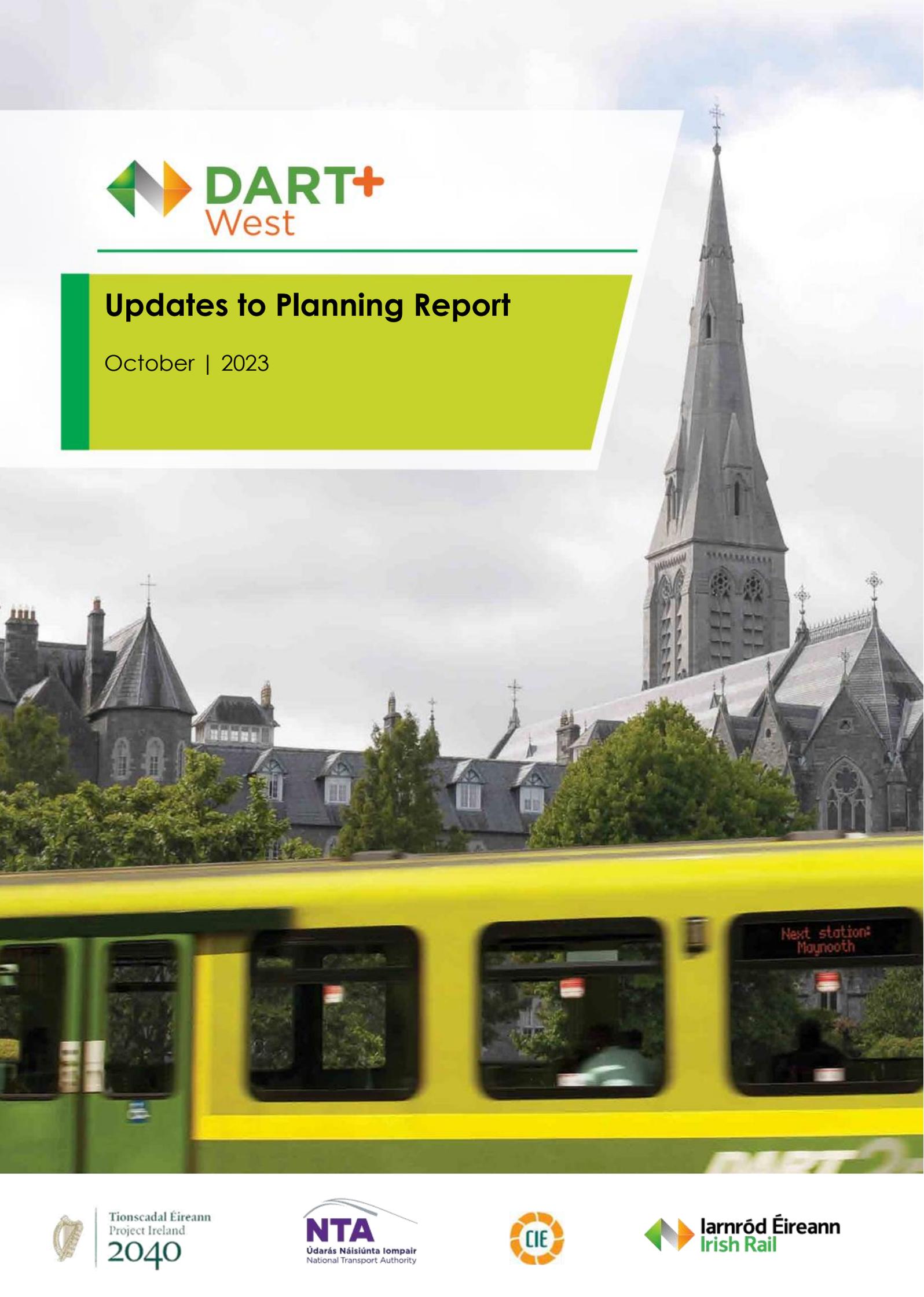




Updates to Planning Report

October | 2023



Tionscadal Éireann
Project Ireland
2040



Iarnród Éireann
Irish Rail

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1. INTRODUCTION

This update to the Planning Report provides an update and summary of some of the key relevant policy documents to the DART+ West project within which the draft Railway Order (RO) is to be evaluated. The relevant policy updates, or amendments to policies since the draft RO was submitted to An Bord Pleanála are highlighted.

1.1 Overview of Updates to Relevant Policy

Table 1-1 presents an overview of the relevant planning and policy documents presented in the Table 4.1 of the Planning Report submitted with the draft RO. The relevant updates to policy or plans are identified which are summarised in the sections below. Where changes or updates have occurred, these are presented in green text throughout this report. The reader should refer to the relevant sections of the Planning Report submitted with the draft RO for further information on these plans/ policies.

Table 1-1 Planning and Policy documents updates

EU Level	New or updated since RO submitted
EU White Paper on Transport: Roadmap to a single European Transport Area - Towards a competitive and resource efficient transport system	No change.
European Green Deal	No change.
National Level	
Project Ireland 2040: National Planning Framework – Ireland, Our Plan 2040, and National Development Plan 2021-2030	Review of NPF commenced. Due to be completed in 2024.
National Sustainable Mobility Policy (2022)	No change.
National Investment Framework for Transport in Ireland (2021)	No change.
Climate Action and Low Carbon Development (Amendment) Act 2021	No change.
Climate Action Plan	Carbon Budgets and Sectoral Emissions Ceilings supported by Climate Action Plan 2023.
The White Paper: Ireland’s Transition to a Low Carbon Energy Future 2015-2030	No change.
Regional Level	
Eastern and Midland Regional Spatial and Economic Strategy 2019-2031	No change.
Transport Strategy for the Greater Dublin Area 2016-2035 & Draft Transport Strategy for the Greater Dublin Area 2022-2042	Transport Strategy for the Greater Dublin Area 2022-2042 finalised January 2023, including GDA Cycle Network 2022.
Integrated Implementation Plan 2019-2024	No change.
Greater Dublin Area Cycle Network Plan	As above superseded by the updated Transport Strategy for the GDA 2022-2042.
	Park & Ride Strategy: Greater Dublin Area (2021).
Rail Policy	
2030 Rail Network Strategy Review	All-Island Strategic Rail Review – Public Consultation – no further updates since RO published.
N/A	Rail Freight 2040 Strategy.
Iarnród Éireann Strategy 2027	No change.

Local Level	
Dublin City Development Plan 2016–2022; and Draft Dublin City Development Plan 2022-2028	Dublin City Development Plan 2022-2028 adopted 2 nd of Nov. 2022. It came into effect on the 14 th of December 2022.
N/A	Draft Dublin City Centre Transport Plan 2023. A draft plan was published for public display on 13 th September 2023.
North Lotts and Grand Canal Dock SDZ Planning Scheme 2014	No change.
Ashtown-Pelletstown Local Area Plan 2014	No change. Due to expire in December 2023.
Fingal Development Plan 2017 – 2023; and Draft Fingal Development Plan 2023 - 2029	Fingal Development Plan 2023 – 2029 adopted 22 nd of February 2023. It came into effect 5 th April 2023.
Hansfield Strategic Development Zone Planning Scheme 2006	No change.
Barnhill Local Area Plan 2019	No change.
Kelystown Local Area Plan 2021	No change.
Kildare County Development Plan 2017 – 2023; and Draft Kildare County Development Plan 2023-2029	Kildare County Development Plan 2023-2029 adopted 9 th December 2022 came into effect 28 th January 2023.
Leixlip Local Area Plan 2020-2023	Extension of Leixlip Local Area Plan 2020 - 2023 to 30 th March 2026 (inclusive).
Maynooth Local Area Plan 2013-2019 incorporating amendment no. 1	There is no record of a resolution to extend this plan however KCC advise it is still in force. Note: Kildare and Meath County Councils have commenced the preparation of Maynooth and Environs Joint Local Area Plan 2024-2030. Issues paper published and sought public consultation submissions which closed 11 th November 2022.
Not available at the time of lodging the draft Railway Order for DART+ West.	Kildare County Council published the draft Transport Strategy for Maynooth and its Environs for public consultation in November 2022. Public consultation no. 2 closed January 2023.
Kilcock Local Area Plan 2015-2021	No change. No record of a resolution to extend this LAP.
Maynooth and Environs Draft Transport Strategy	This Strategy was not drafted at the draft RO stage, Kildare County Council published the draft Transport Strategy for Maynooth and its Environs for public consultation in November 2022.
Meath County Development Plan 2021-2027	No change.
Dunboyne, Clonee & Pace Local Area Plan 2009 - 2015	Superseded by the Written Statement and Land Use Zoning Map contained in Volume 2 of the Meath County Development Plan 2021-2027.

2. NATIONAL POLICY

2.1 Climate Action Plan 2023

Climate Action Plan 2023 (CAP23) launched in December 2022, is the second annual update of Climate Action Plan 2019 and the first plan to be prepared under the Climate Action and Low Carbon Development (Amendment) Act 2021. CAP23 builds on previous climate action plans and is the framework through which the government intends to meet the legally-binding, economy-wide carbon budgets and sectoral ceilings agreed in July 2022. In line with EU ambition, the Programme for Government, Our Shared Future commits to achieving a 51% reduction in Ireland’s overall GHG emissions from 2021 to 2030, and to achieving net-zero emissions no later than 2050. These legally binding objectives are set out in the Climate Action and Low Carbon Development (Amendment) Act 2021. The Climate Act supports Ireland’s transition to net-zero and the transition to a climate neutral economy by no later than 2050.

