



Iarnród na hUaimhe
Navan Railway



NAVAN RAILWAY

EMERGING PREFERRED ROUTE

Public Consultation





Table of Contents

ABOUT NAVAN RAILWAY	3
KEY FEATURES OF NAVAN RAILWAY	5
BENEFITS OF NAVAN RAILWAY	6
PROJECT HISTORY	7
PROJECT OBJECTIVE	8
POLICY CONTEXT	9
OPTION SELECTION PROCESS	10
THE EMERGING PREFERRED ROUTE	11
NAVAN TO KILMESSAN	12
KILMESSAN TO M3 PARKWAY	13
PROPOSED STATIONS	14
KEY TOPICS TO CONSIDER ON THE EMERGING PREFERRED ROUTE	19
NEXT STEPS TO DELIVER NAVAN RAILWAY	20
PUBLIC CONSULTATION	21
HOW TO GET INVOLVED	23

**Iarnród Éireann
is seeking your
feedback on
the Emerging
Preferred Route
for Navan Railway**



About Navan Railway

WHAT IS NAVAN RAILWAY?

Navan Railway is a proposed extension of Iarnród Éireann's network. This new rail line will deliver frequent, reliable and sustainable public transport between Navan and Dublin City Centre, via M3 Parkway.

The project is at an early stage of development and the Emerging Preferred Route has now been identified for the project with potential station locations at Navan North, Navan Central, Kilmessan and Dunshaughlin.

Delivering a new commuter railway to Navan is identified as a key measure in the National Transport Authority's (NTA) Greater Dublin Area Transport Strategy 2022 - 2042. The development of Navan Railway is subject to funding and planning permission.

Have Your Say

Iarnród Éireann is seeking your feedback on the Emerging Preferred Route and potential station locations to inform the project's design and development.

The public consultation for the proposed Navan Railway is open until 5pm on Friday 3 July 2026.



KEY FEATURES OF NAVAN RAILWAY

Connecting communities along the route with Ireland's integrated and expanding rail network

Services up to every 15 minutes at peak times



Services up to every 15 minutes at peak times

Direct services to Dublin City Centre

Extension of the DART+ Network to Navan

APPROX. 1 HOUR JOURNEY from Navan Central to Dublin City Centre



Up to 63,000 PEOPLE within a 30 minute walk, cycle or drive of a station

Up to 4,400 PASSENGERS per direction, per hour

Up to 4 MILLION passenger movements each year by 2050

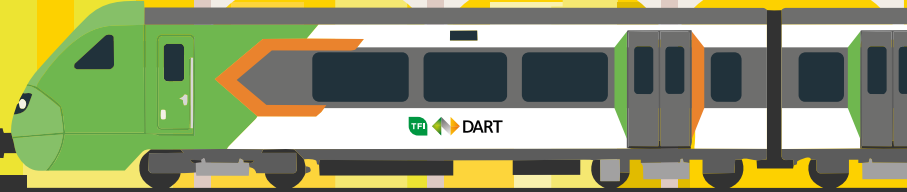


FOUR NEW STATIONS

34KM OF NEW TRACKS

THREE PARK & RIDE LOCATIONS at Navan North, Kilmessan and Dunshaughlin

ELECTRIFIED RAIL NETWORK reducing our carbon emissions to meet climate targets



1 TRAIN = 15 BUSES = 1,028 CARS





BENEFITS OF NAVAN RAILWAY

Navan Railway will provide a frequent, reliable and sustainable public transport option enhancing connectivity, enabling growth and reducing carbon emissions.



Extension of DART+ to Navan

Navan Railway will be an extension of DART+ from M3 Parkway that will bring high frequency and high-capacity electrified rail services to Navan.



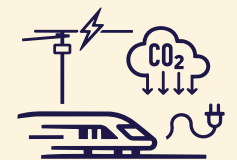
Enhanced Connectivity

Navan Railway will connect communities along the route with Ireland's integrated and expanding public transport network. Navan is the largest town in Ireland not currently on the rail network.



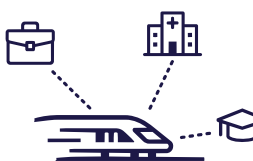
Enabling Growth & Development

Navan Railway will enable the delivery of housing, as well as economic development for communities along the proposed route.



Electrified Rail Travel

The electrified Navan Railway will encourage sustainable transport choices, supporting the transition to a low-carbon, climate resilient society and reducing dependency on private cars.



Expanded Access to Services

The Navan Railway will expand local communities' access to employment, education, healthcare and other services across the proposed route. This project will also facilitate travelling by public transport to County Meath for commuting, leisure and tourism.

PROJECT HISTORY

Navan Railway is a new project. The planning and development for it started from the beginning to comply with current Irish and EU legislation, as well as Government policies. Many route options were considered and analysed, as well as population growth since 2011, as part of this process to identify the Emerging Preferred Route.

The Emerging Preferred Route follows a similar route to the original railway, making use of the disused railway corridor where possible.

1862

The original Navan to Clonsilla Railway line opened.

1947

Passenger services stopped.

