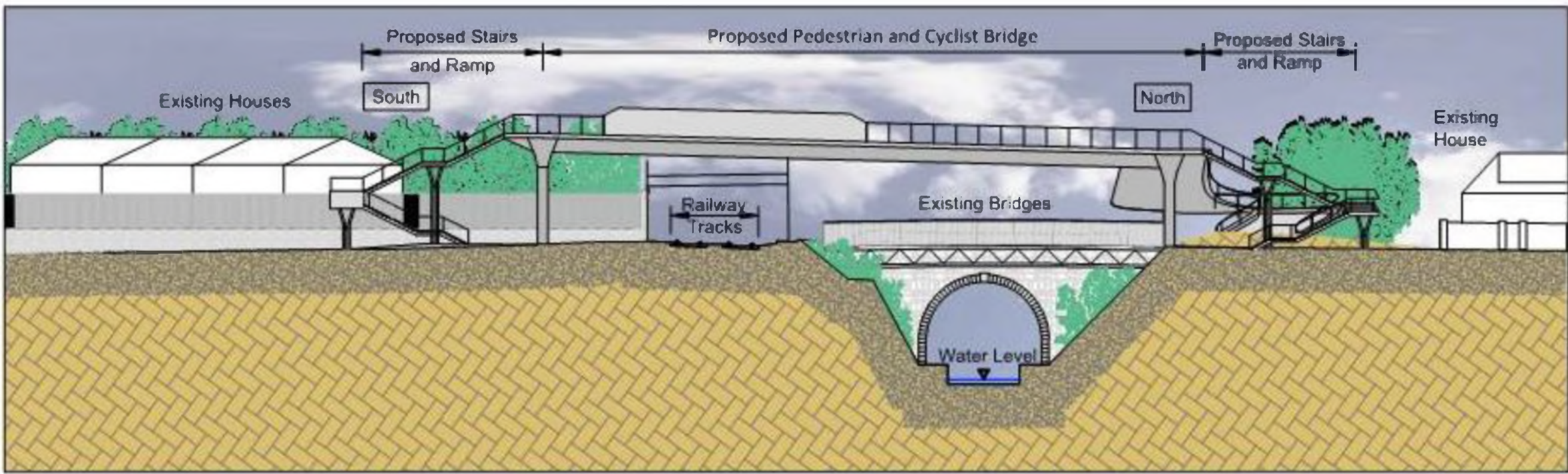


# Coolmine Road Bridge





# Coolmine Pedestrian & Cyclist Bridge





# Porterstown Level Crossing Replacement



Emerging Preferred Option at Porterstown Level Crossing Replacement

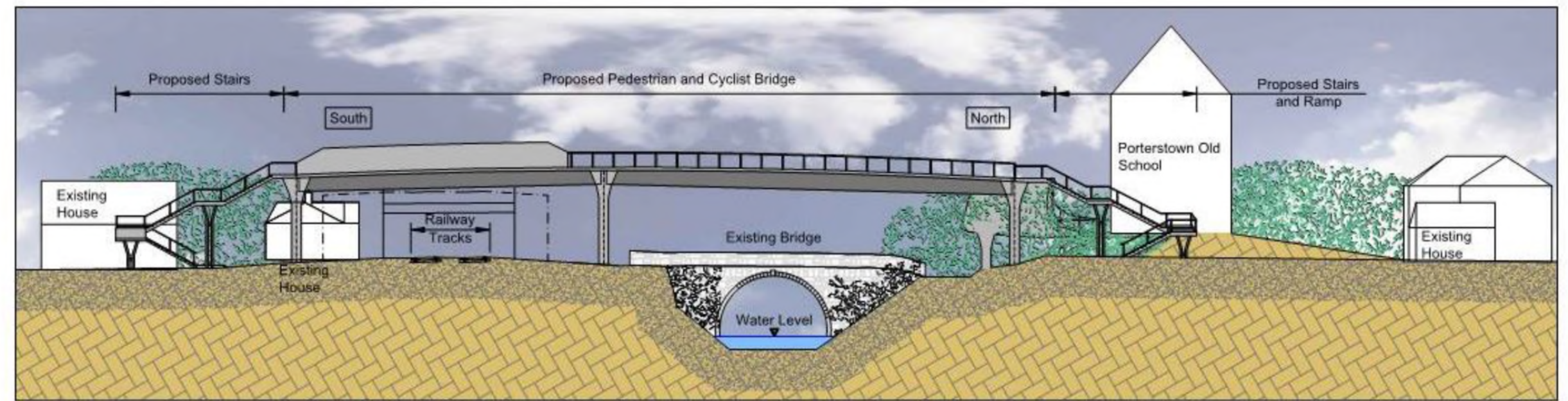
The Emerging Preferred Option provides a new pedestrian and cycle bridge over the rail at the existing crossing.

Vehicular traffic will utilise the existing local road network including the Diswellstown Road (R121).





# Porterstown Pedestrian & Cyclist Bridge





# Clonsilla Level Crossing Replacement



Emerging Preferred Option Clonsilla Level Crossing Replacement

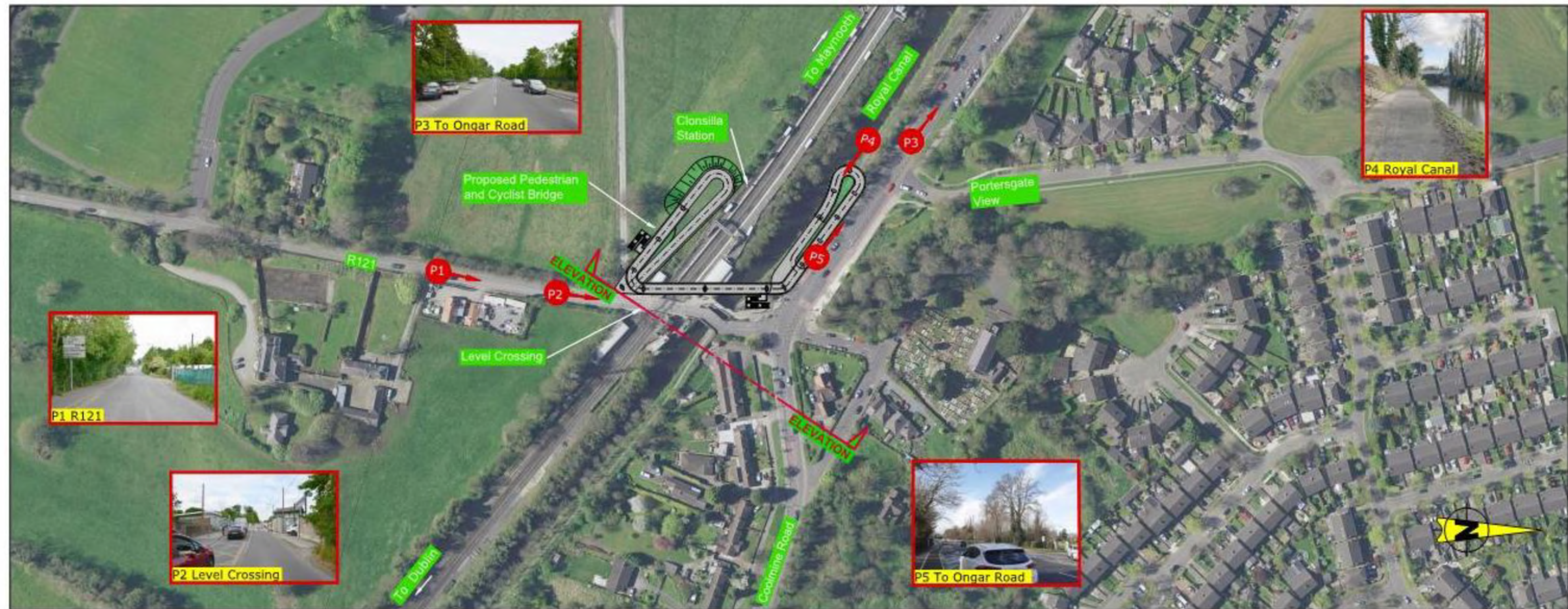
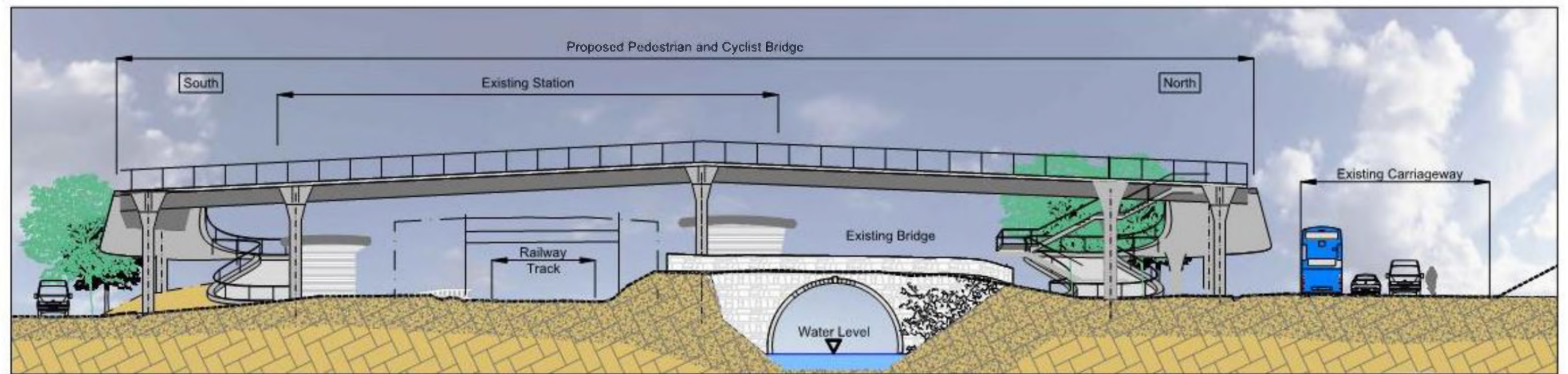
The Emerging Preferred Option provides a new pedestrian and cycle bridge over the railway to the west of the existing level crossing.

Given the low traffic flows utilising the crossing combined with the proposed new road bridge at Barberstown to the west and the Diswellstown Link Road (R121) to the east, a pedestrian and cyclist bridge is identified as the optimal solution.





# Clonsilla Pedestrian & Cyclist Bridge





# Barberstown Level Crossing Replacement



The Emerging Preferred Option provides a new road bridge over the railway line and canal, south of the current level crossing and connecting the existing R121 to the east of the rail to the Barberstown Lane to the west of the rail line.

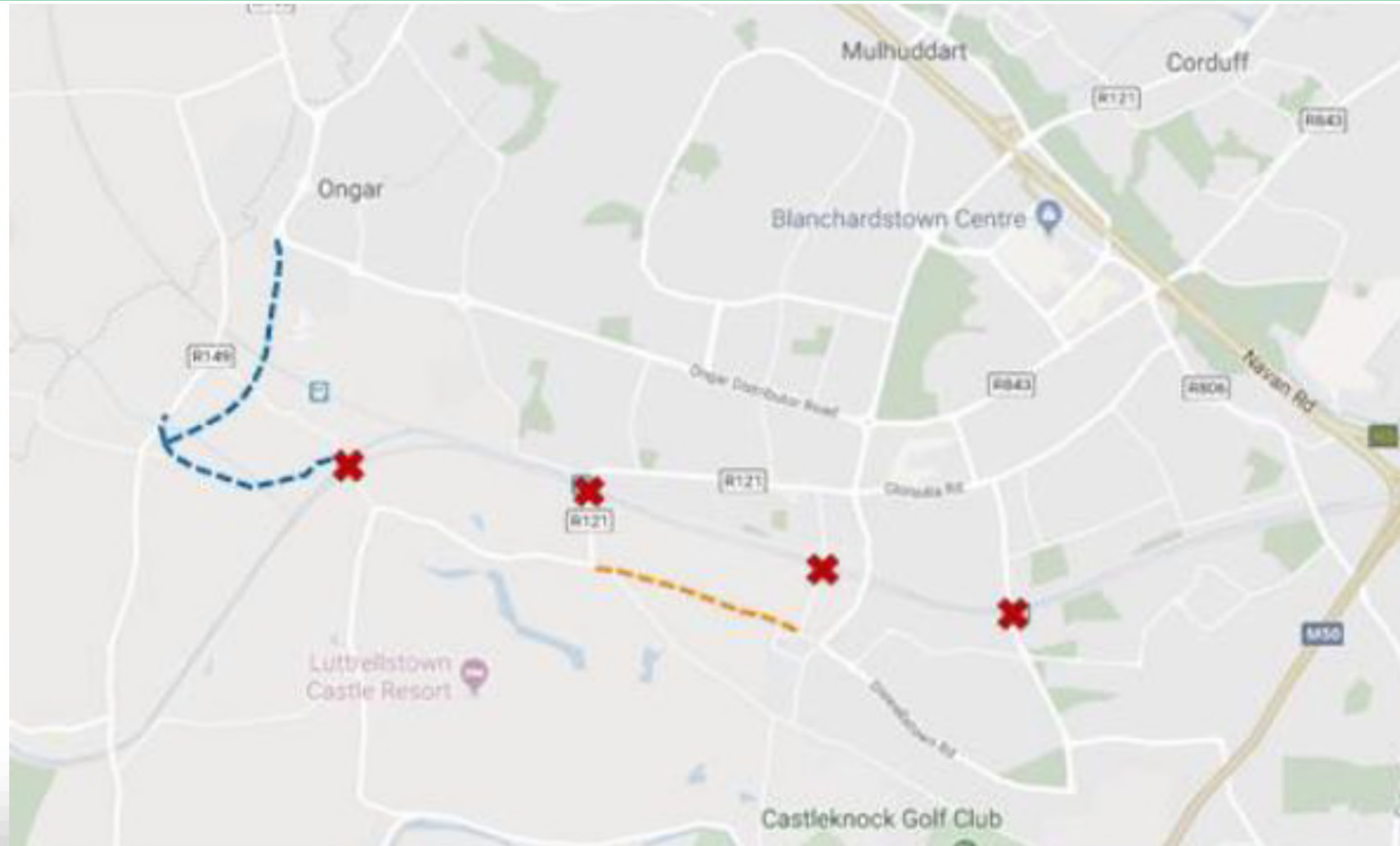
The option selection process has considered:

- Fingal Co. Co. proposals for the Ongar-Barnhill Distributor Road
- Barnhill Local Area Plan
- Kellystown Issues Paper

Emerging Preferred Option Barbertain Level Crossing Replacement



# Alternative traffic routing





# Blakestown Level Crossing



Emerging Preferred Option Blakestown Level Crossing Replacement

The Emerging Preferred Option is not to provide replacement infrastructure following the closure of the level crossing.

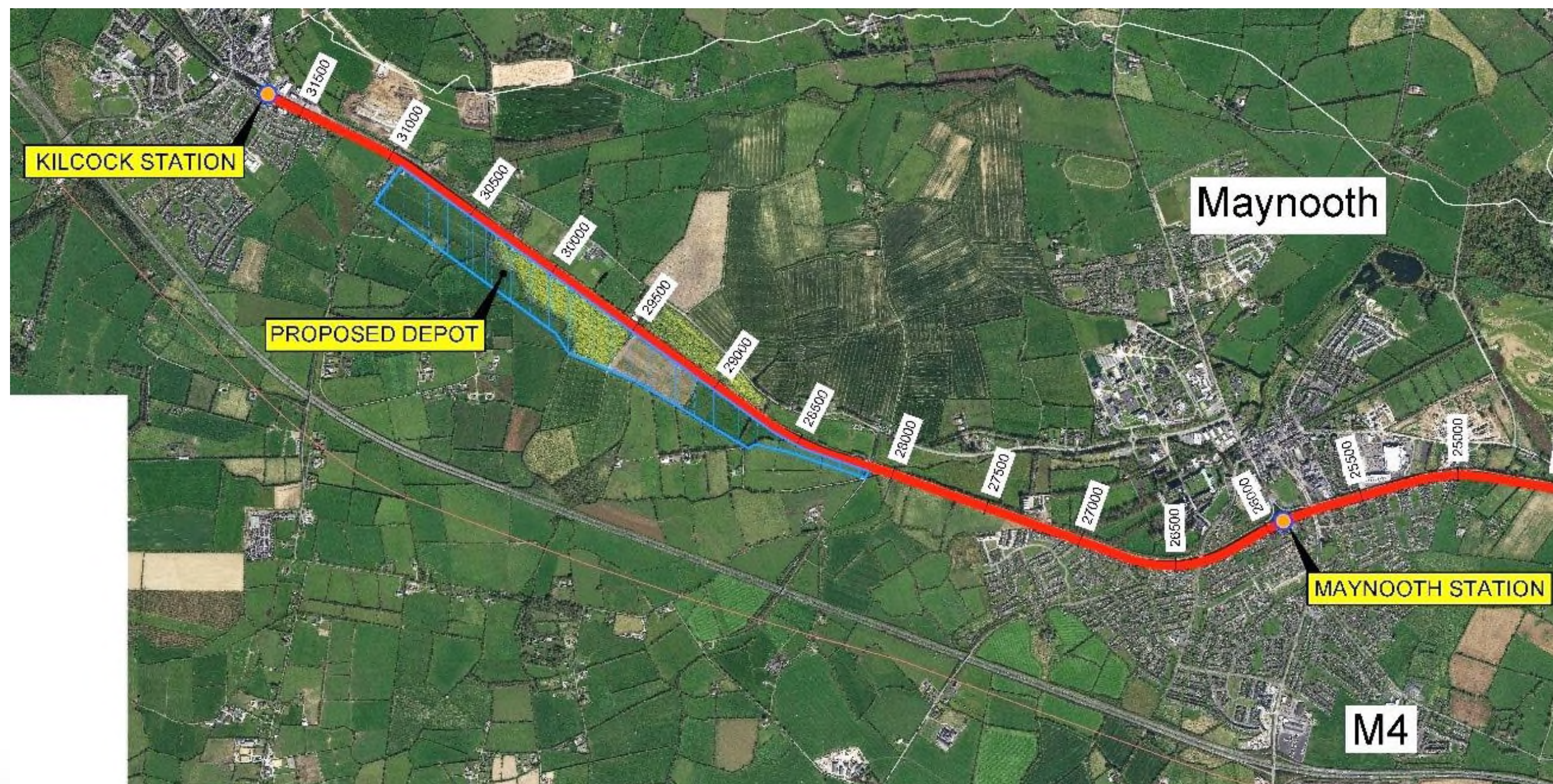
Access and diversions will be via the local road network and R449 Link Road to the east of the crossing.





# Depot west of Maynooth

The proposed Depot will be located to the west of Maynooth and south of the rail line and canal. This depot is essential to the functioning of the DART+ Programme for train maintenance and stabling.



Proposed Depot location in Maynooth West

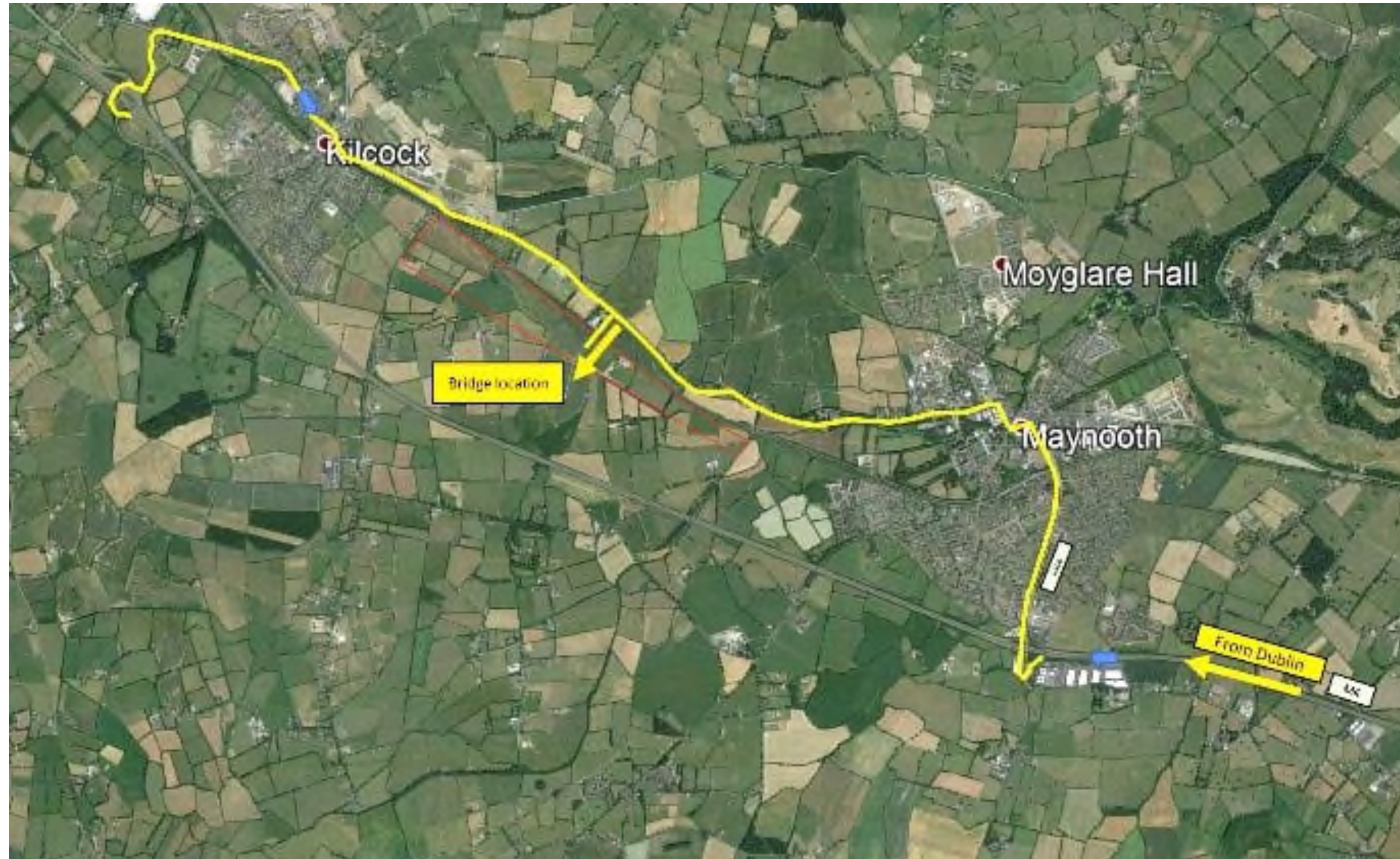
The total length of the proposed Depot along the mainline is just over 2.5km with a total area of approximately 30 hectares.

