

DART+ South West

Volume 4.2: Option Selection – Policy Context

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Contents

Glossary of Technical Terms	1
1. Introduction	5
2. European Policy	6
2.1.1. Trans-European Transport Network	6
2.2. National Policy	8
2.2.1. Project Ireland 2040	8
2.2.1.1. National Planning Framework 2040	8
2.2.1.2. National Development Plan 2018-2027	10
2.2.2. Smarter Travel – A Sustainable Transport Future	10
2.2.3. Strategic Investment Framework for Land Transport	11
2.2.4. Planning Land Use and Transport Outlook 2040	12
2.2.5. Climate Action and Low Carbon Development (Amendment) Act 2021	12
2.3. Regional Policy	12
2.3.1. Eastern and Midland Regional Spatial & Economic Strategy 2019-2031	12
2.3.1.1. Metropolitan Area Spatial Plan (MASP)	13
2.3.2. Transport Strategy for the Greater Dublin Area 2016-2035	15
2.3.3. Greater Dublin Area Cycle Network Plan	18
2.3.4. Integrated Implementation Plan 2019-2024	18
2.4. Local Policy	18
2.4.1. Dublin City Development Plan 2016-2022	18
2.4.1.1. Park West - Cherry Orchard Local Area Plan 2019	20
2.4.1.2. The City Edge Project	21
2.4.2. The Draft Dublin City Development Plan 2022-2028	22
2.4.3. South Dublin County Development Plan 2016-2022	22
2.4.3.1. Adamstown Strategic Development Zone	23
2.4.3.2. Clonburris Strategic Development Zone 2019	24
2.4.4. The Draft South Dublin County Development Plan 2022-2028	26
2.4.5. Kildare County Development Plan 2017-2023	27
2.4.5.1. Celbridge Local Area Plan	28

Figures

Figure 2-1 TEN-T Core Network	6
Figure 2-2 TEN-T Action: 2019-IE-TM-0127-S	7
Figure 2-3 National Strategic Outcomes	8
Figure 2-4 National Strategic Outcomes of Relevance to the DART+ Programme	9
Figure 2-5 Dublin Metropolitan Area Strategic Plan	14
Figure 2-6: 2035 Metropolitan Heavy Rail Network	16
Figure 2-7 City Centre Integrated Transport	19
Figure 2-8 Proposed Land Use Strategy	21
Figure 2-9 City Edge Project Area Map	22
Figure 2-10 Adamstown SDZ Scheme	24
Figure 2-11 Land Use Map	25
Figure 2-12 Clonburris Planning Scheme Masterplan	26

Glossary of Technical Terms

AA	Appropriate Assessment
ABP	An Bord Pleanála
Alternating Current (AC)	Electrical current that changes direction 50 times per second.
Attenuation Tank	Stormwater attenuation tanks provide a storage system for rainwater and surface water. The stored water inside the attenuation tank is released via a flow-control chamber and is either pumped via a pumping chamber or run-off through a gravity stormwater pipe system.
ATP	Automatic Train Protection
CAF	Common Appraisal Framework
Cantilever	OHLE structure comprising horizontal or near horizontal members supporting the catenary projecting from a single mast on one side of the track.
Catenary	The longitudinal wire that supports the contact wire.
CCRP	City Centre Re-signalling Project
CIÉ	Córas Iompair Éireann
Contact wire	Carries the electricity which is supplied to the train by its pantograph.
Cork Mainline	The DART+ South West Project includes part of the existing Cork Mainline between Hazelhatch & Celbridge Station and Heuston Station. This part of the Cork Mainline is also referred to in policy documents and publications as the 'Kildare Line'.
Cross overs	A set of railway parts at the crossing of several tracks which helps trains change tracks to other directions.
Cutting	A railway in cutting means the rail level is below the surrounding ground level.
CRR	Commission for Rail Regulation (formerly RSC – Railway Safety Commission)
CSO	Central Statistics Office
CTC	Central Traffic Control
DART	Dublin Area Rapid Transit (IÉ's Electrified Network)
DCC	Dublin City Council
DCDP	Dublin City Development Plan 2016 - 2022
Direct Current (DC)	Electrical current that flows in one direction, like that from a battery.
D&B	Design & Build (contractor)
DMURS	Design Manual for Urban Roads and Streets (DMURS)
DTTAS	Department of Transport, Tourism and Sport
Electrification	Electrification is the term used in supplying electric power to the train fleet without the use of an on-board prime mover or local fuel supply.
EN	European Engineering Standard

EMC	Electromagnetic Compatibility
EMRA	Eastern and Midland Regional Assembly
EIA	Environmental Impact Assessment (EIA) is the process of examining the anticipated environmental effects of the proposed project - from consideration of environmental aspects at design stage through consultation and the preparation of an Environmental Impact Assessment Report (EIAR).
EIAR	Environmental Impact Assessment Report
EMU	Electric Multiple Unit (DART train)
EPA	Environmental Protection Agency
ERM	National Transport Authority's Eastern Regional Model
ERTMS	European Rail Traffic Management System
ESB	Electricity Supply Board
Four-tracking	Four-tracking is a railway line consisting of four parallel tracks with two tracks used in each direction. Four track railways can handle large amounts of traffic and are often used on busy routes.
FSP	Final Supply Points
GDA	Greater Dublin Area
GI	Ground Investigation
GSWR	Great Southern & Western Railway (i.e., the Phoenix Park Tunnel Branch Line)
Horizontal Clearance	The horizontal distance between a bridge support and the nearest railway track is referred to as horizontal clearance. Bridge supports include abutments (at the ends of the bridge) and piers (at intermediate locations).
KCC	Kildare County Council
KCDP	Kildare County Development Plan 2017-2023
KDA	Key Development Area. Identified in the Celbridge Local Area Plan
Kildare Line	The DART+ South West Project includes the part of the existing Cork Mainline between Hazelhatch & Celbridge Station and Heuston Station. This part of the Cork Mainline is also referred to in policy documents and publications as the 'Kildare Line'.
ÍÉ / IR	Iarnród Éireann / Irish Rail
IINEA	Innovation and Networks Executive Agency
Insulators	Components that separate electricity live parts of the OHLE from other structural elements and the earth. Traditionally ceramic, today they are often synthetic materials.
IM	Infrastructure Manager (ÍÉ)
Lateral Clearance	Clearances between trains and structures.
LV	Low Voltage
LAP	Local Area Plan
MASP	Dublin Metropolitan Area Strategic Plan

Mast	Trackside column, normally steel that supports the OHLE.
MCA	Multicriteria analysis
MDC	Multi-disciplinary Consultant
MEP	Mechanical electrical and plumbing
MSE	Mechanically Stabilised Earth
NIAH	National Inventory of Architectural Heritage
NDP	National Development Plan 2021–2030
NPF	National Planning Framework
NSO	National Strategic Outcomes
NTA	National Transport Authority
Overbridge (OB)	A bridge that allows traffic to pass over a road, river, railway etc.
Over Headline Equipment (OHLE)	This is a key requirement for the DART+ South West Project. OHLE generally refers to the mechanical and electrical items used to carry and deliver electrical power to the train units. OHLE is required to provide electrical power to the network's new electrified train fleet.
PAC	Pre-Application Consultations
Pantograph	The device on top of the train that collects electric current from the contact wire to power the train.
Permanent Way	A term used to describe the track or railway corridor and includes all ancillary installations such as rails, sleepers, ballast as well as lineside retaining walls, fencing and signage.
P&C	Points and Crossings
PLUTO	Planning Land Use and Transport Outlook 2040
PPT	Phoenix Park Tunnel
PPT Branch Line	The Phoenix Park Tunnel Branch Line links Heuston Station to Glasnevin through the Phoenix Park Tunnel. It is part of the Great Southern and Western Railway constructed in the 19 th Century which linked Kingsbridge Station (now Heuston Station) to the Dublin Docklands. Historically it was used for freight, but it was opened to passenger traffic in 2016.
Project route corridor	Comprises the both the section of the Cork Mainline between Hazelhatch & Celbridge Station and Heuston Station, and the Phoenix Park Tunnel Branch Line between Heuston Station and Glasnevin Station.
REB	Relocatable Equipment Buildings are accommodation for signalling equipment and associated power supplies
RC	Reinforced Concrete
Re-signalling	Re-signalling of train lines will regulate the safe movement of trains and increase the capacity of train services along the route.
RMP	Record of Monuments and Places
RO	Railway Order. 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.
RS	Rolling Stock

