# DART+ Depot

Iarnród Éireann

DART+ Depot Project Report

DART-DEP-000-RP-IDOM-PM-0003

24 February 2026

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| Project No: | P/105447 |
| Document Title: | DART+ Depot Project Report |
| Document No.: | DART-DEP-000-RP-IDOM-PM-0003 |
| Revision: | 2.0 |
| Date: | 24/02/2026 |
| Client Name: | Iarnród Éireann |
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**Document history and status**

| Revision | Date | Description | Author | Checker | Reviewer | Approver |
|---|---|---|---|---|---|---|
| 1.0 | 12/02/2026 | First version | Mark Kilcullen | Barry Corrigan | Cristina Chale | Cristina Chalé |
| 2.0 | 24/02/2026 | Second version after IE comments. For approval | Mark Kilcullen | Barry Corrigan | Cristina Chale | Cristina Chale |
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# Executive Summary

This document has been prepared in support of the non-statutory public consultation process for the DART+ Depot project, a vital component of DART+ West and the wider DART+ Programme. It provides a description of the principal components of the DART+ Depot and includes appendices which provide detail on the option selection activity which was carried out in development of the proposed design. A 3D representation of the proposed Depot is included in **Figure ES-1** below.

**Figure ES-1 DART+ Depot 3D illustration**

The decision to locate the proposed DART+ depot west of Kilcock raises the prospect of DART+ services extending to Kilcock. Following consideration of the proposal, it has been decided to include enhancements to the existing train station in Kilcock in the project to facilitate the extension for the people of Kilcock. A 3D Illustration of the new proposed entrance and access bridge is included in **Figure ES-2** below.

**Figure ES-2 Kilcock Station Entrance and Access Bridge - 3D illustration**

**Figure ES-3** below shows the full extent of the proposed works included in the project.

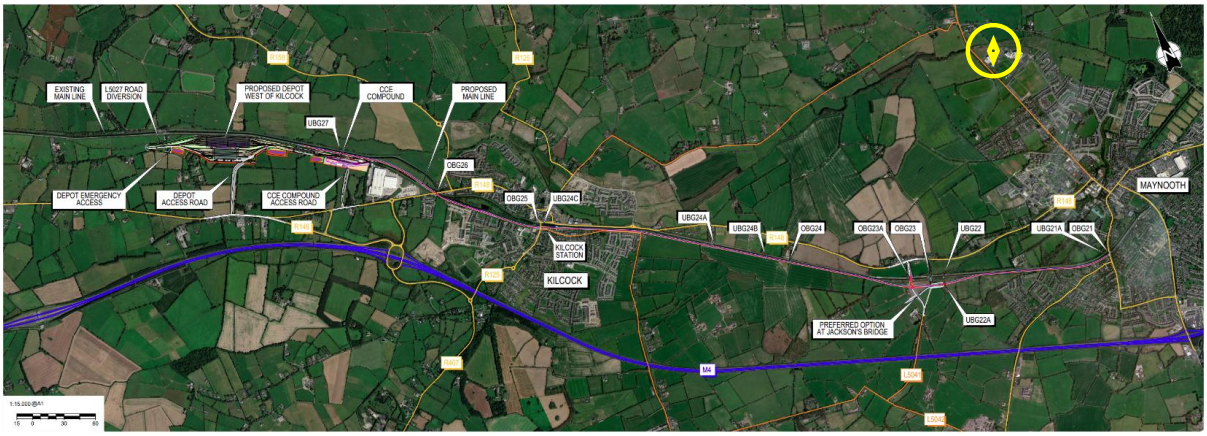



**Figure ES-3 DART+ Depot Project Layout**

The project allows for twin tracking, electrification and re-signalling of the existing railway between Bond Bridge (OBG21) west of Maynooth station and the location of the proposed depot west of Kilcock. It also provides for ancillary works including earthworks, drainage, boundary treatment and temporary construction compounds.

A description of each of the principal scheme components is provided below:

| Chainages | **Component** |
|---|---|
| 90+000 - 91+155 | Twin track, electrification and re-signalling. |
| 91+155 – 92+350 | Construction of offline trackwork, electrification and signalling works with associated structures, earthwork and ancillary works.<br>Proposed pedestrian cycle route maintaining access along the R5041 over Jackson's Bridge (OBG25).<br>Realignment of the L5041 over the offline railway and the Royal Canal with new junction with the R148. |
| 92+350 – 94+940 | Twin tracking, electrification and re-signalling, including a section of new track south of the existing railway line to avoid Jackson's Bridge (OBG23) impact due to limiting vertical clearance.<br>Parapet works to Bailey's Bridge (OBG24).<br>New systems building at chainage 94+570m with adjacent existing shed to be relocated. |
| 94+940 – 96+250 | Twin tracking, electrification and re-signalling.<br>Removal of the existing Kilcock Station platform west of Shaw's Bridge (OBG25).<br>Alterations to the existing station at Kilcock including new platforms, new station access bridge and reconfiguration of the Fair Green to provide additional parking.<br>New siding north of the proposed realigned railway between approximate chainages 95+910 and 96+250m. |

| | |
|---|---|
| | New traction substation (chainage 96+050) with associated road access off R148 from Allen Bridge (OBG26). |
| 96+250 – 96+700 | Twin tracking, electrification and re-signalling along a lowered alignment.<br>Re-construction of Allen Bridge (OBG26).<br>Relocation of an existing CCE compound. |
| 96+700 – 99+280 | Railway realignment with twin tracking, electrification and re-signalling up to chainage 98+000.<br>Depot access trackwork.<br>Proposed depot and compounds with associated connection to the road network.<br>New systems building at chainage 99+280m west of the existing Level Crossing at Ferrans Lock. |

A description of the principal elements of the works is included in this document with the following supplementary information provided in the appendixes.

- DART+ Depot Scheme Drawings;
- Statement of Planning Context for DART+ West;
- DART+ Depot Site Selection Report;
- Mainline Options Selection Report;
- Kilcock Station Options Selection Report.