CAP23 calls for a significant cut in transport emissions by 2030 in order to meet the sectoral emission ceiling. It recognises that to meet the 2030 transport abatement targets will require transformational change and accelerated action across all key decarbonisation channels. CAP 2021 targets have been revised to meet this higher level of ambition, including a 20% reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips and modal share. Fleet electrification and use of biofuels will continue to provide the greatest share of emissions abatement in the medium term, and vehicle targets, while unchanged, have been reframed as a percentage share of total fleet and new registrations, to better embed our vehicle strategy within the wider Sustainable Mobility Policy.

CAP23 focuses on the net-zero decarbonisation pathway for the transport sector based on the ‘Avoid - Shift - Improve’ framework. CAP23 seeks to support the commitment to reduce transportation emissions by 50% by 2030 and cut dependency on fossil fuels through a range of actions including greater roll out of sustainable energy initiatives, supporting integrated land use and transport planning and behavioural change.

The DART+ Programme specifically supports ‘shifting’ emissions from unsustainable transport modes by providing sustainable and integrated public transport options over the private car supporting a low carbon climate resilient society.

Table 2-1 Key actions to deliver abatement in transport for the period 2023-2025 (extracted from table 15.7 CAP 23)¹

Measure	2023 Actions	2024 Actions	2025 Actions
SHIFT			
Major Public Transport Infrastructure Programme	<ul style="list-style-type: none"> Advance BusConnects programme in 5 cities Advance Metrolink planning pending ABP approval Advance DART+ programme Advance Cork Commuter Rail Programme Advance PSO electric bus fleet procurement including depot charging upgrades Continue investment in passenger and freight rail, informed by outcomes of Strategic Rail Review 	<ul style="list-style-type: none"> Advance BusConnects programme in 5 cities Advance Metrolink planning pending ABP approval Advance DART+ programme Advance Cork Commuter Rail Programme Advance PSO electric bus fleet procurement including depot charging upgrades Continued investment in passenger and freight rail, informed by outcomes of Strategic Rail Review 	<ul style="list-style-type: none"> Advance BusConnects programme in 5 cities Advance Metrolink planning pending ABP approval Advance DART+ programme Advance Cork Commuter Rail Programme Advance PSO electric bus fleet procurement including depot charging upgrades Continued investment in passenger and freight rail, informed by outcomes of Strategic Rail Review

¹ <https://www.gov.ie/en/publication/7bd8c-climate-action-plan-2023/>

The DART+ Programme and the DART+West project is specifically supported through action 'TR/23/37' Advance DART+ programme. Other interrelated actions in CAP include, but are not limited to, the following:

- TR/23/26 Guidelines for Local Authority Climate Action Plans to include specific actions and indicators in respect of accessibility, modal shift and active travel.
- TR/23/29 Advance roll-out of 1,000 km walking/cycling infrastructure.
- TR/23/30 Advance roll-out of National Cycle and Greenway Networks.
- TR/23/35 Advance BusConnects programme in 5 cities.
- TR/23/36 Advance Metrolink planning pending ABP approval.
- TR/23/40 Continue investment in passenger and freight rail, informed by outcomes of Strategic Rail Review.
- TR/23/45 Identify pathway to appropriate decarbonisation of interurban rail services, informed by Strategic Rail Review.

In March 2023 the Government approved the Annex of Actions to the CAP23 which details the steps Ireland is taking to respond to the climate crisis. DART+ Programme is identified as one of the 'major public transport infrastructure programmes' in the CAP actions. The DART+ Programme, actions relate to progressing the programme subject to the statutory process and An Bord Pleanála approval (as detailed in Table 2-2, extracted from the CAP23 Annex of Actions below).

Table 2-2 Transport Actions to Shift Emissions (part of CAP23 Annex of Actions)²

Theme: SHIFT						
Measure: Major Transport Programme	Public Infrastructure	2025 KPI - Total Vehicle Kilometres, Fuel Usage, and Sustainable Transport Mode Share			2025 Abatement Potential for Measure: Included in Basket of Sustainable Transport / Demand Management Measures: 0.7 Mt	
Actions						
Action Number	Actions	Steps necessary for delivery	Output	Timeline	Lead	Stakeholders
TR/23/37(TF)	Advance DART+ Programme	Progressing appraisal and planning for DART+ Programme	Cabinet approvals and Railway Orders submitted for DART+ South West and Coastal Routes	Q4 2023	D/ Transport, NTA, Iarnród Éireann	DPER
TR/23/40*(TF)	Continue investment in passenger and freight rail, informed by outcomes of Strategic Rail Review	Expansion of interurban rail fleet capacity and rail services, informed by outcomes of Strategic Rail Review	n/a - to be informed by outcomes of Strategic Rail Review	Q4 2023	D/ Transport, NTA	Iarnród Éireann

Sustainable Mobility Taskforce Actions							
Action Number	Actions	Steps necessary for delivery	Output	Timeline	Lead	Stakeholders	
TR/23/74(TF)	Major Transport Infrastructure Programme	Public Work	Advancement of major PT schemes through statutory processes, pursuant to Government and planning Approvals	Ongoing infrastructure and capacity enhancement rollout; Statutory planning applications for BusConnects, DART+ schemes Enabling and planning works subject to ABP approvals	Q4 2023	NTA	Local Authorities, Transport Operators

² CAP23, <https://www.gov.ie/en/publication/7bd8c-climate-action-plan-2023/> (page 59) Annex of Actions

2.2 All-Island Strategic Rail Review

The All-Island Strategic Rail Review (AISRR) was launched in April 2021 by the Minister for Transport for the Irish Government and the Minister for Infrastructure for the Northern Irish Executive. The AISRR aims to inform policy and future strategy for the railways in both jurisdictions on the island of Ireland. It has examined how the island's railways are currently used, what role rail could play in the future and how the island's railway could better serve the people of both jurisdictions. The AISRR has focused on how the rail network across the island could contribute to the decarbonisation of the island's transport system, promote sustainable connectivity into and between major cities, enhance regional accessibility and support balanced regional development. Figure 2-1 below taken from the AISRR shows the potential future all-island railway network, including existing rail lines which will be subjected to electrification upgrades.

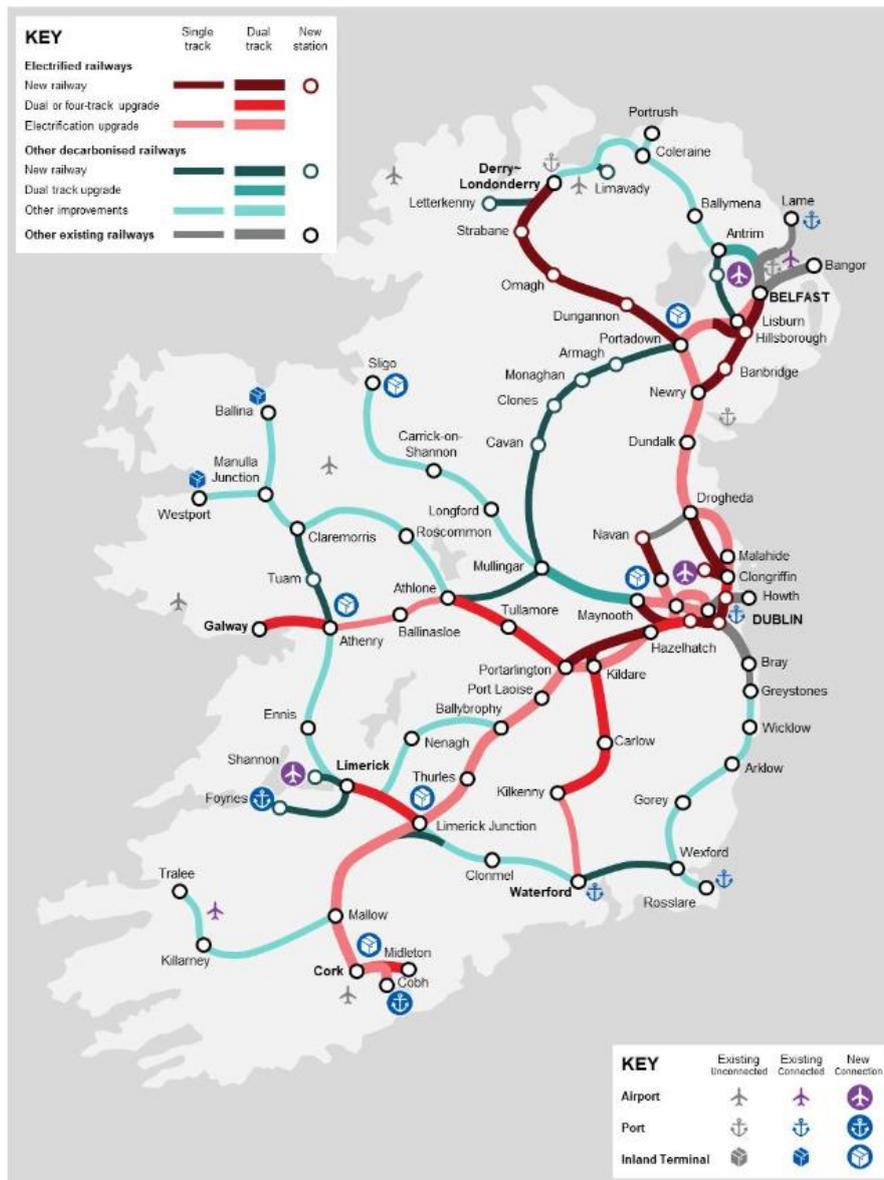


Figure 2-1 A potential future all-island railway (Source: All-Island Strategic Rail Review, 2021)

