
Neasa Hourigan TD
Leinster House
Kildare Street
Dublin 2

DART+ West,
Iarnród Éireann

6th October 2021

Re: DART+ West Public consultation No. 2 preferred option

Dear Sir/Madam,

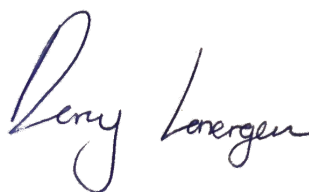
We include below our observations on DART+ West project. We are on the whole supportive of the project. The increased train capacity, electrification, new Spencer Dock Station and removal of level crossing are welcome developments.

That said there are a number of points detailed below we would like to see addressed.

Kind Regards,



Neasa Hourigan TD, Dublin Central



Cllr. Darcy Lonergan, Cabra-Glasnevin



Cllr. Janet Horner, North Inner City

1. Ashtown preferred option

We note a number of concerns that have been raised in relation to the preferred option at Ashtown namely:

- Concerns about the safety of the underpass for people who may use it late at night
- Accessibility though the station that relies on just steps and lifts given the poor availability of lifts at a number of Irish Rail stations. We feel a solution with a ramp would be a better option in terms of accessibility
- Compulsory purchase of Ashtown Stables given the services it provides to the community at present

It was clear from the DART+ West Residents' Webinar for Croke Park to Ashtown Area on 5th August 2021 that there is significant opposition in the local community to the preferred option.

While we accept that any option will have knock on effects we request that the current preferred option be reviewed. This may require that the options shortlisted from Phase 1 (4a, 4b, & 6) be revisited or that some new options be considered.

In particular we request that Irish Rail use its best efforts to come to an agreed compromise (as opposed to a compulsory purchase order) with the Reid family of the future for Ashtown Stables.

2. Broombridge reconstruction

Our assumption is that existing access to the station from the northside of the bridge will be retained during the reconstruction of the existing railway bridge. If this is not the case we would ask that access be provided for the construction period.

We would also request that Irish Rail use its best efforts to limit the time during which the bridge is not in use.

3. Parapet along Royal Canal

We note that the parapet will be raised at a number of points along the line to provide protection from overhead line equipment e.g. as per this example along the Royal Canal at Whitworth Road.



Figure 1. Example

We have no issue with the need for changes to the parapet. We do request however that the changes are consistent (in terms of design) with the existing parapet.

As an example, recently the parapet was raised near Cross Guns bridge with black railings that are more industrial in style than the existing stone wall. An increase in the height of the wall itself would have been a better option.

4. Lands at Docklands Station

The Docklands station is proposed to be moved to Spencer Dock under this plan. The land at the Docklands is already under utilised at the moment. This land has a huge potential and value to the surrounding communities, most especially in East Wall and could be used to address the enormous housing needs of the area, as well providing greater permeability for East Wall - contributing to the wider transport goals.

5. Biodiversity along the line

Irish Rail should work with DCC and other bodies to support and enhance the biodiversity along the train lines. This is another important aspect to the community gain of this project.

6. Noise control

The increased number of trains on the track is welcome overall but will produce an increase in the noise pollution, most especially for the inner city communities who live in very close proximity to the tracks. While electrification of the fleet will decrease some noise there are still concerns that the remaining diesel trains will cause significant disturbance. Better, more aesthetically pleasing noise insulation and treatment of the tracks, particularly in dry weather can help mitigate the impact of the increased number of journeys.

Further the noise and air pollution levels in residential areas surrounding the tracks should be monitored regularly by Irish Rail and the data publicly available and accessible.

7. Preston Street entrance

The new entrance on Preston Street is very welcome for supporting more convenient walking access for nearby residents. However, it is important that the entrance is safe, and feels safe to use if it is to be unmanned. This is especially important to ensure that public transport remains accessible and safe for all including women, children and others regardless of the time of day. This will include attention to the surrounding buildings and the public realm around the entrance - where passive surveillance should be encouraged. It should also include attention to lighting, greenery and line of sight across the station.