# 1. Introduction

## 1.1 DART+ Programme

The DART+ Programme is a transformative programme of projects that aims to modernise and improve existing rail services in the Greater Dublin Area (GDA). It will see the DART network grow from its current 50 km in length to over 150 km and will support urban compact growth, contributing to reduced transport congestion and emissions in the Dublin region by electrified commuter rail between Dublin City Centre and the areas of Drogheda, Maynooth, Dunboyne, Celbridge and Greystones. It will provide a sustainable, electrified, reliable and more frequent rail service, improving capacity along these corridors. The extent of the proposed network is shown in Figure 1-1 below.

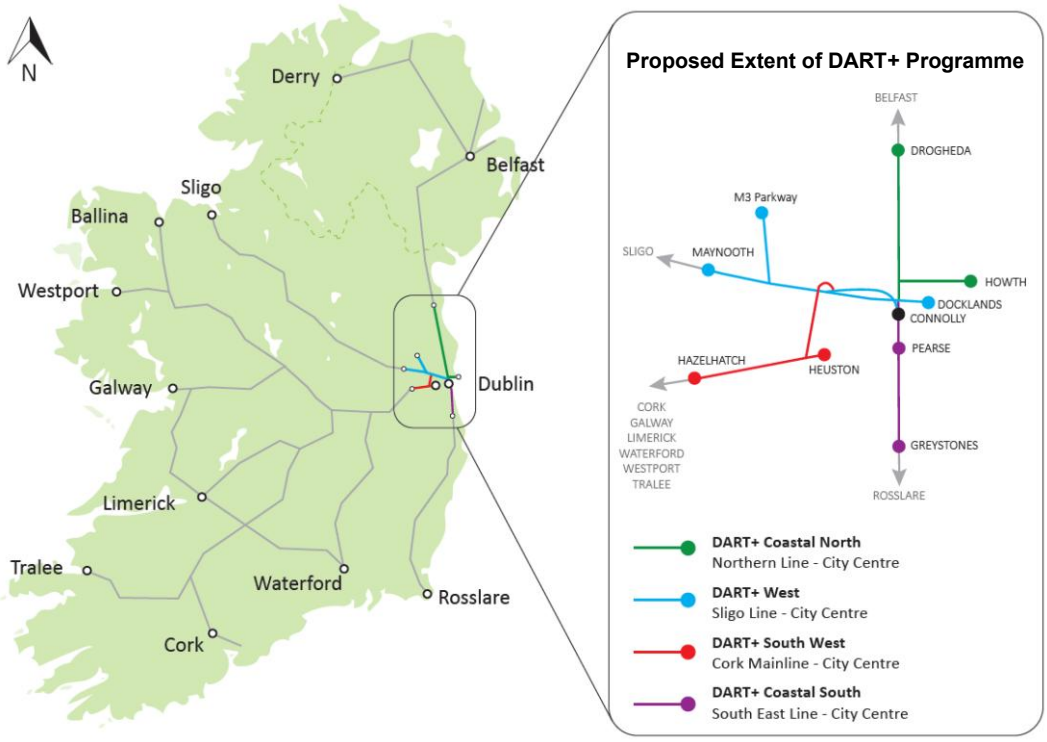



**Figure 1-1 Schematic of Proposed Extent of DART+ Programme**

The DART+ Programme comprises the following elements:

- DART+ West extends from the Docklands in Dublin City Centre along the Sligo Line to Maynooth and along the Dunboyne Line from Clonsilla to Dunboyne. It will add approximately 40km to the existing DART network;
- DART+ South West extends between Glasnevin and Hazelhatch along the Cork Line and will add approximately 19km to the existing DART network;
- DART+ Coastal North extends from Connolly Station north along the existing Belfast line to Drogheda. It has a branch line between Howth Junction and Howth and will add approximately 43km to the existing DART network;

- DART+ Coastal South extends from Connolly Station south along the Rosslare Line to Greystones. This section of the network is already electrified as part of the existing DART network.
- DART+ Depot extends from Maynooth to Kilcock along the Sligo Line and to the proposed Depot West of Kilcock. It will add a further approximately 8km to the existing DART+ Network.

At the time of writing this report railway orders have been approved for substantial portions of the proposed programme network including DART+ West to Maynooth, DART+ South West to Hazelhatch and DART+ Coastal North to Drogheda. In addition, delivery of the fleet for the upgraded network has commenced.

The proposed depot will provide for maintenance of the whole of the new DART+ Programme fleet, approximately 750 train carriages. It will also provide for stabling of just under half of the fleet, 30 full train units in the stabling area and 2 additional trains in the service slab. The remainder of the fleet will be stabled at locations across the network. The proposed depot is an essential component of the DART+ Programme, necessary to facilitate the delivery of the proposed service. Without a depot, the DART+ Programme service cannot be implemented.

The proposed depot will be a yard adjacent to the railway which will house facilities necessary to maintain and stable the new fleet. It will include the following principal elements:

- Electrified trackwork to accommodate train movements and connection to the live railway. It also includes an electrified test track which facilitates the commissioning of new trains prior to accessing the railway network;
- Train wash and inspection units;
- A service slab for regular servicing and cleaning of trains;
- A maintenance building with offices and staff facilities and associated parking and ancillary buildings;
- A stabling area for trains;
- Electrical substations;
- A maintenance compound with associated buildings and service areas;
- Associated ancillary civil engineering infrastructure, such as boundary treatment, drainage, earthworks and landscaping.

## 1.2 DART+ Programme Objectives

The DART+ Programme's primary objective is to support urban compact growth and contribute to reducing transport congestion and emissions in the Dublin region by enhancing the heavy rail network between Dublin City Centre and the areas of Drogheda, Maynooth, Dunboyne, Celbridge and Greystones. It will provide a sustainable, electrified, reliable and more frequent rail service, improving capacity along these corridors.

Sub-objectives of the DART+ Programme include:

- Cater for existing heavy rail travel demand and support long-term patronage growth along established rail corridors in the Greater Dublin Area through the provision of a higher frequency, higher capacity, electrified heavy rail service which supports sustainable economic development and population growth.

- Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved inter-rail and inter-modal connectivity and integration with other public transport services.

- Enable further urban compact growth along existing rail corridors, unlock regeneration opportunities and more effective use of land in the Greater Dublin Area, for present and future generations, through the provision of a higher capacity heavy rail network.

