
Appendix A



Córas Iompair Éireann

DART+ West PC2

from 28/07/2021 to 06/10/2021

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kildarestreet.com | 02/10/2021

Media Source Online Visits 74,832

Department of Transport, Tourism and Sport Public Transport

...Development Plan 2017-2028; and if he will make a statement on the matter. [47355/21] **Eamon Ryan (Dublin Bay South, Green Party)** Link to this: Individually | In context Since the publication of the Programme...

[CONTINUE READING](#)



kfmradio.com | 29/07/2021

Media Source Online Visits 64,940

Public Consultation On DART + WEST, To Maynooth, Opens.

...say, please visit <https://t.co/BPHxsFQLnC> pic.twitter.com/1vqMOXLMXy — **Iarnród Éireann #StaySafe (@IrishRail)** July 28, 2021 This is the second round of public consultation on the upgrades. Changes from...

[CONTINUE READING](#)



buzz.ie | 04/10/2021

Media Source Online Visits 147,521

What the Government's €165bn new National Development Plan means for Ireland's public transport system



...City Centre. **MetroLink** is set to provide passengers interchange opportunities with commuter rail, **DART**, LUAS and numerous bus services along its route. The plan describes the **MetroLink** as "the largest...

[CONTINUE READING](#)



Dublin People | 12/08/2021

Media Source	Online	Visits	24,745
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Public consultation on DART+West project extended for 3 weeks

Aug 11, 2021 **Irish Rail** has confirmed that the public consultation process on the **DART**+West project will be extended for a period of three weeks. The news has been welcomed by local politicians with...

[CONTINUE READING](#)



oireachtas.ie | 24/09/2021

Media Source	Online	Visits	263,050
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Question:

...Share As **Minister for Transport**, I have responsibility for policy and overall funding in relation to **public transport**. The **National Transport Authority (NTA)** has statutory responsibility for the planning and...

[CONTINUE READING](#)





droghedalife.com | 19/09/2021

Media Source Online Visits 5,000

DART to arrive in Drogheda in 2023 says Minister

Friday, 17th September 2021 **DART** to arrive in Drogheda in 2023 says Minister Front Page The **DART** on its way to Drogheda. The **DART** is coming to Drogheda and should be here by 2023. That was the message...

[CONTINUE READING](#)



dublinlive.ie | 06/10/2021

Media Source Online Visits 749,083

Under-threat Dublin stables owners hail 'great support' as campaign to save them reaches crucial point

...**Rail** are proposing to build a tunnel under the Royal Canal at the site of the stables as part of the **DART+** West project, which is due to commence construction in 2022 Plans by **Irish Rail** could see the closure...

[CONTINUE READING](#)



oireachtas.ie | 17/09/2021

Media Source Online Visits 263,050



Question:

...Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public...

[CONTINUE READING](#)

THE IRISH TIMES.com

The Irish Times | 28/07/2021

Media Source Online Visits 9,769,135

Dart expansion to Maynooth and Dunboyne faces delays

...40km of existing Sligo line as far as Maynooth and the M3 Parkway just north of Dunboyne to allow for Dart services. Photograph: Bryan O Brien / The Irish Times The western expansion of Dart services to Maynooth...

[CONTINUE READING](#)



kfmradio.com | 06/10/2021

Media Source Online Visits 5,000

Clr: It Would Be A "Travesty" If The DART Is Not Extended To Kilcock.

Wednesday, October 6th, 2021 11:39am By Ciara Plunkett @plunkettciara File image: Rolling News Dart+ West proposes an extension along the Maynooth line. A local councillor says it would be a "travesty"...

[CONTINUE READING](#)





oireachtas.ie | 01/10/2021

Media Source Online Visits 294,309

Question:

...commitments to prioritise plans for the delivery of **MetroLink**, Luas and other light rail expansion, **DART expansion** and interconnector and **BusConnects**; if the projects will be considered as a priority in the...

[CONTINUE READING](#)



dublinlive.ie | 18/08/2021

Media Source Online Visits 1,246,422

Campaign launched to save beloved Ashtown Stables from closure as part of rail plans

...different places where they might put in a new bridge to lift the **road** over the rail line, or a tunnel to **go** under. "Option 2", which involves "re-routing Ashtown **Road** along its old alignment (pre-Royal Canal)...