1963 - 1967

Goods services stopped in 1963, the railway was dismantled and the lands were sold.

2008 - 2011

Works were carried out to reopen the M3 Parkway (Dunboyne) to Clonsilla section of the railway. Early-stage works began on the Navan to M3 Parkway section however, the project was put on hold in 2011 due to the economic challenges that Ireland faced at that time.

2023

Work resumed to progress the Navan to M3 Parkway project on publication of the Greater Dublin Area Transport Strategy. A Design Team was appointed in November 2024.

2026

Public Consultation on the Emerging Preferred Route.



PROJECT OBJECTIVE

The overarching objective of Navan Railway is to deliver a frequent, reliable, integrated, sustainable, and attractive public transport option that provides safe and high-capacity inter-connectivity for existing and future demand between Navan, the Greater Dublin Metropolitan Area, and intermediate urban areas.

Project Sub-Objectives



Enable consolidation of compact sustainable economic development and population growth in the study area.



Reduce reliance on the private car, congestion and related environmental impacts. Deliver sustainable travel options attractive to users (including in terms of journey time, punctuality, frequency, inclusivity, comfort and personal security) when they are choosing how to access employment, education and services in Navan, the Dublin Metropolitan Area, and elsewhere in the study area.



Contribute towards national, regional and local policy goals in relation to 2050 decarbonisation targets.



Minimise the impact during delivery and operation of the scheme on the local environment, mitigating any residual impacts.



Contribute to transport safety by reducing the annual vehicle mileage on the road network (with a corresponding reduction in the number of recorded collisions total vehicle mileage) and limiting any increase in the number of conflict points.



POLICY CONTEXT

Navan Railway is strongly supported by national, regional, and local policy.

National Policy

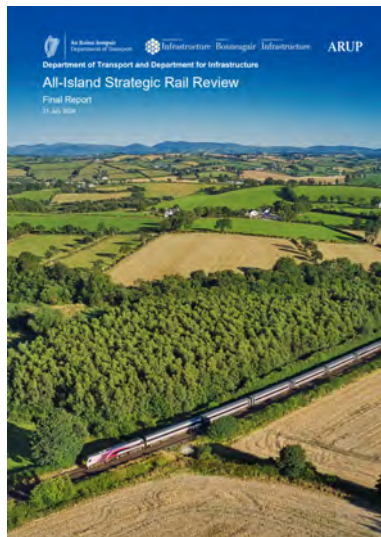
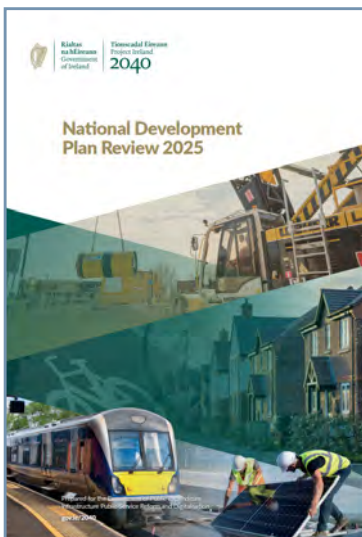
This project will support key policies including the National Development Plan Review 2025, the Climate Action Plan 2025 and the All-Island Strategic Rail Review. The project will contribute to Ireland's ambitions to decarbonise public transport, enhance regional and rural connectivity, and enable compact growth and economic development.

Regional Policy

Delivering Navan Railway is an objective of the Greater Dublin Area (GDA) Transport Strategy 2022-2042, which aims to develop 100km of new electrified rail line. The project is also recognised as important to economic growth and development of the wider Eastern Midlands region.

Local Policy

Navan Railway aligns with the Meath County Development Plan and other local plans and policies by contributing to the development of a well-connected and low-carbon society that supports social and economic growth.



Option Selection Process



IDENTIFYING THE EMERGING PREFERRED ROUTE

Many possible options for Navan Railway have been considered following a robust, step-by-step process that is in line with the Department of Transport's 'Transport Appraisal Framework' (TAF) guidelines. This process was used to identify the Emerging Preferred Route and potential station locations.

Longlist of Options

The first step involved identifying a wide range of possible public transport options to connect Navan and M3 Parkway, including different routes and types of public transport. This resulted in a longlist of options that met the project objectives. Multi-Criteria Analysis (MCA) was used to score each option and identify a short list.

Shortlist of Options

The options that scored highest formed a shortlist. Each of these options was analysed in greater detail through:

- Engineering design.
- Detailed costings.
- Passenger demand forecasting.
- Environmental and Economic appraisal.
- Other tools such as Cost-Benefit Analysis (CBA), Cost-Effectiveness Analysis (CEA), and Transport and Accessibility Appraisal (TAA) to assess value-for-money and benefits.

Emerging Preferred Route

The Emerging Preferred Route, including station locations, is the shortlisted option which was selected following review of the output from the detailed analysis.

Preferred Route

The Preferred Route for the project will be informed by feedback received from this consultation.