The Review acknowledges that “*there is significant alignment between the Goals and Objectives of this Review and the ambitions of the island's largest cities – as set out in the National Transport Authority's Metropolitan Transport Strategies for the Greater Dublin Area, Cork, and Limerick-Shannon Area, as well as the Department for Infrastructure's Belfast Metropolitan Area Transport Plan. For example, the DART+ programme in Dublin and planned new stations in the Belfast area should help grow the attractiveness of rail, which, in turn, should boost demand for intercity services*”.

30 recommendations have been put forward to achieve these goals. To implement the recommendations of the draft AISRR, a range of projects/schemes would be required. Each of these will be subject to appropriate feasibility, options and environmental assessments at project level, where required. Decarbonisation recommendations of relevance to the proposed DART+ West project are as follows:

- “Develop and implement an All-Island Rail Decarbonisation Strategy that includes an electrified intercity network”.
- “Procure hybrid and electric rolling stock in the medium term”.

2.3 Rail Freight 2040 Strategy

The Rail Freight 2040 Strategy has been developed to expand the rail freight sector as it represents “a real opportunity to reduce carbon emissions from transport while enabling sustainable growth”. Transport accounts for approximately one fifth of all emissions in Ireland. The expansion of modern rail freight facilities and services can help develop an attractive alternative to road haulage, encourage modal shift from road to rail and support decarbonisation and environmental targets.

Demand analysis for rail freight services informed this Strategy, which considered existing and projected HGV traffic across Ireland, and at Tier 1 Ports such as Dublin, Port of Foynes and Port of Cork. According to Transport Infrastructure’s Ireland projections, 74% increase in HGV traffic was predicted nationally by 2040. The analysis also assessed the scale of the addressable market and identified the most heavily used routes where freight services could potentially transfer to rail, given the right operating conditions and cost profile. Dublin was identified as having the highest county to county flows of all trips along the main interurban networks. According to the Strategy, Dublin Port which is the busiest port in the country with approximately 14,000 inbound and outbound articulated HGV journeys per week, has sufficient scale to support additional rail freight services.

The vision of the Strategy is “a thriving rail logistics system, supporting sustainable supply chains, the economy, society and environment”. The key objectives of the Strategy are shown in Figure below.

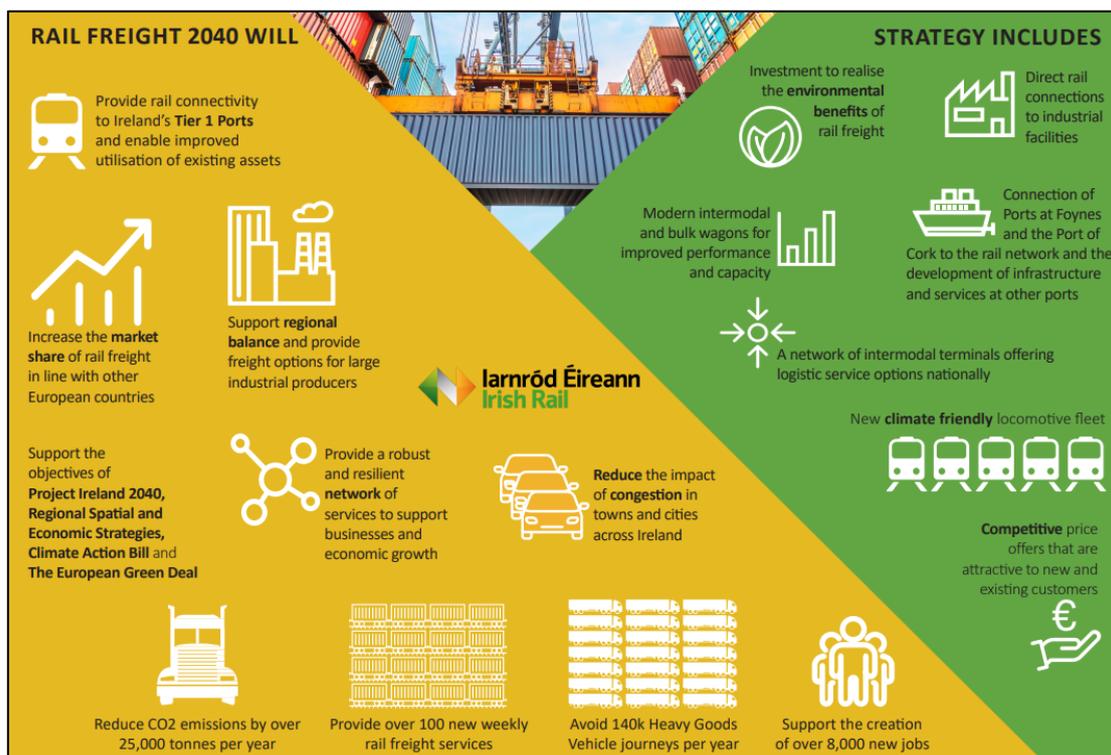


Figure 2-2 Strategy Objectives (Source: Rail Freight 2040 Strategy)

To realise the vision and objectives for rail freight nationally, the Strategy has been developed around five key pillars, namely:

1. Enhancing connections with sea ports;
2. Addressing rolling stock requirements;
3. Policy initiatives;
4. Developing an intermodal port network; and
5. Network developments.

Under Enhancing connections with sea ports, the Strategy recognises that it is important that rail is integrated into the operations of Dublin Port, which handles approximately 50% of all goods handled by ports in Ireland. Therefore, accommodation of future rail services at the port must be assessed such as the consideration of a grade separated junction at the entrance to the port and in the interim the operation of off-peak and night time services.

The DART+ West project is consistent with the Rail Freight 2040 Strategy.

3. REGIONAL POLICY

3.1 Transport Strategy for the Greater Dublin Area 2022-2042

The National Transport Authority’s Transport Strategy for the Greater Dublin Area (GDA) 2022-2042 was finalised in January 2023. It is a key document guiding transport across the GDA including rail transport and continues to support the development of the DART+ Programme. There are a number of measures included in the Strategy relevant to DART+ Programme including:

- **Measure RAIL1** – DART+ The DART+ Programme will be implemented, providing electrified services to Drogheda in the north and Maynooth plus Celbridge in the west, in addition to an enhanced level of service to Greystones. The programme will include additional fleet, aligned with higher passenger demand, and a higher frequency of service on all lines.
- **Measure RAIL3** – DART Extension The NTA and Irish Rail will, over the lifetime of the Strategy, extend the DART to deliver electrified rail services to the following towns:
 - Sallins / Naas;
 - Kilcock; and
 - Wicklow.



Figure 3-1 Objectives for the DART+ and Rail (Source: Transport Strategy for GDA 2022-2042)

