

## IÉ National Car Park Strategy

### Phase 1 Report

## IARNRÓD ÉIREANN NEW WORKS

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### Revision History:

Revision	Author	Review	Reason for Issue	Date
1.2	OMcK	DV	Draft for internal review	July 20
2.1	OMcK	DV	For NTA comment	Aug 20
3	OMcK	DV	NTA comments incorporated	Sept 20

## Executive Summary

The overall objective of this project and report is to develop a national car park strategy that supports Iarnród Éireann’s target of achieving 75 million passenger journeys by 2025 and aligns with long term investment and growth strategies across the network, including DART+.

All 144 operational stations on the Iarnród Éireann Network have been considered in the report in terms of the existing and future demand for parking and the feasibility of providing suitable expansion schemes. The requirement for bicycle parking, electric vehicle charging and the needs of persons with reduced mobility are also considered.

An initial shortlisting exercise, taking account of stations where capacity is sufficient, there are no suitable lands available or other significant developments are planned, reduced the number of stations to be considered in detail to 29. For five of these stations, it was concluded that there are no feasible options available at this time. These are Clontarf Road, Clonsilla, Hansfield, Cork Kent and Balbriggan. Parking needs at Cork Kent station should be considered in the context of the proposed masterplan for the area. With regard to capacity issues at Balbriggan station, it is recommended to consider the potential to make the neighbouring Gormanston station an attractive alternative for commuters.

Stations are prioritised using a multi-criteria analysis that takes account of existing capacity, current and projected demand, potential spaces gained, cost, programme risk and planning risk.

A key part of the prioritisation methodology is to identify sites where demand is high and where cost effective solutions with low programme risk can be implemented relatively quickly. The longer lead schemes where land acquisition and planning issues are likely to elongate the delivery programme should be progressed in parallel with the lower risk schemes. The aim of this approach is to increase the car parking availability across the Iarnród Éireann network in an efficient and cost effective manner.

It is recommended that the options identified in this report and summarised below are now progressed through the next stages of project development, beginning with preliminary design and statutory processes. It is recommended that initial funding allocation is based on the prioritisation table below and that groups of stations are brought forward for further development, potentially in two groups of 12 stations, subject to available funding. It is anticipated that schemes will come through the design and planning phases at different paces. It is recommended that a re-evaluation of the rollout priorities takes place once the statutory process stage, and its associated programme risks, becomes clearer.

Table 1: Prioritisation Table

Station Rank	Station	Existing Spaces	Additional Proposed Spaces (Approximate)
1	Portlaoise	98	55
2	Carrick-on-Shannon	31	150
3	Millstreet	35	90

## IE National Car Park Strategy – Phase 1 Report

4	Ballybrophy	25	88
5	Bray	112	72
6	Portmarnock	283	150
7	Hazelhatch & Celbridge	250	130
8	Leixlip Louisa Bridge	312	225
9	Kildare	281	19
10	Edgeworthstown	67	60
11	Farranfore	18	100
12	Carlow	148	290
13	Athy	94	80
14	Charleville	47	80
15	Sligo	35	180
16	Athlone	104	20
17	Clara	34	100
18	Glounthaune	48	40
19	Coolmine	196	150
20	Skerries	125	100
21	Kilcoole	15	35
22	Oranmore	140	200
23	Newbridge	449	60
24	Mullingar	161	100

The following project principles will apply to all proposals, as agreed with the NTA:

- improvement of access on foot, by bike and on bus should be carried out as top priorities, with the balance of space, if any, within the area contiguous to a station then laid out for car parking;
- the ability of rail itself to develop new passing points in the network to improve the capacity of track infrastructure to provide services should not be compromised by developing parking;
- where stations are located within conurbations where the reduction of traffic congestion is an objective, the provision of car parking should not generate additional congestion on the local road network that would impede the efficiency of other modes of sustainable transport, particularly in town centres;
- consideration of the pricing structure at stations close to existing fare zone boundaries. For example, additional parking at Skerries or Kilcoole could offer an incentive to existing Public Transport users to drive a short distance to avail of a cheaper “short hop” fare and thereby generate an additional car trip and skewed representation of demand for parking; and
- the NTA is currently engaged in improving local bus services and the design and layout of car parking should include appropriate measures to improve access by bus to and at rail stations and should not preclude the future access of such services.

During the design phase, IE shall to liaise with the Public Transport Services Planning section of the NTA for all car park schemes, and with relevant PSO bus operators as appropriate in close co-operation with the NTA.

## Table of Contents

Executive Summary .....	1
Glossary.....	5
1 Introduction .....	6
1.1 Scope.....	6
1.2 Background .....	6
1.3 Existing Policies, Strategies and Plans .....	7
1.4 Limitations of the report .....	8
1.5 Structure of the report .....	9
2 Methodology and Approach.....	10
3 Prioritisation Methodology .....	13
3.1 Spaces gained .....	13
3.2 Cost per space .....	13
3.3 Programme risk .....	13
3.4 Planning .....	13
3.5 Existing capacity issues.....	13
3.6 Planned increased service frequency .....	14
3.7 Summary of prioritisation methodology.....	14
4 Planning Strategy for Car Parks .....	15
5 Accessibility at Stations.....	16
6 Bicycle Parking at Stations .....	18
6.1 Background .....	18
6.2 Bicycle Parking Usage.....	18
6.3 Bicycle Parking Design Guidance.....	18
7 Electric Vehicle Parking.....	21
7.1 Climate Action Plan 2019 .....	21
7.2 Existing Charging Points on the Network.....	21
7.3 Future Charging Points.....	21
8 Stations Analysis.....	23
8.1 Stations considered and ranking .....	23
8.2 Station by Station Approach .....	24
9 Rosslare to Dublin Route .....	25
9.1 Kilcoole .....	26
9.2 Bray.....	28
10 Dublin to Dundalk Route .....	33
10.1 Clontarf Road .....	34
10.2 Portmarnock.....	36
10.3 Skerries.....	39
10.4 Balbriggan .....	45
11 Dublin to Sligo Route.....	49
11.1 Coolmine .....	50
11.2 Clonsilla .....	54

## IÉ National Car Park Strategy – Phase 1 Report

11.3	Hansfield .....	58
11.4	Leixlip Louisa Bridge .....	61
11.5	Mullingar .....	64
11.6	Edgeworthstown.....	68
11.7	Carrick-on-Shannon .....	71
11.8	Sligo .....	76
12	Dublin to Cork / Waterford Routes.....	80
12.1	Hazelhatch & Celbridge.....	81
12.2	Newbridge .....	86
12.3	Kildare.....	90
12.4	Athy.....	94
12.5	Carlow .....	100
12.6	Portlaoise .....	107
12.7	Ballybrophy .....	117
12.8	Charleville .....	121
12.9	Cork .....	124
13	Tullamore to Galway/Ballina/Westport Routes .....	129
13.1	Clara .....	130
13.2	Athlone.....	133
13.3	Oranmore .....	137
14	Banteer to Tralee Route .....	140
14.1	Millstreet.....	141
14.2	Farranfore .....	144
15	Other Stations .....	147
15.1	Glounthaune.....	148

## Appendices

Appendix A	Passenger Rail Services Strategic Plan Extracts
Appendix B	Prioritisation Table

## Glossary

CCE	Chief Civil Engineer's Department (within Iarnród Éireann)
CIÉ	Coras Iompair Éireann
IÉ	Iarnród Éireann
NTA	National Transport Authority
RU	Railway Undertaking (within Iarnród Éireann)
SET	Signalling, Electrification and Telecommunications Department (within Iarnród Éireann)
DART+	This is Iarnród Éireann's infrastructure programme to expand the DART network in the Greater Dublin Area.
APCOA	IÉ's incumbent car park management company.

## 1 Introduction

### 1.1 Scope

The objective of the National Car Park Strategy report is to set out a prioritised programme for the development of car park expansion schemes across the Iarnród Éireann (IÉ) network that supports Iarnród Éireann's target of achieving 75 million passenger journeys by 2025, and aligns with long term investment and growth strategies across the network, including DART+.

The overall approach to the strategy is to identify the car park needs and opportunities. Once identified, the car park schemes are prioritised considering spaces gained, costs, programme risk, planning risk, capacity issues and future increases in train services. This approach is intended to provide the greatest number of spaces at the lowest cost in the shortest timescale in the optimum location.

### 1.2 Background

#### 1.2.1 Existing Car Parks

There are 144 active passenger stations on the Iarnród Éireann network. Of these, 122 have specific commuter parking available in their vicinity. It is estimated that these car parks provide in excess of 16,000 designated customer parking spaces. The vast majority of these car parks are owned and operated by, or on behalf of, Iarnród Éireann / CIE. Those that are not owned by Iarnród Éireann / CIE are typically owned by local authorities or are part of privately-owned developments.

Table 2: Stations overview

Number of Active Stations*	144
Number of Active Stations with Commuter Parking**	122
Approximate total number of Commuter Parking spaces	16,855

\* Active Stations: These are stations open to the travelling public

\*\*Commuter Parking: Commuter parking is parking designated by Iarnród Éireann or others specifically for all-day commuter parking purposes. Legal spaces are considered only.

Iarnród Éireann use a car park management company, currently APCOA, to operate 66 of the larger car parks. A fee is charged at these car parks. APCOA maintain uptake records for these car parks and these have been used as key input in this report.

Table 3: Car parks charging a fee

Number of Iarnród Éireann Commuter Car Parks that charge a fee	66
Approximate total number of Commuter Parking spaces in car parks that charge a fee	11,093 (66%)

### **1.2.2 Previous Car Park Strategies**

In the period 2006 to 2010, IÉ delivered over twenty car park expansion schemes across the network. The programme ceased in 2010 due to the economic downturn, with the exception of the delivery of a scheme in Portmarnock in 2015.

In 2015 the National Transport Authority (NTA) published a draft study entitled “Assessment for the Role of Park and Ride in the Greater Dublin Area Transport Strategy”( Aug 2015). The scope of this report considered Park and Ride facilities that would help encourage a mode shift away from single occupancy vehicle and toward rail, light rail or bus. The report focussed on the Greater Dublin Area only. The report shortlisted eighteen park and ride locations for further consideration. Of these locations, six were located at existing Iarnród Éireann stations. Those stations were M3 Parkway, Balbriggan, Malahide, Maynooth, Greystones and Rush & Lusk. None of the schemes have progressed to date with the exception of a small scheme at Maynooth.

In 2017 IÉ undertook a car park expansion feasibility study exploring eighteen stations in, or immediately adjacent to, the Greater Dublin Area. A report was completed and issued to the NTA in March 2017 prioritising stations requiring expansion. Following the completion of this report, two separate car park projects commenced at Maynooth station. One of these projects has been completed and the second is due for completion in Q4 2020. In addition, a project to lease a car park at Sallins & Naas station commenced in 2020, and it is planned to open this car park to the public in Q1 2021.

## **1.3 Existing Policies, Strategies and Plans**

### **1.3.1 Project Ireland 2040 - The National Development Plan 2018-2027**

Project Ireland 2040 - The National Development Plan 2018-2027 sets out ten Strategic Outcomes to achieve the sustainable growth in Ireland to 2040 sets out National Strategic Outcomes. National Strategic Outcome 4 includes a Park-Ride-Programme that includes investment in parking facilities at rail locations. It also includes supporting programmes of rail station improvement/development.

### **1.3.2 NTA Park & Ride 5 Year Outline Strategy & Implementation Plan, 2019**

This strategy and plan aims to ensure an integrated approach to the development of park and ride facilities across the national public transport network. The strategy defines three categories of park and ride facility – (i) Strategic, (ii) Local Mobility Hubs and (iii) Local Park and Ride / Parking at Public Transport Hubs. The car park projects in this report fall under categories (ii) and (iii) of the categories identified by the NTA in their 2019 Park and Ride 5 Year Outline Strategy and Implementation Plan.

### **1.3.3 Passenger Services Strategic Plan, 2019**

Iarnród Éireann’s “Passenger Services Strategic Plan to Meet the Requirements of a Growing Economy” was put into circulation in March 2019. This document identifies key developments that need to be put in place by 2040 in order for the rail network to achieve its full National Planning Framework roles (Ireland 2040 Our Plan National Planning Framework, Government of Ireland, 2018). This includes plans to expand the DART network under the DART+ programme of works.



### **1.3.4 Regional Spatial and Economic Strategies**

The three regional assemblies have produced Draft Regional Spatial and Economic Strategies (RSES). All three strategies refer to Park and Ride facilities.

### **1.3.5 Transport Strategy for the Greater Dublin Area 2016-2035**

This strategy states that Park and Ride facilities will be provided to facilitate those living beyond the local walking catchment of rail, or feasible alternative public transport services, to access destinations through the public transport network.

This report is aligned with the strategy's intention to further develop the provision of local park and ride facilities at appropriate locations on the rail network in the outer parts of the Metropolitan Area and in the Hinterland area, where they improve public transport accessibility without worsening road congestion, or increasing car travel distance.

### **1.3.6 Galway Transport Strategy 2016**

This strategy considers the existing park and ride facilities at Oranmore and Galway Ceannt stations.

### **1.3.7 Draft Cork Metropolitan Area Transport Strategy**

This strategy considers future potential park and ride car parks. Local Mobility Hubs that include Park and Ride parking is considered in the strategy which aligns with this report.

## **1.4 Limitations of the report**

This report is delivered in accordance with IE Project Management Procedure Phase 1 and considers concept, option selection and feasibility aspects of car parks at a strategic level. No preliminary design or detailed design has been undertaken.

This report does not consider operational related items such as car park tariffs, payment mechanisms, or operational and maintenance costs. Business cases have not been considered in this report.

Concept layouts have been considered along with a high-level assessment of existing capacity, planning, land acquisition, capital costs, relevant stakeholders and delivery programme.

General car park upgrade works such as bicycle parking provision, electric car charging provision and accessibility improvement works have been considered in terms of general best practice only, without an analysis at station by station level.

This report does not consider large strategic park and ride car park developments or car park developments at proposed future stations. The report does not consider potential developer led car park provision.

It is noted that this report has been prepared during Quarter 2/3 of 2020. The medium and long term impacts of the COVID-19 pandemic have not been considered due to their current unknown nature.

## **1.5 Structure of the report**

Section 2 describes the methodology and approach to this report.

Section 3 describes how car park options have been allocated scores and given a priority ranking.

Section 4 discusses planning permission for car parks, Section 5 discuss accessibility at stations, Section 6 discusses bicycle parking and Section 7 discusses electric vehicle charging.

Section 8 provides an overview of the station by station analysis.

Section 9 to 15 provide a note on every station on the network by route. A detailed analysis with recommendations is provided for twenty-nine stations.

## **2 Methodology and Approach**

The methodology and approach in producing this strategy is described below.

### **2.1.1 Desktop review**

A dossier of information on existing car park capacities and usage has been established. All 144 operational stations on the IÉ network were considered and the following tasks were undertaken at this stage:

- Locations and sizes of existing car parks established using historic records and aerial photography.
- Car park utilisation data established for sixty-six stations that are managed by APCOA on behalf of IÉ.
- Stakeholder engagement was undertaken with the IÉ Railway Undertaking which identified stations with parking capacity issues and opportunities. Feedback was requested and received from the Passenger Service Managers and District Managers across the network.
- Information on planned rail service improvements was obtained.
- Land ownership adjacent to stations was explored. CIÉ owned land was identified and, in some cases, neighbouring land ownership was established.
- Land uses adjacent to stations were reviewed based on aerial photography.

### **2.1.2 Shortlisting**

Based on the information gathered above, a shortlisting exercise was undertaken to identify locations suitable for an expansion scheme. A significant number of stations were eliminated at this stage for the following reasons:

- Based on car park utilisation data and stakeholder engagement, existing capacity is sufficient.
- No viable car park locations were available. These are typically stations in urban environments where space constraints make car park expansion physically very difficult or where it is highly unlikely that planning would be granted for car park development.
- Stations that are the subject of more significant developments or masterplans were not considered further (e.g. Heuston, Connolly, Galway), except for Cork Kent Station.
- Car park interventions that result in minor increases in the volume of car parking spaces were not considered further. Minor is regarded as less than fifteen spaces. These increases can typically be achieved by changing car park layouts or adding additional small areas of hard standing. These can be achieved as part of routine maintenance activities.

Upon conclusion of the above analysis, twenty-nine stations were brought forward for further consideration.

### **2.1.3 Site Appraisals**

The twenty-nine shortlisted stations have been examined as described below.

- Land ownership in the vicinity of the station was considered. IÉ/CIÉ lands that appeared to be underutilised were considered along with other potential opportunity sites.
- Land use development plans were reviewed and interpreted. This included county and city development plans and local area plans.
- Car park utilisation data was considered further and divided into car parks that are greater than 75% full on a regular basis and those that are greater than 60% full on a regular basis.
- Car park expansion options were identified, and initial desk-based feasibility studies were undertaken by identifying concept schemes. These studies identified car park locations, potential numbers of additional parking spaces and any associated risks and issues. In general, the maximum number of spaces possible in the proposed sites were identified.

### 2.1.4 Prioritisation

Each car park option identified was given a priority score using the prioritisation criteria discussed in detail in Section 3. In summary the following criteria were considered:

- Spaces gained
- Cost
- Programme risk
- Planning risk
- Existing capacity issues
- Planned increased frequency

### 2.1.5 Next Steps

This report considers every station on the network and has included engagement with internal and external stakeholders. A strong indication of feasible car park schemes has been established, along with a recommended priority list of schemes for further development through the project delivery stages, including further stakeholder consultation and engagement with local planning authorities, landowners/users, legal advisors and car park designers.

The following project principles will apply to all proposals, as agreed with the NTA:

- improvement of access on foot, by bike and on bus should be carried out as top priorities, with the balance of space, if any, within the area contiguous to a station then laid out for car parking;
- the ability of rail itself to develop new passing points in the network to improve the capacity of track infrastructure to provide services should not be compromised by developing parking;
- where stations are located within conurbations where the reduction of traffic congestion is an objective, the provision of car parking should not generate additional congestion on the local road network that would impede the efficiency of other modes of sustainable transport, particularly in town centres;
- consideration of the pricing structure at stations close to existing fare zone boundaries. For example, additional parking at Skerries or Kilcoole could offer an incentive to existing Public Transport users to drive a short distance to avail of a

cheaper “short hop” fare and thereby generate an additional car trip and skewed representation of demand for parking; and

- the NTA is currently engaged in improving local bus services and the design and layout of car parking should include appropriate measures to improve access by bus to and at rail stations and should not preclude the future access of such services.

During the design phase, IÉ shall to liaise with the Public Transport Services Planning section of the NTA for all car park schemes, and with relevant PSO bus operators as appropriate in close co-operation with the NTA.

### **3 Prioritisation Methodology**

Each car park option identified is given a priority score based on the criteria below and recommendations are provided. A key part of the prioritisation methodology is to identify sites where demand is high and where cost effective solutions with low programme risk can be implemented relatively quickly. The longer lead schemes where land acquisition and planning issues are likely to elongate the delivery programme will be progressed in parallel with the lower risk schemes. The aim of this approach is to increase the car parking availability across the Iarnród Éireann network in an efficient and cost effective manner.

#### **3.1 Spaces gained**

In order to prioritise larger increases in capacity, one mark is awarded per space gained. Note, design has not been undertaken to establish the potential additional spaces gained. Desk based studies and engineering judgement or reliance on historic documents has been used to estimate the spaces gained.

#### **3.2 Cost per space**

Lower cost per space car parks are prioritised over higher cost per space schemes. Specific costs have not been estimated. “High cost” car parks are those that typically involve significant works such as challenging groundworks or a need for longer than average access routes. Higher costs could also be driven by land purchase costs. “Low cost” car parks would typically require minimal civil engineering works or land purchase.

#### **3.3 Programme risk**

Delivering additional car park capacity as soon as possible is a key objective. Therefore, projects that are forecasted to be delivered without delay are given higher priority. “High risk” programme projects are typically projects where land is owned by a third party, other IÉ / CIÉ stakeholders need to be relocated or where planning issues are complicated (e.g. a change to the development plan is required).

#### **3.4 Planning**

Risks associated with planning have been considered. It is likely that some smaller schemes will be classed as exempted development and will not require planning. Other car parks will have low, medium and high planning risks associated with them. Typically higher risk projects will be those where the development plan or local area plan does not clearly support park and ride type developments.

#### **3.5 Existing capacity issues**

The main source of information on existing utilisation is via weekly car park utilisation studies undertaken by APCOA at sixty-six of the largest and busiest car parks on the network. These surveys record the car park utilisation from Monday to Friday. Survey data exists was attained from July 2019 to March 2020. For the purposes of this report, average utilisation was considered over four weeks in October and November 2019. In addition to the APCOA survey data, stakeholder engagement has been used to identify capacity issues. Capacity issues have been considered in terms of car parks with >60% utilisation and >75% utilisation.

### 3.6 Planned increased service frequency

Planned increases in frequency of services are considered in the Iarnród Éireann “Passenger Services Strategic Plan to Meet the Requirements of a Growing Economy” with extracts contained in Appendix A. This document describes increases in frequency of services however does not describe overall capacity increases. Overall, all services on the network will see services increased in accordance with the 2027 objectives. Therefore, in terms of a prioritisation criteria, it provides limited benefit as a differentiator among schemes.

### 3.7 Summary of prioritisation methodology

Table 4 below summaries the prioritisation methodology applied in the report.

Table 4: Prioritisation Criteria

Ref	Criteria	Sub-criteria	Marks
1.	Marks per parking spaces gained	-	1 mark per space
2.	Cost	Low cost Medium cost High cost	200 100 0
3,	Programme Risk	Low risk Medium risk High risk	100 50 0
4.	Planning	Not Required Required – Low Risk Required – Medium Risk Required – High Risk	200 100 0 -100
5.	Existing Capacity issues	Yes (>75% full on regular basis) Yes (>60% full on regular basis) No	300 100 0
6.	Planned Increased service Frequency	Yes No	100 0

#### **4 Planning Strategy for Car Parks**

The perceived planning risk for each scheme identified forms part of the prioritisation methodology. In general, based on the advice of CIE Solicitors, it is likely that a full planning application will be required for the larger car park schemes identified.

However a number of schemes may qualify as ‘exempted development’, in which case it is recommended that an exempted development declaration under Section 5 of the Planning and Development Act 2000-2002 is sought from the relevant planning authority.

Exempted development by a railway undertaking is considered in Part 2, Article 6(1) and Schedule 2, Part 1, Class 23 of S.I. No. 600/2001 - Planning and Development Regulations, 2001.

In addition to the Class 23 exemption described above, Section 4(1)(h) of the Planning and Development Act 2000 provides a potential basis for classifying some car park developments as exempted development.

It is recommended that legal advice on the appropriate planning strategy is sought on a case by case basis.



## 5 Accessibility at Stations

The Disability Act 2005 is a key part of the National Disability Strategy launched by the Government in 2004. The Act requires that Public bodies make their public buildings accessible to people with disabilities by 2015. Iarnród Éireann has an ongoing Accessibility Programme that is providing accessibility upgrades across the network. The proposed car park works shall be delivered in collaboration with the Accessibility Programme where there are interfaces.

New and extended car parks shall be designed in accordance with European standards, national standards and best practice guidance. This includes Technical Specifications for Interoperability (TSI) for Persons with Reduced Mobility (PRM), the Building Regulations and guidance within CCE-TMS-312 Design guidance for accessible railway stations (July 2020).



Figure 1 Example of recently constructed PRM parking at Maynooth station

Examples of the infrastructure to be provided includes the following non-exhaustive list:

- Sufficient and adapted parking spaces reserved for PRM eligible to utilise them at the nearest practicable position to an accessible entrance;
- Designated parking should be easily located. If necessary, signage should be provided at the entrance to each car park and at each change in direction to direct motorists to designated spaces.

- Ticketing machines, access routes to buildings or other services such as lifts, etc. should be easily located. Clear signage should be provided, where necessary, to direct people.
- A minimum clear vertical clearance of 2600 mm (on level ground) should be provided to allow the passage of high-top conversion vehicles. This should be maintained along the route to and from the designated car parking bays from the site boundary. Alternatively, drivers should be warned about the height restrictions and directed to alternative parking spaces or a setting down area suitable to accommodate high top conversion vehicles.
- Designated parking bays should be on firm, level ground and the parking bay(s) located closest to the accessible entrance(s) with which the provision of parking spaces is associated.
- Dropped kerbs should be provided
- Ticket machines, where used, should be situated adjacent to the designated parking bays.
- A 1200 mm wide access zone should be provided on both sides and at the rear of each designated parking bay.
- Accessible set down areas adjacent to accessible access routes shall be provided.

## **6 Bicycle Parking at Stations**

### **6.1 Background**

Existing bicycle parking capacity has not been specifically examined as part of this report. However, it is proposed that car park schemes will include upgraded/expanded bicycle parking, as appropriate. This section of the report provides a high-level commentary on proposed bicycle parking provision.

The level of data available on cycling infrastructure is low. In addition the level of data available on how people travel to train stations is low. It is likely that many train station car parks are used by drivers who have driven less than 3km from the station, which would equate to approximately a ten minute cycle (based on NTA Household Travel Survey 2017). Considering one-car parking space can accommodate 8–10 bicycles, there is a significant argument to encourage more bicycle usage through the provision of high-quality bicycle parking facilities.

The provision of bike parking is considered in the following relevant documents:

- National Cycle Manual, National Transport Authority, 2011
- Bicycle Parking Manual, The Danish Cyclists Federation, 2008
- Cycle-Rail Toolkit 2, Rail Delivery Group, 2016
- Sustrans Design Manual, Chapter 9: Cycle and rail integration, 2014
- Cycling by Design, Transport Scotland 2010
- London Cycling Design Standards (LCDS)

The majority of the above documents consider bicycle parking in a similar way.

### **6.2 Bicycle Parking Usage**

No significant data exists on bicycle parking usage across the network.

### **6.3 Bicycle Parking Design Guidance**

The following are the main principles of quality bicycle parking at stations.

#### **6.3.1 Location and Access**

The following should be considered in choosing bicycle parking locations:

- Cycle parking should be easy to see and conveniently located, ideally as close to station entrances as possible. See Figure 2.
- Cycle parking that is poorly located will be ignored by users in favour of railings and other informal cycle parking spaces.
- Cycle parking should be in an area that is naturally overlooked by the occupants of buildings or pedestrians, or with a suitable CCTV or other security arrangement.
- Routes to cycle parking should be as convenient as possible without detours, diversions, or access by steps

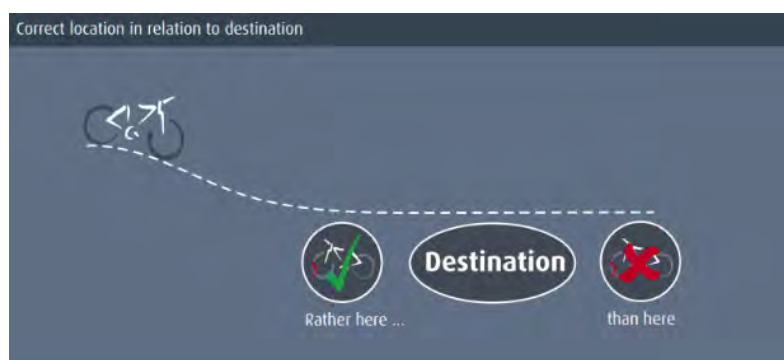


Figure 2 Extract from Bicycle Parking Manual, The Danish Cyclists Federation, 2008

### 6.3.2 Demand and Capacity Requirements

The minimum number of bicycle parking spaces is considered in the National Cycle Manual. For public transport pick-up points, it is recommended that the number of spaces equates to 2.5% of the number of daily boarders at that station, subject to a minimum of ten bicycle places. Using the 2018 Heavy Rail census data, this would translate to the following bike space numbers at the sample stations below.

Table 5: Potential bicycle parking requirements based on NTA National Cycle Manual recommendation

Station	Daily Boardings, 2018 Census	Recommended bike parking spaces (2.5% of daily boardings, min. 10)
Malahide	3952	99
Heuston	11505	288
Westport	139	10
Midleton	759	19
Portlaoise	1097	27

The recommendation from the National Cycle Manual should be supplemented by local research in the form of surveys and demographic data. City and County Development plans also contain recommendations on cycle infrastructure requirements.

### 6.3.3 Bicycle Parking Infrastructure

Cycle stands should be easy to use and allow the frame and at least one wheel to be locked. A simple Sheffield stand is the most convenient and reasonably priced solution provided it is adequately spaced allowing at least two bikes to be parked per stand.

Cycle parking should be covered and located in a well-lit area.

Where demand is high but space is limited, two-tier cycle parking, as presented in Figure 3, can make a good solution provided low-level parking is also provided for those unable to lift their bicycles.



Figure 3 Example of two tier covered parking at Gerrards Cross station, UK

### 6.3.4 Parking Security

The National Cycle Manual identifies that security at rail stations is a particular concern due to the long parking durations and recommends considering locked options such as bike lockers or lockable sheds. Refer to Figure 4. It is noted that where lockable parking is provided, quality bicycle parking is also required for the occasional bicycle user or those who do not want to use the locked solution. All bicycle parking should be covered by the station's CCTV network.

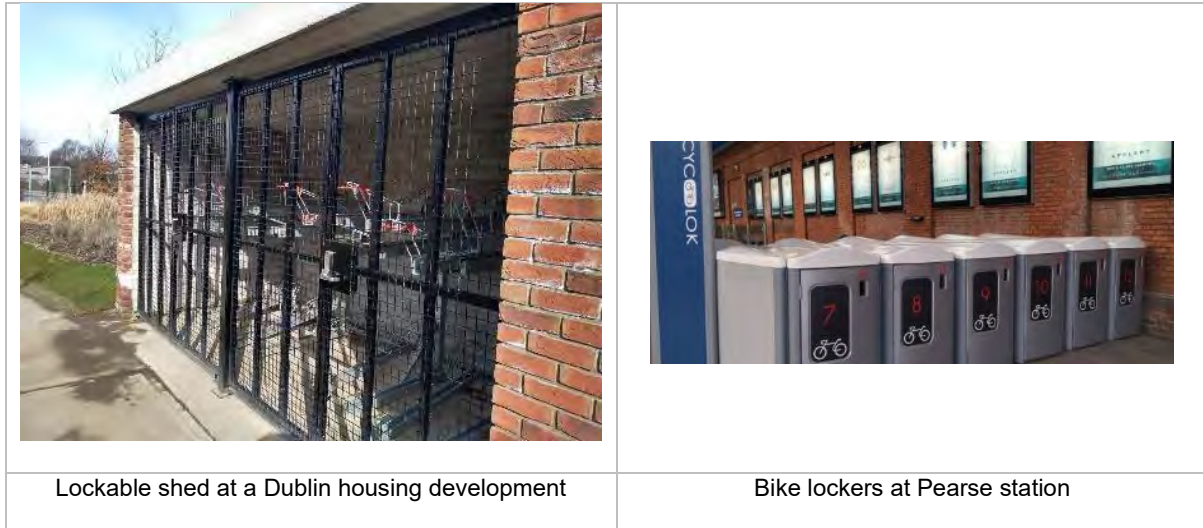


Figure 4 Examples of lockable bike storage

## 7 Electric Vehicle Parking

### 7.1 Climate Action Plan 2019

The Government’s Climate Action Plan 2019 sets a target of reaching 840,000 passenger electric vehicles (EVs) on the road by 2030. This target will be achieved through a combination of Battery Electric Vehicles (BEVs) and Plug-in Hybrid Electric Vehicles (PHEVs).

The Climate Action Plan recommends that new non-residential buildings with more than 10 parking spaces should have at least one recharging point installed by 1<sup>st</sup> January 2025 and the installation of a minimum number of recharging points for all existing non-residential buildings with more than 20 parking spaces by 1<sup>st</sup> January 2025 at the latest.

### 7.2 Existing Charging Points on the Network

A number of existing Iarnród Éireann car parks have electric vehicle charging points which are owned, operated and maintained by the ESB. Drivers are permitted to park at these spaces free of charge whilst charging their vehicles. There are currently two types of chargers on the ESB public charging network, AC (standard 22kW) and DC (Fast chargers 50kW). However ESB have commenced a project to replace chargers with high power (50-150kW) charging hubs which will be capable of charging between 2-8 vehicles simultaneously. Figure 5 provides an overview of charger types.

Power	Charge type	Voltage	Current rating	Charging time for 100km driving range
3.6kW	Single Phase AC	230V	16 Amps	6-8 hours
7.2kW	Single Phase AC	230V	32 Amps	3-4 hours
11kW	Three Phase AC	400V	16 Amps	2-3 hours
22kW	Three Phase AC	400V	32 Amps	1-2 hours
50kW	DC	~400V (DC)	~125 Amps	20-30 minutes

Figure 5 Charger types and charging times (Source: [www.seai.ie](http://www.seai.ie))

### 7.3 Future Charging Points

Clear guidance is not yet available on recommended volumes and types of charging points in new and existing car parks. The Climate Action Plan has a target that new non-residential buildings with more than 10 parking spaces should have at least one recharging point installed by 1<sup>st</sup> January 2025. Recent An Bord Pleanála decisions for apartment development car parks have directed that at least 10% of parking spaces have plug-in points for electric vehicles and the rest should be wired to permit power points in the future.

The number of electric cars registered in Ireland increased from 1,233 to 3,444 from 2018 to 2019. This represents 3% of all cars registered in 2019 however it is a significant rise especially considering that total new car registrations in Ireland dropped by 6.8% in 2019.

It is recommended that further research and stakeholder engagement is undertaken to establish on a case by case basis the correct volume and type of charging infrastructure to install in future car parks.

## 8 Stations Analysis

### 8.1 Stations considered and ranking

All 144 operational stations have been considered in this report. Each station is listed by route with a comment regarding its car park status. Of these stations, twenty-nine are considered in further detail and given a ranking score where appropriate as below. Full details of the scoring awarded is provided in the station by station analysis and in Appendix B.

Station Rank	Station	Option No.	Existing Spaces	Additional Proposed Spaces (Approximate)	Marks Awarded
1	Portlaoise	8	98	55	805
2	Carrick-on-Shannon	2	31	150	800
3	Millstreet	1	35	90	790
4	Ballybrophy	1	25	88	788
5	Bray	1	112	72	772
6	Portmarnock	1	283	150	750
7	Hazelhatch & Celbridge	1	250	130	730
8	Leixlip Louisa Bridge	1	312	225	725
9	Kildare	2	281	19	719
10	Edgeworthstown	1	67	60	710
11	Farranfore	1	18	100	700
12	Carlow	3	148	290	690
13	Athy	1	94	80	680
14	Charleville	1	47	80	680
15	Sligo	1	35	180	680
16	Athlone	1	104	20	670
17	Clara	1	34	100	650
18	Glounthaune	1	48	40	640
19	Coolmine	1	196	150	550
20	Skerries	1	125	100	550
21	Kilcoole	1	15	35	535
22	Oranmore	1	140	200	500
23	Newbridge	1	449	60	460
24	Mullingar	1	161	100	300
-	Balbriggan	Recommend Gormanston alternative			
-	Clonsilla	No feasible car park location			
-	Clontarf Rd.	No feasible car park location			
-	Hansfield	No feasible car park location			
-	Cork	Further analysis required and consideration in masterplan			



## 8.2 Station by Station Approach

The remainder of the report provides a station by station analysis of potential car park development options. The presentation of the analysis is as follows:

- Existing conditions and recommendation summary table
- Commentary provided on capacity and demand
- Site analysis undertaken including site topography, site access, land ownership and land use zoning
- Option(s) considered including any risks and issues
- Options illustrated using aerial images or historic drawings
- Recommendation provided and scoring recorded against the ranking criteria and presented in table form

## 9 Rosslare to Dublin Route

Station	Existing spaces:	Owner-Operator:	Strategy Comment	Oct & Nov 2019 Average utilisation:
Rosslare Europort	500	IE-APCOA	No known capacity issues.	15%
Rosslare Strand	17	IE-APCOA	No known capacity issues.	22%
Wexford	200	Private operator	No known capacity issues.	
Enniscorthy	15	Iarnród Éireann	No known capacity issues.	
Gorey	152	IE-APCOA	No known capacity issues.	21%
Arklow	139	IE-APCOA	No known capacity issues.	17%
Rathdrum	20	IE-APCOA	No known capacity issues.	45%
Wicklow	73	IE-APCOA	No known capacity issues.	59%
<b>Kilcoole</b>	<b>15</b>	<b>Iarnród Éireann</b>	<b>Considered in Section 9.1 of this report.</b>	
Greystones	400	Wicklow CC	Large free Council owned car park. Any potential capacity issues could be managed by introducing parking charges.	
<b>Bray</b>	<b>112</b>	<b>IE-APCOA</b>	<b>Considered in Section 9.2 this report.</b>	<b>77%</b>
Shankill	100	DLR CC	No known capacity issues.	
Killiney	80	DLR CC	No known capacity issues.	
Dalkey	55	IE-APCOA	No viable car park locations available. Considered in 2017 IE report.	89%
Glenageary	0	No car park	No viable car park locations available.	
Sandycove & Glathule	50	DLR CC	No viable car park locations available.	
Dun Laoghaire	0	No car park	No viable car park locations available.	
Salthill & Monkstown	100	DLR CC	No viable car park locations available.	
Seapoint	0	No car park	No viable car park locations available.	
Blackrock	95	DLR CC	No viable car park locations available.	
Boosterstown	108	IE-APCOA	No viable car park locations available. Considered in 2017 IE report.	84%
Sydney Parade	0	No car park	No viable car park locations available.	
Sandymount	0	No car park	No viable car park locations available.	
Lansdowne	0	No car park	No viable car park locations available.	
Grand Canal Dock	0	No car park	No viable car park locations available.	
Pearse	0	No car park	No viable car park locations available.	
Tara Street	0	No car park	No viable car park locations available.	

## 9.1 Kilcoole

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
15	Iarnród Éireann	Unknown	Option 1 – North of existing car park	35

### 9.1.1 Capacity and Demand

Kilcoole is served by Dublin-Rosslare trains and is the most southerly station within the “Short Hop” zone. The station contains a small 15 space car park. Stakeholder engagement with the Railway Undertaking has indicated that the car park is at capacity and the layout could be improved.

Trains are infrequent with two services departing for Bray/Dublin in the morning and three services arriving from Bray/Dublin in the evening.

