

DART West+ project

Presentation for Bord Pleanála Oral Hearing 2023

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BSc. Spatial Planning (DIT)

Oversights in Strategic Assessments +
Failure to Ensure Reasonable Passenger Access =

Bad scheme that excludes people in populated areas, and fails to leverage Dublin's 'forgotten railway' which otherwise could allow regional rail network integration, and hence deliver better and more frequent services across the metropolis, as per both EU and National Policy.

Please note: Witnesses to be announced.

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DART West+ project

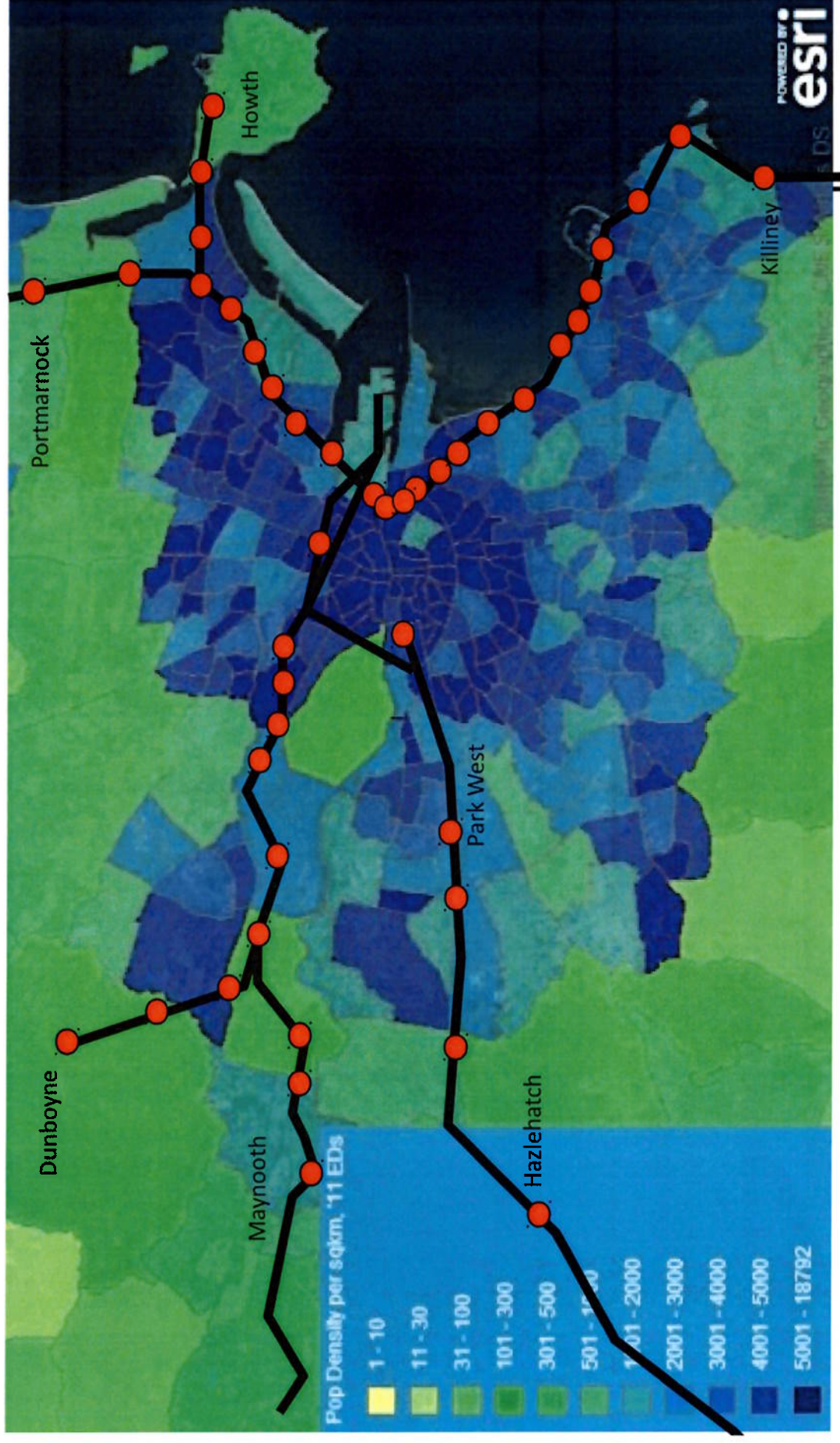
1. DART West is part of a project to upgrade Irish Rail's existing railways around Dublin to DART standard, so allow improved services, serving more people, with better frequency. Hence the two lines to the north west and south west will complement the existing DART services on the coastal lines to the north east and south east.
2. There is a great need to this, so as to reduce car dependency in line with national CO2 commitments, and this has formally been state policy since the Dublin Transportation Office's *Platform for Change* in report 2001.
3. Opened in 1984, the DART was quickly seen to be a great success, and became very popular with Dubliners as a quality public transport alternative to car based travel.

