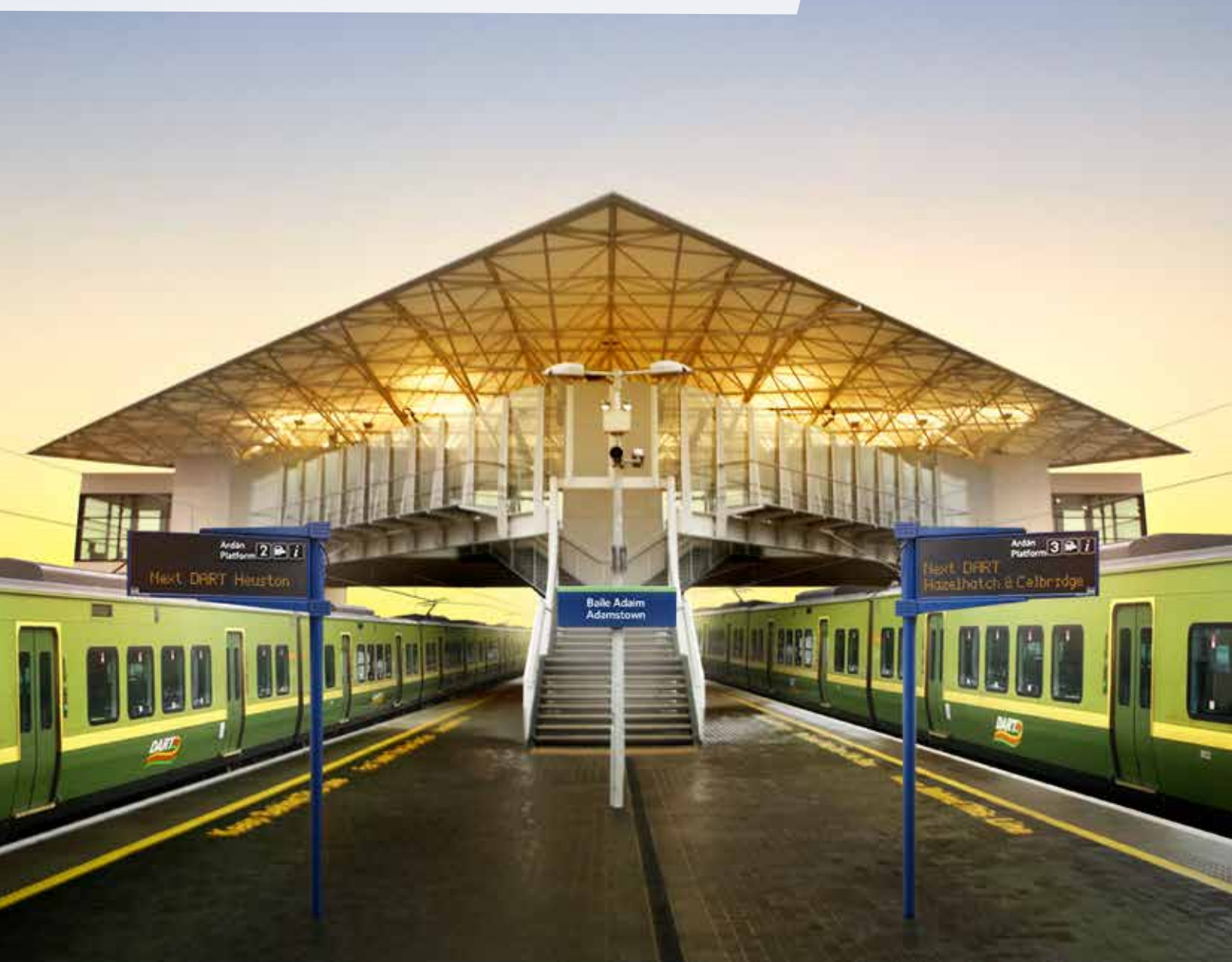




# PUBLIC CONSULTATION NO. 1 LEAFLET

EMERGING PREFERRED OPTION



## DART+ Programme

The DART+ Programme is a transformative railway investment programme, that will modernise and improve the existing rail services in the Greater Dublin Area. It will provide a sustainable, electrified, reliable and more frequent rail service, improving capacity on the rail corridors serving Dublin. The current electrified DART network is 50km long, extending from Malahide / Howth to Bray / Greystones and the DART+ Programme seeks to increase the electrified network to 150km.