The proposed Depot will comprise a Main Depot Building and maintenance shed, office and administrative building, train washing and cleaning facilities as well as other maintenance facilities, test track, stabling for trains, storage, an electrical substation, staff parking and facilities for staff.

The depot is critical for maintenance of the full fleet being ordered under the DART+ Programme.



# Depot access



Emerging Preferred Access Route to Proposed Depot

The Emerging Preferred Option for providing access to the Depot utilises the existing road network for the majority of route. The access will be from the R148 (the old N4) which will require the construction of a new bridge and the demolition of the existing bridge.





# Clonsilla Station – M3 Parkway



Dunboyne Train Station

West of Clonsilla Station the line splits with a line continuing to Maynooth and a line to M3 Parkway.

The M3 Parkway line spurs northwards passing through Hansfield Station and Dunboyne Station before terminating at M3 Parkway Station which lies to the north of Dunboyne and west of Junction 5 off the M3 Motorway.

The line will be provided with electrified, associated upgrades of signals and communications, and the provision of electrical substations as required.

A number of rail bridges are currently being assessed for potential options to provide the necessary clearance for the overhead electrical equipment.



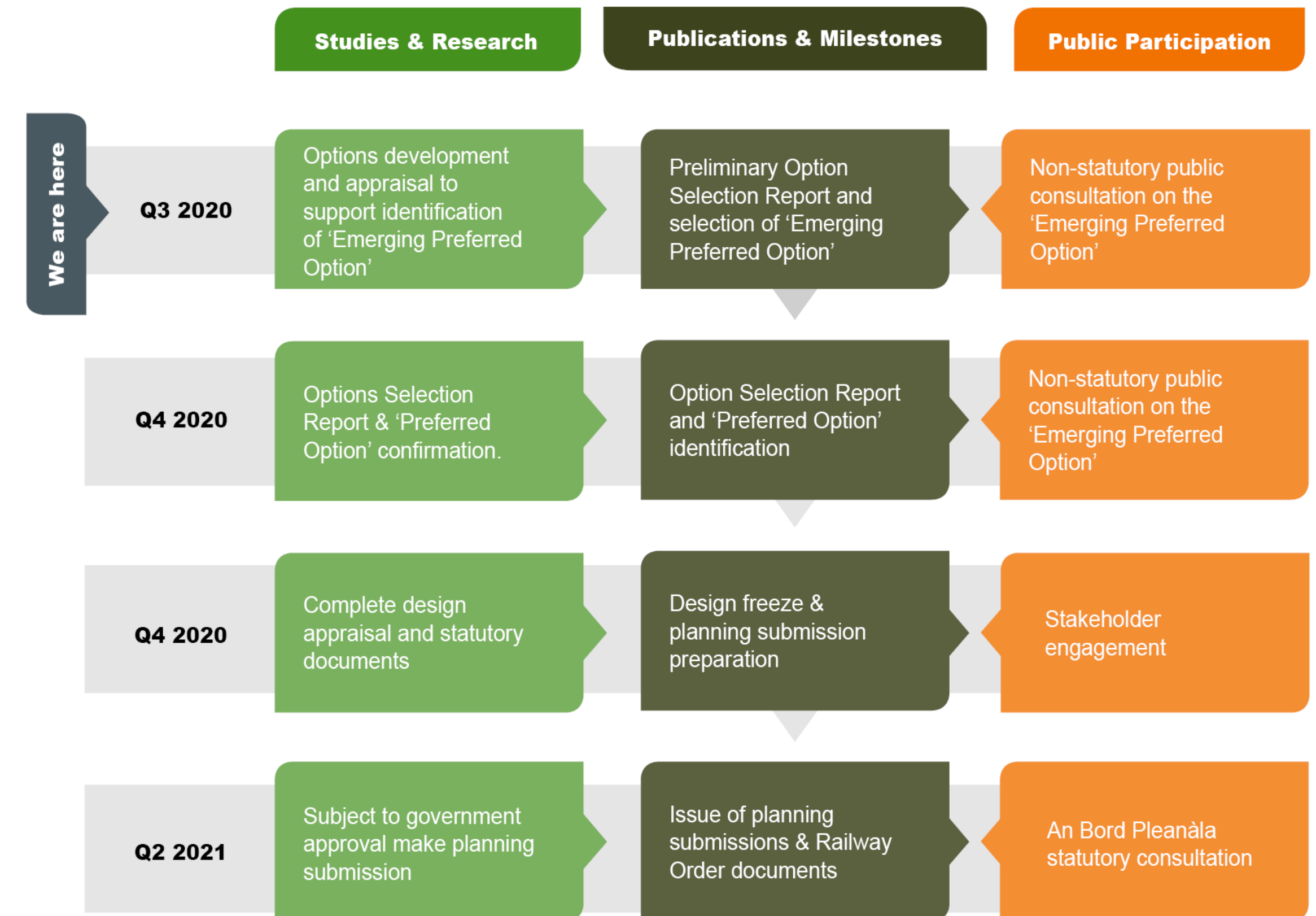
# Public Consultation Process



# Public Consultation Process

Public participation is a key element to the delivery of DART+ Maynooth Line. There are three main opportunities to provide feedback to the scheme development & Railway Order approval process as outlined below:

- Public Consultation No.1 Emerging Preferred Option
- Public Consultation No.2 Preferred Option
- Statutory Consultation Period as part of the Railway Order application process



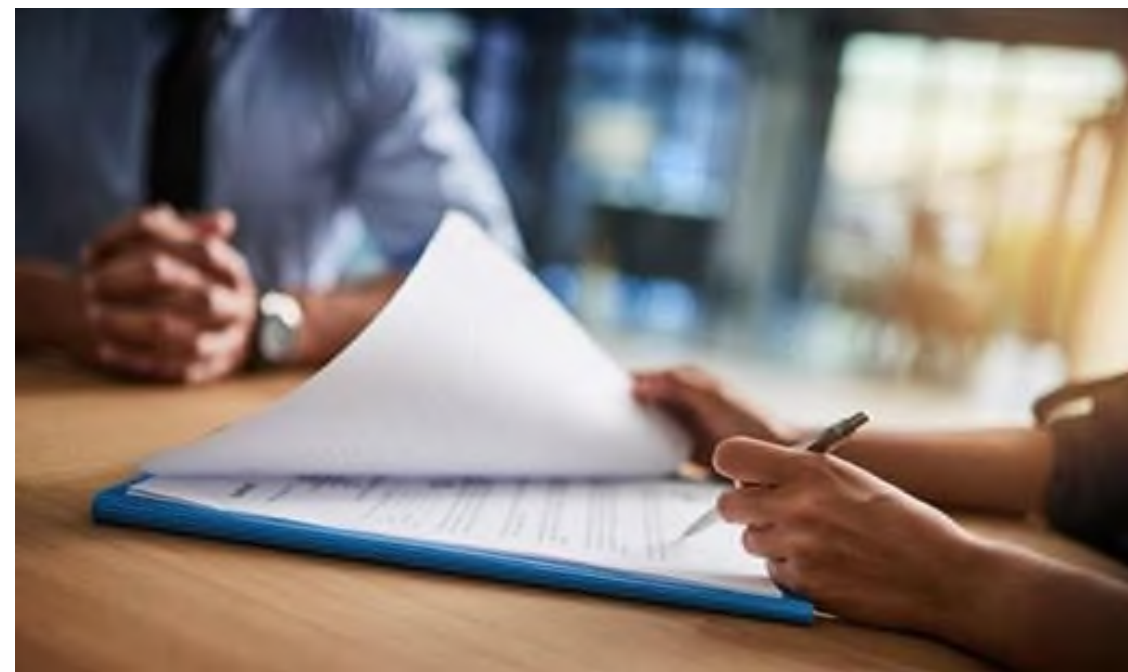
Public participation in the option selection, design and Railway Order process



# Public Consultation Process

Public feedback will be accepted during all stages of the design development and can be submitted through the project website, email, phonline or by written correspondence.

Iarnród Éireann invites the public to engage in the design process and all feedback is welcome.



## COVID-19



Due to the Covid-19 pandemic we have been restricted from holding public information events or undertaking face to face meetings.

We are undertaking a digital Public Consultation on the Emerging Preferred Option, but as restrictions ease we hope to be able to meet community groups and local bodies in person.



# Next Steps



# Next Steps

## Option Selection & Design development



View of typical section of twin track electrified rail line

Once the public consultation process is complete all feedback and submissions will be assessed and a public consultation report will be prepared and incorporated into the Options Selection Report.

Further studies, assessments and consultations will lead to development of the Preferred Option which will be presented to the public at Public Consultation later in 2020.

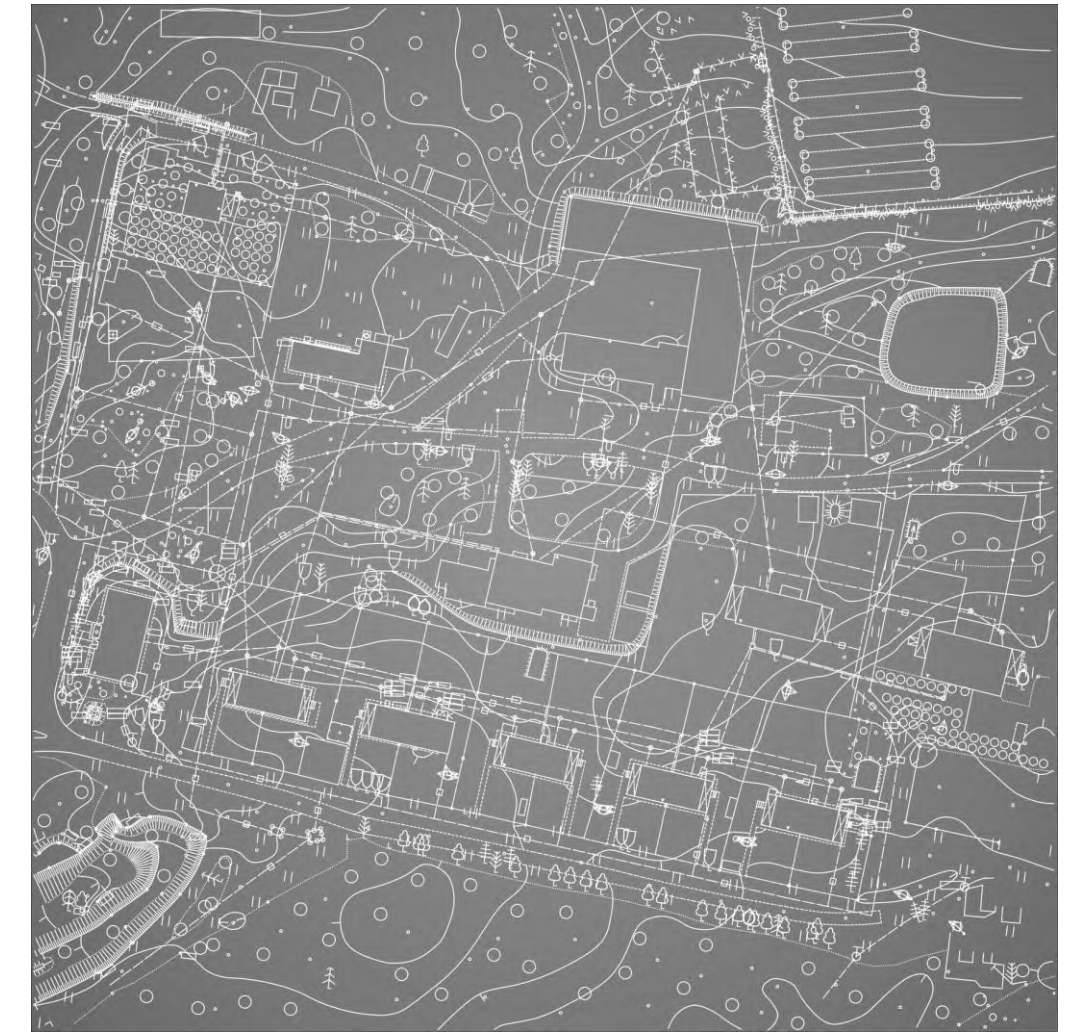
All information gathered by the project team will be used to inform the design development of the scheme which will be the subject of the Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) (where required), and ultimately the Railway Order submitted to An Bord Pleanála.



# Next Steps – Property Acquisition

DART+ Maynooth Line will predominantly consist of works within the existing railway corridor. However, where interventions and modifications are required outside of the existing corridor (such as at the level crossings and Depot) some land acquisition will be required.

We are now embarking on an extensive programme of consultations with the potentially affected property owners. Our Community Liaison Representative will be available throughout the process to ensure landowners are regularly updated on the current proposals.





# Next Steps – The Railway Order Process

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We expect to make the Railway Order application to An Bord Pleanála in Q2 2021.

Following submission of the Railway Order to An Bord Pleanála, the public are invited to make submissions. We expect that An Bord Pleanála will conduct a full oral hearing at which the project team will provide responses to submissions and will be available for questioning.

Following the Oral Hearing, An Bord Pleanála will decide to either:

- Refuse;
- Approve; or
- Approve with modifications.





# How to engage

This consultation is our way of asking for your views on our plans.

Your local knowledge will inform the emerging design, help us to improve the scheme and ensure it will be a success for the communities the route will serve.

You can provide feedback on our proposals before 5pm on **Tuesday 23<sup>rd</sup> September 2020.**

Please contact us via the following means:

Website | [www.irishrail.ie/DARTMaynooth](http://www.irishrail.ie/DARTMaynooth)

Email | [DARTMaynooth@irishrail.ie](mailto:DARTMaynooth@irishrail.ie)

Phoneline | **01-8235127**

## Postal Address:

If you would prefer to print the response form from the website, please send it or any correspondence to:

Community Liaison Officer  
DART+ Maynooth  
Iarnród Éireann Works  
Inchicore Parade  
Dublin 8  
D08 K6Y3







# DART+ Maynooth Line

## PUBLIC CONSULTATION

EMERGING PREFERRED OPTION





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## Appendix C

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## Frequently Asked Questions

**Q. I regularly travel on the Maynooth line/M3 Parkway, what will DART+ West do for me after the project is finished and the line is electrified?**

**Response:** Maynooth line customers will benefit from more frequent and reliable services after the project is finished. There is currently a maximum of 7 trains per hour in each direction. After DART+ West is completed, services will have the ability to increase to 15 trains per hour per direction, subject to demand.

Also, the type of train you will be travelling on will be different. They will be a DART type electric or battery-electric train. These trains are more environmentally friendly than the current diesel-powered trains which will contribute to reducing greenhouse gas emissions from the transport sector and supports the Governments Climate Action Plan. The utilisation of DART trains on the Maynooth Line will increase the passenger carrying capacity from 4,500 to 13,750 passenger per hour per direction. This will address the train overcrowding issues reported by customers in 2018/2019.

The project will link good quality public transport to sustainable land use management and can also assist in local regeneration, economic development and support the development of new communities along the route. This is a key objective of Project Ireland 2040 and the National Planning Framework.

The integration of public transport with sustainable land use planning will reduce the dependency on private car use and ultimately support reductions in greenhouse gas emissions from the transport sector.

DART+ will integrate with other public transport modes (Bus, Luas and the future MetroLink) as well as walking and cycling infrastructure. This will have a positive effect on transport patterns and lifestyle choices. The provision of sustainable transport network supports options for where people live, work, study, access services and use public amenities. It can promote more active and healthy modes of travel by supporting people to walk or cycle to public transport links for onward transfer to their end destinations.]

**Q. I regularly travel on the Maynooth line/ M3 Parkway Line to & from the city centre, what will change for me when the project is being constructed?**

**A.:** We will endeavour to maintain weekday passenger services during the construction phase. However, there this will require construction works during night time periods. There may be a



requirement for specific daytime works on the railway corridor, but where such works occur we will endeavour to limit these disruptions to weekends and off-peak times as much as possible.

The public will be advised in advance of any planned disruptions to services and alternative services/connections that will be bus provided. Details of the likely phasing and any potential disruptions to services will be identified as the project progresses.

**Q. Will any services to stations stop/be affected by the project?**

**A.** The project will continue to serve all the existing stations along the Maynooth and M3 Parkway lines (including Pelletstown which is under construction) with the addition of a proposed stop at the future Glasnevin Metrolink Station (once developed) and Docklands/Spencer Dock station. The only other change will be that there will be more train services and more passenger capacity on these services.

**Q. I live near one of the level crossings that are being proposed to be closed, how will I now get to and from my home?**

**A.** Iarnród Éireann is endeavouring to minimise any potential impacts to communities along the line. However, due to the projected increase in services, level crossings along the route will be untenable as the gates would be down to such an extent that certain communities would be completely locked in.

As part of the project we are proposing to construct alternative vehicular bridges at Ashtown (via an underpass), Coolmine (road overbridge and a separate pedestrian and cycle bridge) and Barberstown (overbridge). There will be pedestrian and cycle bridges constructed at Clonsilla and Porterstown. No alternative access is currently planned at Blakestown. For more details of the proposed plan for each location, please see the project website [www.irishrail.ie/DARTMaynooth](http://www.irishrail.ie/DARTMaynooth). The alternative infrastructure new bridge crossings will be available for use and only then will the level crossing be closed. This is to ensure continued connectivity for communities north and south of the railway corridor.

If you wish to communicate any specific issue you have with the team please write email the Community Liaison Representative at [DARTMaynooth@irishrail.ie](mailto:DARTMaynooth@irishrail.ie) or call the Project Helpline No. 01-8235127.



**Q There may be a potential impact to my property. Where can I speak to a member of the team to get more information?**

You can contact the Community Liaison Officer and we will endeavour to address your query.

**Project Helpline** 01-8235127

**Email** [DARTMaynooth@irishrail.ie](mailto:DARTMaynooth@irishrail.ie)

**Postal Address:** Community Liaison Officer, DART+ Maynooth, Iarnród Éireann, Inchicore Works, Inchicore Parade, Dublin 8, D08K6Y3

For more information on the project you can look at the project website:  
[www.irishrail.ie/DARTMaynooth](http://www.irishrail.ie/DARTMaynooth)

**Q. What is the timeline for commencement of construction?**

**A.** Subject to the Railway Order being successfully granted by An Bord Pleanála it is expected that construction stage work will commence in 2022 and will be completed/operational in 2025.

**Q. My house backs on to the existing railway line. What will the impact be on me and my family during construction and when the project is completed/new DART service starts?**

### ***Construction Phase***

In order to maintain services during the day, the majority of the construction works along the railway line itself will take place at night. Works outside of the live railway corridor can progress during the day (i.e. construction of bridges associated with level crossing replacements, the construction of the depot, substations, construction compounds). Every effort will be made to avoid, reduce, and/or mitigate negative impacts, however, there is likely to be some disturbance experienced for those in close proximity to the railway line caused by noise, lighting or fencing/hoarding erected associated with the construction activities. The types of construction work required at each specific location will determine the type of impact that may affect the area/your property. However, there will be general linear works required along the full length, such as:

- Overhead electrification equipment along the full extent of the railway line. This will be similar in style to that currently used on the existing DART network.



- Modifications to the existing rail bridges such as modifications to the structure, track lowering or a combination of both.
- Substations will be required at intervals along the rail line to provide power to the network.
- Signalling upgrades and additional signalling will be required to the upgraded infrastructure.

Interfaces with existing utilities, boundary treatments, drainage works, vegetation management and other ancillary works will be required along the length of the project.

Upon appointment of a construction contractor a dedicated Community Liaison Officer will be put in place to communicate details of upcoming works and every potential mitigation will be put in place to minimise the disruption that may occur.

### ***Operational Phase***

During the operational phase, the sound from the trains and greenhouse gas emissions will reduce significantly. At certain locations, some parapet heightening or protection of the electricity wires will be required.

All likely significant effects during both the construction and operational phases will be identified and detailed in the Environmental Impact Assessment Report with a detailed schedule of mitigation measures identified to reduce those potential effects.

**Q. Parking is already challenging at some stations along the route. Will there be an increase in parking facilities to allow for increased demand?**

**A.** Under DART+ it is not proposed to provide any additional parking facilities at stations. However, Iarnród Éireann's Network Enhancement Division and the National Transport Authority's Park & Ride Development Office are working on other project to deliver enhanced parking at stations, for cars and bicycles in parallel to DART+ West.

**Q. How will the needs of those with sensory and mobility impairments be catered for in the new upgraded system?**

**A.** Accessibility is an important aspect of the design of the DART+ Programme. Where new interventions are made as part of the DART+ Programme, Iarnród Éireann will ensure that this is step free access. Furthermore, Iarnród Éireann will continue its rollout of the accessibility programme under funded projects. Together, DART+ and the Accessibility Programme will improve access to person's with reduced & impaired mobility and passengers with sensory impairments.



**Q. Why is a new Depot required?**

**A.** In order to support the DART+ Programme, a new Depot is being provided. The new Depot will accommodate maintenance of the new DART+ electrical carriages. DART+ provides for the provision of up to 600 DART carriages. The existing DART Depot cannot accommodate the maintenance of the increased number carriages associated with DART+.

Iarnród Éireann estimate that there will be approximately 100 staff employed at the depot to support the DART+ maintenance functions, together with accommodating approximately 50 drivers.

The Depot will be designed as a Centre of Excellence and to the best industry standards. All buildings will be designed to Nearly Zero Energy Building (NZEB) design code. This will result in very low (if not zero) energy consumption. The design will incorporate energy efficiency, renewable energy sources and environmental improvement measures to a high industry standard.

