



DART+ Maynooth Line

PUBLIC CONSULTATION

EMERGING PREFERRED OPTION



What is the DART+ Programme?



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What is the DART+ Programme

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

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



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What are the Benefits of DART+ Programme



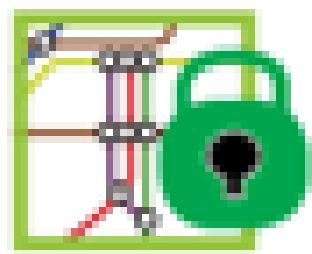
Increased passenger capacity and train frequency:

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



Building a more sustainable city:

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



Future proofing our Public Transport Network:

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



Economic Development:

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

Specifics of DART+ Maynooth Line

The 5 key reasons the DART+ programme is needed:

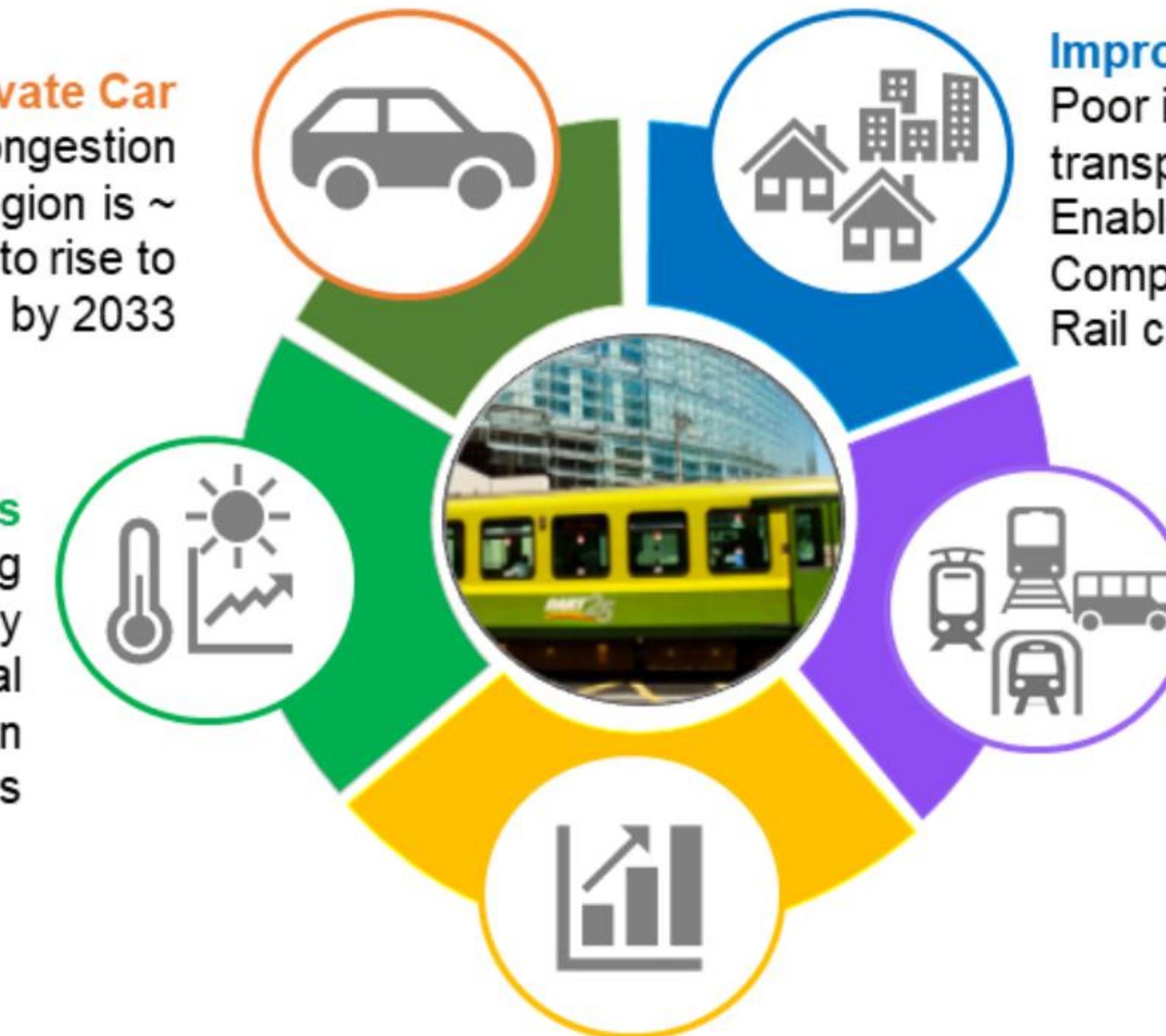
- Over-reliance on private car
- To improve land-use planning
- Lack of integration
- To support economic and population growth
- To achieve Climate Change targets

Overreliance on Private Car

Primary cause of congestion
Cost of Time Lost in the Dublin Region is ~ €350million/annum and forecast to rise to €2,000million/annum by 2033

Achieve Climate Change Targets

Transport emissions are rising
IE emissions reduced significantly
Global, European, and National commitments to reduce emission levels



Improve Land-use Planning

Poor integration of spatial planning with transport historically
Enabled a lack of density in GDA
Compact growth required
Rail can support high density developments

Lack of Integration

Improved integration of rail services
Enabling greater cross-modal journeys through improved integration with other modes – Bus, Luas, MetroLink