The Emerging Preferred Route

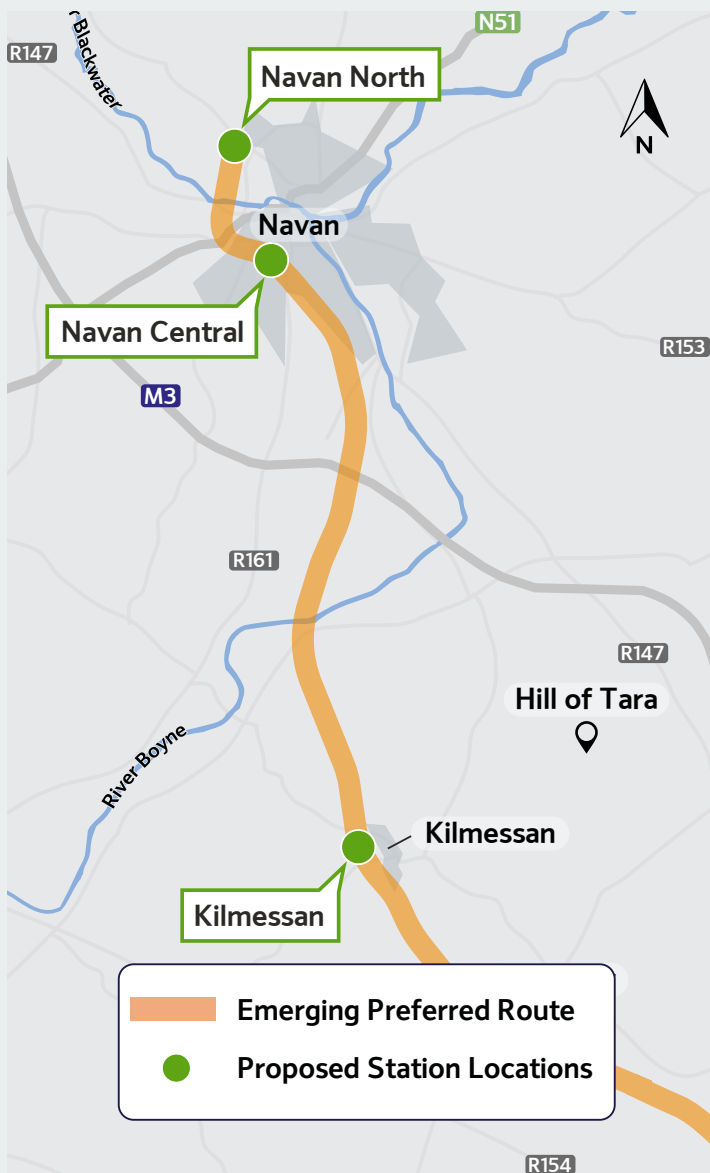
THE EMERGING PREFERRED ROUTE

The Emerging Preferred Route is a wide corridor within which the proposed railway, stations and other associated infrastructure will be located. Your feedback as part of this public consultation will help to refine this corridor and confirm the Preferred Route that will be progressed to planning (Railway Order application).

The Emerging Preferred Route follows a similar route to the original railway, staying within the disused rail corridor where possible.

THE PROPOSED ROUTE

NAVAN TO KILMESSAN



The proposed route begins at a new station at Navan North, located to the south of Ratholdren Road along the former Kingscourt railway line.