The DART+ Programme is required to facilitate increased train capacity to meet current and future demands which will be achieved through a modernisation of the existing railway corridors.

It will also contribute to Ireland's transition to a low carbon and climate resilient society. The DART+ Programme comprises the following improvement projects across the four main rail corridors:

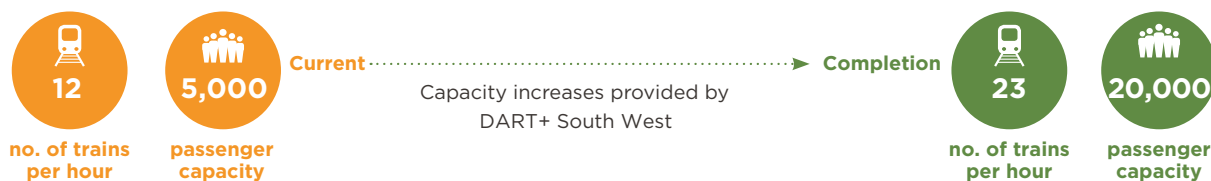
- DART+ West - Maynooth and M3 Parkway to the City Centre.
- DART+ South West - Hazelhatch & Celbridge to the City Centre.
- DART+ Coastal North - Drogheda to the City Centre.
- DART+ Coastal South - Greystones to the City Centre.
- DART+ Fleet - purchase of new train fleet to increase train services.



## DART+ South West

The DART+ South West Project, as part of the DART+ Programme, will deliver an improved electrified network, with increased passenger capacity and enhanced train service between Hazelhatch & Celbridge Station and Heuston Station (c. 16km) on the Cork Mainline, and to Glasnevin via the Phoenix Park Tunnel Branch Line (c. 4km).

DART+ South West will significantly increase train capacity from the current 12 trains per hour per direction to 23 trains per hour per direction (i.e. maintain the existing 12 services, with an additional 11 train services provided by DART+ South West).



This will increase passenger capacity from the current peak capacity of approximately 5,000 passengers per hour per direction to approximately 20,000 passengers per hour per direction, as the new fleet being delivered as part of the DART+ Programme will have greater carrying capacity. The DART+ South West Project is now launching a public consultation on the **'Emerging Preferred Option'**, which is the combined end-to-end design options identified at this early stage of the project development.

## Benefits of DART+ South West

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Increase peak passenger capacity from 5,000 to 20,000 per hour per direction and increase train frequency between Dublin City and Hazelhatch & Celbridge Station – facilitating frequent and reliable transport to the surrounding communities.



Enhance public transport opportunities for work, education or leisure purposes.



Facilitate the development and future growth of existing and new communities that will greatly benefit from the connectivity that the DART+ South West will deliver.



Alleviate road congestion.



Build a sustainable and connected city region, supporting the transition to a low carbon and climate resilient society.



Facilitate people to make sustainable travel choices by encouraging a move away from private cars to a reliable, efficient and safer public transport network.