Supporting Economic and Population Growth

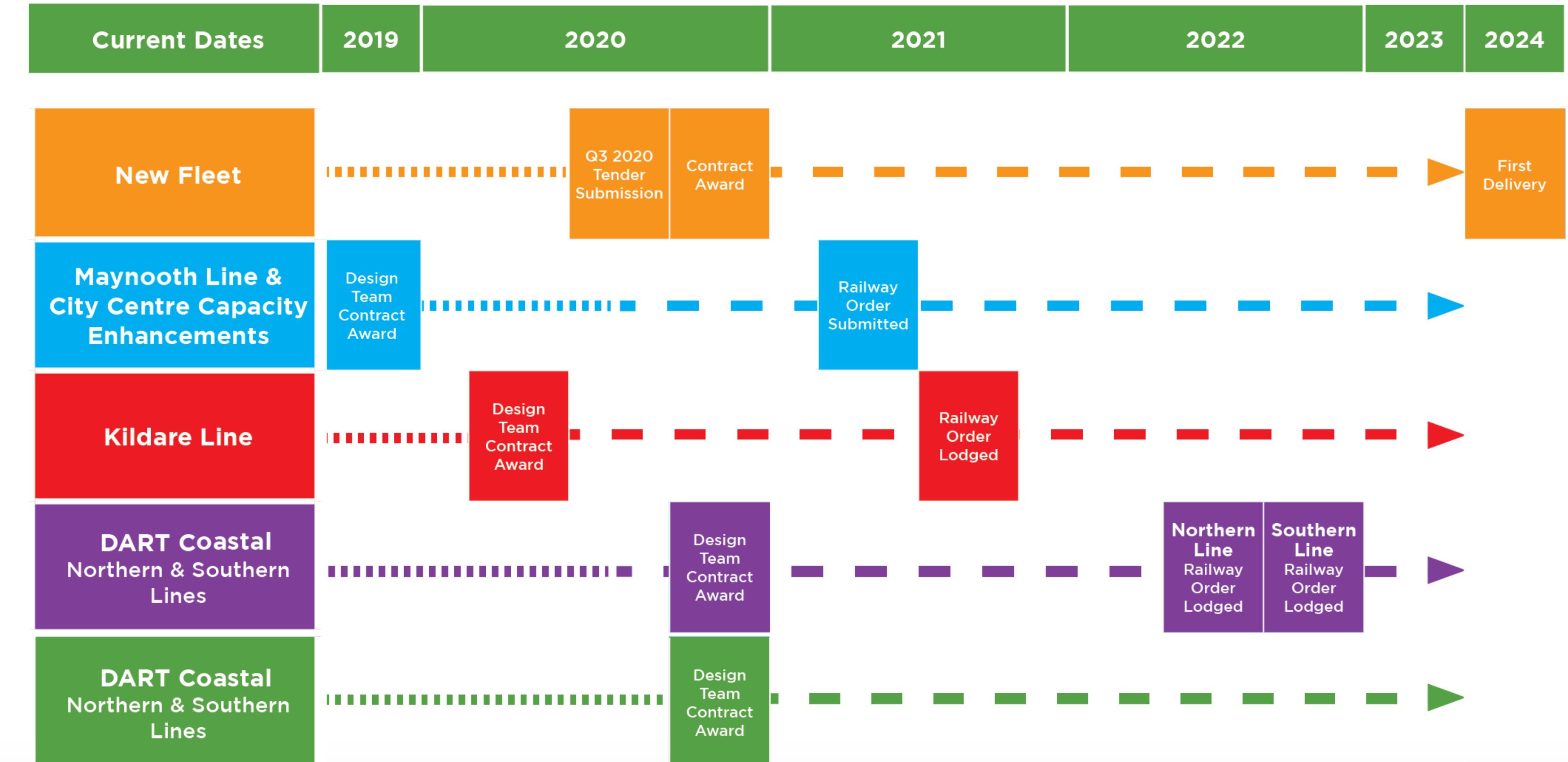
Dublin is heavily choked with traffic
Sustainable public transport infrastructure (pedestrian, cycling, bus and rail) needs investment to sustain economic and population growth while reducing emissions

DART+ Timeline

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

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

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



DART+ Maynooth Line Overview

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

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

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

Capacity increases provided by the Maynooth Line

Specifics of the DART+ Maynooth Line Project



DART+ Maynooth Line

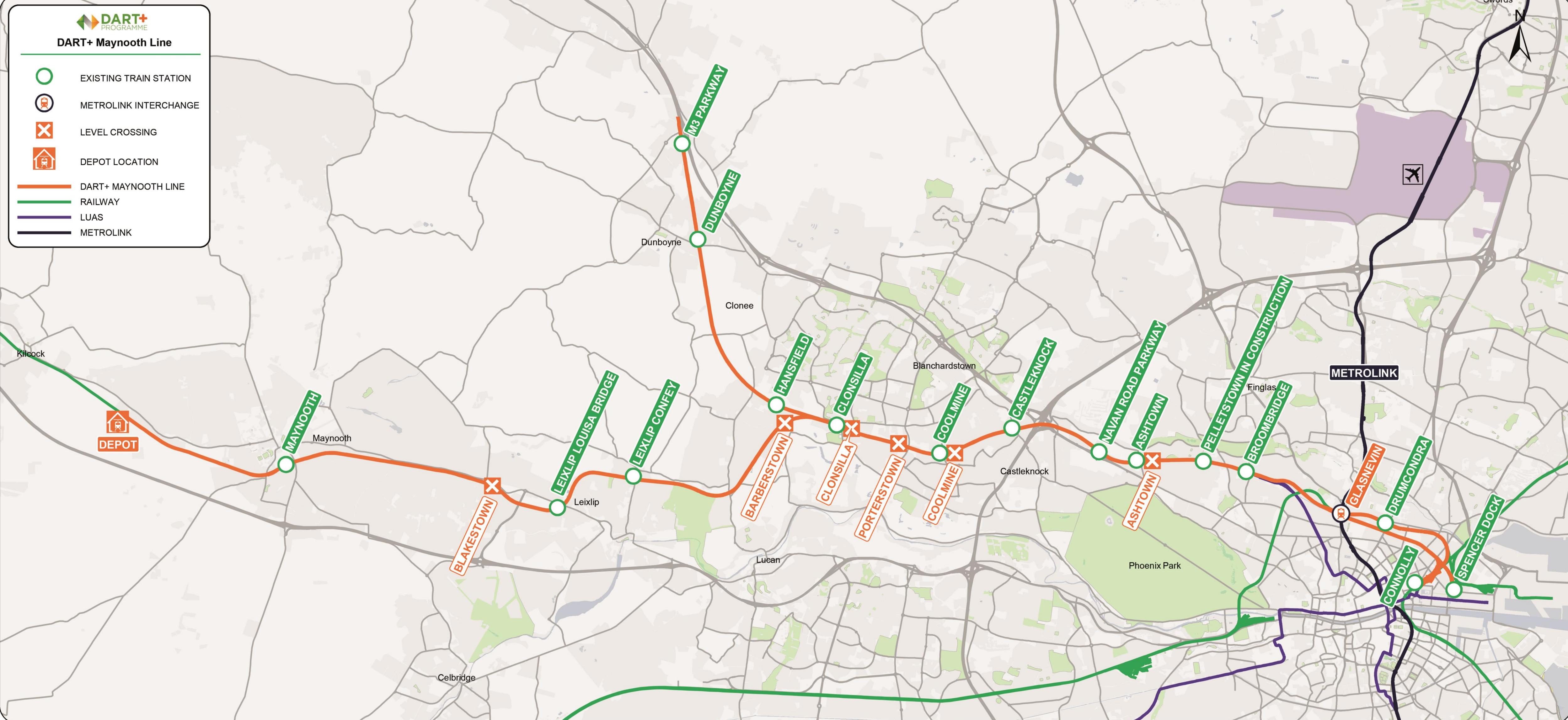
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Specifics of the Project

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





Emerging Preferred Option for DART+ Maynooth Line



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Emerging Preferred Option for DART+ Maynooth Line

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

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

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

General linear works

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

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



City Centre Enhancements (Connolly Station)



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

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

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

City Centre Enhancements (Spencer Dock Station)