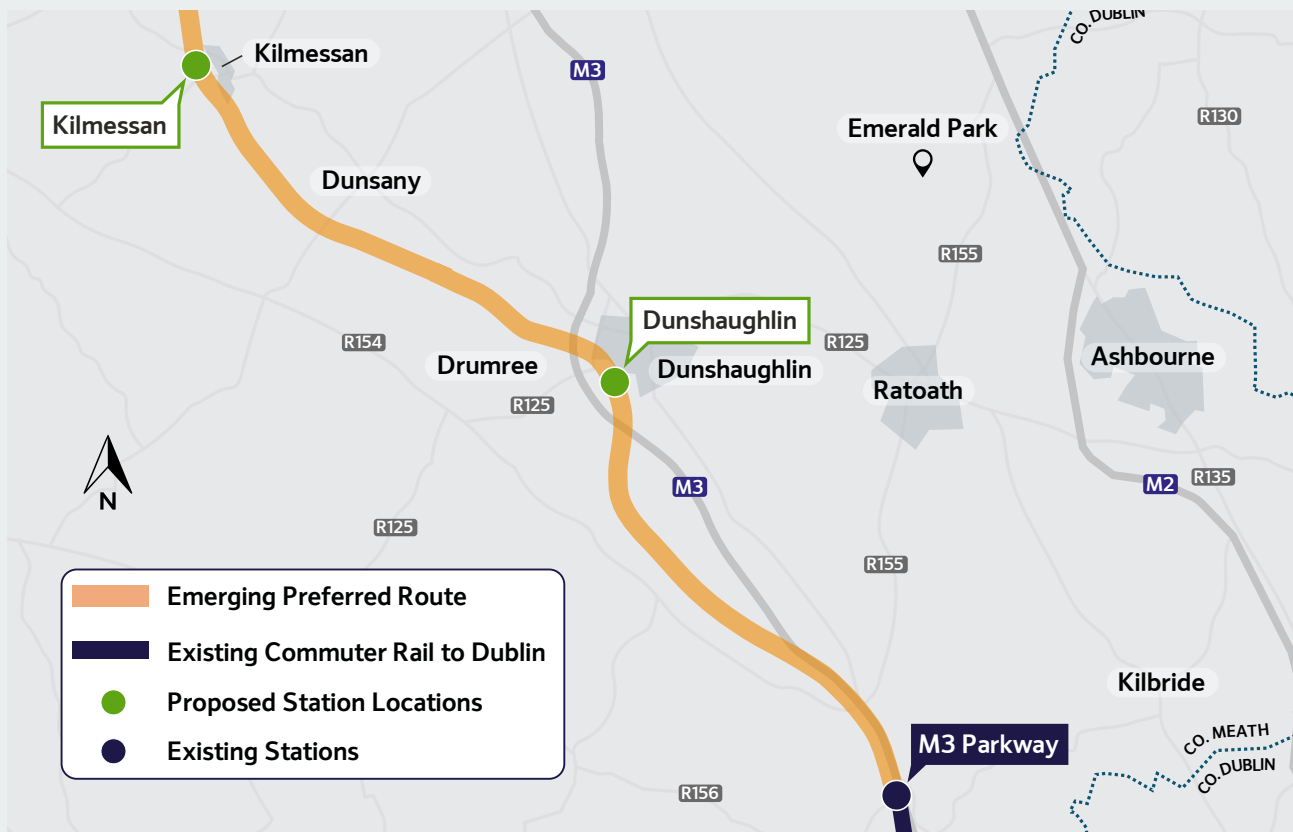
From Navan North, the line travels south along the disused railway, crossing the River Blackwater using the existing railway bridge, passing over the Kells Road, and joining the current Drogheda Line. The route then leaves the Drogheda Line at the point where the original Navan and Drogheda Lines once connected. It crosses Carriage Road and arrives at a new station, Navan Central.

From there, the line crosses the Trim Road and travels out of Navan Town to the south, towards the M3 motorway. The proposed route goes under the M3 motorway through an existing underpass at Cannistown.

The railway continues south towards Kilmessan, crossing over the River Boyne on the original stone arch railway bridge. The use of existing bridges will help minimise local environmental impacts, as both the River Boyne and River Blackwater are designated Special Areas of Conservation and Special Protection Areas.

As the line approaches Kilmessan, it moves away from the original railway to serve a new station located to the west of Kilmessan village.

KILMESSAN TO M3 PARKWAY



From Kilmessan, the proposed route returns to the original railway corridor and continues towards Dunshaughlin.

North of Dunshaughlin, the route leaves the former railway corridor and turns east. The railway crosses the M3 motorway to reach a new station planned to the west of the town. This station will provide convenient access for people living in Dunshaughlin and the surrounding area.

The line then continues south west, crossing the M3 motorway once more before rejoining the disused railway. It will connect with the existing M3 Parkway Station, allowing passengers to travel onward to Dublin City Centre.

PROPOSED STATIONS



Four new stations are proposed to be delivered as part of the Navan Railway project. These stations are located in Navan North, Navan Central, Kilmessan and Dunshaughlin.

The introduction of these stations will



Connect residents in Navan, Kilmessan and Dunshaughlin with the wider, integrated public transport network, enhancing access to healthcare, education, leisure, and employment opportunities.



Drive economic growth in the region and boost the local economies.



Support compact development and unlock future growth potential including the delivery of new housing.



Enhance public transport options for residents in nearby towns and villages through the provision of Park & Ride facilities at three stations.






At this stage, potential locations for each station, their parking facilities and access routes have been identified. The exact location, design and features of each will be further developed as the project advances.



NAVAN NORTH STATION



Legend

-  Emerging Preferred Route
-  Proposed Station Location
-  Proposed Park & Ride
-  Access to Station
-  Parking Area for Trains

- 
Accessed via the Ratholdren Road, near the disused Kingscourt railway line
- 
Approx. 1 hour journey to Dublin City Centre
- 
Up to 800,000 passenger movements forecasted each year
- 
Direct access to the Boyne Valley to Lakelands Greenway

Local Accessibility

Situated in the northern part of Navan's urban area, this station will serve a large population, with nearly 39,000 residents within a 30-minute walk or cycle of the proposed station location.

Local Park & Ride Facilities

A large car park is proposed at this station, expanding the station's catchment area to nearby commuters north of Navan.

