

# Key policy changes and developments since lodgement of the Railway Order

Since the preparation of the SPCM submission on the Railway Order a number of important policy changes have taken place:

- The National Transport Authority adopted the Greater Dublin Area Transport Strategy 2022-2042.
- The Kildare County Development Plan 2023 – 2029 came into effect on 28th January 2023.
- Kildare County Council and Meath County Council commenced preparation of the Maynooth LAP in October 2022.
- The Phase 2 of the public consultation for the Draft Maynooth & Environs Transport Strategy was published in November 2022



# Greater Dublin Area Transport Strategy 2022-2042 adopted by the NTA.

Measure RAIL6 – New Rail Stations states:

*“The NTA, in conjunction with Irish Rail, will develop new rail stations at Cabra, Glasnevin, Heuston West, Kylemore, Woodbrook, west of Sallins, west of Louisa Bridge **and west of Maynooth**. Kishoge station will also open in the short term as development of the Clonburris SDZ is realised. Other stations will be considered where development patterns support such provision.”*

# Regional Strategy for Maynooth

We note the following provisions of the Regional Spatial Economic Strategy for Maynooth:

RPO 4.33 states:

*Support the continued development of Maynooth, co-ordinated with the delivery of strategic infrastructure including pedestrian and cycle linkages within the town and to the Royal Canal Greenway, DART expansion and road linkages forming part of the Maynooth Outer Orbital Route in a manner which supports future development and population growth and builds on synergies with Maynooth University promoting a knowledge-based economy.*

Table 5.1 'Strategic Development Areas and Corridors, Capacity Infrastructure and Phasing' of the MASP states:

*"Significant strategic residential capacity at Railpark lands and to the north and west of the town near Maynooth University"*

Noting: "DART expansion, road upgrades, bridge, Maynooth Outer Orbital Route..." as key enabling infrastructure.



# The Kildare County Development Plan 2023 – 2029

TM O54:

*Support and facilitate, in co-operation with Irish Rail and the National Transport Authority the delivery of the following proposed new facilities to connect to the existing and proposed rail network...*

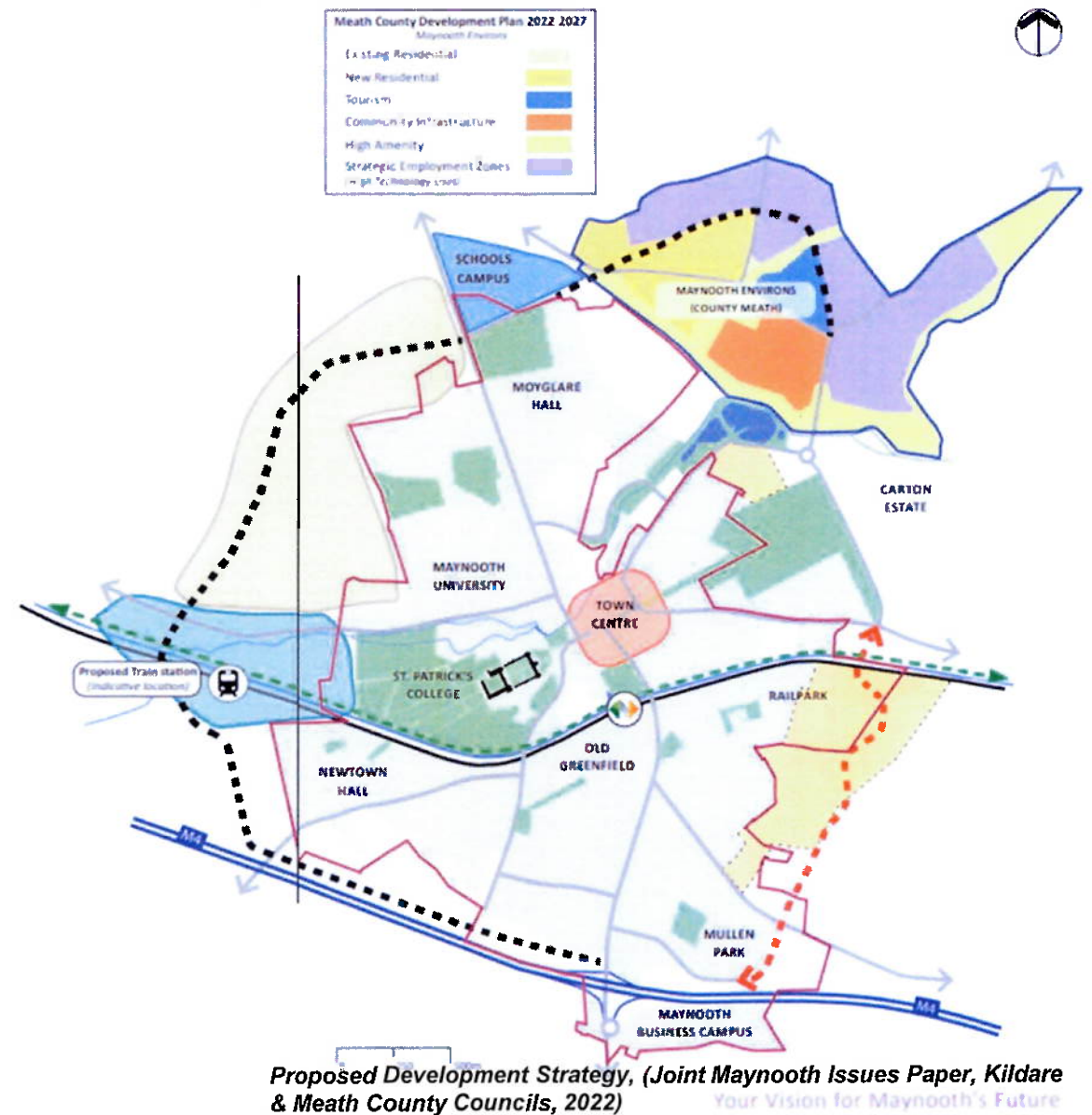
***...A second Maynooth railway station/depot sited to the west of Maynooth***