RSES	Regional Spatial and Economic Strategy
RSC-G	Railway Safety Commission Guideline
RPS	Record of Protected Structures
RU	Railway Undertaking (IÉ)
SAM	Safety Assurance Manager
SDZ	Strategic Development Zone
SDCC	South Dublin County Council
SDCDP	South Dublin County Development Plan 2016-2022
SET	Signalling, Electrical and Telecommunications
Shunting	The pushing or pulling motion (a train or part of a train) from the main line to a siding or from one line of rails to another line.
Slab Track	Modern form of track construction which offers proven higher performance in service and a longer life than traditional ballasted track.
SMR	Sites and Monuments Record
Sidings	A siding is a short stretch of railway track used to store rolling stock or enable trains on the same line to pass
SER	Signalling Equipment Rooms are accommodation for signalling equipment and associated power supplies
STC	Single Track Cantilevers
Track Alignment	Refers to the direction and position given to the centre line of the railway track on the ground in the horizontal and vertical planes. Horizontal alignment means the direction of the railway track in the plan including the straight path and the curves it follows.
TPHPD	Trains Per Hour Per Direction
Turnback	A turnback is a rail crossover that connects two tracks together allowing trains to reverse direction (turn back) to provide continuing service in the opposite direction.
TII	Transport Infrastructure Ireland
TMS	Train Management System
TSS	Train Service Specification
TTAJV	TYPSA, TUC RAIL and ATKINS Design Joint Venture (also referred to as TTA)
TTC	Two Track Cantilevers
Underbridge (UB)	A bridge that allows traffic to pass under a road, river, railway etc. The underneath of a bridge.
URDF	Urban Regeneration and Development Fund
VDC	Direct Current Voltage
Vertical Clearance	For overbridges, an adequate vertical distance between railway tracks and the underside of the bridge deck (soffit) must be provided in order to safely accommodate the rail vehicles and the OHLE. This distance is known as vertical clearance and it is measured from the highest rail level.

1. Introduction

This report sets out the policy context at a European, national, regional and local level for the DART+ South West Project.

Table 1-1: Planning and Policy Documents

EU Level Policy
The Trans-European Transport Network (TEN-T)
National Policy
Project Ireland 2040
The National Planning Framework
The National Development Plan 2021-2030
Smarter Travel – A Sustainable Transport Future
Strategic Investment Framework for Land Transport
Planning Land Use and Transport Outlook 2040
Climate Action and Low Carbon Development (Amendment) Bill 2021
Regional Policy
Eastern and Midland Regional Spatial & Economic Strategy 2019-2031
Metropolitan Area Spatial Plan
Transport Strategy for the Greater Dublin Area 2016-2035
Greater Dublin Area Cycle Network Plan
Integrated Implementation Plan 2019-2024
Local Policy
Dublin City Development Plan 2016-2022
Park West – Cherry Orchard Local Area Plan 2019
The City Edge Project
The Draft Dublin City Development Plan 2022-2028
South Dublin County Development Plan 2016-2022
Adamstown Strategic Development Zone
Clonburriss Strategic Development Zone 2019
The Draft South Dublin County Development Plan 2022-2028
Kildare County Development Plan 2017-2023
Celbridge Local Area Plan

2. European Policy

2.1.1. Trans-European Transport Network

The Trans-European Transport Network (TEN-T) policy supports the development of a Europe-wide network of railway lines, roads, inland waterways, maritime shipping routes, ports, airports and railroad terminals. The overall objective of TEN-T is to “close gaps, remove bottlenecks and technical barriers, as well as to strengthen social, economic and territorial cohesion in the EU”.

The TEN-T policy seeks to achieve the following:

- Improved use of infrastructure;
- Reduced environmental impact of transport;
- Enhanced energy efficiency; and
- Increased safety.

The ‘Core Network’ of the TEN-T policy includes the most important connections and links between key transport nodes, with nine corridors identified to streamline and facilitate the coordinated development of the Core Network by 2030 (see **Figure 2-1**).

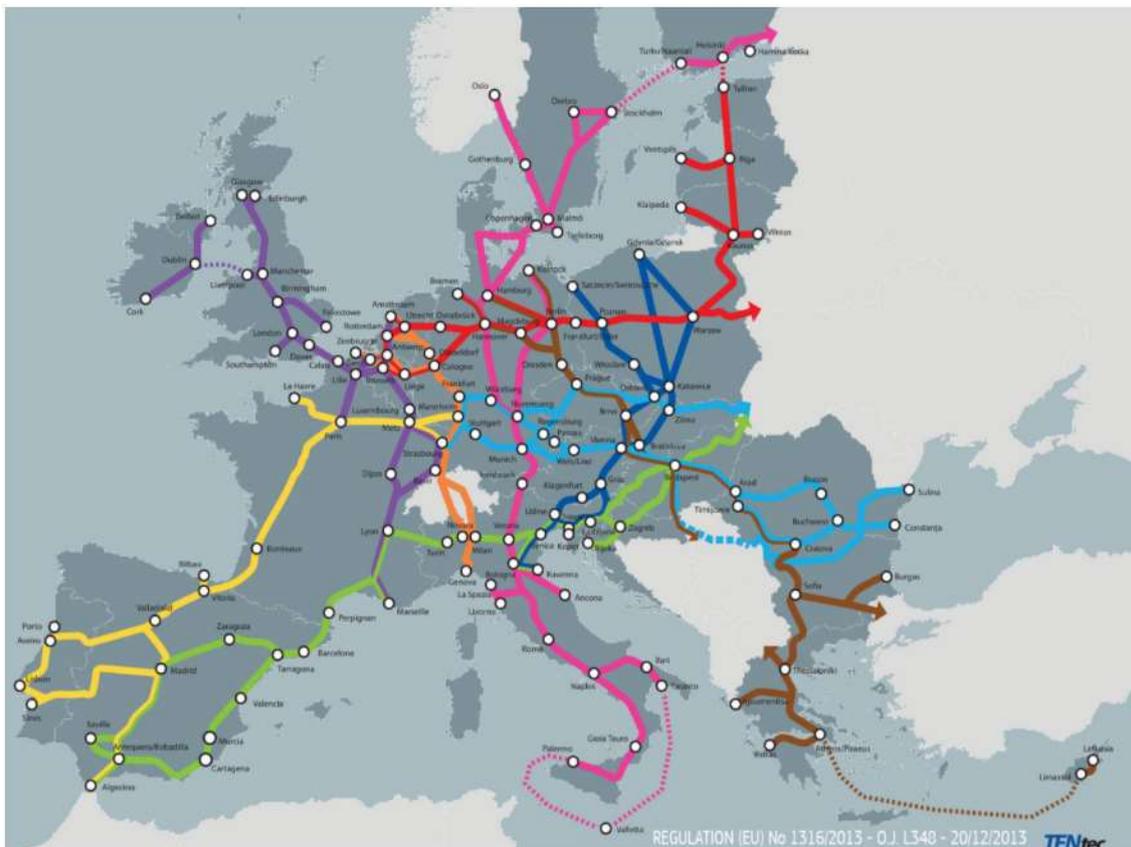


Figure 2-1 TEN-T Core Network
Source: ec.europa.eu

The North Sea-Mediterranean Corridor (indicated in purple in **Figure 2-1**) stretches from Edinburgh and Glasgow in Scotland, to the ports of Marseille and Fos-sur-Mer in the south of France. The route includes a spur to Ireland, with the Cork-Belfast transport corridor identified. When complete, the North Sea-Mediterranean Corridor will offer enhanced multimodal links between North Sea ports, major European rivers basins and the southern French ports. It will also improve links between the British Isles and Continental Europe.

