



PUBLIC CONSULTATION BROCHURE

STAGE 1: BRAY TO GREYSTONES
CAPACITY ENHANCEMENTS

EMERGING PREFERRED OPTION



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1. Introduction to DART+ Programme

The current DART network is 50km long, extending from Malahide / Howth to Greystones. The DART+ Programme will increase the length of the DART network to 150km of railway corridor through the electrification and upgrade of existing lines, transforming commuter train travel in the Greater Dublin Area (GDA). The DART+ Programme also includes the purchase of a new train fleet. The DART+ Programme will deliver frequent, modern, electrified services from Dublin City Centre to:

- Maynooth, M3 Parkway (DART+ West);
 - Hazelhatch & Celbridge (DART+ South West);
 - Drogheda (DART+ Coastal North); and
 - Greystones (DART+ Coastal South).
- Stage 1: Bray to Greystones Capacity Enhancements;
 - Stage 2: Dublin City Centre to Bray.

The DART+ Programme is a key transportation improvement providing a high quality and integrated public transport system. It will deliver benefits for the residents of the GDA and also those living in surrounding regions. The DART+ Programme is a transformative programme that will ensure train travel is at the heart of Ireland's sustainable transport network.

The DART+ Programme will seek to maximise use of the existing railway corridors and implement a modernisation programme to enable the capacity increases necessary to meet current and future demands.



Schematic diagram of DART+ Programme extents

Why investment in DART+ Programme is needed

Provides Sustainable Transport Options

- Over-reliance on private car use and increasing congestion in Greater Dublin Area.
- DART trains are more sustainable and cleaner than current diesel trains.

Achieve Climate Change Targets

- Will help reduce the transport sector greenhouse gas emissions which continue to rise.
- Supporting the Government's Climate Action Plan.



Supporting Economic and Population Growth

- Congestion in Greater Dublin Area is increasing.
- Cost of Time Lost in the Dublin Region is ~ €350million/annum and forecast to rise to €2,000million/annum by 2033.
- Sustainable public transport infrastructure (pedestrian, cycling, bus and rail) will sustain economic and population growth while reducing emissions.

Integration of Land-use & Transport Planning

- Co-ordination and integration of spatial planning with rail transport.
- Supporting compact growth and increased densities in the Greater Dublin Area.
- Supports the implementation of Project Ireland 2040 and the National Planning Framework.

Facilitates Integration with other modes of transport

- Improves integration of rail services with active modes of travel (walking and cycling).
- Enables greater cross-modal journeys through improved integration with other modes – Bus, Luas, proposed MetroLink and Dublin Bikes.



Benefits of DART+ Programme



Economic Development

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



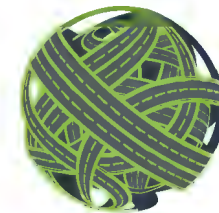
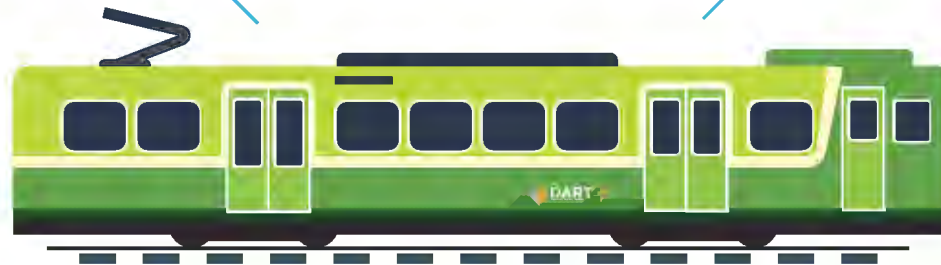
Building a Sustainable City

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



Journey Time Reliability

The project will provide improved journey time reliability and reduced waiting times.



Tackling Road Congestion

Improved DART services will play a part in alleviating road congestion in the GDA.



Future-proofing our Public Transport Network

DART can act as the core spine of an integrated and sustainable public transport network, providing long term infrastructure to future generations.



Increasing Capacity & Frequency

Increased peak passenger capacity and increased train frequency between Dublin City Centre and Greystones facilitating frequent and reliable transport to the surrounding communities.

2. DART+ Coastal South

Overview

DART+ Coastal South is the fourth and final route to be developed as part of the DART+ Programme in addition to DART+ West, DART+ South West, and DART+ Coastal North. The infrastructural interventions along the DART+ Coastal South route will enable both an increase in passenger capacity and an increased frequency of train services on the Southern Line, as well as contributing to enhanced transport integration in the Greater Dublin Area as part of the wider DART+ Programme.