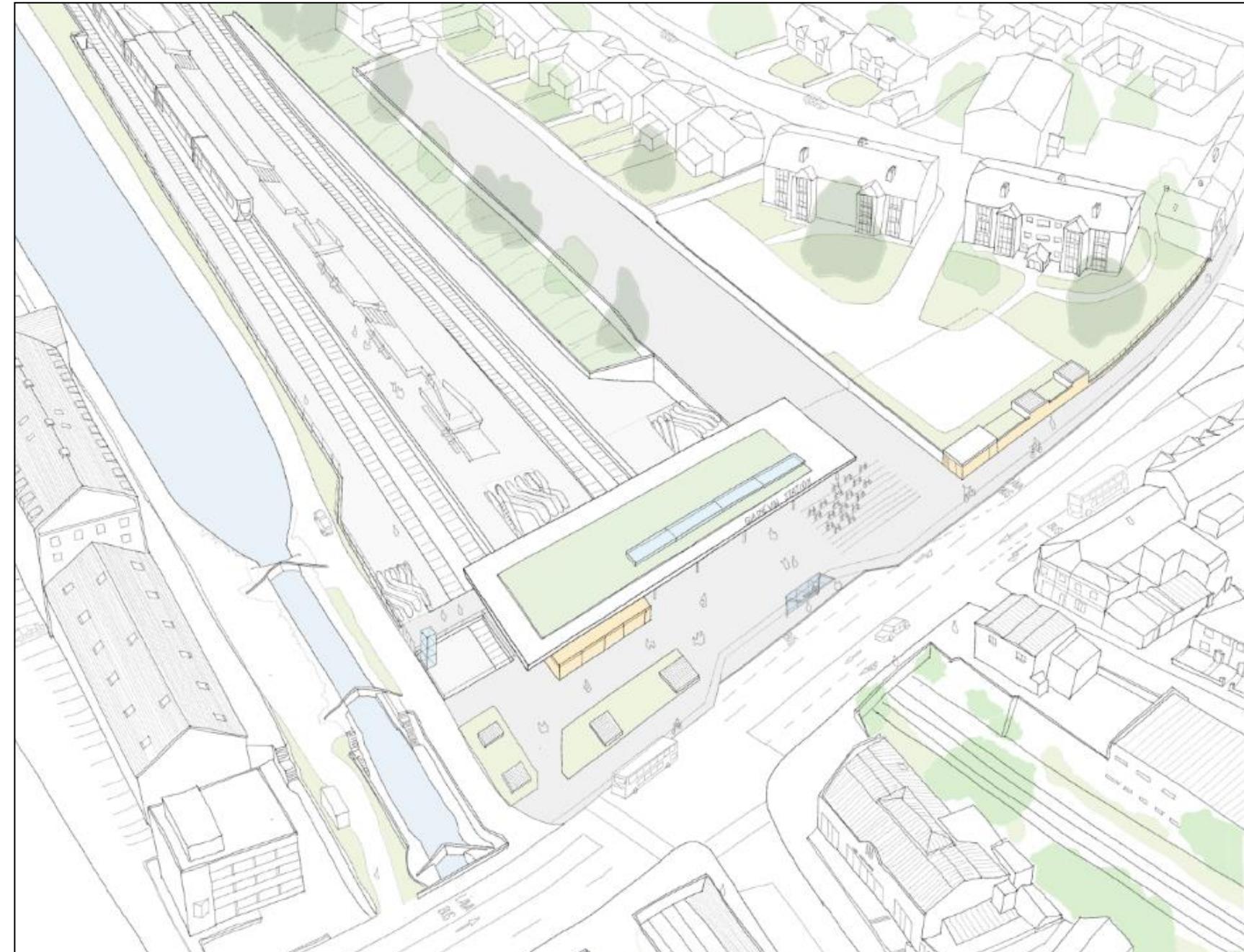


Proposed Spencer Dock Station Location & existing Docklands Station

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

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

City Centre to Phibsborough/Glasnevin



Artists impression of proposed Glasnevin Station (at Phibsborough) and public realm improvements (www.MetroLink.ie)

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

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

Phibsborough/Glasnevin to Clonsilla Station



Aerial view Broombridge integrated rail and LUAS stations

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

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

Phibsborough/Glasnevin to Clonsilla Station

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

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

There are four level crossings along this section:

