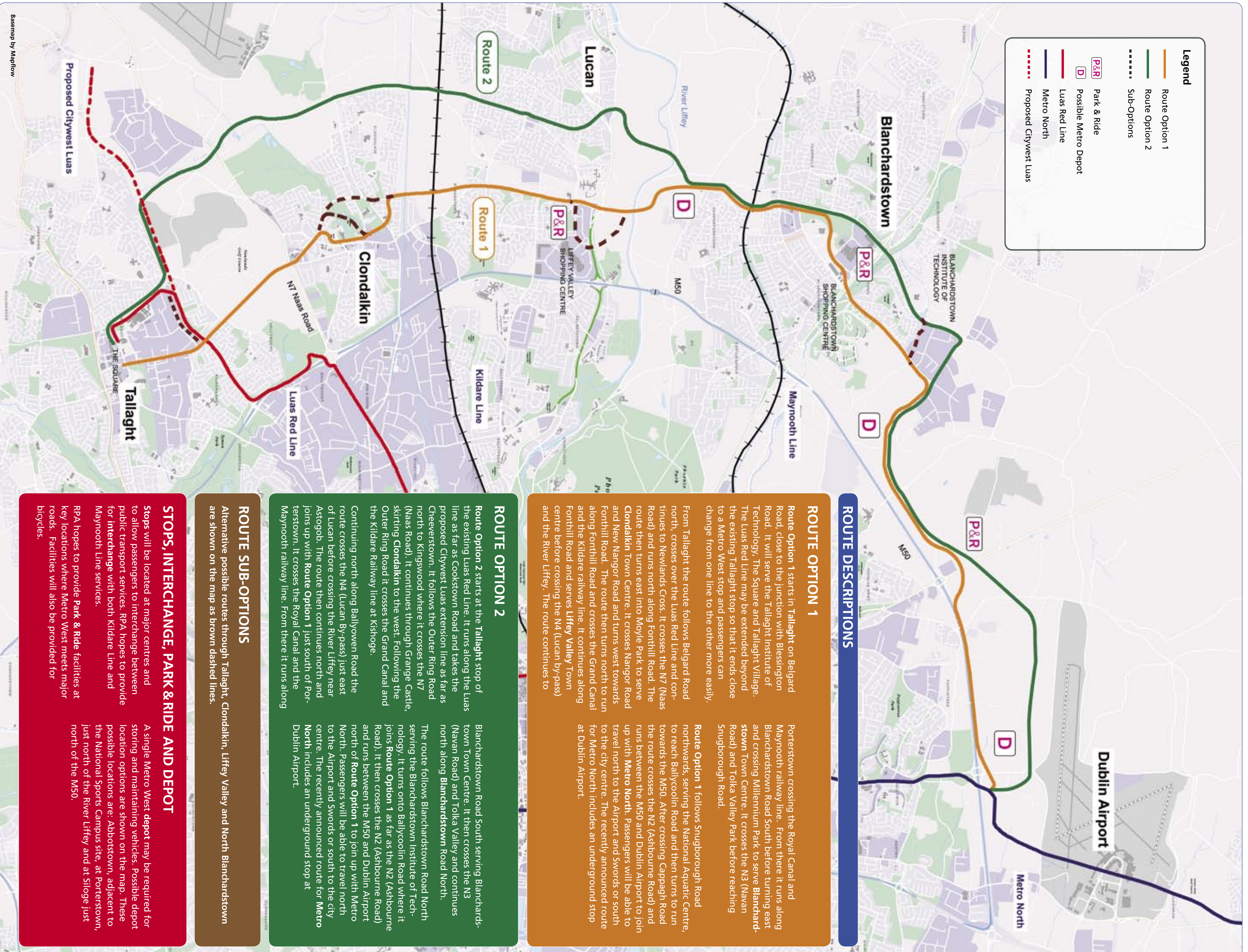


# DUBLIN METRO WEST – ROUTE OPTIONS



**Legend**

- Route Option 1
- Route Option 2
- - - - - Sub-Options
- P&R Park & Ride
- D Possible Metro Depot
- Luas Red Line
- Metro North
- - - - - Proposed Citywest Luas

## ROUTE DESCRIPTIONS

**ROUTE OPTION 1**

Route Option 1 starts in Tallaght on Belgard Road, close to the junction with Blessington Road. It will serve the Tallaght Institute of Technology, The Square and Tallaght Village. The Luas Red Line may be extended beyond the existing Tallaght stop so that it ends close to a Metro West stop and passengers can change from one line to the other more easily.

From Tallaght the route follows Belgard Road north, crosses over the Luas Red Line and continues to Newlands Cross. It crosses the N7 (Naas Road) and runs north along Fonthill Road. The route then turns east into Moyle Park to serve Clondalkin Town Centre. It crosses Nangor Road and New Nangor Road and turns west towards Fonthill Road. The route then turns north to run along Fonthill Road and crosses the Grand Canal and the Kildare railway line. It continues along Fonthill Road and serves Liffey Valley Town centre before crossing the N4 (Lucan by-pass) and the River Liffey. The route continues to Porterstown crossing the Royal Canal and Mayoorth railway line. From there it runs along Blanchardstown Road South before turning east and crossing Millennium Park to serve Blanchardstown Town Centre. It crosses the N3 (Navan Road) and Tolka Valley Park before reaching Snugborough Road.