Trains will enter the DART+ Maintenance Depot and pass through a train wash to the service area. Once servicing and internal cleaning is complete, the trains will either move to the main depot building for exams or a stabling area for night time storage.

**Q. As the Depot is very near Kilcock Station, can DART+ West not be extended to Kilcock, so that the community at Kilcock can benefit from the increase in services?**

**A.** At present, Kilcock Station is a single platform station. Continuation of DART+ to Kilcock would require construction of double track into along a very narrow railway corridor, necessary overbridge modifications and the reconstruction of Kilcock Station to provide the necessary train infrastructure. This would present significant difficulties at the station and be disruptive to Kilcock town centre.

The transport assessment undertaken by the NTA is defining the Transport Strategy for the Greater Dublin Area (2016-2035) has concluded that the short to medium term passenger demands west of Maynooth Maynooth will be serviced increased numbers of diesel train services.

Electrification of the Sligo line beyond Maynooth remains an objective of Iarnród Éireann. It has been agreed that the NTA will consider the next phase of electrification on the Sligo Line and the required service levels to meet passenger demand in a review of the Transport Strategy for the Greater Dublin Area. This review is scheduled for the end 2021.



It is important to note that the works now proposed along the Maynooth Line will not preclude future electrification of the line to Kilcock and further west.

The short to medium term future demands beyond Maynooth will be serviced by diesel trains released by the new electrified rollingstock and that, although the electrification of the line beyond Maynooth remains an Iarnród Éireann objective, termination at Kilcock presents difficulties in that the station would have to be reconstructed to facilitate the required turnback capacity. The next phase of electrification will consider the appropriate location for turning back trains.

It was agreed that the NTA would consider the next phase of electrification in the review of the transport strategy. This is scheduled for the end of next year.

**Q. Will this project definitely go ahead?**

**A.** As well as Iarnród Éireann being committed to this project, it is provided for in the Programme for Government, the National Development Plan and the Transport Strategy for the Greater Dublin Area.

Ultimately all projects are dependent on Exchequer funding for financing. Subject to receipt of Railway Order approval from An Bord Pleanála and approval of the Project Business Case by Government, the project will go ahead.

**Q. Is this project dependent on DART Underground going ahead?**

**A.** No, the project does not depend on any other project in order to advance. It will interface with a number of other rail and public transport projects including MetroLink, Bus Connects, other DART+ projects. The project team is working closely with the relevant agencies in order to ensure that projects are developed consistent with each other.

**Q. Will the project link with MetroLink?**

**A.** Yes, a new fully integrated station serving both the DART+ Maynooth Line project and the proposed MetroLink project is proposed to be located off the Phibsborough Road (R108) adjacent to the Royal Canal. Iarnród Éireann and Transport Infrastructure Ireland (TII) are collaborating to provide this new station which will comprise:



- DART+ surface station. The station will have an east- west orientation on both Iarnród Éireann lines (GSRW & MGWR);
- MetroLink underground station will have a north- south orientation;
- A shared concourse with full passenger integration; and
- Street level access and public realm improvements.

Details of the proposed station location which will be developed as part of the MetroLink Railway Order is available at [www.MetroLink.ie](http://www.MetroLink.ie).

#### **Q. How does the Railway Order application process work?**

**A.** Railway Order application is broadly similar to the planning application process. The project is categorised as Strategic Infrastructure Development (SID) and Iarnród Éireann applies directly to An Bord Pleanála for permission. The Railway Order application process is set out in the Transport (Railway Infrastructure) Act 2001 as amended by the Strategic Infrastructure Act 2006.

Following two phases of public consultation, we will submit the Railway Order application. Any person or body may make a submission or observation in writing to An Bord Pleanála in relation to the application and / or the Environmental Impact Assessment Report.

The Railway Order application will include a number of technical documents and project drawings and an Environmental Impact Assessment Report. All of these documents and drawings together with any feedback/submissions received from the public as part of the statutory public consultation process will be reviewed and considered by An Bord Pleanála before a decision on the application is made.

We expect that An Bord Pleanála will conduct an Oral Hearing before they make a decision. At an Oral Hearing the authors of relevant reports and experts will give evidence on the submissions received and will be available for questioning.

Further information on making a submission / observation in writing to the Board and Oral Hearing procedures are available from the Board's website [www.pleanala.ie](http://www.pleanala.ie).

#### **Q. Will there be road/bridge closures? How long for?**

**A.** Yes, it is anticipated that there will be road and bridge closures. The timing and duration of any closures will be on a case by case basis depending on the location and the complexity of the bridge, road and rail works required at that specific location. Details on any road closures, duration and



temporary diversions will be developed as part and presented in the Environmental Impact Assessment Report (EIAR).

**Q. Where will the ESB substations be located?**

**A.** It is currently envisaged that approximately 8 new substations will be required along the route to provide electrical traction power to the railway network for DART+ West . The specific locations are yet to be finalised, and this detail will be presented at the Preferred Option Public Consultation, which will take place before the end of the year. ▸

**Q. Where will the compounds be located through the construction period?**

**A.** Locations of proposed construction compounds are currently being developed. The specific locations are yet to be finalised, and this detail will be presented at the Preferred Option Public Consultation towards end of 2020.

**Q. How close will the new tracks / OHLE / sub-station be to my house/back wall?**

**A.** In general, the track layout will remain unaltered, therefore trains will be no closer to property boundaries than at present.

The design development of these the elements is currently in progress. The specific locations and details are yet to be finalised, and this detail will be presented at the Preferred Option Public Consultation.

**Q. Will trees need to be cut down?**

**A.**Yes, some trees will need to be cut down to accommodate the new overhead line electrical equipment (OHLE) and infrastructure. The Environmental Impact Assessment Report will consider this issue in detail and provide mitigation measures.

Trees and branches from trees overreaching into Irish Rail property will need to be cut down where they may come into contact with OHLE and trains.

In cases where land is being acquired it is likely that trees within this land will be felled. All tree clearance will be undertaken in accordance with seasonal constraints and where this is not feasible



trees will be examined by an ecologist to determine the presence of nesting birds and bats in advance of any felling or clearance. A landscape plan will be developed for the scheme to mitigate impacts.

**Q. Will you plant trees in my back garden to hide the sight of new OHLE masts?**

**A.** Generally, no new trees would be planted close to Overhead electricity lines. This is both for safety and maintenance reasons. A landscape and visual assessments will be undertaken as part of the design and Environmental Impact Assessment (EIA) process. Where the assessments determine that visual screening is required this will be provided within Iarnród Éireann's lands or lands to be acquired by Iarnród Éireann as part of the Railway Order process.

**Q. Will my house/wall be damaged?**

**A.** The works will be undertaken in a manner so as to avoid or minimise impacts on adjoining properties, and it is not anticipated that damage will occur. However, any houses or walls required to facilitate the development will be acquired as part of the Railway Order application process.

A condition survey may be required of existing structures and buildings adjacent to the works at certain locations. These will be determined on a case by case basis depending on the works required at that location (e.g. piling, tunnelling).

Should your property be deemed to require a condition survey you will be notified and your permission sought to conduct the survey. The condition survey would take place at the pre-construction stage to provide assurance to property owners.

**Q. How will the local community benefit?**

**A.** DART+ West programme is seeking to significantly increase the frequency and capacity of train services on the Maynooth Line. This can be achieved by changing to electrified, high capacity DART trains and increasing the frequency of trains. Delivery of this project will support the existing communities along the railway and support future sustainable development. It will serve all existing stations along the railway corridor between Maynooth Station and M3 Parkway Station to Connolly Station and Spencer Dock Station using electrical power that has a lower carbon footprint than the existing diesel trains. The frequency and quality of service that will be provided will provide a viable transport alternative to communities along the route and help encourage people to switch from private car use. This will assist in Ireland reducing greenhouse gas emissions from transport and help



combat climate change. The electrification of the rail line will predominantly follow the existing railway corridor.

**Q. Why is there a need for new roads and bridges as Diswellstown Road and Dr Troy Bridge are already available?**

**A.** The transport assessment undertaken for the Maynooth Line level crossing closures concludes that a vehicular/cyclist/pedestrian bridge to serve Coolmine communities and the wider area (north and south of the railway/canal corridor) is very important to existing and future traffic management. If the level crossing is closed without the provision of a new relief bridge, then the capacity of Diswellstown Road/Dr Troy Bridge would be significantly adversely impacted. Journey times for road users would be increased and future land use development potential would be impacted.

**Q. Can the public consultation period be extended due to the Covid-19 pandemic and associated restrictions?**

**A.** Continued progress on DART+ West is critical to providing improved national transport infrastructure, in accordance with the requirements of Project Ireland 2040 and the Climate Action Plan. Therefore, the closing date for this round of public consultations will remain as 07th October.

The reason for the closing date for submissions on 07th October is to ensure that the first round of public consultation submissions can be fed into the ongoing design process in an efficient manner to ensure that they will be assessed by the overall design team in the re-evaluation of the Multi-Criteria Analysis (MCA) and subsequently the Emerging Preferred Route Options and to determine if there is an objective basis to change any emerging recommendations. The outcome of this process will be made available for further public scrutiny as part of the second round of public consultation.

**Q. Can you advise the proposed DART journey time to Maynooth from Connolly and Docklands?**

**A.** The journey time from Connolly to Maynooth will not be significantly different than today's travel time of approx. 30-35 minutes. DART+ West is about increasing capacity and transitioning to electrical



traction power. Whilst new rolling stock will be deployed, the operational pattern is for all DART+ trains to stop at all stations. Therefore, whilst there may be some efficiency in travel time over today, travel time improvements are unlikely to be significant.

**Q. What traffic assessment and traffic modelling has been undertaken to inform the assessments?**

**A.** The Maynooth Line Transport Study (CSEA/Systra, July 2019) is the reference document in relation to the traffic impact appraisal of level crossing closures and the traffic mitigation provided by providing additional bridges across the rail/canal corridor. This is provided in Annex 3.1 of the Preliminary Option Selection Report provided on the Public Consultation website ([www.irishrail.ie/DARTMaynooth](http://www.irishrail.ie/DARTMaynooth)). Section 3 of this report (Page 32) provides information on all automatic traffic counts (35 No.) and junction turning counts (48 No.) undertaken. Figure 3.1 and Figure 3.11 shows the locations of each automatic traffic count and junction turning count. This information was used to calibrate and validate the local area model, to provide an accurate representation of traffic movements within the study area. Section 4.2 of this report (Page 56) details the overall methodology followed in the road based assessment.

**Q. In relation to Coolmine, what order (if there is one) have the options been discounted?**

**A.** A multi-criteria analysis (MCA) mechanism was developed on the basis of “Department of Transport Tourism and Sport (DTTAS), Common Appraisal Framework (CAF) for Transport Project and Programmes March 2016” for options assessment. It includes the following six appraisal criteria as follows:

- Economy,
- Safety,
- Integration,
- Environment,
- Accessibility and Social Inclusion, and
- Physical Activity.

Multi-Criteria Analysis – MCA can be used to describe any structured approach to determine overall preferences among alternative options, where the options should accomplish multiple objectives. The term covers a wide range of techniques that share the aim of combining a range of positive (benefits)



and negative (costs) effects in a single framework to allow for easier comparison of alternative options in decision-making (CAF, 2016).

The Options assessment process for DART+ West was a two-stage multi-criteria analysis. The first stage, MCA1, identifies options that are not feasible and options which are obviously inferior to others based on the six appraisal criteria. The second stage, MCA 2, is a more detailed assessment of the higher ranked (feasible) options from MCA1.

In the case of the Coolmine Level Crossing, eight Options, in addition to the Do Nothing and Do Minimum options, were assessed as part of MCA 1. Four of these options were deemed feasible and more advantageous compared to other options based on the CAF criteria. The Do Nothing and Do Minimum options were not deemed feasible. The options brought to MCA 2 were Option 1, Option 3 with Footbridge, Option 4 and Option 6. Following a detailed MCA 2 assessment it was deemed that Option 3 with a footbridge was the emerging preferred option on the balance of the CAF criteria compared to other options considered.



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## Appendix D

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# DART+ West

## PUBLIC CONSULTATION BROCHURE

EMERGING PREFERRED OPTION





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01

**Introduction to  
DART+ Programme**



# 1. Introduction to DART+ Programme

DART+ is a transformative programme of projects that aims to modernise and improve existing rail services in the Greater Dublin Area (GDA). It will provide a sustainable, electrified, reliable and more frequent rail service, improving capacity on rail corridors serving Dublin.

The current DART network is 50km long, extending from Malahide / Howth to Greystones. The DART+ programme will increase the length of the DART network to 150km of railway corridor through the electrification and upgrade of existing lines transforming commuter train travel in the Greater Dublin Area (GDA).

The DART+ Programme also includes the purchase of new train fleet.

The DART+ Programme will deliver frequent, modern, electrified services **from Dublin City Centre (Connolly & Spencer Dock) to:**

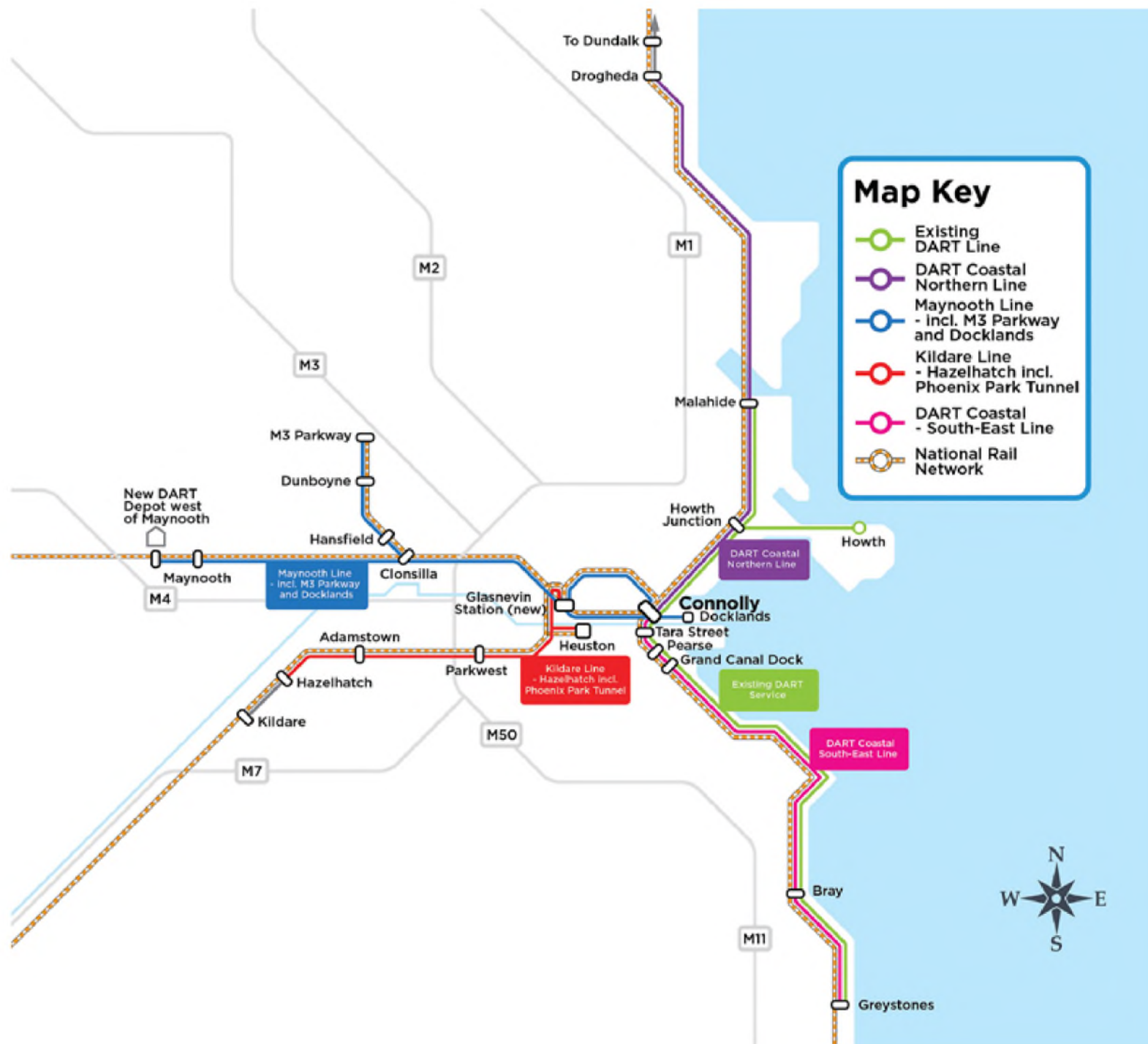
- Maynooth, M3 Parkway
- Hazelhatch & Celbridge
- Drogheda; and
- Greystones

DART+ is a key transportation improvement to form a high quality and integrated public transport system. It will have benefits for the residents of the Greater Dublin Area and also those living in the other regions. It will assist in providing a sustainable transport system and a societal benefit for current and future generations.

DART+ will seek to maximise use of the existing railway corridors and implement a modernisation programme to achieve the capacity increase necessary to meet current and future demands.







Schematic diagram of DART+ Programme extent



# Why investment in DART+ Programme is needed

## Provides Sustainable Transport Options

- Over-reliance on private car use and increasing congestion in GDA.
- DART+ is more sustainable and cleaner than current diesel trains.

## Achieve Climate Change Targets

- Will help reduce the transport sector greenhouse gas emissions which continue to rise
- Supporting the Government's Climate Action Plan



## Supporting Economic and Population Growth

- Congestion in GDA is increasing
- Cost of Time Lost in the Dublin Region is ~ €350million/annum and forecast to rise to €2,000million/annum by 2033]
- Sustainable public transport infrastructure (pedestrian, cycling, bus and rail) will sustain economic and population growth while reducing emissions

## Integration of Land-use & Transport Planning

- Co-ordination and integration of spatial planning with rail transport
- Supporting compact growth and increased densities in the GDA
- Supports the implementation of the 'Project Ireland 2040 and the National Planning Framework

## Facilitates Integration with other modes of transport

- Improves integration of rail services with all modes of travel (Car/P&R, cycling, walking)
- Enables greater cross-modal journeys through improved integration with other modes – Bus, Luas, MetroLink.





**02**

**DART+ West**



## 2. DART+ West

The first of the infrastructural projects of the DART+ programme to be delivered will be the DART+ West project.

DART+ West programme is seeking to significantly increase rail capacity on the Maynooth Line. This can be achieved by changing to electrified, high

encourage people from private car use. This will assist in Ireland reducing greenhouse gas emissions from transport and help combat climate change.

The electrification of the rail line will predominantly follow the existing railway corridor. Interventions outside of Iarnród Éireann lands will be



capacity DART trains and increasing the frequency of trains.

Delivery of this project will support the existing communities along the railway and support future sustainable development. It will serve all existing stations along the railway corridor between Maynooth Station and M3 Parkway Station to Connolly Station and Spencer Dock Station using electrical power that has a lower carbon footprint than the existing diesel trains. The frequency and quality of service that will be provided will provide a viable transport alternative to communities along the route and help

required at a number of locations for some of the scheme elements such as:

- Level crossing replacements;
- Proposed depot;
- Construction of substations (to facilitate the provision of power to the line); and
- Use of land for temporary construction/storage compounds and all ancillary works required for the project.





**03**

**Public consultation  
process**



### 3. Public consultation process

Public participation during the design process is a key element to the delivery of major infrastructure projects such as DART+ West.

This project will have a two stage non statutory Public Consultation process. The current consultation is seeking feedback on the 'Emerging Preferred Option'. As the design process advances and the designs are further developed and matured another public consultation will take place.

This consultation is our way of asking you, as potential users of the improved services or those likely to be affected by its development, for your views on our plans, whilst the design process is active. Your local knowledge and comments will inform the emerging preferred design and help us improve the project and ensure it will be a success for you and the communities it will serve.

Public participation is welcomed and encouraged throughout the design development process, however, there will be three main project consultation stages which will provide you with the opportunity to learn about the design development and provide feedback which will inform the next stage as

appropriate. The main public participation/feedback stages as part of the project development is illustrated in graphical form below and include:

- Public Consultation No.1 Emerging Preferred Option (Q3 2020 – Current Stage)
- Public Consultation No.2 Preferred Option (Q4 2020)
- Statutory Consultation Period as part of the Railway Order application process (Q2 2021)

Public feedback will be accepted during all stages of the design development and can be submitted through the project website, e-mail address, phonenumber or by written correspondence. For further details see the 'How to engage' section.

Iarnród Éireann invites the public to engage in the design process and all feedback is welcome.

---

#### COVID 19

Due to the COVID-19 restrictions the first consultation event will be predominantly a digital Public Consultation on the Emerging Preferred Option. As restrictions ease it is envisaged that the

second public consultation will be a full public information (physical roadshow) event to present the Preferred Option to the public in Autumn 2020.



Graphic showing public participation as part of the option selection, design and Railway Order Application process





04

**Current design  
status**

## 4. What is the current design status of the project?

**This brochure explains the current design status of the project, its benefits, potential impacts, and how you can send us your queries, thoughts and ideas.**

The design and environmental impact assessment process for the DART+ West has commenced, and we are at a key stage in the project.

**Before we proceed any further, we would like your views on the DART+ West 'Emerging Preferred Option' which is being put forward by Iarnród Éireann as part of this public consultation process No.1.**

The 'Emerging Preferred Option' is the preferred combination of design options that have been identified at this stage of the project development. Studies are still ongoing in this regard and therefore some site-specific design aspects have yet to be concluded. These studies will be progressed with your

local knowledge and will inform the design and help us to improve the project and ensure it will be a success for you and the communities the project will serve.

Following these further studies, assessments, design development and a review of your feedback, the 'Emerging Preferred Option' will be refined, and the 'Preferred Option' will be presented at Public Consultation No.2 due to take place in late Autumn 2020.

The project will culminate with a Railway Order Application to An Bord Pleanála, in accordance with the Transport (Railway Infrastructure) Act 2001 (as amended). This is essential to secure building consent. It is currently anticipated that the Railway Order Application will be submitted to An Bord Pleanála for approval in mid 2021.