[CONTINUE READING](#)



NEXT STOP Transport Minister marks opening of Pelletstown, Ireland's newest train station

MINISTER for Transport Eamon Ryan opened **Ireland's** newest **train** station, Pelletstown, in Dublin today. The newest station on the Iarnrod Eireann network is located in Dublin 7, serving the communities...

[CONTINUE READING](#)



Campaign to save Ashtown Stables

►Helen Sharp

ASHTOWN Stables in Dublin 15 is under threat of demolition as a compulsory purchase order is being sought by **Irish Rail** under the National Transport Agency who are proposing a road tunnel under the Royal Canal.

One of the last remaining city centre riding facilities in Dublin, Ashtown Stables has been run by Grainne Reid and her family for over 40 years. The stables provide safe, affordable riding lessons for children, as well as family treks through Dublin's historic Phoenix Park.

"The manner in which we are being treated by the **DART+** West team is shameful, to put it mildly," Grainne Reid told *The Irish Field*. "Rumours that they are going to place us in the Phoenix Park or are offering us huge amounts of money are also untrue. We have never been and never will be guided by money. Our moti-

vator has always been and will always be community service."

Kevin Reid, managing director of Ashtown Stables explained what the facility means to local children. "It helps shy kids, and kids that wouldn't be into football or GAA, it gives them an opportunity to get out in the fresh air, to get their vitamin D, to get away from screen time. If all of this was closed, apart from the fact they'd miss all their horse friends, there would be a lot of sadness in the area."

Labour councillor Declan Meenagh, who represents the Glasnevin/Cabra area, told *DublinLive* he recognises the need for traffic solutions but said: "Urban horse culture should be protected with Ashtown and Dublin having such a rich history concerning horses. It's actually quite emotional about Ashtown Stables because they do such great work. It's a hard decision to be made, but there's other land in the area that they could build on."

Local lady Emma Kennedy Galvin explained the need for the stables in the area. "I have been riding in Ashtown since I was a child. It has been my second home, a place of great joy and a source of comfort for me during dark times. It's somewhere that not only taught me how to horse ride, but also how to be confident and how to look after animals.

"The Reid family gave me a sense of belonging when I didn't feel that I fitted in anywhere else. To lose Ashtown Stables would not only mean children like my two-year-old son James would lose their happy place, but also the next generation wouldn't have this wonderful, welcoming stables available to them."

The Reid family are asking the public to get behind their campaign by signing the objection submission on the Ashtown Stables website or on the Change.org petition website. The deadline for objections is September 29th, 2021.



kildarestreet.com | 24/09/2021

Media Source Online Visits 14,530

Department of Transport, Tourism and Sport Rail Network

...Emer Higgins (**Dublin** Mid West, Fine Gael) Link to this: Individually | In context 195. To ask the **Minister for Transport**, Tourism and Sport when Kishogue **rail** station will open resulting in a local train...

[CONTINUE READING](#)



RTE | 04/10/2021

Media Source Online Visits 17,108,552

Govt to sign off on €165bn National Development Plan

...pipe that will bring water from the Parteen Basin of the River Shannon in Tipperary to Peamount in **Dublin** by 2030. Well in excess of €500 million will also be available for a waste water system to service...

[CONTINUE READING](#)



oireachtas.ie | 16/09/2021

Media Source Online Visits 263,050

Question:



...welcome the commitment to extend the **DART** to Drogheda and I am meeting Jim Meade, the chief executive of **Irish Rail**, next week to discuss further plans they may have for that. It is absolutely critical that the...

[CONTINUE READING](#)



kildarestreet.com | 17/09/2021

Media Source	Online	Visits	14,530
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Department of Transport, Tourism and Sport Rail Network

...commence on the EU funded programme to improve **rail** infrastructure in the Cork metropolitan area; - **DART+**: it is expected that, subject to Government approval, a **railway** order will be lodged in relation to...