DART+ South West is identified as an Action under the TEN-T Connecting Europe Facility Programme (CEF) which acknowledges that the “*upgrading this railway line to four electrified tracks will bridge the missing link by connecting the Cork Line and the Belfast Line through two stations in Dublin (the Hazelhatch and Connolly stations)*”. The Action concerns “*developing the designs for the DART+ South West from the preliminary design to the detail design phases, completing the approval process and subsequently launching the procurement for works on electrifying, re-signalling, the railway infrastructure components of stations, bridge replacements and tracking to construct the necessary infrastructure along the Kildare line in Dublin*”.



Figure 2-2 TEN-T Action: 2019-IE-TM-0127-S
Source: ec.europa.eu

2.2. National Policy

2.2.1. Project Ireland 2040

Project Ireland 2040 was launched in February 2018 and comprises the *National Planning Framework* and the *National Development Plan 2018 – 2027*. The National Development Plan has since been revisited and updated to cover the period 2021-2030.

Project Ireland 2040 is a long-term overarching strategy which aligns investment decisions with a clearly defined development strategy and National Strategic Outcomes.

2.2.1.1. National Planning Framework 2040

The *National Planning Framework* (the NPF) is the primary articulation of spatial, planning and land use policy in Ireland. The framework is based on directing development to existing settlements rather than allowing the continual expansion and sprawl of cities and towns. The framework provides each region with a set of objectives and key principles from which detailed plans are to be developed.

The NPF *defines* ten National Strategic Outcomes (NSO) as shown in **Figure 2-3**. The NSO represents a shared set of goals for every community across the country.



Figure 2-3 National Strategic Outcomes
Source: *Project Ireland 2020*

Of relevance to the DART+ Programme are NSO 1, 4 and 8.



Figure 2-4 National Strategic Outcomes of Relevance to the DART+ Programme

Source: *Project Ireland 2020*

- NSO 1 - Compact Growth seeks to manage the sustainable growth of cities, towns and villages to create compact and attractive places in which people can live and work. NSO 1 seeks to achieve effective densities and consolidation of built form rather than further sprawl of urban development. In this regard, the NPF states that: *“Combined with a focus on infill development, integrated transport and promoting regeneration and revitalisation of urban areas, pursuing a compact growth policy at national, regional and local level will secure a more sustainable future for our settlements and for our communities”*.
- NSO 4 - Sustainable Mobility is identified as being central to enhancing competitiveness, sustaining economic progress and enabling mobility choices for citizens. Under NSO 4, the NPF aims to expand the range of public transport services available and to reduce congestion and emissions. The policy also commits to invest in key transport projects such as the DART+ Programme, BusConnects and Metro Link. NSO 4 states:

“In line with Ireland’s Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.”

The NPF highlights that Dublin and other major urban areas are too heavily dependent on road and private, mainly car-based, transport, resulting in our roads becoming heavily congested. In order to overcome this issue, the NPF aims to deliver the key public transport objectives of the Transport Strategy for the Greater Dublin Area 2016-2035 by investing in projects such as MetroLink, DART Expansion Programme, and BusConnects in Dublin.

- NSO 8 - Transition to a Low Carbon and Climate Resilient Society, notes that the progressive and strategic development of new, sustainable energy systems, will support *“the conversion of the built*

environment into both generator/consumer of energy and the electrification of transport fleets". Electrification of commuter services by means of the DART+ Programme will enable a transition away from diesel based commuter trains to a highly decarbonised electricity supply.

2.2.1.2. National Development Plan 2021-2030

The *National Development Plan 2021–2030* (the NDP) is the most recent infrastructure investment plan adopted by the government. The NDP is aligned with the delivery of the NPF objectives and sets out the State’s investment priorities from 2021 to 2030 within the context of a changing demographic, the need for Ireland to move to a low carbon society and the sustainable growth opportunities brought about by a growing population.

The NDP supports the delivery of *Project Ireland 2040* through public capital investment over the next ten years and guides national, regional and local planning and investment decisions in Ireland. The NDP provides government departments with greater visibility of their investment capacity over the term of the Plan. It sets out departmental allocations to 2025 and a total public investment of €165 billion over the period 2021 to 2023.

The focus of the NDP is to ensure more sustainable, compact urban growth. In this regard, the NDP states that *“urban, compact growth will be supported under this NDP through investment in high quality integrated active travel and public transport systems and supporting amenities”*.

The NDP identifies the public transport as a strategic investment priority and notes that *“the DART+ Programme will be a cornerstone of rail investment within the lifetime of Project Ireland 2040 and represents the single biggest investment in the Irish rail network”*. The NDP notes that public consultation has already taken place in relation to the DART+ West and DART+ South West Projects, while the procurement process has been completed in respect of the new DART+ Fleet.

2.2.2. Smarter Travel – A Sustainable Transport Future

The Department of Transport, Tourism and Sport’s (DTTAS) *Smarter Travel - A Sustainable Transport Future A New Transport Policy for Ireland 2009-2020* is a national policy document that sets out 5 no. key goals including:

- “(i) to reduce overall travel demand*
- (ii) to maximise the efficiency of the transport network*
- (iii) to reduce reliance on fossil fuels*
- (iv) to reduce transport emission*
- (v) to improve accessibility to transport.”*

The national policy outlines targets to:

- Address unsustainable transport and travel patterns and to reduce the health and environment impacts of current trends;
- Deliver a sustainable transport system in line with climate change targets;
- Reduce work related commuting by car from a current modal share of 65% down to 45% by 2020;

- Increase commuting by alternative sustainable modes to 55% by 2020. The document outlines five key goals necessary for achieving sustainability in transport. These are:
 - Reduce overall travel demand and commuting distances travelled by car;
 - Improve economic competitiveness through maximising the efficiency of the transport network and alleviating congestion and infrastructure bottlenecks;
 - Reduce reliance on fossil fuels and thus improve the security of energy supply;
 - Minimise the negative impacts of transport on the local and global environment by reducing air pollutants and Greenhouse Gas emissions attributed to travel; and
 - Improve accessibility to transport and improve quality of life with an emphasis on people with reduced mobility and those experiencing isolation as a result of reduced accessibility.

The goals and targets of *Smarter Travel - A Sustainable Transport Future* align with and support the DART+ South West Project.

2.2.3. Strategic Investment Framework for Land Transport

DTTAS's *Strategic Investment Framework for Land Transport, 2015* (SIFLT) lays out the role of transport in the future development of the Irish economy. The framework establishes two key principles:

- “(1) High level priorities for future investment in land transport; and
(2) Key principles, reflective of those priorities, to which transport investment proposals will be required to adhere”.*

The SIFLT considers the objective of transport investment considering current and projected transport demand and identifies key issues for policy makers when investing in land transport. The framework sets out the rationale for investment in transport networks, citing their role in driving economic growth, and supporting the delivery of economic development objectives by enabling efficiency and competitiveness across the economy.

The framework highlights Ireland's obligations regarding the reduction of carbon emissions and identifies the need for radical transformation within the transport sector if the targeted reduction in carbon emissions of 80% by 2050 is to be achieved. The need for investment is also established by illustrating that the existing land transport systems cannot cater for the projected increases in population and a 35% increase in commuting trips by 2040.

The SIFLT's priorities outlined below echo Project Ireland 2040's NSOs and guide investment decisions for transport schemes:

Address Urban Congestion: The need to address urban congestion is prioritised within the Framework to improve the efficiency and sustainability of the urban transport system. This is to be achieved by improving and expanding public transport capacity, the expansion of walking and cycling infrastructure and the wider use of technology within transport systems; and

Maximise the contribution of Land Transport to National Development: Transport systems should aim to enhance the efficiency of the existing network, improve connections to key ports and airports and support national and regional spatial planning priorities.