- Deliver an efficient, sustainable, low carbon and climate resilient heavy rail network, which contributes to a reduction in congestion on the road network in the Greater Dublin Area and which supports the advancement of Ireland's transition to a low emissions transport system and delivery of Ireland's emission reduction targets.

- Provide a higher standard of customer experience including provision of clean, safe, modern vehicles and a reliable and punctual service with regulated and integrated fares.

## 1.3 DART+ Depot Project Objectives

The DART+ Depot project has been established to facilitate the delivery of a depot for the proposed DART+ Network. A distinct set of objectives has been identified for the project to facilitate decision making and to allow the comparison of site options in respect of degree to which they are aligned with the needs of the project. The Objectives of the project sit within the objectives for the DART+ Programme and are as follows:

- To deliver maintenance and stabling facilities to accommodate the higher capacity, reliable, electrified rail service associated with the DART+ Programme;
- To deliver a depot which best meets the demands of the DART+ Programme Train Service Specification;
- To deliver a sustainable, low carbon and climate resilient design solution including making use of existing railway infrastructure together with targeted interventions to remove capacity constraints;
- To minimise adverse impacts on existing rail services, road users and landowners associated with the construction, operation and maintenance of the proposed development;
- To identify cost effective solutions from a capital, operations and maintenance perspective.

DART+ Depot Project Sub-Objectives

The following sub-objectives have been distilled from the above principal objectives:

  - To deliver a depot which best meets the Depot Requirements Specification for the project;
  - To deliver a state of the art technology DART+ Depot facility for drivers and maintenance personnel training;
  - To deliver a depot at least 30ha in area and meeting the following minimum dimensional criteria: 1.5km long x 350m wide or 2.2km long x 250m wide;
  - To deliver a depot configuration which meets best practice in respect of depot layout and operation;
  - To deliver a depot with maintenance facilities for 750 new train carriages and stabling for 30+2 full length train units;

- To mitigate impact on the existing period for overnight maintenance activity on the railway network due to out of service DART train movements;
- To mitigate impact on the proposed Cork to Dublin electrified Intercity service;
- To ensure depot facilities are located on a railway mainline rather than a branch line;
- To ensure twin track electrified access is provided to the depot to ensure effective service delivery;
- To minimise adverse impacts on the natural and built environment associated with the construction, operation and maintenance of the proposed development.

The decision to locate the proposed DART+ depot west of Kilcock raises the prospect of DART+ services extending to Kilcock. Following consideration of the proposal, it has been decided to include enhancements to the existing train station in Kilcock in the project to facilitate the extension for the people of Kilcock.

The further sections of this report provide a description of the principal elements of the DART+ Depot Project with background information included in appendix.

# 2. Scheme Description

## 2.1 DART+ Depot Project Description

This report has been prepared in support of the Non-Statutory Public Consultation Process for the DART+ Depot project and is intended to provide description of the principal elements of the scheme. The project includes the following:

- Twin tracking and electrification of the Sligo Line between Maynooth and the Depot. This will facilitate the delivery of DART+ Services to Kilcock.
- Alterations to Kilcock Train Station. This will facilitate implementation of the DART+ railway service at Kilcock;
- DART+ Depot. This is proposed to be located to the south of the existing Dublin to Sligo railway line and to the west of Kilcock;

**Figure 2-1** below shows the full extent of the proposed works included in the project.

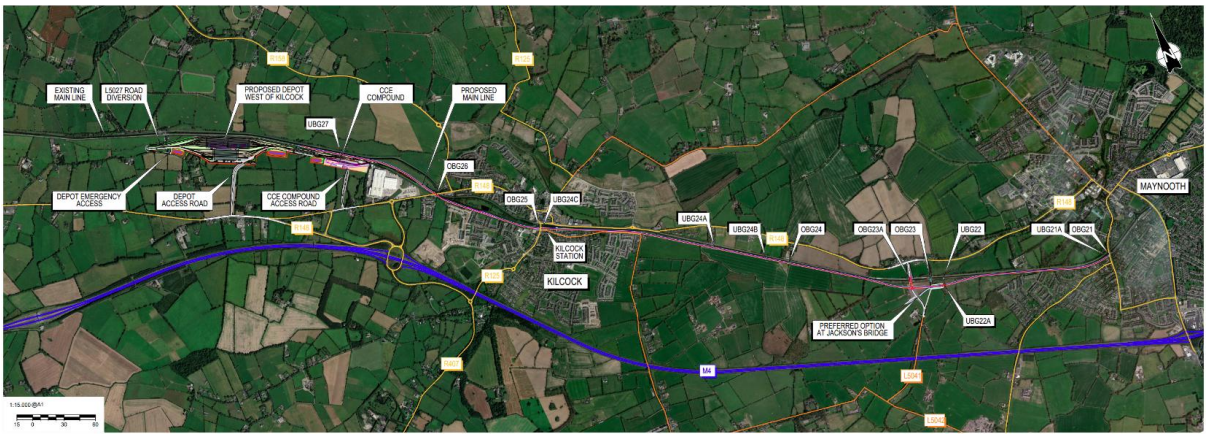



**Figure 2-1 DART+ Depot Project Layout**

The Options Selection Report for the Mainline, which studies the different elements of the electrification of the railway between Maynooth and the depot is included in Appendix D to this report. A description of each of the principal components is provided below:

### 2.1.1 Twin Track and Electrification: Sligo Line - Maynooth to Kilcock Depot

Refer to **Appendix A** for a set of scheme drawings which present the principal elements of the project. The drawings are arranged starting at Bond Bridge (OBG21) in Maynooth and extending along the railway to the depot site west of Kilcock. The principal elements of the longitudinal works are as follows:

| | |
|---|---|
| Chainage<br>90+000 - 91+155 | The proposed trackwork ties into the DART+ West twin track configuration at Bond Bridge (OBG21) in Maynooth. It is proposed to replace the existing single track with a twin track configuration. A crossover between the tracks is proposed at approximate chainage 90+680m. See **Figure 2-2** below. |