Figure 12.8: Proposed 2042 DART and Commuter Rail Network

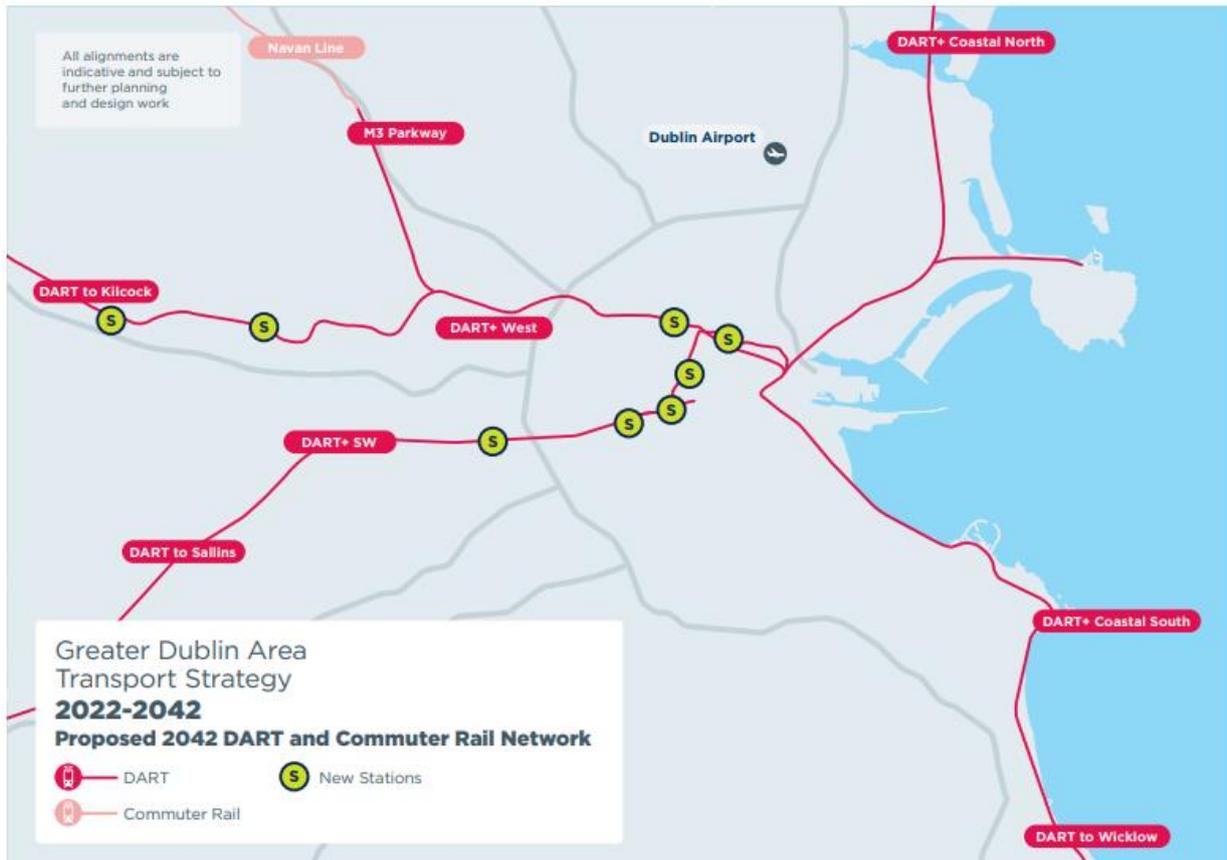
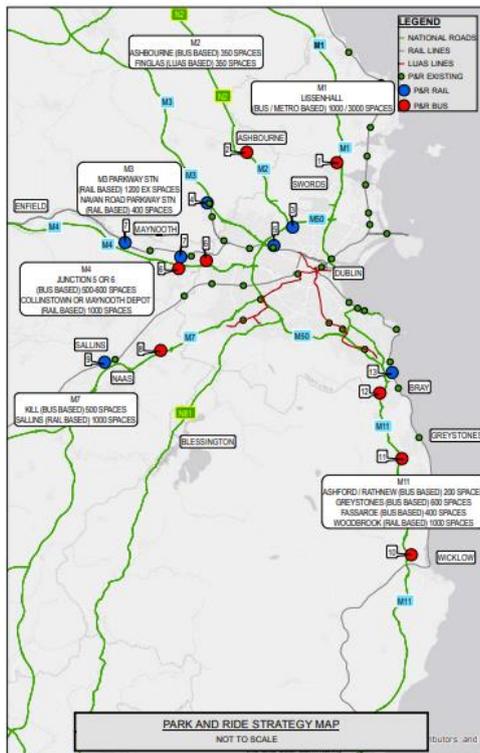


Figure 3-2 Proposed 2042 DART and Commuter Rail Network (Source: Transport Strategy for GDA 2022-2042)

- **RPO 4.33:** Support the continued development of Maynooth, coordinated 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.
- **Measure RAIL6 – New Rail Stations:** 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.
- **Measure RAIL7 – Station Upgrades** The NTA, in conjunction with Irish Rail, will upgrade, refurbish and maintain train stations across the GDA to ensure that they are of an appropriate standard and provide a good quality experience for passengers.
- **Park and Ride Strategy:** It details the Park and Ride Strategy for the GDA which includes spaces at Maynooth, M3 parkway Station, Collinstown or Maynooth Depot (1000 spaces), Navan Road parkway Station (rail based) 400 spaces.

Figure 9.1: Park and Ride Strategy for the GDA



Corridor	Number	Type of P&R	Location	Nearest Junction	Indicative No. of Spaces
A (M1/N1)	1	Bus/Metro	Lissenhall	Junction 4	1000/3000
B(i) (M2/N2)	2	Bus	Ashbourne	Junction 3	350
	3	Luas	Luas Finglas	Junction 1	350
B(ii) (M3/N3)	4	Rail	M3 Parkway Station	Junction 5	1200
	5	Rail	Navan Road Parkway Station	Junction 1	400
C (M4/N4)	6	Bus	Junction 5 OR Junction 6	Junction 5/6	500-600
	7	Rail	Collinstown OR Maynooth Depot	Junction 6/7a	1000 (500 initially)
D (M7/N7)	8	Bus	Kill	Junction 6	500
	9	Rail	Sallins	Junction 9	1000
F (M11/N11)	10	Bus	Ashford/ Rathnew	Junction 16	200
	11	Bus	Greystones	Junction 11	600
	12	Bus	Fassaroe	Junction 7	400
	13	Rail	Woodbrook	Junction 5	1000

Figure 3-3 Park and Ride Strategy for the GDA (Source: Transport Strategy for GDA 2022-2042)

3.2 Park & Ride Strategy: Greater Dublin Area (April 2021)

This report sets out a 5-year strategy for providing Park & Ride for the Greater Dublin Area and will feed into the overall Transport Strategy for the Greater Dublin Area, which at the time, was being updated.

There is a high catchment of people residing in regional towns, rural hinterland and to a lesser extent in the Dublin metropolitan area, where high quality public transport is not easily accessible by walking or cycling. Park & Ride facilities at appropriate locations can facilitate access to people to use public transport and enhance their transport options to a wide range of destinations in a sustainable manner.

The vision of the Strategy is to “support sustainable growth in the regions, urban areas, and rural settlements through enhancing connectivity to high quality, accessible, low emission, and sustainable transport; empowering modal shift and increasing the catchment areas of existing and future public transport by delivering a network of appropriate Park and Ride facilities”.

It is the objective of the Strategy to:

- provide the appropriate type and scale of Park and Ride at the right locations, with connectivity to the road and public transport networks and design that supports integration with the surrounding walking and cycling network.
- Reduce reliance on the private car, reduce distances travelled by car and ensure Park and Ride facilitates greater use of sustainable modes.
- Deliver an enhanced customer experience through safe, secure, and user-friendly facilities that considers opportunities for interchange and to address barriers to public transport use.
- To set the standard for the design and layout of P&R sites.

Due to the implementation of DART+ programme and the future upgrade to the frequency and quality of services, the Strategy recommends rail-based Park & Ride facilities. The locations identified for Rail Park & Ride in the Strategy of relevance to the DART+ West project are shown in Figure 3-4 and Table 3.1.

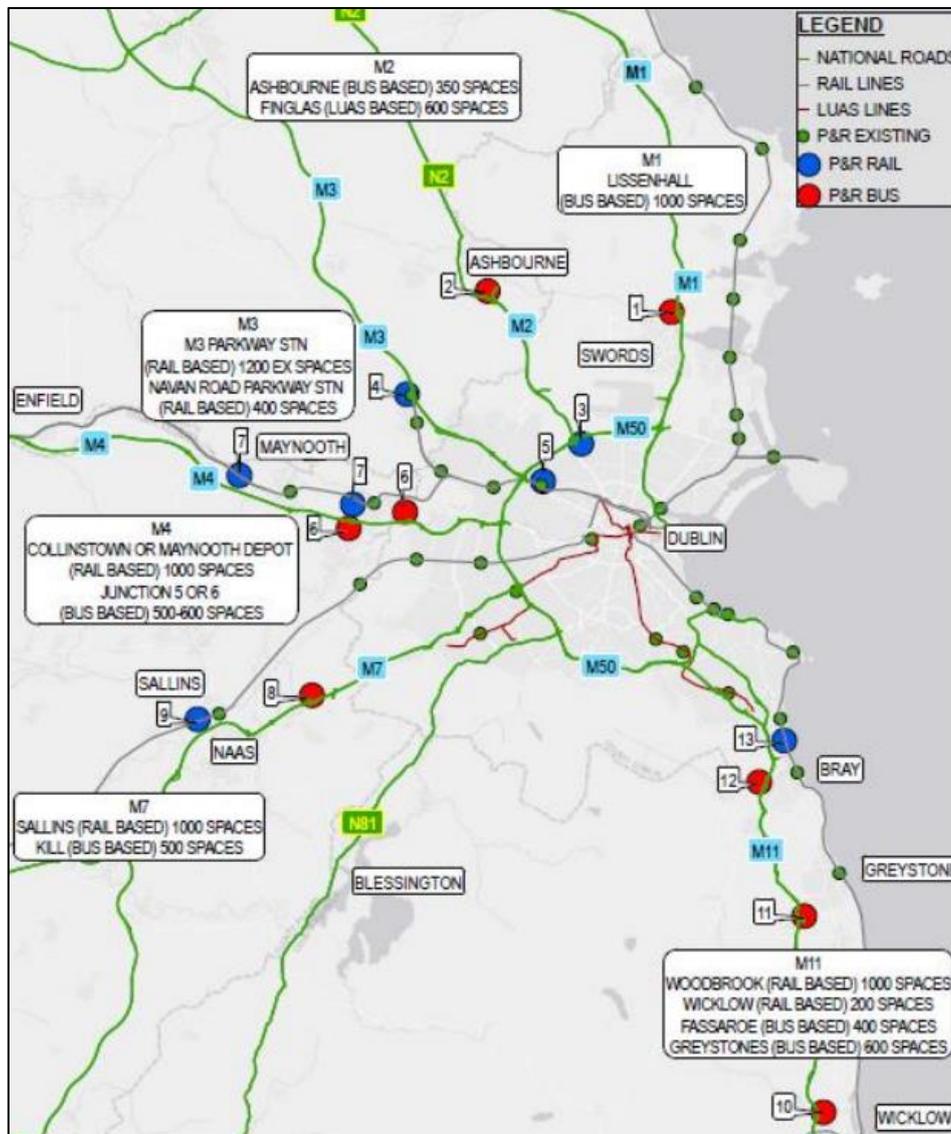


Figure 3-4 Park and Ride Strategy Map (Source: Park & Ride Strategy: Greater Dublin Area (2021))