The development of the DART+ Coastal South route will support existing communities along the Southern Line and support future sustainable development within the Greater Dublin Area. The developments along the DART+ Coastal South route will provide a viable transport alternative to communities along the route and help encourage people to migrate from private car use to rail travel. This will assist Ireland in reducing greenhouse gas emissions from transport and help combat climate change.

In order to deliver infrastructure upgrades and service benefits along the DART+Coastal South route in the most efficient manner possible, the works along the route will be delivered in at least two separate projects, as outlined below:

- **DART+ Coastal South, Stage 1: Bray to Greystones Capacity Enhancements** will seek to deliver the infrastructure enhancements and upgrades that will enable an increase in train frequency from 2 trains per hour to 3 trains per hour between Bray and Greystones.
- **DART+ Coastal South, Stage 2: Connolly to Bray** will seek to deliver the infrastructure enhancements that will enable an increase in train frequency from 6 trains per hour to 12 trains per hour between Dublin Connolly and Bray (Daly) Stations.

**The focus of this public consultation will be on the DART+ Coastal South Stage 1 proposals. A separate public consultation period will be held to provide details of DART+ Coastal South Stage 2 proposals in the future.*

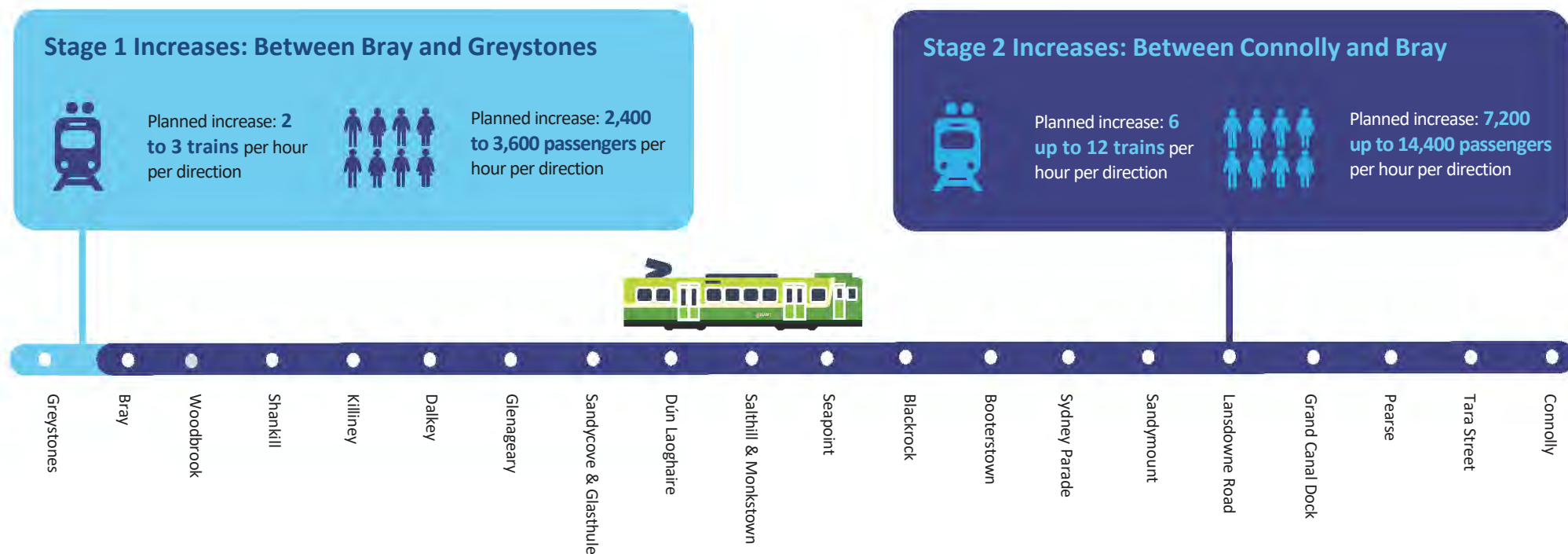
Rosslare Intercity Services

The primary objective of the DART+ Coastal South projects is to deliver the necessary infrastructure enhancements that will enable increased train frequency and capacity between Dublin City Centre and Greystones. The proposals will not prevent a direct Rosslare Intercity Service running through to Dublin City Centre. Final operational decisions will be made at a later stage, separate to the delivery of upgrades along the DART+ Coastal South route, and are subject to future passenger demand and train frequency on the Southern Line.