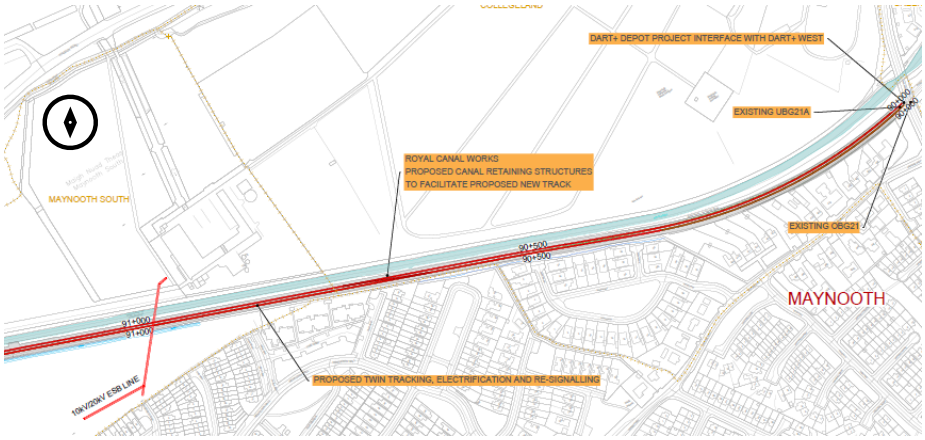



**Figure 2-2 DART+ Depot Project Layout between Chainages 90+000 and 91+155**

Chainage 91+155 – 92+350

Jacksons Bridge (OBG23) carries local road L5041 over the railway and canal. This is a protected structure of significant heritage value. A photo of the bridge is included in **Figure 2-3** below.

**Figure 2-3 Jacksons Bridge (OBG23)**

It is planned to take the proposed twin track railway offline in the vicinity of Jackson's Bridge (OBG23) by approximately 50m to the south of the existing railway. The railway will be raised above fluvial flood levels which provide for a 1 in 1000 year return period and for global warming. The maximum embankment height associated with the diversion is approximately 3.0m above existing ground level. A sample cross section through the proposed diversion is shown in **Figure 2-4** below.

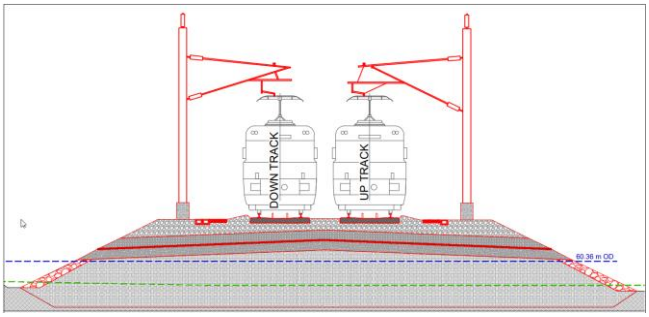



**Figure 2-4 Realigned Railway on Embankment**

The proposed railway diversion will bridge the Lyreen River at approximate chainage 91+620 and will sever the existing L5041 local distributor road at approximate chainage 91+750. Pedestrian and cycle access along the L5041 will be maintained by diversion under the proposed Lyreen River bridge. Vehicular traffic along the existing L5041 will be diverted west to approximate chainage 91+940 where it will be carried over the proposed railway and the Royal Canal to tie into the R148 regional road approximately 80m west of the existing junction. See **Figure 2-5** below.

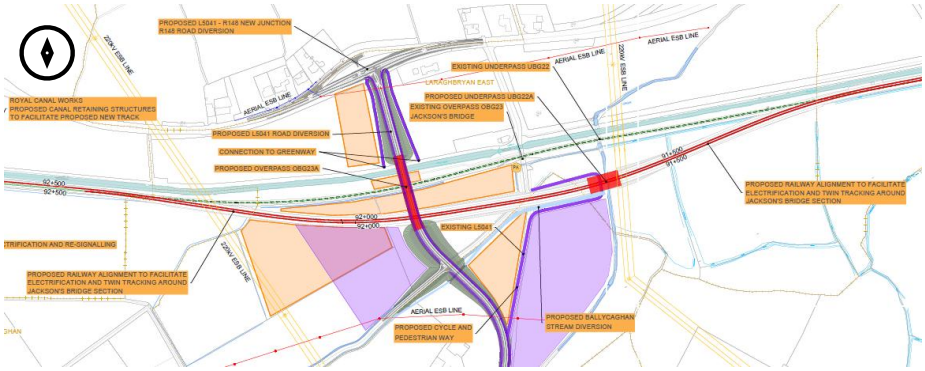
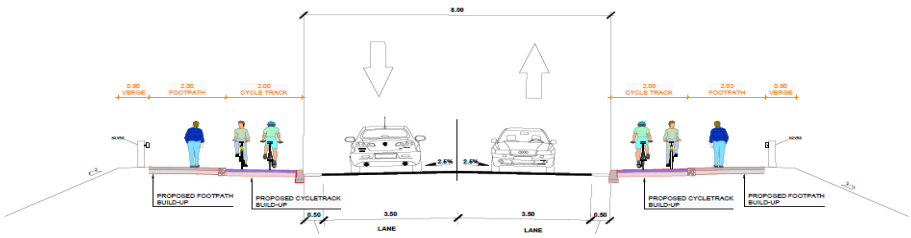



**Figure 2-5 Offline trackwork between Chainages 91+155 and 92+350**

Chainage 91+940

L5041 Realignment.

It is proposed that the L5041 local road will be realigned to facilitate a new connection to the R148 Kilcock Road north of the railway and the Royal Canal. The realignment proposal has been configured to meet the technical requirements of Kildare County Council. The proposal includes pedestrian and cycle facilities and a link to the canal towpath. The existing road is proposed to be diverted to the west from a point approximately 330m south of Jackson's Bridge (OBG23). It will climb on embankment along a curved plan layout to cross approximately square over the canal and railway. The proposed canal and railway bridge comprises a multiple span structure of precast concrete composite construction approximately 100m long and 16.8m wide. The proposed road cross sections on embankment and on structure are illustrated in **Figure 2-6** below:



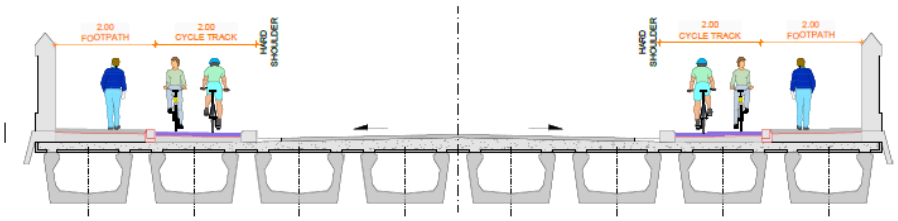



**Figure 2-6 Proposed L5041 Diversion Cross Sections**

A sectional elevation on the proposed diversion is provided in **Figure 2-7** below with an elevation on the proposed bridge.

