DART Airport Rail Link

Dick Fearn, Chief Executive, Iarnród Éireann
Background

• First considered in joint DAA (Aer Rianta) / Iarnród Éireann report 1991 and re-examined in 2000-2.
• Not included in a ‘Platform for Change’ or ‘Transport 21’ due to capacity concerns.
• Now very different economic and funding landscape.
• Economic assessment as part of the NTA’s Draft Transport Strategy (Vision 2030)
Project Summary 1

• 7 km DART spur between Clongriffin Station and the Airport at cost of c.€200m (exc. VAT) to be delivered by 2016.
• Airport service can be initially accommodated with existing DART fleet.
• Routed across agricultural land between Clongriffin and M1.
• Two route options between M1 and the Airport terminals.
• Five Airport station options identified (subject of discussion with DAA within context of Airport Master Plan).
Fit with Existing Network
Indicative Route Corridor
Indicative Airport Options
Project Summary 2

• Operates through DART network (Airport – Bray / Greystones) serving all DART stations with 15 minute frequency throughout 18+ hour day.

• Reliable 25 minute journey time to / from the city centre with easy access to key facilities (City Centre retail area, IFSC, Convention Centre, Aviva Stadium).
Strategic Fit

• Resignalling project will facilitate the Airport service PLUS a very significant increase in regular commuter services along the Northern line.

• Easy interchange at Clongriffin (Belfast and northern commuter services) and at Connolly (Wexford, Sligo, Maynooth, LUAS and Busaras) will significantly widen the catchment of the service.

• Complements the DART Underground Programme with opportunities to:-
  – connect to / from St. Stephen’s Green and Heuston (Medium term)
  – run electrified InterCity services direct to the Airport (Longer term)
Fit with DART Underground
Business Case Overview

- Prepared by Goodbody / AECOM in line with the Department of Finance / Transport project appraisal guidelines.
- NTA transport model underpins the analysis.
- Report submitted to Minister(s), DTTaS, NTA and DAA.
Business Case Results

- Investment generates very substantial net benefits: NPV = €1.1bn, IRR = 24%, B/C = 8.3
- Results stand up very well to robust sensitivity stress testing.
- Generate 9.4 million additional DART customers by 2030 (50%+ increase over current levels).
- Very valuable source of off-peak and counter flow DART revenue.
- Marginal operating cost will be well covered by revenue stream even without a premium fare.
Serving the Customer

• Greater customer choice.
• DART service offering unmatched by other modes for capacity, reliability, punctuality and accessibility.
• Improved local, regional and national access for tourism and business.
• Dublin Airport, the major gateway to the island of Ireland, is a major zone (20,000 employees and 38 million passengers by 2030).
• Passive provision to serve a future M1 P&R station for Swords.
Wider Policy Issues

• Airport DART a low-cost, high-return project with longer-term strategic benefits.
• Great strategic and operational fit with DART Underground.
• Meets EU White Paper goal of connecting major international airports with national rail network.
• Can be delivered with minimum of disruption - discussions with DAA necessary to achieve best fit with Airport Master Plan.
# International Experience

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Outlook

• Not included in Capital Programme 2012-2016
• However, private funding options could be investigated
• Need to identify and protect alignment to maintain as strategic option