



DART+ South West

**Dublin City Council
South Central Local Area
Committee
9th December 2020**



DART+ South West Team

Iarnród Éireann

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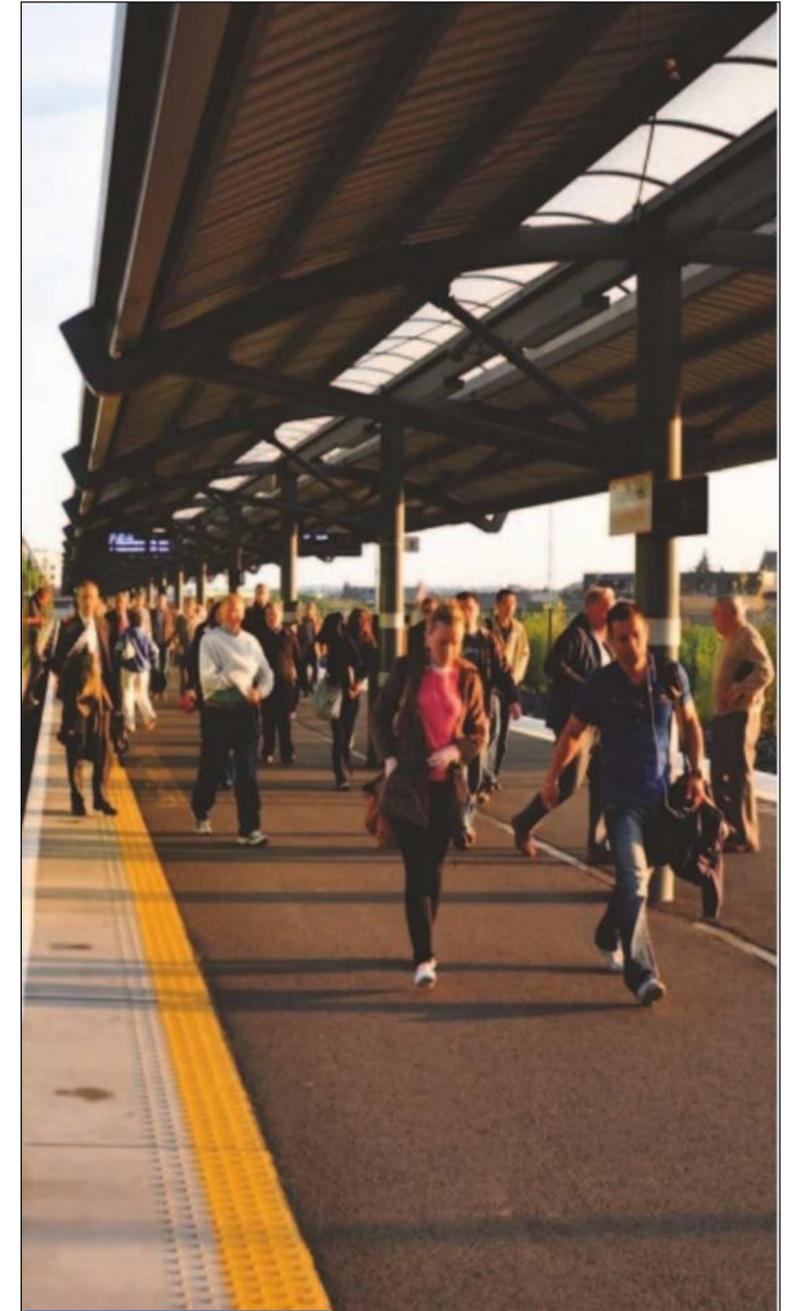


What is the DART+ Programme?

DART+ Programme - Objectives

Support urban compact growth and contribute to reducing transport congestion and emissions in the Dublin region by:

- Providing higher frequency & higher capacity electrified rail services;
- Provide a higher standard of customer experience;
- Cater for existing and projected travel demand and patronage growth;
- Improve accessibility to jobs, education and other social and economic opportunities;
- Unlock regeneration and development opportunities in proximity to rail corridors;
- Deliver an efficient, sustainable, low carbon and climate resilient rail network;
- and
- Assist in achieving Ireland's emission reduction targets.