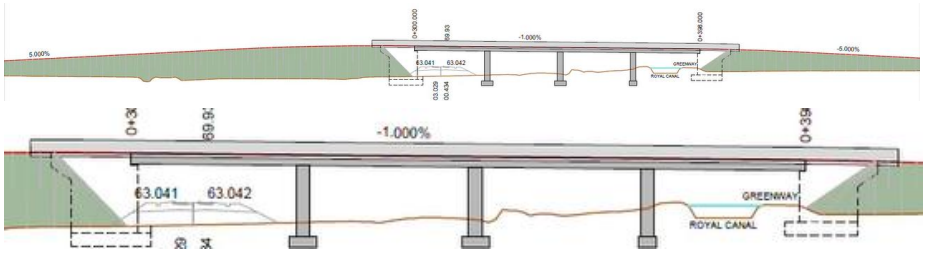



**Figure 2-7 Proposed L5041 Diversion Sectional Elevation & Bridge Elevation**

Chainage 92+350 – 93+120

Along this section of the railway a new track is proposed immediately to the north of the existing line. It will follow the approximate level of the existing railway. The twin track configuration will pass under Bailey's Bridge (OBG 24) at approximate Chainage 93+120. See **Figure 2-8** below.

**Figure 2-8 Existing Bailey's Bridge (OBG24)**

It is proposed that the parapets of the existing farm access bridge be raised to a height of 1.8m above pavement level to ensure the proposed overhead lines can be carried safely under the bridge. A sample detail of the proposed measures is shown in **Figure 2-9** below.

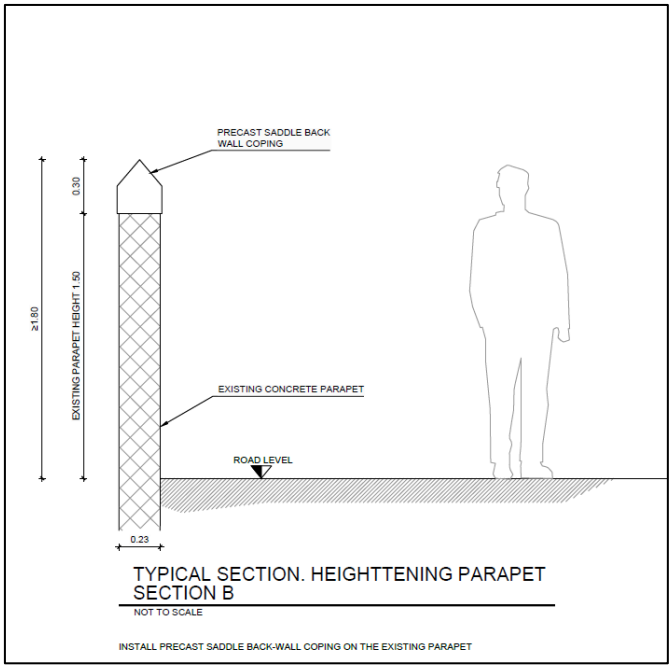



**Figure 2-9 Proposed parapet increase in Bailey's Bridge (OBG24)**

Chainage 93+120 – 94+940

The same configuration of proposed track constructed north of and parallel to the existing track will continue to Chainage 94+940 where two proposed signalling buildings are to be located between the railway and the canal. An existing shed at Chainage 94+570 will require relocation nearby to accommodate the proposed signalling buildings. See **Figure 2-10** below.

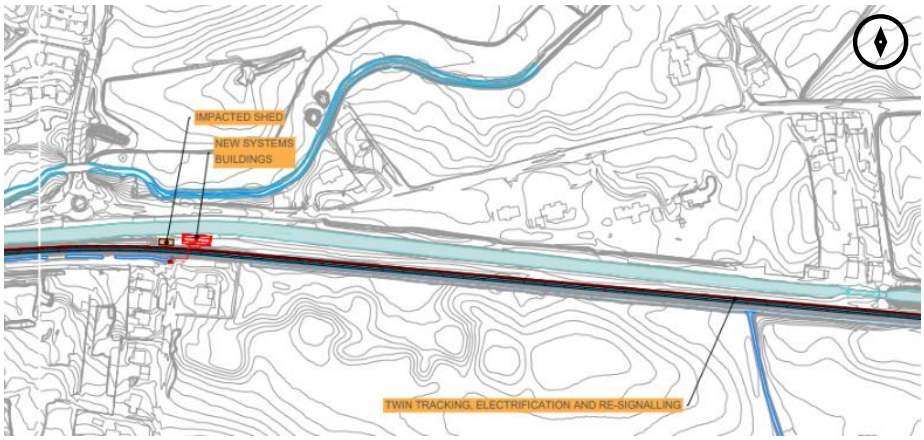



**Figure 2-10 Plan Layout Chainage 93+120 to 94+940**

Chainage 94+940 – 95+550

Along this section of the railway, extending to Shaw's Bridge (OBG25) in Kilcock, the existing single track is proposed to be replaced with a twin track arrangement. It incorporates crossovers east of the existing train station and it is proposed to carry out alterations to the existing station which are described in **Section 2.2.2** of this document**.**

Chainage 95+550 – 96+250

West of Kilcock is proposed to remove the existing section of platform before relaying the track with a second track to the north. Between approximate chainages 95+910 and 96+250 a siding is proposed north of the railway to accommodate trains turning back to Dublin city. This section of railway also includes two crossovers. A traction substation is proposed north of the railway at approximate chainage 96+050. It is proposed that the substation be

accessed by newly constructed access road along the railway boundary from Allen Bridge (OBG26). See **Figure 2-11** below.