Table 3.1 Locations of Rail Park & Ride adapted from the Park & Ride Strategy: Greater Dublin Area (2021)

Number on Strategy Map	Location	Nearest Junction	Indicative No. of Spaces	Considerations
4	M3 Parkway Station	Junction 5	1200	1200 currently existing. This is sufficient to meet current and future demand. Within the extents of DART+.
5	Navan Road Parkway Junction	Junction 1	400	102 spaces existing, to be increased to 400. Within the extents of DART+.
7	Collinstown or Maynooth Depot	Junction 6/7a	1000 (500 initially)	Within the extents of DART+.

4. COUNTY/LOCAL PLANNING POLICY

4.1 Dublin City Development Plan 2022-2028

Since lodging the draft RO, Dublin City Development Plan (DCDP) 2022-2028 was adopted on the 2nd of November 2022 and came into effect on the 14th of December 2022. Where changes in policies or objectives have been made, these are listed below. Minor updates have been made that are relevant to the DART+ West project. A review is provided in Table 4-1 below.

Table 4-1 Comparison of Dublin City Development Plan policy - before and after RO lodged

Dublin City Development Plan 2016-2022	Draft Dublin City Development Plan 2022 - 2022	Dublin City Development Plan 2022 – 2028 – (adopted after RO lodged)
Objective not previously included.	Objective SMT01: To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/Luas); and 17% private (car/van/HGV/motorcycle).	No change when compared to draft Dublin City DP. Objective SMT01: To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/Luas); and 17% private (car/van/HGV/motorcycle).
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 SMT13: To manage city centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes and the private car, in particular, where there are intersections between DART, LUAS and Metrolink and with the existing and proposed bus network.	Change in objective no. when compared to the draft Dublin City DP. Policy SMT14: To manage city centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes and the private car, in particular, where there are intersections between DART, Luas and Metrolink and with the existing and proposed bus network.
Policy MT5: To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking, cycling etc.) with public transport, thereby making it easier for people to access and use the public transport system.	Policy SMT18: To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.	Change in objective no. when compared to the draft Dublin City DP. Policy SMT19: To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.
Policy not previously included.	Policy SMT20: To support the expeditious delivery of key sustainable transport projects including Metrolink, Bus Connects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region.	Change in objective no. and wording when compared to the draft Dublin City DP. Policy SMT22: To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: <ul style="list-style-type: none"> • DART +

Dublin City Development Plan 2016-2022	Draft Dublin City Development Plan 2022 - 2022	Dublin City Development Plan 2022 – 2028 – (adopted after RO lodged)
		<ul style="list-style-type: none"> • Metrolink from Charlemount to Swords • BusConnects Core Bus Corridor projects • Delivery of Luas to Finglas • Progress and delivery of Luas to Poolbeg and Lucan
<p>Policy MT6: (i) To work with Iarnród Éireann, the NTA, Transport Infrastructure Ireland (TII) and other operators to progress a co-ordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable transport and improved connectivity.</p> <p>ii) To facilitate the needs of freight transport in accordance with the National Transport Authority's Transport Strategy for the Greater Dublin Area 2016–2035.</p>	<p>Policy SMT21: (i) To work with Iarnród Éireann/Irish Rail, the NTA, 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. (ii) To facilitate the needs of freight transport in accordance with the NTA's Transport Strategy for the Greater Dublin Area 2016 – 2035 and forthcoming review.</p>	<p>Change in objective no. and wording when compared to the draft Dublin City DP.</p> <p>Policy SMT23: i) To work with Iarnród Éireann/Irish Rail, the NTA, 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.</p> <p>(ii) To facilitate and support the needs of freight transport in accordance with the NTA's Transport Strategy for the Greater Dublin Area 2022 – 2042 and enhance the capacity on existing rail lines and services to provide improved facilities promoting the principles of sustainable transport to cater for the movement of freight by rail.</p> <p>(iii) To support the outcomes of the Iarnród Éireann/Irish Rail Rail Freight 2040 Strategy.</p>

4.1.1 Draft Dublin City Centre Transport Plan 2023

The draft Dublin City Centre Transport Plan (the 'Plan') aims to identify and prioritise changes to the current transport arrangements to fulfil the Dublin City Development Plan's vision of the City as *"a thriving, active City Centre with sustainability and facilitation of emissions reduction as fundamental goals, where the transport system enhances freedom of movement and meets the environmental, social, cultural and economic needs of the people it serves"*. The draft Plan also facilitates the implementation of the NTA's Transport Strategy for the Greater Dublin Area 2022-2042 by providing a more detailed framework for accommodating significantly higher numbers of people travelling into the City Centre, in particular by rail, bus, cycling and walking.

The overarching objectives and sub-objectives of this Plan that are of relevance to the DART+ West project are as follows:

1. To Provide a Significantly Enhanced City Centre Environment.
 - Transition to a low traffic City Centre.
2. To Facilitate the Delivery of a Net-Zero City Centre Transport System.
 - Transition to Zero Emissions transport.
 - Accommodate high-capacity low-emission public transport.
3. To Improve the City Centre's Economy and Liveability.
 - Increase the opportunities for people to travel to, from, within and through Dublin City Centre efficiently, effectively and sustainably.
 - Increase the capacity of the transport system.
 - Prioritise sustainable transport capacity.

- Prepare for the introduction of the major public transport projects and take advantage of the opportunities they will create.

The Plan acknowledges that *“while in the longer term MetroLink and future expansions to the Luas network will provide significant capacity improvements, the roll out of BusConnects and DART+ over the period of this plan will provide a major increase in public transport capacity”*.

In relation to priorities for the City Centre Public Transport Network, the draft Plan states that *“the streets of the City Centre will be planned and designed with a view to accommodating the physical requirements of new patterns of increased pedestrian activity arising out of BusConnects, DART+, MetroLink and future Luas development”*.

4.2 Fingal Development Plan 2023 – 2029

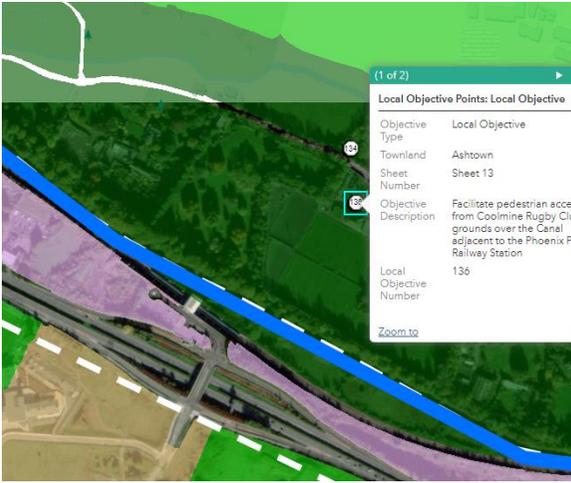
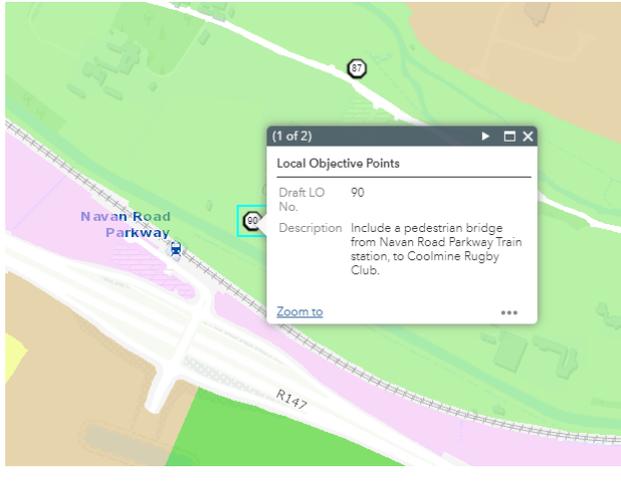
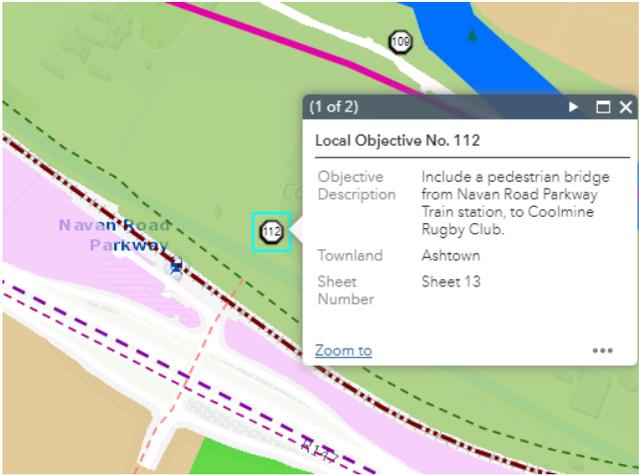
Since the draft RO was submitted, Fingal Development Plan (FDP) 2023 – 2029 was adopted on 22nd of February 2023 and came into effect 5th of April 2023. Where changes in policies or objectives have been made, these are identified in **green text** in Table 4-2. Additions or new policies or objectives are also identified.