Wicklow Services

The Wicklow Capacity Enhancement project is a separate project being progressed by Iarnród Éireann that proposes to extend one DART service per hour to Wicklow using battery powered DARTs. That project is at Preliminary Design stage and the proposed interventions being progressed by DART+ Coastal South will not impact on the viability of the Wicklow Capacity Enhancement project, and both projects can be progressed independently of each other.

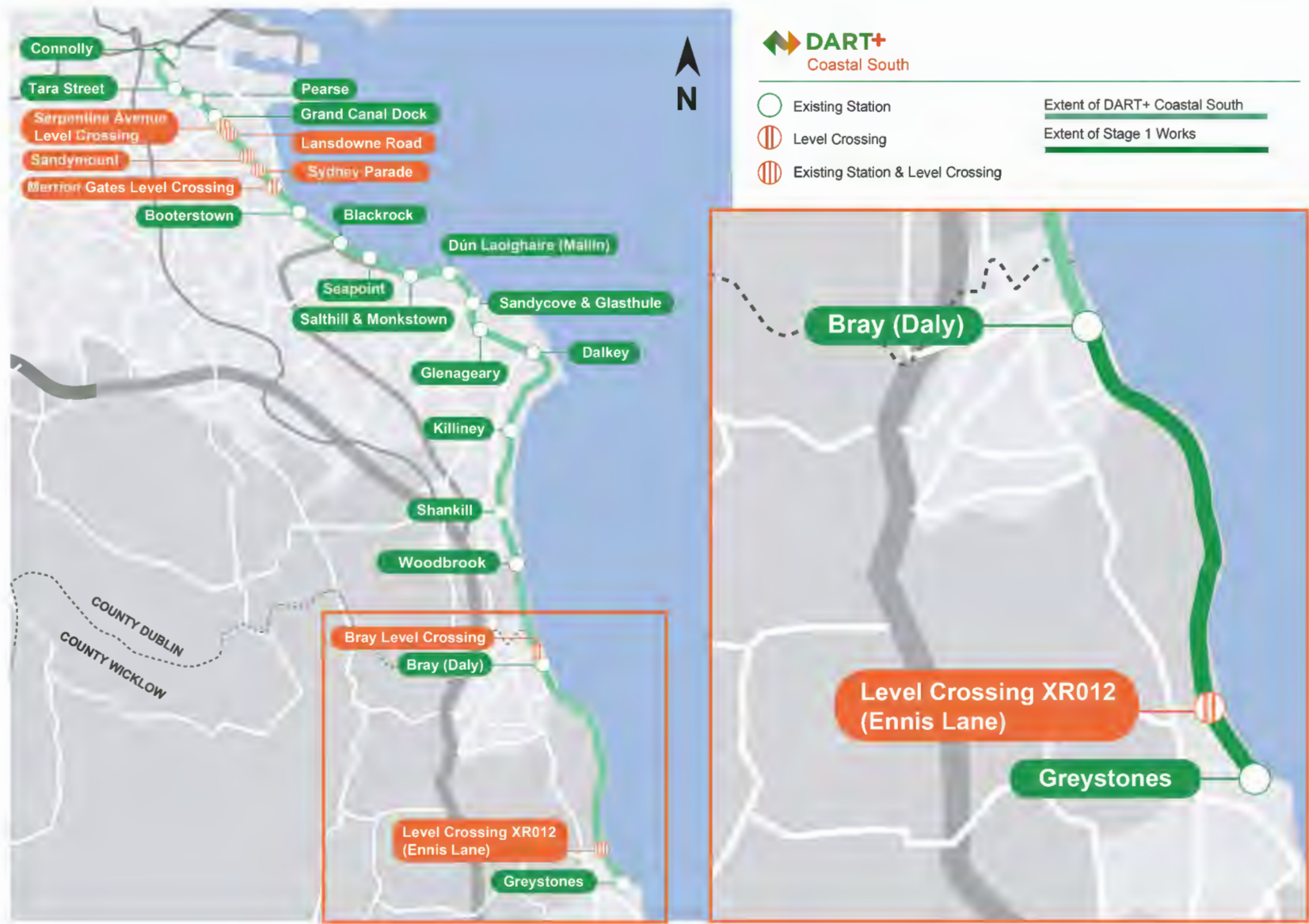




DART+ Coastal South - Frequency and Capacity Increases Stage 1 and Stage 2 Works

**The focus of this public consultation will be on the DART+ Coastal South Stage 1 proposals. A separate public consultation period will be held to provide details of DART+ Coastal South Stage 2 proposals in the future.*

DART+ Coastal South - Route Map



3. Public Consultation. Iarnród Éireann want to hear from you.

Public participation during the design process is a key element to the delivery of major infrastructure projects such as DART+ Coastal South.