[CONTINUE READING](#)



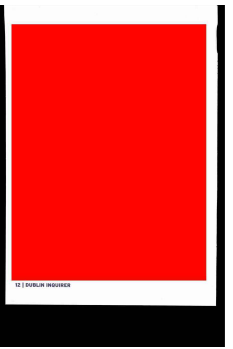
Irish Rail plans for Dart+ West

Irish rail is asking communities along the DART route for their views on plans for the Dart + West once again. The proposal will see the electrified rail network extended from Connelly's Spencer Dock to west of the news said to the M3 Parkway.

Also covered on the following syndicated bulletins:

Spin Fm 1pm
Spin South West 1pm
98Fm 1pm, 12pm
East Coast Fm 1pm
Beat 102 103 1pm
KFM 1pm
Radio Nova 12pm
Sunshine Fm 12pm

[Radio-Clip](#)



Photos by Claudia Dalby

CITY DESK

In Ashtown, the Planned **DART+** West Line Promises Gains but, Perhaps, Also a Loss

The current plans to do away with the level crossing on Ashtown Road includes a tunnel, which might mean the displacement of Ashtown Stables.

By Claudia Dalby

Michael Fitzgerald pauses most days at the level crossing near Ashtown station while trains chug on by.

He may be on a bike or in his car, headed to basketball practice in Castleknock or to visit family in Coolmine, he says. From his home in Finglas, Ashtown Road is the most convenient route, despite the wait.

On a recent Thursday, after about four minutes, level-crossing operator Ryan McFadden emerges from a cabin a few metres away, unlocks one gate and carries it across the road, latching it to block the **train** line.

He heaves the second gate across, clearing the way for Fitzgerald and others.

Every day, this Ashtown Road level crossing is closed for an hour, at an average of six minutes each

time, according to a spokesperson for **Irish Rail**.

Draft plans for the **DART+** West show upgrades to the Connolly-to-Maynooth commuter line, with the line electrified and the number of hourly trains increased from 7 to 15. Trains could carry 13,750 passengers an hour in each direction, up from 4,500.

It's a response to overcrowding on commuter trains, and should help get people out of private cars and cut greenhouse gas emissions, according to **Irish Rail**.

More trains would mean more crossing closures, and drivers, cyclists and pedestrians waiting much longer at the four crossings along the Maynooth line – including the crossing at Ashtown.

Irish Rail's preferred solution at Ashtown is to put a tunnel under the **train** line and nearby canal

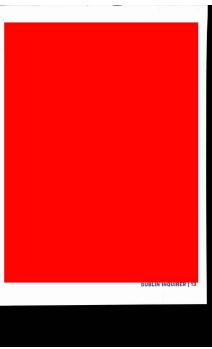
so that bikes, cars and boats can flow freely. There would be a footbridge and lift for pedestrians.

Tunnelling underground, though, isn't as simple as is sometimes suggested. In this case, Ashtown Stables, directly beside the **train** line, would have to be acquired by compulsory purchase order, leaving some casting around for another option.

Those who use the stables worry about losing an amenity. It would be a much longer drive for Rachael Byrne to take her daughter Isabelle to a stables from home in Phibsboro to Kildare or north Dublin.

"If you don't have that nearby, you're not going to have those opportunities," says Byrne, later on the phone.

At the level crossing, Fitzgerald shouts over the **train** galloping past: "I think it will be good to have



a **DART** – as well for the emissions and everything else as well – and the noise.”

OPEN AND SHUT

McFadden, the level-crossing operator, says he is out moving the crossing gates every five minutes from 5pm to 8pm.

A lot of trips from the cabin to the crossing. “Someone said it was 160 a day, but I’ve been too afraid to count,” he says, as he hops out of the cabin again, to leave the gates shut for another **train**.

For **Irish Rail** to increase the number of commuters travelling along the line, it has to remove all level crossings from the line, says a spokesperson.

Otherwise, at the Ashtown crossing for example, the gates would have to be closed all the time, says a preliminary options report for the **DART+** West.

But pedestrians crossing the footbridge above the Ashtown level crossing may look down and spot, on the other side of the **railway** line, the edge of a horse-riding arena shielded by trees.