Table 4-2 Comparison of Fingal County Development Plan policy - before and after RO lodged

Fingal County Development Plan 2017-2023	Draft Fingal Development Plan 2023 - 2029	Fingal Development Plan 2023 – 2029 interim publication adopted – (adopted after RO lodged)
General		
This policy was not present in the 2017-2023 plan.	<p>Policy CMP2 – Managing Demand for Travel</p> <p>Concentrate compact growth around existing and planned transport services ensuring that transport and land-use are integrated to the greatest extent possible so that the demand for travel in general and for car-based travel is reduced.</p>	<p>Policy CMP2 – Managing Demand for Travel</p> <p>Concentrate compact growth around existing and planned transport services ensuring that transport and land-use are integrated to the greatest extent possible so that the demand for travel in general and for car-based travel is reduced.</p>
This policy was not present in the 2017-2023 plan.	<p>Policy CMP3 – Integrated Land-Use and Transport Approach</p> <p>Provide for an integrated approach to land-use and transportation aimed at minimising the demand for travel and prioritising sustainable modes of transport including walking, cycling and public transport.</p>	<p>Policy CMP3 – Integrated Land-Use and Transport Approach</p> <p>Provide for an integrated approach to land-use and transportation aimed at minimising the demand for travel and prioritising sustainable modes of transport including walking, cycling and public transport.</p>
This policy was not present in the 2017-2023 plan.	<p>Policy CMP5 – Mobility Management and Travel Planning</p> <p>Promote best practice mobility management and travel planning through the requirement for proactive mobility strategies for developments focussed on prioritising sustainable modes of travel including walking, cycling and public transport.</p>	<p>Policy CMP5 – Mobility Management and Travel Planning</p> <p>Promote best practice mobility management and travel planning through the requirement for proactive mobility strategies for developments focussed on prioritising sustainable modes of travel including walking, cycling and public transport.</p>
This policy was not present in the 2017-2023 plan.	<p>Policy CMP6 – Integrated Transport Network</p> <p>Support and facilitate sustainable mobility objectives set out in the NPF, RSES, Smarter Travel and the NTA's GDA Transport Strategy and any subsequent plan to ensure the creation of a high-quality and integrated transport network to serves the needs of the County and the wider region.</p>	<p>Policy CMP6 – Integrated Transport Network</p> <p>Support and facilitate sustainable mobility objectives set out in the NPF, RSES, Smarter Travel and the NTA's GDA Transport Strategy and any subsequent plan to ensure the creation of a high-quality and integrated transport network to serves the needs of the County and the wider region.</p>
This policy was not present in the 2017-2023 plan.	<p>Policy CMP7 – Pedestrian and Cycling Network</p> <p>Secure the development of a high-quality, connected and inclusive pedestrian and cycling network and provision of supporting facilities / infrastructure across the County, including the upgrade of the existing network and support the integration of walking, cycling and physical activity with placemaking including public realm improvements, in collaboration with the NTA, other relevant stakeholders, local communities and adjoining Local Authorities in the context of the impact of development schemes with cross</p>	<p>Policy CMP7 – Pedestrian and Cycling Network</p> <p>Secure the development of a high-quality, connected and inclusive pedestrian and cycling network and provision of supporting facilities / infrastructure across the County, including the upgrade of the existing network and support the integration of walking, cycling and physical activity with placemaking including public realm improvements, in collaboration with the NTA, other relevant stakeholders, local communities and adjoining Local Authorities in the context of the impact of</p>

Fingal County Development Plan 2017-2023	Draft Fingal Development Plan 2023 - 2029	Fingal Development Plan 2023 – 2029 interim publication adopted – (adopted after RO lodged)
	boundary impacts and opportunities where appropriate. Routes within the network shall have regard to NTA and TII national standards and policies.	development schemes with cross boundary impacts and opportunities where appropriate. Routes within the network shall have regard to NTA and TII national standards and policies.
This policy was not present in the 2017-2023 plan.	<p>Policy CMP9 – Prioritisation of Pedestrians and Cyclists Support the prioritisation of pedestrians and cyclists and the provision of improved public realm to make walking and cycling safer, healthier, quicker, more direct and more attractive.</p>	<p>Policy CMP9 – Prioritisation of Pedestrians and Cyclists Support the prioritisation of pedestrians and cyclists and the provision of improved public realm to make walking and cycling safer, healthier, quicker, more direct and more attractive.</p>
This objective was not present in the 2017-2023 plan.	<p>Objective CMO6 – Integration of Active Travel with Public Transport Work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.</p>	<p>Change in the objective no. when compared to the draft CDP. Objective CMO7 – Integration of Active Travel with Public Transport Work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.</p>
<p>MT30: Support Iarnród Éireann and the NTA in implementing the DART+ Programme, including the extension of the DART line to Balbriggan, the design and planning for the expansion of DART services to Maynooth and the redesign of the DART Underground.</p>	<p>Objective CMO22 – Enabling Public Transport Projects: Support the delivery of key sustainable transport projects including MetroLink, BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes to serve needs of the County and the mid-east region in collaboration with the NTA, TII and Irish Rail and other relevant stakeholders.</p> <p>Objective CMO23: Support NTA and other stakeholders in implementing the NTA Strategy including MetroLink, BusConnects, DART +, LUAS and the GDA Cycle Network.</p>	<p>Change in the objective no. when compared to the draft CDP. Objective CMO23 – Enabling Public Transport Projects: Support the delivery of key sustainable transport projects including MetroLink, BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes to serve needs of the County and the mid-east region in collaboration with the NTA, TII and Irish Rail and other relevant stakeholders.</p> <p>Objective CMO24 – NTA Strategy Support NTA and other stakeholders in implementing the NTA Strategy including MetroLink, BusConnects, DART +, LUAS and the GDA Cycle Network.</p>
<p>Strategic Aim 15: Seek the development of a high quality public transport system throughout the County and linking to adjoining counties, including the development of the indicative route for New Metro North and Light Rail Corridor, improvements to</p>	<p>Policy CMP18 – Public Transport: Support the provision of a high-quality public transportation system that is accessible to all to serve the needs of the County and to</p>	<p>Policy CMP18 – Public Transport: Support the provision of a high-quality public transportation system that is accessible to all to serve the needs of the County and to enable a significant shift from car-based travel to public transport.</p>

Fingal County Development Plan 2017-2023	Draft Fingal Development Plan 2023 - 2029	Fingal Development Plan 2023 – 2029 interim publication adopted – (adopted after RO lodged)
<p>railway infrastructure including the DART Expansion Programme, Quality Bus Corridors (QBCs) and Bus Rapid Transit (BRT) systems, together with enhanced facilities for walking and cycling.</p>	<p>enable a significant shift from car-based travel to public transport.</p>	
<p>MT28: Facilitate, encourage and promote high quality interchange facilities at public transport nodes throughout the County.</p>	<p>Policy CMP20 – Public Transport Interchange: Support and facilitate the provision of high-quality transport interchanges within the transport network in order to facilitate seamless transition between different transport modes and to maximise the movement of people by sustainable modes.</p>	<p>Changes in wording from the draft CDP are in green.</p> <p>Policy CMP20 – Public Transport Interchange: Support and facilitate the provision of high-quality transport interchanges including the Blanchardstown Town Centre Bus Interchange within the transport network in order to facilitate seamless transition between different transport modes and to maximise the movement of people by sustainable modes in collaboration with the NTA, TII and other relevant stakeholders including key active travel representative stakeholders.</p>
<p>MT31: Design and implement measures, having regard to potential environmental impacts, to mitigate the increased congestion on the local road network caused by more frequent closures of the existing level crossings on the Maynooth Line. Ensure that well in advance of any such measures being taken, extensive direct consultation is undertaken with local communities and residents who would be directly impacted by any such measures.</p>	<p>Objective CMO24: Ensure that appropriate measures are put in place to mitigate the impacts of level crossing closures on the Maynooth rail line including protection measures for public transport and increased priority for cycling and walking.</p>	<p>Change in objective no. and name of objective when compared to the draft CDP.</p> <p>Objective CMO25 – Level Crossings and Public Transport Schemes: Ensure that appropriate measures are put in place to mitigate the impacts of level crossing closures on the Maynooth rail line including protection measures for public transport and increased priority for cycling and walking.</p>
<p>This objective was not present in the 2017-2023 plan.</p>	<p>Policy CMP29 – Rail Network and Freight Transport Work with Irish Rail, the NTA, TII and other stakeholders to progress a coordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable passenger and freight transport and improved regional and cross-border connectivity.</p>	<p>Policy CMP29 – Rail Network and Freight Transport Work with Irish Rail, the NTA, TII and other stakeholders to progress a coordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable passenger and freight transport and improved regional and cross-border connectivity.</p>
<p>This objective was not present in the 2017-2023 plan.</p>	<p>Objective CSO48 – Safe and Convenient Road, Pedestrian and Cycle Systems Ensure all Self-Sustaining towns benefit from safe and convenient road, pedestrian and cycle systems which promote permeability, accessibility, and connectivity between existing and new developments.</p>	<p>Change in objective number when compared to the draft CDP.</p> <p>Objective CSO52 – Safe and Convenient Road, Pedestrian and Cycle Systems Ensure all Self-Sustaining towns benefit from safe and convenient road, pedestrian and cycle systems which promote permeability, accessibility, and connectivity between existing and new developments.</p>
<p>This objective was not present in the 2017-2023 plan.</p>	<p>Objective CSO18 – Network of Pathways/Cycleways</p>	<p>Change in objective no. when compared to the draft CDP.</p>