TM O32 states:

*“Ensure the provision of improved cycle and walking infrastructure linking Maynooth Town Centre, the Royal Canal Greenway, the train station, the proposed Maynooth Outer Orbital Route and to Kilcock, Celbridge and Leixlip”*

# Key Infrastructure Confirmed in the planning framework for the Maynooth

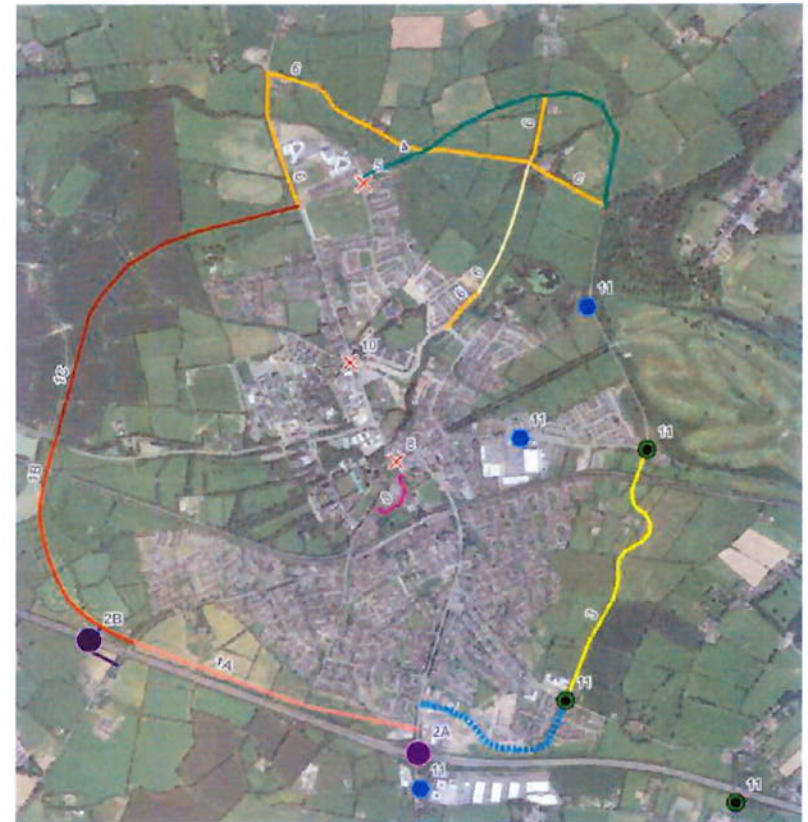
As highlighted by the above extracts the Dart + improvements are an important part of the overall strategy for Maynooth. The provision of a second railway station is also clearly identified and now firmly established in the medium and long term strategy for Maynooth.



# The Draft Maynooth & Environs Transport Strategy

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- The Draft Maynooth & Environs Transport Strategy was published in November 2022.
- The MOOR is included within future plans for Maynooth.
- An objective for new Western Railway Station is included on the public transport strategy map.
- The draft strategy aims to provide Park/Ride at New Maynooth West Train Station
- The strategy also illustrates public transport, walking and cycling routes to the west of Maynooth linking with the MOOR.





# Conclusion

- There is an important opportunity to integrate the DART + West proposals with the planning framework for Maynooth in order to improve the accessibility between the expanding urban area and the railway service through provision of a new west Maynooth railway station.
- The Transport Strategy for the Greater Dublin Area 2022-2042, and the Kildare County Development Plan 2023-2029 contain specific objectives for a new train station to be developed to the west of Maynooth town.
- We welcome the response from CIÉ that the project will not preclude additional infrastructure, however there are key technical considerations which have not been addressed in detail in the documentation to date.

We respectfully request a further detailed demonstration that the Dart + West project is consistent with the new station, MOOR, and park and ride facilities, specifically showing spatially and geometrically how it will not preclude these future proposals.