Your participation and feedback is an essential part of the design and assessment process. Therefore, we are interested in gaining your feedback and comments at this stage in the design process.







# Maynooth University

05

Key infrastructural  
elements

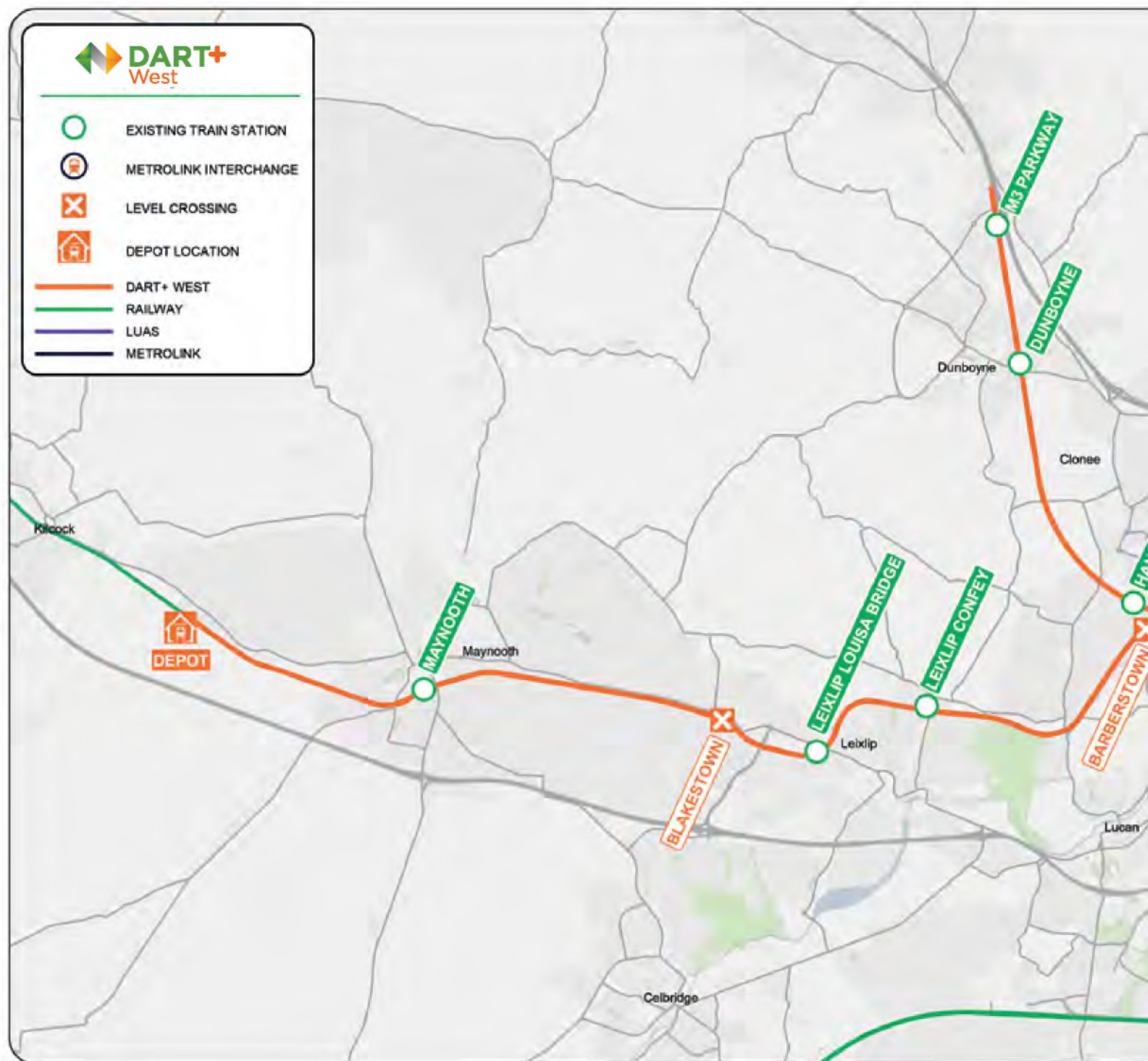
## 5. Key infrastructural elements of DART+ West

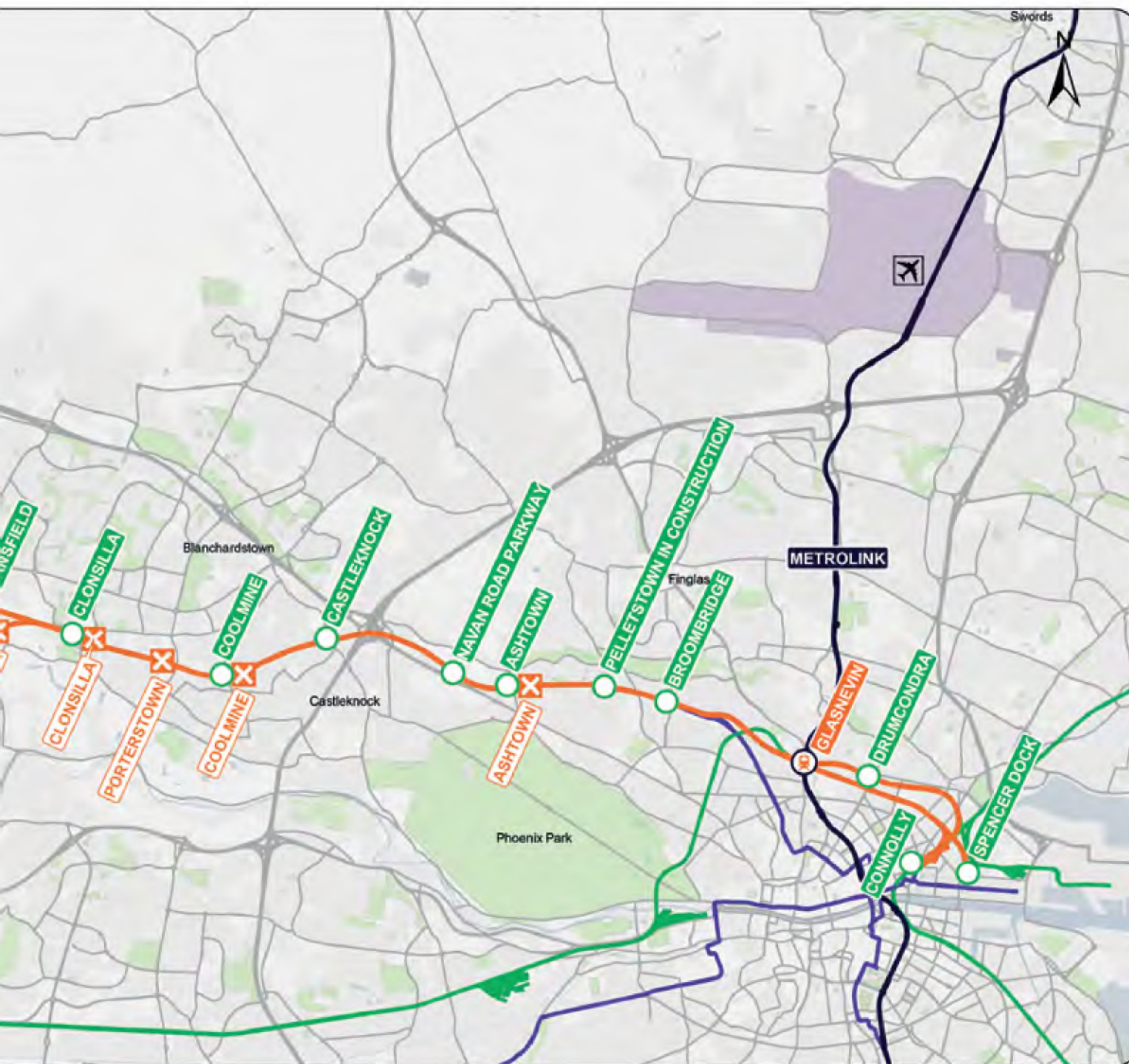
The following is a high-level summary of the key infrastructural elements of the DART+ West project:

- Electrification and re-signalling of the Maynooth and M3 Parkway line from City Centre to Maynooth (approximately 40km in length).
- Capacity enhancements at Connolly Station (to include modifications to platforms, junctions & the station) to facilitate increased train numbers.
- Capacity enhancements of Spencer Dock Station. This will take place at its current location or the station will be relocated, to better serve all routes entering the city centre and to improve interchange with Luas (further studies required).
- Closure of existing level crossings & provision of replacement crossings where required.
- Construction of a new DART depot facility west of Maynooth Station for the maintenance and parking (stabling) of trains.
- Development of a DART MetroLink interchange station at Glasnevin.
- All civil and bridge works and ancillary works as necessary to accommodate the project.













06

**Benefits of  
DART+ West**

## 6. What are the benefits of DART+ West

The DART+ West project will have far reaching positive transportation effects for communities along the railway corridor. It will facilitate increased train and passenger capacity that is currently constrained on the network. It will transport passengers in high quality trains that are designed to best suit the needs of growing communities, providing all day capacity, but most especially during peak AM and PM commuter periods.

The project will link good quality public transport to sustainable land use management and can also assist in local regeneration, economic development and support the development of new communities along the route. This is a key objective of Project Ireland 2040 and the National Planning Framework. The integration of public transport with sustainable land use planning will reduce the dependency on private car use and ultimately support reductions in greenhouse gas emissions from the transport sector.

Availability of good quality rail transport, which is integrated with other public

transport modes (Bus, Luas and the future MetroLink) as well as walking and cycling infrastructure will have a positive effect on transport patterns and lifestyle factors. The provision of sustainable transport network supports sustainable options for where people live, work, study and access services and amenities. It can promote more active and healthy modes of travel by supporting people to walk or cycle to public transport links for onward transfer to their end destinations.

The DART+ Programme is consistent with Project Ireland 2040, the National Development Plan 2017 to 2028, the National Planning Framework Transport Strategy for the Greater Dublin Area 2015-2035 and the Climate Action Plan 2019.

DART+ is a key deliverable measure in the Climate Action Plan 2019 and supports the achievement of targets for mode shift from private car to public transport.



National Policy drivers



## Benefits of DART+ West



Increased passenger capacity from 4,500 to 13,750 passengers per hour per direction on the Maynooth Line and train frequency (subject to demand); facilitating fast and reliable transport to existing communities along the Maynooth Line.



Easier travel opportunities for work, education, or leisure purposes.



Facilitate the development and future growth of existing and new communities that will greatly benefit from the connectivity that DART+ will deliver along the line.



Alleviation of road congestion, particularly at the level crossings.



Building a Sustainable and connected City region. Supporting the transition to a low carbon and climate resilient society.



Facilitating people to make sustainable travel choices by encouraging a move away from private cars to reliable, efficient and safer public transport network.



Improve multimodal transport connectivity through interchange with the Luas at Spencer Dock Station and with the MetroLink at Glasnevin/Phibsborough.



Improve journey time reliability.



07

**Option selection  
process**



## 7. Option selection process

The process to determine the Emerging Preferred Option for the DART+ West project was through following a multi criteria analysis (MCA) process. This is a process for evaluating a number of different options in a methodical manner, which is informed by the standardised “Common Appraisal Framework Guidelines for Transport Project and Programmes” published by the Department of Transport Tourism and Sport.

### Development of Options

The engineering design is centred on enhancing the existing railway network to meet the DART+ train capacity requirements, necessary to cater for current and future projected passenger demand. In addition to end to end options assessment for the project, many elements of the scheme require option assessment at a local level prior to incorporation into the end to end assessment.

Options were developed for the individual components to include the following:

- Replacement infrastructure required to facilitate the removal of level crossings;
- Station enhancements;
- The proposed depot;
- Permanent way design;
- Signalling, Electricity and Telecoms (SET); and
- Assessment of Overhead line electricity clearances required at existing rail bridge structures.

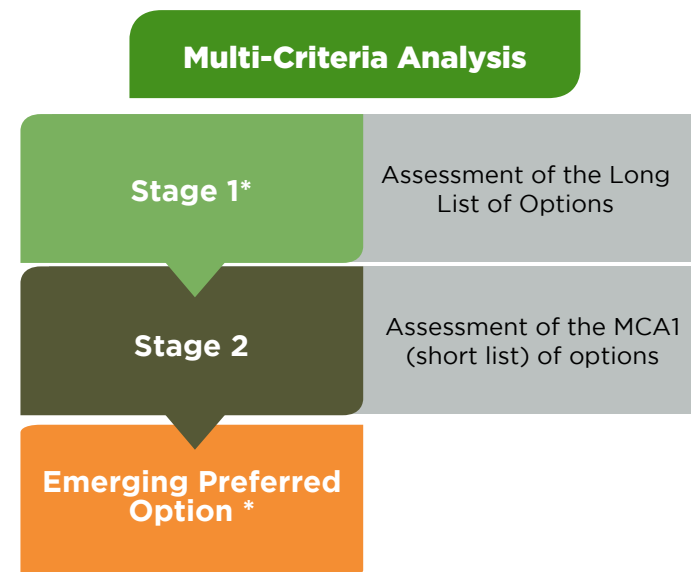
### Assessment Criteria

The options were assessed according to the six appraisal criteria set out in the Common Appraisal Framework (CAF), namely: economy, safety, integration, environment, accessibility & social inclusion, and physical activity.

### Assessment methodology

Multi-Criteria Analysis can be used to describe any structured approach to determine overall preferences among alternative options and is an objective based method of assessment. The MCA methodology involved comparing each option against a set number of criteria to assess the advantages/strengths and disadvantages/weaknesses in comparison to each other.

In this options assessment process, a two stage multi-criteria analysis is generally used; MCA1 developed a long list of options which were assessed and sifted to create a short list of options. For some aspects of the proposed project a Stage 1 assessment was deemed to be sufficient and resulted in arriving at an Emerging Preferred Option (EPO). For those elements that required further analysis the short-listed options from the Stage 1 MCA progressed to Stage 2 MCA resulting in a more detailed comparative assessment to determine at an Emerging Preferred Option.



\* Note: For some aspects of the proposed project a Stage 1 assessment was deemed to be sufficient and resulted in arriving at an Emerging Preferred Option (EPO)



**08**

**The Emerging  
Preferred Option**



## 8. The Emerging Preferred Option

An important point to highlight is that the 'Emerging Preferred Option' is to upgrade the existing railway corridor and maintain all works, insofar as is possible, within the current railway corridor. This would be considered more sustainable and would have less impact on the environment than the development of a brand new transport corridor.

The preliminary options assessment studies have led to the identification of the Emerging Preferred Option for each element of the project. For the purpose of describing the project, general linear works, that are applicable to the existing rail network are described with the route then divided into sections, describing the project in an east west direction in the following sections, as follows:

1. General linear works
2. City Centre Enhancements (Connolly Station & Spencer Dock Station)
3. City Centre to Phibsborough / Glasnevin
4. Phibsborough / Glasnevin – Clonsilla Station
5. Clonsilla Station – DART+ depot (west of Maynooth)
6. Clonsilla Station – M3 Parkway

### 8.1 General linear works

The project will require modernisation and modifications to the existing railway line/linear works in all sections of the project. Some of the key infrastructural works that will be required include.

Overhead electrification equipment along the full extent of the railway line. This will be similar in style to that currently used on the existing DART network:

- Substations will be required at intervals along the rail line to provide power to the network.
- Signalling upgrades and additional signalling will be required to the upgraded infrastructure.
- Interfaces with existing utilities, boundary treatments, drainage works, vegetation management and other ancillary works will be required along the length of the project.
- Works required at existing rail overbridges. A number of options are being considered at existing rail overbridges that do not provide the necessary clearance/headroom for the provision of the overhead power lines, these include:
  - Modification of the existing bridge structure
  - Lowering the rail track under the bridge
  - Provision of specialist electrical solutions with reduced clearance;
  - Removal of the existing structure and provision of alternative structure at the same, or alternative location;



**View of typical section of twin track electrified rail line**

## 8.2 City Centre Enhancements (Connolly Station & Spencer Dock Station)

### Connolly Station

Connolly Station is one of the main railway stations in Dublin and Ireland and is a focal point for the Iarnród Éireann network. The station caters for trains converging on the City Centre on the Sligo/Maynooth Line, the Belfast/Drogheda Line and the Rosslare/Greystones Line. Due to the number of trains converging on the station the management and movement of trains into a limited number of platforms is complex. Also, the rail capacity is constrained and requires upgrade to meet future passenger demands.

This project is seeking to modify and upgrade track layouts at Connolly Station, within the existing railway viaduct boundary, to improve the efficiency and increase the capacity.

The proposed upgrades include:

- Track reconfiguration immediately to the north of Connolly Station; and
- Platform upgrades and any other station improvement to facilitate increased passenger throughput



### Spencer Dock

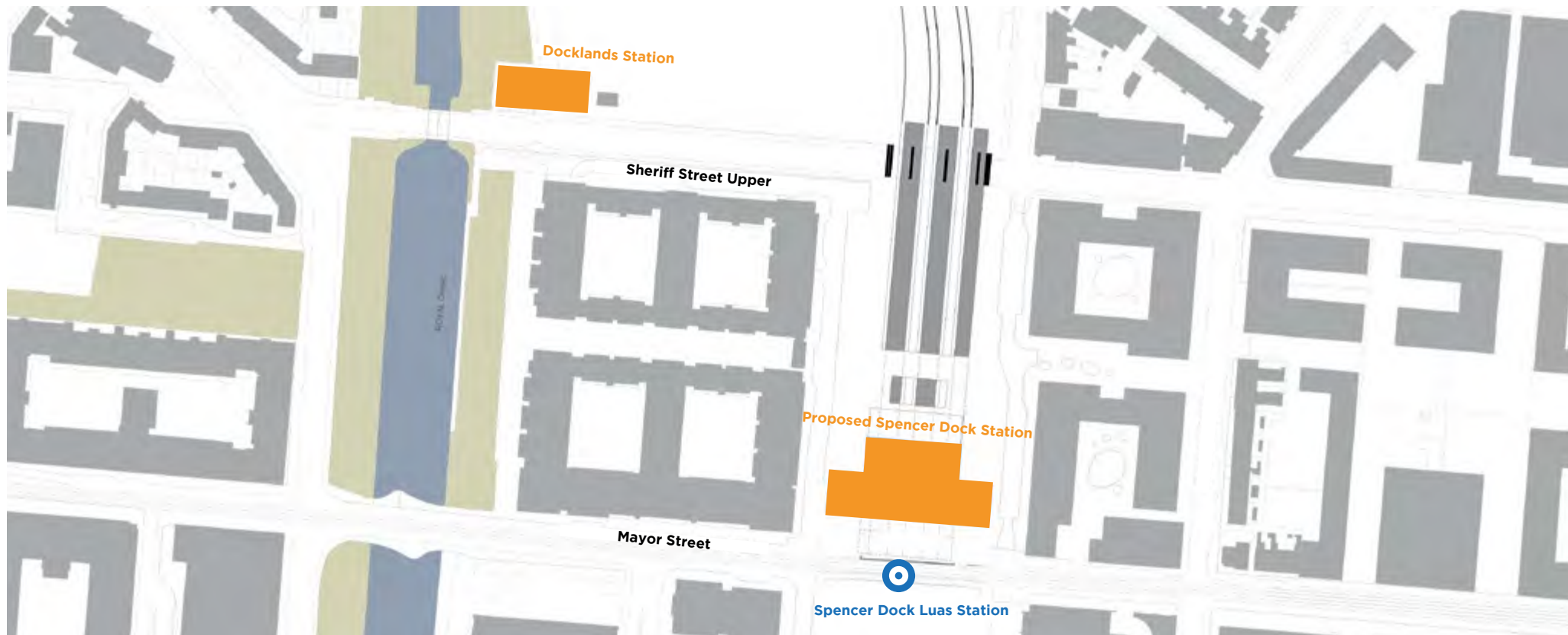
Docklands Station is located southeast of Connolly Station and operates as an overflow terminus station to Connolly Station in the morning and evening peak times. DART+ works is seeking to make more beneficial use of Spencer Dock Station, so that both Connolly and Spencer Dock Station work in a more efficient manner together to cater for the planned increased frequency of services that will benefit all GDA routes.

Docklands station currently operates in the morning and evening to ease congestion on Connolly Station. Subject to further assessment, DART+ is seeking to relocate Docklands Station to Spencer Dock adjacent the Luas Stop to increase the overall rail capacity in the City Centre, to better serve the Docklands area and to maximise the interchange potential with Luas.

Spencer Dock Station will be connected to the Northern, Maynooth and Phoenix Park Tunnel lines so that passenger services can be scheduled throughout the day to a greater distribution of destinations. Also, DART+ will provide better passenger interchange between Irish Rail services and Luas services. The project is currently evaluating if expanding Docklands Station at its current location or relocating it to Spencer Dock Station to directly face onto Spencer Dock Stop best meets the project objectives.







**Location of potential Spencer Dock Station at Mayor Street**

## 8.3 City Centre to Phibsborough / Glasnevin

It is proposed that both of the existing lines between Connolly and Docklands to Phibsborough / Glasnevin will be electrified with the installation of overhead electrical equipment, associated upgrades, re-signalling, telecoms, electricity substations and parapet heightening as required.

The two rail lines are the Midland Great Western Railway (MGWR) line which lies next to the Royal Canal and the Great Southern and Western Railway (GSR) line which runs to the north of Croke Park and through Drumcondra Station. Both of these lines converge at Phibsborough/Glasnevin, to the west of Cross Guns Bridge.

At Phibsborough / Glasnevin, a new fully integrated station serving both the DART+ West project and the proposed MetroLink project is proposed. Iarnród Éireann and Transport Infrastructure Ireland (TII) are collaborating to provide this new station which will comprise:

- DART+ surface station. The station will have an east- west orientation on both Iarnród Éireann lines (GSR & MGWR);
- MetroLink underground station will have a north- south orientation;
- A shared concourse with full passenger integration; and
- Street level access and public realm improvements.