Access to Amenities

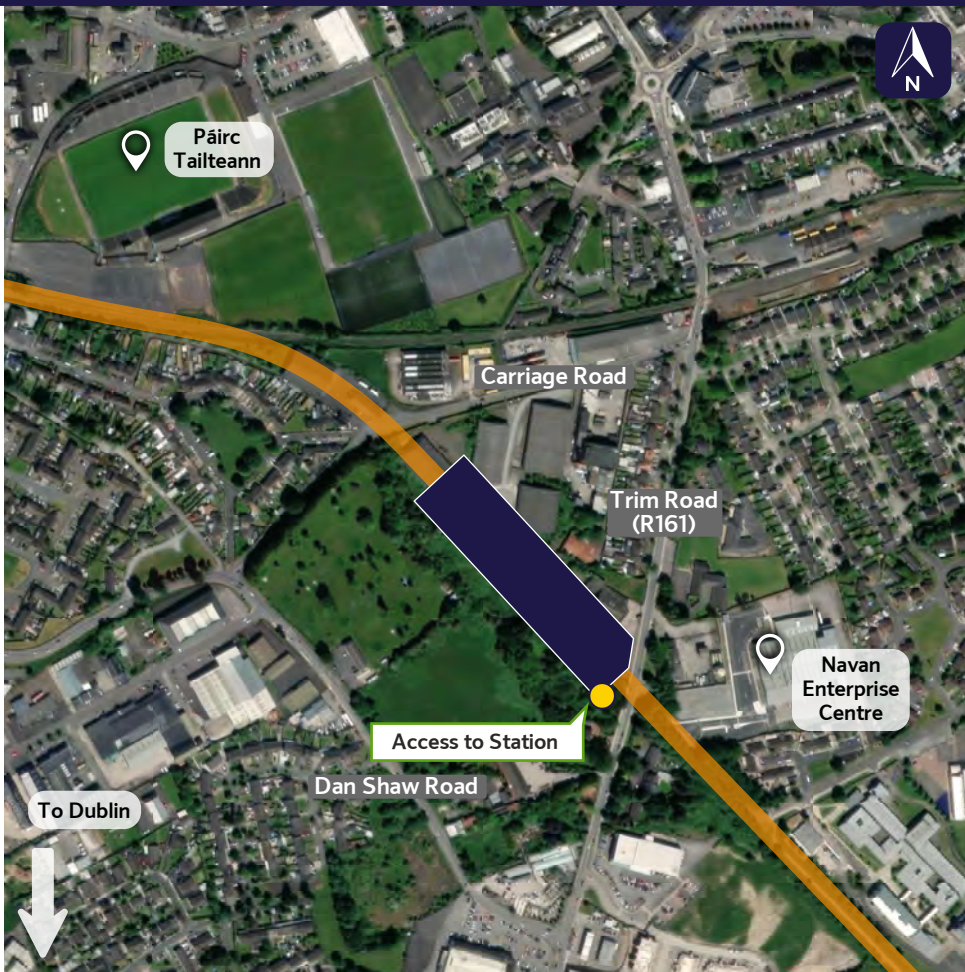
Navan North station will provide access by train to local attractions and amenities, including the Boyne Valley to Lakelands Greenway, Blackwater Park and Aura Leisure Centre.

Growth and Development

The station will support growth in the area, and will facilitate social, economic and residential development.



NAVAN CENTRAL STATION



Legend		Emerging Preferred Route
		Proposed Station Location
		Access to Station

- Located between Carriage Road and Trim Road (R161)
- Approx. 1 hour journey to Dublin City Centre
- Up to 1,900,000 passenger movements forecasted each year
- Integration with local public transport
- Short walking distance from the centre of Navan Town

Centrally Located Located a short distance from the centre of Navan, this station will serve a significant population with approximately 36,000 people living within a 30-minute walk or cycle.

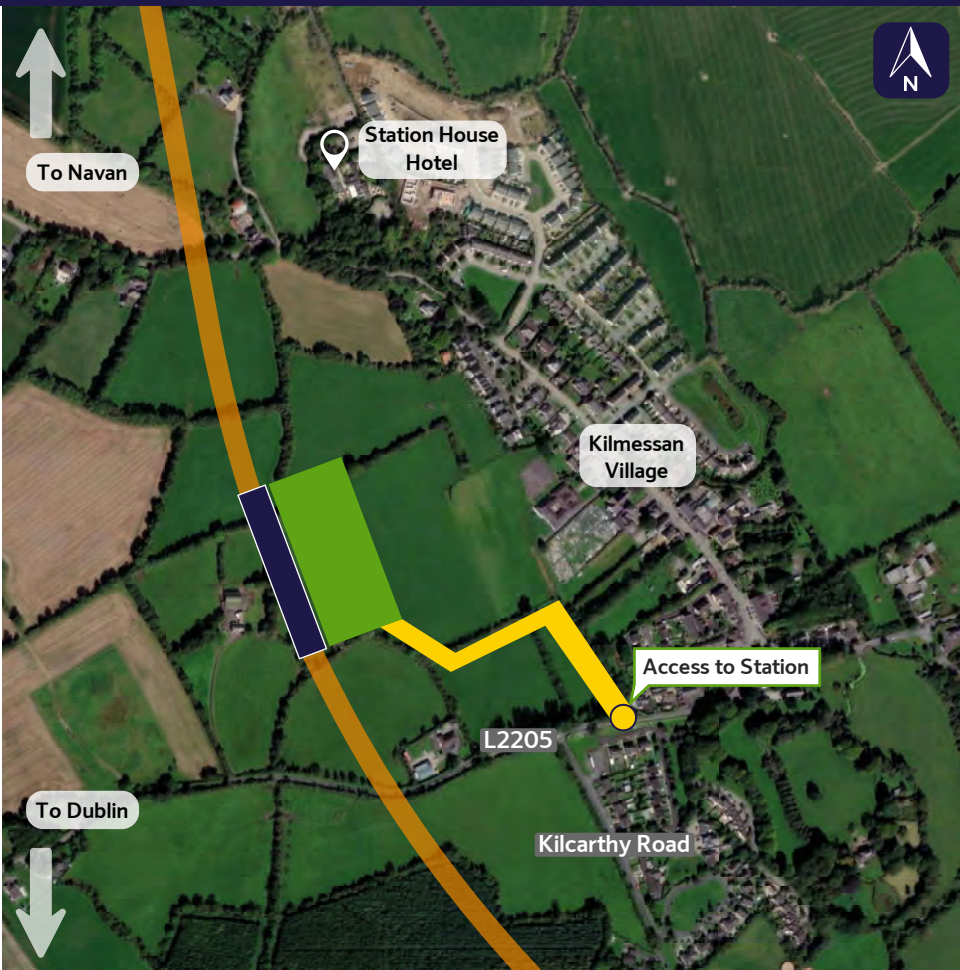
Pedestrian-Friendly Access Navan Central Station will provide safe pedestrian and cyclist access. Given the station's urban location, parking facilities are anticipated to be limited however the station will feature a taxi / car drop-off area and will be fully integrated with modern and accessible pedestrian and cyclist facilities.