The objectives of the SIFLT align with and support the DART+ South West Project.

2.2.4. Planning Land Use and Transport Outlook 2040

Following the publication of Project Ireland 2040, DTTAS commenced the *Planning Land Use and Transport Outlook 2040* (PLUTO) initiative to update the SIFLT to ensure the alignment of planning regarding land use and transport projects across government departments and agencies. The review to date has identified several priorities to be incorporated into the planning framework going forward. Within PLUTO there is continued focus on the need to address climate change through the delivery of reduced emissions for transport networks supported by technological initiatives.

PLUTO has established priorities for transport projects up to 2040 which include;

- A land transport network which delivers a high level of service for the population of Ireland;
- Enabling the delivery of the National Planning Framework (NPF) objectives regarding where people live and work;
- Maximising the sector’s contribution to Ireland’s economic competitiveness; and
- Realising a low carbon sustainable transport system.

The objectives of PLUTO align with and support the DART+ South West Project.

2.2.5. Climate Action and Low Carbon Development (Amendment) Act 2021

In July 2021, the *Climate Action and Low Carbon Development (Amendment) Act 2021* was signed into law. It provides a governance framework setting out how Ireland will transition to ‘Net Zero’ and achieve a climate neutral economy by no later than 2050.

The key features of the Act are:

- Placing on a statutory basis a 'national climate objective', which commits to pursue and achieve, the transition to a climate resilient, biodiversity-rich, environmentally sustainable, and climate-neutral economy, by no later than 2050.
- Carbon budgets including a provision for setting sectoral targets.
- Actions for each sector to be included in an annually revised Climate Action Plan.
- Strengthened role for the Climate Change Advisory Council.
- New oversight and accountability by the Oireachtas.
- Public Bodies will be obliged to perform their functions in a manner consistent with national climate plans and strategies and furthering the achievement of the national climate objective.

2.3. Regional Policy

2.3.1. Eastern and Midland Regional Spatial & Economic Strategy 2019-2031

The *Regional Spatial & Economic Strategy 2019-2031* (RSES) for the Eastern and Midland Region including the Metropolitan Area Spatial Plan for Dublin was published in June 2019. The RSES is a

strategic plan and investment framework to shape the future of the region to 2031 and beyond. The RSES addresses the implementation of Project Ireland 2040 at the regional level. It considers spatial and economic factors which relate to the future of the region and ensures that employment opportunities, services, ease of travel and the overall wellbeing of citizens is being addressed.

The RSES highlights the DART expansion programme and its role in the consolidation of Dublin City Centre and surrounding areas. It notes:

“The RSES supports a feasibility study for the provision of high-speed rail links between Dublin and Limerick/ Junction Cork and enhanced rail services including the extension of the DART to Celbridge/ Hazelhatch in north Kildare”

The RSES identifies a Strategic Development Corridor to the south west of the city and notes the role that the DART expansion project plays in this regard:

“The consolidation of the western suburbs of Clonburris, Kilcarberry and Adamstown, linked to increased capacity and electrified services on the Kildare line, to be delivered by 2027”

Policy Objective RPO 8.8 supports the DART+ South West with the following rail projects noted in the associated Table 8.2 of the RSES:

“DART Expansion Programme- new infrastructure and electrification of existing lines, including provision of electrified services to Drogheda or further north on the Northern Line, Celbridge-Hazelhatch or further south on the Kildare, Maynooth and M3 Parkway...”

“New stations to provide interchange with bus, LUAS and Metro network including Kishoge, Heuston West, Cabra, Glasnevin, Pelletstown and Woodbrook.”

2.3.1.1. Metropolitan Area Spatial Plan (MASP)

The requirement for the development of MASP for Dublin City as part of the RSES is outlined in Project Ireland 2040. The objectives of the MASP include the management of sustainable and compact growth of Dublin City and better use of underused lands. **Figure 2-5** illustrates the strategic development areas and corridors identified in the MAPS, including the DART expansion in the south-west corridor.



Figure 2-5 Dublin Metropolitan Area Strategic Plan
Source: Eastern and Midland Regional Spatial & Economic Strategy 2019-2031

The MASP contains several objectives for the Dublin Metropolitan Area, including Sustainable Transport Objective to include:

RPO 5.2 “Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle

Network and ensure that future development maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, existing and planned”.

“To focus growth along existing and proposed high quality public transport corridors and nodes on the expanding public transport network and to support the delivery and integration of ‘BusConnects’, DART expansion and LUAS extension programmes, and Metro Link, while maintaining the capacity and safety of strategic transport networks”.

The objectives of the Eastern and Midland RSES and MASP align with and supports the DART+ South West programme.

2.3.2. Transport Strategy for the Greater Dublin Area 2016-2035

The *Transport Strategy for the Greater Dublin Area 2016-2035* (the Transport Strategy) provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area (GDA) until 2035. It also provides a transport planning policy around which other agencies involved in land use planning, environmental protection and delivery of other infrastructure such as housing, water and power can align their investment priorities. It integrates short, medium and long-term plans for rail, bus, cycling, walking and roads and sets out the transport provisions necessary to *“contribute to the economic, social and cultural progress of the GDA by providing for the efficient, effective and sustainable movement of people and goods”.*

While the Strategy acknowledges the development of the rail network in recent decades, it advises that significant work remains to create a fully integrated rail network. Of particular relevance to DART+ South West it highlights: *“In particular, the Kildare / Cork line terminates on the outskirts of the City Centre at Heuston and does not link into the heart of the city, and to the other three lines, for passenger services”.*

In developing the Transport Strategy, alternative options for the provision of transport services along six radial corridors into Dublin were considered. Heavy rail (DART and Commuter Rail) was found to be the most appropriate solution to meet the transport needs of the high-density population centres across several of the corridors identified. For example, in Corridor C (Maynooth-Leixlip-Lucan-to Dublin City Centre) rail service on the Kildare Line are regarded as serving *“the planned for population growth in the areas of Adamstown, Kishoge and Clonburris”.*

The Transport Strategy identifies the heavy rail infrastructure required to be delivered within the lifetime, as follows:

- Reopen the Phoenix Park Tunnel Link for passenger services, which will link the Kildare/Cork line to the city centre. [The tunnel reopened in 2016 for regular passenger traffic.]
Complete the City Centre Re-signalling programme, which will provide additional train paths through the city centre section of the rail network. [The Programme was completed late 2020.]
- Implement the DART Expansion Programme, which will provide DART services as far north as Drogheda; to Hazelhatch on the Kildare Line (including a tunnel connection from the Kildare Line to link with the Northern / South-Eastern Line); to Maynooth in the west and to the M3 Parkway. [All three major DART+ Projects are currently progressing towards Railway Order

applications in the next two years (i.e., DART+ West, DART+ South West and DART+ Coastal)]

- Develop a new train control centre to manage the operation of the rail network. [The centre is currently under construction at Heuston West and is expected to be completed in 2021.]
- Construct additional train stations in developing areas with sufficient demand.
- Implement a programme of station upgrades and enhancement.
- Ensure an appropriate level of train fleet, of an appropriate standard, to operate on the rail network.



Figure 2-6: 2035 Metropolitan Heavy Rail Network
 Source: *Transport Strategy for the Greater Dublin Area 2016-2035*

The Strategy also includes objectives for other modes of transport which are relevant for the DART+ South West Project – reiterating the importance of a modal shift away from cars and providing enhanced facilities for public transport, pedestrians and cyclists.