This particular public consultation process, which focuses on DART+ Coastal South **Stage 1 [Bray to Greystones Capacity Enhancements]**, is seeking feedback on the '**Emerging Preferred Option**' for the project.

Public participation is welcomed and encouraged throughout the design development process, which will provide you, the public, with the opportunity to learn about the design as it develops and provide feedback which will inform the next stages as appropriate.

Public Consultations are our way of asking you, as potential users of the improved services or those likely to be affected by its development, for your views on our plans, whilst the design process is active. Your local knowledge and comments will inform the design development and help us improve the project and ensure it will be a success for you and the communities it will serve.

Public feedback will be accepted during all stages of the design development and can be submitted through the project website, e-mail address, phone line or by written correspondence. For further details see the '**How to Engage**' section, later in this brochure.

Iarnród Éireann invites the public to engage in the design process and all feedback is very welcome.



4. Current Design Status

Stage 1 of the DART+ Coastal South project is currently at 'Concept Design Stage'. This brochure explains the current design status of the project, its benefits, potential impacts, and how you can send us your queries, thoughts and ideas.

The design and environmental assessment process for Stage 1 of the DART+ Coastal South project has commenced, and we are at a key early stage in the project. An **'Emerging Preferred Option'** for Stage 1 of the project has now been defined, which will be developed in greater detail as the project progresses towards completion.

Before we proceed any further, we would like your views on Stage 1 of the DART+ Coastal South project 'Emerging Preferred Option' which is being put forward by Iarnród Éireann as part of this Public Consultation.

The 'Emerging Preferred Option' is the preferred combination of design options that have been identified at this stage of the project development for each of the individual elements forming the proposed solution for Stage 1 of DART+ Coastal South.

Studies are still ongoing in this regard, and therefore some site-specific design aspects have yet to be concluded. These studies will be progressed and, together with feedback and the local knowledge that is provided through this consultation, will inform the design and ensure it will be a success for you and the communities the project will ultimately serve.

Following consideration of the consultation feedback, further studies, assessments, and design development, the **'Emerging Preferred Option'** will be refined and the **'Preferred Option'** for Stage 1 will be developed.

Following identification of the 'Preferred Option', any statutory consent applications, if required, together with associated environmental assessments will be prepared and submitted to the relevant planning authority for approval.

Your participation and feedback are an essential part of this stage in the design and assessment process.



5. Option Selection Process

Option Selection Process

To assist the design development process and to consider various options to determine the **'Emerging Preferred Option'** for Stage 1 of DART+ Coastal South, a structured optioneering process has been followed:

Optioneering Stage 1 – Preliminary Assessment of Options (sifting)

Optioneering Stage 2 – Multi-Criteria Analysis of short-listed options

This structured process evaluates a number of different options and is based on 'Guidelines on a Common Appraisal Framework for Transport Projects and Programmes' (CAF*) published by the Department of Transport March 2016 (updated October 2021), NTA Project Approval Guidelines (December 2020), and Iamród Éireann's Project Management Procedures. This option selection process applies to both Stage 1 and Stage 2 of DART+ Coastal South.

*The CAF was replaced by the Transport Appraisal Framework (TAF) in June 2023, but was the relevant guidance at the time of the options assessment being completed.

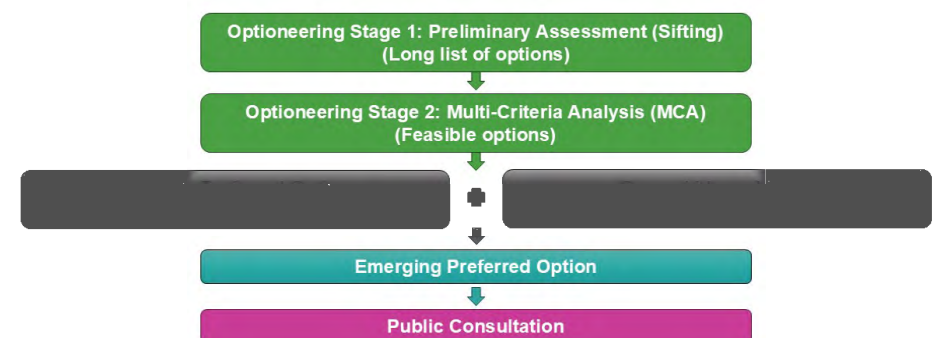
Assessment Methodology

Optioneering Stage 1 – Preliminary Assessment process - comprised the assessment of a long list of infrastructural intervention options against engineering, economic and environmental criteria to evaluate the 'feasibility' of each option to meet the project objectives / requirements. This approach allowed for the long list of options to be filtered to a shorter list of feasible options. All feasible options were brought forward to Optioneering Stage 2 where they could be explored in greater detail.