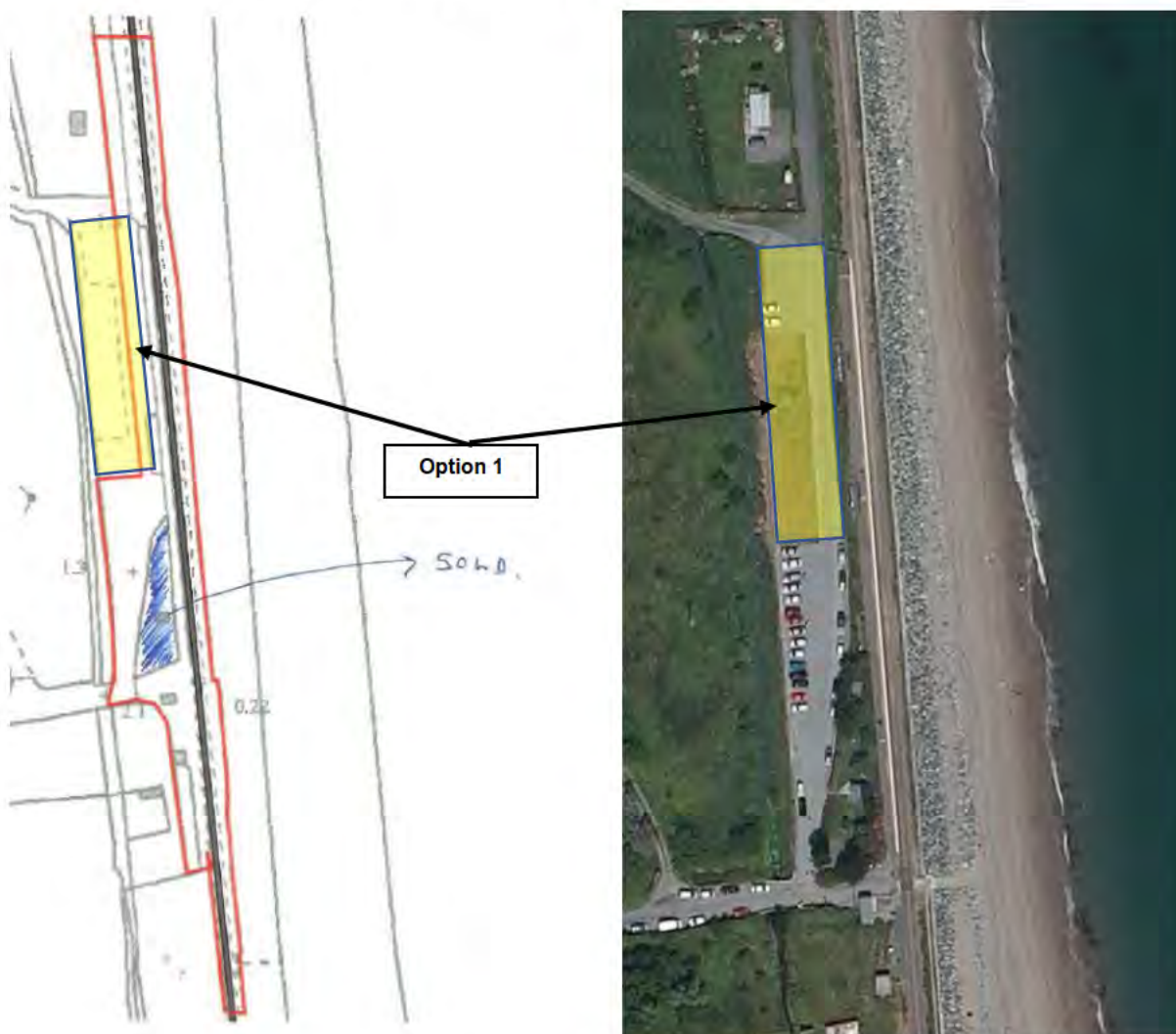


Figure 6 Option 1 shown

## 9.1.2 Option 1 – North of existing car park

### 9.1.2.1 Site

This area of land is located directly north of the existing car park. The majority of the land is owned by an unknown third party with the remainder owned by CIÉ. The site is approximately 70m x 14m in size. Based on a desk study the site appears to be a level green field.

### 9.1.2.2 Additional Parking Achieved

By extending the car park north and rationalising the layout of the existing car park, it is estimated that approximately thirty-five additional spaces could be constructed.

### 9.1.2.3 Risks and issues

Most of the required land for the car park extension is owned by a third party. The plot of land is unregistered. It is unknown if the landowner would be willing to sell and what land value would be sought. This is a cost and programme risk.

As the land has not historically been owned by IÉ/CIÉ, it is likely that full planning will be required.

The land is zoned as a green belt.

## 9.1.3 Recommendation and Scoring

It is recommended that the third-party landowner is established and negotiations on land purchase commences. It is recommended in parallel with this that the planning authority is consulted in terms of establishing if there are any significant planning constraints.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
Marks:			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
1	1	15	35			1			1				1			1		535	

## 9.2 Bray

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
112	IE-APCOA	77%	Option 1	72

### 9.2.1 Capacity and Demand

The area around Bray station is under development. Wicklow County Council is proposing to construct a new transport interchange and civic space directly outside of the station on Florence Road. Glenveagh Homes is constructing an apartment and retail development directly opposite the station. These proposals will have an impact on existing station parking arrangements. It is likely that the existing Florence Road parking spaces will no longer be available for commuters. New Iarnród Éireann driver and station staff accommodation is planned for within the existing station building. This may potentially free up some space to the south of the station where staff cabins are currently located.

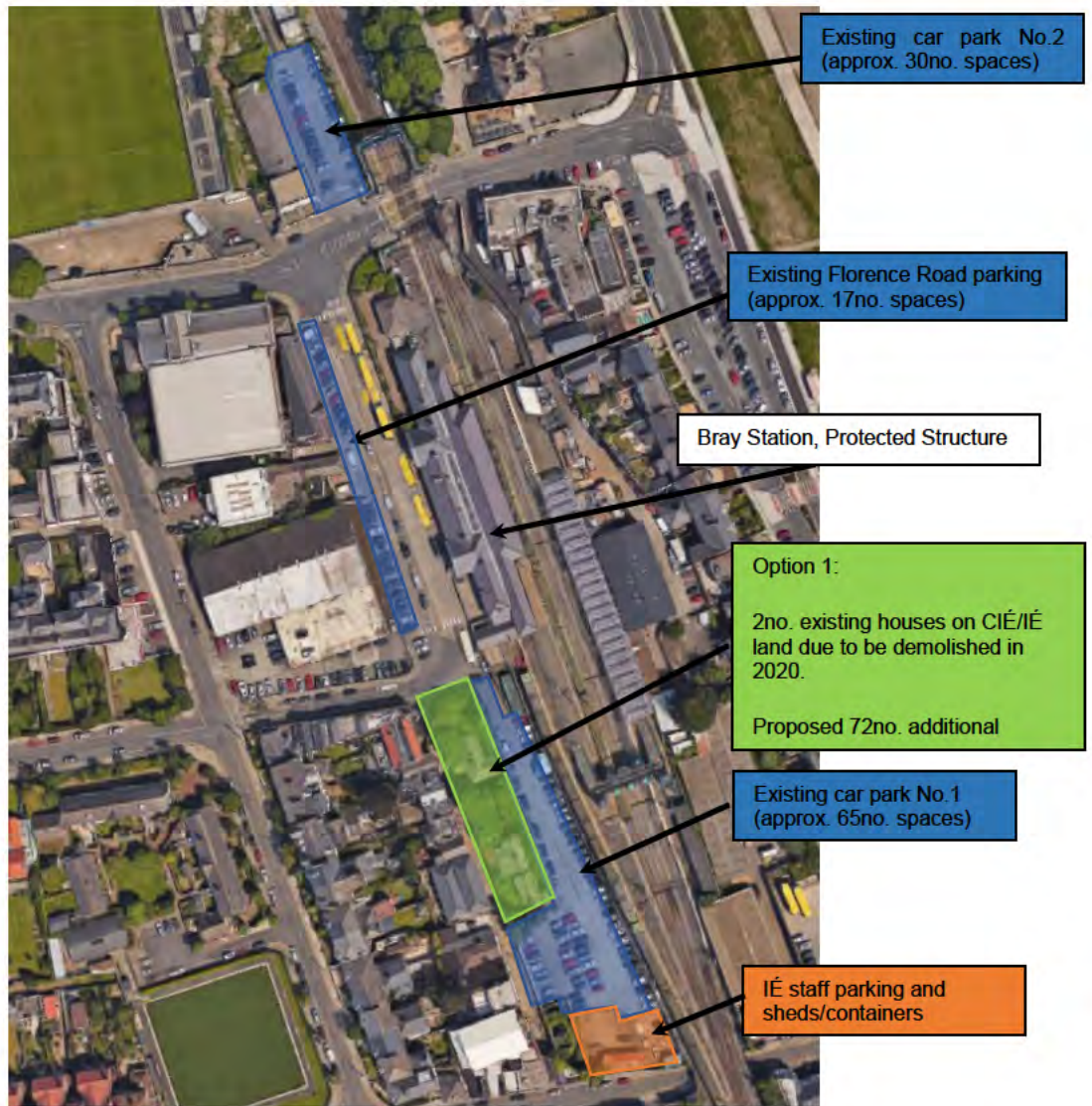
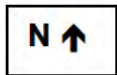


Figure 7 Aerial view of Bray station

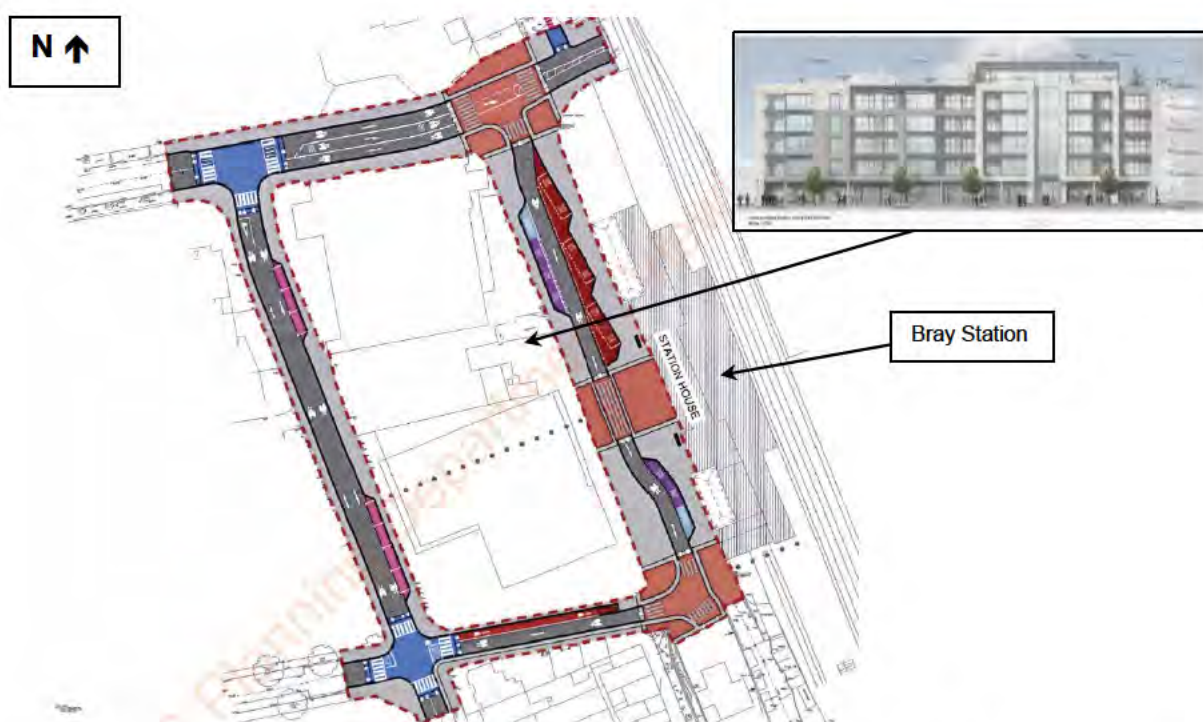


Figure 8 Extract from planning applications 18/1386 (transport interchange yet to commence construction) and inset 18/1166 (apartment/retail development under construction)

## 9.2.2 Option 1: Site where 2no. houses to be demolished

### 9.2.2.1 Site

CIÉ / IÉ own two houses directly adjacent to the station and existing car park. Iarnród Éireann's Building and Facilities department has applied for planning to demolish the two houses in May 2020. At the time of writing, a planning decision is pending. To the south of the existing car park, an IÉ staff parking and sheds/container space could be integrated into the car park subject to internal agreement. Through internal engagement, it is understood that the compound closest to the track is Per Way access and SET use it for storage. The compound to the right is used by DART drivers for parking. The CCE has noted that they would retain the pedestrian access point to the Bray Siding located in this vicinity.

### 9.2.2.2 Additional Parking Achieved

Existing car park No. 1 has approximately sixty-five spaces. Draft car park layouts have been produced by Iarnród Éireann and by Atkins on behalf of Wicklow County Council. Iarnród Éireann's draft layout showed a total of 127 parking spaces in the extended car park (sixty-two additional spaces). The Iarnród Éireann draft layout excludes the IÉ staff parking and sheds/containers space where approximately ten spaces could be provided giving a total of 137 spaces (seventy-two additional spaces).

The Atkins draft layout shows a total of eight-one spaces in the extended and reconfigured car park (sixteen additional spaces). Therefore, it would be preferable to develop a car park layout based on the Iarnród Éireann draft layout.

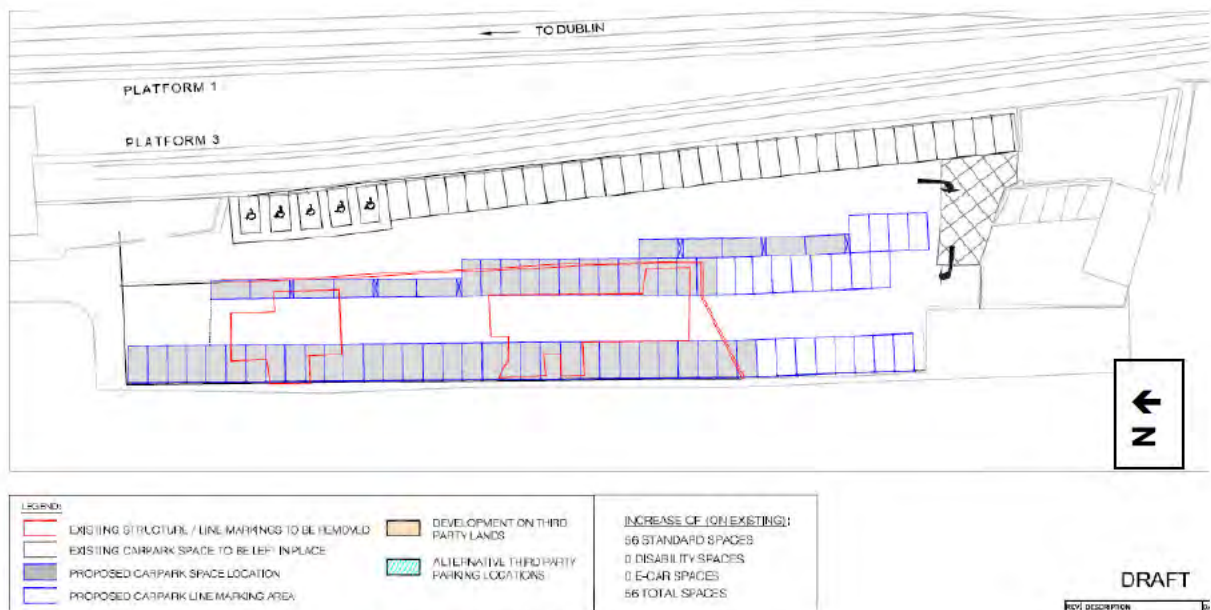


Figure 9 Iarnród Éireann draft layout

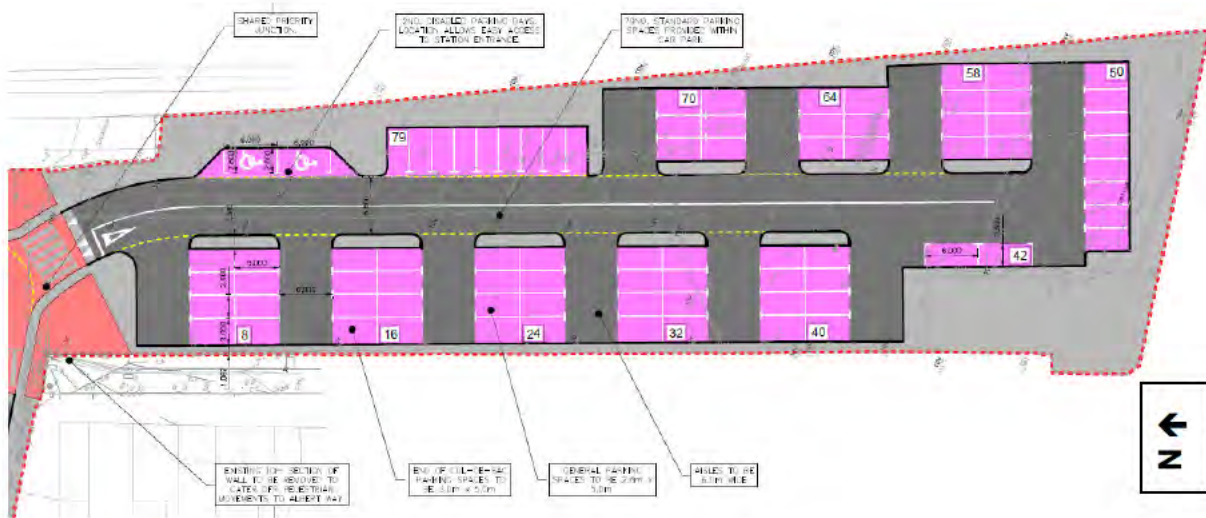


Figure 10 Atkins/WCC draft layout

### 9.2.2.3 Risks and issues

The Bray Municipal District Local Area Plan 2018–2024 identifies the area around the station as the “Bray Gateway and Transport Hub”, Specific Local Objective 05 (SLO 05). The objective states (extract only):

*“It is objective of this plan that the area designated as GTH at Bray railway station shall be identified and prioritised as the principal transport hub for the County, with a range of transport services, of various modes, being available and emanating from here to all parts of the District and the wider east coast of the County, in accordance with a strategy that shall be developed by WCC and the NTA and that shall facilitate and support the recommendation of the NTA’s ‘Bus Connects’ programme.”*



It is unclear if the planning authority will support additional parking under this objective.



Figure 11 Bray Gateway and Transport Hub (Bray Municipal District Local Area Plan 2018–2024)

### 9.2.3 Recommendation

It is recommended that Option 1 is developed assuming the successful grant of planning for the demolition of the existing houses. Further engagement shall be required with:

- WCC/NTA in relation to their transport interchange plan
- CCE and SET in relation to the existing compound
- The local/planning authority
- The DART+ project in terms of their requirements

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
Marks:			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
1	1	112	72	1			1					1		1			1		772

## 10 Dublin to Dundalk Route

Station	Existing spaces:	Owner-Operator:	Strategy Comment	Oct & Nov 2019 Average utilisation:
Connolly	248	IE-APCOA	Subject to a redevelopment masterplan plan. Developer to provide 50 spaces for rail users.	73%
<b>Clontarf Rd</b>	<b>105</b>	<b>IE-APCOA</b>	<b>Considered in this Section 10.1 of this report.</b>	<b>75%</b>
Killester	43	IE-APCOA	No known capacity issues.	26%
Harmonstown	0	No car park	No viable car park locations available.	
Raheny	0	No car park	No viable car park locations available.	
Kilbarrack	0	No car park	No viable car park locations available.	
Howth Junc Donaghmede	28	Dublin CC	No viable car park locations available.	
Bayside	9	Iarnród Éireann	No viable car park locations available.	
Sutton	101	IE-APCOA	No known capacity issues.	41%
Howth	10	Iarnród Éireann	No viable car park locations available.	
Clongriffin	400	Local management company	No known capacity issues.	
<b>Portmarnock</b>	<b>283</b>	<b>IE-APCOA</b>	<b>Considered in Section 10.2 of this report.</b>	<b>77%</b>
Malahide	86	IE-APCOA	No viable car park locations available. Considered in 2017 IE report.	81%
Donabate	351	IE-APCOA	No known capacity issues.	43%
Rush & Lusk	432	IE-APCOA	No known capacity issues.	58%
<b>Skerries</b>	<b>125</b>	<b>IE-APCOA</b>	<b>Considered in Section 10.3 of this report.</b>	<b>65%</b>
<b>Balbriggan</b>	<b>98</b>	<b>IE-APCOA</b>	<b>Considered in Section 10.4 of this report.</b>	<b>70%</b>
Gormanston	116	IE-APCOA	No known capacity issues.	8%
Laytown	24	IE-APCOA	No known capacity issues.	42%
Drogheda	386	IE-APCOA	No known capacity issues.	51%
Dundalk	254	IE-APCOA	No known capacity issues.	55%

### 10.1 Clontarf Road

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
105	IE-APCOA	75%	No feasible option	N/A

#### 10.1.1 Capacity and Demand

Clontarf Road is a busy DART station in a built-up area. The station car park is partially owned by Dublin City Council and partially owned by CIÉ. The ownership divide is not visible to the general public.

All lands in the vicinity of the station are zoned: “Zone Z9 – To preserve, provide and improve recreational amenity and open space and green networks” in the Dublin City Development Plan (2016-2022).

Zoning Objectives for Z9 are:

*Permissible Uses:* Cemetery, club house and associated facilities, municipal golf course, open space (see Appendix 21 land use definitions), public service installation which would not be detrimental to the amenity of Z9 zoned lands.

*Open for Consideration Uses:* Car park for recreational purposes, caravan park/ camp site (holiday), community facility, craft centre/ craft shop, crèche, cultural/recreational building and uses, golf course and clubhouse, kiosk, neighbourhood retail (in accordance with highly exceptional circumstances above), tea room, café/restaurant.

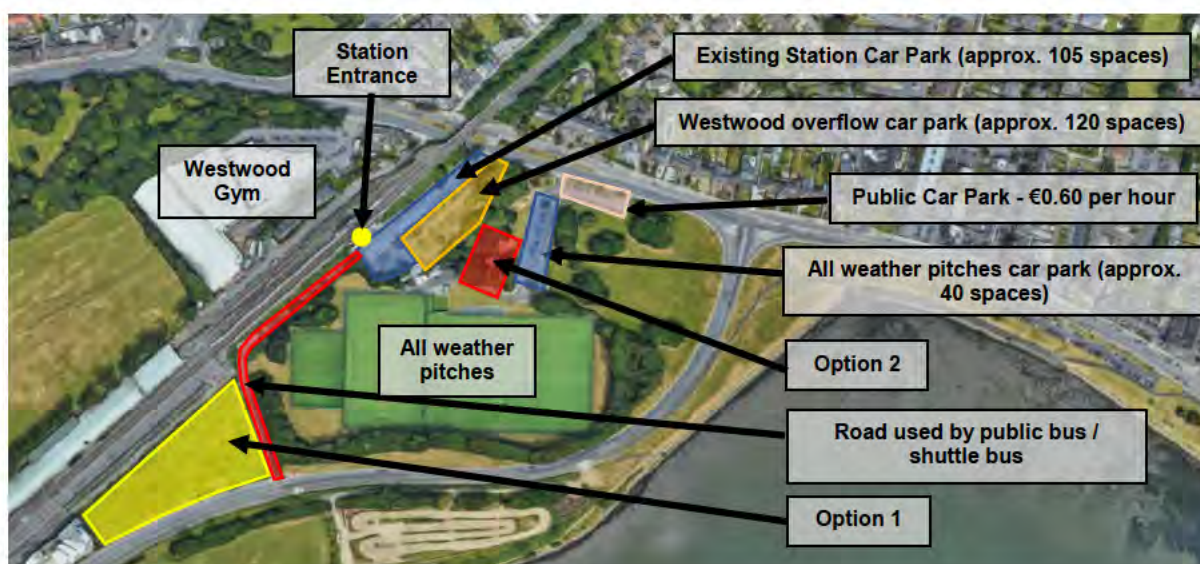


Figure 12 Clontarf Road Station

### **10.1.2 Option 1 – West of station**

#### 10.1.2.1 Site

A one hectare greenfield site lies to the west of the station approximately 200m from the station entrance. The site faces onto Alfie Byrne Road. The site is owned by Dublin City Council. The site is at a higher level than the adjacent road.

#### 10.1.2.2 Additional Parking Achieved

It is estimated that in excess of 300 additional parking spaces could be achieved at this site.

#### 10.1.2.3 Risks and issues

The site is zoned Zone Z9, “To preserve, provide and improve recreational amenity and open space and green networks” in the city development plan. Developing this site as car parking will require a material change to the city plan. The car park will generate traffic in the vicinity of the station that may be at a level that is not acceptable to the Planning Authority. There is a significant risk that planning approval will not be granted.

Dublin City Council own the site and it is unknown if they have alternative plans for the site.

### **10.1.3 Option 2 – East of station**

#### 10.1.3.1 Site

Areas of green space exist between the existing car parks in the area (station car park, Westwood car park, all weather pitches car park). Some of this area currently contains mature trees. It is understood that this land is owned by Dublin City Council. It is understood that historic discussions have taken place regarding developing this land for parking between Iamród Éireann and Dublin City Council.

#### 10.1.3.2 Additional Parking Achieved

It is estimated that in excess of 150 additional parking spaces could be achieved at this site.

#### 10.1.3.3 Risks and issues

The site is zoned Zone Z9, “To preserve, provide and improve recreational amenity and open space and green networks” in the city development plan. Developing this site as car parking will require a material change to the city plan. The car park will generate traffic in the vicinity of the station that may be at a level that is not acceptable to the Planning Authority. There is a significant risk that planning approval will not be granted.

### **10.1.4 Recommendation and Scoring**

Both options are very high-risk regarding planning. For this reason, it is not recommended to pursue either option.

## 10.2 Portmarnock

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
283	IE-APCOA	77%	Option 1: Multi-storey parking	150

### 10.2.1 Capacity and Demand

Portmarnock station car park was enlarged in 2015. All land within the ownership of CIÉ / IE has been developed. The station is located in a developing area of Fingal where housing developments have been completed or are at planning or construction stages for all lands adjacent to the station.

The lands surrounding the station are considered in the Fingal Development Plan 2017-2023 and the Portmarnock South Local Area Plan 2013 (life of LAP extended to 2023).

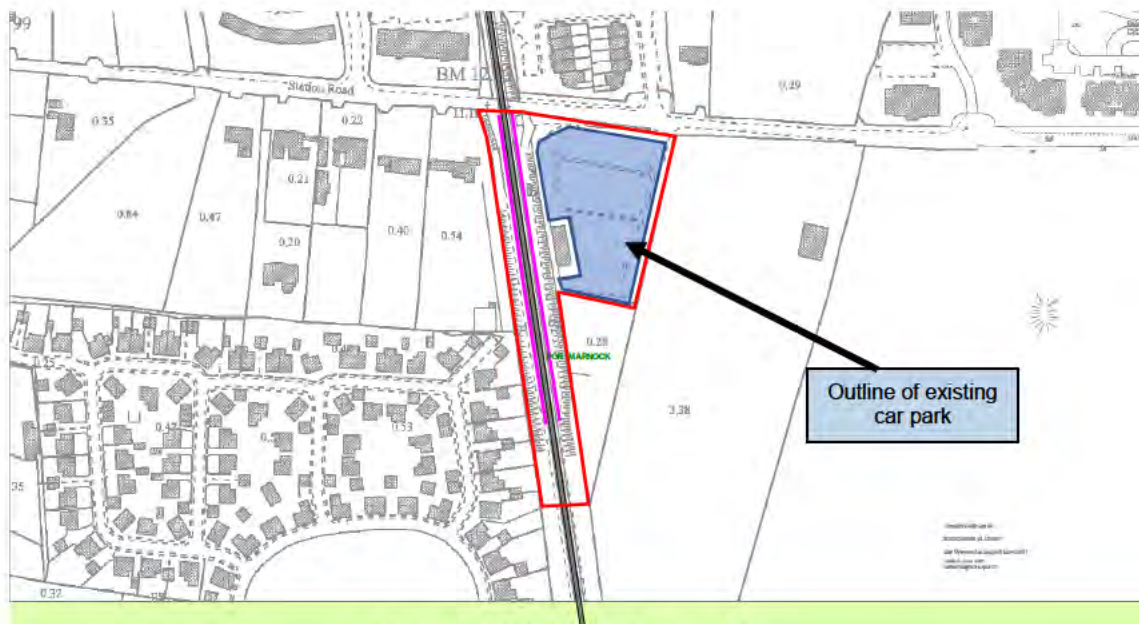


Figure 13 CIÉ /IE land ownership

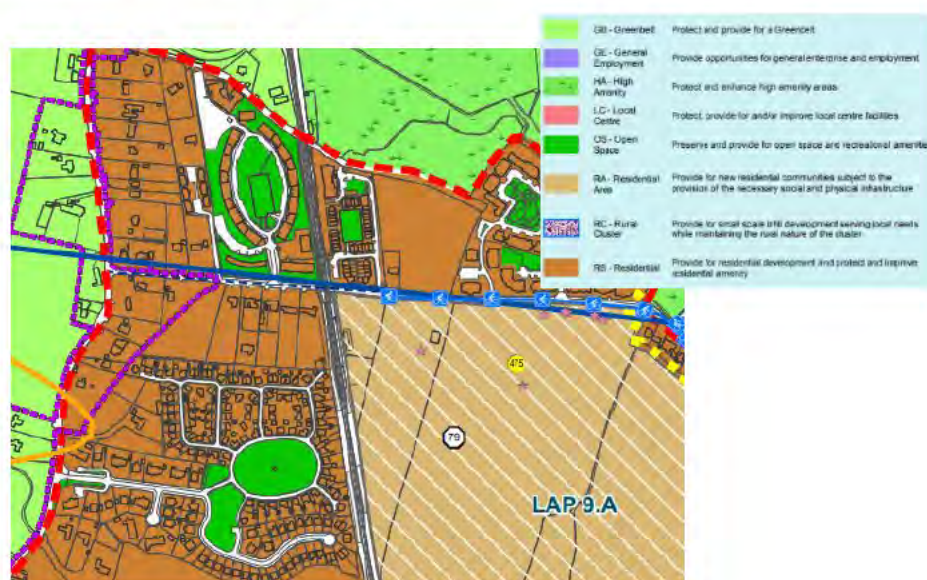


Figure 14 Extract from 2017-2023 Fingal Development Plan

## 10.2.2 Option 1: Multi-storey parking

### 10.2.2.1 Site

As discussed above, the CIÉ/IÉ owned lands are all developed and residential development is planned for all other lands adjacent to the station. A viable option is to consider multi-storey parking on the existing car park footprint.

The existing car park has a relatively regular shape which would be suitable for adding additional levels. The Portmarnock South Local Area Plan considers this option in Section 6.1.2 as follows:

*“Modal split from private to public transport will be encouraged by ensuring the provision of adequate car parking facilities adjoining Portmarnock train station. The LAP will allow for an appropriate level of car-parking provision at the optimal location adjoining the train station. **The existing car-park adjoining the train station is extensive and any further carpark expansion should incorporate decked parking to make the most efficient use of land adjoining the station. Where necessary, the Council will engage with Irish Rail to ensure the implementation of this strategic objective of the LAP.**”*

### 10.2.2.2 Additional Parking Achieved

A number of approaches could be taken to the construction of additional car park levels. The main options are:

- (a) Concrete framed structure
- (b) Steel framed structure
- (c) Modular steel structure system (e.g. “Topdeck”, “Fast Park” or similar)

Each of the above options have pros and cons that need to be considered further. With the addition of a single level, it is estimated that approximately 150 additional spaces could be added to the existing car park.

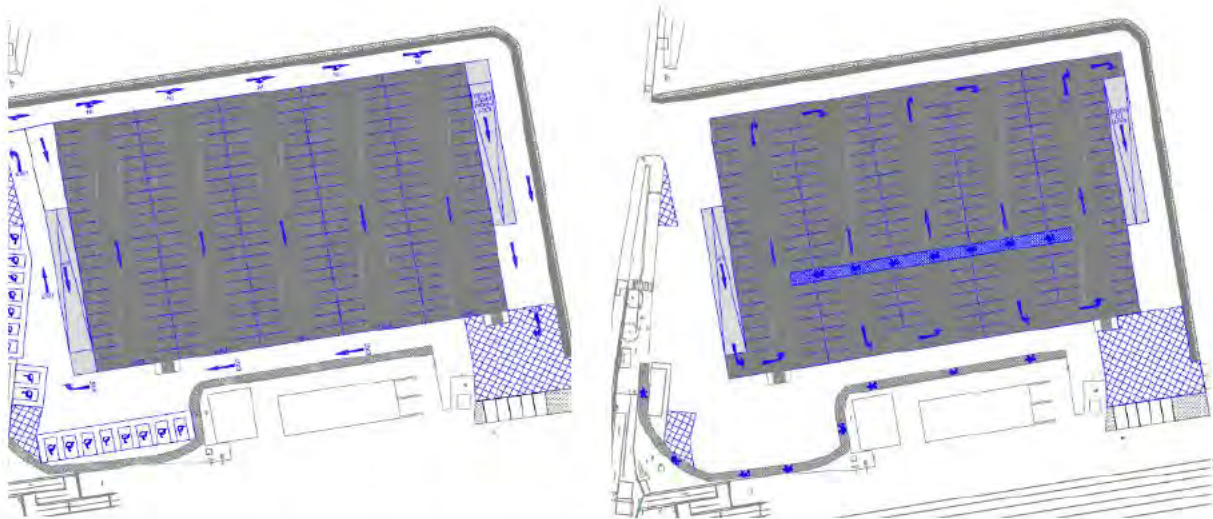


Figure 15 Draft ground and 1<sup>st</sup> floors layouts using “Top deck” type car park

### 10.2.2.3 Risks and issues

The option of multi-storey parking is considered in the Local Area Plan. This significantly reduces the planning risk. However a risk remains considering the volume of low-rise residential development adjacent to the station. It is likely that there would be local resident opposition to a planning application.

Introducing a car park structure will result in a more expensive cost per space than is typical to date on the Iarnród Éireann network.

There will be some level of disruption to the existing car park during the works.

### 10.2.3 Recommendation and Scoring

It is recommended to progress Option 1 further. Engagement with the planning authority is recommended in terms of progressing the multi-storey car parking option.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
1	1	283	150			1	1			1				1			1		750

### 10.3 Skerries

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
105	IE-APCOA	65%	Option 1 – Ballast Pit site	100

#### 10.3.1 Capacity and Demand

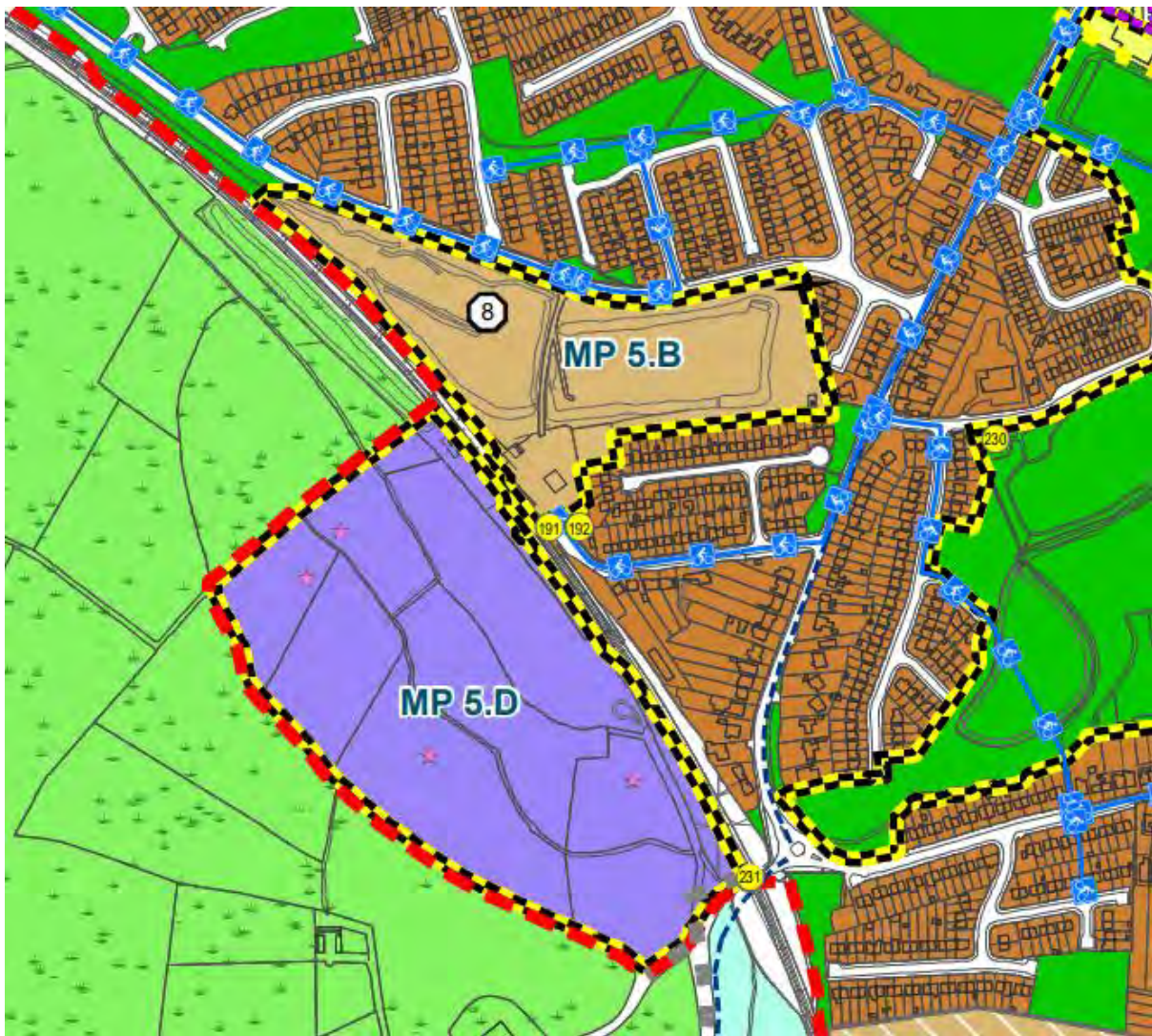
Skerries is a busy commuter station with an existing car park with a capacity for 125 cars. CIÉ / IÉ own significant land in the vicinity of the station however a large portion of the land is leased to Fingal County Council on a 250 lease from 1952. The leased land is partially in use as sports pitches and partially disused. A planning application was made in 2000 for the disused portion of Fingal’s land to construct a swimming pool. This plan never came to fruition however local politicians have recently campaigned for a swimming pool in Skerries.

A Dublin Bus maintenance shed is located in the middle of the existing station. For all options discussed below, it is recommended that negotiations are undertaken with Dublin Bus to identify potential alternative sites for the maintenance shed in order to improve the layout and expand the existing car.



Figure 16 CIÉ / IÉ land ownership shown in red in vicinity of Skerries station





MP 5.B: Shows are of “Ballast Pit Masterplan” (yet to be published)

**Ballast Pit Masterplan**

- Facilitate mixed use development requiring the inclusion of community/recreational uses and park and ride facilities to serve the railway station.
- Provide a cycle way from Ballast Pit to Skerries Rock.

Figure 17 Extracts from the Fingal Development Plan 2017-2023

### 10.3.2 Option 1 – Ballast Pit site (IÉ / CIÉ owned land)



Figure 18 Option 1 - Ballast Pit site (IÉ / CIÉ owned land)

#### 10.3.2.1 Site

This land is owned by IÉ / CIÉ and is currently not used for any purpose. It is a challenging site due to extreme level changes. There is approximately a 4m level difference between the track level and the base of the slope. Retaining structures and earthworks shall be required to construct a car park.

#### 10.3.2.2 Additional Parking Achieved

It is estimated that an additional thirty spaces could be achieved adjacent to the existing car park. Approximately 70no. additional spaces could be achieved to the north with a 250m long walkway linking to the station. Combined, this option would provide 100 additional spaces.

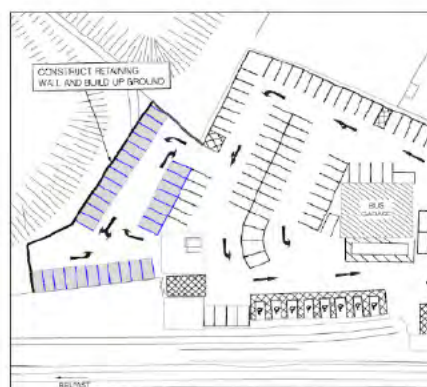


Figure 19 Additional spaces (30no.) adjacent to existing car park

### 10.3.2.3 Risks and issues

Retaining structures and earthworks would be required to construct a car park resulting in increased costs and increased risks of ground related issues (e.g. contamination, illegal dumping, unexpected ground conditions etc). Considering the provisions in the Local Area Plan to provide “park and ride facilities to serve the railway station”, it is estimated that the planning risk is relatively low. A new car park entrance will need to be created on to Barnageeragh Road which will need support from the local authority.

### 10.3.3 Option 2 – 3<sup>rd</sup> Party Controlled Land



Figure 20 Option 1 – 3<sup>rd</sup> Party Controlled Land

#### 10.3.3.1 Site

Two options exist to develop car parking on space that is not in the control of IE / CIÉ. It is assumed in the assessment of Option 2 that either Option 2a or Option 2b may come to fruition.