- Section 5.7 Walking

- Revise road junction layouts, where appropriate, to provide dedicated pedestrian crossings, reduce pedestrian crossing distances, provide more direct pedestrian routes, and reduce the speed of turning traffic.
- Ensure that the permeability and accessibility of public transport stops and stations for local communities is maintained and enhanced.
- 5.8.2 Regional and Local Roads:
 - Develop appropriate road links to service development areas;
 - Enhance pedestrian and cycle safety through the provision of safer road junctions, improved pedestrian crossing facilities and the incorporation of appropriate cycle measures including signalised crossings where necessary.
- 5.8.3 Principals of Road Development:
 - There will be no significant increase in road capacity for private vehicles on radial roads inside the M50 motorway;
 - That the road scheme, other than a motorway or an express road proposal, will be designed to provide safe and appropriate arrangements to facilitate walking, cycling and public transport provision.
- 5.10 Park and Ride

Develop a network of strategic rail-based park and ride facilities at appropriate points where rail services intersect with the national road network, adjacent to, or outside of, the M50. These facilities are, or would be, located at Swords, Finglas, Dunboyne, Liffey Valley, Naas Road, Carrickmines, Woodbrook and Greystones.

The Transport Strategy also outlines objectives for Transport Services and Integration noting that: “The DART services will operate to a high frequency with adequate capacity to cater for the passenger demand. It is anticipated that DART services in the city centre section of the network will operate to a regular ten-minute service frequency in the peak hours from 2016 and will transition to a five-minute service frequency following the completion of the DART Expansion Programme”

It is clear that the objectives of the Transport Strategy are in the process of successfully being delivered by the DART+ Programme and this includes progressing the DART+ South West Project.

It is noted that the NTA has commenced a review of the Transport Strategy to assess how the current plan is being implemented, and to guide a strategy update that will set out a transport infrastructure and service investment framework for Dublin, Meath, Kildare and Wicklow until 2042. The Draft Transportation Strategy to 2042 is expected to be published in mid-October 2021 for public consultation. At the time of writing, this draft document has not been published.

2.3.3. Greater Dublin Area Cycle Network Plan

The Greater Dublin Area Cycle Network Plan sets out a 10-year strategy to expand the urban cycle network from 500km to 2,480km. The overarching ambition of the scheme is, by 2021, to increase the numbers who commute by bike to be the same amount as those who commute by bus.

The network will consist of a series of primary, secondary and feeder routes as well as greenways routes. These routes will comprise of a mix of cycle tracks and lanes, cycleways and infrastructure-free cycle routes in low traffic environments. To compliment the investment in the cycle network, the cycle network plans also provide for:

“Sufficient on and off-street public cycle parking at key urban destinations such as bus/rail stations, schools and large workplaces.

The expansion of the bike share scheme in Dublin City and the introduction of similar schemes across the Greater Dublin Area.

The implementation of a comprehensive cycle route signage programme in conjunction with the development of the cycle network”.

The proposed network of primary, secondary and greenway cycle routes include several crossings of the DART+ South West Project corridor.

It is noted that the NTA is currently in the process of updating the Cycle Network Plan and anticipates that this will be published later in 2021. The updated Cycle Network Plan will be an important input into the upcoming review of the Transport Strategy for the Greater Dublin Area.

2.3.4. Integrated Implementation Plan 2019-2024

The NTA’s *Integrated Implementation Plan 2019-2024* (the Implementation Plan) supports the delivery of the Transport Strategy and is aligned with the objectives of the NDP. The Implementation Plan sets out the central infrastructure investment programme and overall funding provision over the six-year period. It identifies the key investment areas with respect to bus, light rail, heavy rail and integration and sustainable transport investment.

The Implementation Plan provides further detail on the sequencing and allocation of the €4.6b available to the NTA across Bus, Light Rail, Metro and Heavy Rail projects up to 2024. It also notes that the *“integrated rail network will provide a core, high-capacity transit system for the region and will deliver a very substantial increase in peak-hour capacity on all lines from Drogheda, Maynooth, Celbridge/Hazelhatch and Greystones”.*

The investment programme and overall funding provision of the Implementation Plan align with and support the DART+ South West Project.

2.4. Local Policy

2.4.1. Dublin City Development Plan 2016-2022

The route departs from the administrative area of Dublin City Council (DCC), the future development of which is governed by the *Dublin City Development Plan 2016-2022* (the DCDP). The DCDP provides

an integrated, coherent spatial framework to ensure Dublin city is developed in an inclusive way which improves the quality of life for its citizens, while also being a more attractive place to visit and work.

The DCDP aims to create a platform to facilitate and promote a sustainable and long-term vision for the city, which includes the delivery of large-scale infrastructure developments and public transport systems. **Figure 2-7** illustrates the planned integrated transport network for the city centre.

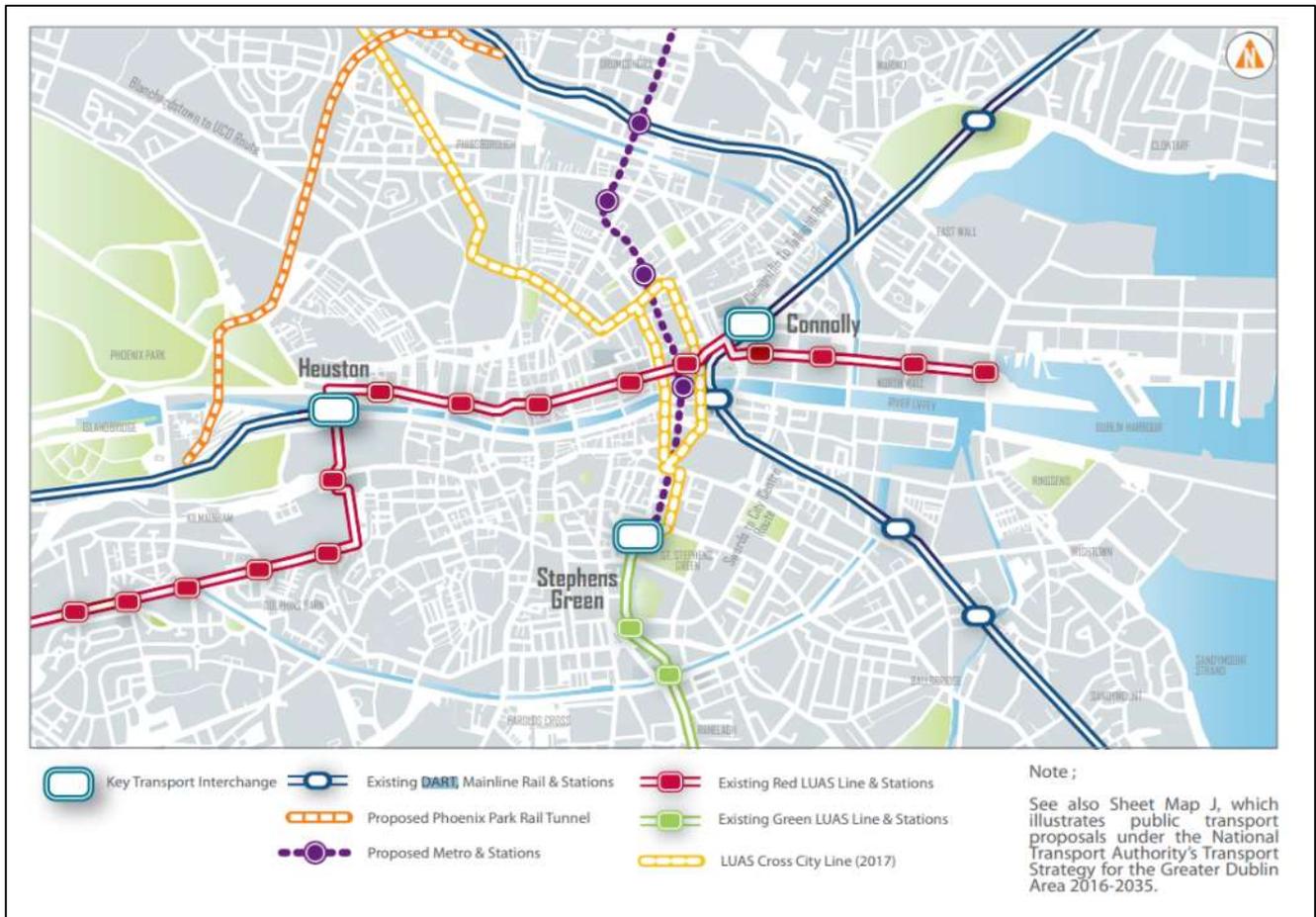


Figure 2-7 City Centre Integrated Transport
Source: Dublin City Development Plan 2016-2022

The main DCDP policies and objectives that are of relevance to the DART+ Programme include:

Policy MT4: “To promote and facilitate the provision of Metro, all heavy elements of the DART Expansion Programme including DART Underground (rail interconnector), the electrification of existing lines, the expansion of Luas, and improvements to the bus network in order to achieve strategic transport objectives”.