- Ashtown
- Coolmine
- Porterstown
- Clonsilla

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

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

Ashtown Level Crossing Replacement



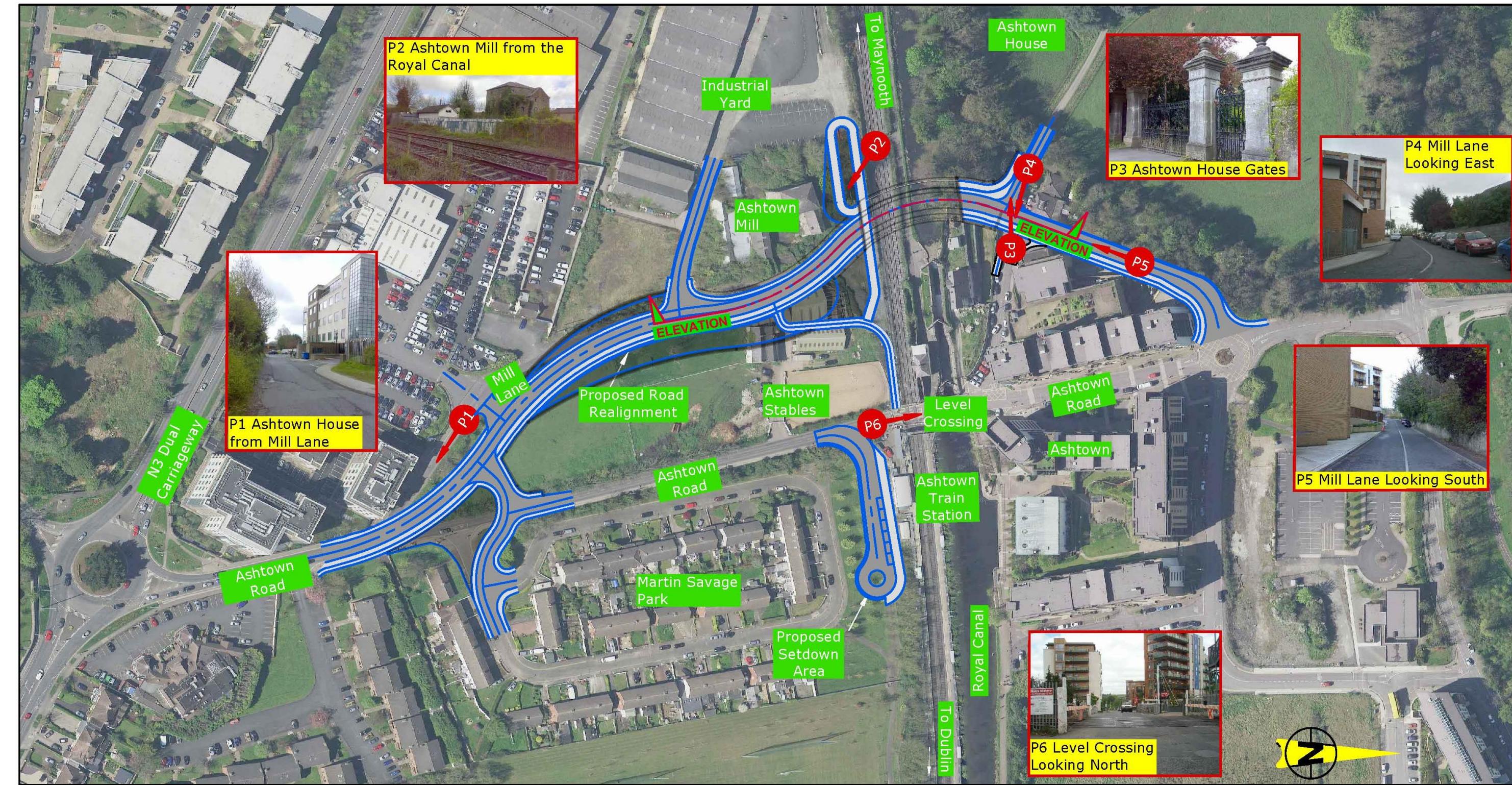
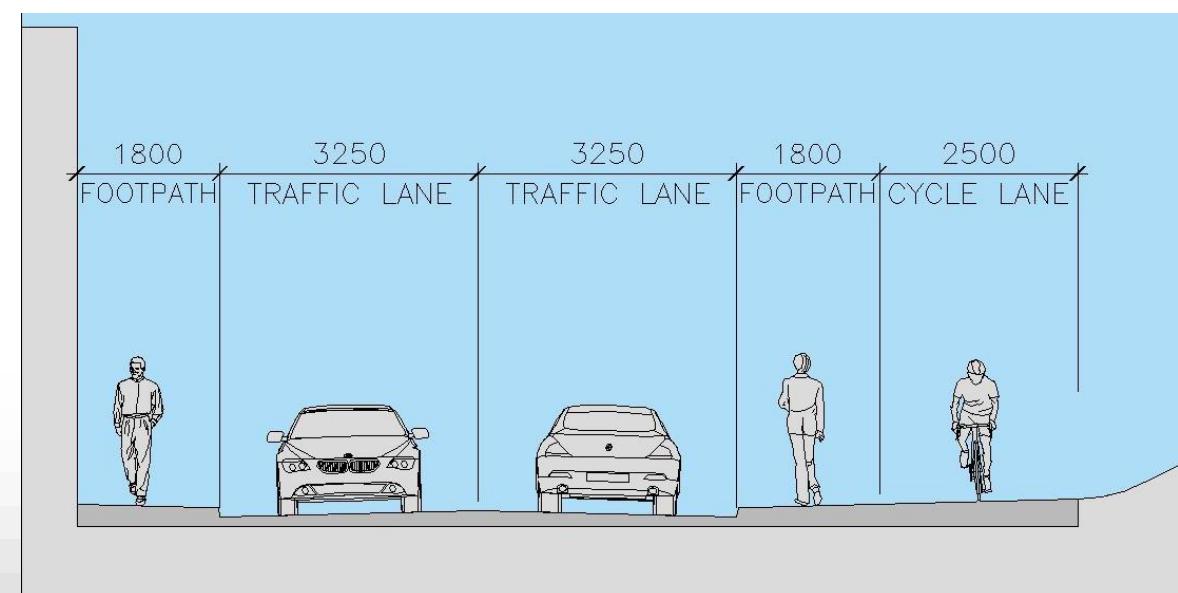
Emerging Preferred Option at Ashtown Level Crossing Replacement

Full vehicular road underpass with pedestrian and cycle facilities.

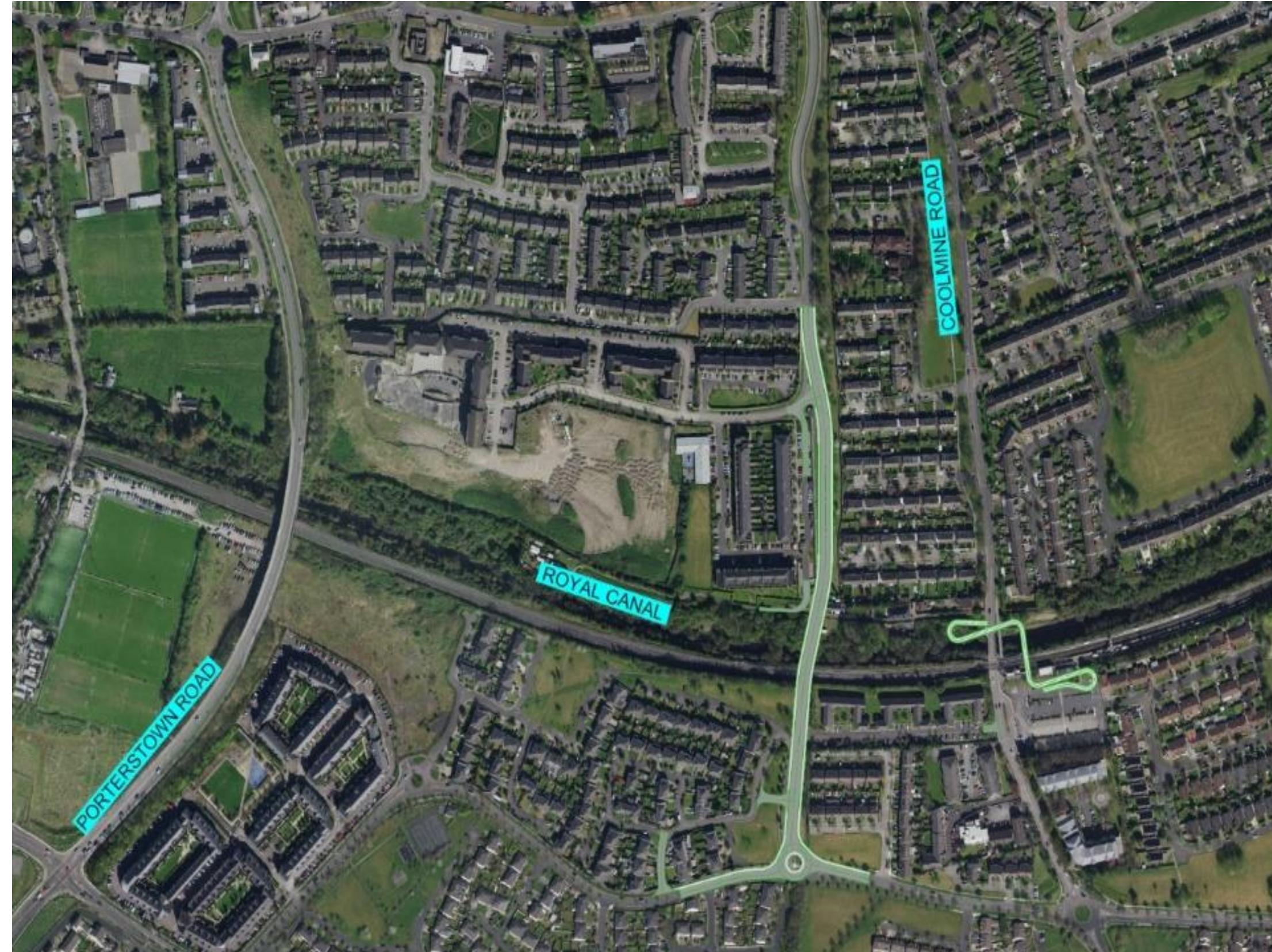
The Emerging Preferred Option provides a new road under the railway and the canal to the west of the existing Ashtown Level Crossing along the line of Mill lane.