Option 2a is located in land leased to Fingal County Council on a 250 year lease. This site is in the vicinity of the “Ballast Pit” which has unusually steep levels around its perimeter. Discussions with Fingal County Council would be required to progress this option and it would most likely be developed as part of a larger plan for the site. In the absence of any discussion with Fingal County Council, it has been assumed that an area of the site could potentially be made available for parking in line with the local area plan statement that “park and ride facilities” could be provided.

Option 2b is currently a maintained grass area that offers an amenity to local residents. Engagement with the site owner is needed. It is within the boundaries of the local area plan where “park and ride facilities” are considered. It is a level site directly adjacent to the existing car park.

### 10.3.3.2 Additional Parking Achieved

This area would allow for approximately sixty additional spaces.



Figure 21 Option 2b – 3<sup>rd</sup> Party Controlled Land

### 10.3.3.3 Risks and issues

As neither site proposed for development as a car park is under IÉ / CIÉ's control, a significant risk is gaining control of the land from the landowner / leaseholder. This could result in delay, high costs or the permission to use the land being denied.

Option 2a is in the vicinity of the ballast pit where the challenging topography will make design and construction challenging and expensive. Option 2b is directly adjacent to residential houses and therefore planning objections are very likely.

## 10.3.4 Option 3 – Options 1 & 2 Combined

### 10.3.4.1 Site

As described in Option 1 and 2 above.

### 10.3.4.2 Additional Parking Achieved

As described in Option 1 and 2 above giving approximately 160 additional spaces.

### 10.3.4.3 Risks and issues

As described in Option 1 and 2 above.

### 10.3.5 Recommendation and Scoring

It is recommended that Option 1 is progressed further. This option does not rely on other landowners or rely on reaching agreement with Fingal County Council regarding the existing lease arrangements.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
Marks:			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
1	1	125	100			1		1			1				1		1		550
2	2	125	60		1				1						1		1		460
3	2	125	160		1				1			1			1		1		460

## 10.4 Balbriggan

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
98	IE-APCOA	70%	As Option 1 is a high-risk option, extending the Short Hop to Gormanston is recommended instead.	N/A

### 10.4.1 Capacity and Demand

Balbriggan is a busy station located centrally in Balbriggan town. The population of Balbriggan has nearly doubled in the last 30 years. Balbriggan is the last station on the northern line within the Short Hop Zone. This results in significant ticket cost differences versus the first station outside the Short Hop Zone, Gormanston, which is located 4.5km by road north of Balbriggan station. It is assumed that this cost difference attracts commuters to Balbriggan from locations north of Balbriggan.

Table 6: Ticket prices at Short Hop boundary

Ticket Type:	Balbriggan to Connolly	Gormanston to Connolly
Adult Single	€4.90 (using Leap card)	€11.35
Adult Weekly / 7 Day	€47.00	€54.40
Adult Annual	€1,450.00	€2,020.00

It is recommended that the Short Hop Zone is extended to Gormanston. This is because Gormanston has a large and underutilised car park. It currently has 116 spaces with potential to expand further. Current levels of car park uptake are less than 10%. It has good local access as it is located adjacent to Regional Road R132 and 4km from the M1 motorway, Junction No. 7.

Options to extend parking at Balbriggan are very limited due to its urban location adjacent to the sea. One option has been considered in this report.

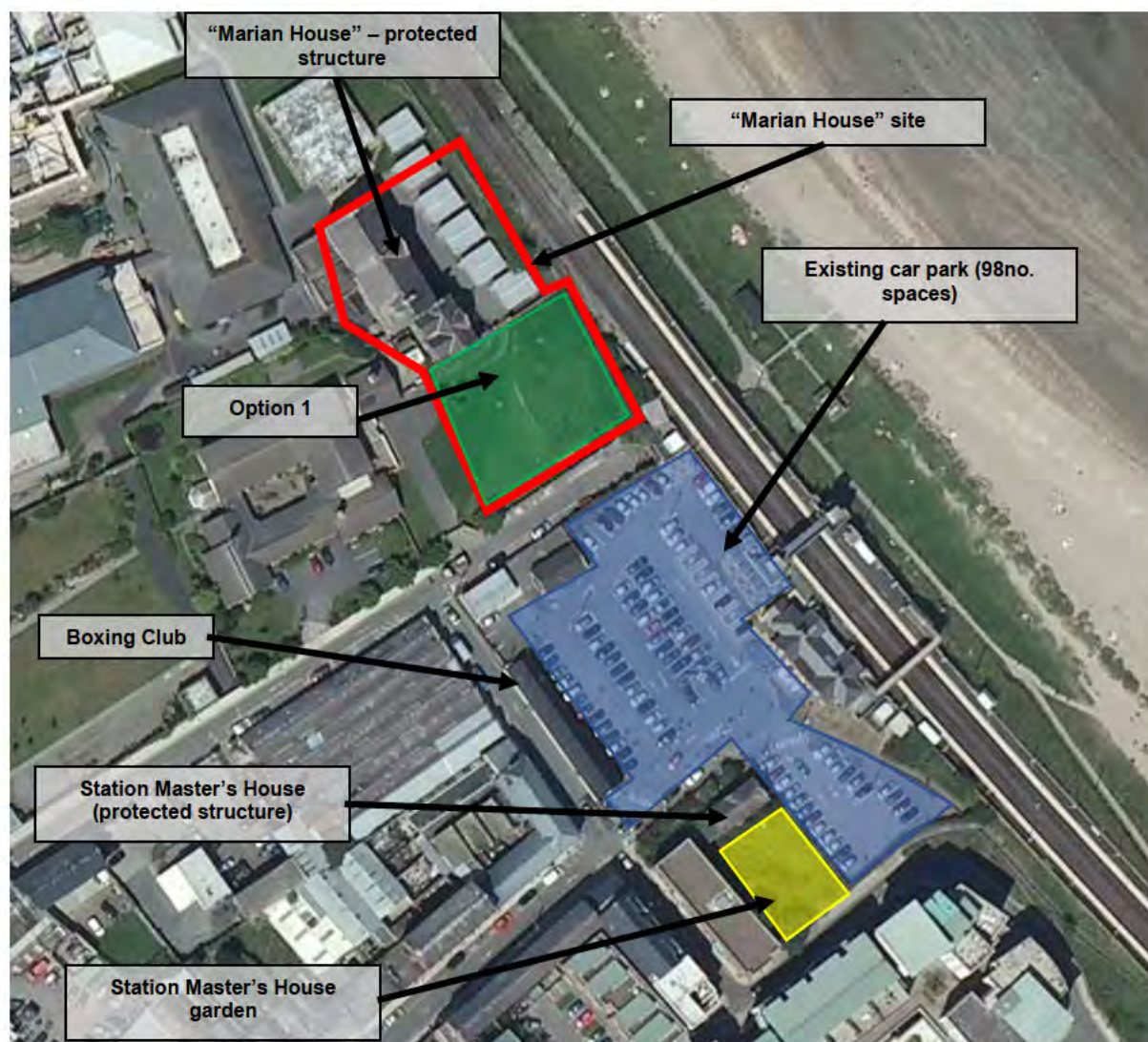


Figure 22 Balbriggan Station

## 10.4.2 Option 1 – Marian House Green Space

### 10.4.2.1 Site

Marian House is a former convent located to the north west of the existing station car park. It has been used in recent years as a school building for Loreto Secondary school. The building is protected and listed in the Record of Protected Structures. The building and surrounding land shown in red has been for sale for a number of years for €475,000. The site had planning permission for fourteen apartments partially in the existing convent and in a newly constructed building which has now expired. The existing car park and the site are separated by a public road, Convent Lane.

### 10.4.2.2 Additional Parking Achieved

It is estimated that approximately forty-eight additional spaces could be constructed on the green space part of the site.

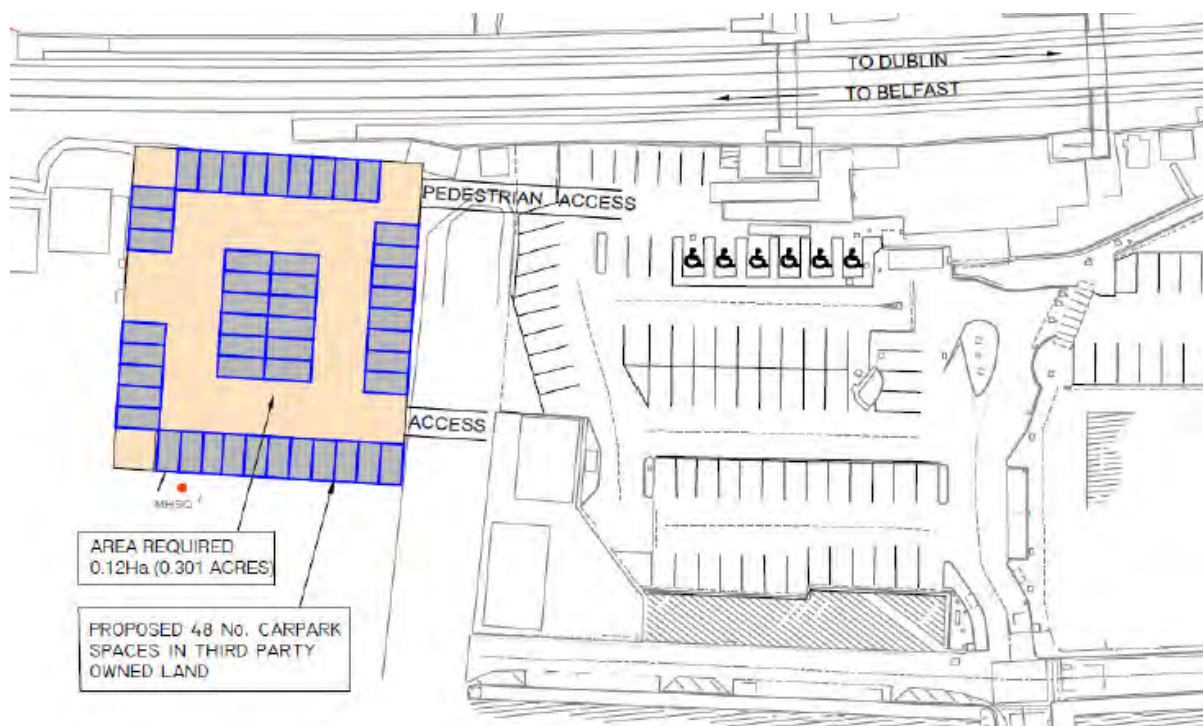


Figure 23 Option 1, Marian House Green Space

#### 10.4.2.3 Risks and issues

The Fingal Development Plan 2017-2023 shows all lands in the vicinity of the station as zoned “Major Town Centre - Protect, provide for and/ or improve major town centre facilities”. This zoning permits in principle the “Carpark – Non-Ancillary” usage class. The “Carpark – Non-Ancillary” class is defined as:

“A building or land for the purposes of stand-alone car parking e.g. long term car parking. Such use would not include a public road used for the parking of vehicles or use of a car park which is ancillary to the principal use.”

The Fingal Development Plan 2017 – 2023 supports Park and Ride in general terms (MR35) and includes the following specific objective for Balbriggan: Objective Balbriggan 12: “Promote and facilitate an enhanced railway station (a Protected Structure) and rail service, including the extension of the DART rail service to Balbriggan.”

It is concluded that the planning authority may not support the development of land in the centre of Balbriggan adjacent to a protected structure for car park construction purposes. The planning risk is significant.

In the event that IÉ / CIÉ purchased the Marian House building and land, a use for the Marian House would have to be established to avoid it becoming a liability for Iarnród Éireann.

Considering the purchase price of €475,000 and the estimated additional spaces as forty-eight, this will result in each space costing approximately €10,000 before the capital spend is accounted for.



### **10.4.3 Recommendation and Scoring**

As discussed above, Option 1 is an expensive option with considerable planning risk. The preferred solution is to instead make Gormanston station a more attractive option for commuters. This can be achieved through extending the Short Hop zone to Gormanston.

## 11 Dublin to Sligo Route

Station	Existing spaces:	Owner-Operator:	Strategy Comment	Oct & Nov 2019 Average utilisation:
Docklands	0	No car park	No viable car park locations available.	
Drumcondra	0	No car park	No viable car park locations available.	
Broombridge	0	No car park	No viable car park locations available.	
Ashtown	0	No car park	No viable car park locations available.	
Navan Road Parkway	103	APCOA	No known capacity issues.	
Castleknock	0	No car park	No viable car park locations available.	
Coolmine	196	IE-APCOA	Considered in Section 11.1 of this report.	71%
Clonsilla	80	Fingal CC	Considered in Section 11.2 of this report.	
Hansfield	70	Fingal CC	Considered in Section 11.3 of this report.	
Dunboyne	300	APCOA	No known capacity issues.	
M3 Parkway	1200	Iarnród Éireann	No known capacity issues.	
Leixlip Conf.	30	IE-APCOA	No known capacity issues.	28%
Leixlip Louisa Bridge	312	IE-APCOA	Considered in Section 11.4 of this report.	87%
Maynooth	129	IE-APCOA	Project ongoing to increase to 201 spaces.	119%
Kilcock	10	Iarnród Éireann	No known capacity issues.	
Enfield	156	IE-APCOA	No known capacity issues.	40%
Mullingar	161	IE-APCOA	Considered in Section 11.5 of this report.	62%
Edgeworthstown	67	IE-APCOA	Considered in Section 11.6 of this report.	66%
Longford	31	IE-APCOA	No known capacity issues.	48%
Dromod	60	Iarnród Éireann	No known capacity issues.	
Carrick-on-Shannon	31	Iarnród Éireann	Considered in Section 11.7 of this report.	
Boyle	62	IE-APCOA	No known capacity issues.	18%
Ballymote	30	Iarnród Éireann	No known capacity issues.	
Collooney	55	IE-APCOA	No known capacity issues.	44%
Sligo	45	IE-APCOA	Considered in 11.8 Section of this report.	71%

### 11.1 Coolmine

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
196	IE-APCOA	71%	Option 1 – Multi-storey Car Park	150

#### 11.1.1 Capacity and Demand

Coolmine station is served by frequent Maynooth-Dublin trains. The station is surrounded by residential developments to west, south and east. The Royal Canal runs parallel with the tracks to the north of the station.



Figure 24 Existing Car Park

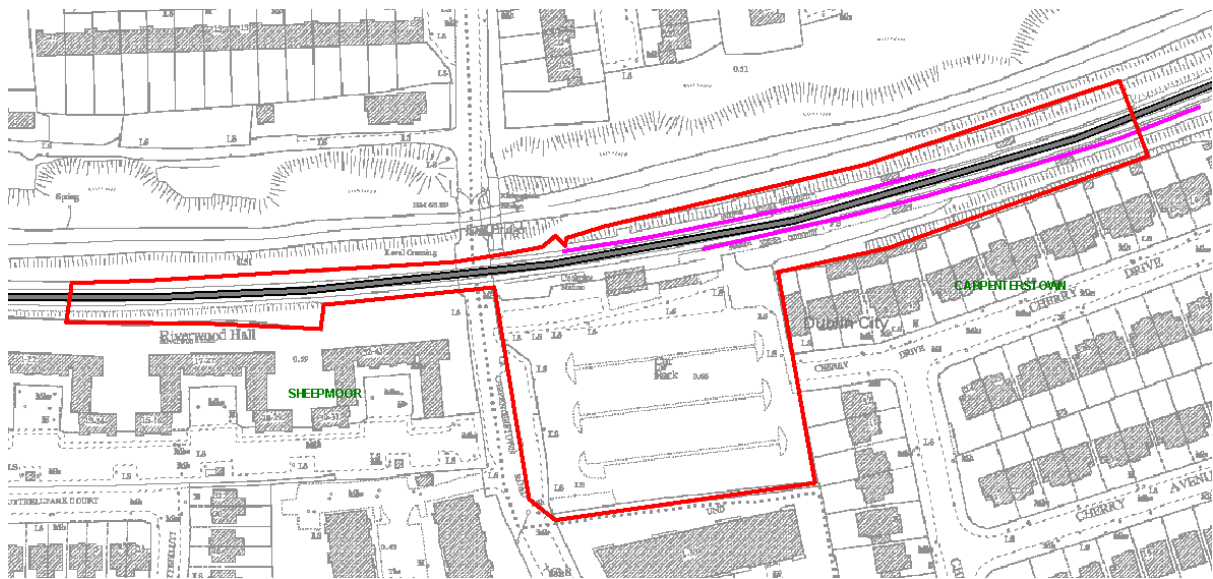


Figure 25 CIÉ / IÉ ownership boundary

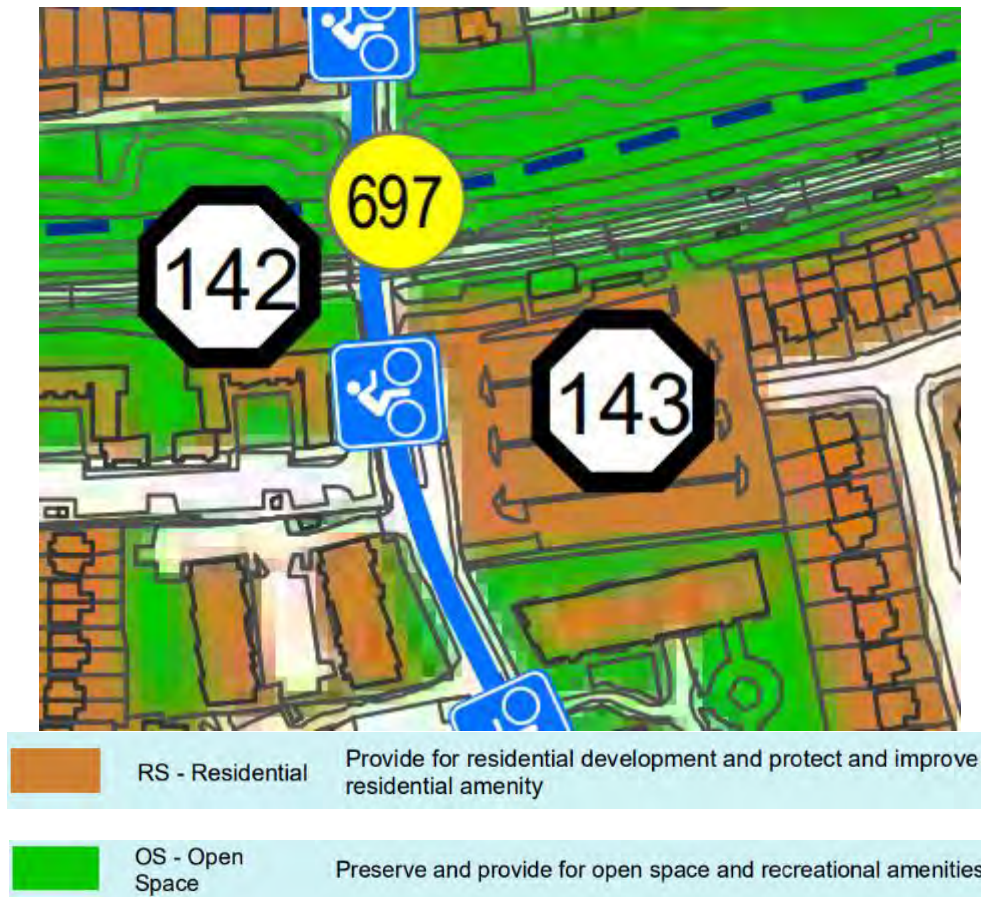


Figure 26 Extract from Fingal Development Plan 2017-2023

## 11.1.2 Option 1 – Multi-storey Car Park

### 11.1.2.1 Site

This proposal is to construct a second level above the existing car park. The existing car park is rectangular in shape and is generally a level site.

Within the Fingal Development Plan 2017-2023, “Local Objective 143” states the following with regard to the site:

*“Car parking provision associated with the train station shall be two storeys or less”.*

### 11.1.2.2 Additional Parking Achieved

It is estimated that 150 additional parking spaces could be constructed by the addition of a new level above the existing car park.

### 11.1.2.3 Risks and issues

The Fingal Development Plan considers the potential for a two storey car park at this location. However the station is located in a residential area in a residential area where houses and apartments are directly adjacent to the car park. These residents will need to be considered in the proposed design. Residents of Cherry Drive and Cherry Park will have to be considered in particular as their homes are bungalows located directly adjacent to the car park site.

A partial or potentially a full closure of the existing car park will be required whilst an additional storey is added. Further consideration is required for managing such disruption. The existing car park exit will also need to be upgraded to allow for the increased volume of users.

The DART+ project is considering a new bridge to replace the existing level crossing. One option for the level crossing involves making use of the existing car park site. In the event that this bridge option is progressed, the multi-storey car park option cannot be constructed.



Figure 27 DART + project potential bridge option

### **11.1.3 Recommendation and Scoring**

Further engagement with the DART+ project is required in order to establish if it is feasible to develop the existing car park. Depending on the outcome of this engagement, liaison with the planning authority is required to explore the option of a multi-storey car park.

## 11.2 Clonsilla

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
80	Fingal CC	Unknown	No feasible option	N/A

### 11.2.1 Capacity and Demand

Clonsilla station is a commuter station served by Dublin-Maynooth services

Through internal stakeholder engagement, a representative from the Railway Undertaking commented as follows in October 2019:

*“Future capacity needed. Significant development in progress.”*

On street pay and display parking is provided by Fingal County Council on the Hansfield Road (R121).



Figure 28 CIÉ / IÉ land ownership

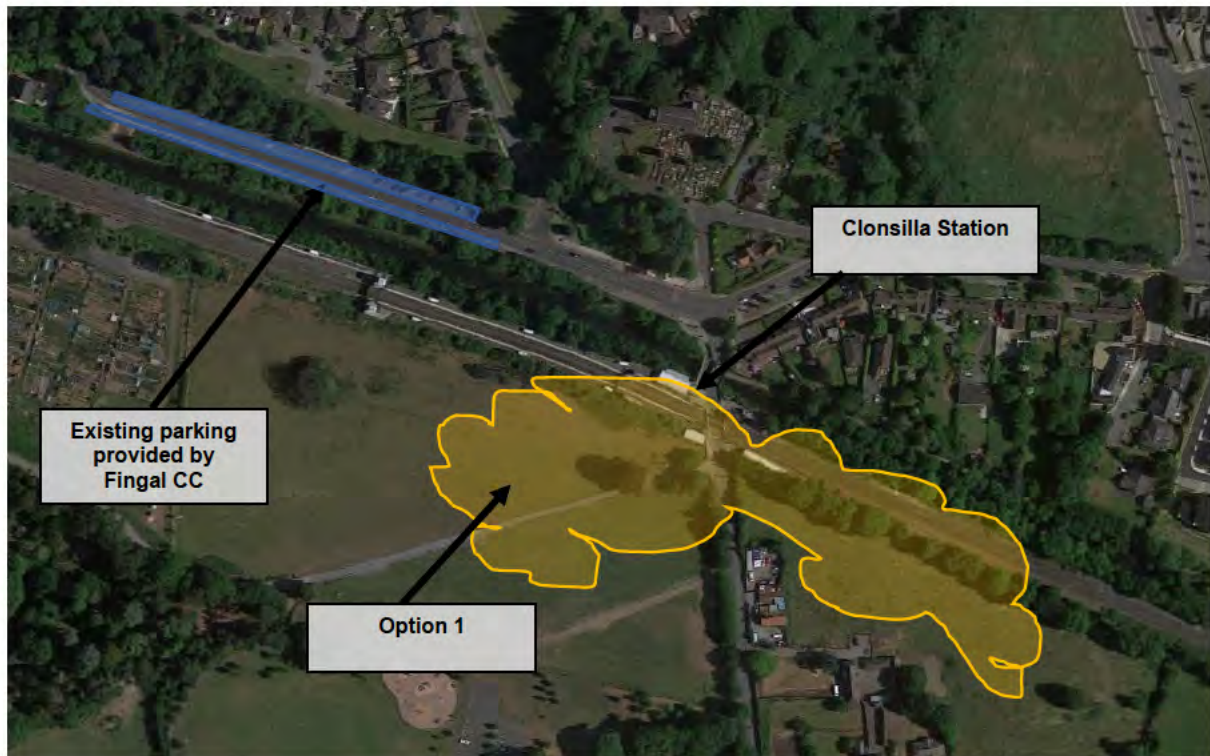


Figure 29 Existing parking

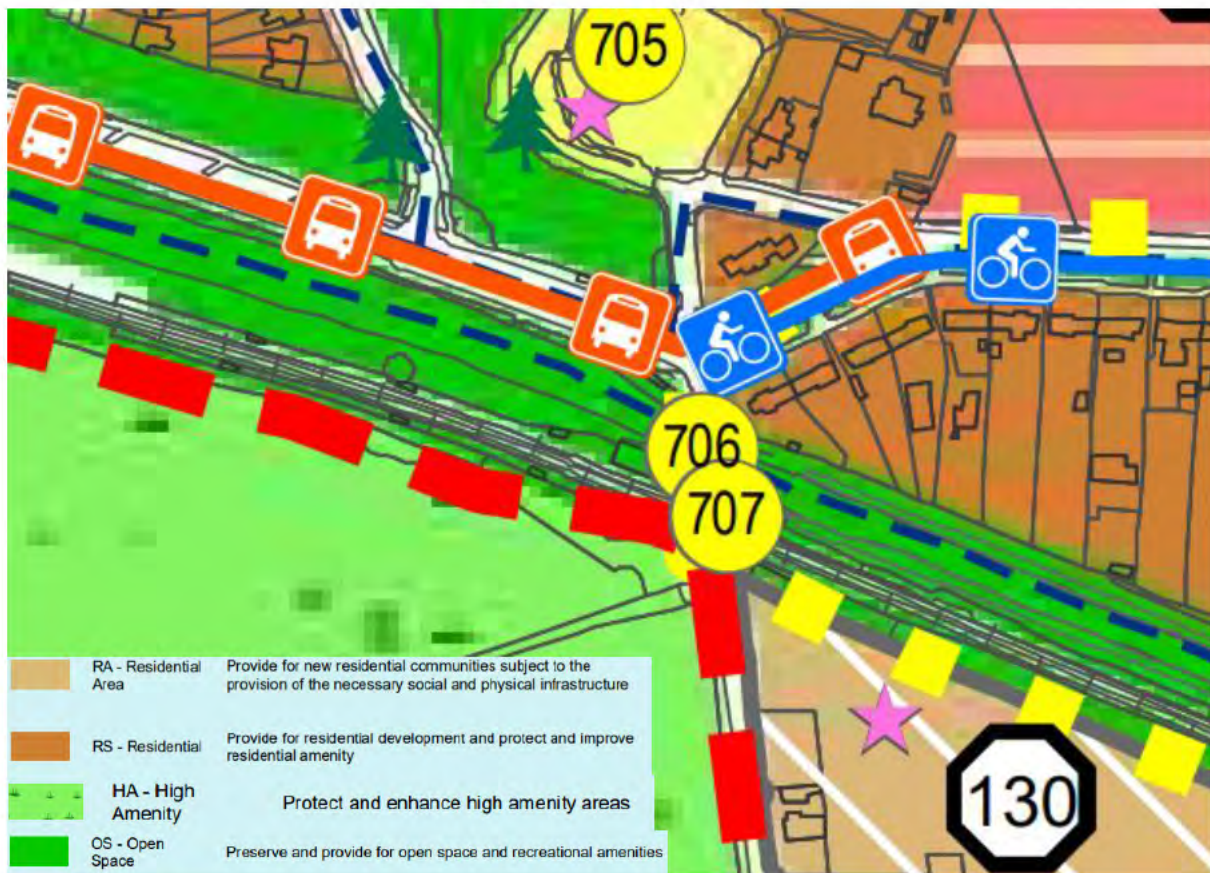


Figure 30 Extract from Fingal Development Plan 2017-2023



## 11.2.2 Option 1 – South of Station

### 11.2.2.1 Site

The Royal Canal runs parallel with the station to the north. Further north of this, Clonsilla village begins which consists of established residential developments and space zoned as “open space”. There are no viable car park locations to the north of the station.

The south east of the station is zoned “Residential Area” and is due to be considered within the Kellystown Local Area Plan which is yet to be published. The south west of the station is zoned as “Open Space”. Lands to the east of R121 registered to Maria Isabel Martin. Lands to the west are unregistered. It is unlikely that the planning authority would support a car park development in either of these land use zonings. However for the purposes of closing out this assumption, a hypothetical option of a car park to the south of the station will be considered.

Local Object “130” is shown on the extract from Fingal Development Plan 2017-2023 above. This objective is:

*“Prepare a feasibility study on the location of a road bridge, crossing the Royal Canal and the Dublin – Maynooth railway, connecting north to the Ongar Road. This location shall be determined in advance of, or part of, the adoption of the Local Area Plan for lands at Kellystown.”*

If the new bridge and associated road layout is in the vicinity of Clonsilla station, there may be an opportunity to develop a car park alongside it. The DART+ project is currently considering options for new railway crossings. Depending on the preferred outcome of this project, future land availability shall be determined.

### Clonsilla

#### Options

- 1 – Online Ped Cyc Bridge
- 2 – Overbridge East 200m Offline
- 3 – Overbridge West 370m
- 4 – Overbridge West 210m
- 5 – Overbridge East 200m Online
- 6 – Underbridge East 200m Online
- 7 – Overbridge East 200m Online, walled



#### Selected-Options-for-MCA-2-and-Ranking

Option <sup>a</sup>	Description <sup>a</sup>	Ranking <sup>a</sup>
Option 1 <sup>a</sup>	Pedestrian and Cycle Bridge <sup>a</sup>	1 <sup>a</sup>
Option 2 <sup>a</sup>	Overbridge 200m to the east of existing crossing <sup>a</sup>	3 <sup>a</sup>
Option 4 <sup>a</sup>	Overbridge 210m to the west of existing crossing <sup>a</sup>	2 <sup>a</sup>

Figure 31 DART+ potential track crossing options near Clonsilla station

### 11.2.2.2 Additional Parking Achieved

In the absence of planning and land ownership agreements, an accurate estimate of the additional spaces that could be achieved is not possible. For the purposes of this report, it shall be assumed that 150 parking spaces could be achieved if planning and site purchase agreements could be reached.

### 11.2.2.3 Risks and issues

The planning risk is high at this location as described above. Securing the purchase of 3<sup>rd</sup> party land is a significant programme and budget risk at this location. The interface with the DART+ project needs to be considered.

### **11.2.3 Recommendation and Scoring**

As discussed above, this site is very complicated due to planning constraints and potential future DART+ plans. For these reasons, it is not recommended to progress any option at this stage.

### 11.3 Hansfield

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
70	Fingal CC	Unknown	No viable car park locations available.	N/A

#### 11.3.1 Capacity and Demand

Hansfield station opened in 2013 and was central to the Hansfield Strategic Development Zone which was due to see the construction of 3,000 homes on an 82 hectare site. The development was only partially constructed due to the economic downturn. The station is served by M3 Parkway-Docklands services. On street parking is provided by Fingal County Council.

Through internal stakeholder engagement, a representative from the Railway Undertaking commented as follows in October 2019:

*“Future capacity needed. Significant development in progress.”*



Figure 32 Hansfield Station

#### 11.3.2 North of the station – Hansfield SDZ

The area to the north of Hansfield Station is the Hansfield Strategic Development Zone (SDZ). The SDZ is described in the 2006 Hansfield Strategic Development Zone Planning Scheme. It is noted that an amendment was made to the SDZ in 2011. This amendment was:

*“To allow a temporary car-park for up to a maximum 300 spaces to be provided adjacent to Hansfield railway station”.*

This amendment was approved however the following additional text was added to Section 5.2.7 of the Hansfield SDZ Planning Scheme:

*“In order to ensure efficient use of public investment in public transport in Hansfield, a temporary car-park up to a maximum 300 spaces may be provided adjacent to Hansfield railway station. The temporary car-park shall not operate once Phase 3 of the SDZ Phasing Arrangements has commenced. The temporary car-park will not affect the overall quantum of commercial, residential or community uses to be provided within zone 7.”*

Phases 2 and 3 are described in the Planning Scheme. Phase 2 allows for the occupation of up to 2000 units with the SDZ. Phase 3 is the final phase with occupation of up to 3000 units. Both phases are dependent on key infrastructure being in place.

Iarnród Éireann applied for planning permission for a 198-space car park in 2011 based on the SDZ amendment (ref: 11A/0101. However, the application was withdrawn in 2012.

It is understood that Alanna Homes are now constructing over 600 apartments on the previously identified site with construction having commenced in 2019. Considering the above background, it is not considered likely that a park and ride car park would be permitted within the SDZ.



Figure 33 Extract from the Hansfield SDZ

### 11.3.3 South of the station – Barnhill LAP

The 2019 Barnhill Local Area Plan considers the area south of the station. No provision is made for park and ride facilities adjacent to the station. The area around the station is zoned for high density residential development instead.

Therefore, it is considered unlikely that a park and ride facility would be supported by the planning authority at this location.

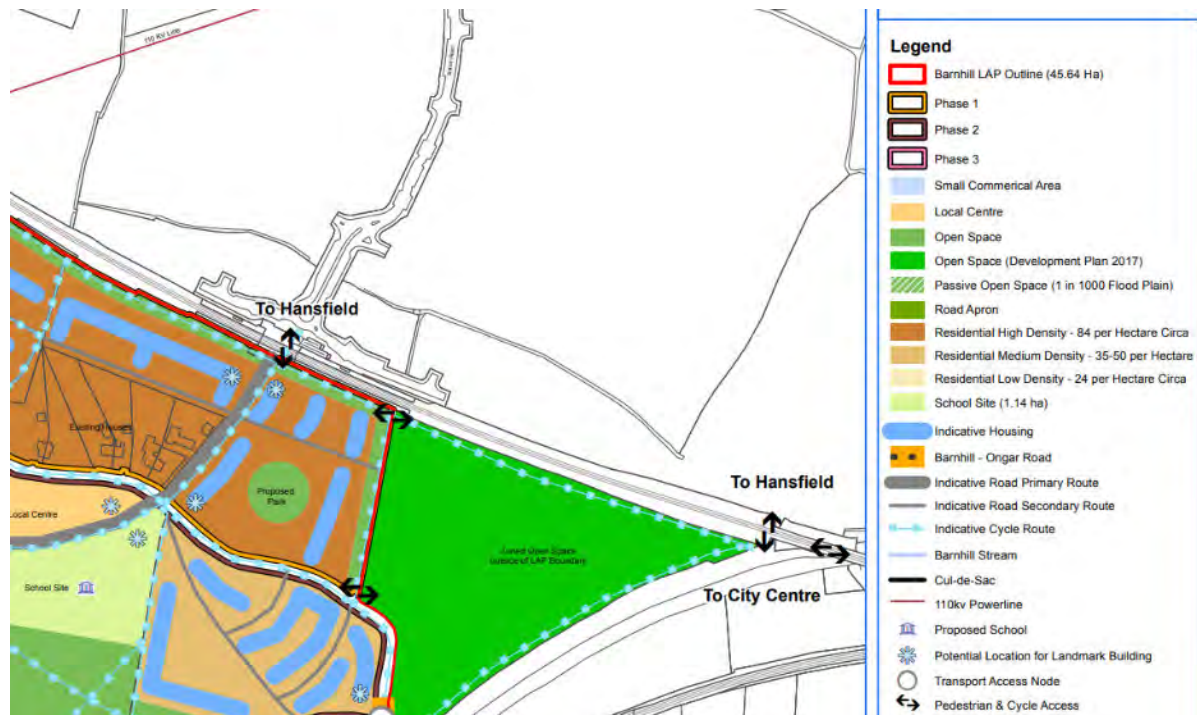


Figure 34 Extract from the Barnhill LAP

### 11.3.4 Recommendation

Based on the above discussion, it appears very unlikely that the development of additional park and ride parking would be supported by the planning authority.

### 11.4 Leixlip Louisa Bridge

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
312	IE-APCOA	87%	Option 1 – Site adjacent to Leixlip Amenities Sports Centre	225

#### 11.4.1 Capacity and Demand

Two car parks are located at Leixlip Louisa Bridge Station. There are approximately 10no. spaces directly at the station. Across the road from the station a second car park has approximately 302 spaces. Limited space is available in the vicinity of the station due to the presence of the canal, the Leixlip Spa historical site, Intel’s significant facility and the Leixlip Amenities Sports Centre.

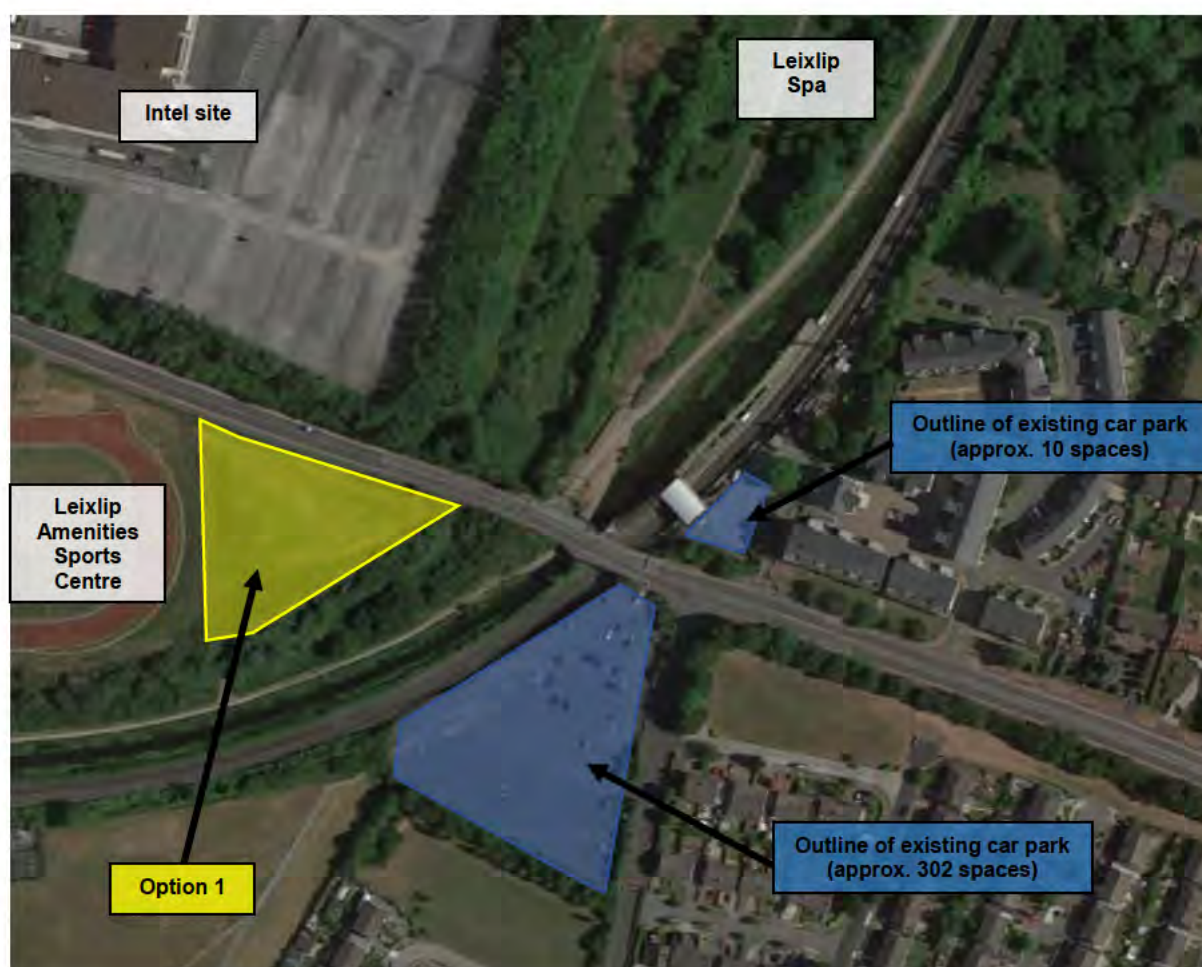


Figure 35 Existing infrastructure and Option 1 shown



B: Existing Residential, F: Open Space & Amenity, U: Transport and Utilities

Figure 36 Extract from Leixlip Local Area Plan 2017-2023

#### **11.4.2 Option 1 – Site adjacent to Leixlip Amenities Sports Centre**

##### **11.4.2.1 Site**

The Leixlip Amenities Sports Centre is a significant recreational development to the west of Leixlip Louisa Bridge station. A greenfield plot of land lies to the east of the recreational development. The majority of this site is in the ownership of Kildare County Council. The site does not appear to be in use for any specific purpose currently and therefore the owner may be interested in selling the site. The site is relatively flat with some undergrowth throughout the site and mature trees on the site boundary.