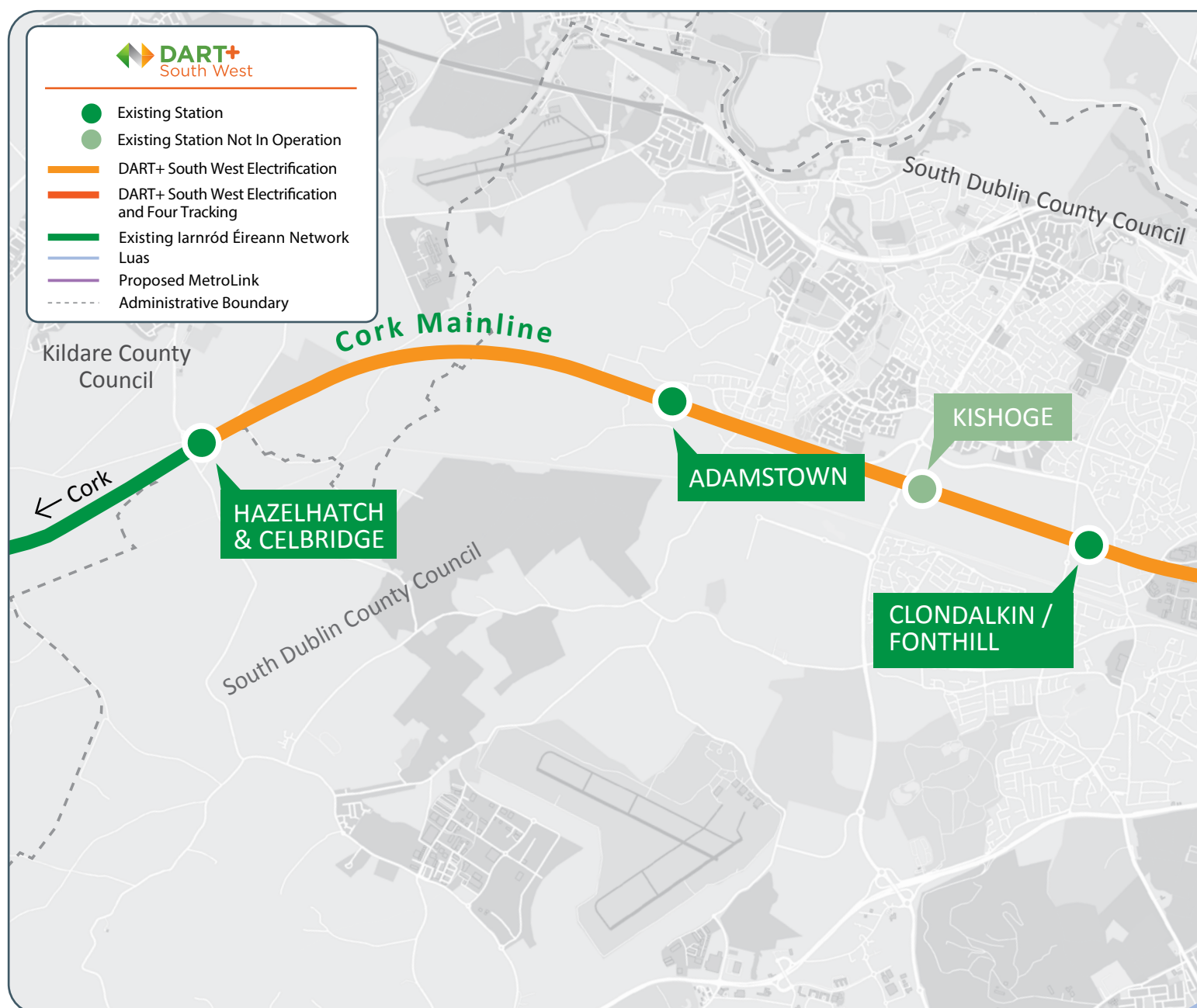


Improve multimodal transport connectivity through interchange with the Luas at Heuston Station, Bus Connects and the proposed MetroLink.



Improve journey time reliability.

