

Cabra Station Project

Proposed New Station



Introduction

Background to the Project

Iarnród Éireann, plan to develop a new rail station in the Cabra area of Dublin, on the existing Phoenix Park Tunnel branch line.

Services on this line run between Hazelhatch & Celbridge and Dublin Connolly / Grand Canal Dock. Although the line runs through Cabra, there is currently no station serving this location.

During the public consultation for the DART+ South West project, a significant number of local residents requested that a new station at Cabra be considered. The prevailing sentiment from residents was that the area is currently underserved by public transport and that a new station on the existing rail line would significantly improve connectivity.

Iarnród Éireann have taken this feedback on board and following a feasibility study are now proposing to progress the development of a new rail station in Cabra.

As part of the DART+ Programme, the existing Phoenix Park Tunnel branch line will be upgraded, significantly increasing the frequency of services. It is envisaged that construction of the new station at Cabra will be delivered under the DART+ Programme works.

The new station will provide rail access for up to 26,000 people living within one km of the station, offering direct and frequent services to Dublin city centre. There will be opportunities to interchange at the existing Connolly station and at the new Heuston West station for long distance services.

The new station will be located in the centre of Cabra, providing good public transport interchange opportunities, with the proposed Dublin BusConnects routes passing along the R147 Cabra Road, as well as local cycle routes running along the R805 Old Cabra Road. It is also approximately 20-minutes by foot from the new station to the TUD campus at Grangegorman.

The project will be delivered with funding from the NTA.

Policy Context

The population of Dublin is expected to grow substantially in the coming years, and it is essential that high quality public transport is provided, to ensure that the city grows in a sustainable way. The new station at Cabra was proposed in the Dublin Area Transport Strategy 2022 – 2042 (Measure RAIL6) as a means of providing a new access to the rail network in this densely populated area.

Benefits of Cabra Station

The main benefits of the proposed Cabra station are:



Centrally located in Cabra, providing a new access to the rail network for up to 26,000 residents within one km of the new station.



Improved public transport connectivity for the residents of Cabra, with up to seven trains per hour in each direction during peak hours and up to four trains per hour during off-peak hours (subject to demand) once the DART+ South West project is implemented. There will also be opportunities to interchange at the existing Connolly station and at the new Heuston West station for long distance services.



Integration with existing and proposed local transport networks, including BusConnects, and the local pedestrian and active travel network.



Potential to interchange at the proposed new Glasnevin station for connections to the new Metrolink once in-service.



Encourages multiple modes of sustainable transport through the provision of footpaths and cycle paths to the station, as well as bicycle parking outside the station.



Encourages more sustainable travel choices by providing an alternative to private car journeys, thus reducing transport related CO2 emissions.

General Description of the Works

Proposed Location

The preferred option for the location of the new station is adjacent to Hamilton Gardens residential development, to the north of Cabra Road Bridge. The railway line passes under Cabra Road and therefore this portion of the track is situated in a cutting. This means that the station will be largely hidden from view from the residential properties to the east will integrate into the existing urban landscape.