##### **11.4.2.2 Additional Parking Achieved**

It is estimated that approximately 225 additional spaces could be constructed on this site.

##### **11.4.3 Risks and issues**

The site is zoned “F: Open Space and Amenity” in the Leixlip Local Area Plan 2017-2023. Therefore, a material contravention to the Local Area Plan is likely to be required in order for the site to be developed as a car park. This is a planning and programme risk.

The site is not owned by CIÉ / IÉ. Therefore, progressing the car park development is dependent on the landowner being interested in selling the site.

The DART+ project may need land in this area. Consultation with this project shall be required.

It is understood that the NTA may be considering a strategic park and ride site in the general area. Further discussion is required with the NTA is required on this topic.

#### **11.4.4 Recommendation and Scoring**

It is recommended that this option is explored further. Engagement is required with the following stakeholders:

- The NTA in terms of their strategic park and ride plans.
- Kildare County Council in terms of purchasing the site.
- Kildare County Council as the planning authority.
- The DART+ project team.



### 11.5 Mullingar

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
67	IE-APCOA	66%	Alternative: Option 2 – Mullingar Car Dismantlers Site.	120

#### 11.5.1 Capacity and Demand

Mullingar Station is located in Mullingar town. It is served by Dublin-Longford/Sligo train services.

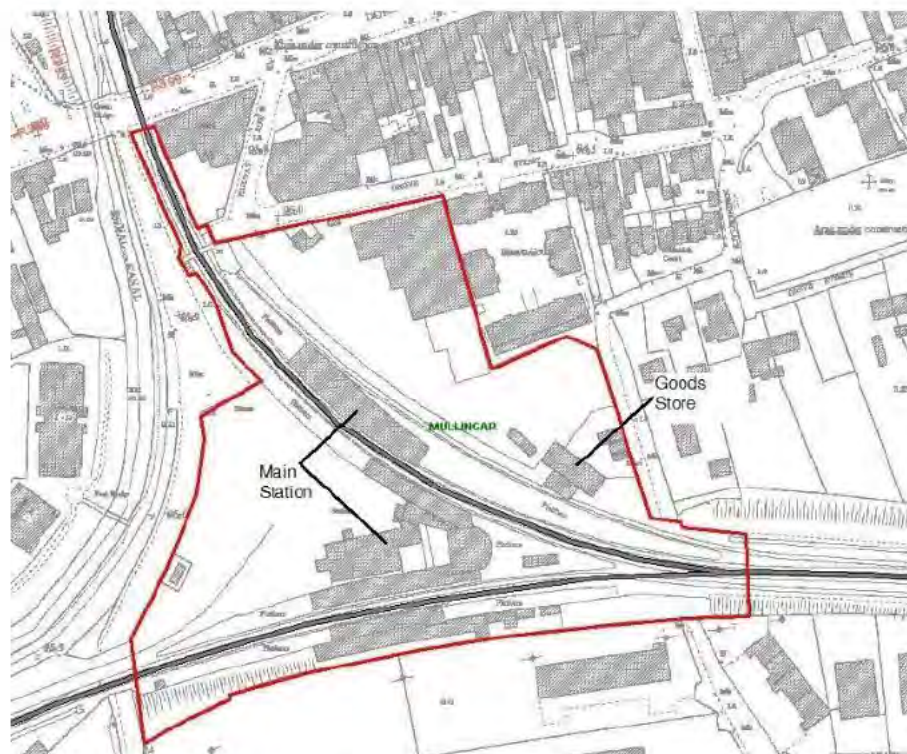


Figure 37 CIÉ / IE land ownership



Figure 38 Existing parking and Options 1 & 2

## 11.5.2 Option 1 – Good Store Site

### 11.5.2.1 Site

This site is located to the east of the station and is owned by CIÉ / IE. The site is used by the CCE and SET departments.

The CCE has stated that use of the site could not be accommodated as it would take up their whole maintenance depot, PWI office, mess-room, store and access point to urban track.

SET infrastructure includes the signalling generator room, SSI room, staff accommodation and a store. The SET department have advised staff and store will need to be relocated and fencing and parking provided for access to the equipment rooms.

The site is identified in the Mullingar Town Development Plan 2014-2020 as an opportunity site. The following is an extract from the plan:

*“The area is suitable for appropriate infill development incorporating a mix of uses including commercial including hotel/tourist facility and residential. The potential to provide for greater connectivity to the adjacent Railway Station and the development of a transport hub within walking distance of the Town Centre should be optimised.”*

It appears that both vehicular and pedestrian access to the site is via the site identified in Option 2.

### 11.5.2.2 Additional Parking Achieved

It is estimated that approximately 100 additional spaces could be created.

### 11.5.2.3 Risks and issues

Significant works would be required to relocate the existing users. Given that the site is identified as an “opportunity site” in the development plan, it is unlikely that the planning authority will support the development of a car park on this site.

Access to the site is challenging from a pedestrian and vehicular perspective. It is likely that an access route through the site identified in Option 1 would be required. This means the walk to the station would be approximately 250m.

## 11.5.3 Option 2 – Mullingar Car Dismantlers Site

### 11.5.3.1 Site

This site is a brown field site located to the north of the station. It is owned by CIÉ / IE. However it is leased to a 3<sup>rd</sup> party. Ganly’s Car Dismantlers currently occupy the site on a 10 year lease expiring on 31st December 2020. They have signed a renunciation agreement so would not, in CIE Group Property’s view, have renewal entitlement. The site is used for car recycling purposes.

As with the site identified in Option 1, it is part of the same opportunity site identified within the Mullingar Town Development Plan 2014-2020.

Pedestrian access to the station is available via an existing footbridge on Grove Street. Access to the car park could be provided via the existing Grove Street entrance.

### 11.5.3.2 Additional Parking Achieved

It is estimated that approximately 120 additional spaces could be created.

### 11.5.3.3 Risks and issues

The lease arrangements for this site will need to be clarified. It is likely that this will have financial and programme negative consequences. Similar to Option 1, as an opportunity site, the local authority may not support the development of a car park.

The site is a brown field site containing old warehouses. There is likely to be asbestos present and potentially other toxic materials.

### 11.5.4 Recommendation and Scoring

It is recommended that Option 2 is explored further. This will require engagement with the local/planning authority and with the existing leaseholder.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
Marks:			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
2	2	161	120		1				1				1		1		1		420
1	1	161	100			1			1				1		1		1		300

### 11.6 Edgeworthstown

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
67	IE-APCOA	66%	Option 1 – West of Station	60

#### 11.6.1 Capacity and Demand

Edgeworthstown station is served by Dublin-Sligo train services. The station is located adjacent to the N4 national road. The station and footbridge are protected structures.



Figure 39 CIÉ / IE land ownership

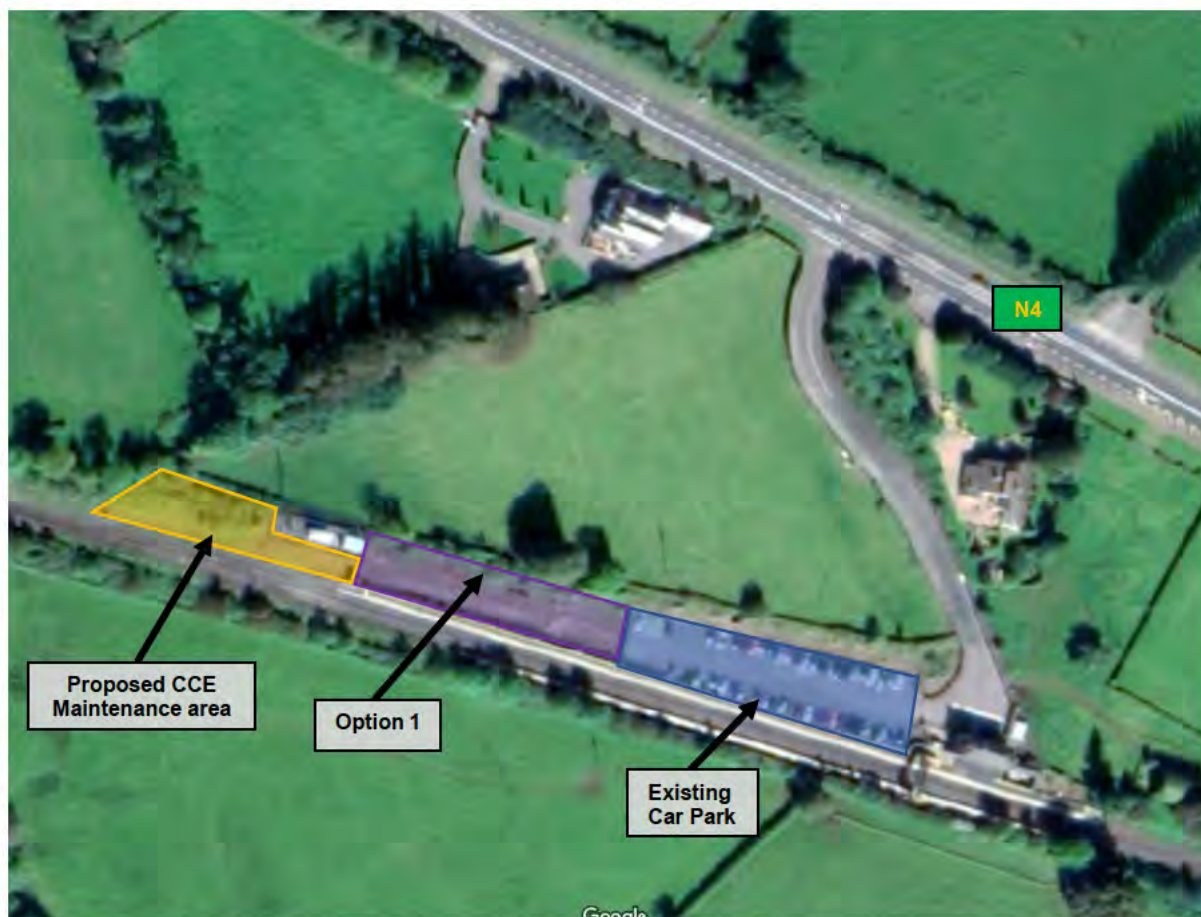


Figure 40 Existing and proposed car parks

## 11.6.2 Option 1 – West of Station

### 11.6.2.1 Site

This site is located west of the station and of the existing station car park. The land is owned by CIÉ / IÉ. It is current used for CCE Maintenance purposes. It is envisaged that these maintenance activities could be located further to the west allowing the existing car park to be extended.

### 11.6.2.2 Additional Parking Achieved

It is estimated that an additional sixty parking spaces could be constructed.

### 11.6.2.3 Risks and issues

Internal engagement will be required within Irish Rail to ensure the maintenance area can be used for parking purposes. The land is not zoned in the Longford County Development Plan and therefore it is likely that planning will be a relatively low risk.

### 11.6.3 Recommendation and Scoring

It is recommended to progress Option 1.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
Marks:			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
1	1	67	60	1				1			1				1		1		710

### 11.7 Carrick-on-Shannon

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
31	Iarnród Éireann	Unknown	Option 2 – South of station	150

#### 11.7.1 Capacity and Demand

Carrick-on-Shannon benefits from regular Intercity services serving the Dublin-Sligo route. The shortage of parking at Carrick-on-Shannon is a politically sensitive issue and has featured in local press. There is evidence of frequent illegal parking on the roadway.



Figure 41 IÉ / CIÉ land ownership shown in blue.

#### 11.7.2 Option 1 – West of station

##### 11.7.2.1 Site

IÉ / CIÉ own land to the west of the station that is currently used for CCE track maintenance purposes. SET have advised that there is a location case on the site where working room and access will be required. The site is approximately 160m long and 10m wide and located parallel with the railway. Access is provided to the site from road R370. Pavement works will be required in order to create safe access to the station.



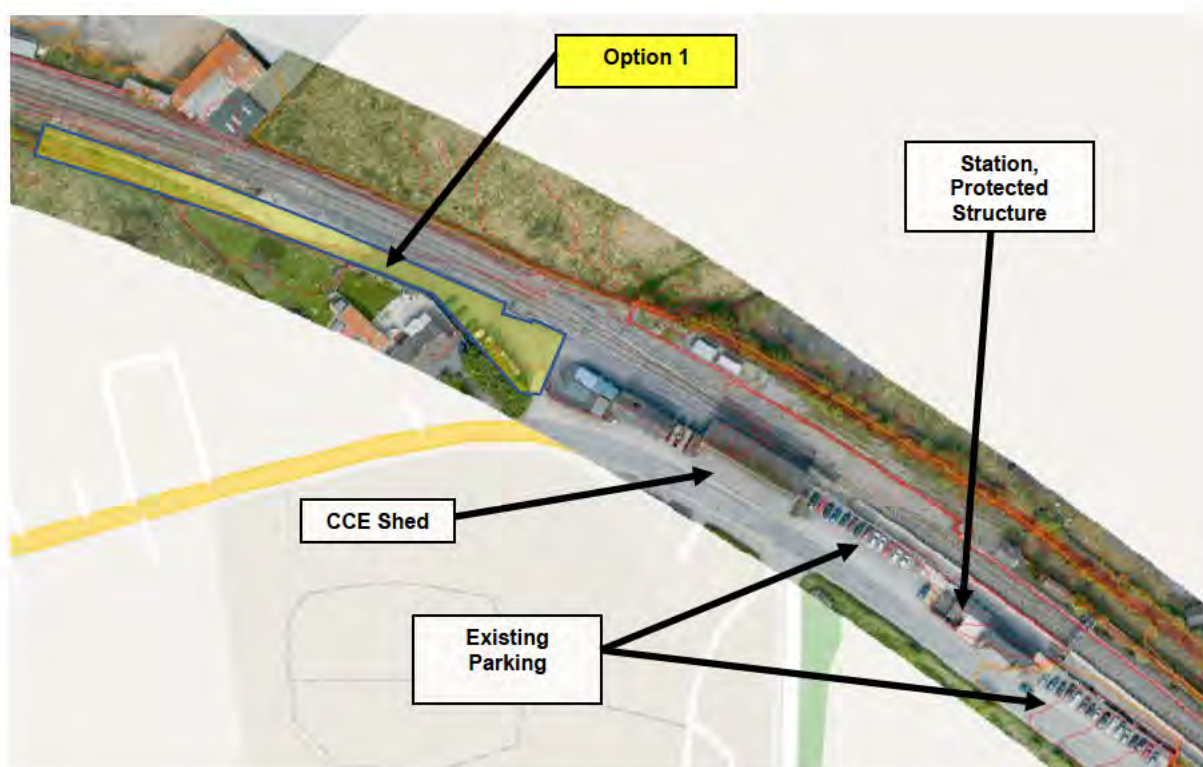


Figure 42 Option 1 – site west of station

#### 11.7.2.2 Additional Parking Achieved

It is estimated that approximately 60no. additional parking spaces could be created on this site if the full site was vacated by the CCE. The CCE have indicated that the site is not available. For the purposes of this study, it is assumed that 50% of the site could be made available in the future on the basis that alternative space could be made available for the CCE. This would provide approximately thirty additional parking space.

#### 11.7.2.3 Risks and issues

It is possible that full planning permission will be required as the station itself is a protected structure. The site is located in County Roscommon – there appears to be no content within the Roscommon County Development Plan 2014–2020 that would prevent the site being used as a car park.

The site access point is located on a corner which reduces driver visibility to some extent. It is likely that this risk can be addressed during the design stage considering the road is a regional road which currently has a 50km/h speed limit.

Further internal stakeholder engagement will be required to identify if it is feasible to relocate the CCE activities.

### 11.7.3 Option 2 – South of station

#### 11.7.3.1 Site

This site is located opposite the station and is understood to be in private ownership, although the plot of land is unregistered. The site appears to be a relatively level green field site with good access to the public road.

#### 11.7.3.2 Additional Parking Achieved

It is estimated that approximately in excess of 150 additional parking spaces could be created on this site.

#### 11.7.3.3 Risks and issues

In order to progress plans for this site, the landowner will need to be confirmed and engagement and negotiations will need to commence. It is currently unknown if the landowner is interested in selling the site.

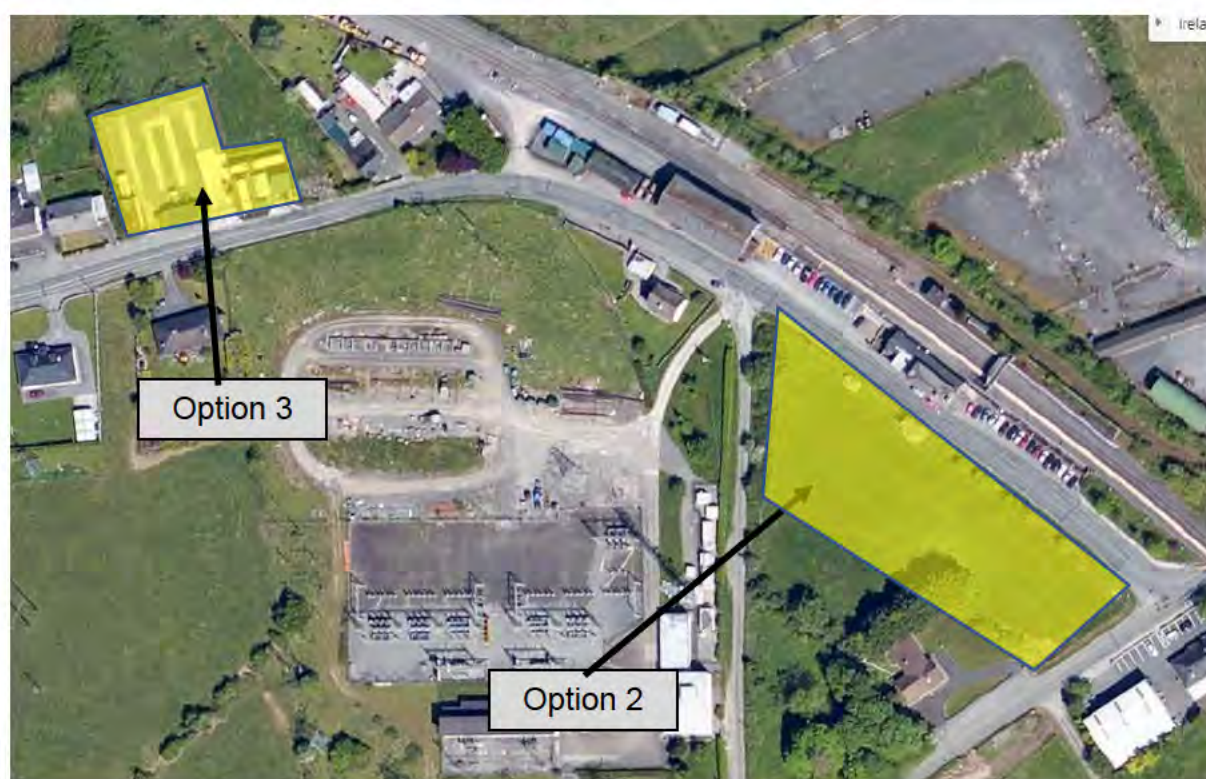


Figure 43 Options 1 and 2

### 11.7.4 Option 3 – Former Shell Site

#### 11.7.4.1 Site

This site is located to the west of the station. At the time of Deputy Marc Mac Sherry TD's letter in February 2019, he states that the site is for sale. It is unclear if the site is still for sale. The site was previously used for the storage and distribution of oil and potentially petrol and diesel. Tanks and other infrastructure associated with this business remain on the site. Part of the site contains a hard standing area that was most likely previously used for the storage of oil delivery trucks. The full extent of the

site that was for sale is unclear. For the purposes of this study it is assumed that it is the area highlighted in Figure 43.

The site is approximately 200m from the station entrance. The road linking the site and station does not have a footpath and is located on a sharp bend in the road. It is actually additional land acquisition would be required to construct a footpath.

### 11.7.4.2 Additional Parking Achieved

It is estimated that approximately forty additional parking spaces could be created on this site.

### 11.7.4.3 Risks and issues

In order to progress plans for this site, the landowner will need to be confirmed and engagement and negotiations will need to commence. It has not been confirmed if the landowner is interested in selling the site.

Due to the historic use of the site, it is highly likely that there is may be some level of ground contamination or equipment that shall need special means of disposal. This will add to the site development costs.

The construction of safe footpath access will required negation with the local authority and other landowners.

### **11.7.5 Alternative option considered**

An alternative option was considered but deemed unfeasible. This option is to construct a car park on CIÉ / IÉ lands to the north of the station. This option was identified by a local representative. This option is not considered feasible as there is currently only one platform in service in the station (on the southside) and the pedestrian bridge is not in service. Significant works are likely to be required to create an adequate pedestrian access point to the north of the station. Site access for vehicles is also limited via a narrow strip of land that joins the public road at a skew angle.



Figure 44 Alternative option.

### 11.7.6 Recommendation and Scoring

It is recommended that land purchase negotiations commence for Option 2. In the event that the landowner is not interested in selling or the negotiations progress slowly, further engagement with the CCE is recommended to establish if an acceptable solution can be established for Option 1.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
2	1	31	150		1			1			1			1			1		800
1	2	31	35	1				1			1			1			1		785
3	3	31	40			1		1			1			1			1		590

### 11.8 Sligo

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
45	IE-APCOA	71%	Option 1 – North of station	180

#### 11.8.1 Capacity and Demand

Sligo station is the terminus for Dublin-Sligo trains. The station is located within Sligo town. The station is a protected structure.

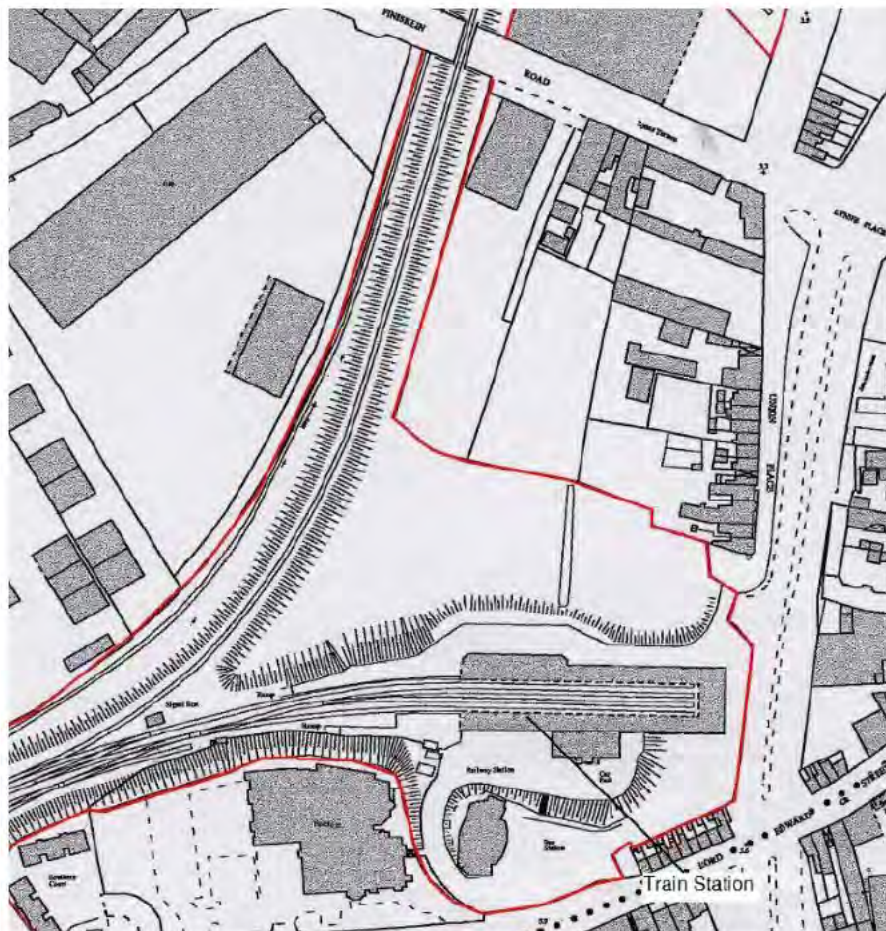


Figure 45 CIÉ / IE land ownership boundary



Figure 46 Existing parking and Option 1

## 11.8.2 Option 1 – North of station

### 11.8.2.1 Site

CIÉ own a large site to the north of the station. The site is currently overgrown and disused. A bus and staff parking development was undertaken to the east of the site around 2010/2011. This development links the site with the N4 road. The 2010 development included a 180 space customer car park at the early design stages however this was not included in the final development for unknown reasons. A

potential alternative one-way access route would be from Finiskilin Road on lands owned by CIÉ / IÉ.

The site is overgrown but relatively level. A stream/ditch is understood to cross the site. It appears that some construction waste has been dumped on the site.

The latest published development plan for the Sligo town area is the Sligo and Environs Development Plan (SEDP) 2010-2016. Pre-Draft public consultation has taken place on the Sligo City Local Area Plan 2018-2024 however it has not been adopted. The SEDP does not appear to prevent the use of the site for car parking purposes.

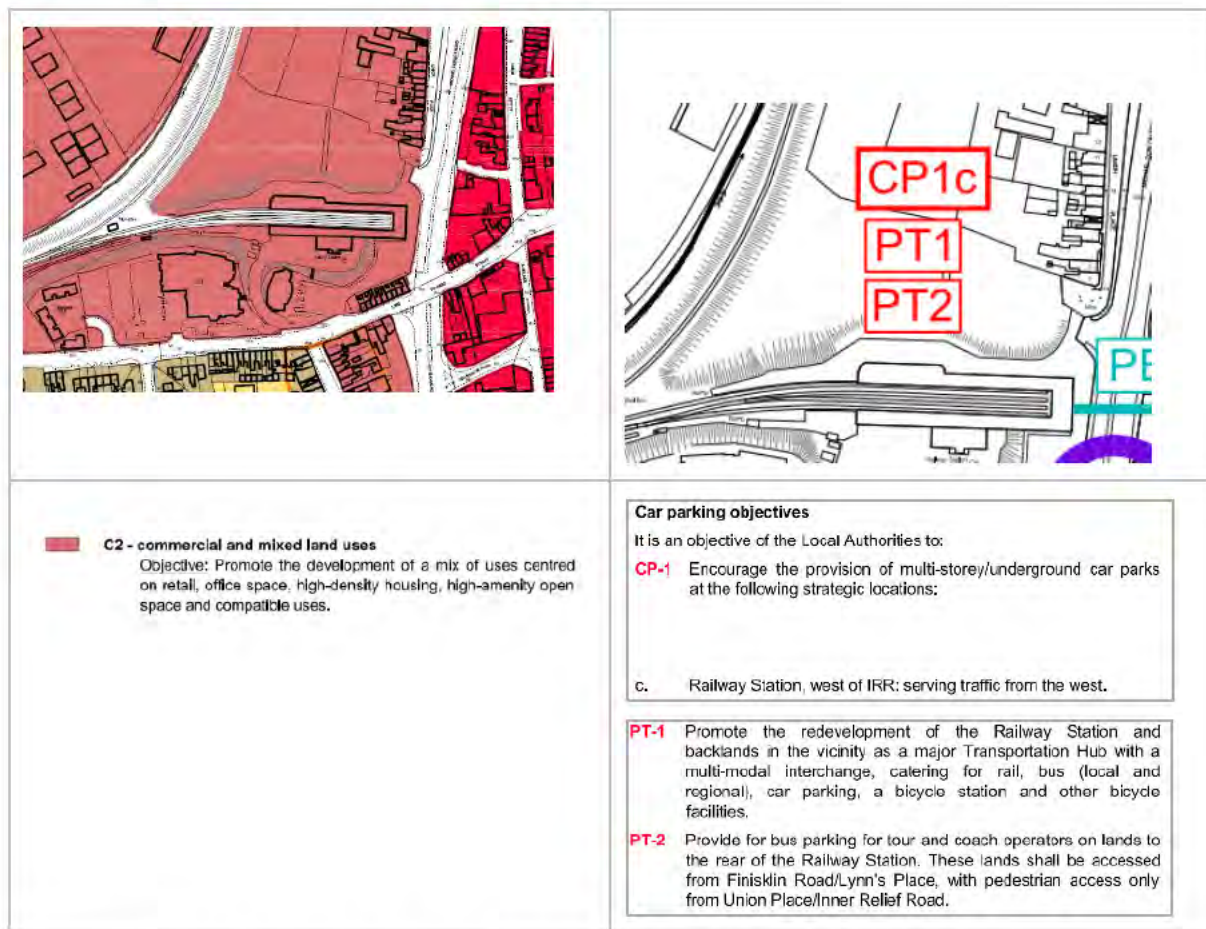


Figure 47 Extracts from Sligo and Environs Development Plan (SEDP) 2010-2016

### 11.8.2.2 Additional Parking Achieved



Figure 48 Proposed car park

It is estimated that approximately 180 additional parking spaces could be constructed at this site.

### 11.8.2.3 Risks and issues

A car park was proposed for this location circa 2010 but was not constructed. It is important to establish why the car park wasn't constructed given that the staff/bus parking development was constructed. Planning risk is regarded as relatively low considering the zoning and provision within the Sligo and Environs Development Plan.

The proposed car park would exit onto the N4 through an existing exit road. The N4 is divided by a central median at this point meaning that “left in, left out” manoeuvres are possible only. This will result in an inconvenient access route for some car park users. The closest roundabout on the N4 is approximately 700m south of the car park entrance. The Sligo and Environs Development Plan suggests that bus parking access should be provided from Finiskilin Road (objective PT-2). It is not stated that this provision applies to customer parking also. A one-way access road could be constructed from Finiskilin Road parallel with the railway tracks.

As the N4 is a national road, it is likely that Transport Infrastructure Ireland will have a view on car park users entering and leaving the car park from the N4.

Car park users will interface with bus movements at the exit from the car park. This interface will have to be managed.

### 11.8.3 Recommendation and Scoring

It is recommended that Option 1 is explored further. This will require engagement with the local/planning authority and Bus Éireann.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
Marks:			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
1	1	35	180		1		1					1		1		1		680	



## 12 Dublin to Cork / Waterford Routes

Station	Existing spaces:	Owner-Operator:	Strategy Comment	Oct & Nov 2019 Average utilisation:
Heuston	405	IE-APCOA	Masterplan under consideration for the whole station site.	56%
Parkwest & C'yOrchard	0	No car park	No viable car park locations available.	
Clondalkin/Fonthill	150	South Dublin CC	Reported that car park is 80% occupied. Parking is currently free - recommend introducing pay and display to control demand.	
Adamstown	200	Castlethorn	No known capacity issues.	
Hazelhatch & Celbridge	250	IE-APCOA	Considered in Section 12.1 of this report.	85%
Sallins Naas	200	IE-APCOA	Project ongoing to lease 200 underground spaces	105%
Newbridge	449	IE-APCOA	Considered in Section 12.2 of this report.	67%
Kildare	281	IE-APCOA	Considered in Section 12.3 of this report.	74%
Athy	94	IE-APCOA	Considered in Section 12.4 of this report.	75%
Carlow	140	IE-APCOA	Considered in Section 12.5 of this report.	63%
Monasterevin	44	IE-APCOA	No known capacity issues.	22%
Portlinton	509	IE-APCOA	No known capacity issues.	41%
Portlaoise	98	IE-APCOA	Considered in Section 12.6 of this report.	116%
Ballybrophy	25	Iarnród Éireann	Considered in Section 12.7 of this report.	
Templemore	107	IE-APCOA	No known capacity issues.	31%
Thurles	175	IE-APCOA	No known capacity issues.	42%
Limerick Junction	288	IE-APCOA	No known capacity issues.	40%
Limerick	300	IE-APCOA	Masterplan granted planning. Construction planned to commence in 2022. (Planning ref: 14/1029 & 19/7026)	79%
Charleville	47	IE-APCOA	Considered in Section 12.8 of this report.	61%
Mallow	410	IE-APCOA	No known capacity issues.	48%
Cork	396	IE-APCOA	Considered in Section 12.9 of this report.	76%
Muine Bheag	112	IE-APCOA	No known capacity issues.	13%
Kilkenny	186	IE-APCOA	No known capacity issues.	50%
Thomastown	20	Iarnród Éireann	No known capacity issues.	
Waterford	152	IE-APCOA	No known capacity issues. North Docks development to include 200 spaces.	37%

## 12.1 Hazelhatch & Celbridge

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
250	IE-APCOA	85%	Demolish 3no. houses	130

### 12.1.1 Capacity and Demand

Through internal stakeholder engagement, a representative from the RU Mainline District commented as follows in October 2019:

*“This car park is currently at 80% occupancy. With the increase in customers using the Phoenix Park tunnel services, this car park could potentially be at capacity by the end of 2020.”*

### 12.1.2 Option 1: Demolish 3no. houses

#### 12.1.2.1 Site

Iarnród Éireann currently owns three unoccupied houses to the north of the station on sites with a combined area of approximately 0.6ha, acquired to facilitate the Kildare Route Project. The sites also house an attenuation tank for the existing station car park. The houses were the subject of a planning application by Iarnród Éireann in 2014 to construct wastewater treatment units to serve the houses. The application was withdrawn. A further information request by the planning authority raised issues such as the risk of flooding and the need to protect the Shinkeen Stream which passes through the site. The CCE’s Building and Facilities department plan to lodge a planning application to demolish the existing houses in 2020.

#### 12.1.2.2 Additional parking achieved

The extended car park would be within 250m of the station. Access could be achieved by modifying and upgrading the existing car park access points. Approximately 130 additional parking spaces could be created.

#### 12.1.2.3 Risks and issues

The site is bounded by a stream and may be subject to flooding based on the planning authority comments.

The stream is culverted through the existing car park, however this may not be allowed by the planning authority in any future car park development.

The enlarged car park will need to consider the existing attenuation tank plus additional attenuation requirements for the enlarged car park.

The land is not zoned in the Kildare Development Plan 2017-2023 and is outside the boundary of the Celbridge Local Area Plan.

This station will be the terminus for the DART+ project on the Kildare line. Engagement with the DART+ project is required to ensure the overall company goals can be achieved.

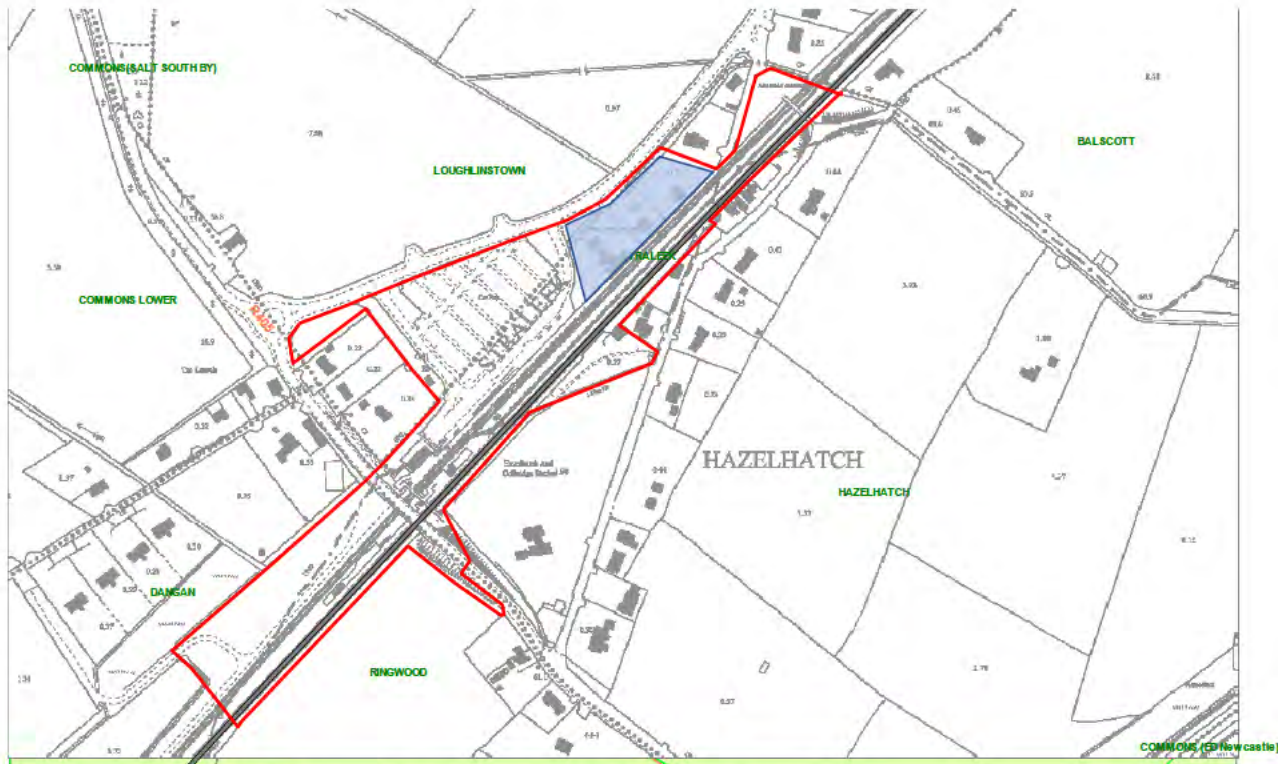


Figure 49 CIÉ / IE owned land shown in red. Option 1 shown in blue



Figure 50 Aerial view. Option 1 shown in blue. Existing car park visible.

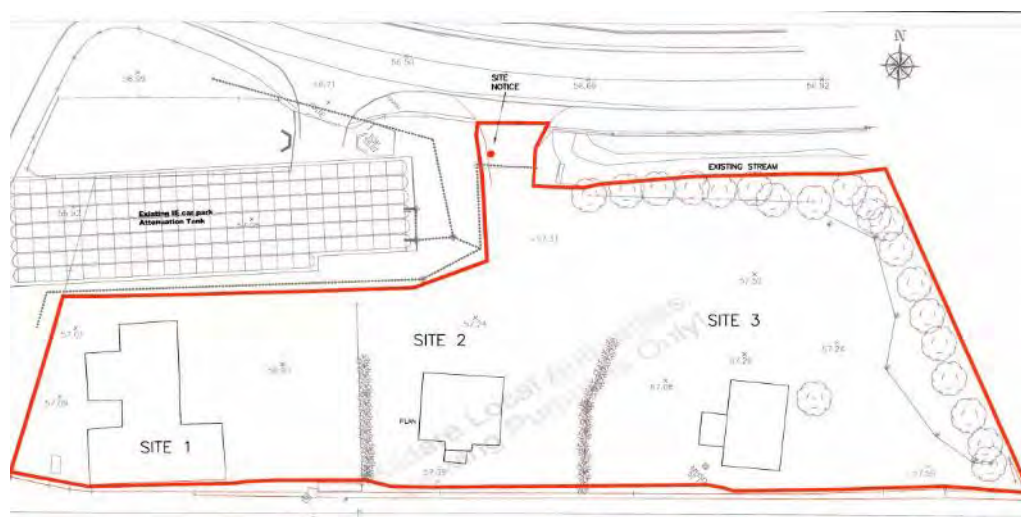


Figure 51 Extract from planning application 14/50 showing the existing site layout

### 12.1.3 Other options considered

#### 12.1.3.1 Existing Permanent Way site

An area to the south of the station is owned by CIÉ / IE and is currently used by Iarnród Éireann for track maintenance purposes. Approximately 100 additional spaces could be accommodated in this space however this option is not considered feasible as no road access is possible apart from via a narrow lane.