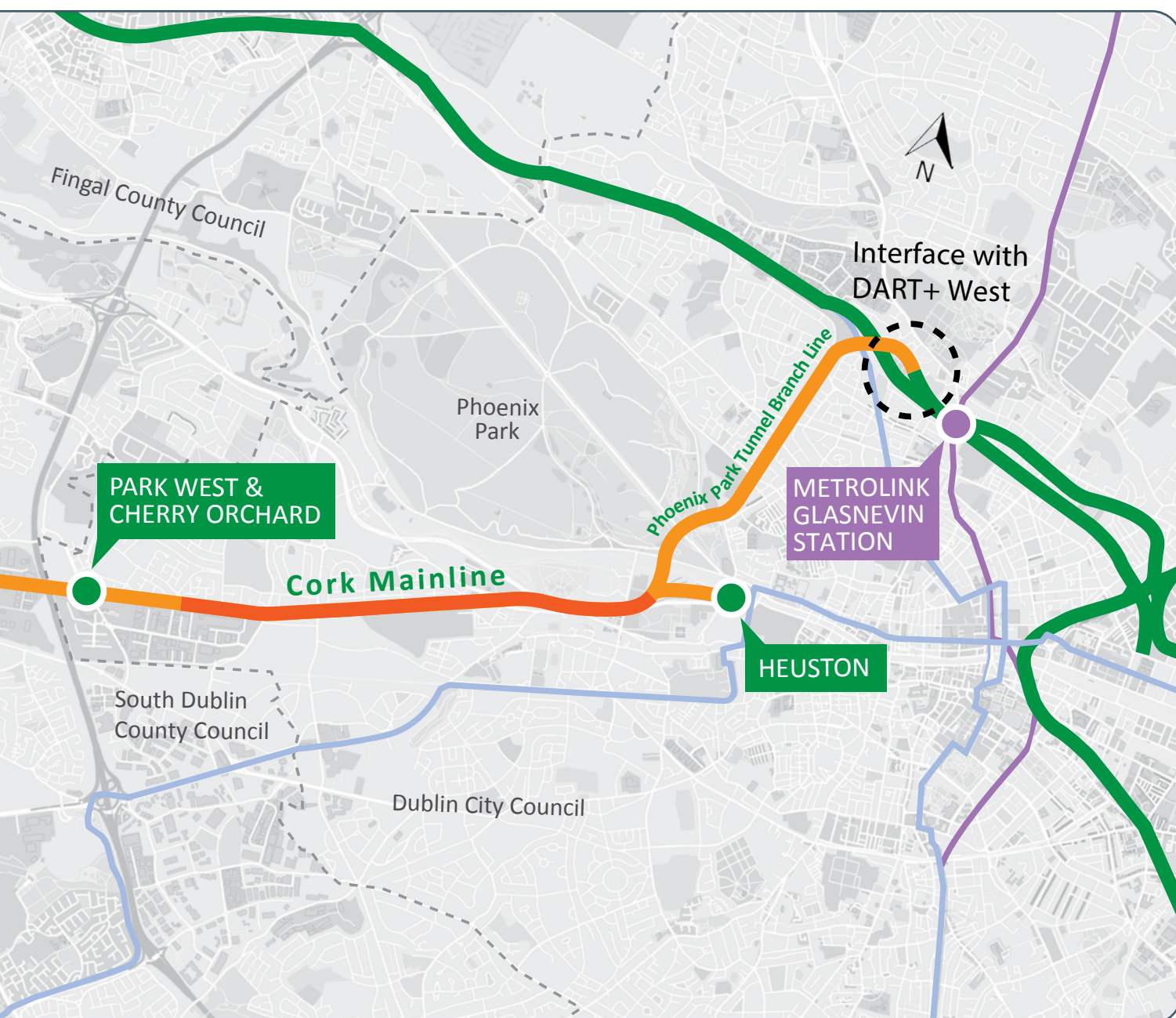




## Scope of DART+ South West

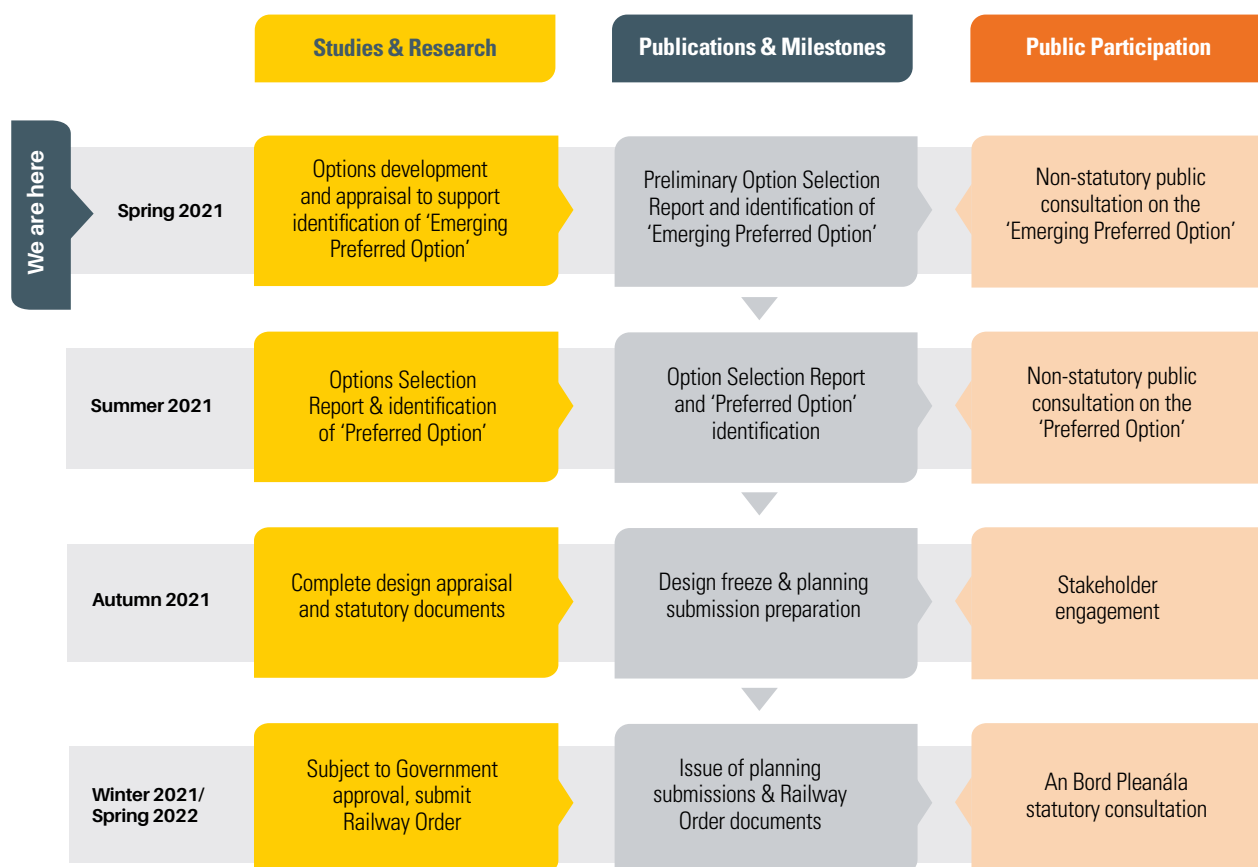
The following is a high-level summary of the key elements of DART+ South West:

- Completion of four tracking, widening the rail corridor, from Park West & Cherry Orchard Station to Heuston Station, extending the works completed on the route in 2009.
- Electrification and re-signalling of the line from Hazelhatch & Celbridge Station to Heuston Station and also from Heuston Station to Glasnevin, via the Phoenix Park Tunnel Branch Line, where it will link with the proposed DART+ West.



- Undertaking improvements/reconstructions of bridges to facilitate movement of electrified train services.
- Remove rail constraints along the Phoenix Park Tunnel Branch Line.
- Feasibility report and concept design for a potential new Heuston West Station.
- The **‘Emerging Preferred Option’** will be compatible with future stations at Kylemore and Cabra, although the construction of these stations is not part of the DART+ South West Project.

# Timeline



## How to Engage

As users of the service, or those likely to be affected by its development, the public is invited to contribute to this consultation process to express opinions on the DART+ South West Emerging Preferred Option. The consultation period is now open, full details are available on the project website.

**You can engage with us via the following means:**

**Website** | [www.dartplus.ie](http://www.dartplus.ie)

**Email** | [DARTSouthWest@irishrail.ie](mailto:DARTSouthWest@irishrail.ie)

**Phone line** | (01) 284 1029

**Postal Address**

If you would prefer to write to us, please send it or any correspondence to:

**Community Liaison Officer**  
**DART+ South West**  
**Iarnród Éireann**  
**Inchicore Works**  
**Inchicore Parade**  
**Dublin 8**  
**D08K6Y3**



The EU is part funding the DART+ South West design. The contents of this publication are the sole responsibility of Iarnród Éireann and do not necessarily reflect the opinion of the European Union.