Ashtown Underpass



Coolmine Level Crossing Replacement



Emerging Preferred Option at Coolmine Level Crossing Replacement

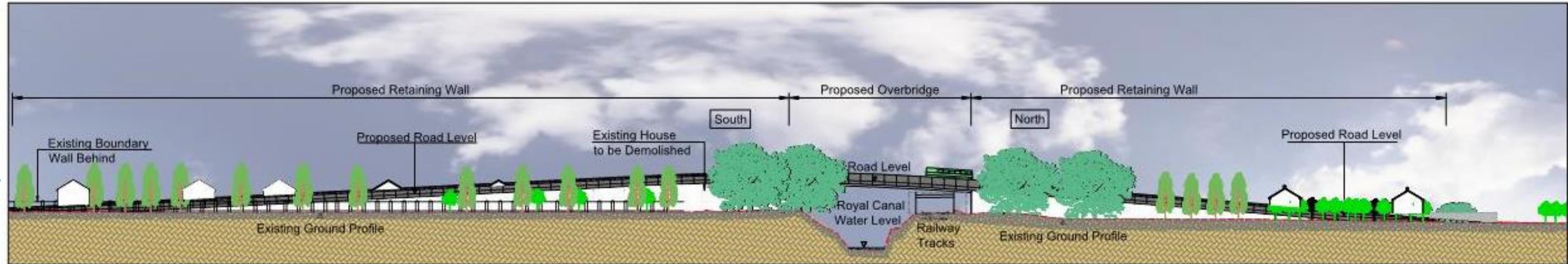
Full vehicular road bridge with separate pedestrian and cyclist bridge.

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

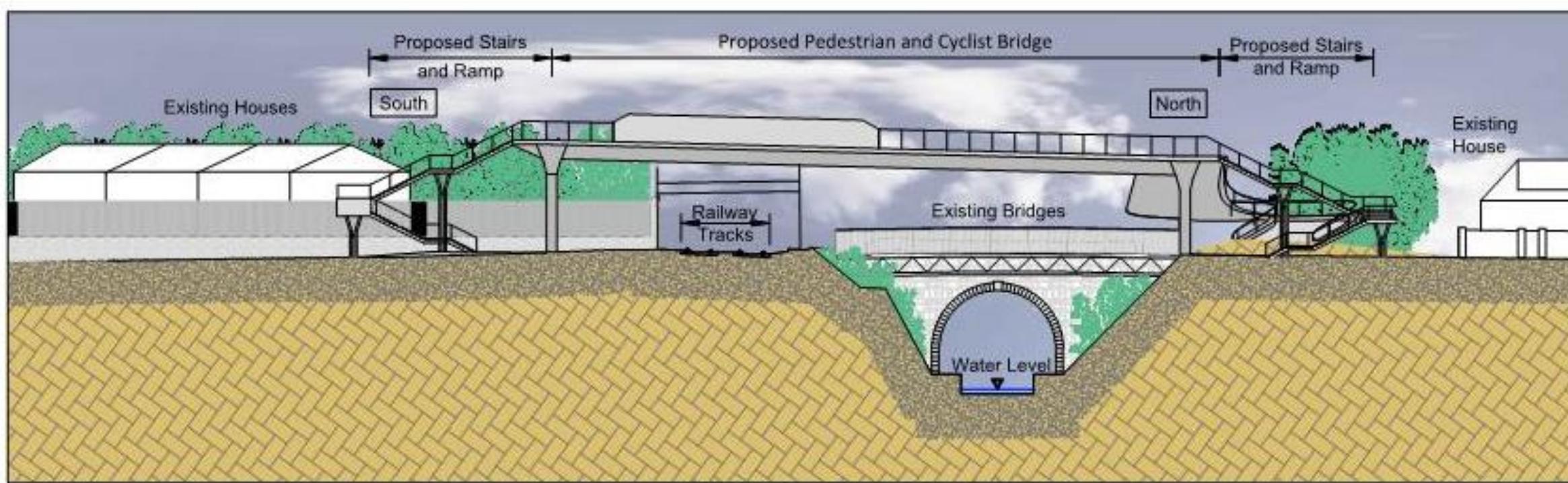
A new standalone pedestrian and cycle bridge will be provided over the railway line immediately adjacent to Coolmine Station.



Coolmine Road Bridge



Coolmine Pedestrian & Cyclist Bridge



Porterstown Level Crossing Replacement



Emerging Preferred Option at Porterstown Level Crossing Replacement

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

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



Porterstown Pedestrian & Cyclist Bridge



Clonsilla Level Crossing Replacement



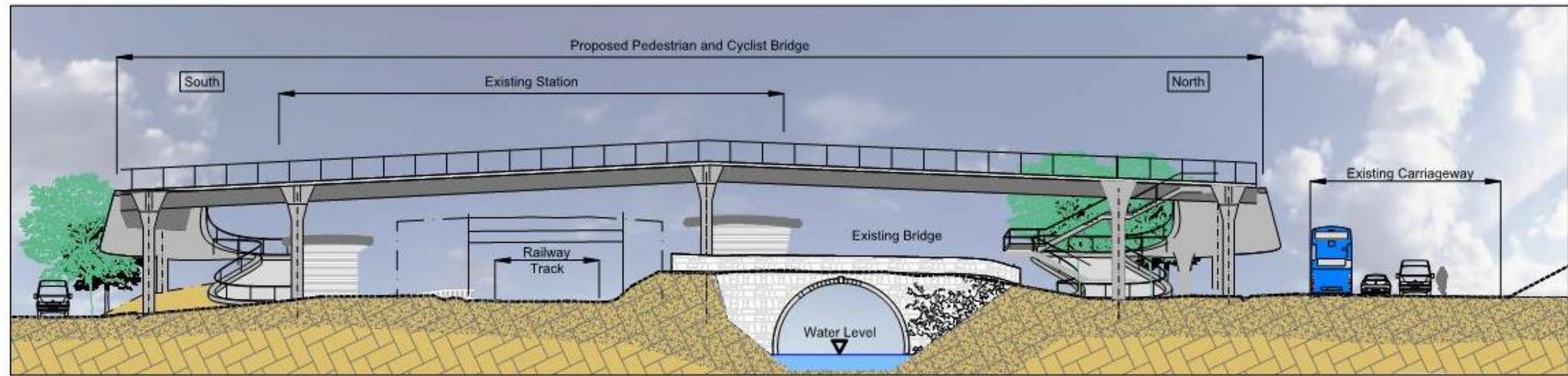
Emerging Preferred Option Clonsilla Level Crossing Replacement