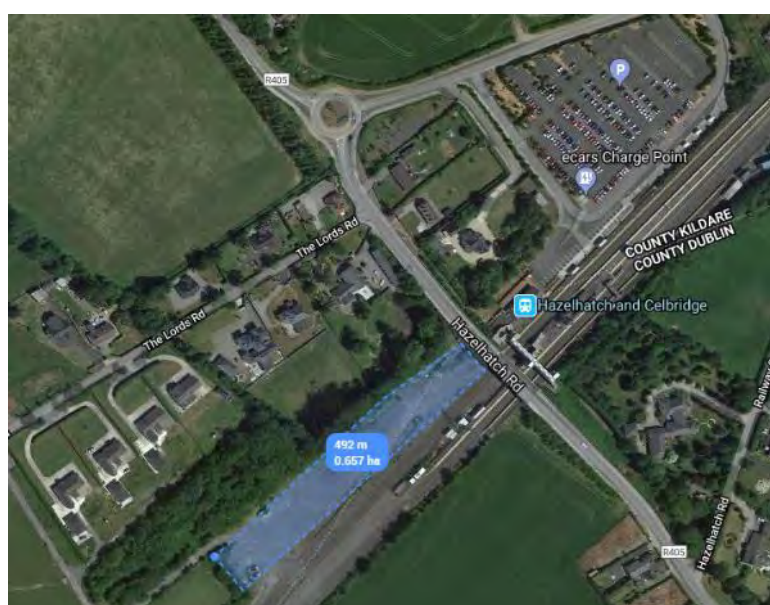


Figure 52 Track Maintenance space

#### 12.1.3.2 Existing houses site

Three houses are located between the road R405 and the existing car park. Gaining ownership of this land would create a good opportunity to expand the car park directly adjacent to the station. It is estimated that 180 additional spaces could be created in this space. However this option is not considered further as the houses are in private ownership and are occupied.



Figure 53 Existing houses

### 12.1.3.3 For Sale site

A site is currently for sale (Dec '19) as agricultural land with a guide price of €100,000. The site has a large electricity pylon located within it. This site is located approximately 700m from the station. Due to this distance, this option is not considered further.



Figure 54 Site For Sale

### 12.1.4 Recommendation and Scoring

It is recommended that Option 1 is explored further. This will require engagement with the DART+ project and the local authority.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
1	1	250	130		1		1					1		1			1		730

## 12.2 Newbridge

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
449	IE-APCOA	67%	Option 2 – Parallel with tracks	25

### 12.2.1 Capacity and Demand

Newbridge station benefits from regular Intercity trains and Commuter trains that serve Dublin. Approximately 4 trains per hour serve the station in either direction during peak times.

Through internal stakeholder engagement, an RU representative commented as follows in October 2019:

- *“I would disagree with the average occupancy data provided by APCOA. The district monitored the capacity during week commencing 18th March. Our data for this period shows that both car parks were full with the exception Friday when there were 20 free spaces in the Up side car park.*
- *Additional land will have to be obtained to expand this car park. There is vacant land adjacent to the up side car park.*
- *On average only 3 of the mobility impaired parking bays are being utilised on a daily basis. Could some of these bays be re-designated?”*

A definitive CIÉ / IE land ownership map for Newbridge station has not been located to date.

Two potential expansion options have been identified as presented in Figure 55 and described further below.



Figure 55 Options 1 & 2

## 12.2.2 Option 1 – Capital Oil Site

### 12.2.2.1 Site

The site is directly to the east of the existing eastern IÉ car park. It is understood that this site is owned by CIÉ / IÉ however it is subject to a long lease to Capital Oil. Capital Oil use the site for oil distribution and the storage of trucks. The site appears relatively level and it has an existing hard standing surface on a significant portion of the site. The site is separated from the existing IÉ car park by a palisade fence.

### 12.2.2.2 Additional Parking Achieved

It is estimated that an additional 60 parking spaces could be created using this site plus the reconfiguration of the existing car park.

### 12.2.2.3 Risks and issues

It is understood that the land is leased on a long-term lease where it may not be possible to reach agreement to relocate the leaseholder.



The Newbridge Local Area Plan 2013 – 2021 shows the land as zoned “Transport & Utilities” and therefore it is expected that planning permission could be achieved. Refer to Figure 56.

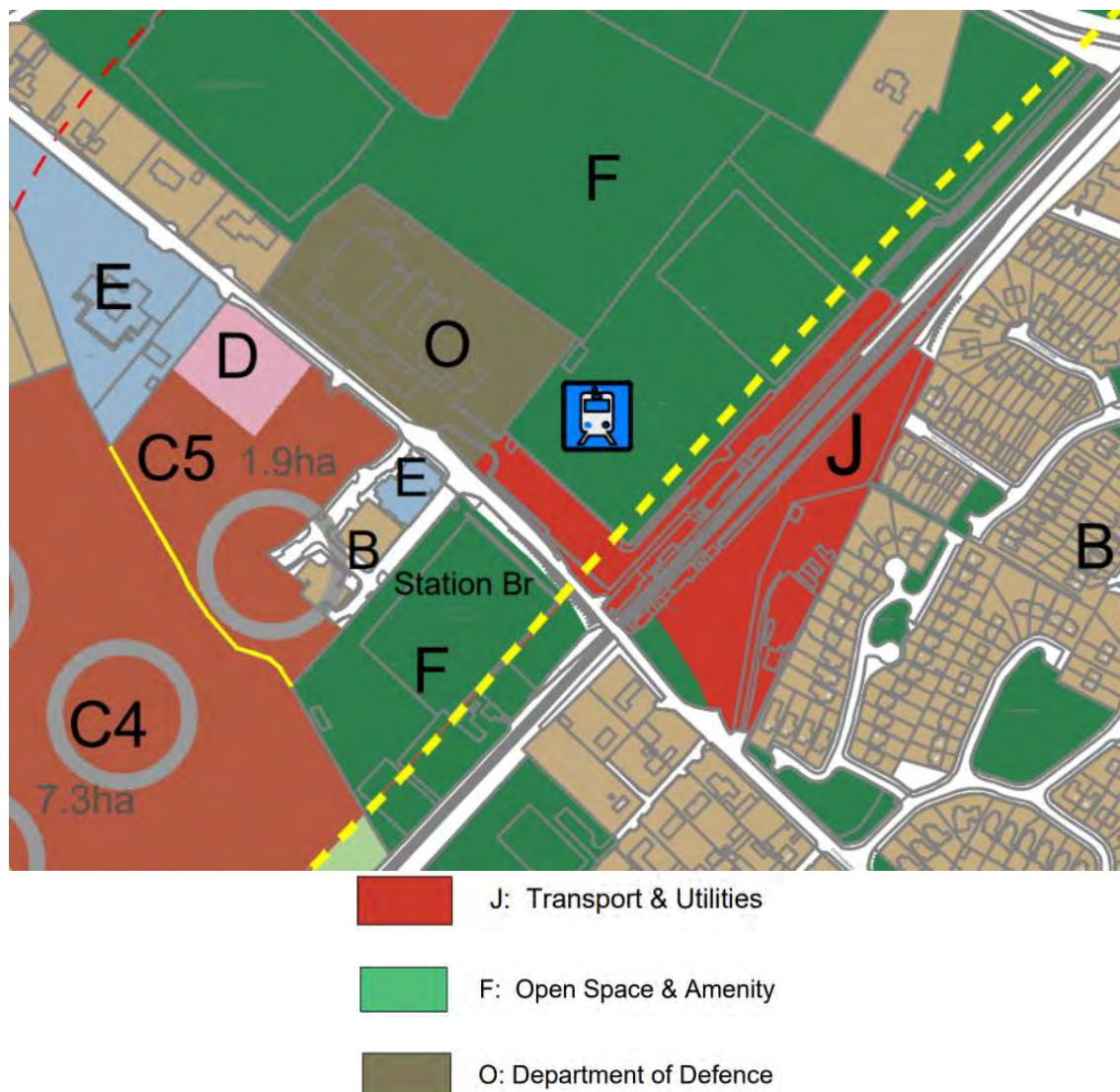


Figure 56 Extract from Newbridge Local Area Plan 2013 - 2021

Access to this site would be via the existing car park entrance. A risk is that the volume of traffic using this entrance/exit will exceed the capacity of the junction and may lead to traffic congestion and planning issues.

Due to the historic uses of the site for oil related business, there is a risk that the site is contaminated.

### 12.2.3 Option 2 – Parallel with tracks

#### 12.2.3.1 Site

This site is located parallel with the tracks to the north of the station. The site is currently used by the CCE. It is a flat linear site bounded to the north by farm land. The CCE have advised they are not in favour of using the site for parking due to the

unavailability of compounds in the area. Potentially an agreement could be reached to share the space following further discussion.

#### 12.2.3.2 Additional Parking Achieved

As the site is quite narrow, it is estimated that parking only one row of parking spaces could be catered for. Approximately 25 additional parking spaces could be created on the basis of getting access to 50% of the site.

#### 12.2.3.3 Risks and issues

The Newbridge Local Area Plan 2013 – 2021 shows the land as zoned “Open Space and Amenity”. It is likely that a material change to the plan will be required if the planning authority support the proposal for the site.

Access to this site would be via the existing car park entrance. A risk is that the volume of traffic using this entrance/exit will exceed the capacity of the junction and may lead to traffic congestion and planning issues.

There is a strong likelihood that the CCE may not agree to providing access to 50% of the site as assumed above.

### 12.2.4 Recommendation and Scoring

Both Options 1 and 2 have considerable challenges. It is recommended that engagement commences with the leaseholder for Option 1 and that further dialogue is undertaken with the CCE on Option 2.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
Marks:			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
2	2	449	25		1				1			1			1		1		425
1	1	449	60			1			1					1		1			460

### 12.3 Kildare

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
281	IE-APCOA	74%	Option 2 – Western end of car park	19

#### 12.3.1 Capacity and Demand

Kildare is served by Intercity and commuter trains. This includes services to Heuston, Cork, Galway, Limerick, Waterford and Westport/Ballina.

Through internal stakeholder engagement, an RU representative commented as follows in October 2019:

- *“Could the field adjacent to the up side platform be utilised for additional car parking?”*
- *“Insufficient bike parking and current bike facility is in a poor state of repair requirement for additional bike parking facilities.”*



Figure 57 Existing Car Park and Options 1 & 2

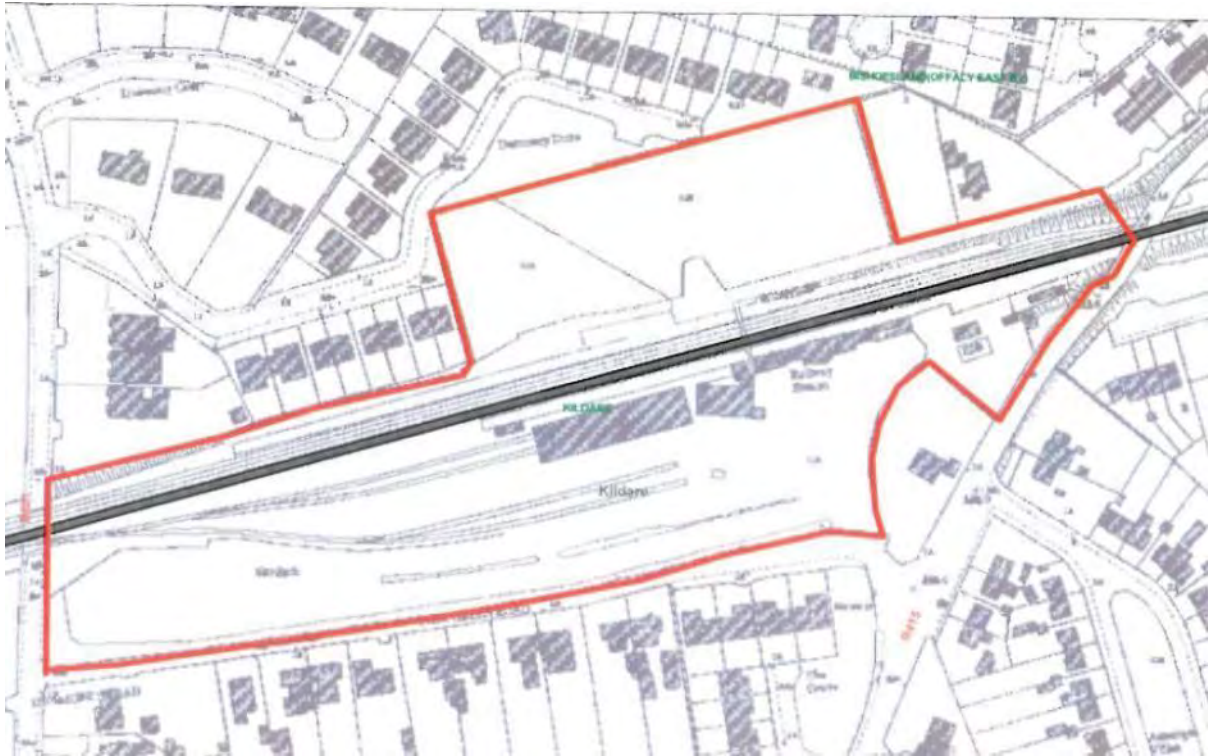


Figure 58 CIE land ownership

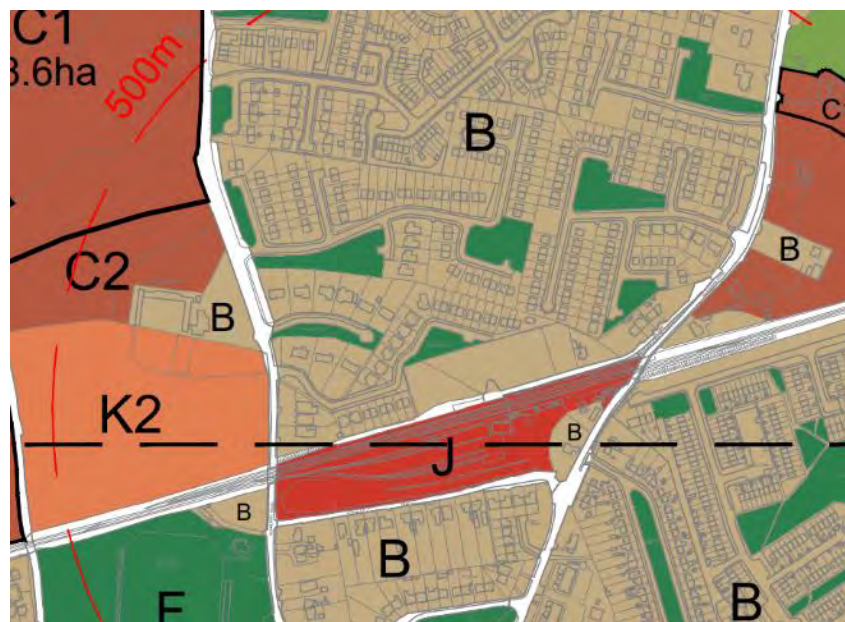


Figure 59 Extract from Kildare County Development Plan

### 12.3.2 Option 1 – North of Station

#### 12.3.2.1 Site

This large site is owned by CIÉ / IÉ. The site is rectangular in shape measuring approximately 150m x 50m (0.75ha). The site appears relatively level but is overgrown. Car access to the site is very poor. Residential development surrounds the site to the west, north and east and the railway runs to the south of the site. A narrow road links the site with regional road R415. The R415 itself is a narrow road at this location with a signal controlled single lane of traffic crossing the railway bridge.

A potential one way route could be constructed to access the site from the west from regional road R401 in order to provide additional road capacity. CIÉ / IÉ own a narrow strip of land in this area parallel with the railway track.

### 12.3.2.2 Additional Parking Achieved

It is estimated that approximately 250 additional spaces could be constructed on this site.

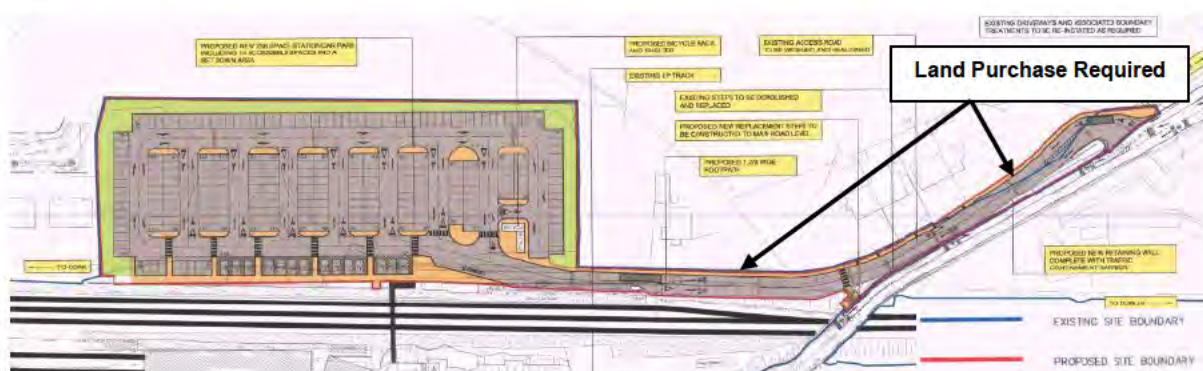


Figure 60 Option 1

### 12.3.2.3 Risks and issues

This site is very challenging due to the site poor access routes. The access challenges include:

- In order to create access from the east (from the R415), it is estimated that land will need to be purchased from approximately 10 separate land owners.
- Regional road R415 is narrow and single lane only as it crosses the railway bridge. This will result in road capacity issues.
- A potential alternative one-way access route to the west via regional road R401 will require significant civil engineering works in a constrained site adjacent to the railway and residential homes.
- Regional road R401 is narrow with a single lane only as it goes under the railway. This will result in road capacity issues. It is likely that land would need to be purchased to create a viable entrance/exit arrangement.

## 12.3.3 Option 2 – Western end of car park

### 12.3.3.1 Site

This area of hard standing is located at the western end of the existing car park. The site is owned by CIÉ / IÉ. It has been used historically for permanent way related activities.

### 12.3.3.2 Additional Parking Achieved

It is estimated that approximately nineteen additional spaces could be achieved.

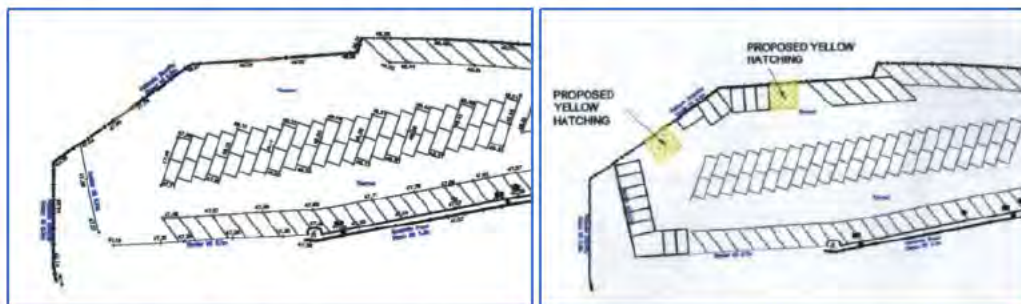


Figure 61 Option 2 – west end of existing car park. Existing and proposed shown.

### 12.3.3.3 Risks and issues

The site has historically been used for permanent way activities. Further internal stakeholder engagement will be required in order to confirm that the site can be used for car parking purposes.

It is assumed that planning would not be required for a car park extension of this size and nature. However legal advice will be required to confirm this assumption.

It has been noted by the CCE Buildings and Facilities department that if this extension goes forward, they will seek the full carpark to be re-surfaced and marked and new lighting.

### 12.3.4 Recommendation and Scoring

It is recommended to progress Option 2.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
Marks:			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
2	1	281	19	1			1				1				1		1		719
1	2	281	250			1			1			1		1		1			450

## 12.4 Athy

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
94	IE-APCOA	75%	Option 1 – South of existing car park	80

### 12.4.1 Capacity and Demand

Athy station is served by Dublin-Waterford train services. CIÉ / IE own a significant area of land in the vicinity of the station. The Athy Distributor Road is planned to run east-west approximately 400m south of the station. Kildare County Council has purchased some CIÉ lands using a Compulsory Purchase Order (CPO) in order to construct a cycle / pedestrian link between the Distributor Road and Athy Station. The station is a protected structure.

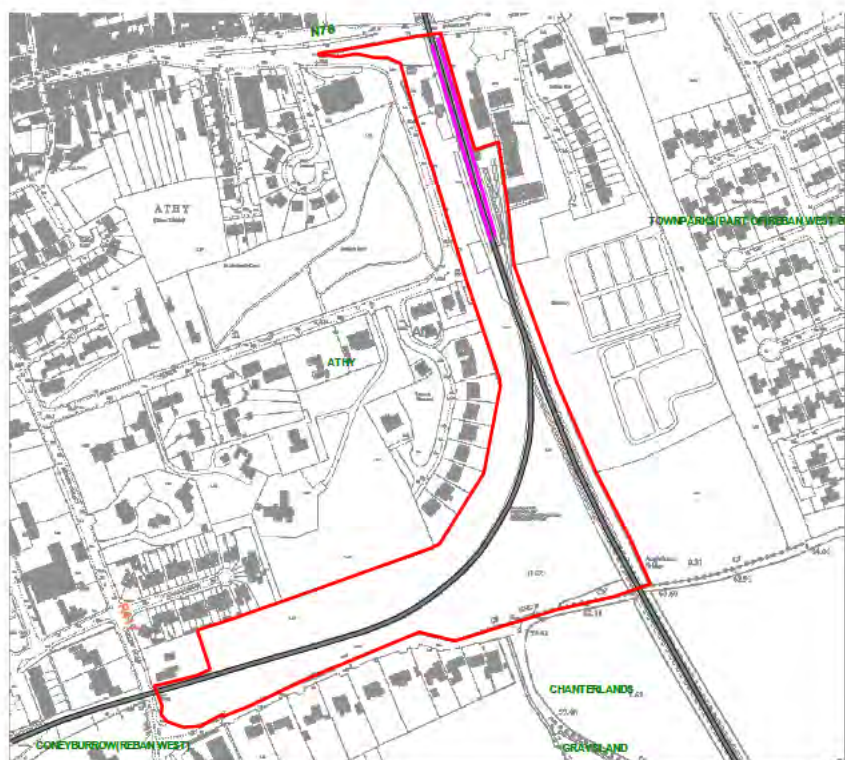


Figure 62 CIÉ Land Ownership prior to the Athy Distributor Road Compulsory Purchase Orders

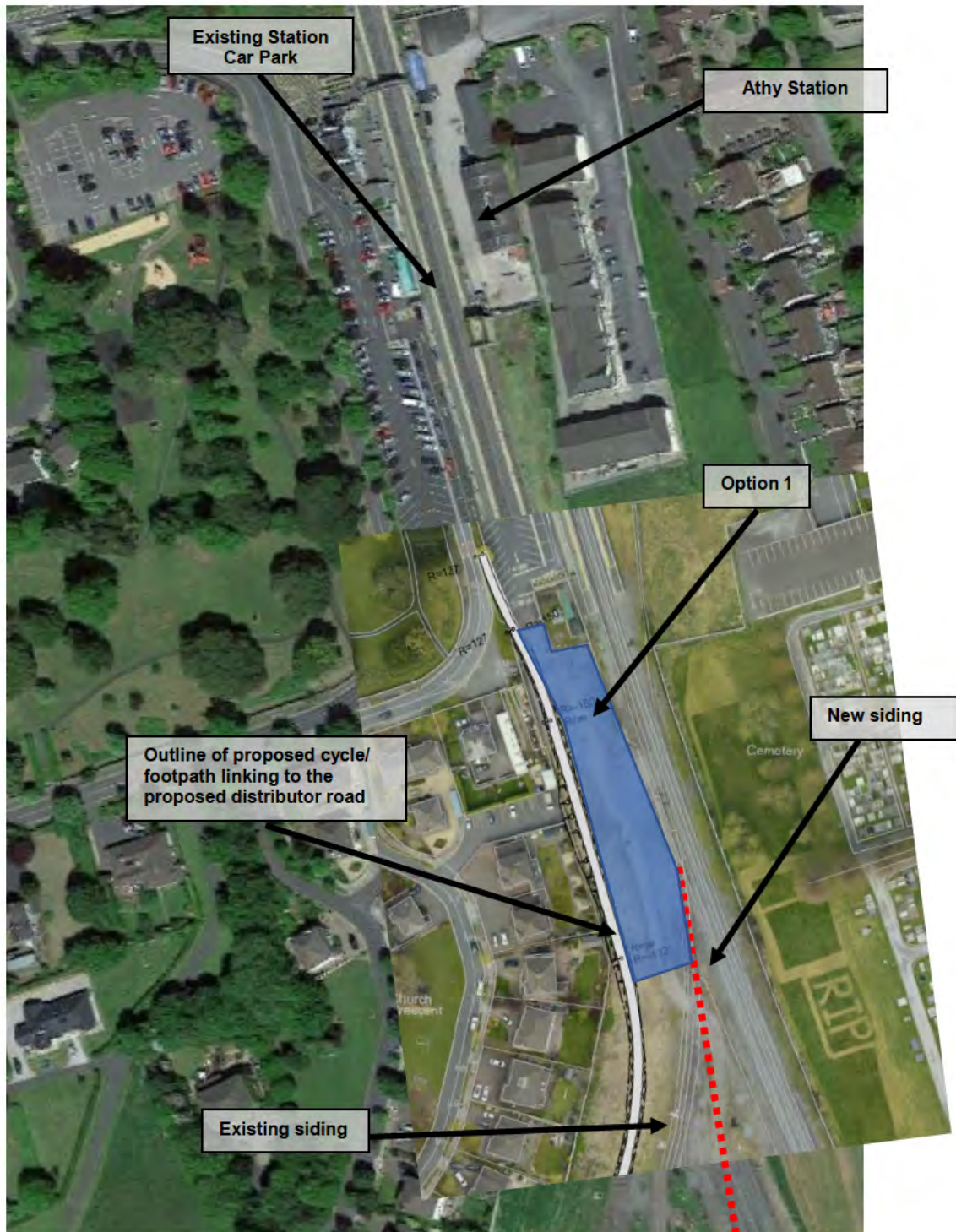


Figure 63 Existing and proposed car parks



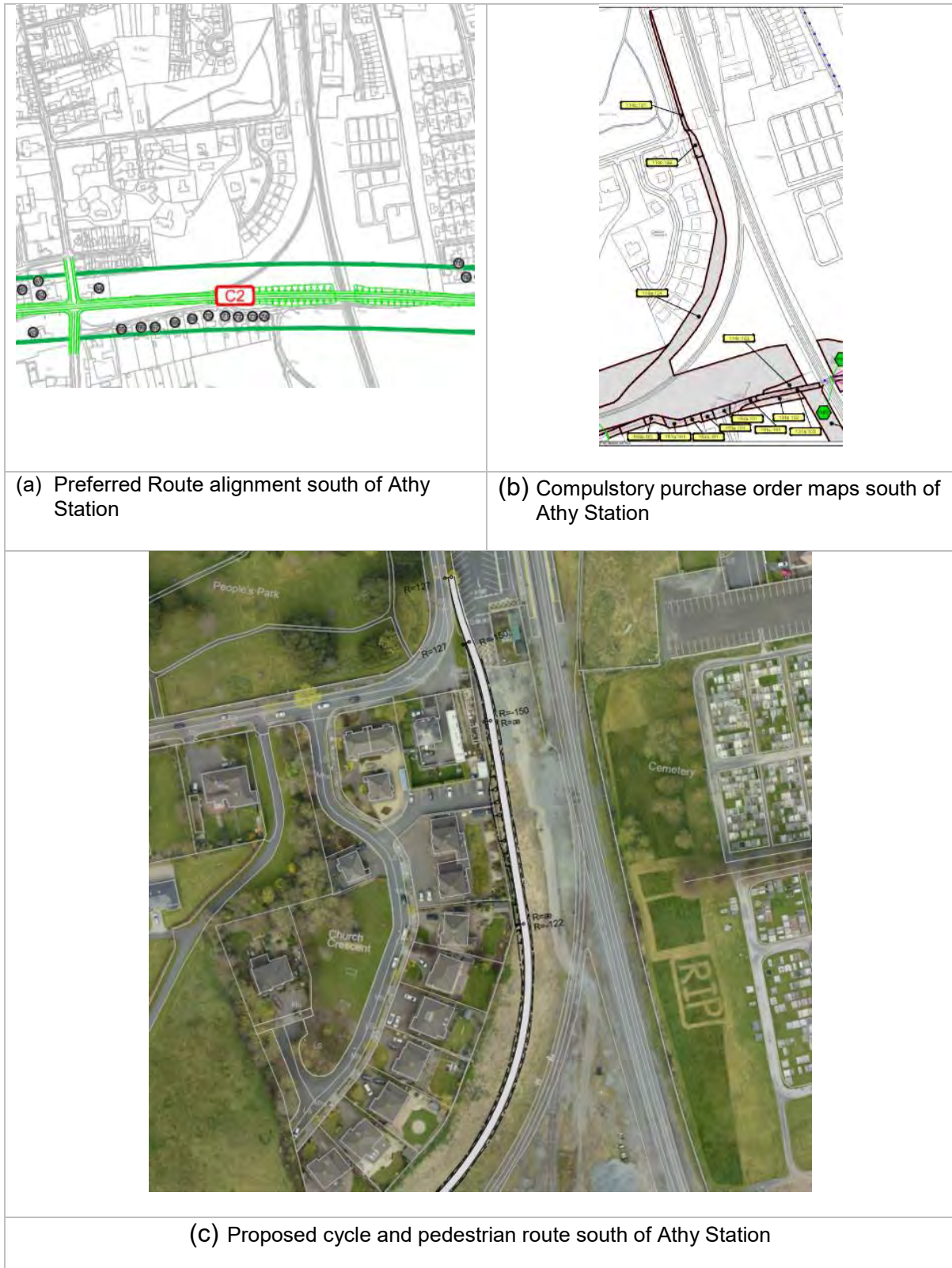


Figure 64 Extracts from the Athy Distributor Road planning documents

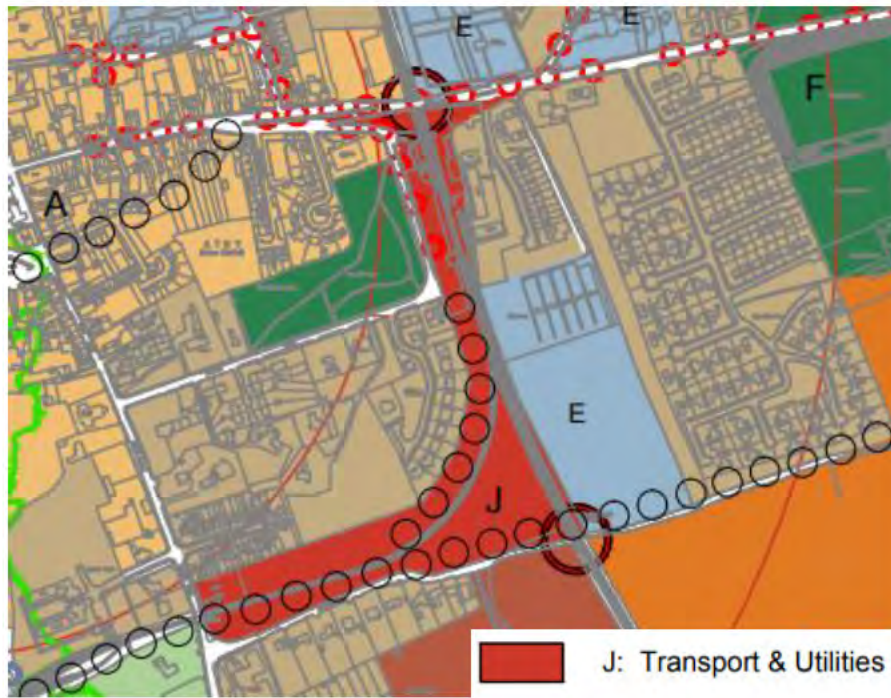


Figure 65 Extract from Athy Town Development Plan 2012-2018

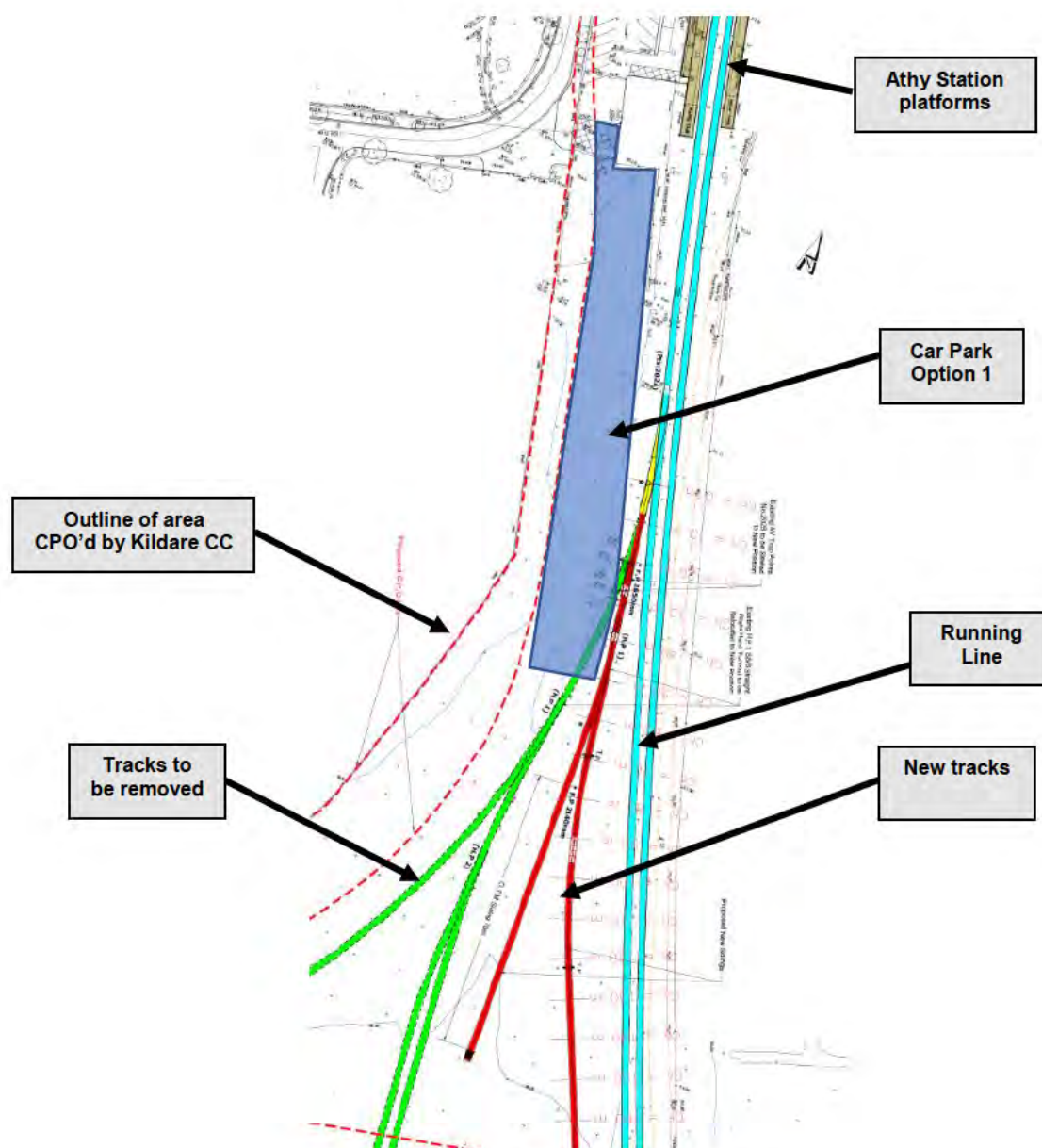


Figure 66 Proposed track layout

## 12.4.2 Option 1 – South of existing car park

### 12.4.2.1 Site

This site is located south of the station and of the existing station car park. The land is owned by CIÉ / IE. It is bounded to the east by the Waterford-Dublin tracks. A new cycle and pedestrian track is proposed to the west of the site which is part of the Athy Distributor Road project. A change to the track layout is proposed as part of road project.

The CCE has advised that Figure 66 shows the new sidings to be built in order that they can load high output ballast (HOBs) trains and a new siding for storing OTM's etc. This siding is also required in the event of the need to store "failed" freight trains. They have also advised that an access road must be incorporated into the new car park extension to facilitate ballast and stock deliveries including the use of trambone trailers to their new yard further south.

12.4.2.2 Additional Parking Achieved

It is estimated that approximately 80no. additional spaces could be provided at this location. This estimate is based on the need for the construction of a new siding. It is assumed that access to the new car park would be via the existing car park.

12.4.2.3 Risks and issues

With Kildare County Council's proposal to construct the Southern Distributor Road, this area is due to a change significantly in the coming years. The interaction with the road project will have to be considered in the car park proposal. With good collaboration, there is potentially an opportunity for the road project and car project to deliver mutual benefits. For example, the new footpath could serve the proposed car park.

The interface with the revised track layout and CCE activities needs to be explored further. The construction programme for these works will need to be considered in the context of the car park works.

The latest relevant planning document, although lapsed, is the Athy Town Development Plan 2012-2018. The site is zoned as “J: Transport and Utilities” which indicates that the land use as a park and ride car park would be supported.

The proposed car park uses the existing car park access point for entry/exit. The feasibility of this route will need to be reviewed to confirm whether there is sufficient capacity for the additional traffic generated by the enlarged car park.

**12.4.3 Recommendation and Scoring**

It is recommended to progress Option 1 further. Further detailed discussions are required with Kildare County Council and the CCE to understand and manage the interfaces.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
Marks:			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
1	1	94	80	1					1					1			1		680

## 12.5 Carlow

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
140	IE-APCOA	63%	Option No. 3 (Options Nos. 1&2 combined), assuming funding available.  Alternatively Option 1 as “Phase 1” with Option 2 to follow as “Phase 2”	290  90

### 12.5.1 Capacity and Demand

Through internal stakeholder engagement, an RU representative identified Carlow as a priority car park on the Waterford line in November 2019.



Figure 67 CIÉ / IE owned land shown in red.

### 12.5.2 Option 1: Car park parallel with tracks

#### 12.5.2.1 Site

A linear site is currently used by for track maintenance activities on the opposite side of the tracks to the existing station and existing car park. The site contained old sheds which were demolished in early 2020 as part of an ongoing accessibility upgrade project. Access to the site is provided via a 300m long access road.