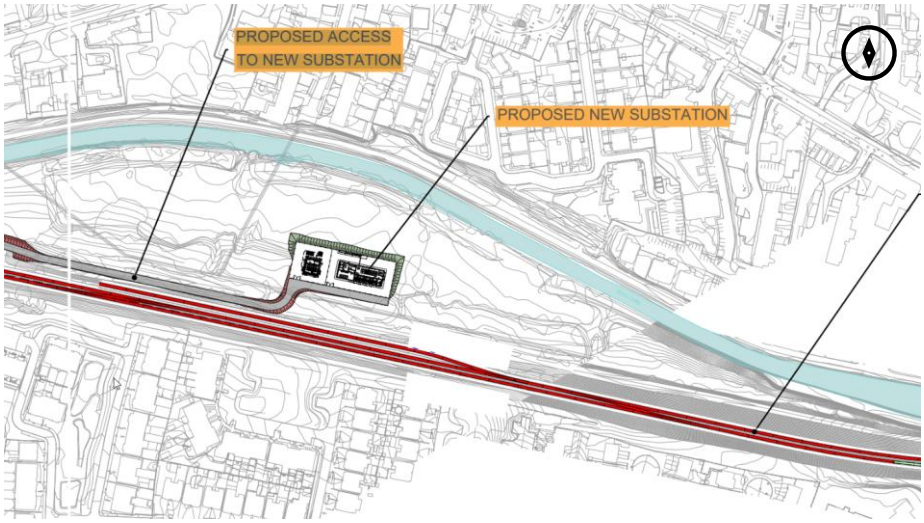



**Figure 2-11 Plan Layout Chainage 95+550 to 96+250**

Chainage 96+250 – 96+700

Between the proposed siding and Allen Bridge (OBG26) the new twin track configuration will be constructed in cut to accommodate the clearance envelope required to carry the electrified railway under Allen Bridge (OBG26). The cut will require shallow retaining works along this section of the railway.

It is proposed to replace Allen Bridge (OBG26) with a single span precast concrete bridge structure. This is necessary to accommodate the clearance envelope for twin track and for electrification. It is proposed that the finished road levels over the bridge will not change significantly from the existing levels. It is also proposed to maintain road traffic over the bridge during construction. The first of two proposed accesses to the depot is located just west of Allen Bridge (OBG26).

### 2.1.2 Kilcock Station Alterations

The existing railway station in Kilcock is shown in **Figure 2-12** below. It comprises a single platform south of the single track railway and off centre on the R125 (Shaw's Bridge OBG25) which acts as a principal access to and from the town. There is limited parking at the Fair Green just south of the station. The existing platform configuration is on a curved alignment. The railway at this location runs parallel to the Royal Canal and the associated amenities along the southern bank of the canal.

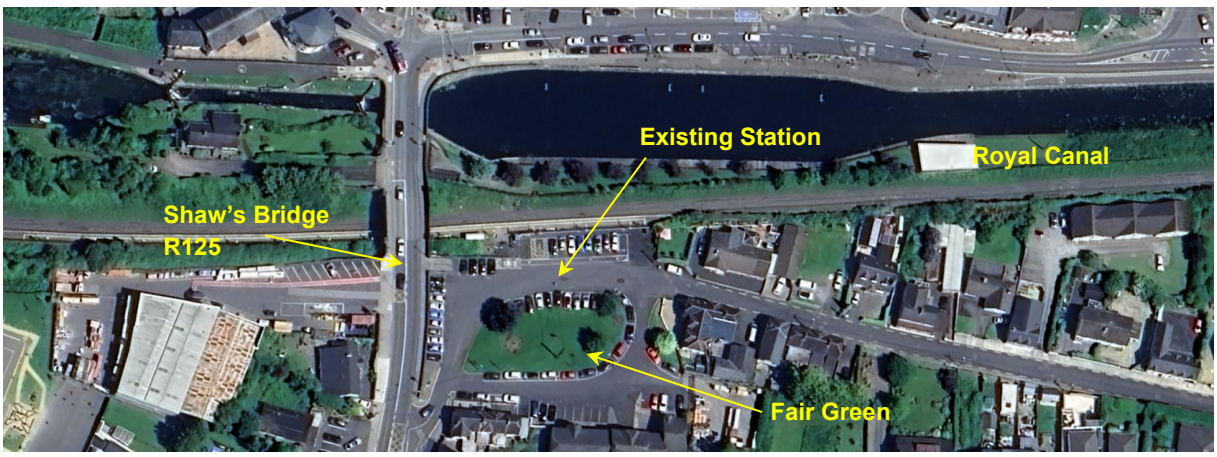


**Figure 2-12 Existing Kilcock Station**

To facilitate the implementation of DART+ services to Kilcock, the following alterations are necessary at the station.

- Single track configuration to be upgraded to twin track;
- Electrification and re-signalling to be implemented through the station;
- A two platform configuration to be provided, 190m long on a straight alignment;
- Universal access to be provided between the platforms via steps, lifts and a bridge;
- Alterations to the Canal access and canoe club facilities to accommodate the proposed northern platform.

In addition, it is proposed to implement alterations to the Fair Green to provide for additional parking at the station. Details of the proposed alterations to Kilcock Station are presented overlaid on OS mapping in **Figure 2-13**.


**Figure 2-13 Proposed Kilcock Station Alterations**

The proposed works to the existing Kilcock Station entail twin tracking, the construction of a new northern platform to serve the additional track, and the relocation of the existing station's platform east of Shaw's Bridge. The start southern platform will be shifted approximately 120 metres towards the east. The current station entrance will be retained, and the track alignment will be adjusted under Shaw's Bridge (OBG25) to facilitate the twin-track without impacting the bridge.

The platform will be up to 3 metres wide. The Preferred Option includes a pedestrian access bridge which will be erected above the tracks. The bridge will include lifts to provide access for all with various mobility needs. The southern platform of the proposed station will be extended to connect directly with the access point to the car park to minimise the walking distance for passengers. To facilitate the relocation of the platforms to the east, the existing Kilcock Canoe Polo Club will be impacted, requiring further consideration as part of the ongoing design process. Elevations on the proposed station configuration are included in **Figures 2-14 and 15**.


**Figure 2-14 Proposed Kilcock Station Alterations – 3D Illustration**

**Figure 2-15 Elevation on Proposed Station Entrance and Access Bridge – 3D Illustration**

Alterations to the Fair Green fronting the station are illustrated in **Figure 2-16** below.