Fingal County Development Plan 2017-2023	Draft Fingal Development Plan 2023 - 2029	Fingal Development Plan 2023 – 2029 interim publication adopted – (adopted after RO lodged)
	Develop a comprehensive network of signed pedestrian and cycleways linking residential areas to one another, to the village centres, schools, recreational hubs and railway stations.	<p>Objective CSO20 – Network of Pathways/Cycleways</p> <p>Develop a comprehensive network of signed pedestrian and cycleways linking residential areas to one another, to the village centres, schools, recreational hubs and railway stations.</p>
Map Based Objectives – Navan Road Parkway		
<p>Local Objective No. 136: Facilitate pedestrian access from Coolmine Rugby Club grounds over the Canal adjacent to the Phoenix Park Railway Station.</p> 	<p>Local Objective No. 90: Include a pedestrian bridge from Navan Road Parkway Train station, to Coolmine Rugby Club.</p> 	<p>Change in objective no. when compared to the draft CDP.</p> <p>Local Objective No. 112: Include a pedestrian bridge from Navan Road Parkway Train station to Coolmine Rugby Club.</p> 
<p>LAP 13.B Navan Road Parkway Local Area Plan to be prepared on lands identified under LAP13.B located to the west of Ashtown level crossing.</p>	<p>LAP 13.B removed from Draft DP as an objective to prepare an LAP for the lands. However, the zoning of HT remains, the lands are also included within the Dunsink</p>	<p>LAP 13.B removed from Draft DP. It is no longer an objective to prepare an LAP for these lands. However, the zoning of High Technology remains and the lands are also included within the Dunsink Strategic reserve lands..</p>

Fingal County Development Plan 2017-2023	Draft Fingal Development Plan 2023 - 2029	Fingal Development Plan 2023 – 2029 interim publication adopted – (adopted after RO lodged)
<p>Map Based Objectives – Castleknock level crossing</p>		
<p>This objective was not present in the 2017-2023 plan.</p>	<p>No comparable objective present in the Draft 2023-2029 Plan.</p>	<p>Addition of new Local Objective No. 106: Promote pedestrian and cycle connectivity across the Canal and rail line in the vicinity of Granard Bridge, Castleknock.</p>
<p>Map Based Objectives – Coolmine level crossing</p>		
<p>Objective 141: Prohibit any road bridge at this location.</p>	<p>No comparable objective present in the Draft 2023-2029 Plan.</p>	<p>Local Objective No. 114: Prohibit any road bridge at this location.</p>

Fingal County Development Plan 2017-2023	Draft Fingal Development Plan 2023 - 2029	Fingal Development Plan 2023 – 2029 interim publication adopted – (adopted after RO lodged)
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<p>Objective 142: Preserve the existing pedestrian and vehicular right of way at the Coolmine Level Crossing.</p>	<p>Objective 91 Ensure pedestrian and cyclist connectivity is provided across the canal and rail line at this location.</p>	<p>Change of wording and numbering of this objective when compared to the 2017-2023 objective.</p>
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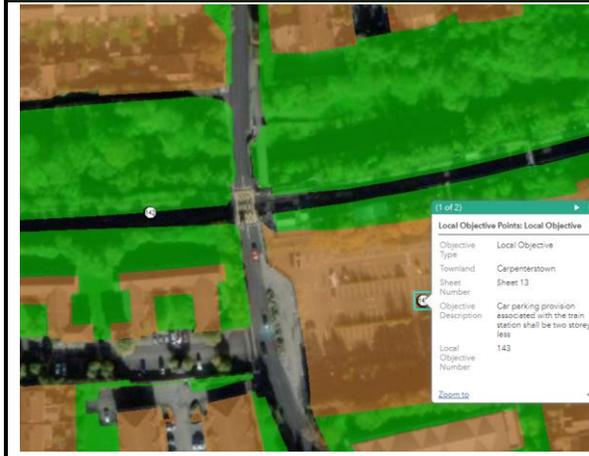


<p>Objective 143: Car parking provision associated with the train station shall be two storeys or less.</p>	<p>The objective was not carried forward into the draft DP.</p>	<p>The objective was not carried forward from the previous Fingal DP 2017.</p>
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Fingal County Development Plan 2017-2023

Draft Fingal Development Plan 2023 - 2029

Fingal Development Plan 2023 – 2029 interim publication adopted – (adopted after RO lodged)

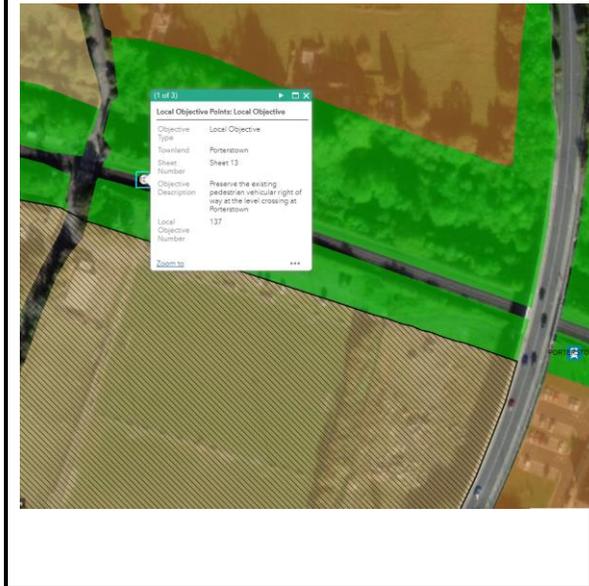


Map Based Objectives – Porterstown level crossing

Specific Objective 137: “Preserve the existing pedestrian and vehicular right of way at the level crossing at Porterstown”.

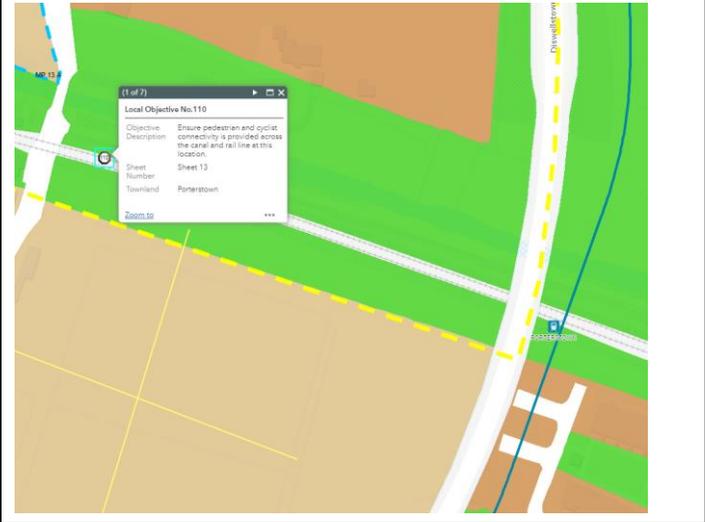
Change of wording and numbering of this objective. No mention of vehicular rights of way.

Change of wording and numbering of this objective when compared to the 2017-2023 objective.



Objective 88 Ensure pedestrian and cyclist connectivity is provided across the canal and rail line at this location.

Local Objective No. 110: Ensure pedestrian and cyclist connectivity is provided across the canal and rail line at this location.



4.3 Kildare County Development Plan 2023-2029

Kildare County Development Plan 2023-2029 was adopted 9th December 2022, and came into effect on the 28th January 2023. The Development Plan continues to support the DART+ Programme namely through objectives listed in Table 4-3 below. Where changes in wording have been made, these have been marked in green.