Optioneering Stage 2 – The Multi-Criteria Analysis (MCA) process comprised a more detailed, multidisciplinary, comparative analysis of the feasible options which passed through the Optioneering Stage 1 assessment. The feasible options were assessed against the six appraisal criteria set out in the NTA's Common Appraisal Framework (CAF*), namely: economy, safety, environment, accessibility and social inclusion, integration and physical activity.

Options for each infrastructural intervention were then compared to each other based on whether an option had 'some' or 'significant' advantage or disadvantage over other options, or whether all options were 'comparable / neutral', leading to the determination of Emerging Preferred Options for the infrastructural intervention required.

The various Emerging Preferred Options in respect of particular infrastructural interventions were then combined with the general linear works needed to upgrade and modernise the railway to form the **'Emerging Preferred Option'** for Stage 1 of DART+ Coastal South.



Option Selection Assessment Methodology

6. Emerging Preferred Option

Description of proposed Emerging Preferred Option

The process to determine the '**Emerging Preferred Option**' for Stage 1 of DART+ Coastal South, as described in Section 5 - Option Selection Process, has led to the identification of Emerging Preferred Options in respect of the works required. These, and general linear works required along the length of the project, are the key elements of the Emerging Preferred Option. For the purpose of describing the Emerging Preferred Option for Stage 1 of the project, infrastructure modifications are described first followed by general linear works. The infrastructure interventions at specific location are as follows:

- Railway Infrastructure Modifications - to allow for an increased frequency of service along the corridor.
- Bray (Daly) Station - Construction of a new crossover (track modifications) and modifications to reduce the length of Platform 1 to 180m, essentially extending the length of double track within the station and allowing a train to cross from one track to the other.
- Level crossing XR012 (Ennis Lane Level Crossing), at Rathdown Road - Upgrade to a CCTV Controlled Crossing

Proposed interventions required as part of Stage 2 works will be developed in future, separate to the Stage 1 (Bray to Greystones Capacity Enhancements) works, and will seek to address the existing constraints on capacity on the Southern Line between Dublin City Centre and Bray.

Journey Time and Timetable

Operational and scheduling assessments are ongoing in relation to the increase in frequency of train services proposed by Stage 1 of DART+ Coastal South. Iarnród Éireann aims to deliver services between Bray and Greystones departing at approximately 20 minute intervals subject to determination of final timetables.

6.1 Railway Infrastructure Modification

The project is predominantly located within the corridor of the existing railway and will deliver the necessary infrastructure to enable the proposed increased train capacity and higher frequency of train services associated with Stage 1 of the overall DART+ Coastal South project.

This involves minor track interventions along Bray Head to ease speed restrictions to facilitate an increased frequency of service.

These include track geometry modifications, renewal of rail, sleepers and ballast and gauging of existing structures to comply with structural clearance, speed and comfort criteria.

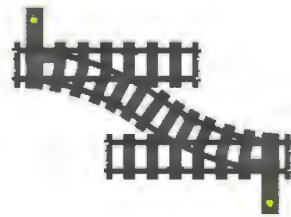
6.2 General Linear Works

- Signalling alterations will be required to properly utilise the revised track arrangements and provide the improved resilience needed to enable the increased and improved train service.
- A new signalling equipment building to accommodate new signalling systems equipment will be constructed in Bray on Iarnród Éireann land. Power supply arrangements will be required to ensure that the new equipment is powered continuously.
- Replacement of the existing Bray relay interlocking and instead connecting to a new computer based interlocking located in the New Train Control Centre at Heuston to support the planned increase in train services.
- Line-side cabling works - these works include the completion of an assessment of the existing line-side cabling and proposals for the provision of new line-side cabling containment.
- Interfaces with existing utilities, boundary treatments, drainage works, vegetation management and other ancillary works will be required at various locations along the project.