Crucially, the 1984 DART project:

- Opened new stations along the route, particularly in populated areas
- Was conceived as one integral project

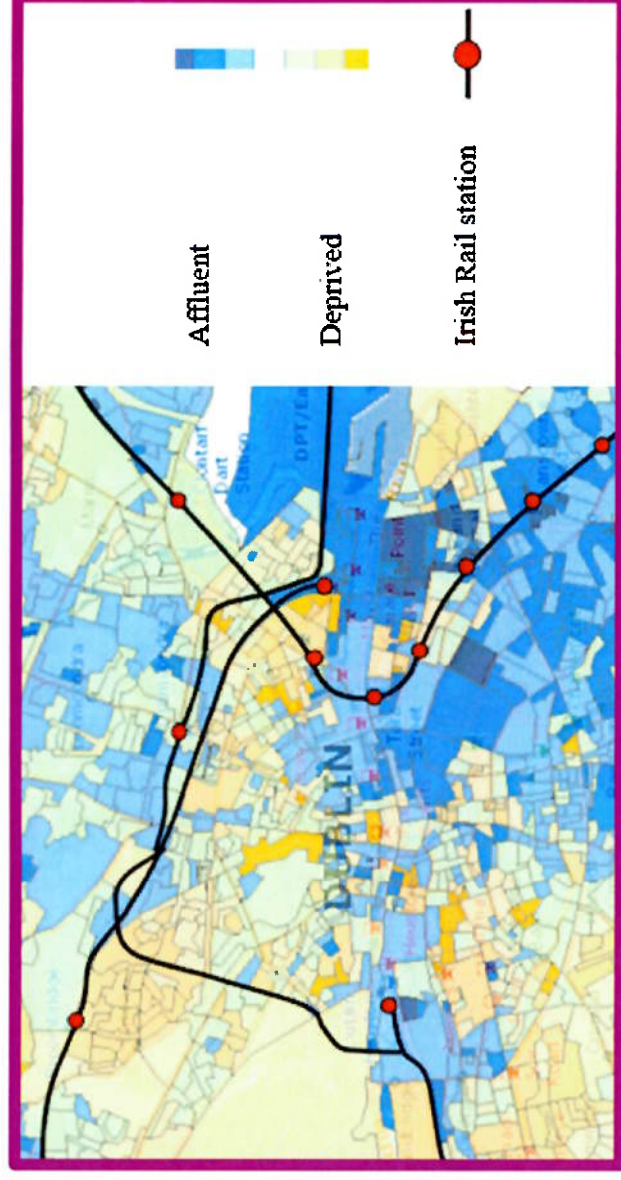
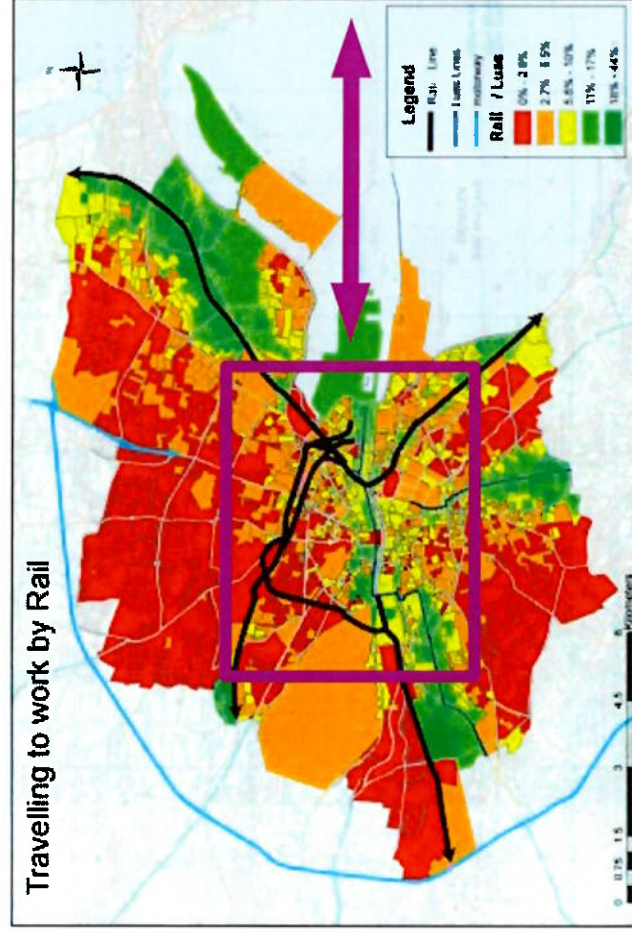
Yet the 1984 approach is not happening with the current project, having been project split into DART West and DART Southwest – with the airport underground rail project also separated – and no new stations.