Table 4-3 Comparison of Kildare County Development Plan policy - before and after RO lodged

Kildare County Development Plan 2017-2023	Draft Kildare Development Plan 2023 - 2029	Kildare Development Plan 2023 – 2029 – (adopted after RO lodged)
MT 2: Support sustainable modes of transport by spatially arranging activities around existing and planned high quality public transport systems.	TM P1: Promote sustainable development through facilitating movement to, from, and within the County that is accessible to all and prioritises walking, cycling and public transport.	No change from draft plan. TM P1: Promote sustainable development through facilitating movement to, from, and within the County that is accessible to all and prioritises walking, cycling and public transport.
MT3: Influence people’s travel behaviour and choices towards more sustainable options by working closely with relevant organisations in improving and accessing public transport facilities.	TM P3: Promote the sustainable development of the county by supporting and guiding national agencies in delivering major improvements to the public transport network and to encourage a shift from car-based travel to public transport that is accessible for all, regardless of age, physical mobility, or social disadvantage.	No change from draft plan. TM P3: Promote the sustainable development of the county by supporting and guiding national agencies in delivering major improvements to the public transport network and to encourage a shift from car-based travel to public transport that is accessible for all, regardless of age, physical mobility, or social disadvantage.
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.	TM O9: Facilitate and secure the delivery/implementation of the public transport projects that relate to County Kildare as identified within the Integrated Implementation Plan (2019-2024), (or any superseding document), including the DART+ programme (Including DART+ West and DART+ South West), BusConnects and the light rail investments.	Change in numbering of objective and wording (in green) compared to the draft plan. TM O10: Facilitate and secure the delivery / implementation of the public transport projects that relate to County Kildare as identified within the Integrated Implementation Plan (2019-2024), (or any superseding document), including the DART+ programme (Including DART+ West and DART+ South West), BusConnects and the light rail investments. The DART+ projects present an opportunity to improve journey time, reliability, and train frequency.
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.		It is an objective of the Council to: TM O41 Generate additional demand for public transport services by strengthening development around existing and planned high-capacity transport routes and interchanges and by reducing walking and cycling distances through the implementation of local permeability improvements and improving access to public transport as part of road improvement projects where possible.
PTO 3: Support the delivery of the NTA’s Greater Dublin Area Transport Strategy (2016-2035) in Kildare.		Similar objective to PTO 3 but updated wording. TM O1: Support the NTA Draft Transport Strategy for the Greater Dublin Area (2022-2042) and facilitate

Kildare County Development Plan 2017-2023	Draft Kildare Development Plan 2023 - 2029	Kildare Development Plan 2023 – 2029 – (adopted after RO lodged)
		and secure the implementation of projects identified within the Strategy.
<p>PTO 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.</p>		<p>TM052: Investigate, in co-operation with Irish Rail and the National Transport Authority, the provision of new railway stations and the upgrading/relocation of existing stations.</p>
Objective not previously included.		<p>It is an objective of the Council to:</p> <p>TM O26 Investigate the feasibility of developing a cycle connection between the Royal Canal and Grand Canal Greenways between Leixlip, Louisa Bridge and Hazelhatch.</p>
Objective not previously included.		<p>TM O33 Liaise with Irish Rail with respect to identifying and developing a new pedestrian crossing over the Rail line (separate to DART +) from Kilmacreddock to Intel/Greenway in order to promote “Active Travel” permeability links to the Strategic Employment Lands at Collinstown.</p>
Objective not previously included.	<p>TM O44: support the electrification of intercity routes</p>	<p>TM O51: support the electrification of intercity routes.</p>
Objective not previously included.	<p>TM O46 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 including DART+:</p> <ul style="list-style-type: none"> • New Sallins & Naas railway station, including park and ride facility (1 000 spaces). • Collinstown or Maynooth Station/Depot including park and ride facility (1 000 spaces – 500 initially). • Kill park and ride facility - bus based (500 spaces) 	<p>It is an objective of the Council to:</p> <p>TMO54: 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;</p> <ul style="list-style-type: none"> • A second railway station, sited to the west of the existing station in Sallins, including a park and ride facility (1, 000 spaces). • A second Maynooth railway station/depot sited to the west of Maynooth • A railway station at Collinstown including a Park and Ride facility (c. 1,000 spaces – 500 initially) and • A Kill park and ride facility - bus based (500 spaces).

4.3.1 Maynooth and Environs Draft Transport Strategy

Kildare County Council published the draft Transport Strategy for Maynooth and its Environs for public consultation in November 2022. The draft Strategy measures are designed to resolve existing issues in the transport network in the area and to support safe, efficient travel by all modes of transport in the future. The draft Strategy states that the measures from the Transport Strategy which relate to roads, public transport, walking and cycling modes of travel will be incorporated into the future Maynooth and Environs Joint Local Area Plan 2024-2030.

The draft Strategy makes a number of statements in relation to the improvements for the Maynooth transport infrastructure, which includes the DART+ West “assumes DART+ West has been implemented with greater

frequencies and capacity”. Figure 4-1 below shows the draft Strategy’s committed measures for public transport, which incorporates the DART+ West project (labelled as DART+ Maynooth).

The works proposed as part of the DART+ West project, support the following public transport objectives listed in the draft Strategy:

- Improve the coverage, frequency and capacity of bus and rail services.
- Improve public transport stops/stations in respect to location, information, accessibility, infrastructure and visibility.
- Improve interchange experience for passengers changing between different modes of public transport or routes.
- Promote modal shift from the private car to bus or rail, particularly for medium/long distance trips.

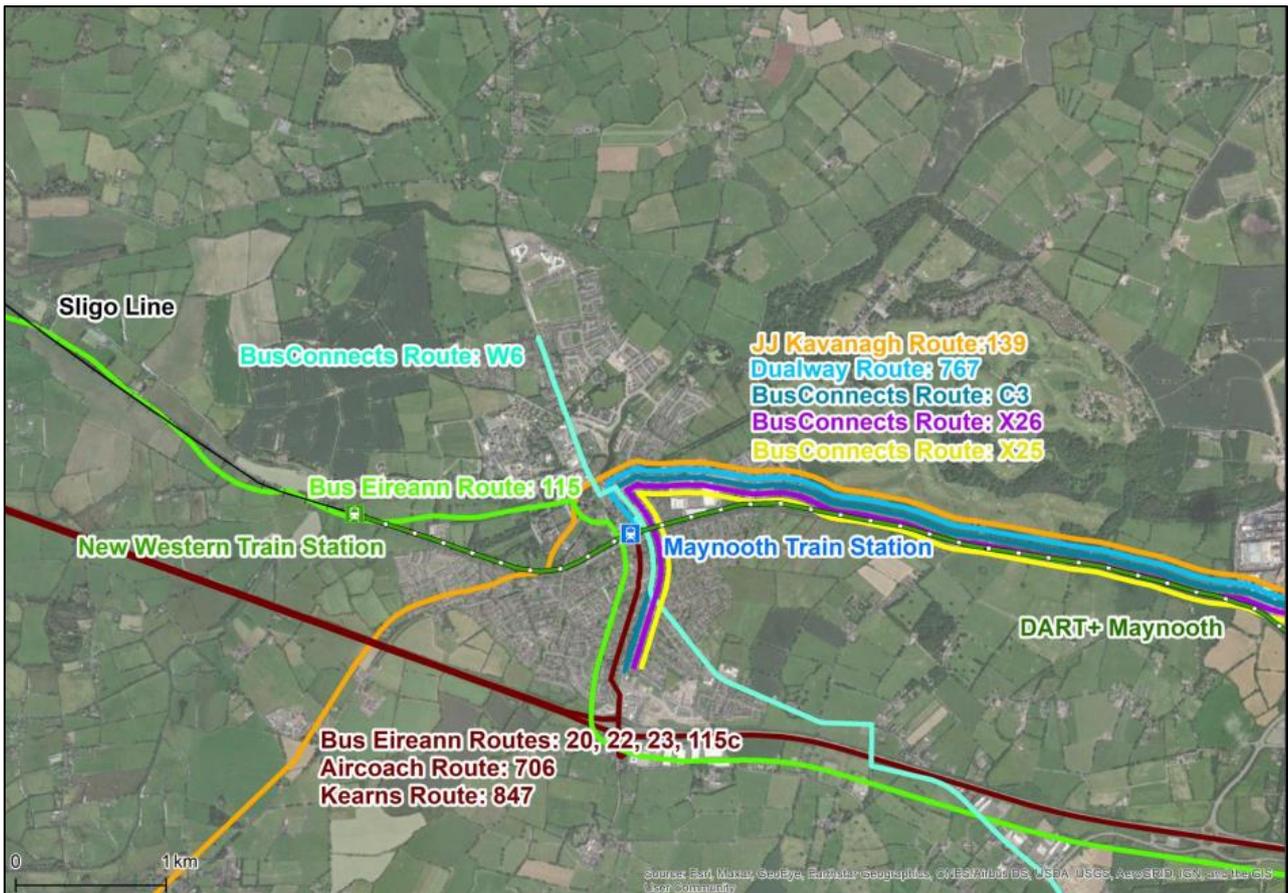


Figure 4-1 Public Transport Strategy – Committed Public Transport Measures (Source: Maynooth and Environs Draft Transport Strategy)