6.3 Enhanced Railway Infrastructure at Bray (Daly) Station

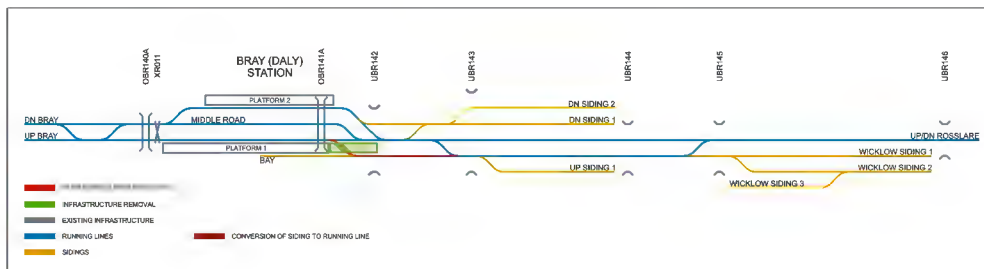
The Emerging Preferred Option includes the delivery of new infrastructure at Bray (Daly) Station which will allow for the proposed increases in service frequency proposed by Stage 1 of DART+ Coastal South.

The works include the construction of a new crossover (track modifications to allow a train to cross from one track to the other) and associated signalling upgrades at Bray (Daly) Station. The proposed crossover will be located to the southern end of the station and together with modifications to Platform 1, which will reduce in length to 180m, will essentially extend the length of double tracking within the station and allow for DART services to turnback at Bray (Daly) Station and return to Dublin City.



Typical Rail Crossover Arrangements

As the scale of interventions proposed at Bray (Daly) Station are relatively minimal, it is highly likely that all works required would be contained within the existing railway boundary.



Bray (Daly) Station Layout

6.4 Level crossing XR012 (Ennis Lane Level Crossing), at Rathdown Road

Level crossing XR012 (Ennis Lane Level Crossing) is situated to the north of Greystones Station, at the eastern extents of Rathdown Road. The crossing provides pedestrian, cyclist and persons of reduced mobility access to amenities east of the railway line, as well as vehicular access to farmland located between the railway corridor and the sea. The level crossing is typically locked and is not accessible by public vehicles. The vehicle crossing can currently be operated manually by either Iarnród Éireann or the landowner to the east of the railway corridor for necessary access.

The Emerging Preferred Option (EPO) proposes that level crossing XR012 (Ennis Lane Level Crossing) will be upgraded to a CCTV Controlled crossing with existing access maintained. This is primarily for safety reasons, resulting from the increased frequency of trains enabled by DART+ Coastal South.



Level crossing XR012 (Ennis Lane Level Crossing)/Rathdown Rd Locality Plan

7. Issues to Consider

All possible efforts will be made to sensitively address issues and challenges associated with this project at the earliest stages of the design process and public consultation. Several potential issues are detailed below, and the public consultation and stakeholder engagement phases will help us to better understand some of the issues and challenges we face.



Environmental Impacts

The project will involve changes to the local environment during both the construction and operation stages, which will result in both temporary and permanent impacts. In order to maintain daytime passenger services during the construction phase night-time works will be necessary. In the first instance, the design process will make every effort to ensure that negative impacts are avoided, reduced or mitigated as far as reasonably practicable, and positive impacts are maximised.



Bridge/Structural Impact

Unlike the other DART+ projects forming the DART+ Programme, the Overhead Line Equipment (OHLE) infrastructure required to power the increased capacity of train services is largely already in place and as a result potential issues with clearances to structures are not encountered on DART+ Coastal South and minimal impact on existing structures is foreseen.



Electrification

An assessment of the existing electrical systems on the Southern Line will be completed as part of DART+ Coastal South, and any necessary modifications and upgrades will be carried out to allow for the planned increase in frequency between Bray and Greystones as part of the project.



Property Impact

Stage 1 of the DART+ Coastal South project will predominantly seek to confine the railway improvement works within the existing railway corridor. However, where works are required to extend beyond the confines of the existing railway corridor, the acquisition of additional lands to facilitate the projects development may be required. If your property is likely to be directly affected by the works you should already have heard from us.

Our Community Liaison Officer will be available throughout the design development process to ensure landowners and affected persons are regularly updated on the current proposals and that their views, and the views of potential users of the project, are taken into consideration as we progress the design towards completion.

8. Next Steps

Further Design Development & Option Selection

The preliminary option selection and design development that has been undertaken for the **Stage 1** works has led to the development of the '**Emerging Preferred Option**' which is the focus of this public consultation stage.