Kevin and Chris Reid were sweeping up the yard at Ashtown Stables on Thursday as trains rush past.

Behind stable doors, horses snort and tuck into piles of hay. Fifteen kids had spent the day at pony camp, learning to canter, jump and care for their horses.

“I did jumping and trotting,” said Isabelle Byrne, 9, over the phone. “I like cantering after the jump because it was fun and the pony kept on doing a big jump. It feels fun and high.”

The kids all tacked their own horses, and the older ones learned bareback riding, says Kevin Reid. “It’s all for fun, no competitions.”

Kevin says that most of the horse riders are women and girls. “Because we’re surrounded by soccer pitches and a rugby pitch, and they’re deciding to take our own sport that’s predominantly girls.”

“They look forward to it every single week. It’s the highlight of the week, and if this goes there’s nowhere around,” he says.

Isabelle says she’d miss the centre if it closed. “I would miss my favourite horse, and the jumping.”

Removing the stables could lead to more neglected wild horses in the area, says Seamas McGrattan, a Sinn Féin councillor. “Kids in Finglas and Cabra don’t have resources to go out to Kildare.”

Declan Meenagh, a Labour councillor, says that urban horse culture should be protected. “I think that we have something that’s unique.”

Fitzgerald, at the level crossing, says, “Getting rid of rural fixtures like the stables isn’t so good. It’s just slowly getting more and more built up.”

“But you know, that’s going to happen. We still have the playing fields here. It’s good and bad,” he says.

COMMUTERS AND COMMUNITIES

Like other traffic changes in recent times, some residents say they see this in the context of balancing how to move people through neighbourhoods and respecting those neighbourhoods and amenities.

Pat Allison, a representative of the Navan Road Community Council, says she welcomes the electrification of the **railway** line. But “it is only to get commuters through”, she says, “there is no planning gain for this community”.

The stables is an important amenity for the local area and many kids use it locally, she says, so the tunnel should be moved. “I think they need to come up with a different place for that to cross.”

Irish Rail looked at 12 options for how to manage the knock-on effects of more trains – including leaving the level crossing as is, and getting rid of the crossing there altogether and diverting all the traffic.

It looked at different places where they might put in a new bridge to lift the road over the **rail** line, or a tunnel to go under.

“Option 2”, which involves “re-routing Ashtown Road along its old alignment (pre-Royal Canal) on Mill Lane and passing under both the **railway** and the Royal Canal”, came out on top.

Eleanor and Jack Molloy are on an early evening stroll from their house in Ashington, waiting at the level crossing.

Going underground makes sense, says Eleanor. “Because traffic builds up there very quickly right? Especially either side.”

Eleanor says her daughter used to use the stables. “The space there isn’t very big anyway. I was just saying to her, would they not relocate and get a bigger space?”

Says Byrne, who brings her daughter to the stables: “This commuter line is being set up to drive through as quickly as we can take out all of these amenities for us that are living in the city.”

“The idea must be that we’re supposed to move because that seems to be the message,” she says.

Alternative options should be brought to Ashtown Stables, he says. “They need to talk to the stables and see can they rearrange, or can they find another location for them. I think they need to look again and see can they build the tunnel somewhere else?”

“I think they do need the tunnel,” says Meenagh, the Labour councillor. “People need to go to work.”

But he also thinks the consultation is running at a bad time, when many people are on holidays, he says. “I think if they extend it to the end of September.”

The **DART+** West is currently open for its second round of public consultation, until 8 September.

Irish Rail’s current timeline is for construction to begin in 2023 and end in 2025.





Joint Committee on Transport and Communications Networks debate - Tuesday, 16 Feb 2021

...of the western rail corridor, at the request of, and subject to the terms of reference within the **Department of Transport**, we did commission a report that was undertaken by EY. It is a financial and economical...

[CONTINUE READING](#)



KFM - 13:00 News | 06/10/2021

Media Source

Radio

DART+ West

DART+ West proposes to extend the train service to all existing stations along the railway corridor between Maynooth Station and M3 Parkway Station to Connolly Station.