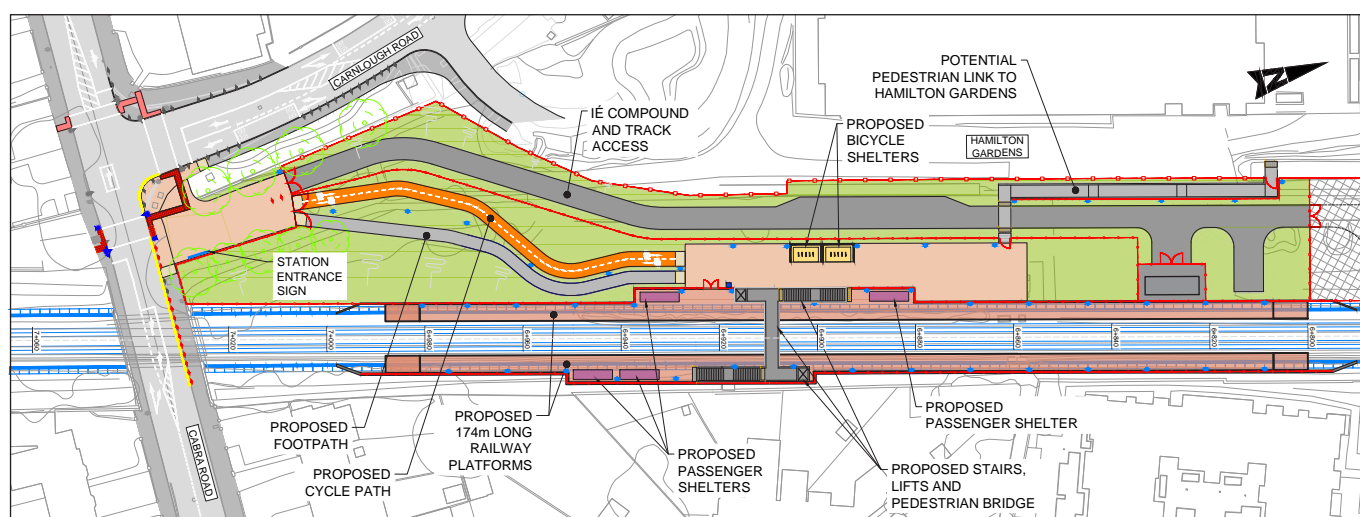
Cabra Station Location Map

Access to the Station

The proposed station access will utilise an existing Iarnród Éireann access point off Cabra Road. This area will be developed to facilitate pedestrian and cycle access to the station entrance plaza.

Access to the station entrance plaza will include a 2.5 metre wide footpath for pedestrians, and a segregated three metre wide cycle path. No public vehicular access to the station will be provided. The pedestrian paths from Cabra Road to the Station entrance plaza will have a gentle slope to accommodate the level difference between the two areas, meaning steps are not required.

A separate, segregated access track off Cabra Road will be provided for Iarnród Éireann maintenance vehicles to enter their existing compound (located to the north of the station). Suitable fencing, lighting and CCTV coverage will be provided for the station access paths.



Cabra Station Concept Layout

Station Entrance Plaza

There will be a station entrance plaza area adjacent to the northbound platform providing a safe public realm environment. This plaza will accommodate ticket machines and active travel facilities, including covered bike shelters. Lighting and CCTV coverage will be provided for this area.



Station Platforms

The new station will include two platforms, one northbound, and one southbound. Each platform will be 3.5 metres in width and 174m in length, which will accommodate the new DART trains.

Access to the southbound platform will be via stairs and a covered footbridge which will also contain fully accessible lifts. The top of the footbridge will be approximately seven metres in height from platform level. The footbridge will feature frosted screening to prevent over-looking into nearby residential properties.

- Each platform will also include:
 - Two passenger shelters on each platform, each five metres in length, to accommodate between 20 to 25 people standing.
 - Lighting, CCTV cameras, public information systems, a public address system, and a public assistance call point.
 - Platform signage, furniture, tactile paving, and all necessary line markings.

Fencing and gates will restrict access to the station during non-operational hours.

A retaining wall will also be constructed to the rear of the southbound platform due to the level difference between the railway and the adjacent land. This retaining wall will be between one metre and three metres in height measured from the platform level.



How to Engage

A project information display will be available to view in:

The Deaf Village Ireland Cabra, from the 26th June to the 2nd July.

You are invited to attend this public information event to learn more about the project.

More information will be available on our website: <https://www.irishrail.ie/new-stations/cabra>

You can provide feedback on the proposals for Cabra station via email or by post.

Email the project team using: cabra@irishrail.ie.

Alternatively you can post your feedback to:

Community Liaison Officer

Cabra Station

Iarnród Éireann

Inchicore Works

Inchicore Parade

Dublin 8

D08K6Y3

Project Implementation

Although Cabra Station is a project independent from the DART+ Programme, Iarnród Éireann, CIÉ, and the NTA are working together to coordinate the delivery of both projects . For more information about the DART+ Programme please visit: www.dartplus.ie.



Further Information

Visit the project website for additional information about the project including downloads of this project brochure, and plans of the proposed scheme.

www.irishrail.ie/new-stations/cabra