**Artists impression of proposed Glasnevin Station (at Phibsborough) (image Source [www.MetroLink.ie](http://www.MetroLink.ie))**

### **Works required at existing rail overbridges**

Rail overbridges such as at Newcomen Bridge on the North Strand Road has been identified as having insufficient clearance to accommodate the overhead electrical equipment. A number of options are currently being

considered at these locations such as bridge modifications which are subject to further studies. All other bridges along this section are currently being assessed to confirm clearances and required works at those locations.



## 8.4 Phibsborough / Glasnevin to Clonsilla Station

Between Phibsborough / Glasnevin and Clonsilla Station the Maynooth line runs alongside the Royal Canal. The line passes through Broombridge Station, where it interfaces with the Luas. Travelling in a westerly direction the line along this section includes the following stations: Ashtown Station, Navan Road Parkway Station, Castleknock Station, Coolmine Station and Clonsilla Station.

### Works required at existing rail overbridges

Rail overbridges at Castleknock and Broombridge have been identified as having insufficient clearance to accommodate the overhead electrical equipment. A number of options are currently being considered at these locations, such as bridge height modifications, which are subject to further studies. All other bridges along this section are currently being assessed to confirm clearances.

### Level Crossing Replacements

The level crossings along this section of the railway corridor have constrained train capacity on the railway corridor by having to share road capacity with vehicles, pedestrians and cyclists. In order to provide a modern transportation network and to achieve the required increase in train capacity it is proposed to permanently close the four level crossings along this section.

It is not possible to retain the level crossings in their current form.

The permanent closure of these level crossings will improve train efficiencies, safety and remove road interfaces. Their closure will also remove the periodic blockages on the road system, which is currently very pronounced in this area especially in the morning and evening peak commuter periods. For example Coolmine Level Crossing is closed for approximately 40 minutes between 08.00-09.00 each weekday. The permanent closure is necessary to achieve the proposed increased train frequency proposed by DART+.

New bridge crossings will be provided at appropriate locations in lieu of the level crossing closure, to maintain roads traffic flows across the railway corridor, for pedestrians, cyclists and vehicles.

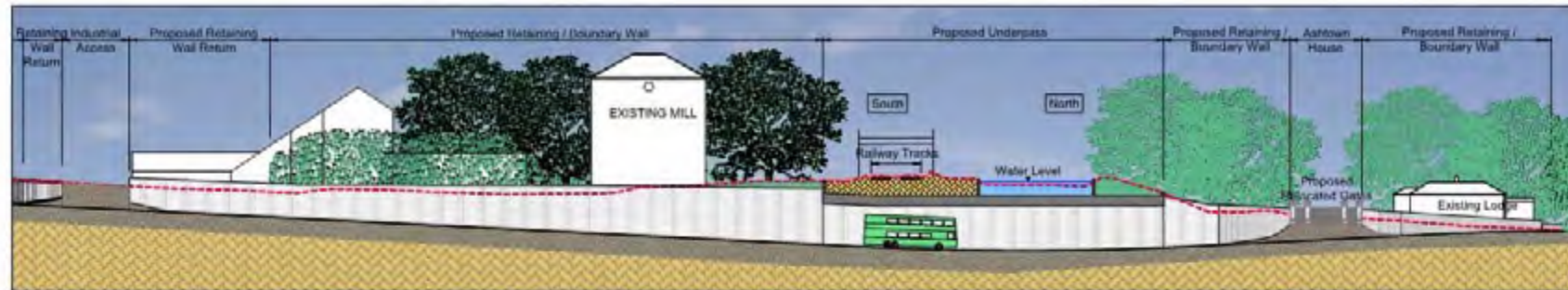
Following an option selection process, that included developing and assessing a number of options/alternatives at each level crossing, the Emerging Preferred Option was established. The description of the level crossing replacements along this section of the Maynooth line, are described in the following sections for Ashtown, Coolmine, Portersown and Clonsilla level crossings.



## Ashtown level crossing

It is proposed to close the Ashtown level crossing and provide a vehicular road bridge with pedestrian and cycle facilities. The Emerging Preferred

Option provides a new road bridge under the existing railway and the Royal Canal that will be located west of the existing Ashtown Level Crossing predominantly following the route of the existing Mill Lane.

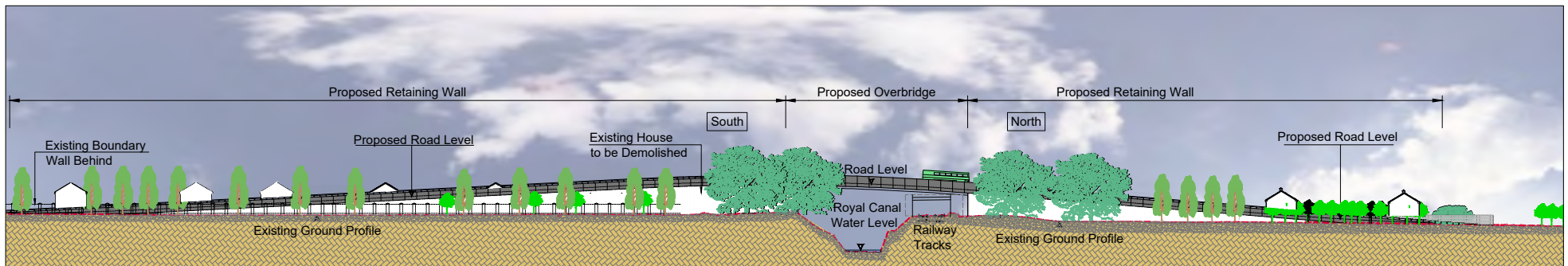




## Coolmine level crossing

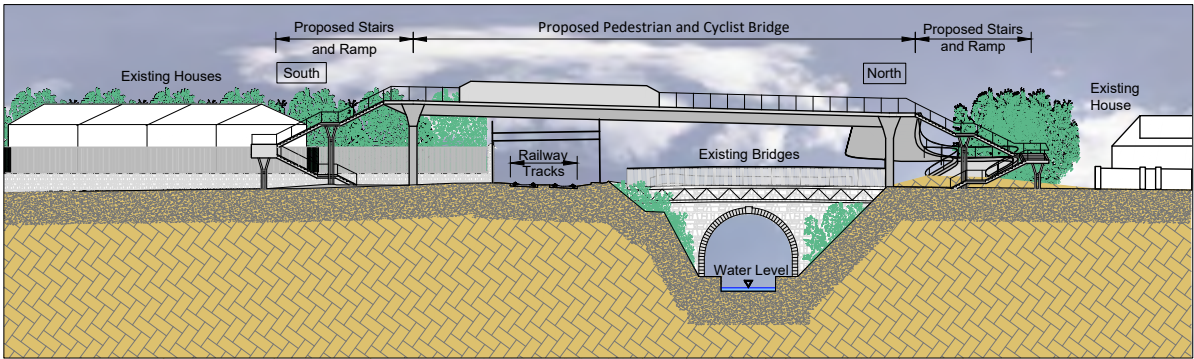
It is proposed to close the Coolmine level crossing and provide a vehicular road bridge with a separate pedestrian and cyclist bridge. The Emerging Preferred Option provides a new road bridge crossing over the railway line

and Royal Canal that will connect St. Mochta's Grove / Station Court located to the north with Riverwood Court Road to the south. A new standalone pedestrian and cycle bridge will be provided over the railway line and Royal Canal immediately adjacent to Coolmine Station.





Coolmine pedestrian and cycle bridge

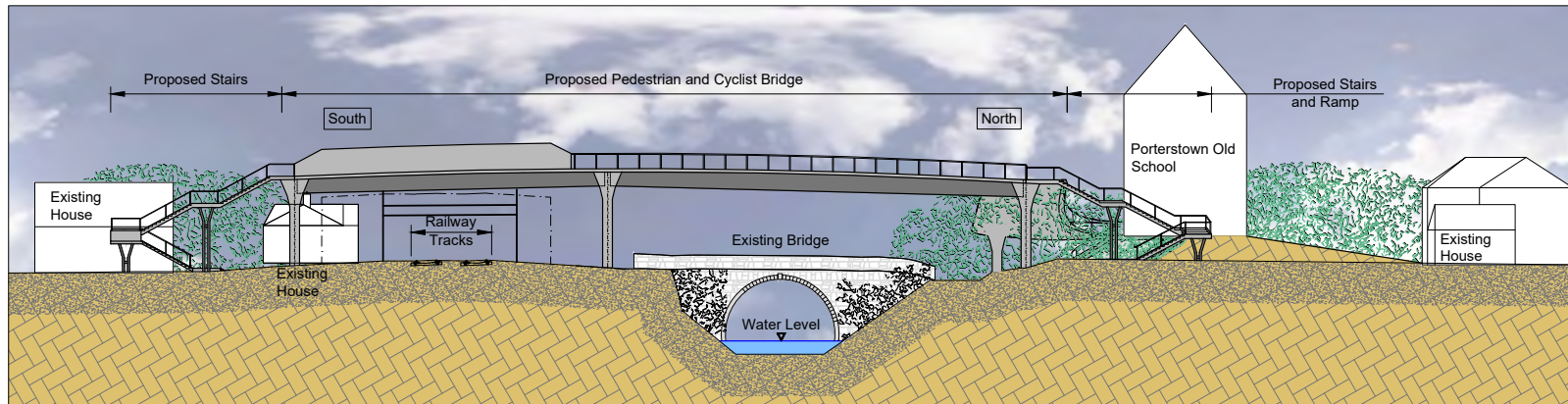




## Porterstown level crossing

The Emerging Preferred Option includes the closure of Porterstown level crossing and the provision of a new pedestrian and cycle bridge over the rail

line at the existing crossing. It is proposed that vehicular traffic will utilise the existing local road network including the Diswellstown Road (R121 at Dr. Troy bridge).

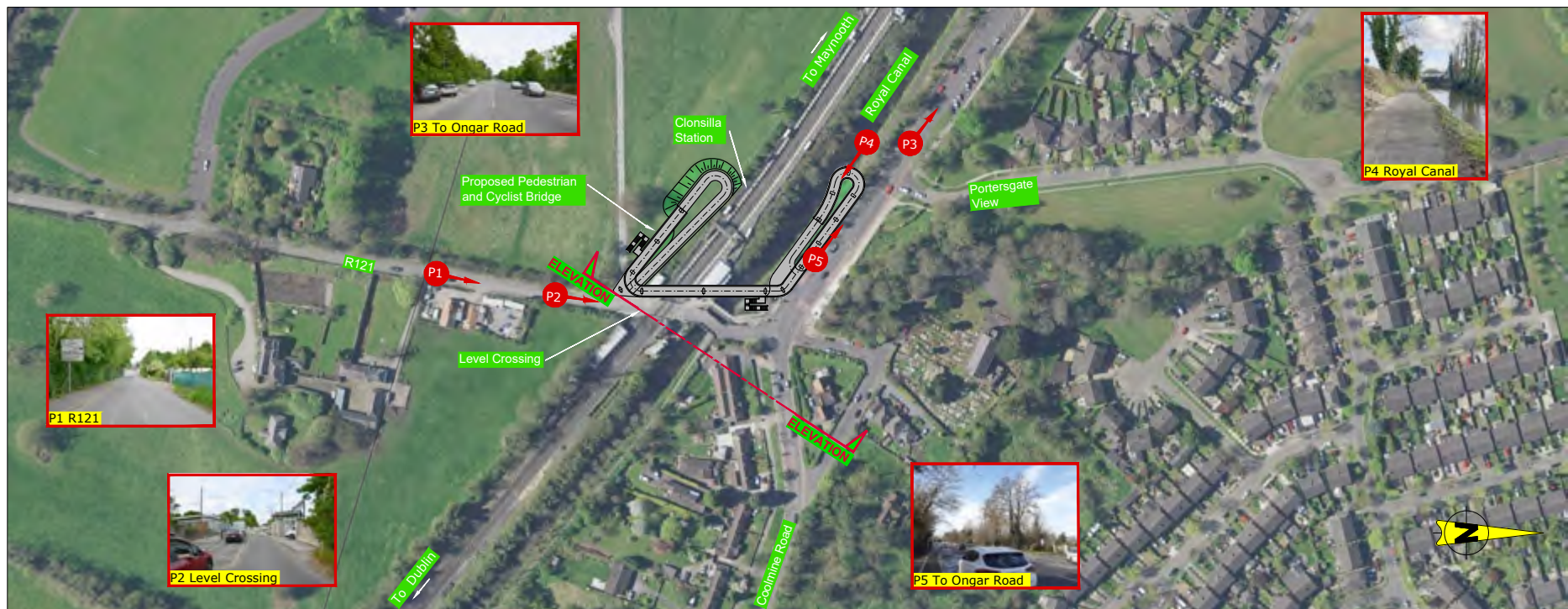
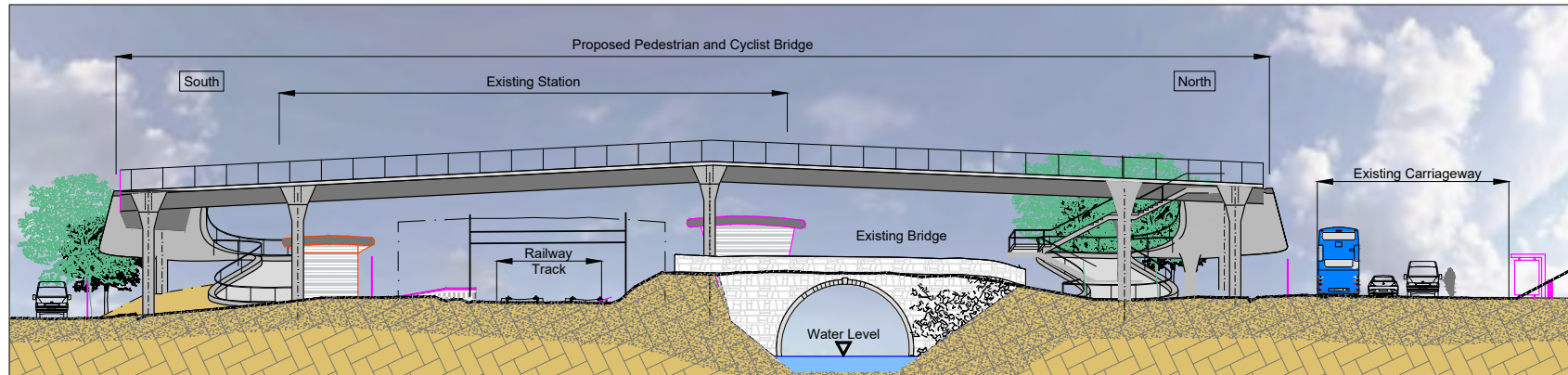




## Clonsilla level crossing

The Emerging Preferred Option provides for the closure of Clonsilla level crossing and the provision of a new pedestrian and cycle bridge over the railway to the west of the existing level crossing. Given the low traffic flows

utilising the existing level crossing, combined with the proposed new road bridge at Barberstown to the west and the Diswellstown Link Road to the east of the crossing a pedestrian and cyclist bridge is considered to be the optimal solution at this location.





## 8.5 Clonsilla Station – Maynooth

Immediately west of Clonsilla Station, the railway diverges, with the mainline continuing westwards to Maynooth & Sligo, and a branchline continuing northwards towards Dunboyne & M3 parkway. Both the Maynooth Line and M3 Parkway branchline will be electrified as part of this project. It is proposed to provide a new DART+ depot facility to the west of Maynooth. This depot will cater for the maintenance and stabling areas for DART+ fleet.

### Level crossing replacements

There are two level crossings, at Barberstown and Blakestown, along this rail section which require closure. The Emerging Preferred Option for each of

these level crossings is outlined in the following sections.

### Barberstown level crossing

The Emerging Preferred Option is the closure of Barberstown Level Crossing and the provision of a new road bridge over the railway line and Royal Canal. The replacement vehicular access will be located south of the current level crossing and will connect the existing R121 to the east of the rail line with Barberstown Lane located to the west of the rail line as shown in the diagram below.



Emerging Preferred Option Barbartown Level Crossing Replacement

### Blakestown level crossing

The Emerging Preferred Option is to close the Blakestown level crossing with no alternative access infrastructure. Current studies have shown that access and diversions can be facilitated via the local road network and the R449 to the east of the crossing.

### Works required at existing rail overbridges

Rail overbridges such as at Jackson's Bridge (a protected structure) on the L5041 road west of Maynooth have been identified as having insufficient clearance to accommodate the overhead electrical equipment. A number of options are currently being considered such as bridge modifications which is subject to further studies. All other bridges are currently being assessed to confirm clearances and the potential works required works at those locations.

### Depot west of Maynooth

The proposed depot will be located to the west of Maynooth, parallel and to the south of the rail line and Royal Canal. It will be used for train maintenance and train parking (stabling) associated with the new and existing fleet of trains.

The proposed depot and will comprise a depot building, maintenance shed, offices and administrative building, train washing and cleaning facilities as well as other maintenance facilities. It will include a test track, stabling for trains, storage, an electrical substation, staff parking and welfare facilities for staff. Between Maynooth and the proposed Depot the current single-line track will be upgraded to a double-track section. This new track will be located parallel to, and to the north of the existing single line track.



Proposed depot location in Maynooth West



### Depot access route

The Emerging Preferred Option for providing access to the Depot will utilise the existing road network for the majority of route with only minor modifications required. The access will be from the R148 which will require the demolition of the existing private agricultural overbridge (OBG24)

and the construction of a replacement new wider bridge over the double tracks to facilitate vehicular access. The proposed bridge enables a new connection to the R148 crossing the Royal Canal and the rail line providing the required access to the proposed depot.



**Emerging preferred access route to proposed depot**

## 8.6 Clonsilla Station – M3 Parkway

West of Clonsilla Station the line divides northwards towards M3 Parkway Station passing through Hansfield Station and Dunboyne Station before terminating at M3 Parkway Station which lies to the north of Dunboyne and west of Junction 5 off the M3 Motorway.

The project will see this line electrified through the installation of overhead electrical equipment, associated upgrades of signals and communications,

and the provision of electrical substations as required.

A number of rail bridges are currently being assessed for potential options to provide the necessary clearance for the overhead electrical equipment with a number of options being considered which are subject to further studies.



09

**Transport  
integration**

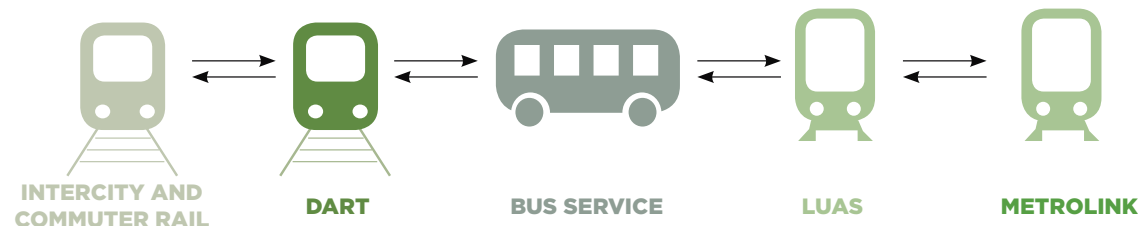


## 9. Transport integration

DART+ West project is a proposed capacity enhancement project which will provide high frequency electrified railway transit services running from Maynooth and M3 Parkway to Connolly Station and Spencer Dock Station.

The project will link Iarnród Éireann, DART, Dublin Bus, Luas and MetroLink services to create a fully integrated public transport system in the Greater Dublin Area.

As well as linking major transport hubs such as the M3 Parkway Park and Ride the project will provide public transport interchanges at: Connolly to the Luas Red line, at Docklands to the planned DART Underground, at Glasnevin/Phibsborough to the proposed MetroLink and Bus Connects schemes, and at Broombridge to the Luas Cross City.



**Public Transport Integration**

### Public Transport Links

DART+ West is planned to enhance access and movement of pedestrian and cyclists and reduce reliance on private car. DART+ will integrate with the Metropolitan Cycle Network where potential interfaces are identified.

The project is seeking to increase rail capacity to provide high frequency and high quality electrified railway transit services from Maynooth Station and M3 Parkway Station to Connolly Station and Spencer Dock Station.

Iarnród Éireann will form a high capacity spine of a fully integrated public transport system in the Greater Dublin Area and links with the other public transport modes, including Dublin Bus, Bus Éireann, BusConnects, Luas and

MetroLink.

As well as linking with major transport hubs such as the M3 Parkway Park and Ride site, the project will provide interchanges at Connolly to the Luas Red line, at Broombridge and Docklands to the existing Luas, at Glasnevin/Phibsborough to the proposed MetroLink.

The project will also secure enhanced passenger access for students to St. Patrick's National University of Ireland - Maynooth, Croke Park, Dublin City University and Technical University Dublin.



**Increase passenger capacity from 4,500 to 13,750 passengers per hour per direction on the Maynooth Line**





**10**

**Issues to  
consider**



## 10. We would like your view on the following issues

All possible efforts will be made to sensitively address issues and challenges associated with the project at the earliest stages of the design process and public consultation. Several potential issues are detailed below, and the

public consultation and stakeholder engagement phases will help us to better understand some of the issues and challenges we face.



### Property Acquisition

DART+ West will predominantly consist of works within the existing railway corridor. However, where interventions and modifications are required outside of the existing corridor (such as at the level crossings, new substations and the proposed Depot) some land acquisition will be required. We are now embarking on an extensive program of consultations with the potentially affected property owners and if your property is likely to be directly affected by the works you should already have heard from us. Our Community Liaison Officer will be available throughout the process to ensure you are regularly updated on the current proposals and your views are taken into consideration as we progress to the preferred option.



### Environmental Impacts

The project will involve changes to the local environment during both the construction and operation stages. These will be both temporary and permanent impacts to the environment and communities. The design process will make every effort to ensure that negative impacts are avoided, reduced or mitigated as far as practicable, and positive effects are maximized.



### Level Crossing Replacements

The closure of the existing level crossings and the provision of replacement crossings (where required) will involve environmental impacts such as changes to the landscape/public realm, impacts on biodiversity particularly along the Royal Canal, a proposed Natural Heritage Area, traffic and transport changes, while also positive effects such as reducing greenhouse gas emissions.