Interconnectivity This station supports integration with local bus services and multimodal connectivity.


Enhanced Access to Navan Navan Central Station will improve public transport connections to Navan's urban core, allowing passengers to access amenities including the Solstice Arts Centre and Páirc Tailteann. This station will support the town's economy and encourage travel to Navan for work, leisure or tourism.





KILMESSAN STATION




Legend		Emerging Preferred Route
		Proposed Station Location
		Proposed Park & Ride
		Access to Station

- 

Located west of Kilmessan village and accessed via the L2205
- 

Less than 1 hour journey to Dublin City Centre
- 

Less than 10 minute journey to Navan Central
- 

Up to 200,000 passenger movements forecasted each year

Boosting Local Connectivity

This station will significantly increase the frequency and reliability of public transport services in Kilmessan.

New Station

This new station is proposed to be located on a different site to where the former Kilmessan station was. This is to reflect development at this site since the original station was closed.

Local Park & Ride Facilities

A large car park will enable residents from surrounding towns and villages to travel to Kilmessan and park there before onward travel to Navan or Dublin.

Enhanced Connectivity

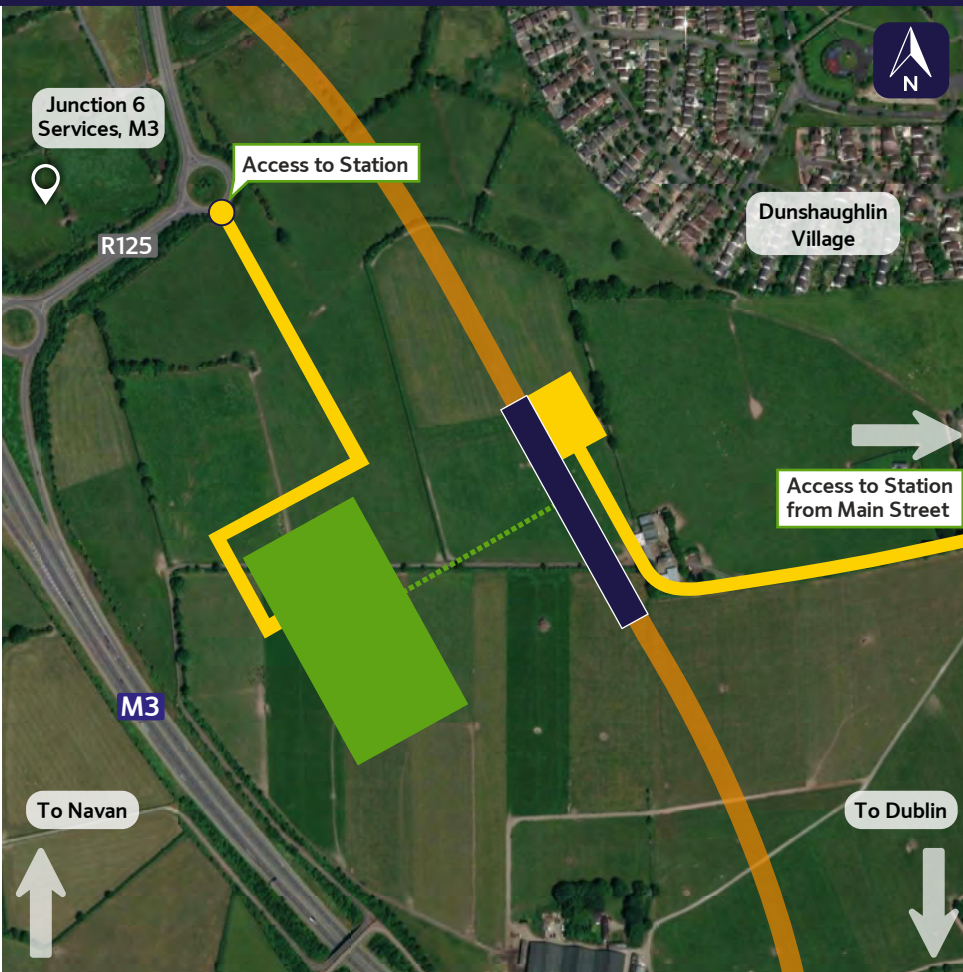
Kilmessan station will enhance access to other urban centres by public transport including Navan, Dunshaughlin and onward to Dublin City Centre and beyond, expanding access to education, healthcare and employment opportunities.