Route Option 1 follows Snugborough Road northwards, serving the National Aquatic Centre, to reach Ballycoolin Road and then turns to run towards the M50. After crossing Cappagh Road the route crosses the N2 (Ashbourne Road) and runs between the M50 and Dublin Airport to join up with Metro North. Passengers will be able to travel north to the Airport and Swords or south to the city centre. The recently announced route for Metro North includes an underground stop at Dublin Airport.

**ROUTE OPTION 2**

Route Option 2 starts at the Tallaght stop of the existing Luas Red Line. It runs along the Luas line as far as Cookstown Road and takes the proposed Citywest Luas extension line as far as Cheeverstown. It follows the Outer Ring Road north to Kingswood where it crosses the N7 (Naas Road). It continues through Grange Castle, skirting Clondalkin to the west. Following the Outer Ring Road it crosses the Grand Canal and the Kildare Railway line at Kishoge.

Continuing north along Ballyowen Road the route crosses the N4 (Lucan By-pass) just east of Lucan before crossing the River Liffey near Astogobh. The route then continues north and joins up with Route Option 1 just south of Porterstown. It crosses the Royal Canal and the Mayoorth railway line. From there it runs along

Blanchardstown Road South serving Blanchardstown Town Centre. It then crosses the N3 (Navan Road) and Tolka Valley and continues north along Blanchardstown Road North.

The route follows Blanchardstown Road North serving the Blanchardstown Institute of Technology. It turns onto Ballycoolin Road where it joins Route Option 1 as far as the N2 (Ashbourne Road). It then crosses the N2 (Ashbourne Road) and runs between the M50 and Dublin Airport north of Route Option 1 to join up with Metro North. Passengers will be able to travel north to the Airport and Swords or south to the city centre. The recently announced route for Metro North includes an underground stop at Dublin Airport.

**ROUTE SUB-OPTIONS**

Alternative possible routes through Tallaght, Clondalkin, Liffey Valley and North Blanchardstown are shown on the map as brown dashed lines.

**STOPS, INTERCHANGE, PARK & RIDE AND DEPOT**

Stops will be located at major centres and to allow passengers to interchange between public transport services. RPA hopes to provide for interchange with both Kildare Line and Mayoorth Line services.

RPA hopes to provide Park & Ride facilities at key locations where Metro West meets major roads. Facilities will also be provided for bicycles.

A single Metro West depot may be required for storing and maintaining vehicles. Possible depot location options are shown on the map. These possible locations are: Abbotstown, adjacent to the National Sports Campus site, at Porterstown, just north of the River Liffey and at Silloge just north of the M50.

# INTRODUCTION

Dublin's first two Luas lines have proved to be a tremendous success. More than 22 million passengers were served in 2005 and customer feedback has been very positive. The Government's national transport plan, **Transport 21**, builds on this success and proposes an extensive Luas/Metro network. The Railway Procurement Agency (RPA) has recently published the preferred route for the first phase of the Metro network (Metro North). This newsletter describes the second phase (Metro West), a line between Tallaght and Metro North.

RPA is focused on selecting the best overall route for Metro West within the coming months. Early studies of Metro West routes have been undertaken and this has identified two broad corridor options – **Route Option 1** and **Route Option 2**. These are shown on the accompanying map. Sub-options are also shown on this map. The route finally selected may be a variation or combination of the route options, or other options identified during consultation.

RPA now welcomes submissions from interested parties in relation to all of the route options being considered.

### This newsletter includes:

- A description of the Metro West concept;
- A map showing possible route options identified to date;
- Some of the key considerations in selecting the best overall route option; and
- An outline of the Metro West planning and approval process.

We welcome your views in relation to Metro West. A Freepost card is enclosed for your convenience.

*Have your say!*



# SELECTION OF BEST ROUTE OPTION – KEY CONSIDERATIONS

RPA is assessing possible route options with a view to identify the best overall route for Metro West and this will be finalised. When feedback from public consultation has been reviewed. Key considerations include:

### Safety

As with all RPA projects, the safe construction and operation of Metro West will be considered in selecting the route.

### Transport and Land-use

Metro West must be compatible with land use and transportation policy.

### Contribution to Solving Congestion and Associated Pollution Problems

Attracting motorists out of their cars to a quicker, cleaner and more environmentally friendly form of public transport is at the heart of national policy on sustainable transport.

### Environmental Impacts

An Environmental Impact Statement will be completed for Metro West. Construction and operation of transport infrastructure can have impacts, both positive and negative, on the surrounding environment. The likely impacts, both short and long-term, will be assessed and considered.

### Social Benefits

High quality public transport is a catalyst for the regeneration of urban areas opening up opportunities for economic growth for the communities served.

### Transport System Integration

Integration with all modes of transport, including Luas, Iarnród Éireann, Bus and Park & Ride must be considered.

### Affordability and Economics

Value for money and the ability of the project to be funded is critical.