DART+ Programme – Geographical Extent



- Current DART network extends from Malahide/Howth to Greystones along 50km railway corridor
- DART+ Programme will increase the extent of electrification to 150km of railway corridor
- DART+ Programme extends to
 - Drogheda on Northern Line
 - Maynooth/M3 Parkway on the Sligo Line
 - Hazelhatch (Celbridge) on the Kildare Line
 - Greystones on the Southeast Line
- DART+ Programme will increase the frequency of services on the network and will provide high capacity trainsets (i.e. each 8 carriage DART train provide capacity for 1200 passengers).

What are the Benefits of DART+ Programme



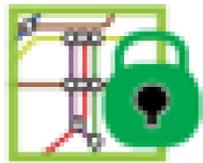
Increased passenger capacity and train frequency:

This will enable people to move away from private car use, contributing to alleviation of road congestion and improving quality of life.



Building a more sustainable city:

Electric trains will positively assist in the de-carbonisation of the transport sector and enable a transition away from fossil fuels.



Future proofing our Public Transport Network:

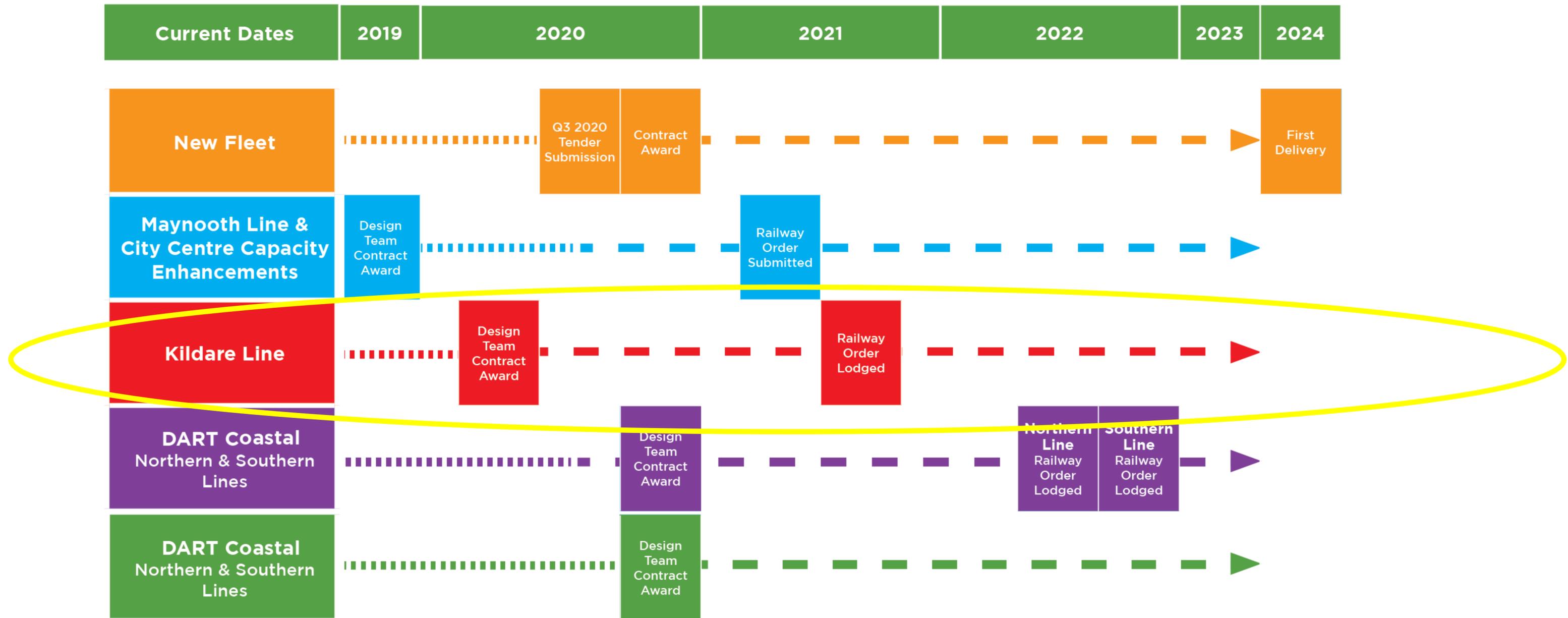
The DART+ programme will significantly upgrade our existing infrastructure and improve multimodal connectivity through interchange with other public transport networks.