Unlocking Future Development

This station will unlock growth potential in Kilmessan and facilitate future housing delivery.



DUNSHAUGHLIN STATION



Legend	Emerging Preferred Route
	Proposed Station Location
	Proposed Park & Ride
	Access to Station
	Pedestrian Route

- Located west of Dunshaughlin, near the M3 motorway
- Less than 50 minute journey to Dublin City Centre
- Approx. 15 minute journey to Navan Central
- Up to 1,400,000 passenger movements forecasted each year

Strategically Located

The proposed station is located between Dunshaughlin town and the M3 Motorway. It will be accessible from the main street in the town and from the roundabout at M3 Dunshaughlin Service Station.

Supporting Local Development

A direct public transport connection will improve travel into Dunshaughlin and will help the area evolve as a self-sustaining growth town. The station will support economic expansion, create new job opportunities and encourage compact development.

Local Park & Ride Facilities

This station will offer parking spaces, expanding its catchment area so commuters from nearby towns and villages can access the new railway.

A Thriving Commuter Town

Dunshaughlin's proximity to Dublin makes it a prime commuter location. This station will provide the town with a reliable and direct link to the city centre, unlocking access to employment, amenities and services for residents, and supporting future development.

KEY TOPICS TO CONSIDER ON THE EMERGING PREFERRED ROUTE

Station Locations and their Accessibility

A robust and step-by-step option selection process has been undertaken to identify the Emerging Preferred Route. As part of this process, four new station locations have been selected at Navan North, Navan Central, Kilmessan and Dunshaughlin. Many factors were considered to identify these locations, including how accessible each station would be for potential passengers travelling to and from it.

The station locations that are included in the Emerging Preferred Route aim to balance accessibility with other important considerations such as cost, engineering constraints and environmental factors. Your feedback is welcomed on the chosen station locations, and how accessible they are for you.



Property Acquisition

Iarnród Éireann will need to purchase some properties and lands to develop Navan Railway.

Although the Emerging Preferred Route follows the disused corridor where possible, Iarnród Éireann does not own the former railway lands as these were sold when the line was closed in the 1960s. The Emerging Preferred Route also moves away from the disused line's route in places to avoid impacting developments since the line was closed.

At this stage, a corridor that is wider than the final railway has been identified. If you received a letter from us, this means your property is within this corridor and may potentially be impacted and may need to be purchased to deliver this project.

Iarnród Éireann will endeavour to keep all potentially impacted property and land owners / occupiers updated as the project progresses and the corridor is refined. If you did not receive a letter from us and you are concerned that your property is potentially affected by land acquisition, please contact our team directly.

Environmental Considerations

This project will involve changes to the local environment and may impact cultural heritage features, biodiversity, landscape, visual and noise and vibration along the Emerging Preferred Route.

Navan Railway will bring both temporary and permanent impacts to the environment and local communities. The project's design will make every effort to ensure that negative impacts are avoided, reduced or mitigated as far as practicable and that positive effects are maximised.

An Environmental Impact Assessment Report (EIAR) will be submitted as part of the Railway Order application for the project. The EIAR will consider the likely effects on the local environment and where necessary identify measures to mitigate any potential adverse effects.