Policy MT3: “To support and facilitate the development of an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city in association with relevant transport providers, agencies and stakeholders”.

Policy MT6(i): “To work with Iarnród Éireann, the NTA, Transport Infrastructure Ireland (TII) and other operators to progress a coordinated approach to improving the rail network,

integrated with other public transport modes to ensure maximum public benefit and promoting sustainable transport and improved connectivity”.

Policy MTO5(i): *“To facilitate and support measures proposed by transport agencies to enhance capacity on existing public transport lines and services, to provide/improve interchange facilities and provide new infrastructure”.*

Section 8.5.3 of the DCDP (Public Transport) further states that:

“DCC policy on public transport will be implemented in collaboration with the NTA’s Transport Strategy for the Greater Dublin Area 2016-2035. Key public transport elements of this strategy include Metro North and South, and the DART expansion programme including DART underground”.

The DART+ South West Project aligns with, and is supported by, the policies and objectives of the DCDP.

2.4.1.1. Park West - Cherry Orchard Local Area Plan 2019

The *Park West - Cherry Orchard Local Area Plan* (LAP) was adopted in 2019 and provides for the future development of the area.

The LAP notes the following about the Park West – Cherry Orchard station and Kildare Line which runs centrally through the area:

- The station is served by commuter and intercity services serving Heuston and Connolly stations; however, infrequent services do not make travel by train an attractive option.
- Vacant ground floor retail units in the vicinity of the train station reflect the limited use of the train station as a means of travel.

The LAP identifies 46 hectares of land available for development with the potential to deliver approximately 2,000 new residential units alongside new mixed use and commercial development. It identifies several vacant Key Development Sites, including sites which immediately adjoin the Kildare Line to the north and south. The overarching development strategy for the LAP is for the development of these vacant sites and their successful integration into the existing fabric of both the immediate area and the wider city.

The proposed land use strategy for the land includes mixed-use development with employment generating uses around the Park West – Cherry Orchard station. Refer to **Figure 2-9**. The DART+ South West Project will improve commuter rail services at this location and therefore enhance the social and economic conditions of the area.

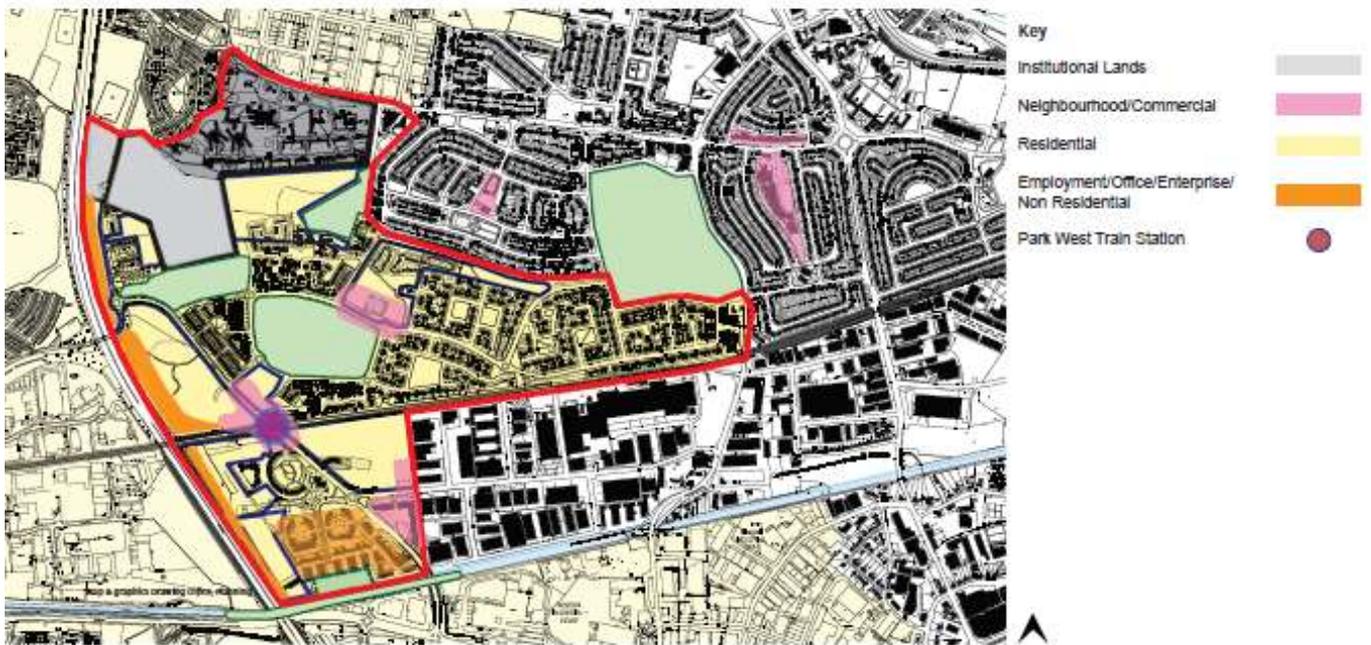


Figure 2-8 Proposed Land Use Strategy
Source: Park West – Cherry Orchard LAP 2019

2.4.1.2. The City Edge Project

The *City Edge Project* is emerging policy rebranding the *Naas Road – Ballymount – Cherry Orchard – Park West URDF Masterplan* which was published in September 2020. The City Edge Project is a transformative regeneration project for the Naas Road, Ballymount and Park West areas in Dublin with a total study area of 700 ha. It is envisaged the scheme will create a new urban space with the potential for 40,000 new homes and 75,000 new jobs.

The project study area runs parallel to the railway track between Park West & Cherry Orchard and Inchicore and includes lands at Inchicore Works, Kylemore Road Bridge and Le Fanu Bridge within the project area, refer to **Figure 2-9**.

The regeneration scheme is currently in the early stages, having just completed a 4 week non-statutory public consultation period between 9th September 2021 to 6th October 2021. The purpose of the public consultation was to provide the public with an opportunity to express feedback on the future of the lands and the work completed to date. Submissions are to be the subject of a report which will be presented to the Elected Members of South Dublin County Council and Dublin City Council.

The DART+ South West Project will improve commuter rail services which will support the future regeneration of the area.



Figure 2-9 City Edge Project Area Map

Source: cityedge.ie

2.4.2. The Draft Dublin City Development Plan 2022-2028

The *Draft Dublin City Development Plan 2022-2028* (DCC Draft Plan) pre-draft consultation ended on 22 February 2021 with 752 submissions received. Currently the Draft Development Plan is being prepared and is envisaged that it will be submitted to the Elected Council members for their consideration in late November 2021.

2.4.3. South Dublin County Development Plan 2016-2022

The route travels through the administrative area of South Dublin County Council (SDCC), the future development of which is governed by the *South Dublin County Development Plan 2016-2022* (the SDCDP). The SDCDP provides the spatial framework for the county in the context of national and regional policy frameworks and outlines qualitative and quantitative development management standards against which the DART+ South West will be assessed.

The SDCDP supports the delivery of key infrastructure and transport developments with CS7 Objective 2 aiming to:

“To support the delivery of sufficient public transport and road capacity to facilitate sustainable new development in Strategic Development Zones”.