Economic Development:

The DART+ programme, will bring, fast, frequent, reliable and sustainable transport to existing communities along the routes, making it easier to travel for work, education or leisure purposes. It will also facilitate the development of new communities that will greatly benefit from the connectivity that DART+ will deliver.

DART+ Programme Timeline



Transportation and Land Use Policy

National Policy

DART+ Programme is a key deliverable of National Planning Policy and boosts a number of National Strategic Outcomes of the National Planning Framework and Priorities of the National Development Plan (2018-2027)

National Strategic Outcomes

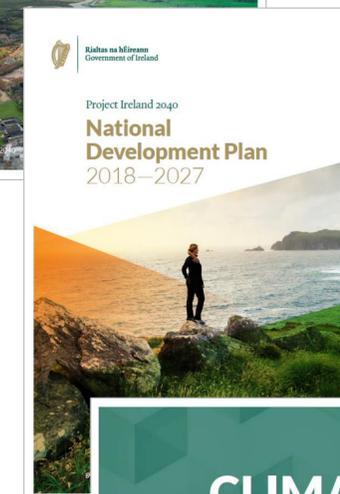
✓ NSO 1 – Compact Growth

✓ NSO 4 – Sustainable Mobility

✓ NSO 8 – Transition to a Low Carbon and Climate Resilient Society

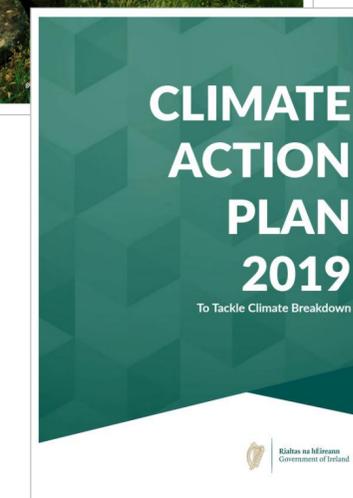


*“Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or **improved sustainable transport links...**”*



*“Under the National Development Plan **investment in public transport infrastructure will be accelerated...**”*

*“**Delivery of priority elements of the DART Expansion Programme** including investment in new train fleet, new infrastructure and electrification of existing lines.”*



*“Implement major sustainable-mobility projects such as **DART Expansion...**”*

*“Promote compact growth and **greater integration of policies for land use and transport planning...**”*

Dublin City Development Plan 2016-2022

- **Policy Objective MT1:** “To ensure that land-uses and zoning are fully integrated with the provision of a high-quality transportation network that accommodates the movement needs of Dublin city and the region”.
- **Policy Objective MT4:** “To promote and facilitate the provision of Metro, all heavy elements of the DART Expansion Programme including DART Underground (rail interconnector), the electrification of existing lines, the expansion of Luas, and improvements to the bus network in order to achieve strategic transport objectives”.
- **Policy Objective MT6:** “To work with Iarnród Éireann, the NTA, Transport Infrastructure Ireland (TII) and other operators to progress a coordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable transport and improved connectivity”.