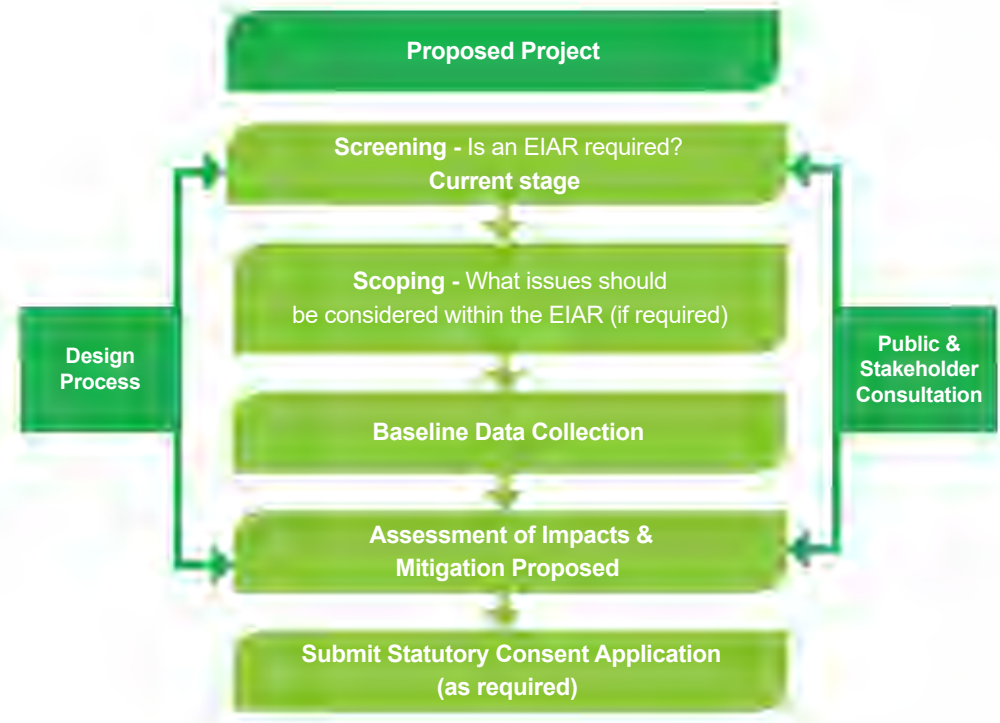
Once the public consultation process is complete, all feedback and submissions received will be reviewed and assessed as part of the next stage of the design development. Following a full appraisal of the feedback, a public consultation report will be prepared to document this process and it will be incorporated into the Option Selection Report.

Further studies, assessments and consultations will lead to development of the '**Preferred Option**' which will be concluded in early 2026.

All information gathered by the Project Team will be used to inform the development of the project design and the need, or otherwise, for statutory consent applications, either to the local planning authority or An Coimisiún Pleanála, as appropriate. Appropriate screening reports for both EIA (Environmental Impact Assessment) and AA (Appropriate Assessment) will be prepared to determine whether any consent applications need to be accompanied by an EIAR or AA Report. If an EIA or AA is required, the EIAR and/or AA Reports will be prepared for the consent application.

The Planning Process

Further to the completion of all preliminary design and environmental assessments, the DART+ Coastal South project is expected to lodge any necessary statutory consent applications to the relevant planning authority in Q4 2026.



The EIA process leading to statutory consent application submission

9. How to Engage

This consultation is our way of asking you, as potential users of the service or those likely to be affected by its development, for your views on our Stage 1 plans for the DART+ Coastal South Project. Your local knowledge will inform the emerging design, help us to improve the scheme and ensure it will be beneficial for you and the communities the route will serve.

The consultation period is now open, full details including closing dates for receipt of submissions are available on the project website.

You can engage with us via the following means:

Website | www.dartplus.ie

Email | DARTCoastalSouth@irishrail.ie

Phone line | (086) 2358913

Postal Address

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

Community Liaison Officer

DART+ Coastal South

Iarnród Éireann

Inchicore Works

Inchicore Parade

Dublin 8

D08K6Y3

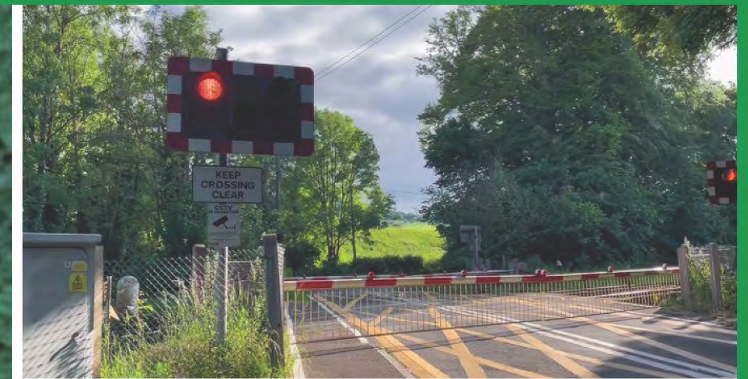
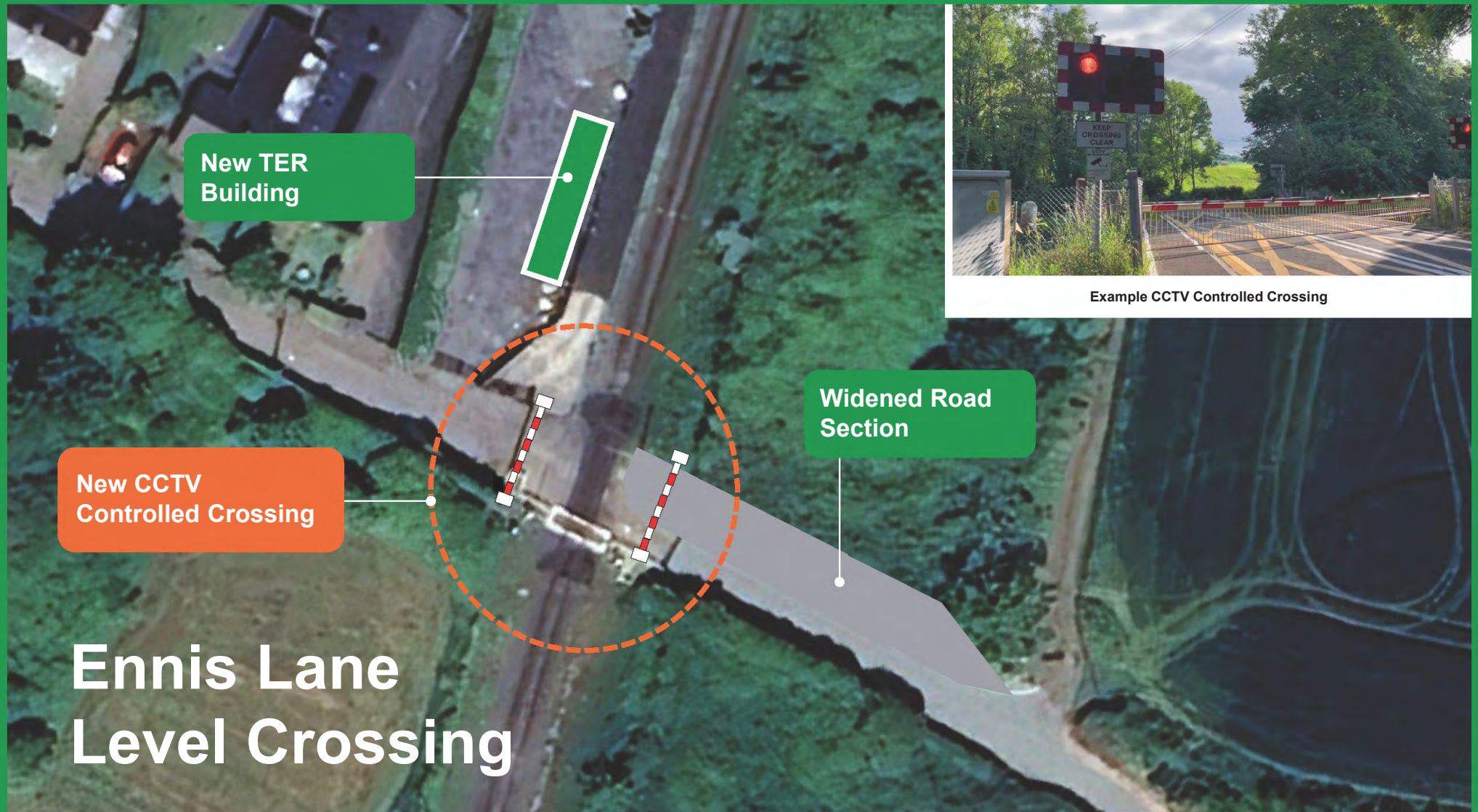


Bray (Daly) Station

Extent of existing
platform to be
removed
(to accommodate new
crossover line)

New End of
Platform

Proposed new
crossover line



Example CCTV Controlled Crossing





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Bré / Díháligh
Bray / Daly

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DART