This is supported by TM2 Objective 1:

“To secure the implementation of major public transport projects as identified within the relevant public transport strategies and plans for the Greater Dublin Area”

Regarding specific objectives for the DART+ Programme, Section 6.1.0 of the SDCDP seeks to:

“Support the NTA in implementing major transport projects such as the reopening of the Phoenix Park Tunnel for rail services, DART Underground and Tallaght Swiftway (Bus Rapid Transport)”.

Having regard for the above, it is submitted that the DART+ South West Project aligns with, and is supported by, the policies and objectives of the SDCDP.

2.4.3.1. Adamstown Strategic Development Zone

The Adamstown Strategic Development Zone Planning Scheme (the Planning Scheme) was originally approved by An Bord Pleanála in 2003, and further amended in 2014. When complete, the 223.5 ha area will provide approximately 7,000 no. residential units focused around Adamstown Railway Station. The SDZ scheme is illustrated in **Figure 2-10**.

The Planning Scheme was prepared regarding best practice in the planning and design of new urban communities. Its holistic design approach seeks to *“create urban place with a strong sense of identity that is attractive and desirable as well as safe and secure, in a traditional town and village format”*.

The Planning Scheme was conceived to: *“Provide alternatives to the private car in the form of a new railway station and transport interchange, additional rail capacity, dedicated bus routes and a continuous network of walking and cycling links”*.

The delivery of DART+ South West Project will significantly improve the frequency and reliability of commuter services at Adamstown Station which will bring social and economic benefits to this growing community.



Figure 2-10 Adamstown SDZ Scheme

2.4.3.2. Clonburris Strategic Development Zone 2019

In 2006, Government Order (SI 442 of 2006) designated 180 hectares of land at Clonburris as a Strategic Development Zone (SDZ). A Planning Scheme was subsequently made in 2008.

In 2015, Government Order (SI No. 604 of 2104) designated 280 hectares of land at Clonburris-Balgaddy as a SDZ; revoking the 2006 Order and 2008 Planning Scheme. Under the Designation of Strategic Development Zone: Balgaddy – Clonburris, the lands which are deemed to be of economic and social importance to the state, are *“for residential development and the provision of schools and other educational facilities, commercial activities, including employment office, hotel, leisure and retail facilities, rail infrastructure, emergency services and the provision of community facilities, including health and childcare services.”*

The Kildare / Cork railway line runs centrally / along the northern boundary of the lands and there are train stations within the SDZ, the Clondalkin-Fontill station (which is operational) and the Kishoge station (which was constructed as part of the Kildare Route Project but which is not operational). Overarching principles of the Planning Scheme include:

- To develop the SDZ in a manner that maximises existing and proposed public transport opportunities, including high quality rail and bus services;
- To direct land-uses and densities across the SDZ lands in a manner that creates a sustainable urban district that is based on the integration of land-use and transport planning; and

- To develop vibrant mixed-use centres around Clonburriss and Kishoge railway stations as part of a hierarchy of urban centres to serve Clonburriss;

The Planning Scheme therefore provides for the following:

- A land use strategy that will result in 98% of residences being located within 400 metres of a bus stop or within 800 metres of a train station.
- Both the Kishoge and Clondalkin-Fonthill Railway stations as forming focal points for the two planned urban centres within the SDZ lands. The main commercial areas are focused primarily around Fonthill Train Station and to a lesser extent Kishoge Train Station.
- Both the Kishoge and Clondalkin-Fonthill Railway stations serving as interchanges between rail, bus, car, walking and cycling.

The land use strategy focused on the two train stations within the SDZ is evident in **Figure 2-11**. The Masterplan is illustrated in **Figure 2-12**.

Like Adamstown, Clonburriss was conceived as a transport-oriented development; with the Planning Scheme(s) designed to provide alternatives to private car use, via both existing and new rail stations, additional rail capacity, the future planned electrification of the rail line and dedicated bus routes. The DART+ South West Project is therefore a key enabler for Clonburriss to reach its full and intended sustainable transport-oriented development potential.

