

Metro West Emerging Preferred Route Corridor

Railway Procurement Agency (RPA) has selected the Emerging Preferred Route Corridor for Metro West. This is based on Metro West Route Options presented to the public in November 2006. The route shown on this map is an indicative route within the Emerging Preferred Route Corridor for Metro West. Now RPA will commence Public Consultation to feed into the detailed design. This process will define the location of the route, stops, Park & Ride and depot. The final Metro West Route after consultation may be different from the one on this map.

Indicative Route Description

Metro West starts at **Tallaght East Stop** on Belgard Road, close to the junction with Blessington Road. It will serve the Tallaght Institute of Technology, The Square and Tallaght Village. The option of extending the Luas Red line eastwards beyond the existing Tallaght stop in order to better connect to the Metro West **Tallaght East Stop** will be examined. The line and stops would be located in the middle of Belgard Road.

From Tallaght the route follows Belgard Road northwards, crosses over the Luas Red Line on a new structure at Embankment Road to **Belgard Stop**. This stop will provide an interchange between Metro West and Luas services on the Red Line and proposed Citywest Luas Line.

The indicative route then continues to Newlands Cross where it will cross the upgraded N7 (Naas Road). It then continues northwards from Newlands Cross along the eastern side of Fonthill Road to **St. Brigid's Stop**. To facilitate Metro West on Fonthill Road, RPA proposes the relocation of St Brigid's Well to the adjacent green area.

The route then runs northward from Boot Road junction before turning east into Clondalkin Park. The exact route through the park has yet to be determined but one option is to locate the route on the northern side of the park, beside Cherrywood Avenue over the Camac River close to the Community Centre and the CPM pitch and putt course. It would then cross the Nangor Road to serve **Clondalkin Stop** at Clondalkin Town Centre beside the existing Mill Shopping Centre.

The route then crosses the New Nangor Road and turns west towards Fonthill Road beside Dunawley Avenue. From here the route again turns northward to run along Fonthill Road crossing the Grand Canal and the Kildare railway line at **Fonthill Stop**, a new Interchange Station to facilitate interchange between Metro West and Irish Rail services.

The route continues along Fonthill Road via **Rowlagh Stop** to serve Liffey Valley Town centre from **Liffey Valley Stop** at the junction with St Lomans Road. The route then crosses the N4 (Lucan by-pass) either going under the road through the underpass or over the road on a new bridge from the adjacent embankment. It runs beside the Hermitage Clinic before crossing the River Liffey and Valley on a new bridge. The route continues on the northern bank of the Liffey Valley to Porterstown running either through or around Castleknock Golf Club and Fingal County Council owned lands used as playing pitches beside Porterstown Church. The route then runs beside Porterstown Road and onto a new bridge structure at Diswellstown Road where it crosses the Royal Canal and Maynooth railway line at **Porterstown Stop**, a new Interchange Station to facilitate interchange between Metro West and Irish Rail services.

From **Porterstown Stop** the route runs beside Blanchardstown Road South via **Millennium Park Stop** before turning eastwards to serve Blanchardstown Town Centre at **Blanchardstown Stop**. There are a number of route options in this area; the option shown runs around Millennium Park and Verona sports pitches, however, there are alternatives that will also be considered in this location and will be investigated in greater detail during the next phase of Public Consultation. From the **Blanchardstown Stop** the route runs over the N3 and Tolka Valley and turns eastwards to run adjacent to the Snugborough Road.

The route follows Snugborough Road northwards, serving the National Aquatic Centre at **N.A.C. Stop**, to reach the junction with Ballycoolin Road from where it then turns to run eastward along the proposed upgraded Ballycoolin Road via **Abbotstown Stop** towards the M50.

After crossing Cappagh Road the route runs adjacent to the M50 to **Huntstown Stop** where a **Park & Ride** facility will be located. It then crosses the N2 (Ashbourne Road) and runs eastward to **Meakstown Stop**. From Meakstown, the corridor runs between the M50 and Dublin Airport to **Silloge Stop** where a possible depot could be located. It continues to run to **Harristown Stop** where a connection between Metro West and the planned third Airport terminal could be provided. It then continues to join up with Metro North at **Metropark Stop**. From here passengers will be able to travel northwards to the existing Airport terminals and Swords or southwards to the Dublin City Centre. The route for Metro North includes an underground stop at Dublin Airport.

POSSIBLE STOPS, INTERCHANGES, PARK & RIDE and DEPOT

Possible Stops are shown on the map. These stops are located at or close to current business and residential centres and other locations of interest. At this stage the stops are indicative only and many reflect submissions received during the first round of public consultation.

Possible Future Stops are also shown on the map. These stops are located at or close to future proposed business and residential centres and other locations of interest. These stops would be constructed and put into operation at some stage in the future, when the surrounding land becomes suitably developed. This might be some time after Metro West starts operating. These stops are also indicative only. The stops on Metro West will be of similar construction to those on the existing Luas system.

Interchanges with Luas services, Irish Rails services, Bus services and Metro North services to Dublin Airport and Dublin City Centre are located at various locations on the Metro West Route. Interchange with Luas Red Line will be at Tallaght Stop and at **Belgard Stop** where an interchange with Citywest Luas will also be possible. Interchange with the Kildare Line railway will be at **Fonthill Stop**. Irish Rail is currently developing a new station at this location as a part of their enhancement of that rail corridor. Interchange with the Maynooth Line services will be at **Porterstown Stop** where a new station is proposed to coincide with other developments in the area. Interchange with Metro North will be provided at **Metropark Stop**. It is expected that Bus interchange will also be provided at locations such as rail stations, town centres, Park & Ride sites and other relevant locations. Interchanges with other Luas Lines will also be developed as routes for these new Luas lines are identified.

RPA hopes to provide **Park & Ride** facilities at a number of key locations where Metro West meets major road corridors. In particular RPA hope to provide Park & Ride facilities from the N2 (Ashbourne) at **Huntstown Stop**, N3 (Navan) at **Blanchardstown Stop** and N4 (Lucan) at **Liffey Valley Stop**. Additional facilities might also be provided at other locations. The provision of Park & Ride will be considered in more detail during the next phase of Public Consultation based on Design. Facilities will also be provided for bicycles.

A single Metro West **Depot** will be required for storing and maintaining vehicles. The remaining possible depot location options are shown on the map. These possible locations are: Abbotstown, adjacent to the National Sports Campus site and at Silloge just north of the M50.

NEXT STEPS

RPA will commence Public Consultation to feed into the detailed design; this involves extensive consultation with key stakeholders and Public Consultation. This process will define the exact location of the Metro West route, stops, P&R facilities and depot.