[Radio-Clip](#)



Media Source Online Visits 4,112,325

New underground station proposed for Spencer Dock under Dart expansion plans

...station in Dublin's Docklands have emerged as part of **Iarnród Éireann's** latest public consultation on the **DART+** West project. A new station at Spencer Dock, along with enhancements to entrances at Connolly Station,...

[CONTINUE READING](#)



kildarestreet.com | 30/09/2021

Media Source Online Visits 14,530

Also published in oireachtas.ie

Department of Transport, Tourism and Sport Rail Network

... 244. To ask the Minister for Transport, Tourism and Sport if a timeline for the completion of the **DART+ coastal north** project will be provided; and if he will make a statement on the matter. [46081/21]...

[CONTINUE READING](#)



oireachtas.ie | 10/09/2021

Media Source Online Visits 263,050

Question:



...commence on the EU funded programme to improve **rail** infrastructure in the Cork metropolitan area; - **DART+**: it is expected that, subject to Government approval, a **railway** order will be lodged in relation to...

[CONTINUE READING](#)



thejournal.ie | 04/10/2021

Media Source	Online	Visits	2,195,101
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'Unprecedented in scale': €165bn National Development Plan is unveiled

...period of the NDP have been allocated to increase capital investment levels in energy efficiency. **Public transport** will get €12 billion in funding, with roads projects to get €6 billion and €4 billion to...

[CONTINUE READING](#)



kildarestreet.com | 17/09/2021

Media Source	Online	Visits	14,530
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Department of Transport, Tourism and Sport Public Transport

...**Transport**, I have responsibility for policy and overall funding in relation to **public transport**. The **National Transport Authority (NTA)** has statutory responsibility for the planning and development of **public**...

[CONTINUE READING](#)





Dart extension plans 'lack vision for the future'

TRANSPORT Consultation on **DART** extension from Connolly/Spencer Dock area to west of Maynooth and to M3 Parkway underway

AS public consultation on the extension of the **DART** service to Maynooth and the M3 Parkway continues, Cllr Damien O'Reilly is calling for the service to be extended as far as Kilcock and says the proposals show a 'lack vision for the future'.

He is urging the public to engage with the consultation process and to make submissions for the extension to Kilcock, which he says would be a huge benefit to residents in the Kilcoon, Batterstown, Summerhill, Enfield and Trim areas.

Iarnród Éireann last week commenced the second round of public consultation on **DART+** West, which will see the electrified **DART** network extended from Connolly/Spencer Dock area to west of Maynooth and to M3 Parkway.

"The current proposals lack vision for the future. There is a growing population in Meath around Maynooth, Kilcock, Enfield, Summerhill, Batterstown and Trim," Cllr O'Reilly pointed out.

Funded by the **National Transport Authority**, under Project Ireland 2040, **DART+** West is expected to provide a greatly enhanced and more sustainable **transport** option



Iarnród Éireann last week commenced the second round of public consultation on **DART+** West.

for communities in Maynooth, Leixlip, Clonsilla, Coolmine, Castleknock, Navan **Road**, Ashtown, Broombridge and Drumcondra on the Maynooth line, as well as Hansfield, Dunboyne and M3 Parkway on the M3 Parkway line.

This current phase of public consultation follows on from previous public engagement which took place in autumn 2020. A spokesperson for the **NTA** said the project team has analysed and used the feedback received to inform the current design of the **DART+** West Preferred Option. Feedback on the Preferred Option is now invited during this period of public consultation.

"The major change from the first to second round of public

to 12 trains per hour per direction throughout the day. This is a change from the information presented at the first round of public consultation.

However, the capacity increase will remain similar due to the additional capacity of the new **DART** vehicles, increasing from current 5,000 to 13,200 passenger journeys per hour.

Once the design work is complete, a **railway** order will be submitted to An Bord Pleanála in late 2021 or early 2022. A statutory consultation period will take place after lodging of the application and it is expected that An Bord Pleanála will hold an oral hearing on the application, which will be open to all members of the public.

Chief Executive of **Iarnród Éireann** Jim Meade said: "We listened to feedback from the first round of consultations and we believe that the Preferred Option presented in this phase of public consultation has succeeded in addressing the concerns that were raised by communities along the route and will ultimately make the project even better for those that it will serve.