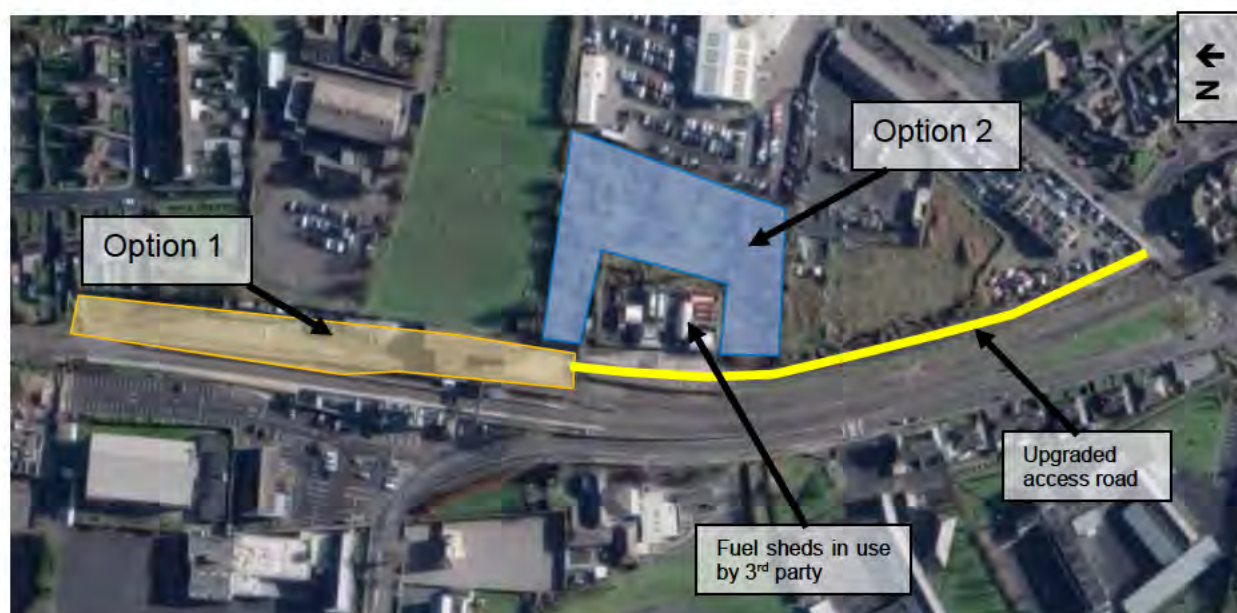


Figure 68 Carlow Options 1 & 2

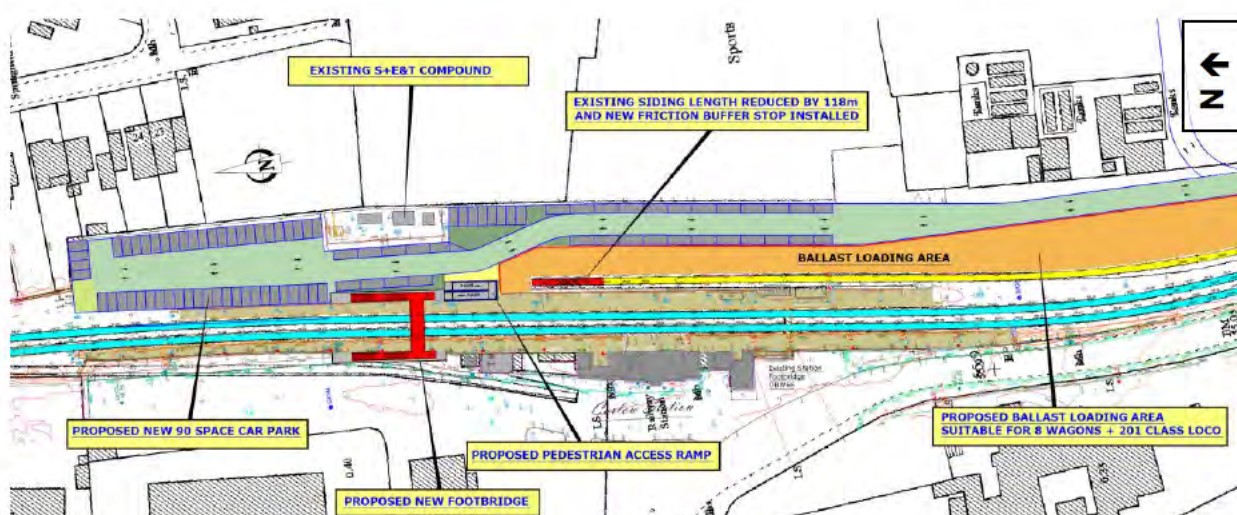


Figure 69 Option 1: Proposed 90no. space new car park

#### 12.5.2.2 Additional parking achieved

The proposed car park is directly adjacent to the station with access possible via a footbridge and lifts currently under construction (due for completion in 2020). Approximately 90no. additional parking spaces could be achieved in this location assuming a surface car park is constructed.

#### 12.5.2.3 Risks and issues

The proposal requires modifications to the existing ballast loading area and SET Compound. Internal agreements within Iarnród Éireann are required.

Upgrading and widening of approximately 300m of roadway will be required. Reconfiguration of the junction with Green Lane will be required as the current junction layout is inadequate.

Engagement has taken place with the NTA and Carlow County Council. They are currently designing a town bus scheme and their aspiration is that the bus service will serve a stop as close as possible to the station. They have identified the area to the east of the station as a potential location for the bus stop. Initial engagement indicates that the car park scheme and bus provision can complement each other. Carlow County Council plan on commissioning a study to be completed in Q3 2020 that will identify their preferred bus route in the area. Options currently under consideration by the NTA and Carlow County Council are shown in Figure 70.

The car park will back on to residential houses on Springfield Drive. The risk of residents objecting to the proposal is noted. The site is zoned “Business and Innovation” in the Joint Spatial Plan (JSP) for Carlow and Graiguecullen (2012-2018). Note this is latest plan for the area with a 2020-2026 Local Area Plan currently at consultation stage. The JSP identifies this area as an area suitable for parking in “Opportunity Site 9” stating as follows:

*“The continuing functioning of the railway station as a sustainable transport node must also be provided for. Adequate commuter and other car parking must be provided for in the immediate vicinity of the station. Currently parking is provided to the front of the Train Station. This area has potential to be revitalized as a plaza. The current quantum of parking and additional parking could be provided to the east of the station in multi-storey format and accessed by a new road from Green Lane.”*

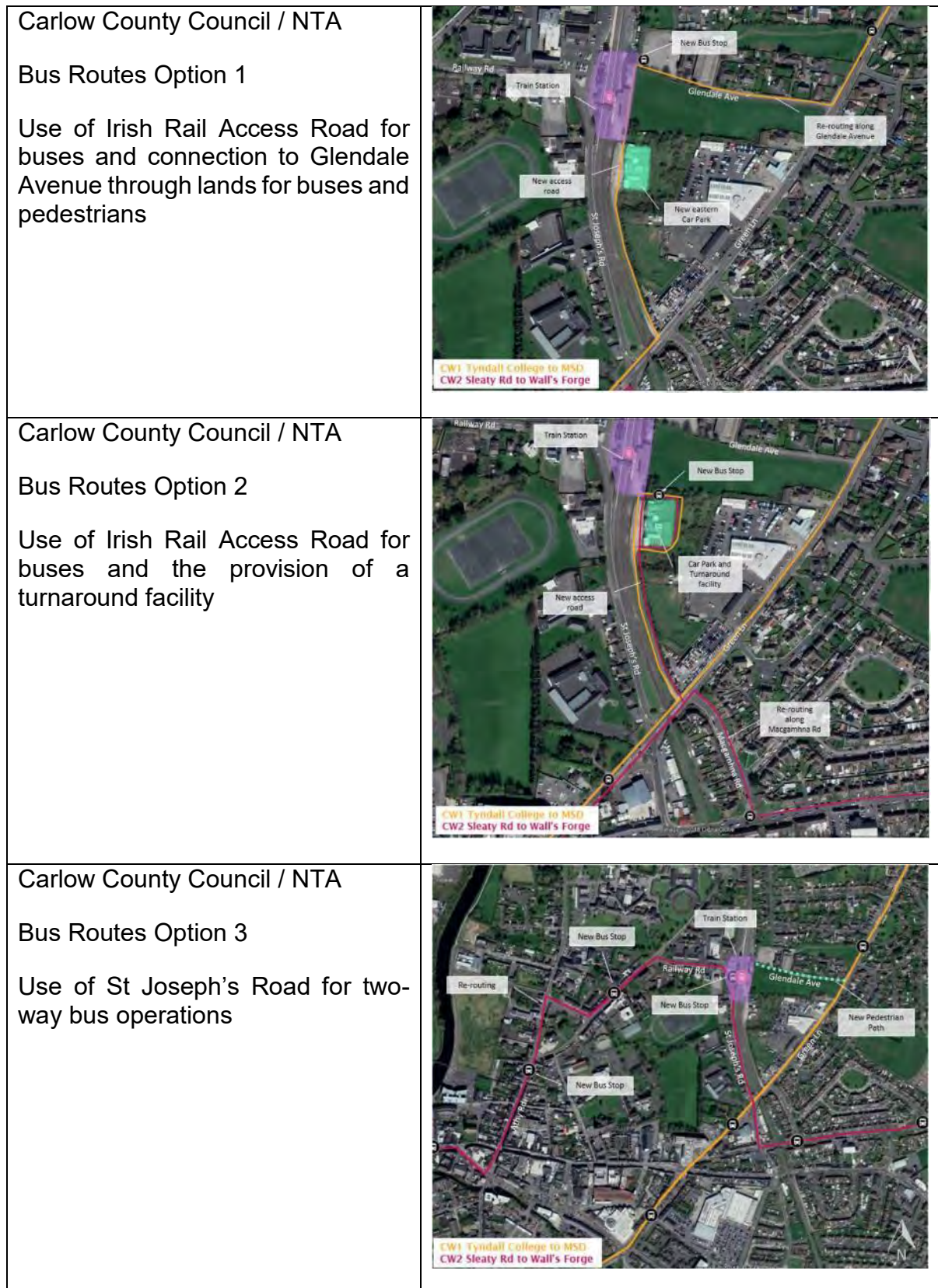


Figure 70 Carlow County Council / NTA draft bus route options



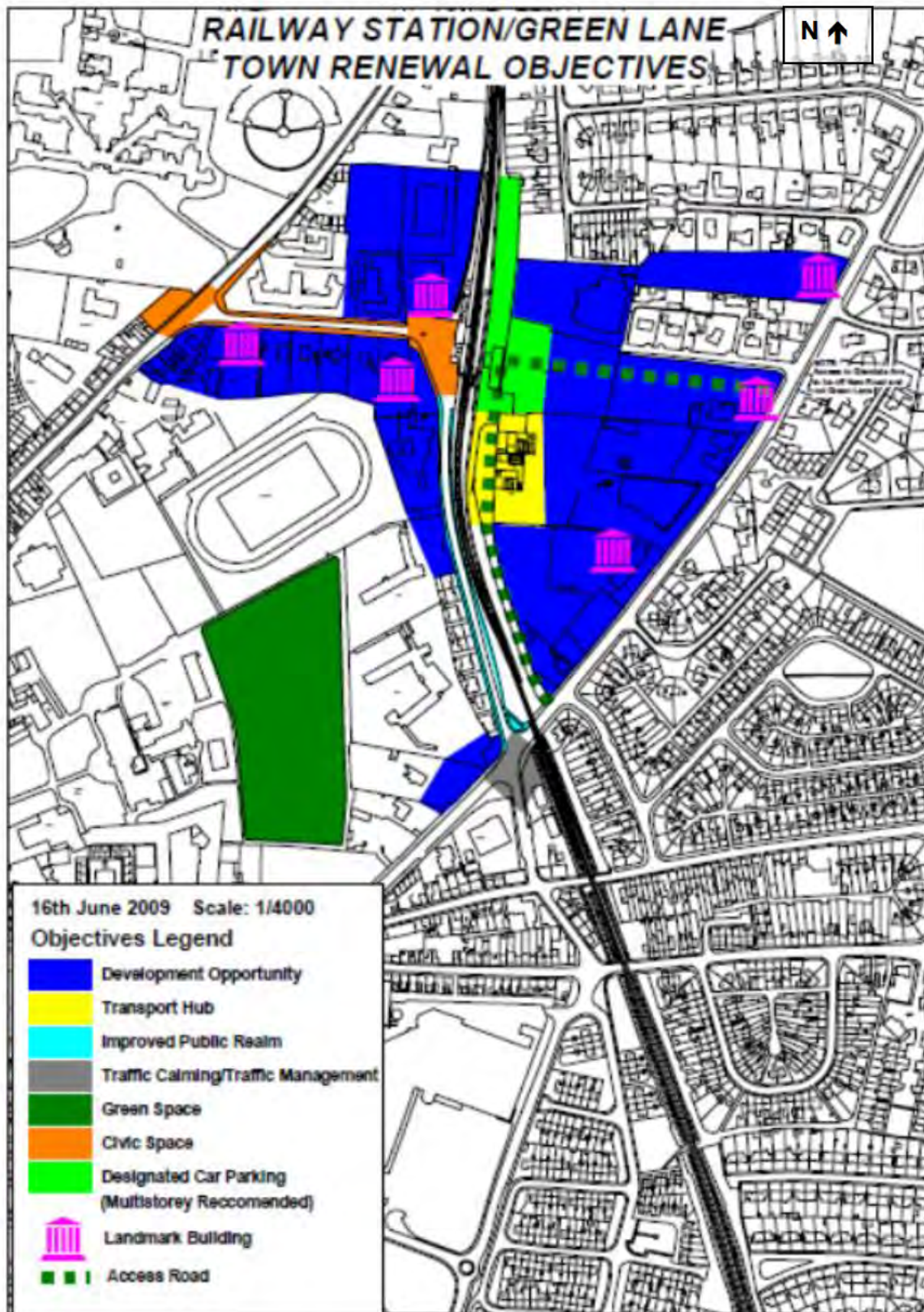


Figure 71 Extract from Joint Spatial Plan (JSP) for Carlow and Graiguecullen (2012-2018)

### 12.5.3 Option 2: Site adjacent to fuel depot

#### 12.5.3.1 Site

This site is within CIÉ / Iarnród Éireann's current ownership. The site surrounds a fuel depot that is currently used by a third party. There is a potential opportunity to include the fuel depot within the site area depending on lease arrangements. Without the fuel depot, the site is approximately 0.6ha. The fuel depot has an area of approximately 0.14ha.



Figure 72 Option 2 shown in blue. Fuel depot shown in orange.

#### 12.5.3.2 Additional parking achieved

The proposed car park is approximately 130m from the proposed new footbridge. Approximately 150-250 additional parking spaces could be achieved in this location assuming a surface car park is constructed.

#### 12.5.3.3 Risks and issues

The risks and issues are similar to those identified in Option 1. In addition to those identified in Option 1, there is a greater planning risk as this area was identified in the Joint Spatial Plan (JSP) for Carlow and Graiguecullen (2012-2018) as a “Transport Hub” rather than for car parking.

In the event that the fuel depot is relocated, there is a risk that contaminated land may need to be remediated due to the historic use of the site.

### 12.5.4 Option 3 – Option 1 & Option 2 Combined

This option is to construct Option 1 and Option 2 at the same time. The risks and issues are similar to Option 2.

### 12.5.5 Recommendation and Scoring

Initial engagement with the NTA and Carlow County has indicated that the car park proposals and their bus proposals can work well together. It is recommended to

# IE National Car Park Strategy – Phase 1 Report

progress Option 3 (Option 1 and 2 combined) in collaboration with the NTA and Carlow County Council.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
<b>Marks:</b>			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
3	1	148	290		1				1			1			1		1		690
2	2	148	200		1				1		1				1		1		600
1	3	148	90		1				1						1		1		590

## 12.6 Portlaoise

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
98	IE-APCOA	77%	Option 8 (Option 1 and 2 together).	55

### 12.6.1 Capacity and Demand

Portlaoise benefits from being served by hourly Intercity Cork-Dublin trains throughout the day. In addition, there are regular commuter services serving the station. The existing car parks are substantially full on a daily basis. The shortage of parking at Portlaoise is a politically sensitive issue and features regularly in local press.



Figure 73 Extract from Portlaoise Local Area Plan 2018 – 2024 (Map 1)

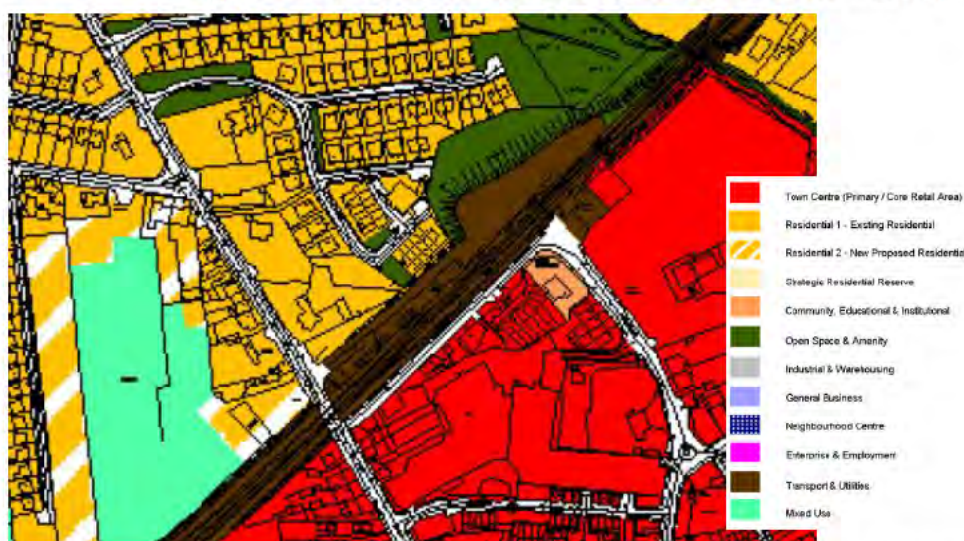


Figure 74 Extract from Portlaoise Local Area Plan 2018 – 2024 (Map 2)

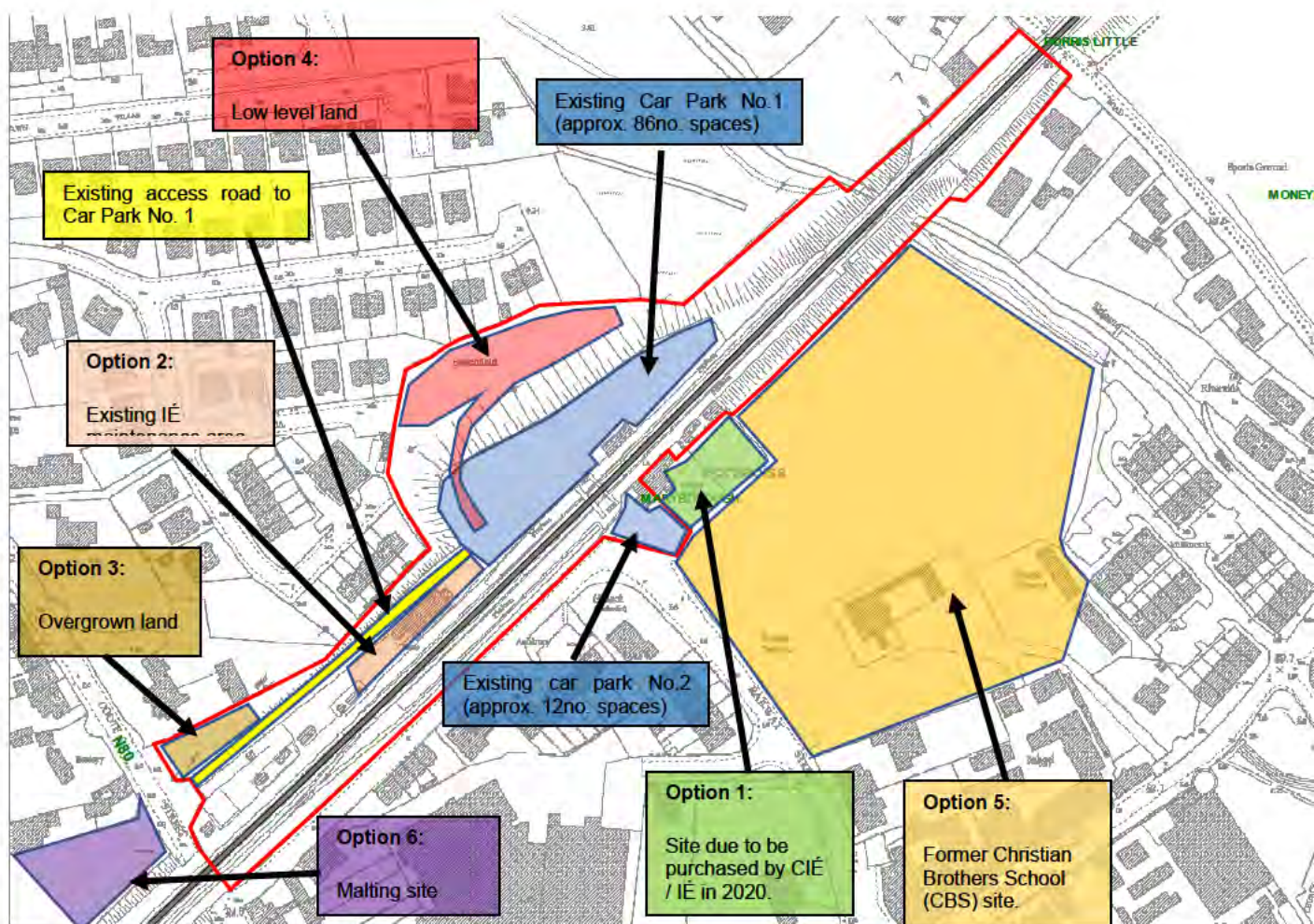


Figure 75 Portlaoise CIÉ / IÉ land ownership shown in red and car park options.

Option No.:	Approx. spaces provided:	Description:	Land ownership:
1	30	Land surrounding Station House	CIÉ / IÉ expected in 2020
2	25	Existing IÉ maintenance area	CIÉ / IÉ
3	12	Overgrown land facing onto Cote Street	CIÉ / IÉ
4	50	Land at low level north of station	CIÉ / IÉ
5	100 – 300	Former Christian Brothers site	3 <sup>rd</sup> Party
6	27	The Malting site	3 <sup>rd</sup> Party

## 12.6.2 Option 1: Land surrounding the Station House

### 12.6.2.1 Site

Iarnród Éireann is in the final stages of agreeing the purchase of the old station house and surrounding land to the south of Portlaoise Station. The contract was closed in July 2020. Car access to the car park could be provided from Railway Street via the

existing Car Park No. 2. The site is relatively flat. Access to the station is via an existing stairs adjacent to the existing car park.

#### 12.6.2.2 Additional Parking Achieved

It is expected that the existing Car Park No. 2 with twelve spaces would be combined with the proposed new car park. Considering the protected station building, it is expected that approximately 30no. additional spaces could be provided in this space.

#### 12.6.2.3 Risks and issues

As this car park is in the demise of a protected structure, it is expected that planning permission shall be required. A pre-planning meeting was held on 19<sup>th</sup> July 2019 between IÉ Buildings and Facilities department and Laois County Council.

The development plan shows that the site is divided into two zonings, i.e. 40% Town Centre and 60% Transport and Utilities. The Laois County Council planner outlined in the July '19 meeting that the proposal for a car park in the Transport and Utilities zoning would not normally be allowed but would be viewed on a case by case basis. However, he did say the fact that car park is transport use it would be looked upon favourably and did not see a great problem in it being granted permission. However, this application would require a material contravention which can take up to 20 weeks to be approved.

As the purchase of the site has yet to close, there is a risk that the sale of the site may fall through.

### 12.6.3 Option 2: Existing IÉ maintenance area

#### 12.6.3.1 Site

The site is located adjacent to the existing Car Park No. 1 access road and parallel with the tracks. The site is owned by CIÉ / IÉ. The site contains a number of buildings serving IÉ departments. It is considered unlikely that the telecoms and SET buildings and equipment could be relocated. There is potential that the permanent way facilities could be relocated. The CCE has advised that this is the base location for the Portlaoise mobile gang, so they would need to be relocated ideally in close proximity to avoid IR issues. A new facility would need to be created likely in Portlaoise Sleeper depot sheds/ Goods Yard to relocate the staff base. The SET have noted that the re-signalling of Portlaoise Station is due to commence in 2021 and that this may impact the current layout of cables and equipment in this area.



Figure 76 Aerial view of IÉ maintenance area



Figure 77 Existing Permanent Way building (looking North East)

#### 12.6.3.2 Additional Parking Achieved

It is estimated that approximately 25no. additional spaces could be created by demolishing the permanent way building and reconfiguring the existing informal staff parking and access arrangements. Access would be provided via the existing access road from Coote Street.

#### 12.6.3.3 Risks and issues

No internal consultation has been undertaken to date regarding the relocation of operations currently undertaken in the permanent way building.

The building is not listed on the Laois Record of Protected Structures. However, it could be argued that the building has historic merit and its demolition for use as a car park could be objected to by members of the public or by the planning authority.

### 12.6.4 Option 3: Overgrown land facing onto Coote Street

#### 12.6.4.1 Site

This site is owned by CIÉ / IÉ and is located adjacent to the Coote Street entrance to the access road to the existing car park. The land is disused and heavily overgrown. It is at a lower level to the access road. A car park proposal was included in a withdrawn 2008 planning application (planning reference: 08/360).

#### 12.6.4.2 Additional Parking Achieved

The withdrawn 2008 planning application demonstrated that 13no. car parking spaces could be created in this space. A further information request from the planners queried the level of pedestrian access to the car park and how level changes would be managed.

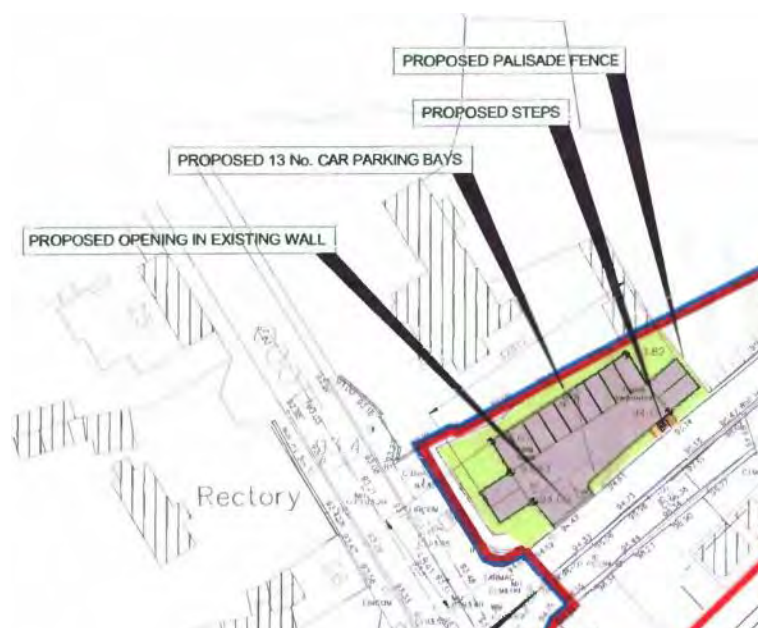


Figure 78 Extract from planning application 08/360

#### 12.6.4.3 Risks and issues

Considering the site is heavily overgrown, the condition of the site is unknown.

Creating a new access point onto the existing car park access road is not preferable as the road is narrow and pedestrian access is of a low quality.

The site is zoned “Existing Residential 1” and therefore planning issues may be encountered

#### 12.6.5 Option 4: Land at low level north of station

##### 12.6.5.1 Site

This land is owned by CIÉ / IÉ. It is a very challenging site in terms of levels and access. The only feasible vehicular access is via the existing Car Park No. 1. A steep incline separates the existing car park from the proposed car park. There is approximately a 10m level difference between the existing car park level and the proposed car park level. The site is adjacent to the Beechfield housing estate. The site is heavily overgrown.





Figure 79 Extract from planning application 08/360

## 12.6.5.2 Additional Parking Achieved

Subject to the provision of an appropriate access road, approximately 50no. additional spaces could be created. This includes the loss of some spaces in the existing car park to allow the construction of an access road. The 2008 planning application as extracted above demonstrated how this may be achieved.

## 12.6.5.3 Risks and issues

The 2008 planning application was withdrawn following a further information request by the planning authority. It is not clear if the further information request was not responded to due to technical challenges or due to the economic downturn. The main issues raised in the further information request were the access road gradient and local resident concerns. The access road gradient proposed in the 2008 application was 8.8% which the planning authority stated is likely to pose a significant hazard for road users during cold weather and exceeds NRA TD 9/07 gradient limit of 6%. Local residents in Beechfield estate expressed concerns about items such as the boundary treatment, landscaping and flooding.

Due to the site levels discussed above, significant groundworks will be required to construct the car park.

There is a risk of a 1 in 100 year flood event on part of the site and any design proposals would need to consider this.

The site is zoned “Open Space and Amenity”. To use the site as a car park, it is likely that a material contravention from the Local Area Plan will be required.

## 12.6.6 Option 5: Former Christian Brothers site

### 12.6.6.1 Site

This is a privately-owned large site in excess of 2.5ha. The site is a greenfield site with the exception of a protected structure. The site is adjacent to the train station with car and pedestrian access possible via Railway Street. Option 1 and this option could be combined as the sites are adjacent to each other.

### 12.6.6.2 Additional Parking Achieved

In the event that the full site was to be used for parking, in excess of 700no. additional spaces could be created. However, it is highly unlikely that the planning authority would allow the site to be used for this purpose. It is more likely that approximately 100no. additional spaces could be created. The reasons for this are discussed further below.

In June 2020, a Part 8 planning application was advertised for the site. The application includes 94no. public parking spaces which are understood to be aimed at rail users.



Figure 80 Extract from June 2020 Part 8 application

#### 12.6.6.3 Risks and issues

The site is identified in the Portlaoise Local Area Plan 2018 – 2024 as an “Opportunity Site” and is zoned as “Town Centre”. Based on this plan, a car park occupying the whole site would not be expected to be granted planning permission.

However, the local area plan does make allowance parking on this site as extracted below:

*“The Convent, CBS and Parish lands represent an opportunity to address the loss of the vibrancy and vitality of the schools from Portlaoise town centre. The importance of finding sustainable replacement uses and regenerating these sites will facilitate the continued growth of one of*

*Ireland’s fastest growing towns for future generations. The sites represent a significant opportunity to arrest the decline of the residential population while addressing other infrastructure deficiencies such as car parking at the Railway Station.”*

Based on this, it is expected that planning will not be a significant issue.

As the land is privately owned and negotiations regarding its development are ongoing with Laois County Council, IE has very little control over the detail or timeframes for the development of the site. It is thought to be unlikely that the land owner would sell the full site to IE however the option of purchasing part of the site is worth exploring.

The site bounds the Triogue River and flooding is possible adjacent to the river.

#### **12.6.7 Option 6: The Malting site**

##### 12.6.7.1 Site

The site is owned by a 3<sup>rd</sup> party and is located opposite the existing car park entrance on Coote Street. ClÉ Group Property engaged with the landowner 3 years ago and at the time he was interested in providing temporary parking pending planning permission for a larger development on a large plot of land that includes the potential car park site. Planning was granted for the large plot of land on 19/07/19 however this application excluded the potential car park site (planning reference 19/151).

The site is flat and has an existing tarmac / concrete finish.

##### 12.6.7.2 Additional Parking Achieved

It is envisaged that approximately 27no. new parking spaces could be constructed in this space.

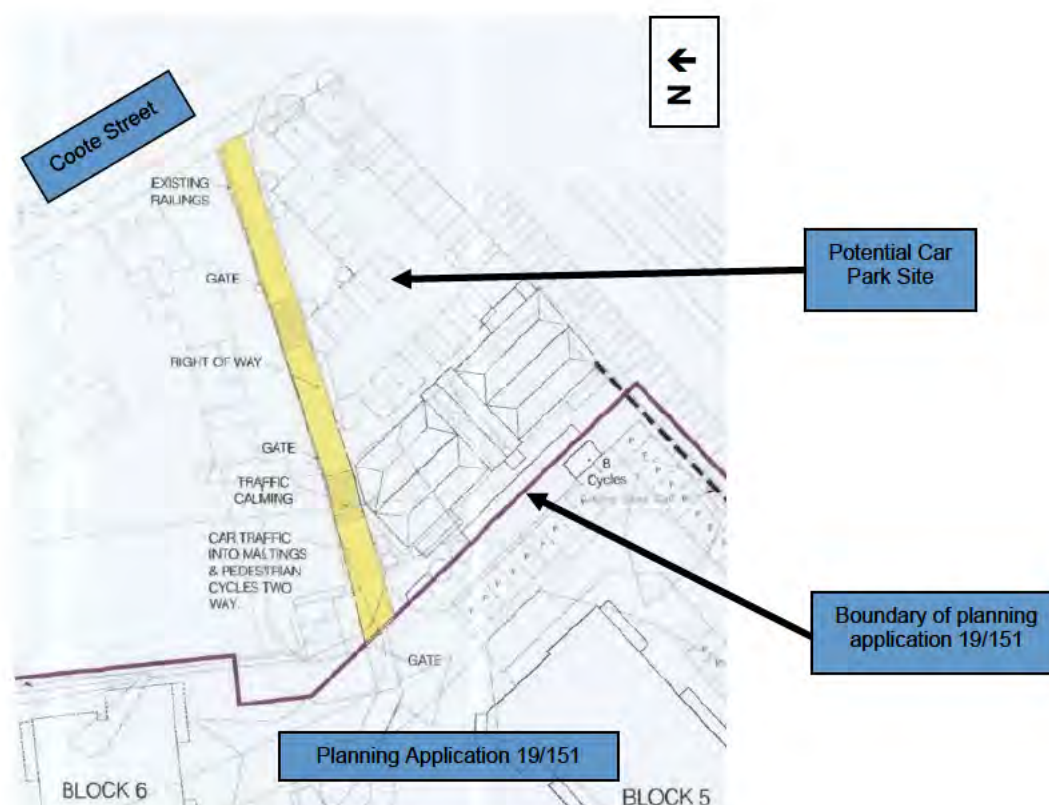


Figure 81 Extract from planning application 19/151

### 12.6.7.3 Risks and issues

The site is zoned “Residential 2 – new proposed residential” and is within an “Opportunity Site”. Therefore, planning issues could be encountered. A protected structure, the “Roche Gibney Mill” bounds the site.

It is unknown if the landowner would be interested in selling the site.

### 12.6.8 Option 7: Option Nos. 1, 2 and 3 combined

#### 12.6.8.1 Site

This combines Options Nos 1, 2 and 3 above.

#### 12.6.8.2 Additional Parking Achieved

It is envisaged that approximately 67no. new parking spaces could be constructed with this option.

#### 12.6.8.3 Risks and issues

The risks associated with Options Nos. 1, 2 & 3 also apply to this option.

### 12.6.9 Option 8: Option Nos. 1 and 2 combined

#### 12.6.9.1 Site

This combines Options Nos 1 and above.

#### 12.6.9.2 Additional Parking Achieved

It is envisaged that approximately 55 no. new parking spaces could be constructed with this option.

#### 12.6.9.3 Risks and issues

The risks associated with Options Nos. 1 and 2 also apply to this option.

### 12.6.10 Recommendation and Scoring

As the above narrative demonstrates, there are numerous options and challenges at Portlaoise Station. It is recommended that Option 8 is progressed whilst the other options are also explored further.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
8	1	98	55	1				1			1			1			1		805
1	2	98	30	1				1			1			1			1		780
7	3	98	67		1			1				1		1			1		617
5	4	98	100			1				1				1			1		600
2	5	98	25		1			1				1		1			1		575
4	6	98	50			1	1					1		1			1		550
6	7	98	27		1							1		1			1		527
3	8	98	13			1	1					1		1			1		513

## 12.7 Ballybrophy

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
25	Iarnród Éireann	Unknown	Option 1	88

### 12.7.1 Capacity and Demand

Through internal stakeholder engagement, a representative from the RU identified Ballybrophy as a priority car park in October 2019 as cars are parked on the road daily.



Figure 82 Daily uncontrolled parking on CIÉ / IÉ owned road

### 12.7.2 Option 1: Extend car park within CIÉ / IÉ owned land

#### 12.7.2.1 Site

The existing car park has approximately 25no. spaces. Adjacent to this site is a CIÉ / IÉ owned site which is currently used for Iarnród Éireann ballast storage. Internal engagement has taken place with the CCE and it has been agreed in principle that the ballast stockpile can be relocated. Access to the station is via a road owned by CIÉ / IÉ which connects with regional road R435 at a signal controlled junction. The station is approximately 3.5km from junction 21 of the M7 motorway.

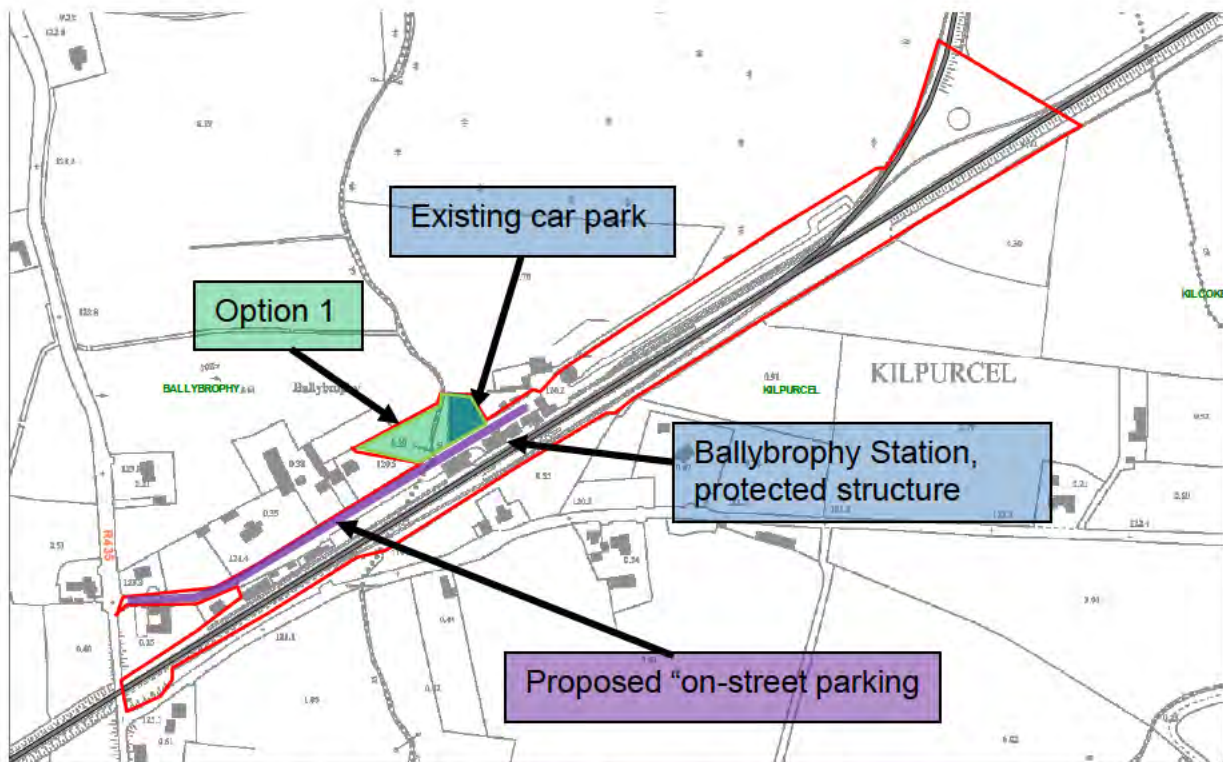


Figure 83 Option 1. CIÉ / IÉ owned land shown in red.

### 12.7.2.2 Additional parking achieved

It is estimated that sixty additional parking spaces could be achieved by reconfiguring and extending the existing car park within CIÉ / IÉ owned land. In addition, as CIÉ / IÉ own the access road to the station, there is an opportunity to provide parking along the road in a structured way. Approximately twenty eight additional parking spaces could be achieved by adding in-line (parallel) parking spaces to one side of the road. This would give a total number of spaces of 113.