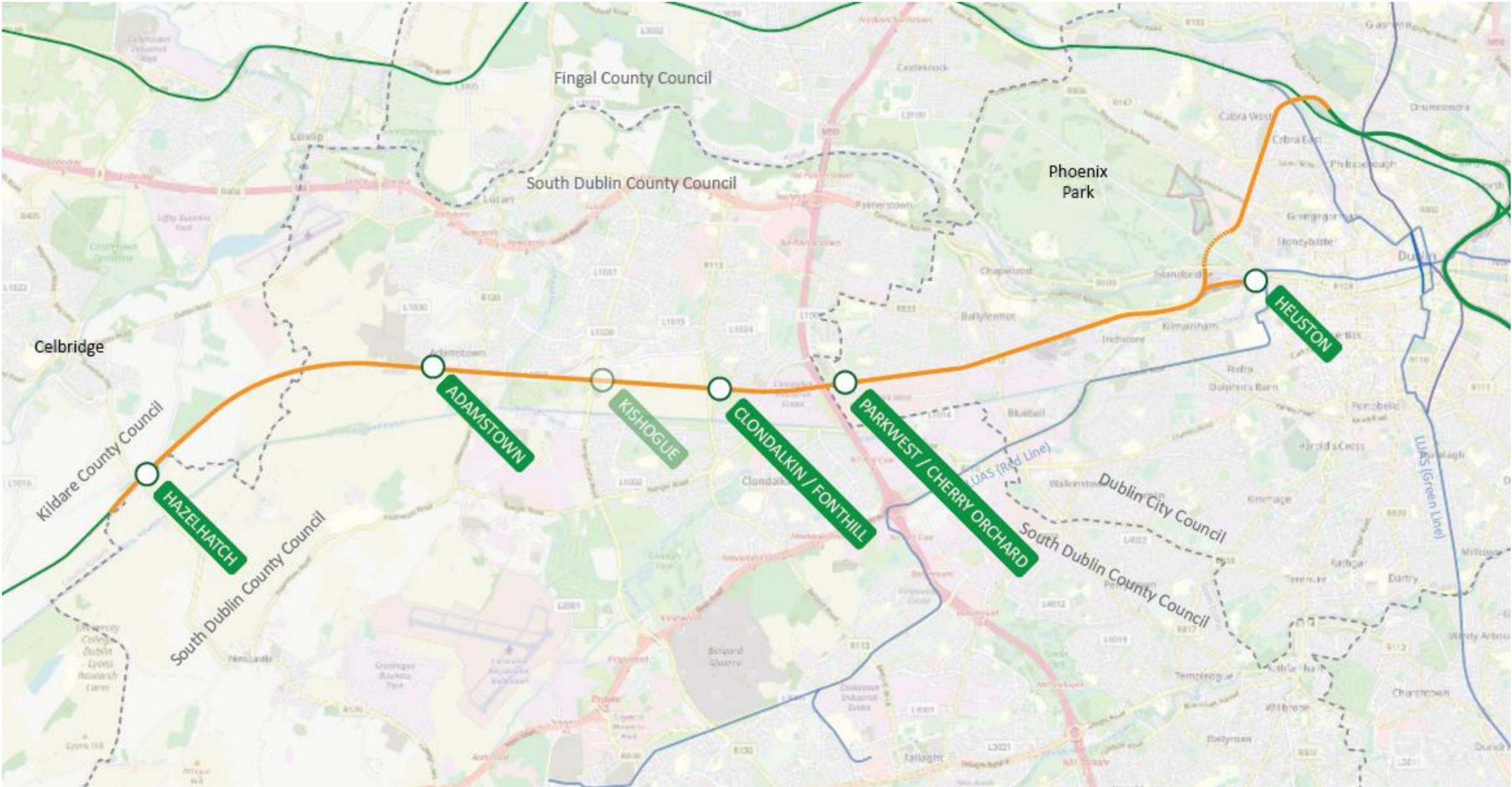
Fig.10 City Centre Integrated Transport



Note ;
See also Sheet Map J, which illustrates public transport proposals under the National Transport Authority's Transport Strategy for the Greater Dublin Area 2016-2035.

DART+ South West Overview of Works within DCC

DART+ South West Overview



DART+ South West Overview

General

- Increase carrying capacity from 4,500 to 13,300 passengers per hour per direction.
- Improvements required to increase capacity
 - Complete 4 tracking from Parkwest to Heuston
 - Bridge improvements/re-builds to achieve vertical and horizontal clearances (including the SCR/N4 junction at Kilmainham)
 - Electrify the route from Hazelhatch to Heuston & Glasnevin (via PPT)
 - Addressing constraints within the Phoenix Park tunnel to support increased frequency of trains
 - Re-signal and improve lineside telecommunications, as necessary
 - Provide stabling infrastructure to maximise rail operational efficiency, for service daily start-up and shut-down

Within DCC's area:

- Complete 4 tracking from Parkwest to Heuston
- Electrify the route from Hazelhatch to Heuston & Glasnevin (via PPT)
- Addressing constraints within the Phoenix Park tunnel to support increased frequency of trains
- Bridge improvements/re-builds to achieve vertical and horizontal clearances
- Re-signal and improve lineside telecommunications, as necessary
- Provide stabling infrastructure to maximise rail operational efficiency, for service daily start-up and shut-down

Progress / Activities to Date / Programme

- Constraints gathering – underway
- Engagement with local authorities - now commenced
- Optioneering - commenced
- Public Consultation No. 1 – Emerging Preferred Option – Q1 2021
- Public Consultation No. 2 – Preferred Option – Q2 2021
- Lodgement of draft RO – end Q3

Thank you



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