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

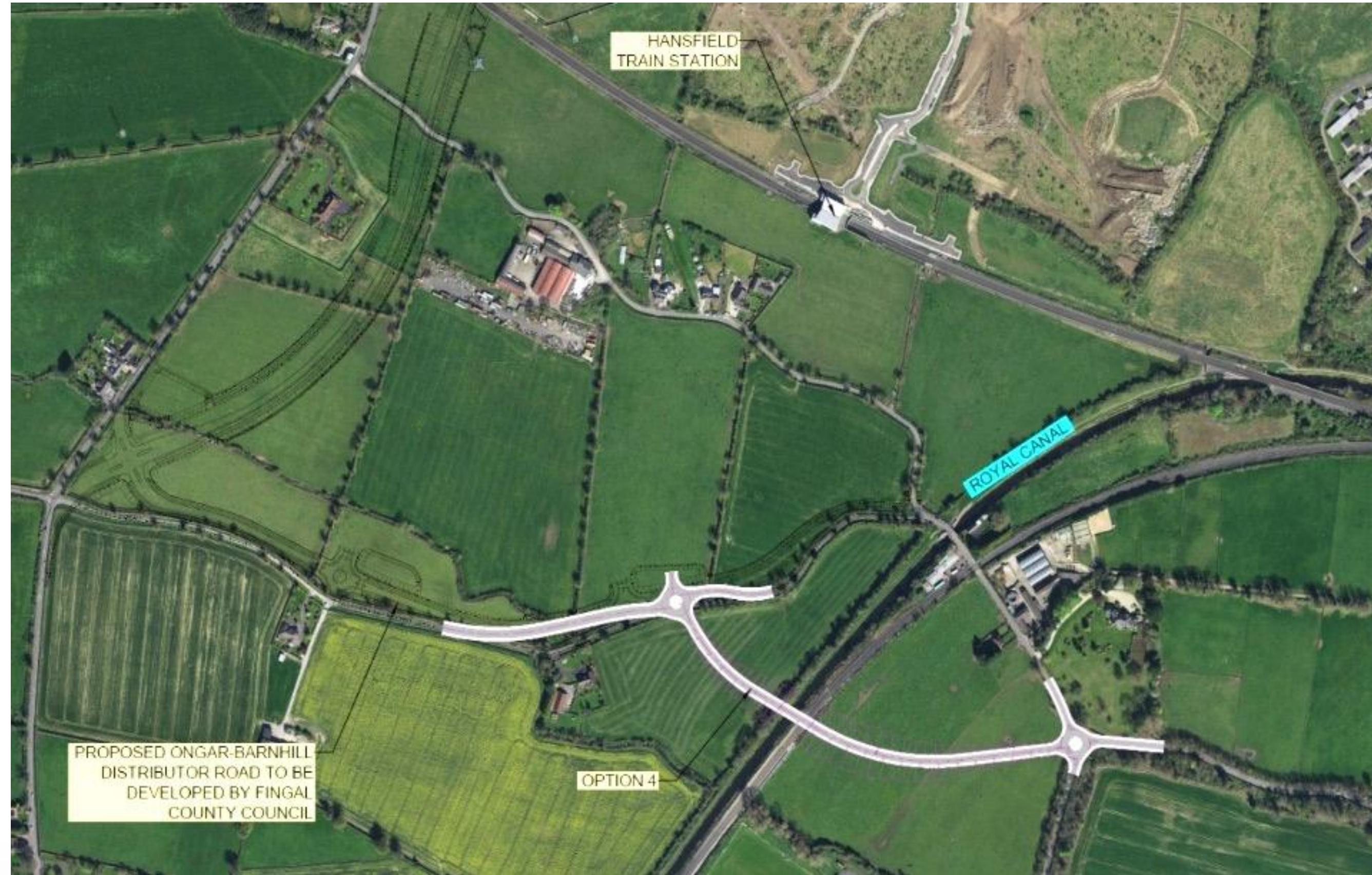
Given the low traffic flows utilising the crossing combined with the proposed new road bridge at Barberstown to the west and the Diswellstown Link Road (R121) to the east, a pedestrian and cyclist bridge is identified as the optimal solution.



Clonsilla Pedestrian & Cyclist Bridge



Barberstown Level Crossing Replacement



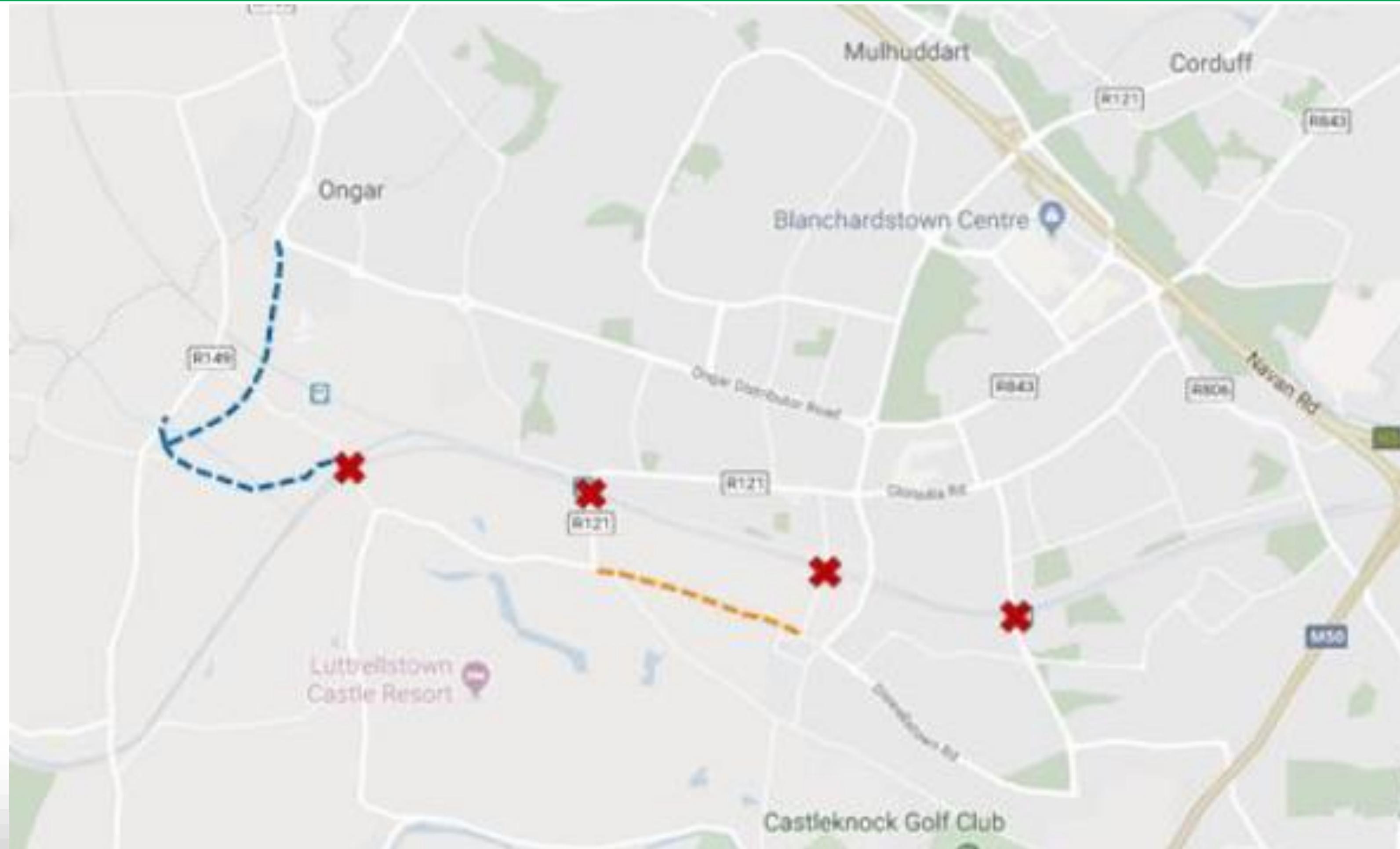
Emerging Preferred Option Barberstown Level Crossing Replacement