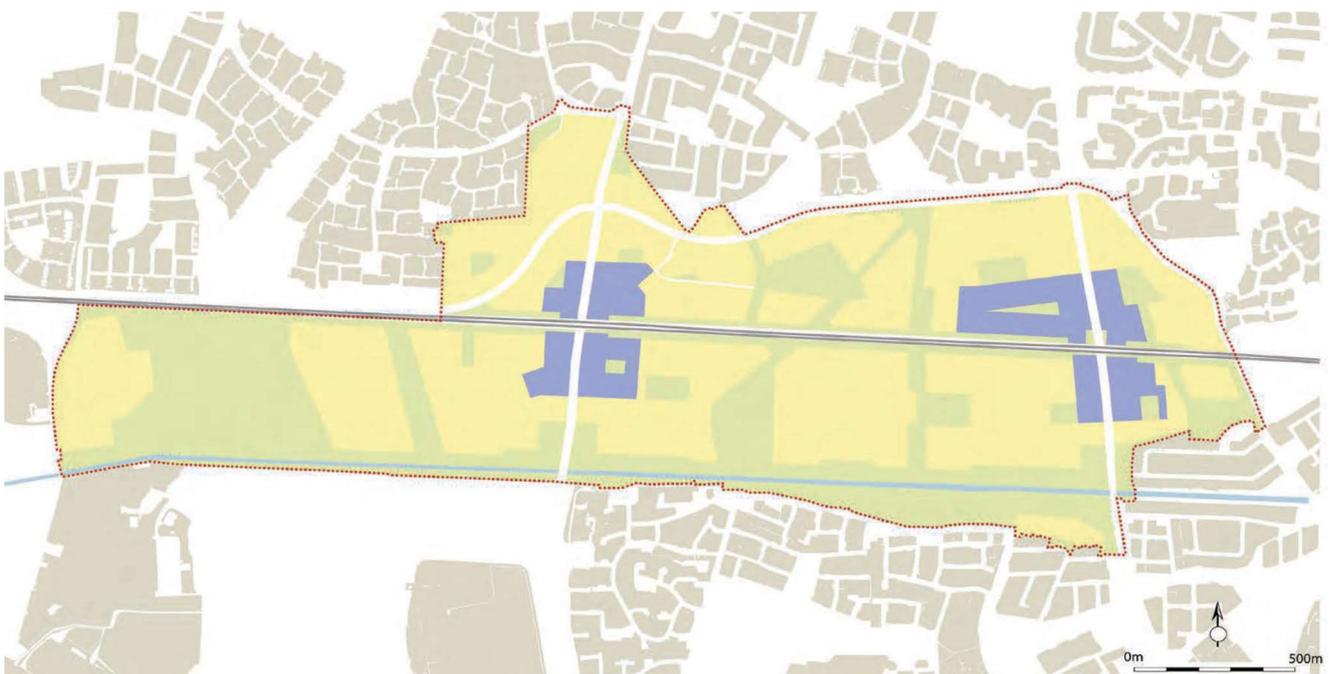


Figure 2-11 Land Use Map

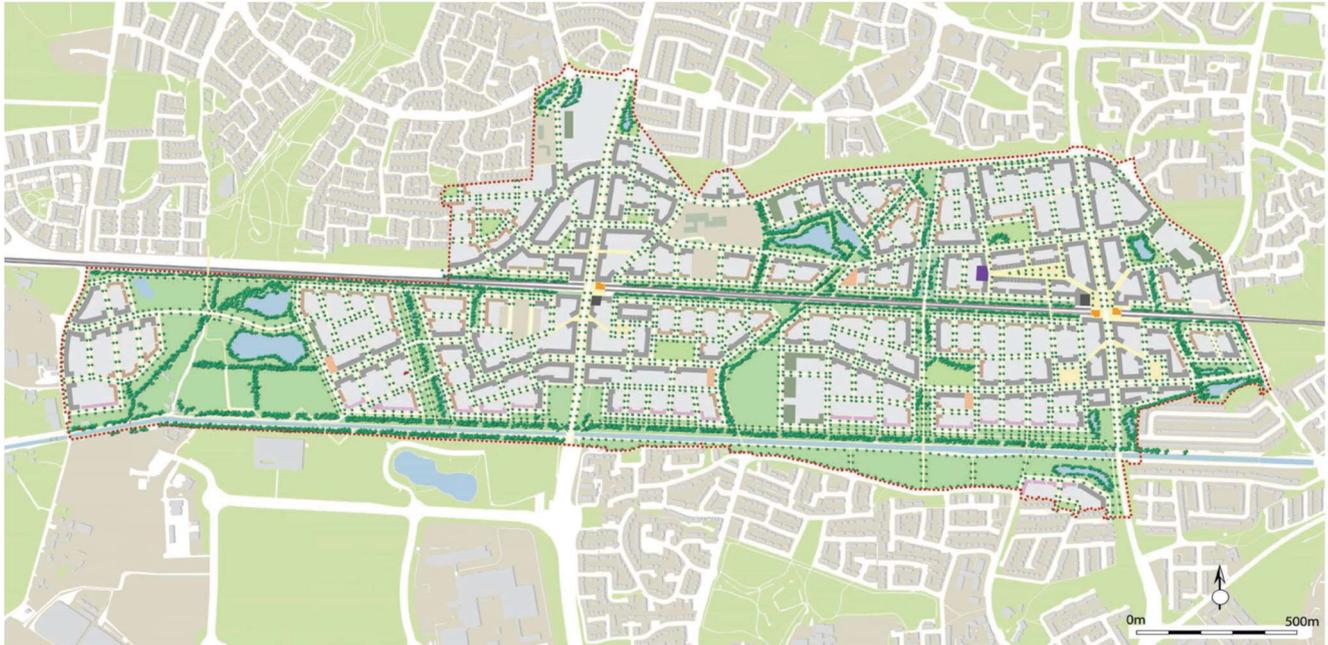


Figure 2-12 Clonburris Planning Scheme Masterplan

2.4.4. The Draft South Dublin County Development Plan 2022-2028

The *Draft South Dublin County Development Plan 2022-2028* (SDCC Draft Plan) is being progressed. The public consultation process for Stage 2 of the SDCC Draft Plan ran from 07 July 2021 to 15 September 2021, currently the Chief Executive’s Report on the Draft Plan Submissions is being prepared and it is expected to be submitted to the Elected Council members for their review on 07 December 2021. It is envisaged that the *Draft South Dublin County Development Plan 2022-2028* will be adopted in August 2022.

The SDCC Draft Plan sets out a vision to “*increase the number of people walking, cycling and using public transport and reduce the need for car journeys, resulting in a more active and healthy community, a more attractive public realm, safer streets, less congestion, reduced carbon emissions, better air quality, and a positive climate impact.*” The objectives of the SDCC Draft Plan are consistent with national and regional planning policy and include a number of objectives in relation to DART+ Programme and DART+ South West Project:

SM1 Objective 3: “*To support the delivery of key sustainable transport projects including DART and Luas expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network in accordance with RPO 5.2 of the RSES/MASP.*”

SM3 Objective 2: “*To facilitate and secure the implementation of major public transport projects as identified within the NTA Transport Strategy for the Greater Dublin Area (2016-2035), or any superseding document, including BusConnects, the DART expansion programme along the Kildare route, the opening of the new rail station at Kishoge and the Luas to Lucan.*”

With regard to the above, the DART+ South West Programme and DART+ South West Project aligns with the objectives set out in the SDCC Draft Plan.

2.4.5. Kildare County Development Plan 2017-2023

The western portion of the route runs through the administrative area of Kildare County Council (KCC) and terminates at Hazelhatch. The future development of this area is governed by *Kildare County Development Plan 2017-2023* (the KDCP). The KDCP sets out an overall strategy for the proper planning and sustainable development of the functional area of County Kildare and aims to strengthen the county by facilitating sustainable development through the provision of physical and social infrastructure.

At its adjourned meeting on 9th June 2020, KCC adopted a Variation (Variation No. 1) of the KDCP in response to changes in national and regional policy, namely the publication of the NPF and the RSES. The KDCP now designates Celbridge a ‘Self-Sustaining Town’ and as such will require “*contained growth, focusing on driving investment in services, employment growth and infrastructure while balancing housing delivery.*”

The aim of the KDCP in terms of Transportation and Movement is to “*promote ease of movement within and access to County Kildare, by integrating sustainable land use planning with a high-quality integrated transport system; to support improvements to the road, rail and public transport network, together with cycleway and pedestrian facilities.*”

The main policies and objectives stated in the County Development Plan which are of specific relevance to the DART+ Programme include:

MT 1: “*Promote the sustainable development of the county through the creation of an appropriately phased integrated transport network that services the needs of communities and businesses.*”

MT 2: “*Support sustainable modes of transport by spatially arranging activities around existing and planned high quality public transport systems.*”

MT 3: “*Influence people’s travel behaviour and choices towards more sustainable options by working closely with relevant organisations in improving and accessing public transport facilities.*”

MT 8: “*Seek to address urban congestion with particular emphasis on facilitating improved bus transport movement and reliability and improved links to bus and railway stations.*”

PT 1: “*Promote the sustainable development of the county by supporting and guiding national agencies including the National Transport Authority in delivering major improvements to the public transport network and to encourage public transport providers to provide an attractive and convenient alternative to the car.*”

PT 2: “*Generate additional demand for public transport services by strengthening development around existing and planned high capacity transport routes and interchanges throughout the county.*”

PT 3: “*Support the delivery of the NTA’s Greater Dublin Area Transport Strategy (2016-2035) in Kildare.*”

PT 5: “Investigate, in co-operation with Irish Rail and the National Transport Authority, the provision of new railway stations in the county and the upgrading/relocation of existing stations, to rectify existing constraints in the network”.

PT 7: “Promote and support the upgrading of the Maynooth rail line and the Kildare rail line, in accordance with the Transport Strategy for the Greater Dublin Area 2016-2035 and in co-operation with the NTA”.

2.4.5.1. Celbridge Local Area Plan

The DART+ South West corridor terminates at Hazelhatch Station, c. 2km to the southeast of Celbridge’s town centre. One of the aims of the *Celbridge Local Area Plan 2017-2023* (LAP) is to set out a framework for enhancement of the town’s existing transport network by increasing permeability, particularly for sustainable modes of transport and improving access to public transport.

The LAP identifies several Key Development Areas (KDAs) including KDA 2 Ballyoulster and KDA 5 Simmonstown located to the south of the River Liffey between Celbridge town centre and Hazelhatch Train Station.

LAP Objectives of relevance to DART+ South West include:

MTO 1.2: “To facilitate and encourage cycle as a more convenient and safe method of transport through the development of new or improved cycle facilities in Celbridge with a particular focus on the routes identified in the National Transport Authority (NTA) Greater Dublin Area Cycle Network Plan to link population, commercial, community facilities, schools and transport nodes”

MTO 2.1: “To create an interlinked public transport network that maximises the efficiency of existing services, reduces overall journey times and facilitates easy exchanges between modes and/or routes”

MTO 2.4: “To provide greater opportunities for modal shift to public transport through the appropriate management of development particularly in lands to the south of Celbridge Town Centre”

MTO 2.5: “To work with all agencies to improve and develop public transport facilities in the area and to link such facilities with Celbridge Town Centre and other nearby towns and to ensure that developments are carried out in accordance with the requirements of this plan and relevant legislation”

MTO 2.6: “To promote alternative routes of the bus service to Hazelhatch Train Station so that it serves Main Street, Maynooth Road, Shackleton Road and Clane Road”

The LAP also includes an objective to improve the road and footpath linking Celbridge to Hazelhatch Station.

The expansion of DART rail services to Hazelhatch and future housing (delivered through the KDAs) are identified as additional pressures for an already congested network and Kildare has appointed consultants to progress a scheme comprising a second river crossing of the River Liffey and a mainline carriageway linking Celbridge to Hazelhatch train station.