Temporary construction works are likely to impact on sensitive receptors particularly residential areas due to noise, dust, landscape changes as a result of the temporary construction works some of which will take place during the night time to facilitate daytime rail services to meet our existing customer demand. A number of sites of architectural and archaeological heritage significance have been identified in the study area. Further studies are ongoing to ensure these impacts are avoided, reduced and/or mitigated.

All potential environmental impacts will be considered and assessed as part of the Environmental Impact Assessment Report which will be published as part of the Railway Order application documents.



## Electrification of the Line

Overhead line electrification equipment will be required to provide electrical power to the DART+ network to power the trains. This will involve considerations such as:

- The supply of power from the grid which will need to be agreed and assessed as part of the Railway Order application process.
- The development of substations along the line to provide the power over the proposed 40km electrification. The substations are likely to require land acquisition and access from the public road network.
- The additional space required for the development of overhead electrification equipment to provide the power to the lines and associated landscape and visual impacts.
- The equipment carrying the power lines require certain vertical clearances from the trains. Several bridges on the existing line have been identified as having insufficient clearance for this electrical equipment.

A range of options are being considered at these locations some of which include modifications to protected structures.

- Boundary walls and fencing along the existing railway may need to be changed. Where necessary wall heights may need to be increased to ensure public safety and the railway is maintained. This is especially relevant due to the erection of overhead electrical line, to prevent any potential that the public could come in contact with electricity.

## Depot

The proposed depot will require acquisition of agricultural lands west of Maynooth and the access to the proposed Depot from the R148 will require the demolition OBG23 and construction of a replacement bridge. The depot site is a major piece of infrastructure vital to the whole DART+ Programme extending over 2.5km in length. Potential impacts associated with the construction and operation of the proposed depot will be addressed in the EIAR and will be informed by consultation with the relevant stakeholders.





A hand with a white sleeve points its index finger towards the common origin of three arrows drawn on a dark chalkboard. The arrows are drawn with white chalk and point in different directions: one towards the top-right, one towards the right, and one towards the bottom-right. The background is dark and textured.

**11**

**Next steps**

## 11. Next steps

### Further design development & option selection

The preliminary options selection and design development that has been undertaken has led to the development of the Emerging Preferred Option which is the focus of this public consultation stage.

Once the public consultation process is complete all feedback and submissions received will be reviewed and assessed as part of the next stage of the design development. Following a full appraisal of the feedback, a public consultation report will be prepared to document this process and it will be incorporated into the Options Selection Report.

Further studies, assessments and consultations will lead to development of the Preferred Option which will be presented to the public at Public Consultation in Autumn 2020.

All information gathered by the project team will be used to inform the design development of the project which will be the subject of the Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) (if required), and ultimately the Railway Order application will be submitted to An Bord Pleanála.

### The Railway Order process

The application to An Bord Pleanála for a Railway Order is broadly similar to the planning process with which most people are familiar.

The Railway Order application process is set out in the Transport (Railway Infrastructure) Act 2001 (as amended) and the application will be made to An Bord Pleanála. The EIAR will detail the nature and extent of the proposed project and identify and describe the impacts on the environment. It will also detail measures which will be taken to avoid, reduce and/or monitor these impacts. Following the submission of the Railway Order Application to An Bord Pleanála, the public are invited through public notices to make submissions which will be duly considered by An Bord Pleanála as part of the decision making process.

We expect that An Bord Pleanála will conduct an oral hearing, to allow the public to provide further participation in the decision making process for this project. At an oral hearing the Iarnród Éireann project team will provide responses to submissions and will be available for questioning. Any person or body may make a submission or observation in writing to the Board in relation to the Railway Order application including the Environmental Impact Assessment Report and the Compulsory Purchase land requirements.

We expect to make the application to An Bord Pleanála in mid 2021.



**The EIA Process leading to submission of Railway Order to An Bord Pleanála**





12

How to engage

## 12. How to engage in process

This consultation is our way of asking you, as potential users of the service or those likely to be affected by its development, for your views on our plans. Your local knowledge will inform the emerging

design, help us to improve the scheme and ensure it will be a success for you and the communities the route will serve.

**The consultation period is now open, full details are available on the project website.**

### **Please contact us via the following means:**

**Website | [www.irishrail.ie/DARTMaynooth](http://www.irishrail.ie/DARTMaynooth)**

**Email | [DARTMaynooth@irishrail.ie](mailto:DARTMaynooth@irishrail.ie)**

**Phoneline | (01) 8235127**

#### **Postal Address**

If you would prefer to write to us, please send it or any correspondence to:

Community Liaison Officer

DART+ Maynooth

Iarnród Éireann

Inchicore Works

Inchicore Parade

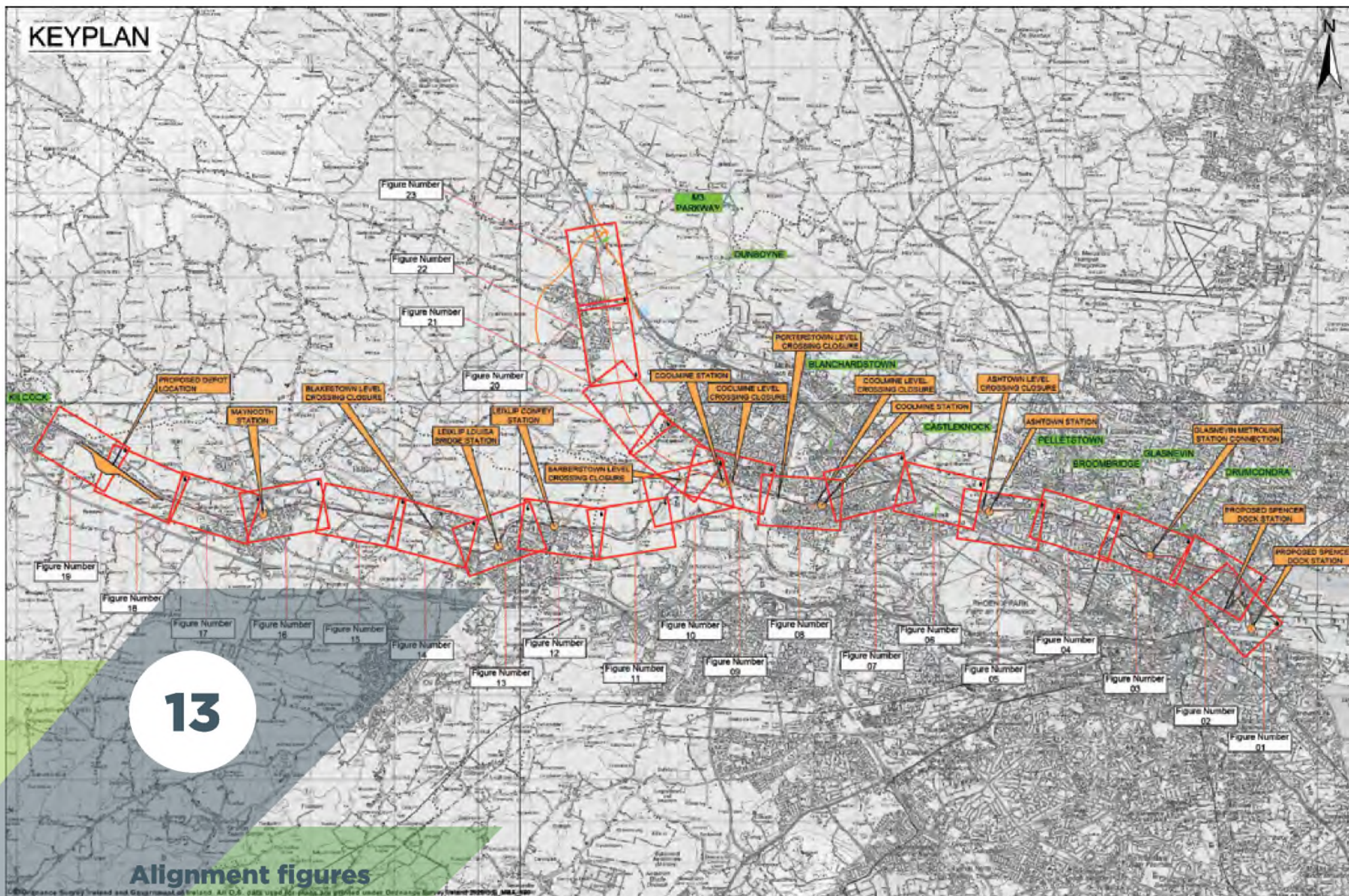
Dublin 8

D08K6Y3

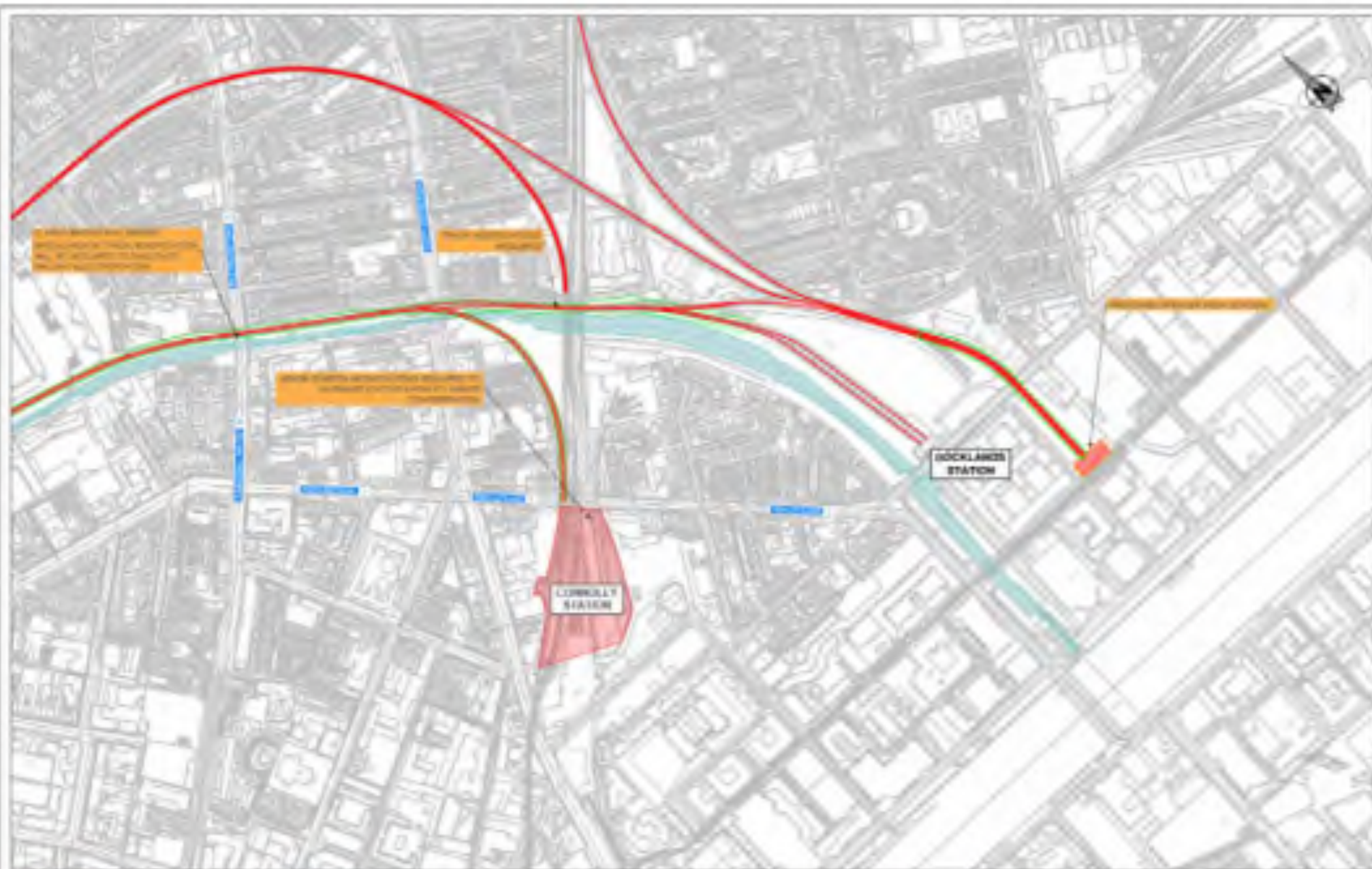




# KEYPLAN







# LEGEND:

- GENERAL TRACK ALIGNMENT
- EXISTING BROADWAY ROADS

- LIMITING RAIL WAY LINE TO BE ELECTRICISED WITH OVERHEAD LINES

NOTE: FURTHER HEIGHTENING WORKS REQUIRED AT ALL BRIDGES FOR OVERHEAD LINE INSTALLMENT PROTECTION

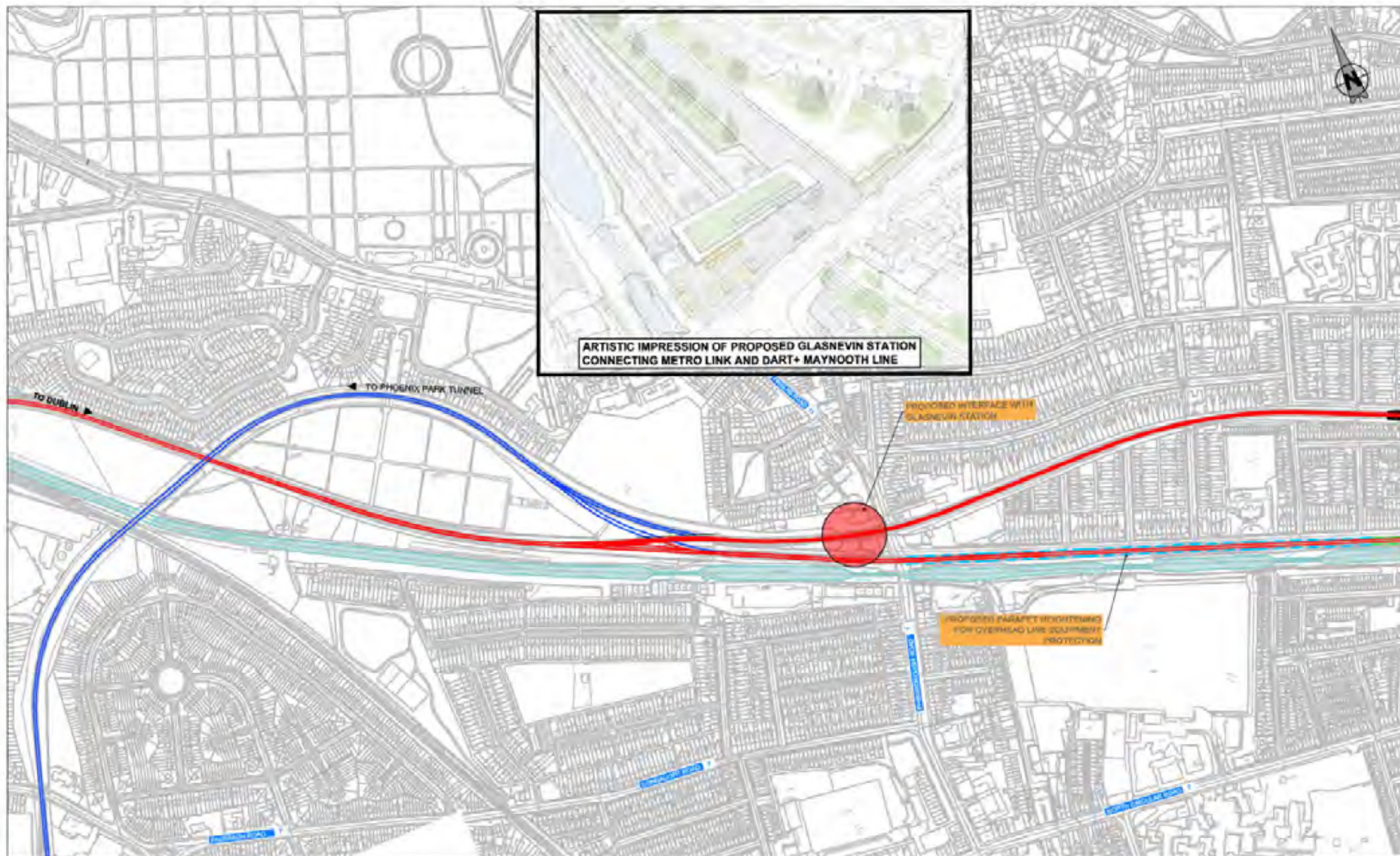


LEGEND:

-  GENERAL TRACK WORKS
  EXISTING RAILWAY LINE TO BE ELECTRIFIED WITH OVERHEAD LINES

**NOTE:**  
PARAPET HEIGHTENING WORKS REQUIRED AT ALL  
BRIDGES FOR OVERHEAD LINE EQUIPMENT PROTECTION





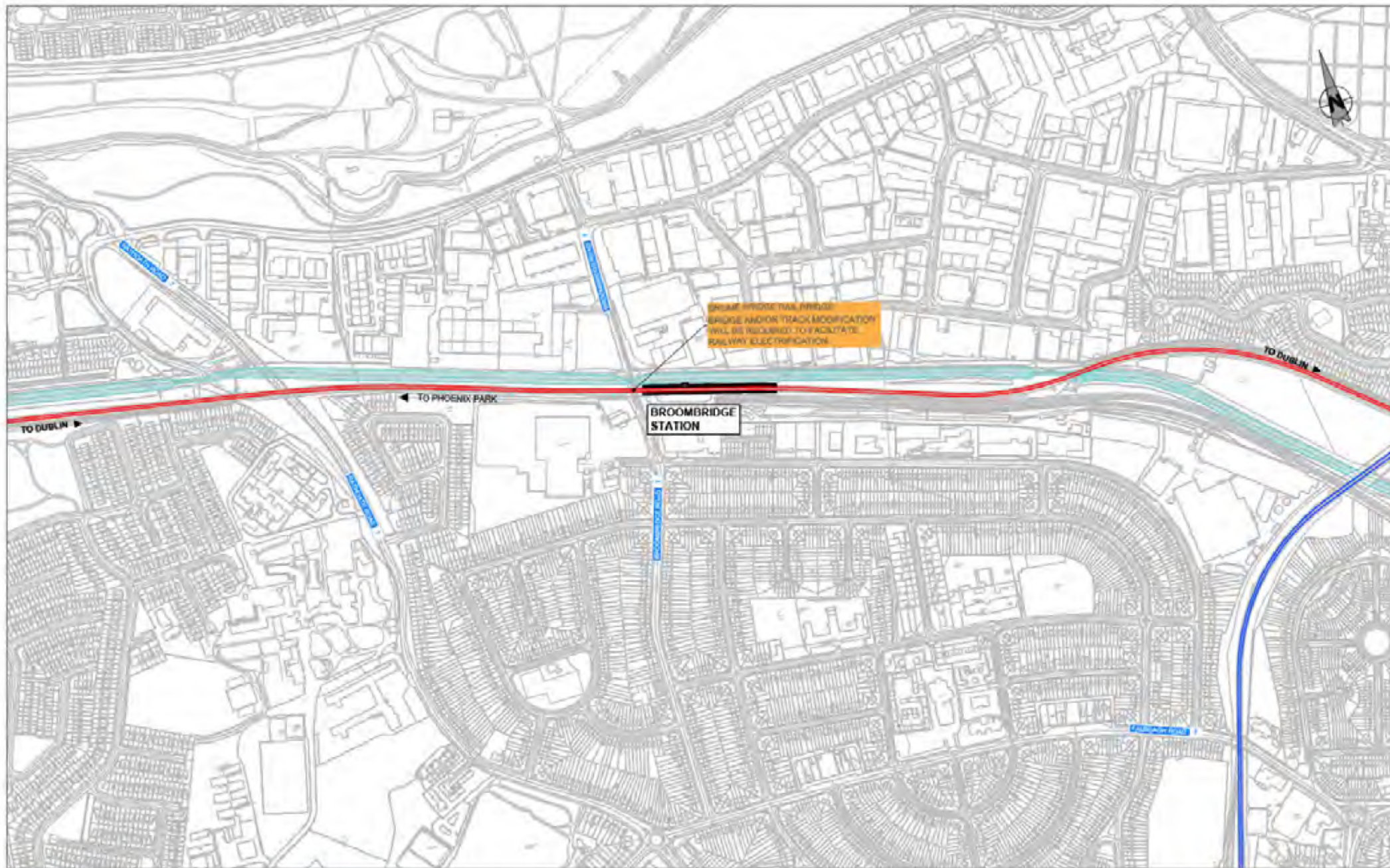
#### LEGEND:

- GENERAL TRACK WORKS
- EXISTING BRIDGE WORKS

EXISTING RAILWAY LINE TO BE  
ELECTRIFIED WITH OVERHEAD LINES

NOTE:  
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BRIDGES FOR OVERHEAD LINE EQUIPMENT PROTECTION





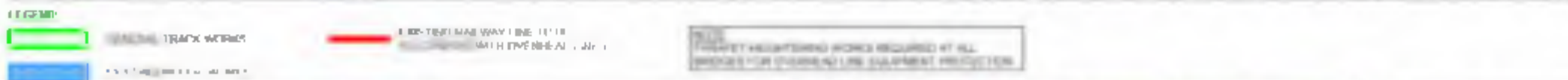
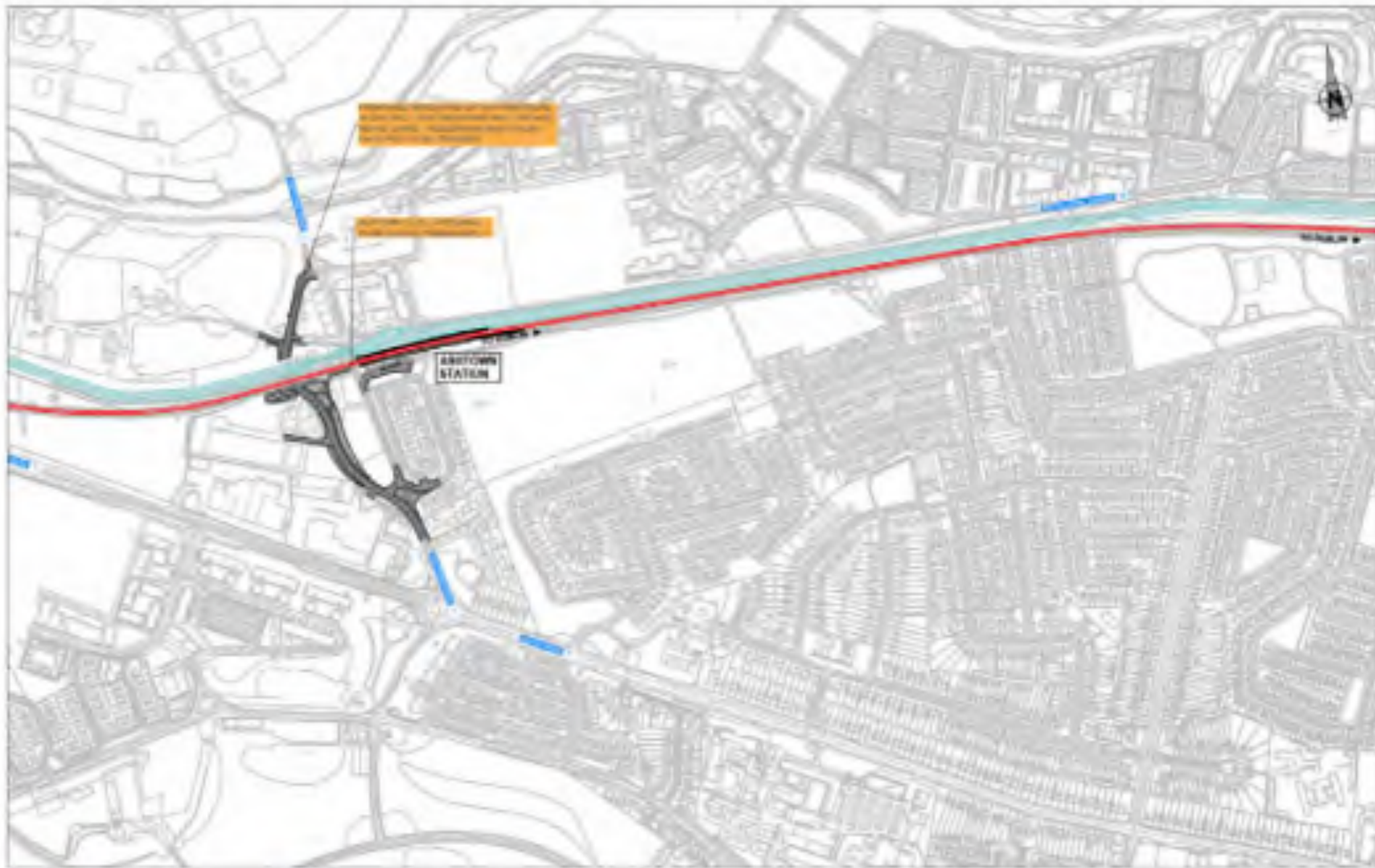
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- GENERAL TRACK WORKS
- EXISTING BRIDGE WORKS

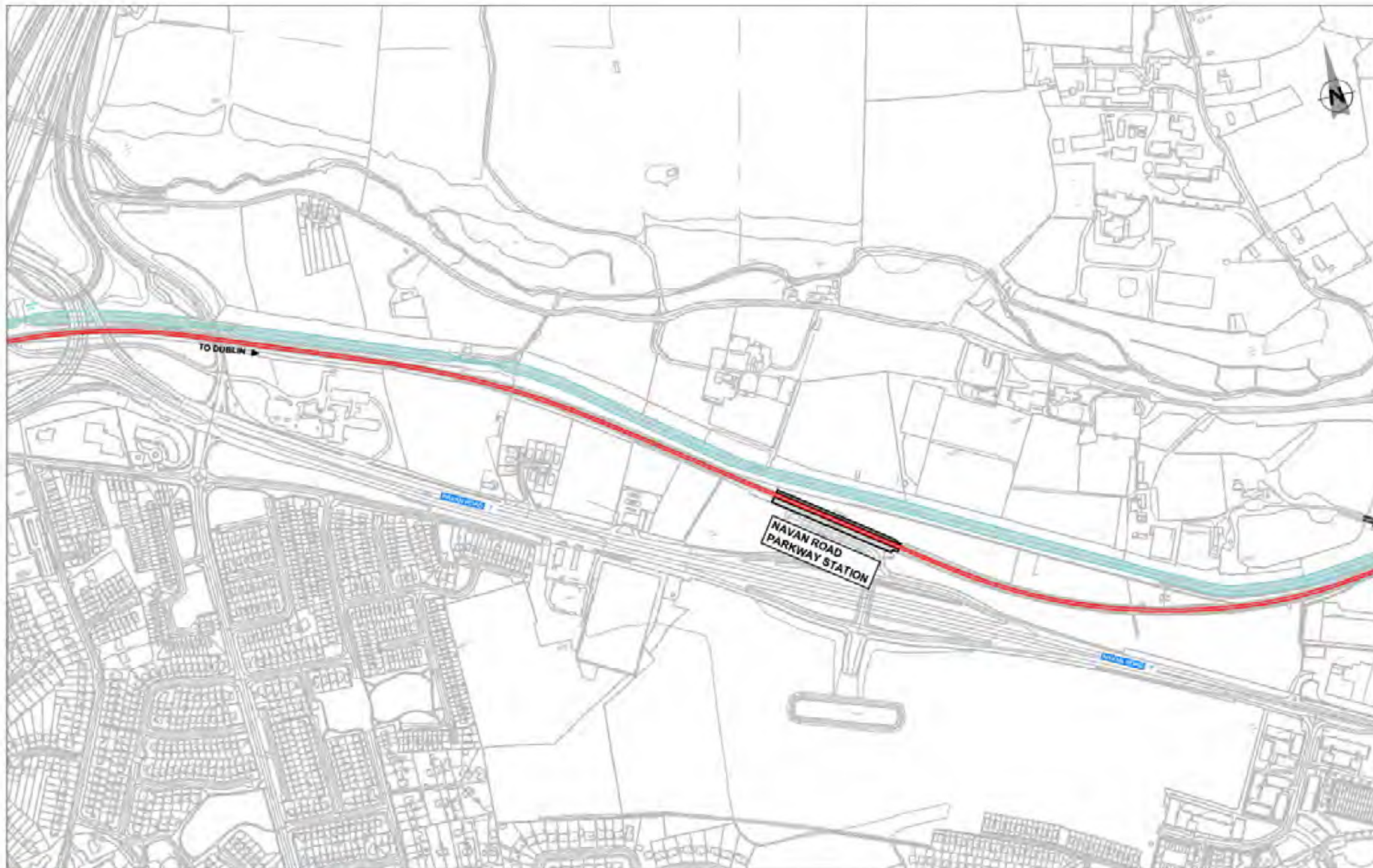
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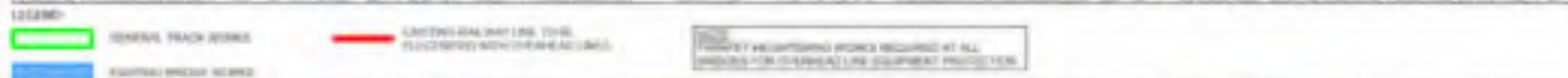
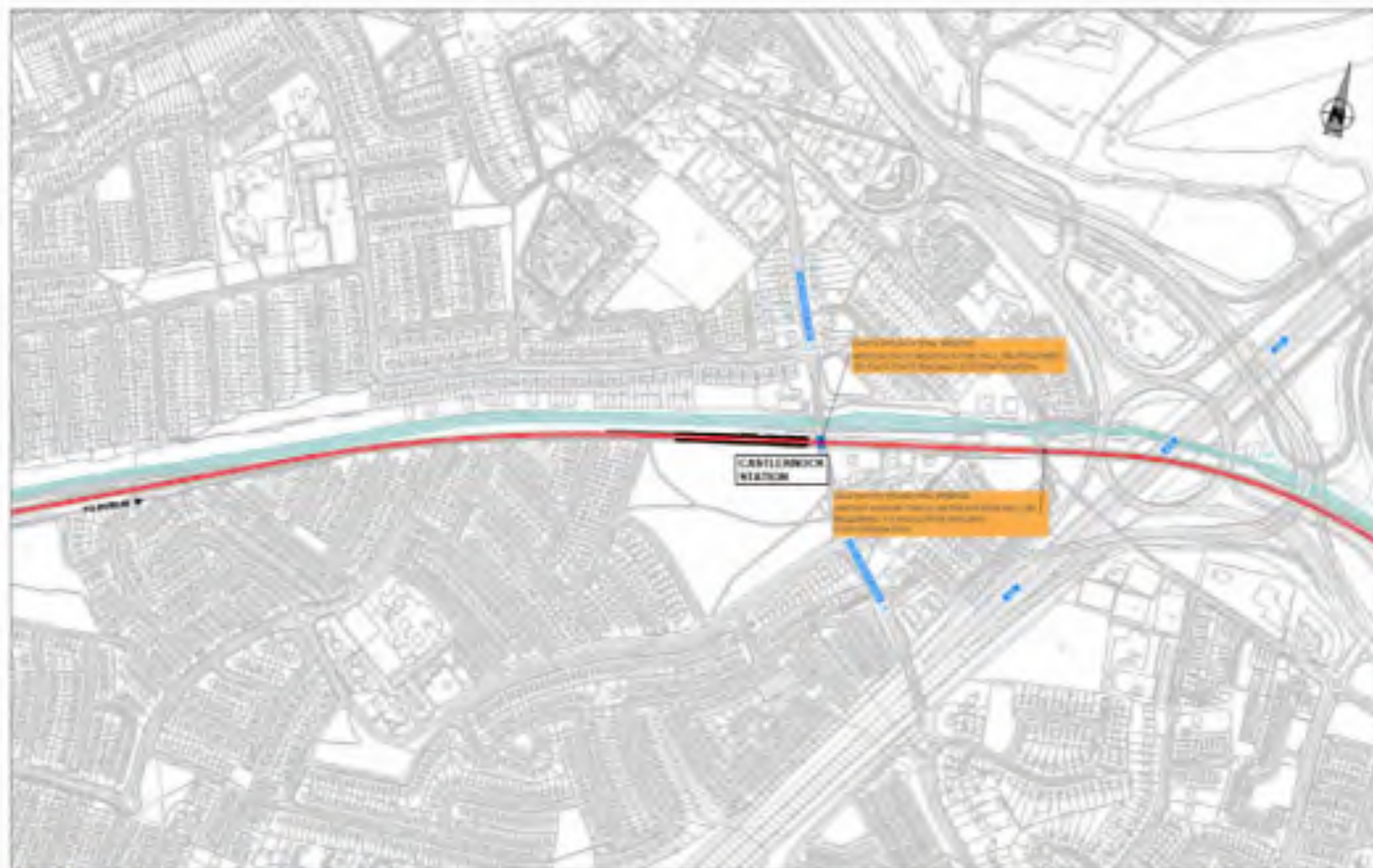
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- GENERAL TRACK WORKS
- EXISTING BRIDGE WORKS

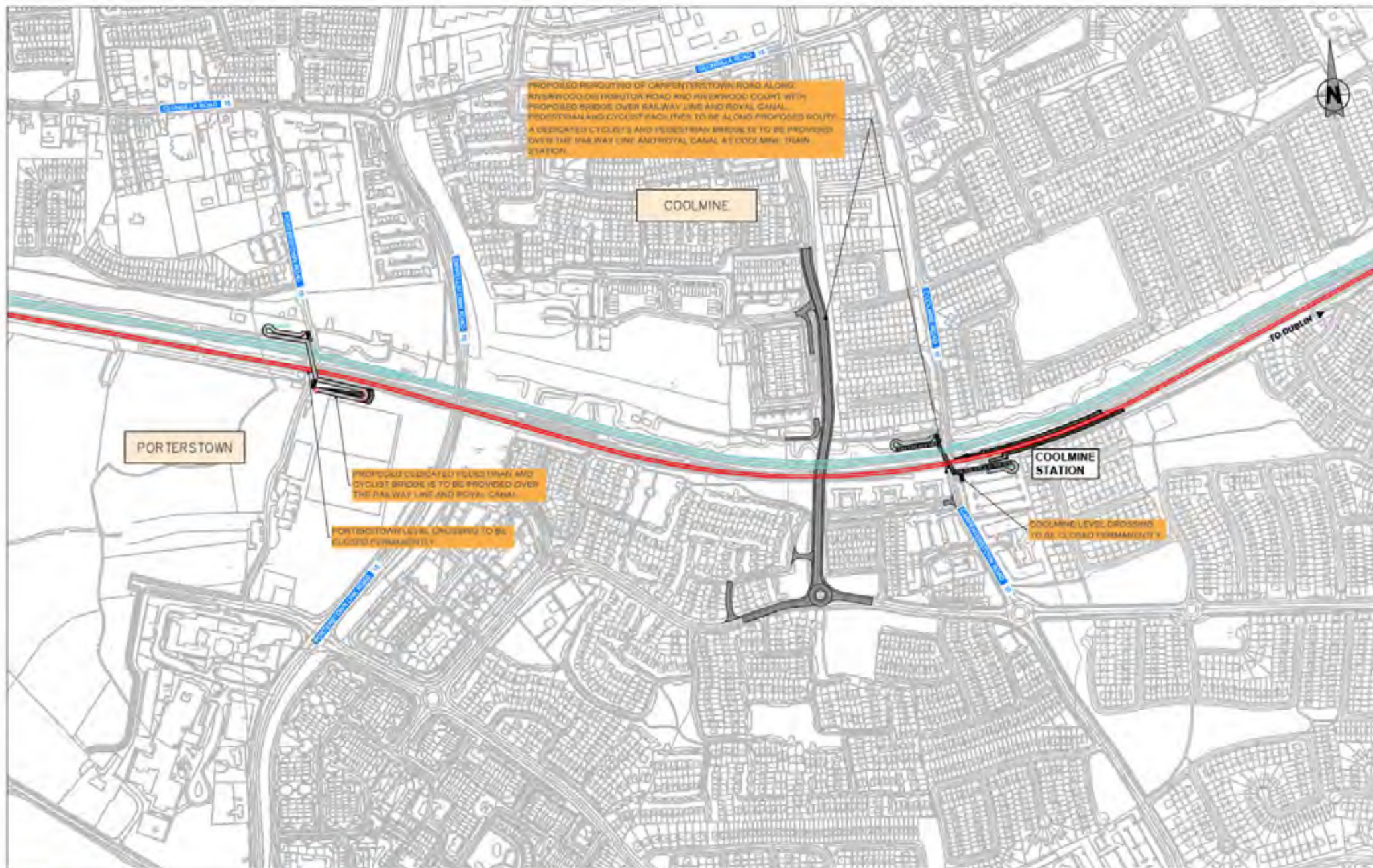
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NOTE:  
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#### LEGEND:

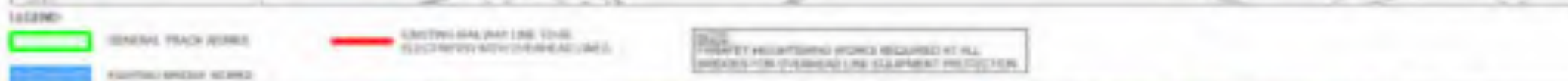
- █ GENERAL TRACK WORKS
- █ EXISTING BRIDGE WORKS

█ EXISTING RAILWAY LINE TO BE REPLACED WITH OVERHEAD LINES

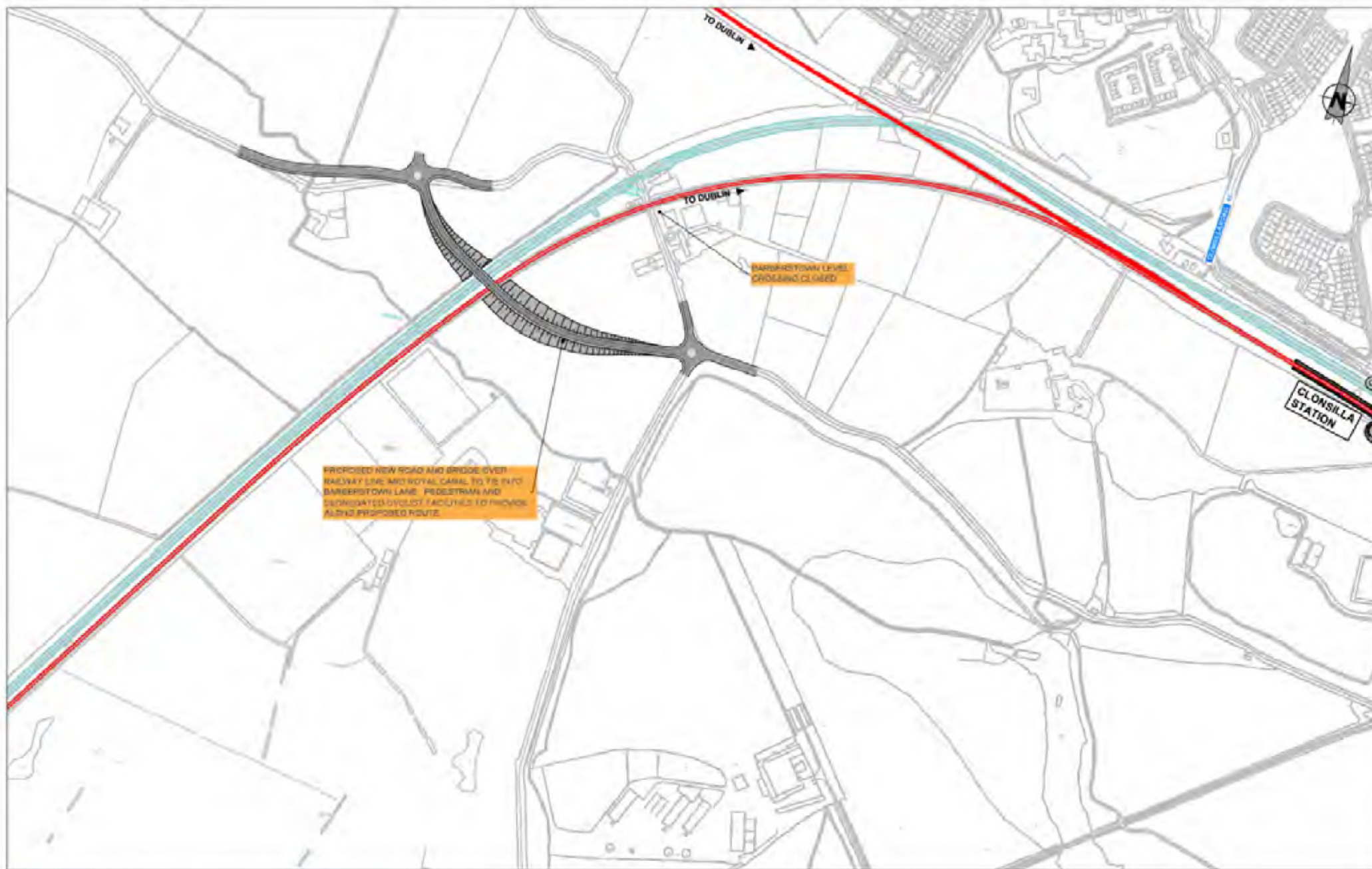
#### NOTE:

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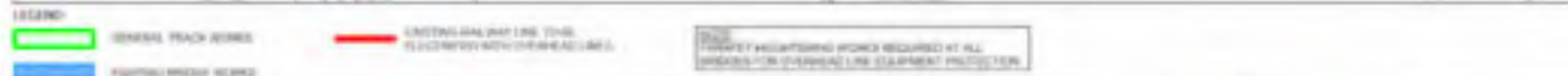