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

The option selection process has considered:

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

Alternative traffic routing



Blakestown Level Crossing



Emerging Preferred Option Blakestown Level Crossing Replacement

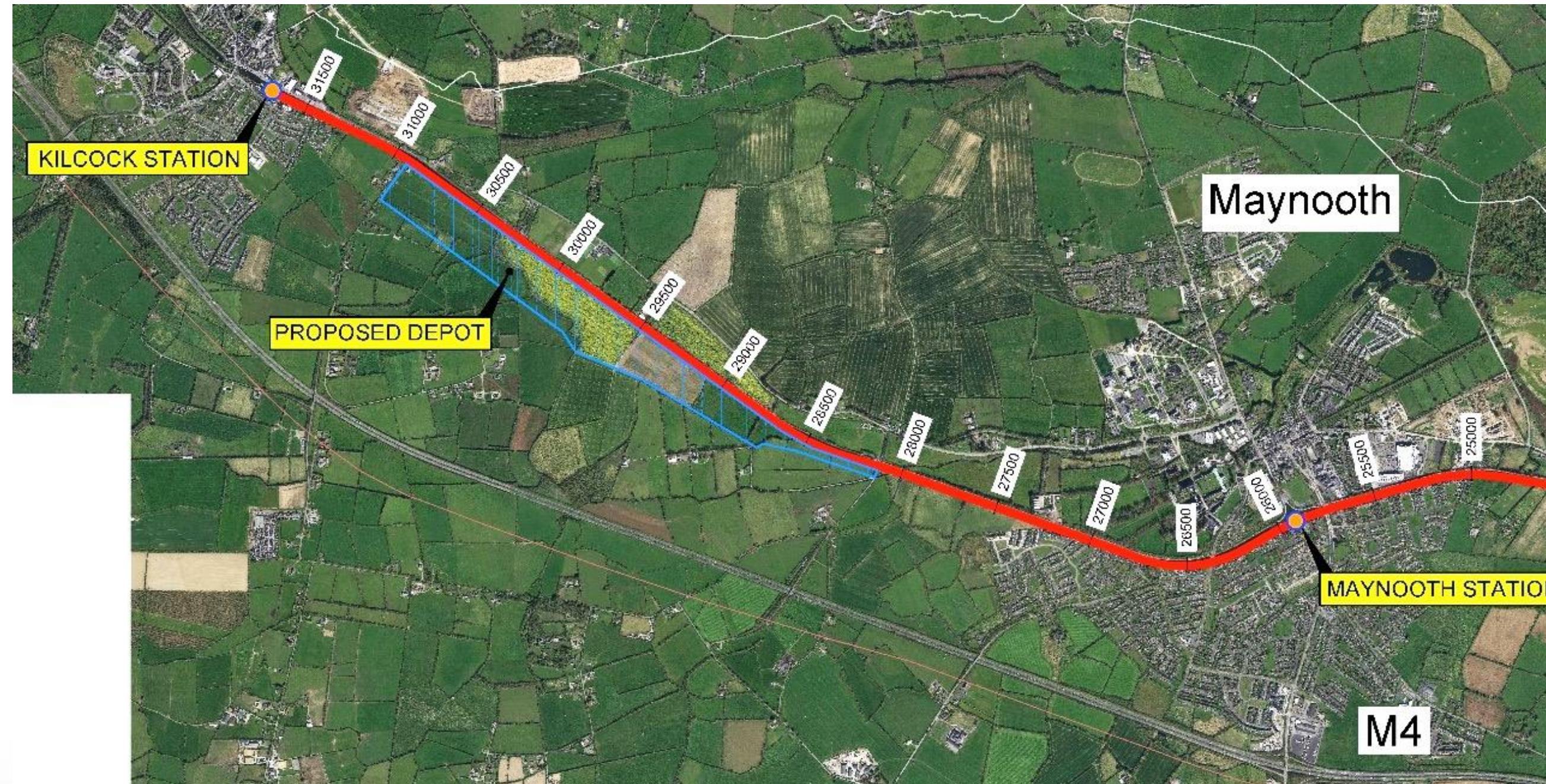
The Emerging Preferred Option is not to provide replacement infrastructure following the closure of the level crossing.