This is your **railway** that we are future proofing for generations to come."

FROM PAGE 1

Locals 'no' to demolition of stables

SO TOO WAS Cllr Eimer McCormack (FF) who recognises the need for improved rail links but feels **Iarnród Éireann** see the only path as Option 2 which entails CPO's going straight through Reid's land and knocking Ashtown Stables.

"The local community is so angry, the stables have catered for families from Cabra, Glasnevin, Finglas, Castleknock and beyond, and also, the St Vincent De Paul use the facility for clients as well.

"I'm all for upgrading our transport system but not at the cost of local amenities. And residents of Martins Savage Park will also be seriously impacted - gone will be their quiet urban space!"

However, **Iarnród Éireann** (IE) stated: "**DART+** West is currently at its second round of consultation outlining IE's preferred option to deliver the project.

"As well as electrification of the route, with emission-free travel, **DART+** West will more than double the number of commuters who can travel on Maynooth / M3

Parkway to Dublin rail services."

IE noted along "with infrastructure upgrades, including the closure of a number of level crossings, and replacement with alternative access points... there will be re-signalling of the route to allow more trains to operate and works at Connolly and Docklands to enhance city centre capacity.

"Under this optioning phase, the preferred option at Ashtown Level Crossing would be closed and replaced by an underpass for road, pedestrian and cycle traffic as well as a pedestrian / cycle bridge over the station."

While **Iarnród Éireann** maintain the preferred option at Ashtown Level Crossing would be replaced by an underpass for road, pedestrian and cycle traffic as well as a pedestrian/cycle bridge over the station, Mr Reid stated this is badly communicated to locals.

"There should be posterage and information shared that cycling and pedestrian level crossings will be closed, e.g. in Clonsilla, Coolm-



Cllr Eimer McCormack FF and Senator Mary Fitzpatrick FF with the Reid family, who own Ashtown Stables

ine and along the route. In some cases, tunnels and ugly bridges will be added. **Iarnród Éireann**

Cllr McCormack noted if Monday's webinar hosted by IE was an attempt to calm local people, it failed miserably.

"Anger is growing, not dissipating," she said, and described two

previous webinars as being farcical.

In the meantime, Kevin Reid and his parents Bernadette and Christopher ask: "What happens to our business, our horses, many bred onsite, five generations of equestrian families?"

See full option assessments at <https://www.dartplus.ie/en-ie/projects/dart-west>



Media Source Online Visits 14,530
Also published in oireachtas.ie

Department of Transport, Tourism and Sport Rail Network

...Minister for Transport, Tourism and Sport if he will address concerns regarding potential delays to the **DART plus** and **MetroLink** projects; the actions that are being taken to ensure that delays will not have an...

[CONTINUE READING](#)

Media Source Press Page 17
Circulation 28,633

Green policy down tube?

THE Government published its €165billion National Development plan in a blaze of glory yesterday.

If we are going all green, reducing carbon emissions, ditching our cars, why then haven't we a start and finishing date for the Dublin Metro and Dart West link?

Honestly if we are really serious about improving our carbon footprints these are the two most important projects.

The idea that we have no rail link to Dublin Airport is also a joke.

Dublin has been crying out for an underground Metro for years. Let's get rid of the buses and have our own tube.

The capital is crying out for it.

[CONTINUE READING](#)



Dublin Inquirer | 10/08/2021

Media Source Online Visits 70,897

In Ashtown, the Planned DART+ West Line Promises Gains but, Perhaps, Also a Loss by Claudia Dalby

...crossing is closed for an hour, at an average of six minutes each time, according to a spokesperson for **Irish Rail**. Draft plans for the **DART+** West show upgrades to the Connolly-to-Maynooth commuter line**,...

[CONTINUE READING](#)



Dublin Gazette | 30/09/2021

Media Source Online Visits 28,372

Community says neigh to demolition of local stables

By Rose Barrett Rolling out **DART+** West is proving a tad contentious as **Iarnród Éireann's** preferred route has hit firm opposition from locals. It's a vociferous 'Neigh, neigh, neigh' from residents of...

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