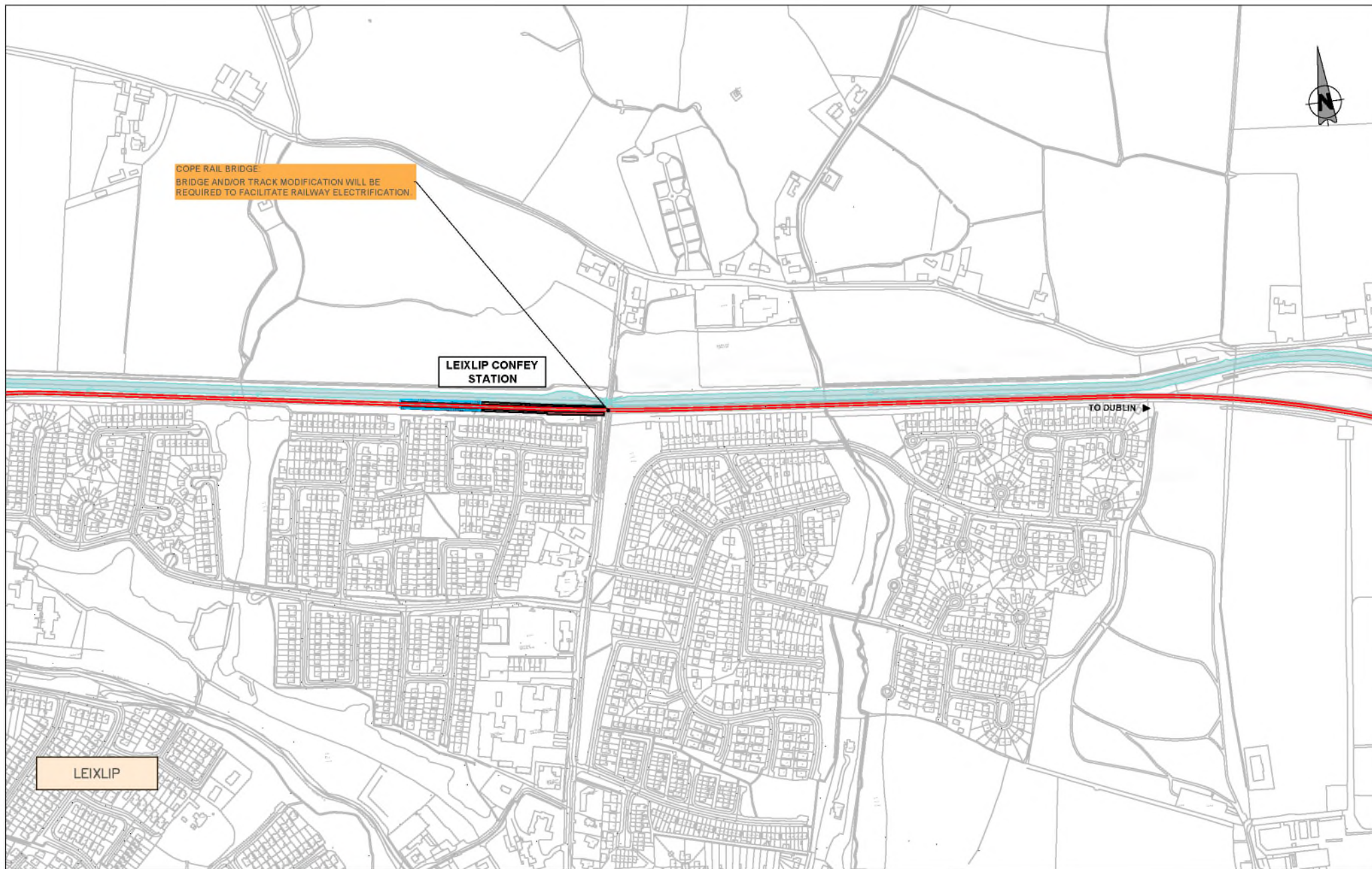
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- EXISTING RAILWAY LINE TO BE ELECTRIFIED WITH OVER-HEAD LINES
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NOTE:  
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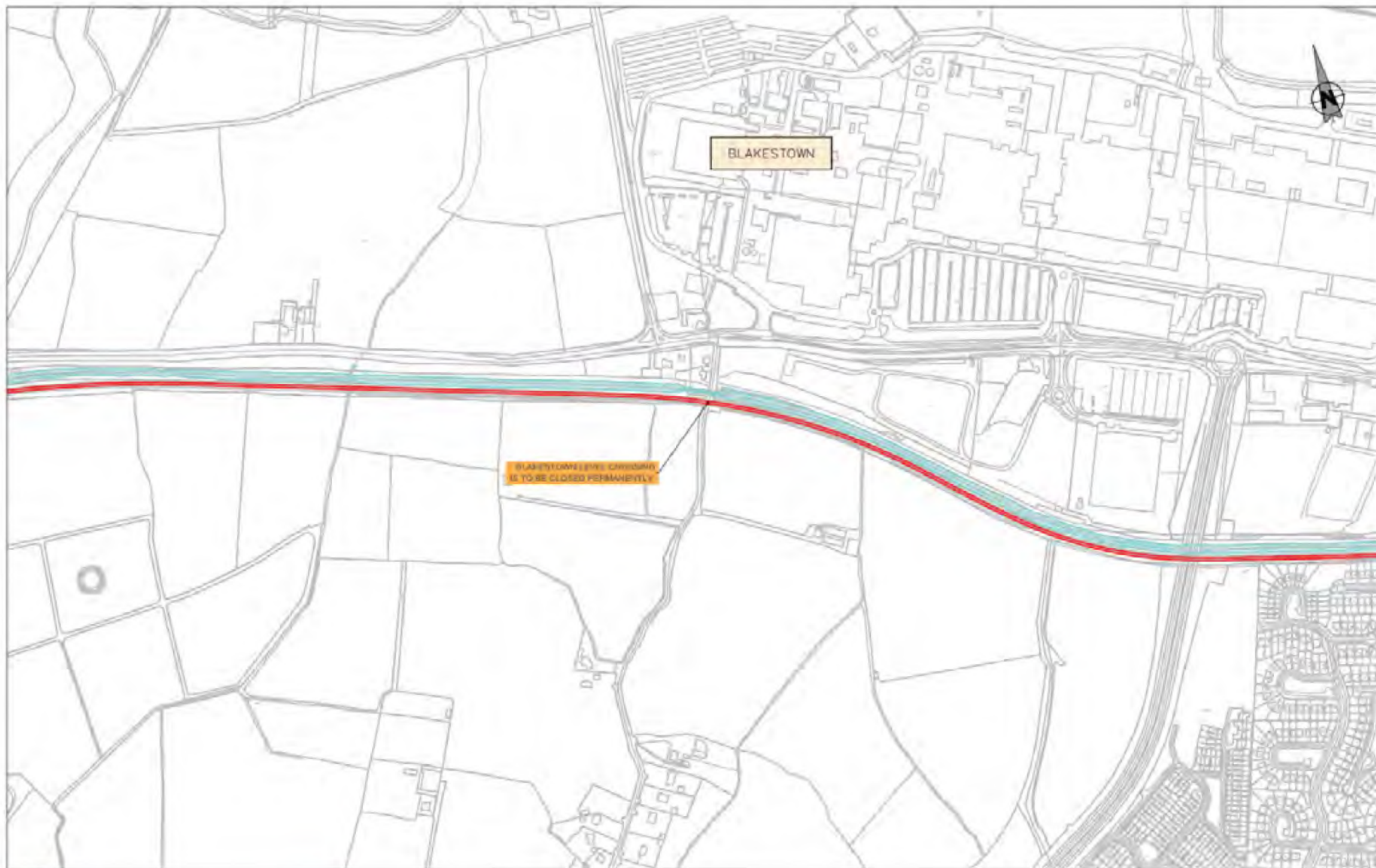
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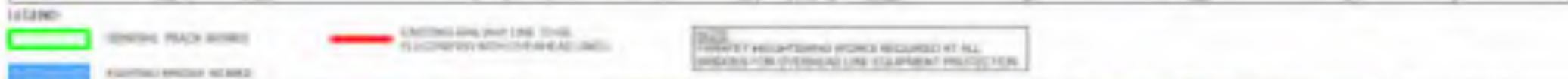


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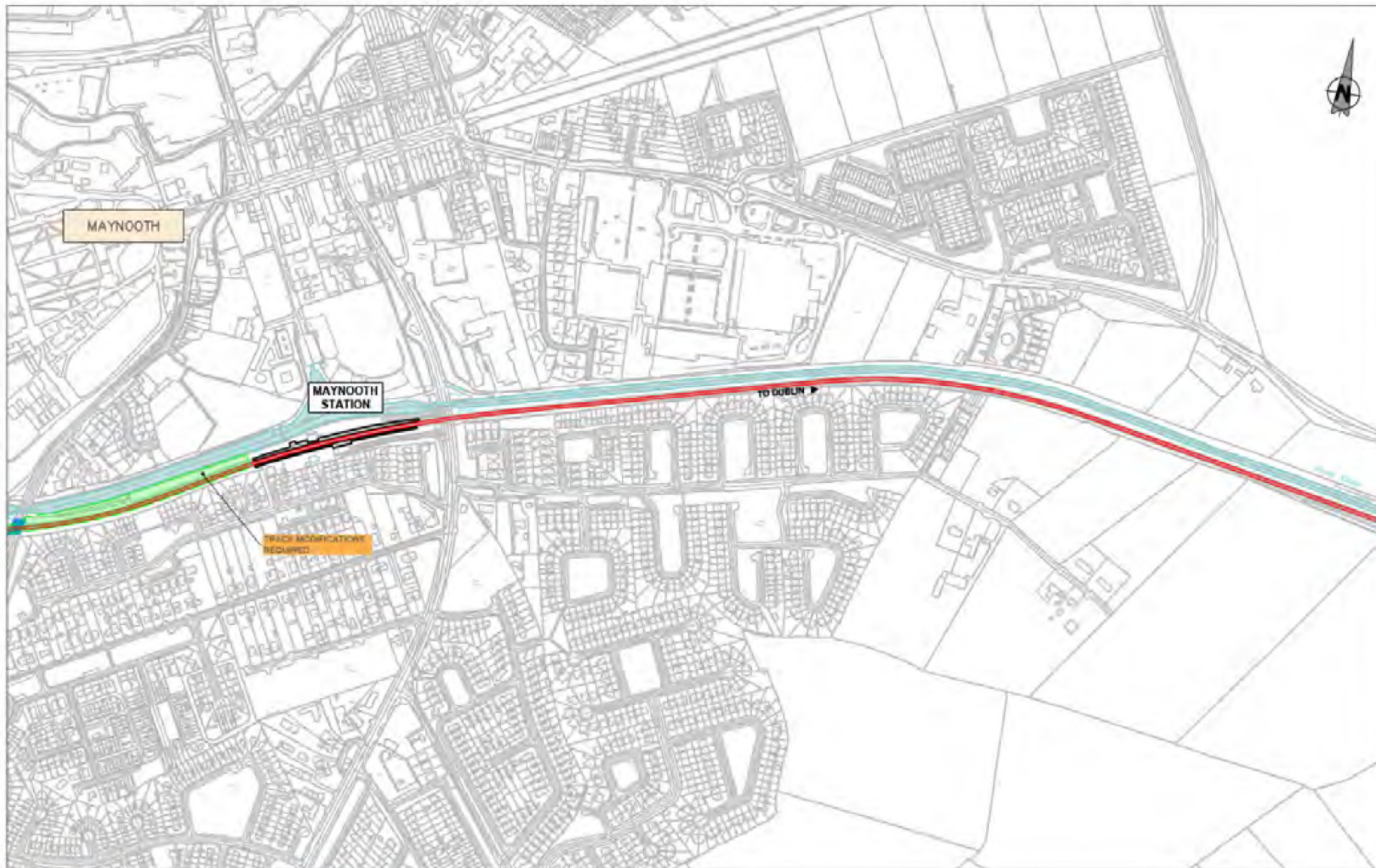
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NOTE:  
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NOTE:  
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BRIDGES FOR OVERHEAD LINE EQUIPMENT PROTECTION.









LEGEND:



GENERAL TRACK ALIGNMENT



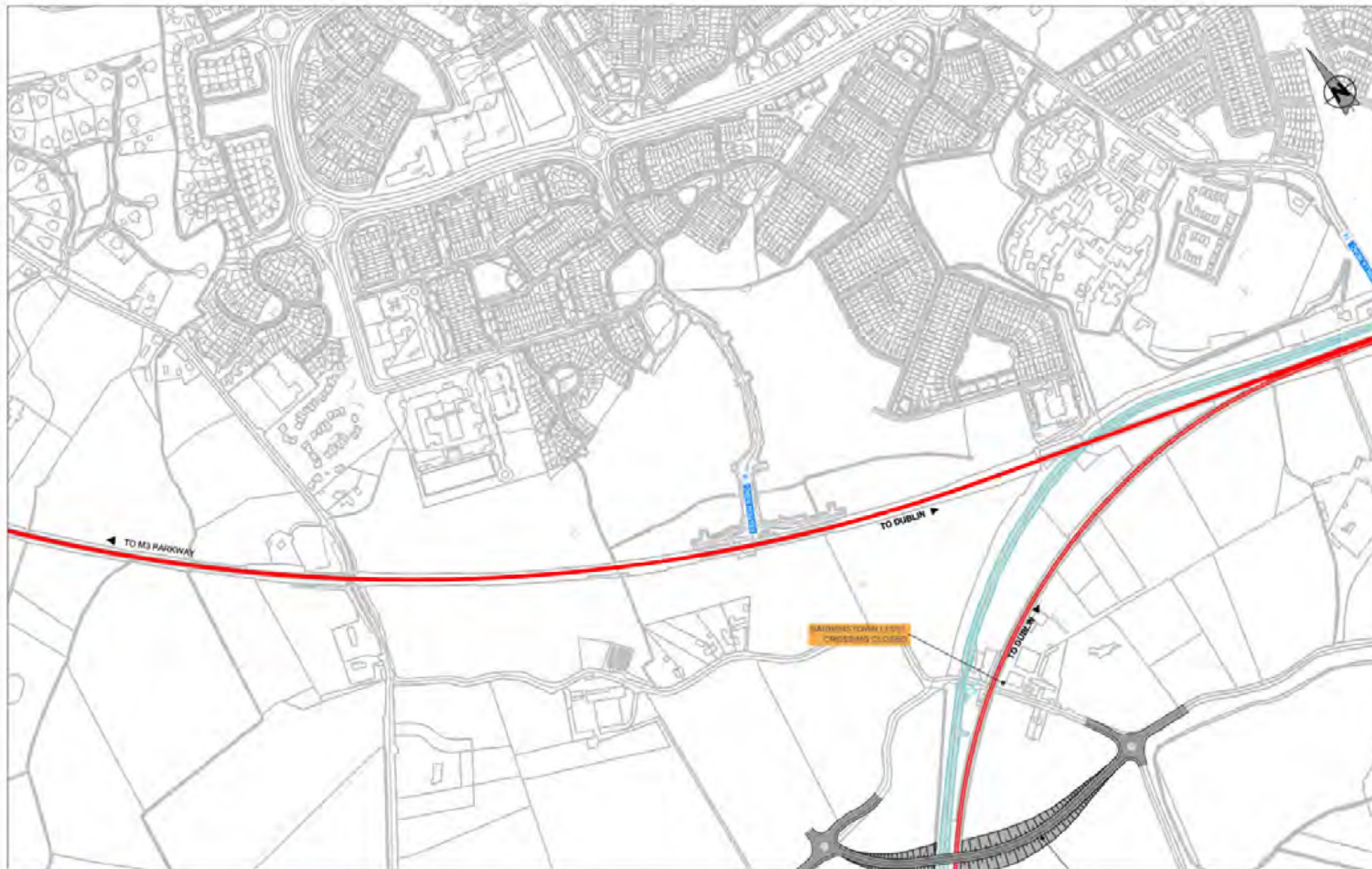
EXISTING RAILWAY LINE, TOWNSHIP  
ELECTRICITY NOTIFICATION AREA



EXISTING RAILWAY, RAILROAD

NOTE:  
FURTHER REINFORCING WORKS REQUIRED AT ALL  
CROSSINGS FOR OVERHEAD LINE EQUIPMENT PROTECTION





LEGEND:

- GENERAL TRACK WORKS
- EXISTING BRIDGE WORKS

EXISTING RAILWAY LINE TO BE ELECTRIFIED WITH OVERHEAD LINES

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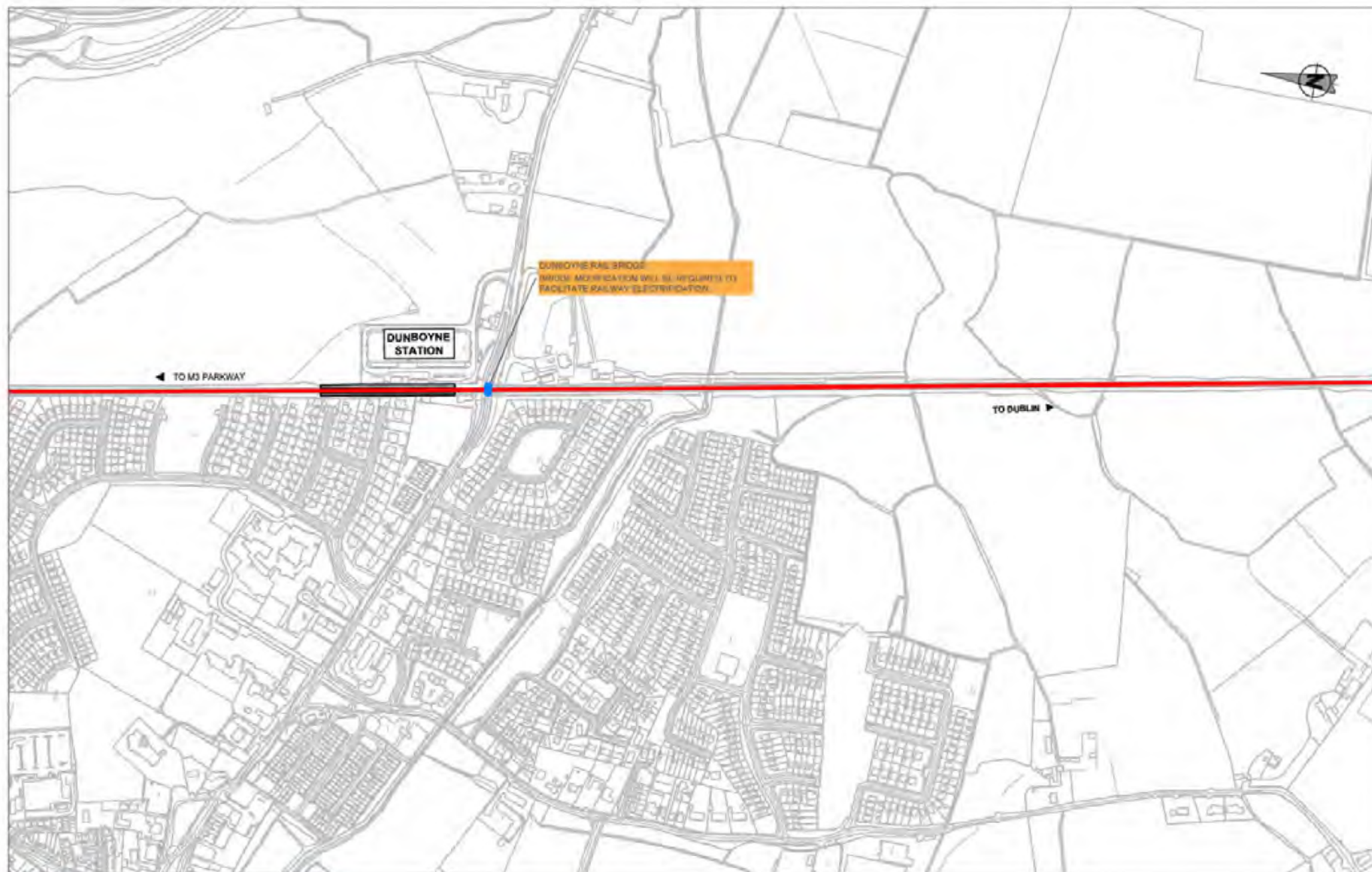


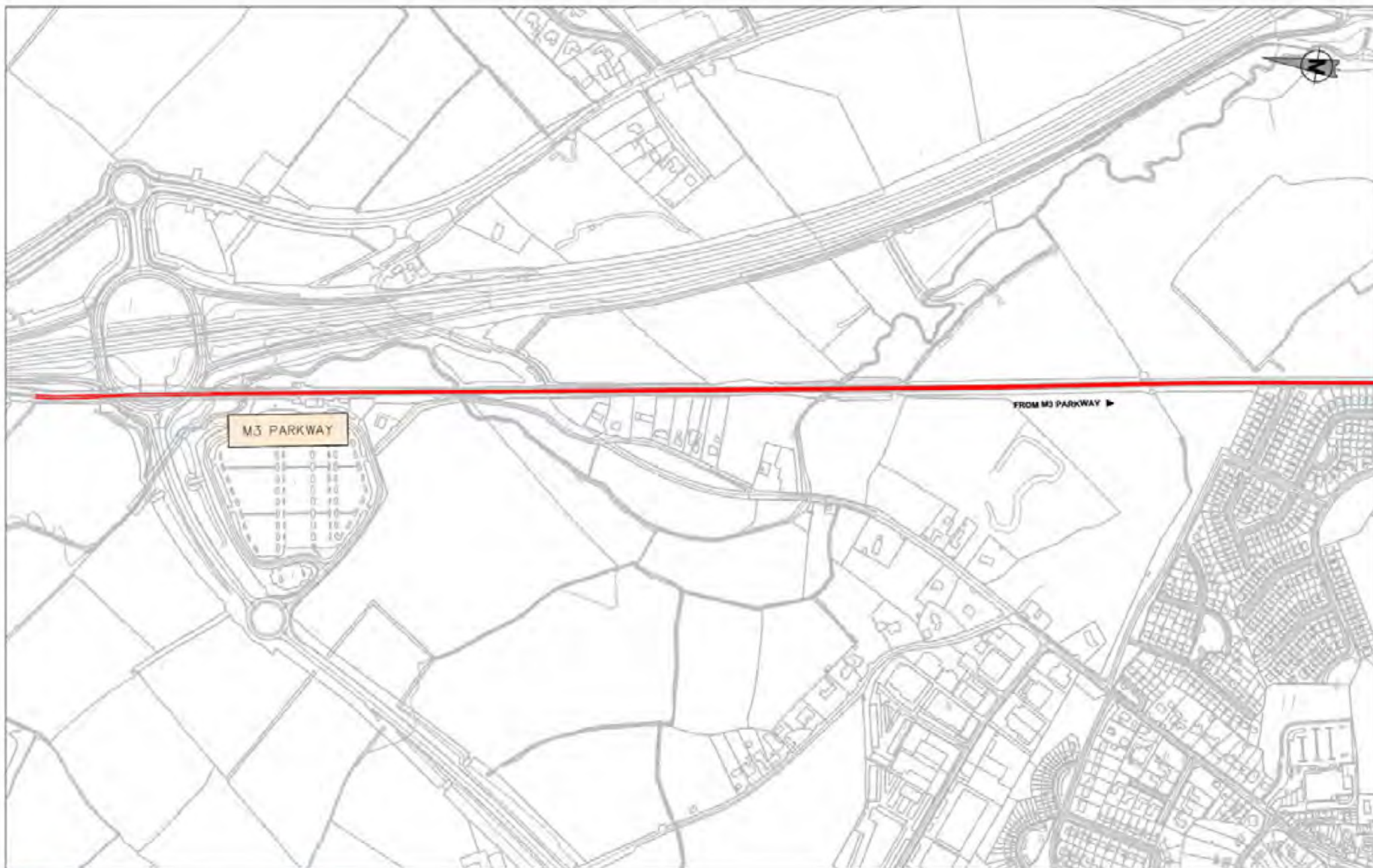
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