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



Depot west of Maynooth

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



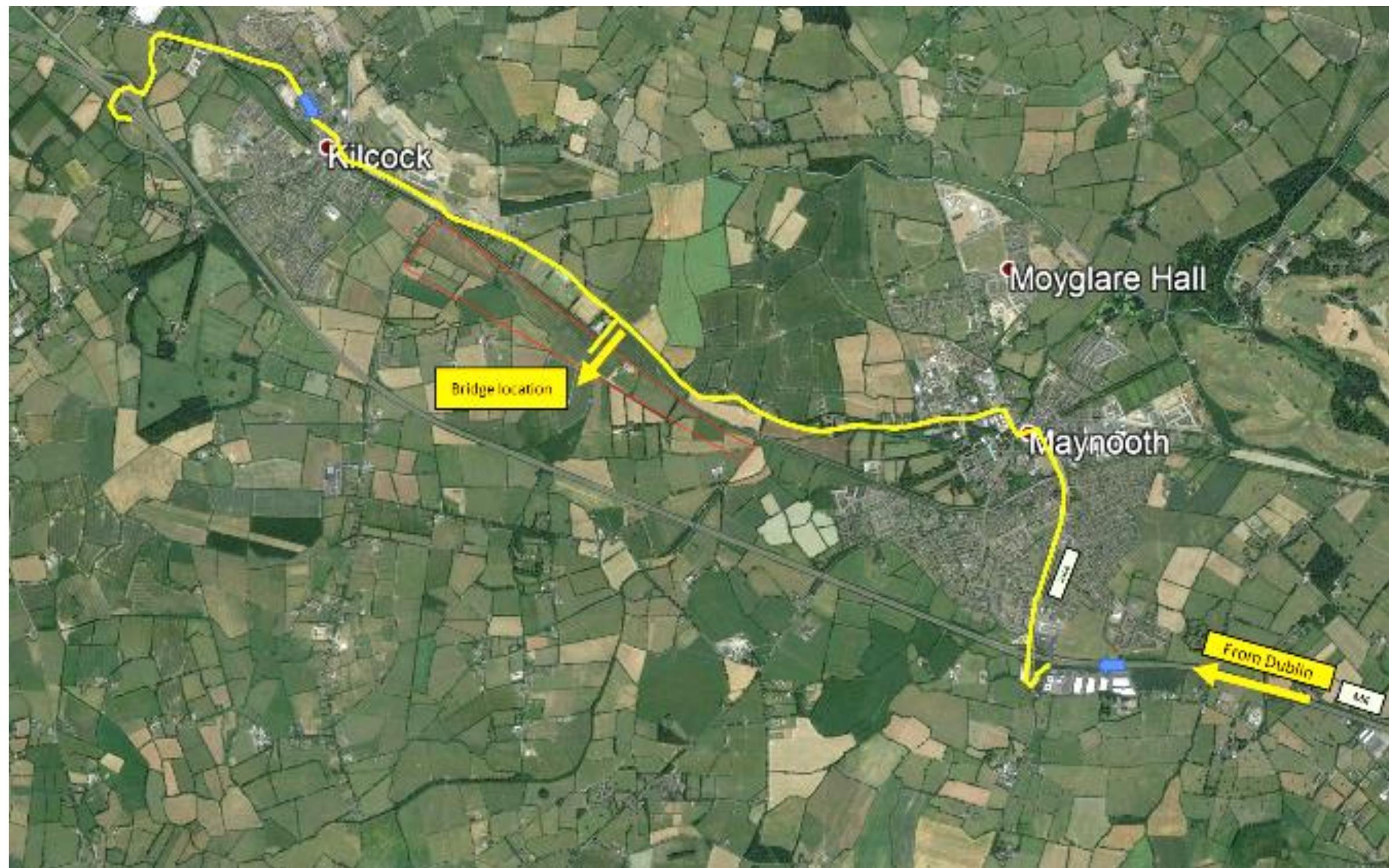
Proposed Depot location in Maynooth West

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

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

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

Depot access



Emerging Preferred Access Route to Proposed Depot

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



Clonsilla Station – M3 Parkway



Dunboyne Train Station

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

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

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

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

Public Consultation Process



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Public Consultation Process

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

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



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

Public Consultation Process

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

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



COVID-19



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

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

Next Steps



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Next Steps

Option Selection & Design development



View of typical section of twin track electrified rail line

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

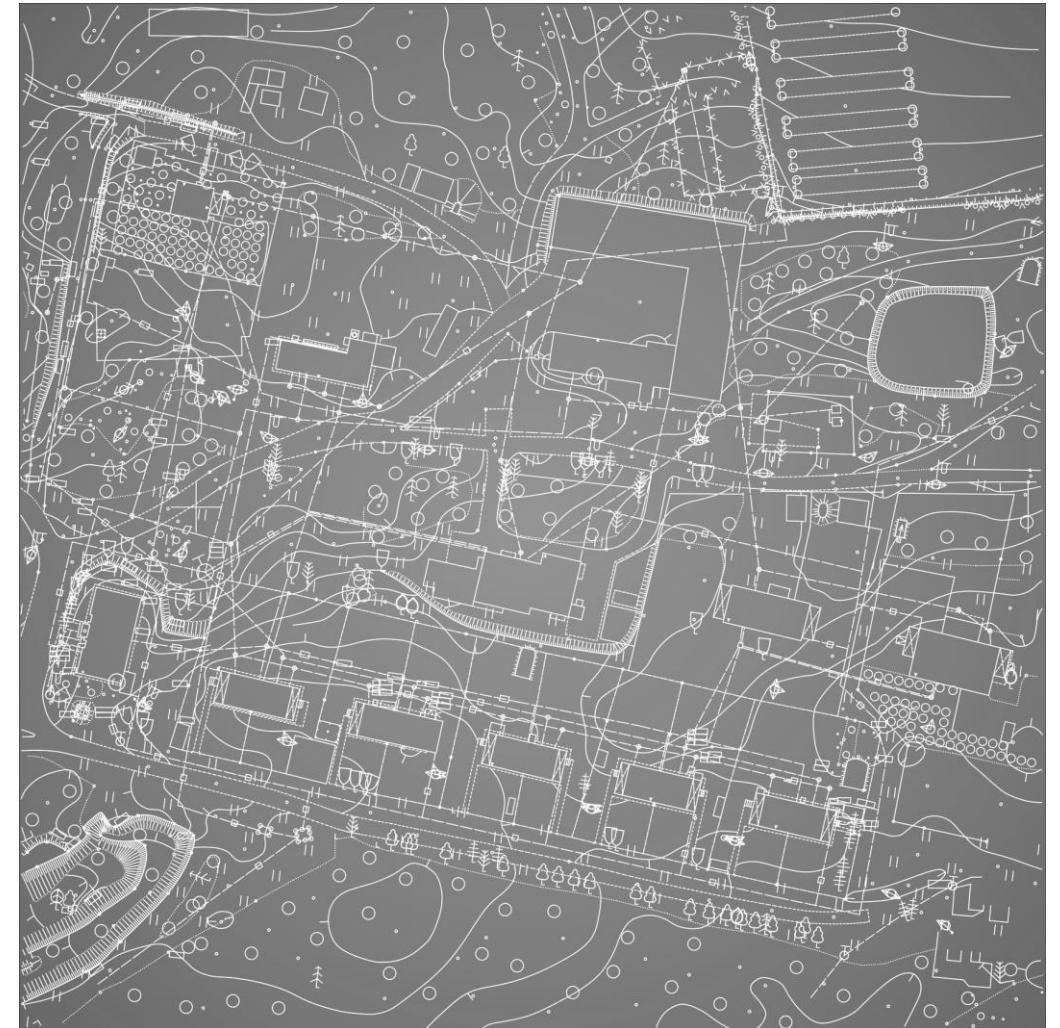
Further studies, assessments and consultations will lead to development of the Preferred Option which will be presented to the public at Public Consultation later in 2020.

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

Next Steps – Property Acquisition

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

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



Next Steps – The Railway Order Process

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

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

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

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



How to engage

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

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

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

Please contact us via the following means:

Website | www.irishrail.ie/DARTMaynooth

Email | DARTMaynooth@irishrail.ie

Phoneline | [01-8235127](tel:01-8235127)

Postal Address:

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

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





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