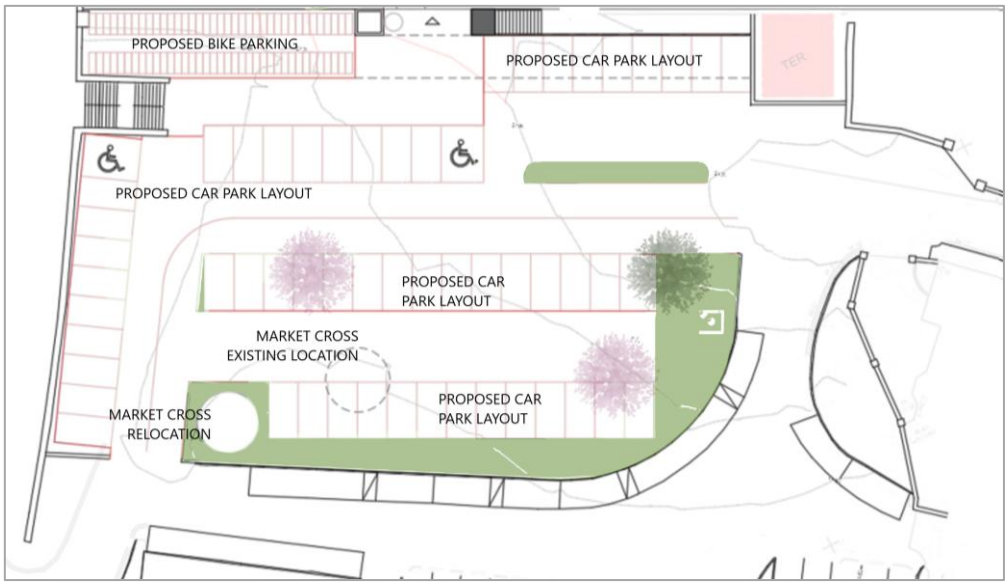



**Figure 2-16 Proposed Kilcock Station Parking Facilities**

The proposed enhancement to parking facilities at the Fair Green include the following principal elements:

- 65No. car parking spaces (21No. additional spaces);
- Disabled Parking – 3 spaces;
- Car Charging facilities – 8 spaces.
- Covered secure cycle parking facilities – 70 spaces.

As part of the proposals is intended to relocate the Market Cross to a more prominent position within the green. It is proposed to retain the existing heritage waterpump in its current position.

### 2.1.3 DART+ Depot

The proposed layout for DART+ Depot is shown in **Figure 2-17** below.

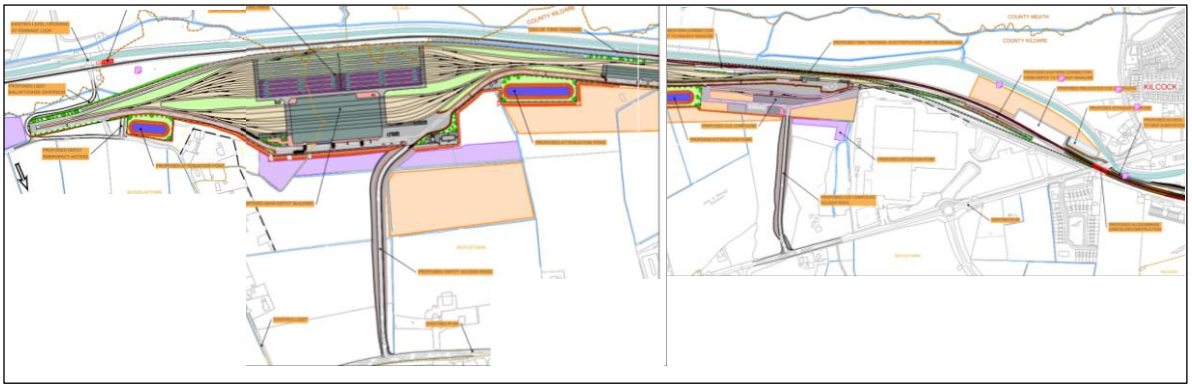


**Figure 2-17 Proposed Depot**

The proposed depot site is located on the Dublin to Sligo line immediately west of Kilcock. It is approximately 35km west of the city centre fronting the railway and is located at the western extremity of the proposed DART+ network. The site accommodates effective access to the Maynooth Line. It is also upstream of the Rye River and the Royal Canal.

The land is largely un-zoned and primarily used for agriculture, according to the Kildare CDP 2023-2029. The Royal Canal runs along the northern boundary. There is a single watercourse within the site, a small tributary of the Rye River, and field drains connect to the Rye Water/Carton SAC, located over 3 km downstream through a culvert under the existing railway and the Royal Canal (UBG27). Residential properties are located along the L5027 local road to the south, with additional properties, including Parke Housing Nursing Home, further south. Musgrave's large Distribution Centre lies to the east. The town of Kilcock is less than 1 km to the east. Ferrans Lock and Bridge on the Royal Canal are at the western end of the site. Ferrans Stud is located immediately north of the railway and canal.

The principal facilities on the proposed site are as follows:

- Fleet: 750 train carriages to be maintained at the State of the Art Technology DART+ Depot / 32 to be berthed (30 stabling and 2 in service slab). Both current and new fleet trains are to be stabled and maintained. Principal Facility dimensions are as follows: Maintenance building: 250 m x 115 m, Stabling: 420 m x 90 m, Service Slab: 200 m x 30 m;
- The depot design incorporates two distinct railway accesses to / from the mainline accommodating access from both directions;

- Maintenance tracks as follows: 4 No. light maintenance tracks, 2 No. heavy maintenance tracks and 3 Service slab tracks;
- A test track, trackwork to facilitate access, and shunting about the depot;
- A deep cleaning facility with painting cabin;
- A wheel lathe;
- An Automatic Wash Plant (AWP);
- An Automatic Vehicle Inspection (AVI) unit;
- Staff and carpark with associated access roads; 359 staff to be accommodated with parking for 178 cars, 16 motorbikes, and 45 bicycles;
- Two substations;
- CCE Compound including Maintenance Building (35m x 20m), Access Roads and storage space.

Ancillary civil engineering works include earthworks, drainage with associated attenuation, environmental bunding and landscaping.