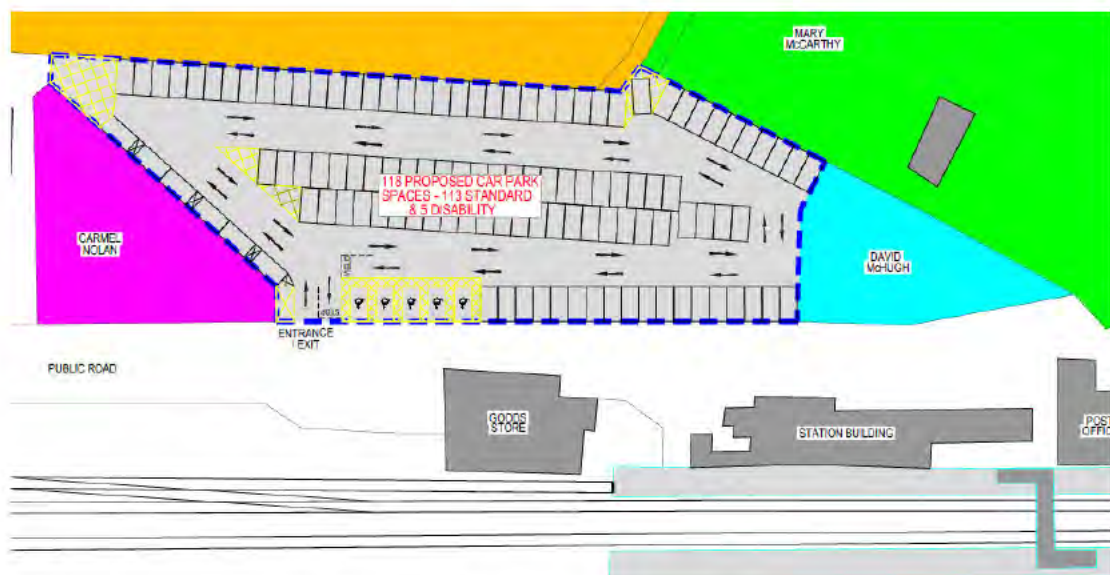


Figure 84 Option 1 (within CIÉ / IÉ lands)

### 12.7.2.3 Risks and issues

The land is not zoned in the Laois County Development Plan. CIE Group Property and IE New Works met with a Senior Executive Planner in Laois County Council on 21 November 2019 and were advised that a planning application for the proposed car park extension would likely be viewed positively.

The existing and proposed extended car parks are adjacent to a stream and the risk of flooding will have to be considered further.

There is some evidence of Japanese Knotweed on the site.

There appears to be a septic tank located on the site.

### 12.7.3 Option 2: Extend car park within CIÉ / IE and 3<sup>rd</sup> Party owned land

#### 12.7.3.1 Site

The existing car park is bounded by privately owned agricultural land to the North of the station. The landowner has indicated that he is interested in selling. CIE Group Property commissioned a land valuation report in August 2019 which valued the land at €15,000 for the 1 acre required for a car park. The landowner indicated that this was too low a value to sell.

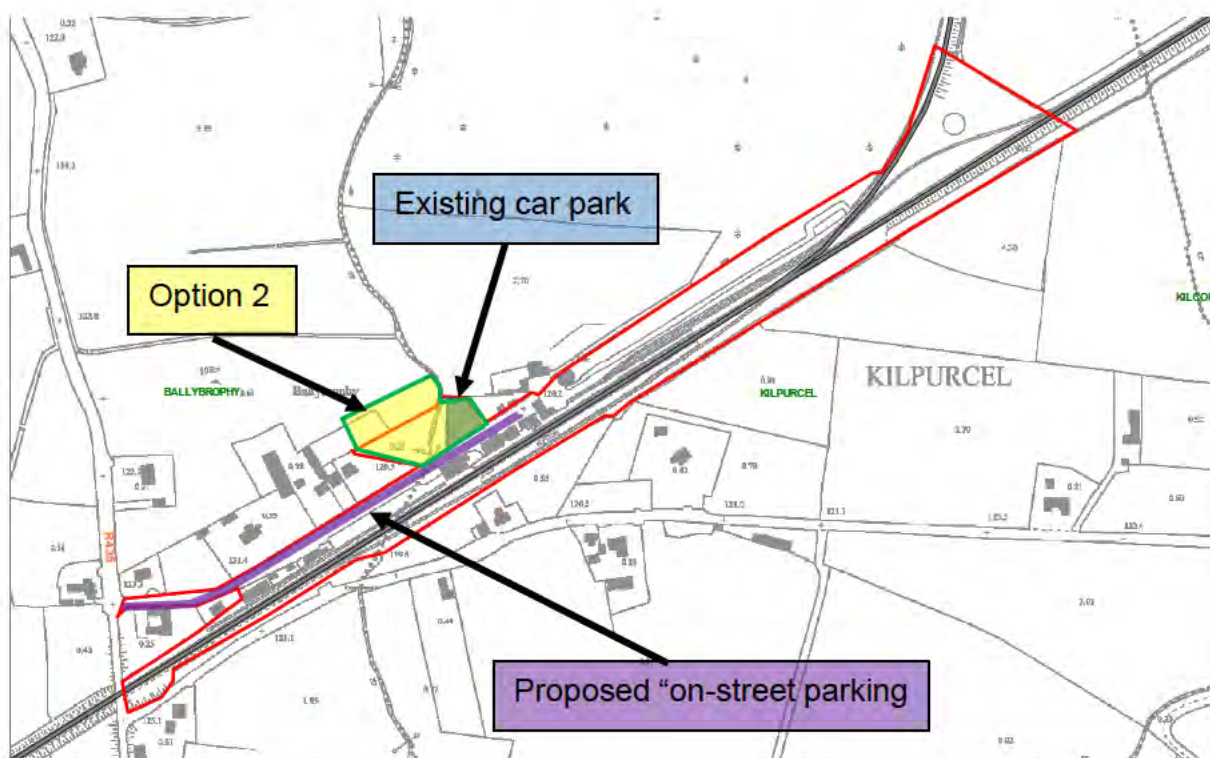


Figure 85 Option 2. CIÉ / IE owned land shown in red.

#### 12.7.3.2 Additional Parking Achieved

It is estimated that 167 additional parking spaces could be achieved by reconfiguring and extending the existing car park within CIÉ / IE owned land and into the privately owned agricultural land. As with Option 1, there is an opportunity to provide parking along the road in a structured way. Approximately twenty-eight additional parking



spaces could be achieved by adding in-line (parallel) parking spaces to one side of the road. This would give a total number of spaces of 220.

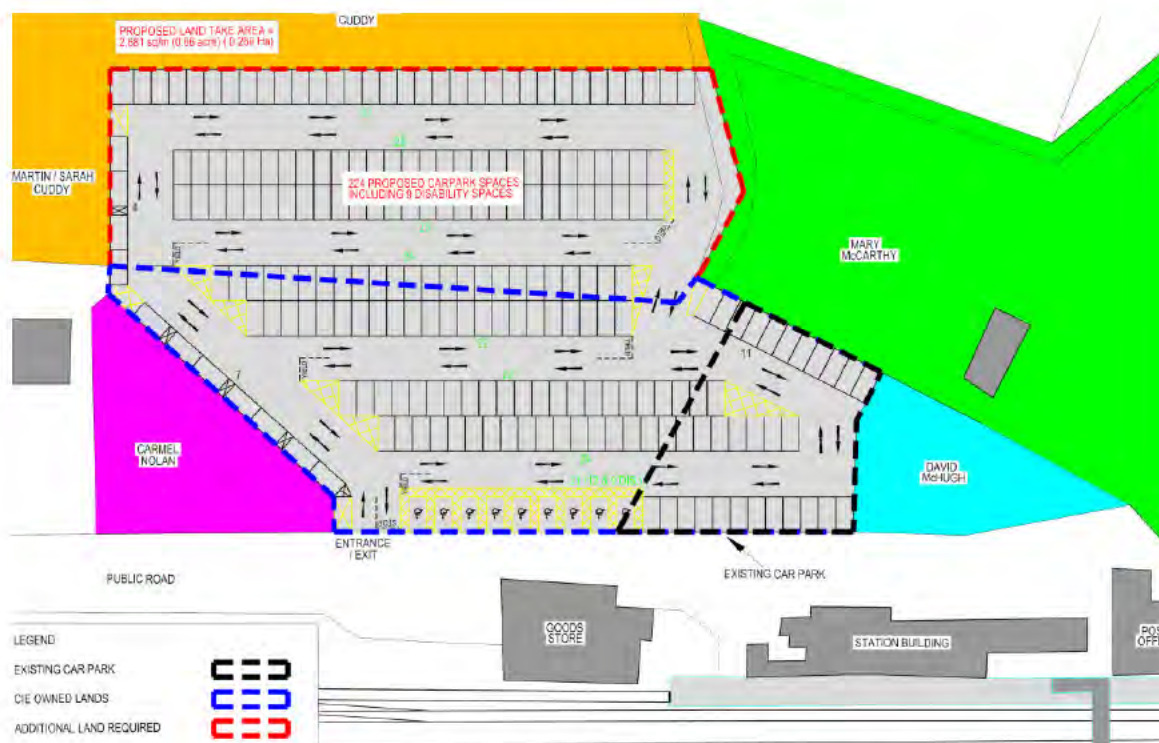


Figure 86 Option 2 (within CIÉ / IE land and private lands)

### 12.7.3.3 Risks and issues

The risks and issues identified in Option 1 also apply to Option 2.

An additional risk with Option 2 is the interface with the existing landowner. The landowner may not be interested in selling the site required. Negotiations to date have indicated that the owner is only willing to sell at approximately ten times the market value.

Considering the large number of spaces proposed, there is a higher chance of local opposition at the planning stage for this proposal.

### 12.7.4 Recommendation and Scoring

It is recommended that Option No.1 is progressed. Where feasible, the design of Option No.1 should consider the potential future development of Option No.2.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
1	1	25	88		1		1			1			1			1		788	
2	2	25	220		1			1			1		1			1		770	

## 12.8 Charleville

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
67	IE-APCOA	61%	Option 1 – South of existing car park	80

### 12.8.1 Capacity and Demand

Charleville station is located 2km outside the town of Charleville town. The station is served by Dublin-Cork Intercity services.

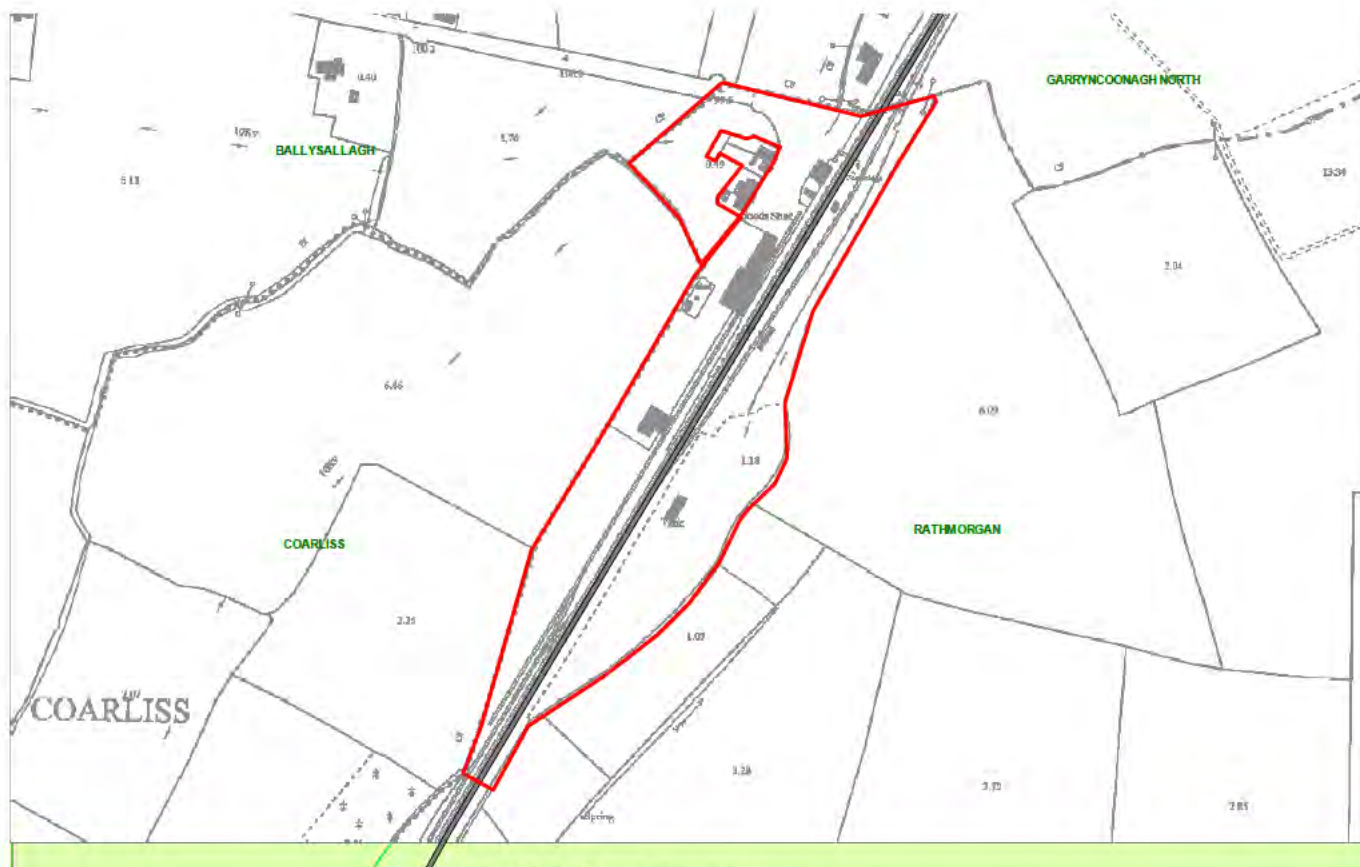


Figure 87 CIÉ / IE land ownership



Figure 88 Option 1 and existing parking

## 12.8.2 Option 1 – South of existing car park

### 12.8.2.1 Site

This site is located to the south of the existing car park and is owned by CIÉ / IÉ. It is a level site with an existing gravel finish. It contains site a disused goods shed. The site itself appears to be disused. The site is within the greenbelt in the Fermoy Municipal District Local Area Plan 2017.

The CCE has advised there is an access point and crossing used regularly at the proposed site. Access shall need to be maintained through the car park for ballast deliveries, OTM access, plant hire etc. on sidings at south side of shed. There is also a potential issue with access to local houses/parking that will require further investigation during project development.

### 12.8.2.2 Additional Parking Achieved

Assuming the goods shed can be demolished, it is estimated that approximately 80no. additional spaces could be constructed.

12.8.2.3 Risks and issues

It is unclear if the planning authority would support an extension to the car park considering the green belt zoning. However this is regarded as medium risk. Considering the site and goods shed appear to be disused, it is assumed there would not be internal objections to the change of use however this assumption will need to be confirmed.

**12.8.3 Recommendation and Scoring**

It is recommended that Option No.1 is progressed. Further dialogue with the CCE shall be required to understand their space requirements.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
Marks:			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
1	1	47	80	1			1					1			1		1		680

## 12.9 Cork

### 12.9.1 Capacity and Demand

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
396	IE-APCOA	76%	Engagement required with all stakeholders to understand if additional parking is feasible. Masterplan to be completed to inform.	N/A

Cork is the terminus for Dublin-Cork services. It is also served by Cork-Cobh/Midleton services. The area around the station is currently undergoing significant development.

Through internal stakeholder engagement, a representative from the Railway Undertaking commented as follows in October 2019:

*“It is imperative that an extension to the current Car Park is made available as quickly as possible. From the usage numbers given it would look like spaces are available every day here. Monday to Friday 07.00 – 18.00 there are no spaces available and results in people parking where they should not do so, resulting in APCOA complaints to ourselves.”*

#### 12.9.1.1 Site Description

Kent Station Cork is located north of Cork city centre. The station is surrounded by lands that are under development or are planned to be developed. These lands are generally brown field sites with some containing protected structures.

The North Docklands Local Area Plan 2005 has now expired. A new Local Area Plan has yet to be produced. The Cork City Development Plan 2015-2021 considers the area. Extracts from the City Development Plan are presented below.

An Iarnród Éireann project was completed in the train station in 2017 providing passenger access from the south of the station for the first time. This project included a new pedestrian underpass and new parking spaces.

A private development, “Horgan’s Quay” is currently at an advanced stage of its development on a site to the west of the station.

The area to the east of the station is currently undeveloped. A historic 2007 planning application exists.

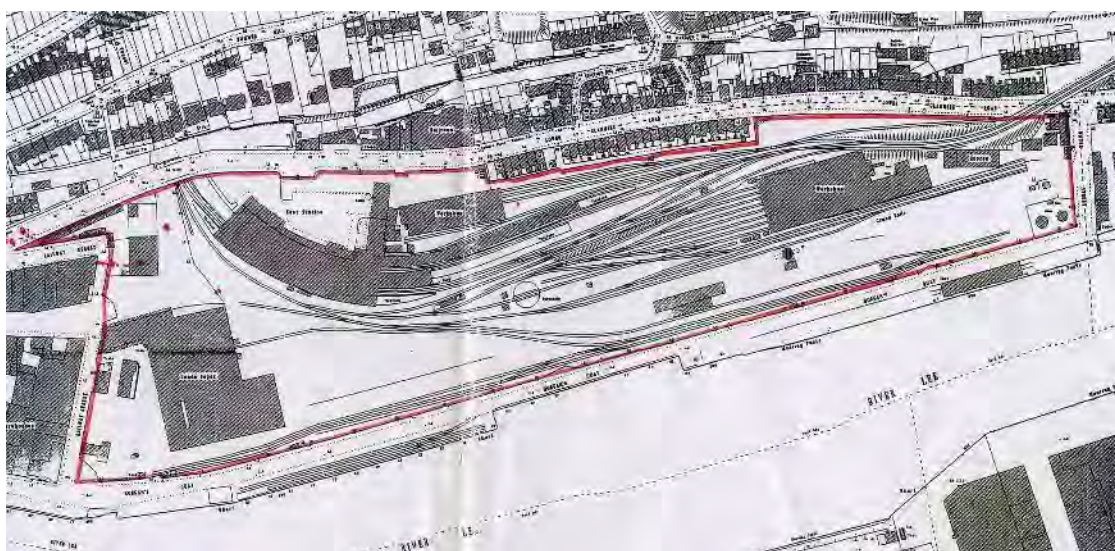


Figure 89 Historic CIÉ site ownership.

### 12.9.1.2 Additional Parking

As described above, the whole station area is subject to redevelopment. It is unknown how the planning authority would view the provision of additional park and ride parking spaces in what is to become a new urban district within the city. Objective 5.26 of the city development plan states that *“Cork City Council will discourage long-term commuter parking in the City Centre while ensuring adequate but not excessive parking provision for short-term shopping, business and leisure use.”* This provides a strong indication that additional city centre parking would not be supported.

It is also understood based on local knowledge that existing Iarnród Éireann parking spaces are used by persons who do not use the train. This is assumed to be due to the relatively cheap daily parking charge and the close proximity to the city centre.

### 12.9.2 Recommendation

The whole station and land bank are subject to a separate masterplan study which should provide clarity on the optimal land usage. The future land use of the land around Cork Kent station involves multiple stakeholders. Therefore, it is not possible within the scope of this report to identify a feasible location for a car park development. It is recommended that engagement is undertaken with CIE Group Property, Cork City Council, potential developers and the Railway Undertaking to develop a better understanding of the masterplan for the area and whether additional park and ride parking could form part of it.

In addition, it is recommended that a survey is undertaken to ascertain the proportion of existing car park users that are actually train users. Depending on the outcome, the RU should consider measures to disincentive drivers who do not use the train.

**Objective 13.25 Development of Docklands**

Cork City Council aims:

- a) To promote the development of the North and South Docklands as major development opportunities of regional and national importance;
- b) To create a vibrant mixed use and socially inclusive urban quarter in Docklands;
- c) To re-orient Docklands as an extension of the City Centre and to initially focus on development of areas easily accessible from the City Centre, with other areas developing as barriers to development are overcome and opportunities arise;
- d) To review the local planning frameworks and if appropriate amend them to take account of changed circumstances;
- e) To work with key stakeholders, including government agencies and landowners, to overcome infrastructural deficits and other barriers, to secure the development of Docklands.



Figure 13.2 Product Area Approach to future of Docklands  
(Source: Cork City Harbour – Unlocking Cork Docklands, 2012)

**Objective 13.26 North Docks**

The North Docks, including the railway station lands and waterfront areas, will be developed in accordance with the vision set out above and indicated on Maps 1 and 2 of Volume 2. A comprehensive Masterplan, in line with the Development Plan policy and informed by the Docklands Public Realm Masterplan will be required to guide development of the station and adjoining waterfront lands and Cork City Council will work with the landowners and the transport stakeholders to secure this.

Extract from Map 1 of Volume 2:



Extract from Map 2 of Volume 2:



Figure 90 Extracts from the Cork City Development Plan 2015-2021

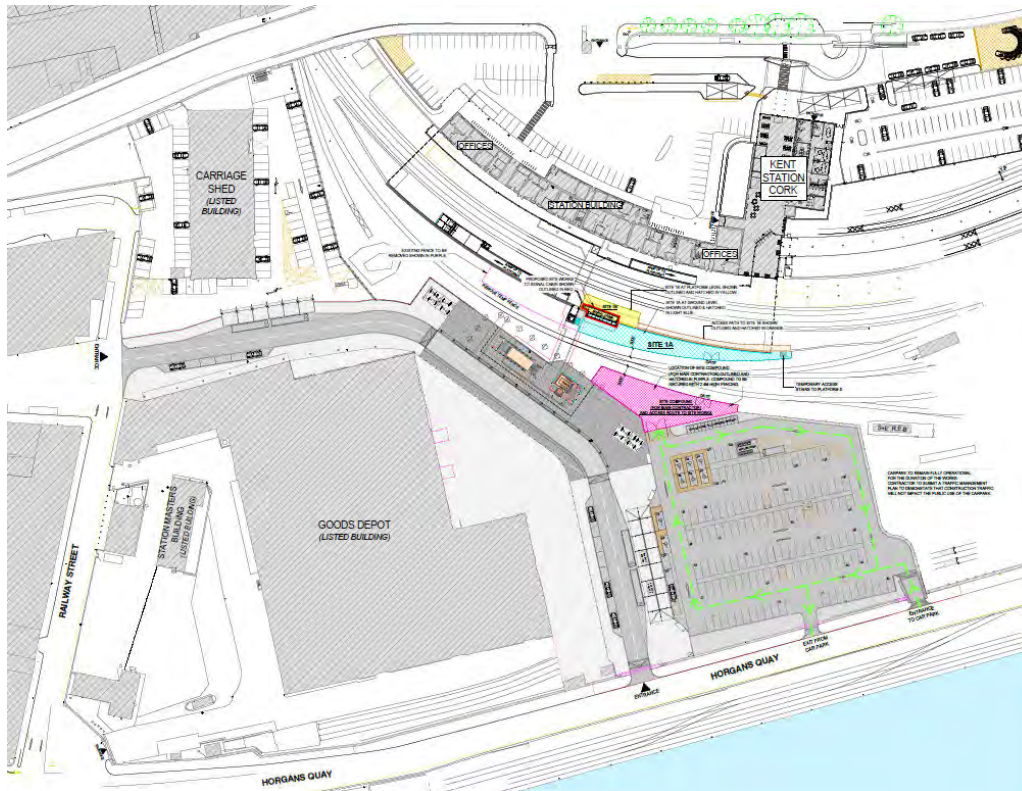


Figure 91 Layout of Iarnród Éireann 2017 project



Figure 92 Plan of the "Horgan's Quay" development which is under construction



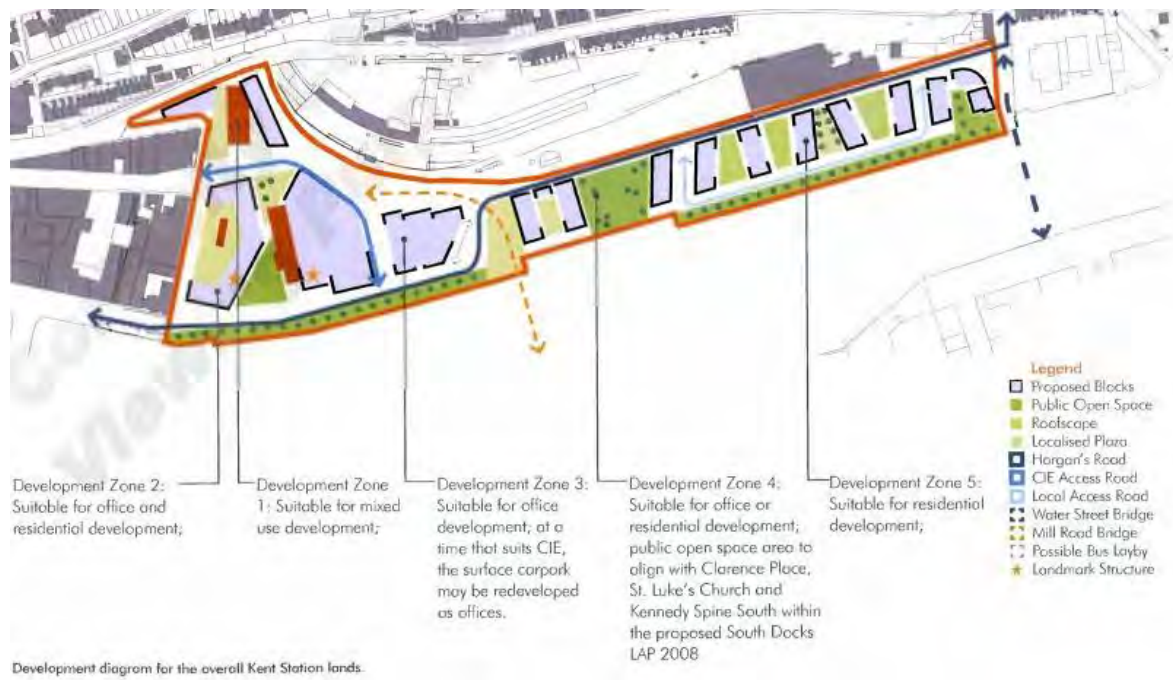


Figure 93 Extract from the “Horgan’s Quay” 2017 planning application (ref: 1737563)



Figure 94 Extract from a historic planning application not built (ref: 0732447)

### 13 Tullamore to Galway/Ballina/Westport Routes

Station	Existing spaces:	Owner-Operator:	Strategy Comment	Oct & Nov 2019 Average utilisation:
Tullamore	404	IE-APCOA	No known capacity issues.	37%
Clara	34	IE-APCOA	Considered in Section 13.1 of this report.	82%
Athlone	104	IE-APCOA	Considered in Section 13.2 of this report.	98%
Ballinasloe	112	IE-APCOA	No known capacity issues.	36%
Woodlawn	60	Iarnród Éireann	No known capacity issues.	
Attymon	8	Iarnród Éireann	No known capacity issues.	
Athenry	202	IE-APCOA	No known capacity issues.	32%
Oranmore	140	Galway CC	Considered in Section 13.3 of this report.	
Galway	182	IE-APCOA	Subject to a redevelopment plan. Developer to provide 100 spaces for rail users.	48%
Roscommon	21	Iarnród Éireann	No known capacity issues.	
Castlerea	34	Iarnród Éireann	No known capacity issues.	
Ballyhaunis	20	Iarnród Éireann	No known capacity issues.	
Claremorris	30	Iarnród Éireann	No known capacity issues.	
Castlebar	117	IE-APCOA	No known capacity issues.	25%
Westport	48	IE-APCOA	No known capacity issues.	46%
Manulla Junction	0	No car park	No known capacity issues.	
Foxford	25	Iarnród Éireann	No known capacity issues.	
Ballina	22	Iarnród Éireann	No known capacity issues.	

### 13.1 Clara

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
34	IE-APCOA	82%	Option 1 – East of the existing car park	100

#### 13.1.1 Capacity and Demand

Clara station is located on the Dublin-Galway and Dublin-Ballina/Westport lines. Recent reports have indicated that the car park is nearing capacity on a regular basis.

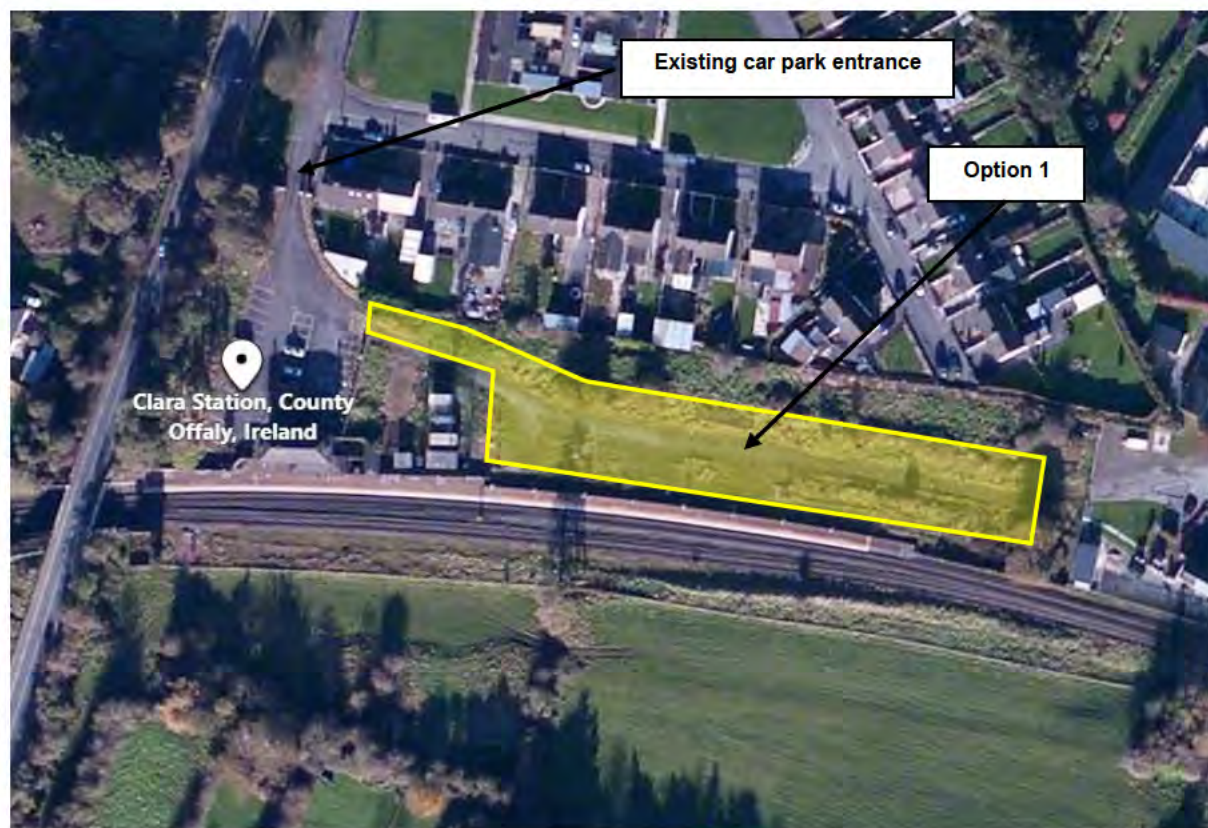


Figure 95 Option 1 shown

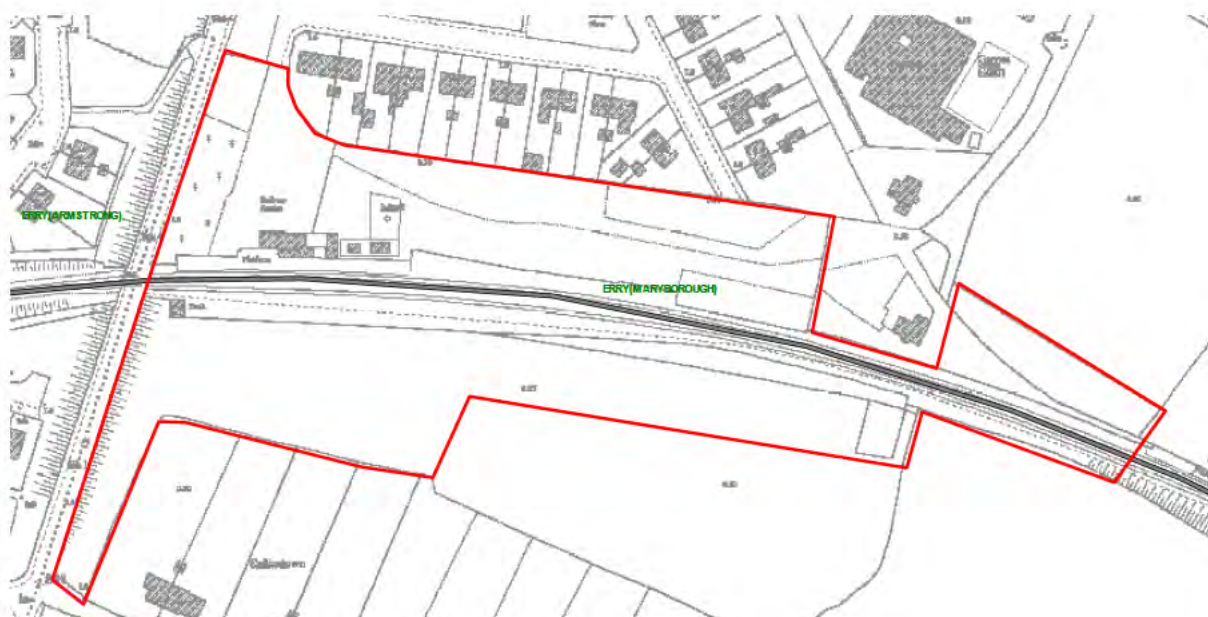


Figure 96 CIÉ / IÉ Landownership



Figure 97 Extract from Offaly County Development Plan 2014-2020

### 13.1.2 Option 1 – East of the existing car park

#### 13.1.2.1 Site

The proposed site is located to the east of the existing car park on land owned by CIÉ / Iarnród Éireann. From a desk study, it appears the to be a greenfield site with dense trees and undergrowth to the north of the site. Access to the site could be constructed via the existing car park. The CCE have advised they use this site occasionally for deliveries but could use alternative access points.

### 13.1.2.2 Additional Parking Achieved

A large car park could be constructed on this site. The relatively restricted access route could limit the scale of car park to be provided. The station is accessed via Station Road / Erry Mill which is a narrow road providing access to residential development. Therefore, for the purpose of this study, it is assumed that approximately 100 additional spaces could be constructed and still make use of the current access arrangements with minor upgrades.

### 13.1.2.3 Risks and issues

The zoning of the land is for Public/Community/Educational land use. It is not clear from the Local Area Plan if the Planning Authority would be in favour of development of the land as a car park.

The existing entrance is narrow and would need to be widened to cater for additional users. However this may not be possible as Clara Station is a protected structure.

### 13.1.3 Recommendation and Scoring

It is recommended that Option No.1 is progressed further.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
Marks:			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
1	1	34	100		1			1				1		1			1		650

### 13.2 Athlone

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
104	IE-APCOA	98%	Option 1: Existing CIE land	20

#### 13.2.1 Capacity and Demand

Athlone benefits from regular intercity Galway-Dublin and Westport-Dublin trains. The existing car park is full on a daily basis.

Through internal stakeholder engagement the RU Galway District Manager commented as follows on 21<sup>st</sup> October 2019:

*“Car park at capacity every day and illegally parked cars. Customer complaints received”.*

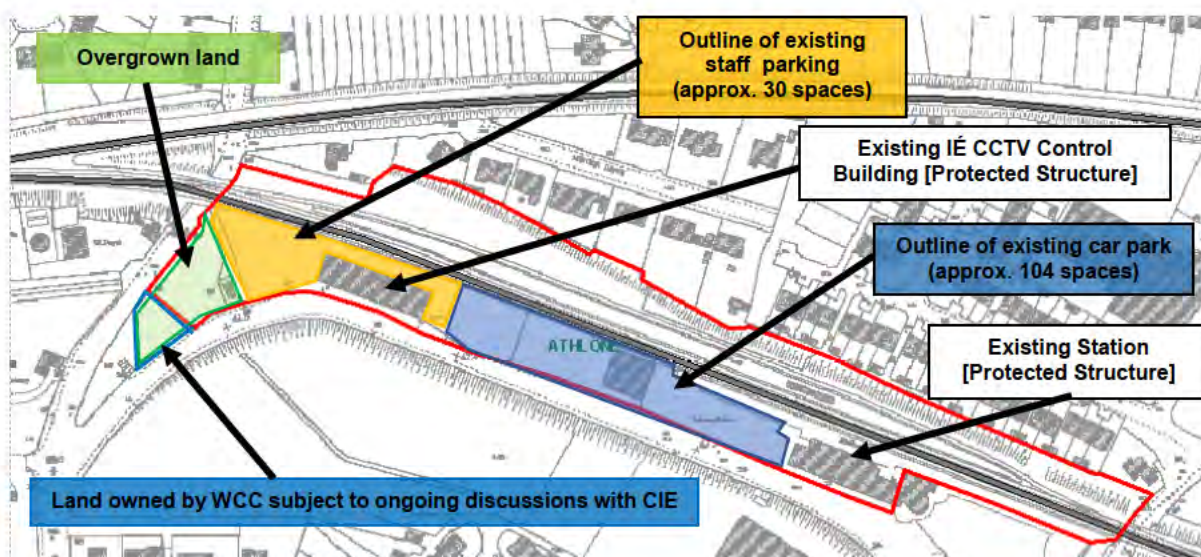


Figure 98 Athlone CIE / IE land ownership shown in red.

A significant road project that is proposed by Westmeath County Council is planned to the south of the station. This has an impact on the existing Bus Éireann depot. It means that the land to the south of the station is very unlikely to be available for development as a car park. The Athlone Town Development Plan (2014-2020) identifies the lands to the south of the station as an Opportunity Site *“to facilitate the development of employment uses, and maximise connectivity and permeability from the train/ bus station to the town”*. The intention to construct a road is also mentioned.

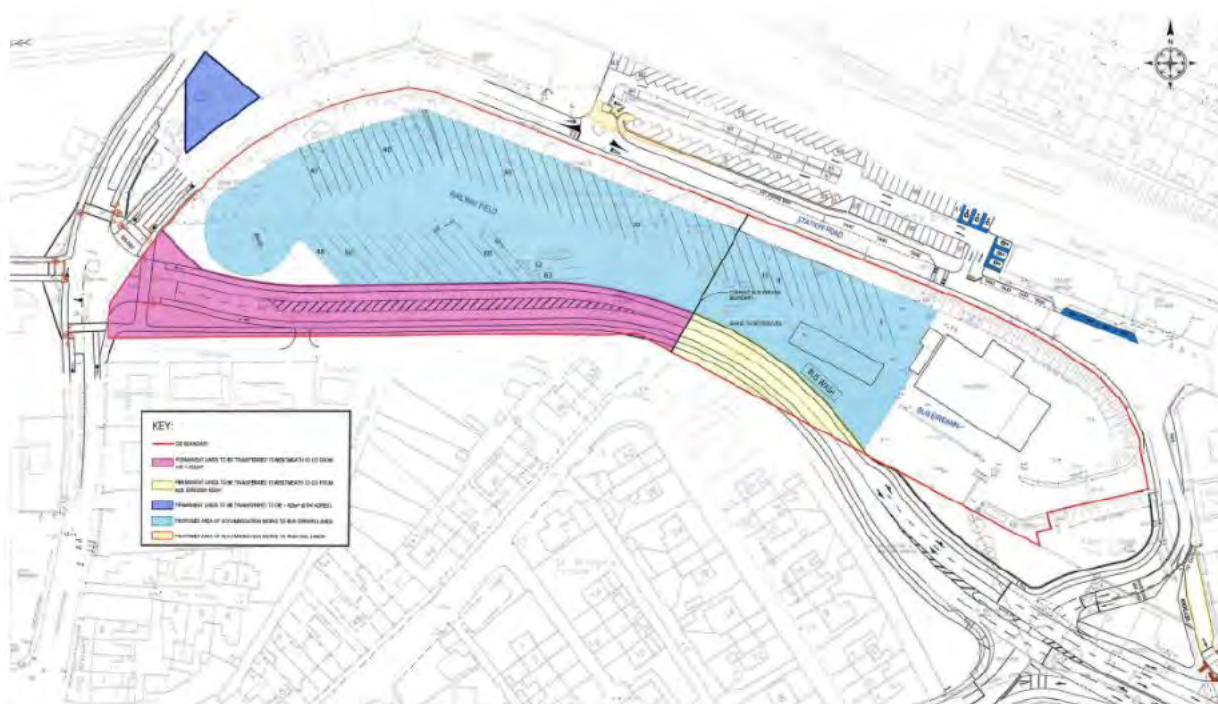


Figure 99 Outline of proposed link road as presented to Westmeath County Councillors in Jan '19.