### Operations

The route selected must offer potential customers a reliable, speedy and frequent service that fully meets their expectations.

### Ease of Construction

Construction of a project of this scale leads to disruption to residents and businesses. This will be considered when selecting a route.



Front Cover: Oporto Metro

**Metro West  
Route Selection  
November 2006**



# METRO WEST CONCEPT

Metro West will be a modern, attractive and highly accessible urban railway system for Dublin. It will be similar to railways in many European cities the same size as Dublin.

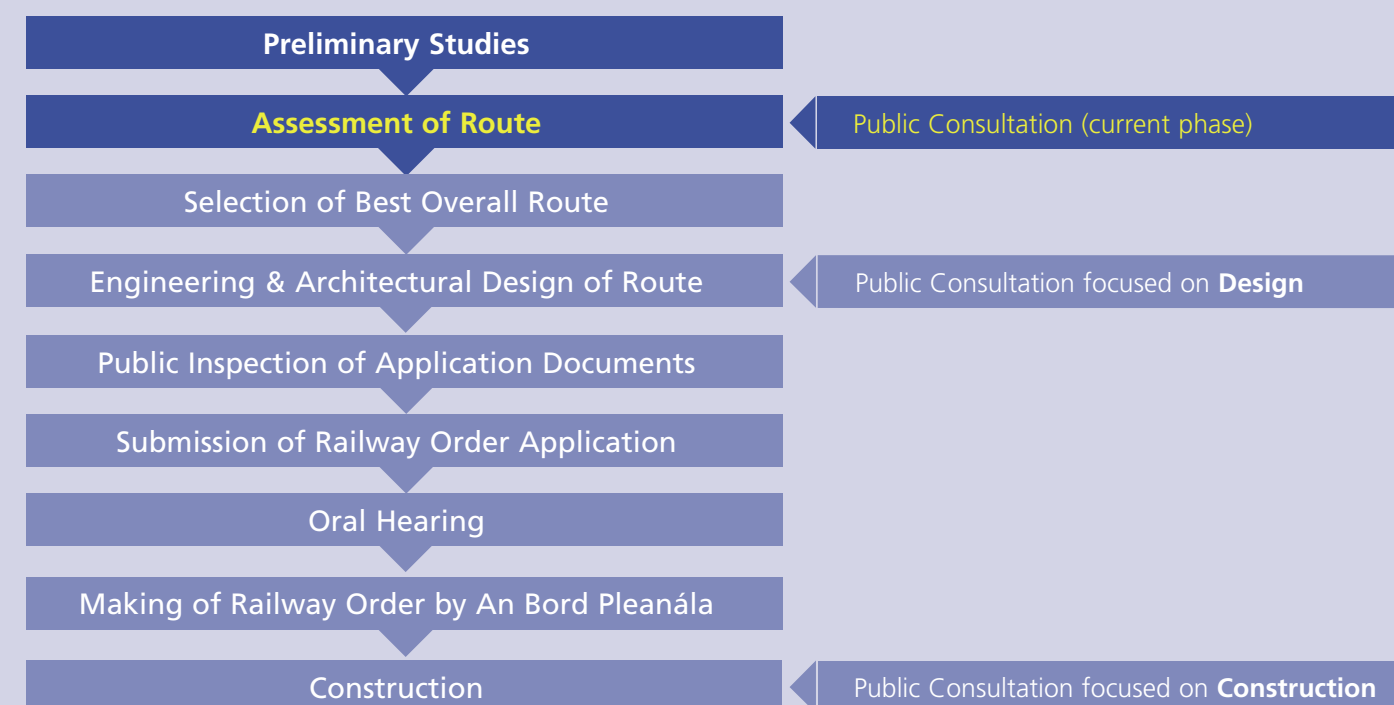
It will run initially as a light railway like Luas but with the ability to be upgraded to carry more passengers when required. Metro West will run on the surface and the tracks will be separate from road traffic. Like Luas it will cross road junctions at street level. Bridges will be provided at major roads, railways and other crossings.

### Metro West will:

- Connect key towns in the west of Dublin serving existing and new communities;
- Connect with Metro North, serving Dublin Airport, Swords and Dublin city centre;
- Provide an important connection between current and planned transport systems by linking with Luas, Iarnród Éireann, Metro North and Bus services;
- Provide a fast, frequent, reliable and safe service; and;
- Be accessible for all, just like Luas.

# METRO – PLANNING & APPROVAL PROCESS

Approval to proceed with the construction of Metro West ultimately depends on the making of a Railway Order by An Bord Pleanála. The main steps in the overall process may be outlined as follows (current step highlighted):



## Next Steps

The RPA will consider the main route options taking account of views submitted by those who participate in public consultation. Contact details of participants may be entered on a database and participants will be notified of the route option finally selected. Following selection of the best overall route option the emphasis will then focus on consultation relating to the design and possible construction methods, track layout, stops, etc. along the chosen route. An Environmental Impact Statement will be prepared for the chosen route.



Más fearr leat leagan Gaeilge den bhfogra seo, scríobh chugainn nó glaigh orainn.

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How to obtain further information and make contact