The natural ground profile along the proposed site has a slight fall towards the Royal Canal to the north and towards Kilcock to the east, with approximate upper levels of +80.00 OD falling to +71.00 OD at the Royal Canal. For preliminary design, the rail platform levels across the depot site result in maximum embankment heights of between 6.0m cut slopes of maximum height 3.0m.

Representative platform areas for principal elements of the site are as follows:

- AWP and Service Slab: +72.20 OD;
- Stabling area/Main building: +74.70 OD, maximum roof Level 86.10m OD;

Sample Cross sections through the proposed site are provided in **Figure 2-18** below:

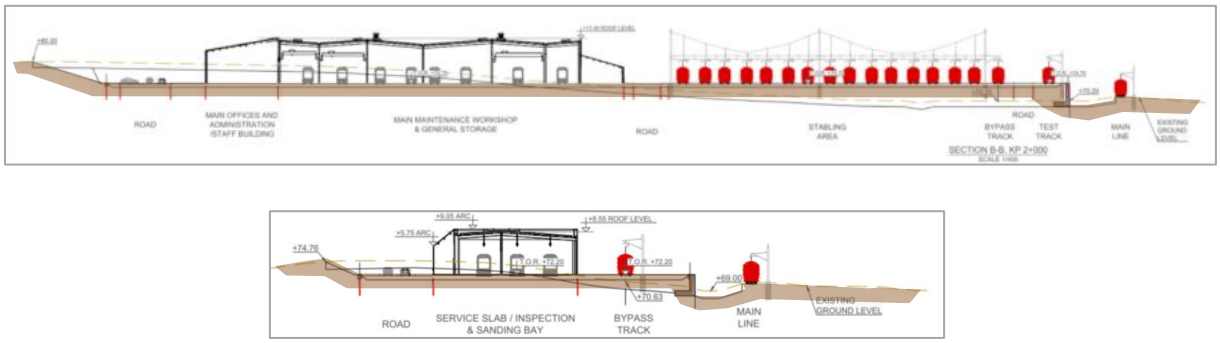



**Figure 2-18 Proposed Cross Sections**

Salient characteristics of this site include the following:

- Operational Performance: The initiation of service is straight forward from a depot west of Kilcock as trains can be released to the east for the short run to Kilcock Station;

- Biodiversity: The Royal Canal pNHA runs along the northern boundary of the site for a distance of 2km. There are two watercourses within the site that are connected to the Rye Water, which is connected to the Rye Water / Carton SAC 8.5km downstream. There is 900m of mature treelines and 1.9ha of wet grassland/ wet grassland mosaic habitat within the site footprint;

- Soils and geology: There is a net deficit of approximately 60,000m3 in earthworks materials associated with implementing a depot on the site;

- Cultural Heritage: This option has potential for direct impacts on one archaeological heritage site, and one potential enclosure site, which are located within the site boundary. This option has potential for indirect impacts on Ferns Lock Station (RPS no. 91506 and NIAH no. 14404903) which is located approximately 39m northeast of site boundary;

- Material Assets - Property: It has potential for direct impact on one commercial property. Parke House Nursing Home is located approx. 190m south of the site. Tir na nOg Montessori Preschool is located approx. 270m south of the site. This option has direct impacts on 54.2 Ha of agricultural land, and Indirect impacts on one equine property;

- Flood Risk: This site is within Flood Zones A and B. Examination of published flood mapping indicates the site is not subject to flood risk, however the depot area may be affected by flooding from an upstream tributary stream which discharges under the railway and canal into the Ryewater. Preliminary modelling identifies an area of Flood Zone that will be displaced by the depot construction. Flood modelling of the site has concluded that the flood impact rating for this site option is Slightly Negative Impact.

# 3. Options Selection Methodology

## 3.1 Methodology

The methodology for options appraisal used for the DART+ Depot project has been established to align with the recommendations of the Transport Appraisal Framework (TAF), July 2024.

The TAF purports to provide “appraisal and implementation guidance that aims to promote investment in the transport system which meets the needs of society, fulfils strategic policy objectives, and delivers value for money through a common framework for appraising transport investments in accordance with Infrastructure Guidelines” of the Department of Transport. Comprising 8 modules of guidance documentation, it provides the principal mechanism whereby public transport infrastructure is procured in Ireland.

Modules 7 (Detailed Guidance on Appraisal Techniques), and 8 (Detailed Guidance on Appraisal Parameters) of the guidelines are salient to option selection as they set out the basis whereby alternative options for development are appraised with a view to identifying a proposed outcome. A multi-criteria analysis methodology is set out in Module 7 and guidance on the basis of appraisal of the criteria and sub criteria is set out in Module 8. While the TAF focuses on the high-level programme delivery, the principles apply to appraisal of component options and the approach to options selection used in this study is aligned with the TAF guidelines.

The TAF approach to multi-criteria analysis examines the absolute impact of options under up to 26 criteria and sub-criteria. It also uses an averaging mechanism across sub-criteria and criteria to consolidate the impact ratings. The approach leads to an apparent levelling of outcomes which can make the relative merits of options challenging to differentiate.

In this study, the TAF multi-criteria analysis has been supplemented with comparative assessment tables where appropriate to assist with clarifying the distinctions between options assessed. All stages of site selection process were kept live throughout the project stage so that salient information which became available later in the process could be fed back into considerations to ensure consistency throughout.

In carrying out options selection, activity consideration was given to ensuring that an even-handed assessment be carried out to identify a reasonable selection of options for assessment. This principle has been implemented across all options selection activity carried out in design development.

The principal high-level criteria for assessment are as follows:

- Transport User Benefits and Other Economic Impacts
- Accessibility Impacts
- Social Impacts
- Land Use Impacts
- Safety Impacts
- Climate Change Impacts
- Local Environmental Impacts

Detailed description of the methodology used for each component of the proposed Works is included in the relevant appendices to this report.

# APPENDIX A: DART+ Depot Scheme Drawings

You can access the document by clicking here.

# APPENDIX B: DART+ West: Planning Context

You can access the document by clicking here.

# APPENDIX C: DART+ Depot Site Selection Report

You can access the document by clicking here.

# APPENDIX D: Mainline Options Selection Report

You can access the document by clicking here.

# APPENDIX E: Kilcock Station Options Selection Report

You can access the document by clicking here.