### 13.2.2 Option 1 - Existing IÉ / CIÉ land

#### 13.2.2.1 Site

This option is based on utilising CIÉ / IÉ owned land to the west of the station. The site consists of a hard-standing area currently used for IÉ staff parking and an area with thick vegetation. The hard-standing area currently accommodates approximately thirty car parking spaces. The adjacent area containing thick vegetation is on a steep incline falling towards the road to the west.



Figure 100 Option 1 – Existing IÉ / CIÉ land.

### 13.2.2.2 Additional Parking Achieved

There are currently approximately 30no. parking spaces in this area. It is envisaged that an additional ten spaces could be created on the existing hard standing by rationalising the car park layout. An additional twenty spaces could be created in the area with thick vegetation. Therefore, overall twenty additional public parking spaces could be created.

Ongoing discussions with Westmeath County Council (WCC) regarding the proposed link road may result in the transfer of an additional plot of land to CIÉ in 2021 adjacent to the area with thick vegetation. Whilst this is a steep and overgrown site, additional parking spaces could potentially be created in this plot.

### 13.2.2.3 Risks and issues

Alterations to the existing staff car park arrangements will require internal agreement with IE. It is understood the parking consists of CCE pool car parking, SET staff parking and RU parking. SET also has signalling store in this area.

The area site with thick vegetation has a challenging topography with a steep slope which will require a retaining structure to be constructed. Felling of trees and undergrowth can also be sensitive.

Due to the small volume of spaces to be created, it is envisaged that a full planning application shall not be required. The site is zoned as “Commercial” in the Athlone Town Development Plan (2014-2020) which is defined as “*to provide for commercial development which does not need to be located in the town centre or retail warehousing zone*”.

## 13.2.3 Option 2 – Multi-storey car park

### 13.2.3.1 Site

The existing car park is rectangular in shape measuring approximately 16m by 140m. Whilst the narrowness of the existing site is not ideal in terms of constructing an efficient 2<sup>nd</sup> car park level above, the regular shape is advantageous.



Figure 101 Option 2 – Potential location of additional car park deck.



### 13.2.3.2 Additional Parking Achieved

With the addition of a single car park level, it is estimated that sixty additional parking spaces could be created.

### 13.2.3.3 Risks and issues

The likelihood of planning issues is significant given that there are protected structures to the east and west of the proposed car park structure. They are the Iarnród Éireann offices to the east and the railway station to the west. This risk could be reduced by leaving a space between the protected structures and the car park structure however a high quality of car park materials may be required to satisfy the planning authority resulting in a costly structure.

### 13.2.4 Recommendation and Scoring

It is recommended that Option 1 is progressed further. Further internal engagement will be required to establish if it is a feasible option considering the impact on other departments.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
Marks:			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
1	1	104	20			1		1		1				1			1		670
2	2	104	60			1		1				1		1			1		510

### 13.3 Oranmore

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
140	Galway CC	Unknown	Option 1 – East of existing car park	200

#### 13.3.1 Capacity and Demand

Oranmore is a new station on the network which opened in 2013 and is served by Galway-Dublin and Galway-Limerick trains. The station currently has a single platform however there are plans to construct a second platform and increase services.

The existing station car park is owned and managed by Galway County Council. It is reported that the car park is regularly full. There is no charge currently for parking. In the short-term, demand could be controlled with the introduction of parking charges. It is understood that Galway County Council are exploring the option of adding a 2<sup>nd</sup> tier to the existing car park.

Through internal stakeholder engagement, an RU representative commented as follows in October 2019:

*“Car park at capacity every day and illegally parked cars”.*

The station is located within the boundaries of the Oranmore 2012-2022 Local Area Plan (LAP). The LAP describes how this area will be “subject to future masterplanning and/or a Local Area Plan”. The land around the station is zoned as “Strategic Reserve” area. Land Use Objective “LU 12” of the LAP for the Strategic Reserve Area is:

*“Protect and safeguard the lands designated as a Strategic Reserve Area from any development that would prejudice their potential as the land reserve for the future strategic growth of Oranmore, including single house development.”*



Figure 102 Oranmore Station – Existing Car Park & Option 1

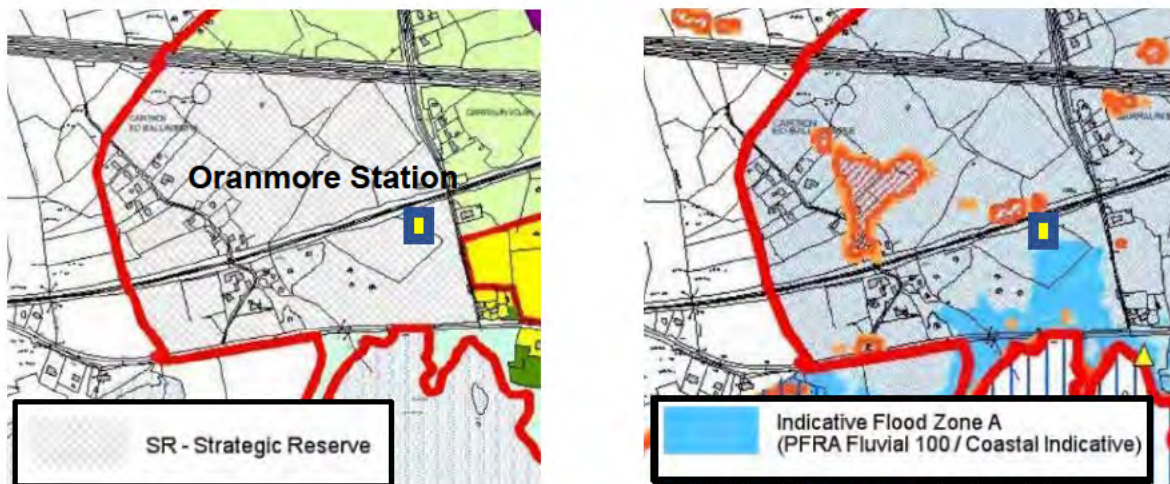


Figure 103 Extract from Oranmore LAP 2012 - 2022

### 13.3.2 Option 1 – East of existing car park

#### 13.3.2.1 Site

The greenfield site is located to the west of the existing car park on lands owned by a third party. It is at a higher level than the existing car. However it appears likely that the existing station access road could be used to construct a car park. As the station

is surrounded by green fields with the same zoning, adjacent sites could be used to extend the car park with similar difficulties and end results.

### 13.3.2.2 Additional Parking Achieved

It is estimated that up to 200 additional spaces could be achieved on this site. It is likely that the junction with regional road R338 would need to be upgraded to facilitate the additional users.

### 13.3.2.3 Risks and issues

The land is owned by an unknown 3<sup>rd</sup> party. It is unknown if the landowner has any interest in selling the land nor of the desired sale price of the land. This risk is increased due to likelihood that this area of Oranmore will be developed in future years for residential / commercial / retail usage resulting in increased land values. This is cost and programme risk.

The Oranmore Local Area Plan addresses the objectives for the area in the vicinity of the station in high level terms only and makes reference to a potential future masterplan / Local Area Plan for the area around the station. Based on this document, it is difficult to determine the Planning Authority's likely response to a proposed enlarged car park. From engagement with the Local Authority, it is understood that they would not be in favour of increasing the footprint of the surface level car park.

### 13.3.3 Recommendation and Scoring

It is recommended to progress Option 1 in collaboration with Galway County Council.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
Marks:			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
1	1	140	200			1			1				1				1		500

#### 14 Banteer to Tralee Route

Station	Existing spaces:	Owner-Operator:	Strategy Comment	Oct & Nov 2019 Average utilisation:
Banteer	18	Iarnród Éireann	No known capacity issues.	
Millstreet	35	Iarnród Éireann	Considered in Section 14.1 this report.	
Rathmore	29	Iarnród Éireann	No known capacity issues.	
Killarney	104	IE-APCOA	No viable car park locations available.	65%
Farranfore	18	IE-APCOA	Considered in Section 14.2 of this report.	71%
Tralee	113	IE-APCOA	No known capacity issues.	59%

### 14.1 Millstreet

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
35	IE	Unknown	Option 1 – North of station	90

#### 14.1.1 Capacity and Demand

Millstreet station is served by Dublin-Tralee services. The station is located 2km north of the town of Millstreet.

Through internal stakeholder engagement, a representative from the Railway Undertaking commented as follows in October 2019:

*“Current Car Park very small and locked in the sense of expansion on that side. Space available across the way on the Up side which could be utilised, again CCE usage at the moment.”*



Figure 104 CIÉ / IE land ownership

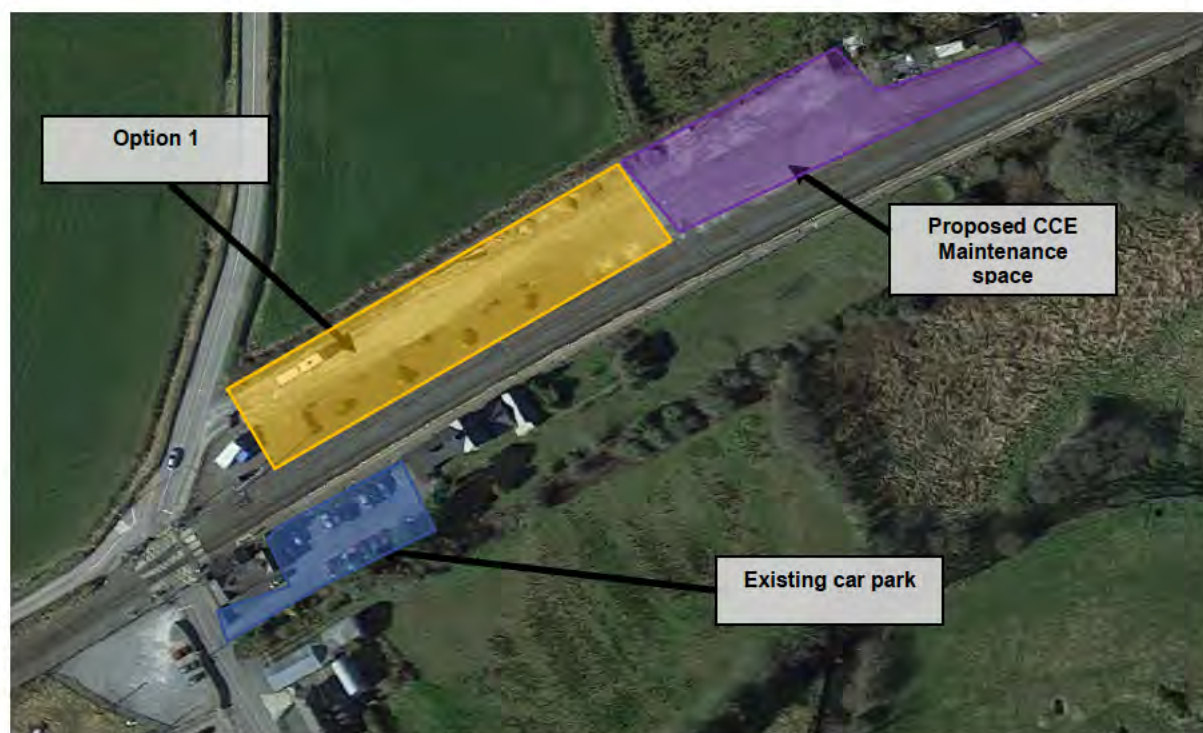


Figure 105 Option 1 and Existing parking

### 14.1.2 Option 1 – North of station

#### 14.1.2.1 Site

This site is owned by CIÉ / IÉ and has historically been used for CCE maintenance activities. It is a flat site parallel with the railway. The site is sufficiently large that it could continue to be used for CCE Maintenance activities whilst also constructing a car park. The site is zoned as a green belt.

#### 14.1.2.2 Additional Parking Achieved

It is estimated that approximately ninety additional spaces could be constructed on this site.

#### 14.1.2.3 Risks and issues

Initial internal engagement with the CCE department has confirmed that the space can be used for parking purposes. Further engagement shall be required to confirm the final layout.

The car park location will require car park users to cross the track via the level crossing. Appropriate signage and fencing will be required to discourage the public from crossing the track by any other means.

### 14.1.3 Recommendation and Scoring

It is recommended to progress Option 1 further.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
1	1	35	90	1			1			1				1			1		790



## 14.2 Farranfore

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
18	IE-APCOA	71%	Option 1 – Southwest of existing car park	100

### 14.2.1 Capacity and Demand

Farranfore station is served by Dublin-Tralee trains. The station has a small car park with 18no. spaces. The station is located adjacent to the junction of national roads N22 and N23. Farranfore is based between Tralee and Killarney stations. All three stations are served by the same train services except for the first train of the day. However Farranfore has approximately 20% of the number of passengers relative to either Tralee or Killarney.

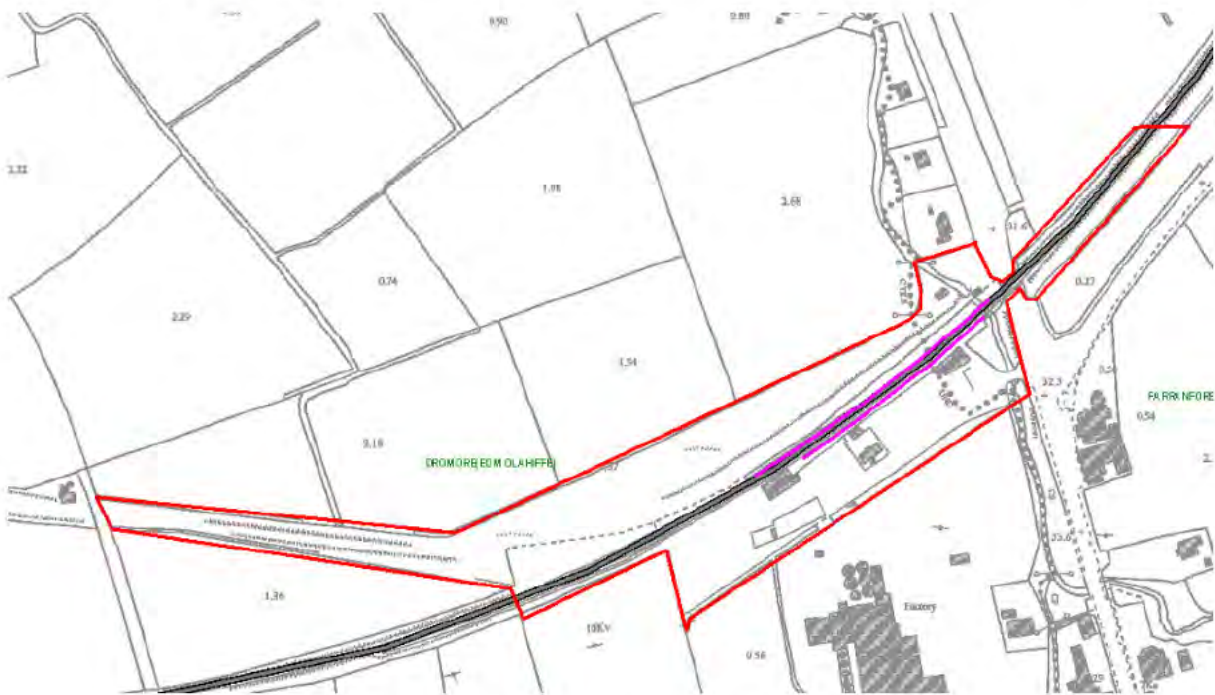


Figure 106 CIÉ / IE land ownership at Farranfore



Figure 107 Option 1 at Farranfore

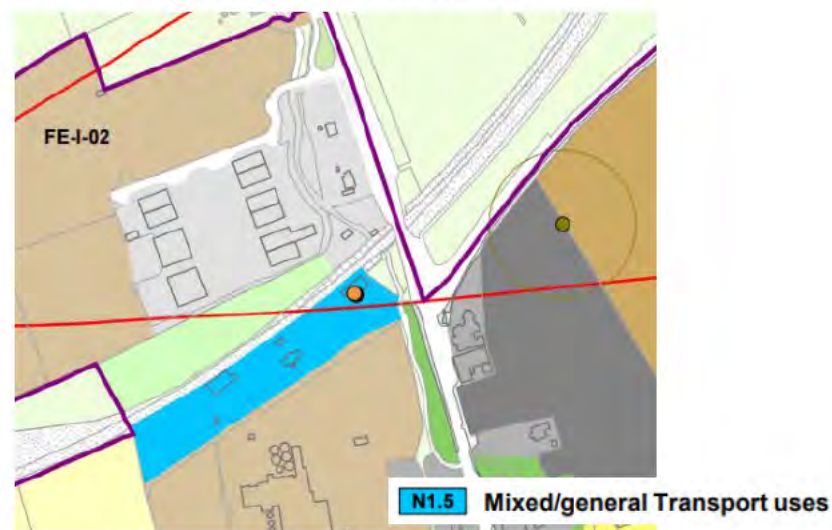


Figure 108 Extract from Killarney Municipal District LAP 2018-2024

## 14.2.2 Option 1 – Southwest of existing car park

### 14.2.2.1 Site

The site is located southwest of the existing car park and is within the land owned by CIÉ / IÉ. The majority of the site is level with a hard-standing finish comprising of compacted aggregate. It contains a derelict house that would need to be demolished. It is unclear what historic use has been made of the site. The site is zoned N1.5 – Mixed/general Transport uses which is likely to be suitable for use as a car park.

#### 14.2.2.2 Additional Parking Achieved

It is estimated that approximately 100 additional spaces could be constructed on this site. This volume of spaces does not utilise all CIÉ / IÉ owned land therefore allowing the remaining space to be used for CCE activities.

#### 14.2.2.3 Risks and issues

Farranfore station is a protected structure. It is assumed that the house on the site is disused and is not protected – this assumption needs to be confirmed.

The existing car park entrance is on the N22 adjacent to the busy junction of the N22 and N23. The Local Authority or Transport Infrastructure Ireland may object to increasing the volume of traffic entering and exiting the station at this junction. However there is a proposed road scheme to realign the N22 resulting in the N22 bypassing Farranfore station.

Initial consultation has taken place with the CCE department and they do not have an objection to the proposal as long as access is maintained to their compound.

It is likely that the NTA / Bus Éireann / Kerry County Council will request to integrate bus stops in the station grounds. This is in line with Transport Objective FE-T-02 in the Killarney Municipal District LAP 2018-2024 which states:

*“Provide dedicated off road bus stops for the village and/or integration of bus and rail in the railway station grounds as a transport hub.”*

This interface will have to be managed.

### 14.2.3 Recommendation and Scoring

It is recommended to progress Option 1 further. Farranfore could be an attractive alternative to parking at Tralee or Killarney stations where space is limited and traffic congestion is a noted problem.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
Marks:			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
1	1	18	100	1			1					1			1		1		700

## 15 Other Stations

Station	Existing spaces:	Owner-Operator:	Strategy Comment	Oct & Nov 2019 Average utilisation:
Littleisland	61	Iarnród Éireann	No known capacity issues.	
Glounthaune	48	Iarnród Éireann	Considered in Section 15.1 of this report.	
Carrigtwohill	183	Iarnród Éireann	No known capacity issues.	
Midleton	283	Iarnród Éireann	No known capacity issues.	
Fota	0	No car park	No viable car park locations available.	
Carrigaloe	0	No car park	No viable car park locations available.	
Rushbrooke	0	No car park	No viable car park locations available.	
Cobh	0	No car park	No known capacity issues. Free public parking available adjacent to the station.	
Sixmilebridge	83	Iarnród Éireann	No known capacity issues.	
Ennis	168	IE-APCOA	No known capacity issues.	41%
Gort	120	Iarnród Éireann	No known capacity issues.	
Ardrahan	53	Iarnród Éireann	No known capacity issues.	
Craughwell	120	Iarnród Éireann	No known capacity issues.	
Roscrea	19	Iarnród Éireann	No known capacity issues.	
Cloughjordan	20	Iarnród Éireann	No known capacity issues.	
Nenagh	161	Local Authority	No known capacity issues.	
Birdhill	10	Iarnród Éireann	No known capacity issues.	
Castleconnell	10	Iarnród Éireann	No known capacity issues.	
Carrick-on-Suir	8	Iarnród Éireann	No known capacity issues.	
Clonmel	12	Iarnród Éireann	No known capacity issues.	
Cahir	6	Iarnród Éireann	No known capacity issues.	
Tipperary	8	Iarnród Éireann	No known capacity issues.	

### 15.1 Glounthaune

Existing Conditions:			Recommendation:	
Existing spaces:	Owner-Operator:	Oct & Nov 2019 Average utilisation:	Preferred Option:	Additional Spaces achieved:
48	IE	Unknown	Option 1 – East of Station	40

#### 15.1.1 Capacity and Demand

Glounthaune station is a commuter station served by Cork-Midleton services

Through internal stakeholder engagement, a representative from the Railway Undertaking commented as follows in October 2019:

*“Currently very busy Car Park, many users are now parking on the hard shoulder outside the station resulting in restricted views when exiting the Car Park. Land available on the Fota end to allow extension, CCE usage at the moment.”*

It is noted that the car park is currently free. Introducing pay and display could reduce the demand in the short term.

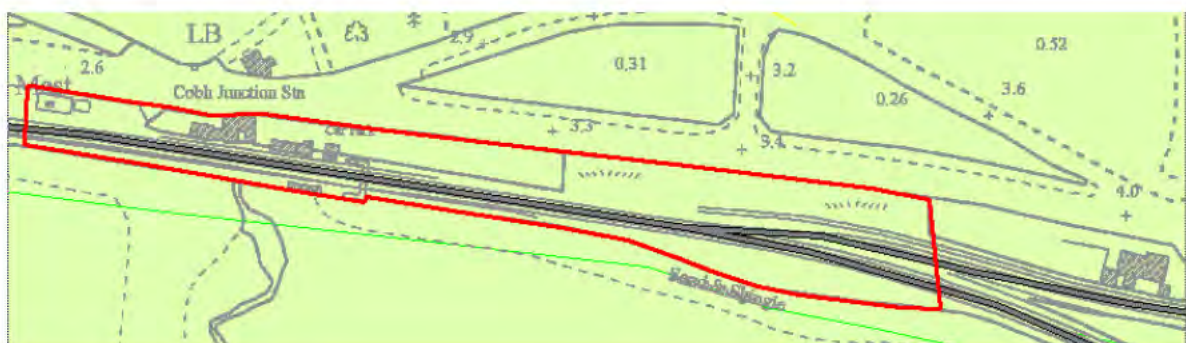


Figure 109 CIÉ / IE land ownership



Figure 110 Option 1 and Existing parking

### 15.1.2 Option 1 – East of Station

#### 15.1.2.1 Site

This site is owned by CIÉ / IÉ and has historically been used for CCE maintenance activities. It is a flat site parallel with the railway. Due to its proximity to the sea, the site is identified as “Flood Zone A” in the Cobh Municipal District Local Area Plan 2017. The site is not zoned.

#### 15.1.2.2 Additional Parking Achieved

It is estimated that approximately 40 spaces could be constructed at this location.

#### 15.1.2.3 Risks and issues

The flood risk and the planning authority’s approach to this risk is the most significant risk at this site. Internal stakeholder engagement will be required in order to confirm that the existing CCE maintenance activities can take place in a smaller space. Initial engagement with the CCE has indicated that they could use a smaller space.

### 15.1.3 Recommendation and Scoring

It is recommended to progress Option 1 in collaboration with the CCE Department.

Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
				Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
Marks:			1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
1	1	48	40		1		1					1		1			1		640

# **Appendix A Passenger Rail Services Strategic Plan Extracts**

## IÉ National Car Park Strategy – Phase 1 Report

The following tables are extracts from a March 2019 internal Iarnród Éireann report titled “Iarnród Éireann Passenger Services Strategic Plan to Meet The Requirements of a Growing Economy”.

Current	Rail Strategy 2027	Rail Vision 2040
<p><b>48m Passengers</b></p>	<p><b>75m+ Passengers</b></p> <ul style="list-style-type: none"> <li>Annual Steady-State fleet and infrastructure maintenance &amp; renewal</li> <li>Initial additional fleet capacity.</li> <li>Initial decarbonisation measures</li> <li>DART Expansion priority phases (10 min service) including fleet and depot</li> <li>Track renewal on Cork and Belfast routes for 100mph operations</li> <li>Additional dynamic passing loops / station platforms on single track network</li> <li>Initial phases of InterCity / commuter frequency and journey time improvements.</li> <li>Development of regional / provincial city rail pending local developments / policies</li> <li>Upgraded Safety critical communications, signalling, control &amp; other systems</li> <li>Improved customer access (including P&amp;R) interfaces (sales channels &amp; information)</li> <li>Improved station accessibility and train / platform interface</li> </ul>	<p><b>100m+ Passengers</b></p> <ul style="list-style-type: none"> <li>Ongoing annual Steady-State fleet and infrastructure maintenance &amp; renewal</li> <li>Fully accessible rail network (station &amp; fleet)</li> <li>Complete DART Expansion (including DART underground and city centre stations)</li> <li>Electrification of core InterCity network (Cork, Belfast, Limerick, Galway and Mullingar).</li> <li>Hybrid rail operations on all non electrified routes</li> <li>Major InterCity route capacity pinchpoint works - key sections of track doubling &amp; 3 / 4 tracking on Cork &amp; Belfast routes.</li> <li>Significant increase in InterCity frequencies ranging from half hourly to 2 hourly</li> <li>Very significant InterCity journey time improvements</li> <li>Further fleet (electric / hybrid) &amp; depot expansion</li> <li>Ongoing upgrading of train control and customer interface systems in line with technology developments</li> <li>Possible electrification of Cork commuter network</li> </ul>



# IÉ National Car Park Strategy – Phase 1 Report

## PHASED CUSTOMER SERVICE IMPROVEMENTS BY ROUTE.

ROUTE	CURRENT level of service	RAIL STRATEGY 2027 level of service	RAIL VISION 2040 level of service
Dublin Suburban:- Current DART	10 minute DART service		
Drogheda – Connolly commuter	Headway ranging from 10 – 25 mins peak to 1h10mins off peak		
Maynooth. Parkway M3	Headway ranging from 10 – 20 mins peak to half hourly off peak Headway ranging from 20 – 35 mins peak to 1h off peak. Combination of direct peak period services to Docklands and off-peak services to Connolly with Clonsilla interchange to / from Maynooth services.	10 minute electrified DART service frequency to city centre on all routes (Drogheda, Greystones, Kildare, Maynooth / M3 parkway) subject to demand and some short running.	Potential, subject to demand and some short running, for regular sub 5 – 10 minute interval high capacity DART type service to city centre on all routes during the peak with twinned corridors through the city centre (Maynooth – Greystones and Drogheda – Kildare via DART Underground).
Hazelhatch – Connolly	15 – 33 mins peak headway and hourly off-peak		
Outer Commuter service (Dundalk, Longford Athlone, Carlow, Portlaoise and Gorey)	Served by a mixture of dedicated outer commuter services and shared InterCity services. Approx 30 minute frequency	20 mins service outer commuter headways during peak periods and 30 mins off-peak (Dundalk, Longford Athlone, Carlow, Portlaoise and Gorey) in combination with InterCity services. Limited stop within DART catchment.	15 mins service outer commuter headways during peak periods and 30 mins off-peak (Dundalk, Longford Athlone, Carlow, Portlaoise and Gorey) in combination with InterCity services. Limited stop within DART catchment.

ROUTE	CURRENT level of service	RAIL STRATEGY 2027 level of service	RAIL VISION 2040 level of service
Cork InterCity	Hourly service	Hourly service with half hourly service during peak periods.	Half hourly frequency throughout the day.
Belfast Enterprise	Shortest Journey Time: 2hrs 15mins Two hourly service.	Shortest Journey Time: 2hrs 00mins Hourly service over longer day	Shortest Journey Time: 1hrs 45mins Hourly service with half hourly frequency during peak periods.
Limerick InterCity	Shortest Journey Time: 2hrs 05mins Hourly service including interchange with Cork service at Limerick Jnct.	Shortest Journey Time: 1hrs 55mins Hourly service with half hourly frequency during peak periods including interchange with Cork service at Limerick Jnct.	Shortest Journey Time: 1hrs 30mins* Hourly service with half hourly frequency during peak periods including interchange with Cork service at Limerick Jnct.
Galway InterCity	Shortest Journey Time: 2hrs 01min Hourly peak period service and two hourly off peak period. Shortest Journey Time: 2hrs 11mins	Shortest Journey Time: 1hrs 55mins Hourly service throughout longer day Shortest Journey Time: 2hrs 00min	Shortest Journey Time: 1hrs 45mins Hourly service with half hourly frequency during peak periods. Shortest Journey Time: 1hr 45mins
Waterford InterCity	Hourly peak flow service and 2 – 3 hour off-peak service interval Shortest Journey Time: 1hrs 48mins	Hourly service throughout the day. Shortest Journey Time: 1hrs 45min	Hourly service throughout the day. Shortest Journey Time: 1hrs 30min
Tralee InterCity	Two hourly interval throughout the day with interchange at Mallow for most services Shortest Journey Time: 3hrs 40mins	Two hourly service and with hourly peak service including interchange at Mallow for most services. Shortest Journey Time: 3hrs 30min	Two hourly service and with hourly peak service including interchange at Mallow for most services. Shortest Journey Time: 3hrs 00min
Sligo InterCity	Two hourly service Shortest Journey Time: 2hrs 55mins	Two hourly service over longer day with hourly during peak periods Shortest Journey Time: 2hrs 50min	Hourly service throughout the day. Shortest Journey Time: 2hrs 45min
Westport InterCity	Infrequent five services per day. Shortest Journey Time: 3hrs 06mins	Two hourly service all day with some interchange at Athlone Shortest Journey Time: 3hrs 00min	Two hourly service all day with some interchange. Shortest Journey Time: 2hrs 45min
Rosslare InterCity	Infrequent four services per day Shortest Journey Time: 2hrs 58mins	Two hour frequency with some short running services Shortest Journey Time: 2hrs 50mins	Two hour frequency with some short running services Shortest Journey Time: 2hrs 45min

# IÉ National Car Park Strategy – Phase 1 Report

ROUTE	CURRENT level of service	RAIL STRATEGY 2027 level of service	RAIL VISION 2040 level of service
<u>Cork commuter</u> Cobh & Midleton	Hourly service with half hourly peak frequency.	Half hourly regular frequency service and with 20 mins peak services on all three routes.	15 minute service headway throughout the day on all three routes.
Mallow	Irregular service (roughly hourly and half hourly peak period) in combination with InterCity.		
<u>Limerick commuter / regional</u> Ennis - Limerick	Infrequent irregular service between Ennis and Limerick	Half hourly Ennis – Limerick peak service and hourly off-peak.	Half hourly Ennis – Limerick service throughout the day.
Foynes – Limerick	No service currently	No service	Half hourly peak service on Foynes line and hourly off-peak subject to rail freight reopening.
Limerick Junction – Limerick	c.hourly service Limerick – Limerick Junction with some additional infill in the peak.	More regular timetable to link with Cork InterCity service (half hourly peak and hourly off-peak).	More regular timetable to link with Cork InterCity service.
Nenagh - Limerick	Very low and infrequent service	Three hour frequency **	Two hour frequency **
<u>Galway commuter / regional</u> Ennis – Galway	Infrequent irregular service	Three hour frequency	Two hour frequency and hourly peak
Claremorris / Tuam - Galway	No service	No service	Two hour frequency & hourly peak # (15m – 30m Athenry – Galway)
<u>Waterford commuter/ Regional</u> Limerick Junction – Waterford	Very low and infrequent service	Three hour frequency **	Two hour frequency **
Carlow / Kilkenny - Waterford	InterCity service does not target the commuter peak	Additional peak morning and evening commuter service.	Additional peak morning and evening commuter service

\* Subject to NIR capacity upgrades north of the border and no journey time implications associated with BREXIT.

\*\* Subject to decision to retain rail services on the 'lightly used lines' and investment for 80mph operations with additional funding not provided for in IMMAC.

# Subject to further development of the Western Rail Corridor (pending ongoing review and allocation of additional funding).

## **Appendix B Prioritisation Table**

Prioritisation Table, Highest ranked option at each station only:

Ranking	Station	Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:	
						Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No		
Rank:	Marks:				1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0		
1	Portlaoise	8	1	98	55	1												1			805	
2	Carrick-on-Shannon	2	1	31	150		1			1			1			1			1			800
3	Millstreet	1	1	35	90	1			1				1				1		1			790
4	Ballybrophy	1	1	25	88		1		1				1			1			1			788
5	Bray	1	1	112	72	1			1					1		1			1			772
6	Portmarnock	1	1	283	150			1	1				1			1			1			750
7	Hazelhatch & Celbridge	1	1	250	130		1		1					1		1			1			730
8	Leixlip Louisa Bridge	1	1	312	225		1				1			1		1			1			725
9	Kildare	2	1	281	19	1			1				1				1		1			719
10	Edgeworthstown	1	1	67	60	1				1			1				1		1			710
11	Farranfore	1	1	18	100	1			1					1			1		1			700
12	Carlow	3	1	148	290		1				1						1		1			690
13	Athy	1	1	94	80	1					1		1				1		1			680
14	Charleville	1	1	47	80	1			1					1			1		1			680
15	Sligo	1	1	35	180		1		1					1			1		1			680
16	Athlone	1	1	104	20			1		1		1				1			1			670
17	Clara	1	1	34	100		1			1				1			1		1			650
18	Glounthaune	1	1	48	40		1		1					1			1		1			640
19	Coolmine	1	1	196	150			1	1					1			1		1			550
20	Skerries	1	1	125	100			1		1			1				1		1			550
21	Kilcoole	1	1	15	35			1			1		1				1		1			535
22	Oranmore	1	1	140	200			1			1				1			1				500
23	Newbridge	1	1	449	60			1		1		1				1			1			460
24	Mullingar	1	1	161	100			1		1				1		1			1			300

Prioritisation Table, All options at each station. Ranked by marks achieved.

Station	Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
					Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
<b>Marks:</b>				1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
<b>Description</b>				1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
Portlaoise	8	1	98	55	1			1	1			1			1			1		805
Carrick-on-Shannon	2	1	31	150		1			1						1			1		800
Millstreet	1	1	35	90	1			1				1				1		1		790
Ballybrophy	1	1	25	88		1		1				1			1			1		788
Carrick-on-Shannon	1	2	31	35	1				1			1			1			1		785
Portlaoise	1	2	98	30	1				1			1			1			1		780
Bray	1	1	112	72	1			1					1		1			1		772
Ballybrophy	2	2	25	220		1			1				1		1			1		770
Portmarnock	1	1	283	150			1	1				1			1			1		750
Hazelhatch & Celbridge	1	1	250	130		1		1					1		1			1		730
Leixlip Louisa Bridge	1	1	312	225		1				1				1				1		725
Kildare	2	1	281	19	1			1				1				1		1		719
Edgeworthstown	1	1	67	60	1				1			1				1		1		710
Farranfore	1	1	18	100	1			1					1			1		1		700
Carlow	3	1	148	290		1				1			1			1		1		690
Athy	1	1	94	80	1					1			1			1		1		680
Charleville	1	1	47	80	1			1					1			1		1		680
Sligo	1	1	35	180		1		1					1			1		1		680
Athlone	1	1	104	20			1		1		1				1			1		670
Clara	1	1	34	100		1			1				1			1		1		650
Glounthaune	1	1	48	40		1		1					1			1		1		640
Portlaoise	7	3	98	67		1			1				1			1		1		617
Carlow	2	2	148	200		1				1					1			1		600
Portlaoise	5	4	98	100			1			1			1			1		1		600
Carlow	1	3	148	90		1				1			1			1		1		590
Carrick-on-Shannon	3	3	31	40			1		1				1			1		1		590
Portlaoise	2	5	98	25		1			1				1			1		1		575
Coolmine	1	1	196	150			1	1					1			1		1		550
Skerries	1	1	125	100			1		1				1			1		1		550
Portlaoise	4	6	98	50			1	1					1			1		1		550

IÉ National Car Park Strategy – Phase 1 Report

Kilcoole	1	1	15	35			1			1			1			1		535
Portlaoise	6	7	98	27		1					1		1			1		527
Portlaoise	3	8	98	13			1	1				1				1		513
Athlone	2	2	104	60			1		1			1				1		510
Oranmore	1	1	140	200			1					1	1			1		500
Newbridge	1	1	449	60			1			1				1		1		460
Skerries	2	2	125	60		1					1				1		1	460
Skerries	3	2	125	160		1						1			1		1	460
Kildare	1	2	281	250			1					1			1		1	450
Newbridge	2	2	449	25		1					1				1		1	425
Mullingar	2	2	161	120		1						1			1		1	420
Mullingar	1	1	161	100			1					1			1		1	300

Prioritisation Table, All options at each station. Listed in alphabetical order.

Station	Option No.	Option Ranking at Station	Existing Spaces	1. Marks per space gained	2. Cost			3. Programme Risk			4. Planning				5. Existing Capacity Issues			6. Planned Increased Frequency		Total:
					Low	Med.	High	Low	Med.	High	Not req'd.	Req'd. - low risk	Req'd. - med. risk	Req'd. - high Risk	Yes (>75% full on regular basis)	Yes (>60% full on regular basis)	No	Yes	No	
<b>Marks:</b>				1	200	100	0	100	50	0	200	100	0	-100	300	200	0	100	0	
Athlone	1	1	104	20			1		1		1				1			1		670
Athlone	2	2	104	60			1		1			1			1			1		510
Athy	1	1	94	80	1					1					1			1		680
Ballybrophy	2	2	25	220		1			1				1		1			1		770
Ballybrophy	1	1	25	88		1		1					1		1			1		788
Bray	1	1	112	72	1			1					1		1			1		772
Carlow	3	1	148	290		1				1			1			1		1		690
Carlow	2	2	148	200		1				1			1			1		1		600
Carlow	1	3	148	90		1				1			1			1		1		590
Carrick-on-Shannon	2	1	31	150		1			1				1		1			1		800
Carrick-on-Shannon	1	2	31	35	1				1				1		1			1		785
Carrick-on-Shannon	3	3	31	40			1		1				1		1			1		590
Charleville	1	1	47	80	1			1					1			1		1		680
Clara	1	1	34	100		1			1				1		1			1		650
Coolmine	1	1	196	150			1	1					1			1		1		550
Edgeworthstown	1	1	67	60	1				1				1			1		1		710
Farranfore	1	1	18	100	1			1					1			1		1		700
Glounthaune	1	1	48	40		1		1					1			1		1		640
Hazelhatch & Celbridge	1	1	250	130		1		1					1		1			1		730
Kilcoole	1	1	15	35			1			1			1		1			1		535
Kildare	2	1	281	19	1			1					1			1		1		719
Kildare	1	2	281	250			1			1			1		1			1		450
Leixlip Louisa Bridge	1	1	312	225		1				1			1			1		1		725
Millstreet	1	1	35	90	1			1					1			1		1		790
Mullingar	2	2	161	120		1				1			1			1		1		420
Mullingar	1	1	161	100			1			1			1			1		1		300
Newbridge	1	1	449	60			1			1			1			1		1		460
Newbridge	2	2	449	25		1				1			1			1		1		425
Oranmore	1	1	140	200			1			1			1	1				1		500
Portlaoise	8	1	98	55	1				1				1			1		1		805
Portlaoise	7	3	98	67		1			1				1			1		1		617
Portlaoise	5	4	98	100			1			1			1			1		1		600
Portlaoise	2	5	98	25		1			1				1			1		1		575

IÉ National Car Park Strategy – Phase 1 Report

Portlaoise	4	6	98	50			1	1				1		1			1		550
Portlaoise	6	7	98	27		1						1		1			1		527
Portlaoise	3	8	98	13			1	1				1		1			1		513
Portlaoise	1	2	98	30	1				1					1			1		780
Portmarnock	1	1	283	150			1	1				1				1			750
Skerries	1	1	125	100			1		1			1					1		550
Skerries	2	2	125	60		1						1					1		460
Skerries	3	2	125	160		1							1				1		460
Sligo	1	1	35	180		1		1				1					1		680