NEXT STEPS TO DELIVER NAVAN RAILWAY

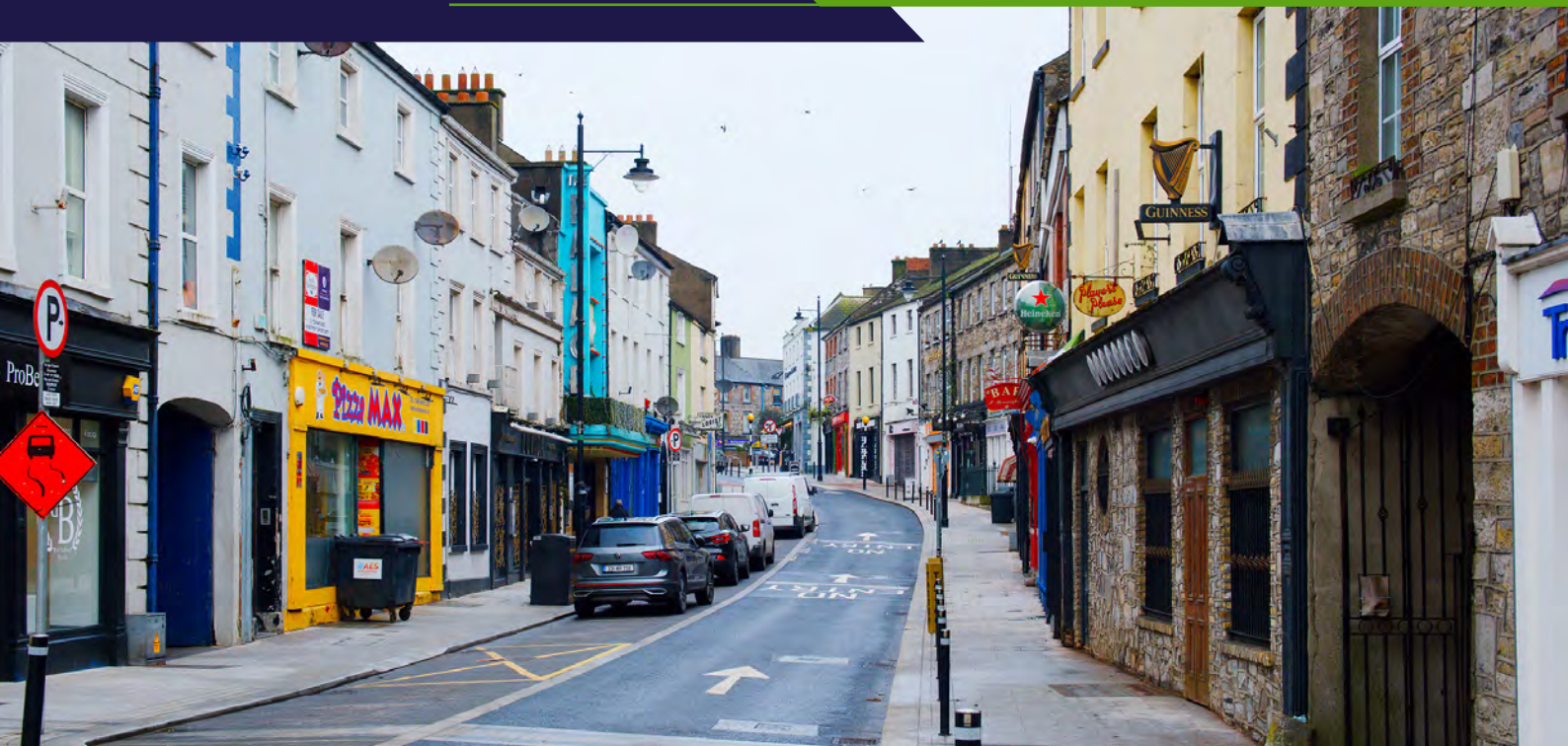


Navan Railway is in an early stage of development. Over the coming months, all feedback submitted to the public consultation will be considered and further design work and environmental studies will be undertaken. The next step will be to identify the Preferred Route.

A Railway Order application (similar to a planning application) to An Coimisiún Pleanála will then be prepared and lodged. Iarnród Éireann will endeavour to keep all stakeholders updated and informed as the project progresses through the phases of development.

A photograph of a busy train platform, overlaid with a semi-transparent orange filter. The image shows a crowd of people walking along a platform next to a train. A sign above the platform displays the number '7' and some text, including '1 Malahide' and 'line at the'. The overall scene is captured in a candid, everyday setting.

Public Consultation



HAVE YOUR SAY

The public consultation for the proposed Navan Railway is open until 5pm on Friday 3 July 2026.

Your feedback, insights and local knowledge on the Emerging Preferred Route, station locations and other features are important to confirming the Preferred Route for the project. Your comments are welcomed on any:

- Views you may have on the Emerging Preferred Route and station locations
- Environmental considerations during design, construction, operation or maintenance of the project
- Local knowledge that you believe the Design Team should be aware of

Once confirmed, the Preferred Route and station locations will be published and may be subject to another round of non-statutory public consultation.

HOW TO GET INVOLVED

Project Webpage

The consultation drawings and documents are available for you to view and download on our project webpage at www.irishrail.ie/navan-line

SCAN
ME TO
VISIT THE
PROJECT
WEBPAGE



Online Feedback Form

Complete and submit our quick and easy online feedback form at: bit.ly/navan-railway-feedback

SCAN
ME TO
COMPLETE
FORM



Events

A series of in-person and online information events are planned during the consultation period for anyone who wishes to find out more information on the proposals or ask the project team questions.

If you have any questions or would like to make a submission by phone or in writing, you can contact the project team by:



Email: navan@irishrail.ie



Phone: (01) 703 4451



Post: Navan Railway Project, Iarnród Éireann, Haymarket House, Smithfield, Dublin 7, D07 CF98

How your feedback will be processed

Navan Railway project team will consider all of the submissions made during the public consultation period. The feedback received will be used to inform the project's design and environmental assessments to progress towards the next stage of development to identify a Preferred Route. A report will be published summarising the feedback received during this consultation and how it informed the design development.



Iarnród na hUaimhe Navan Railway