Dublin population density and Irish Rail network: Lesser populated areas are better served!

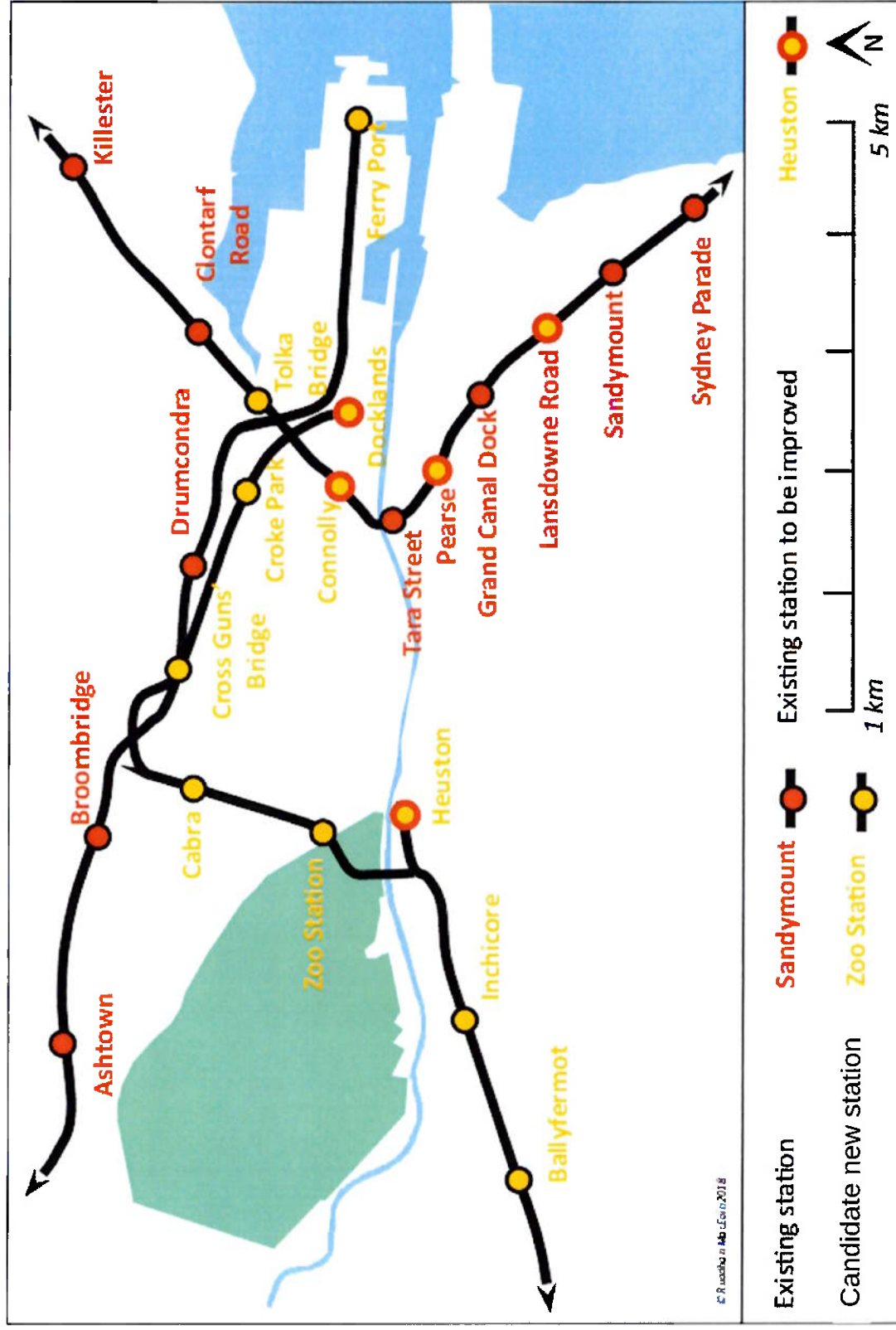


Travelling to work by Rail, as per ArcGIS and CSO: Where people have rail access, they will use it!

Existing Irish Rail stations and affluence map, as per ArcGIS and CSO by Airo, Maynooth;
a clear correlation between access and economic opportunity .



Logical candidate sites for new or Improved Station so as to serve populated areas, in compliance with National Policy and EU obligations.



Population Catchments of Candidate Stations
ArcGIS map based on 2011 census

Over 100,000 residents could be served by new or better network access in these catchments.

Ballyfermot and Kilmainham were not audited, yet it seems plausible that those stops at those districts would likely add another 30 – 50,000 residents onto figures shown.

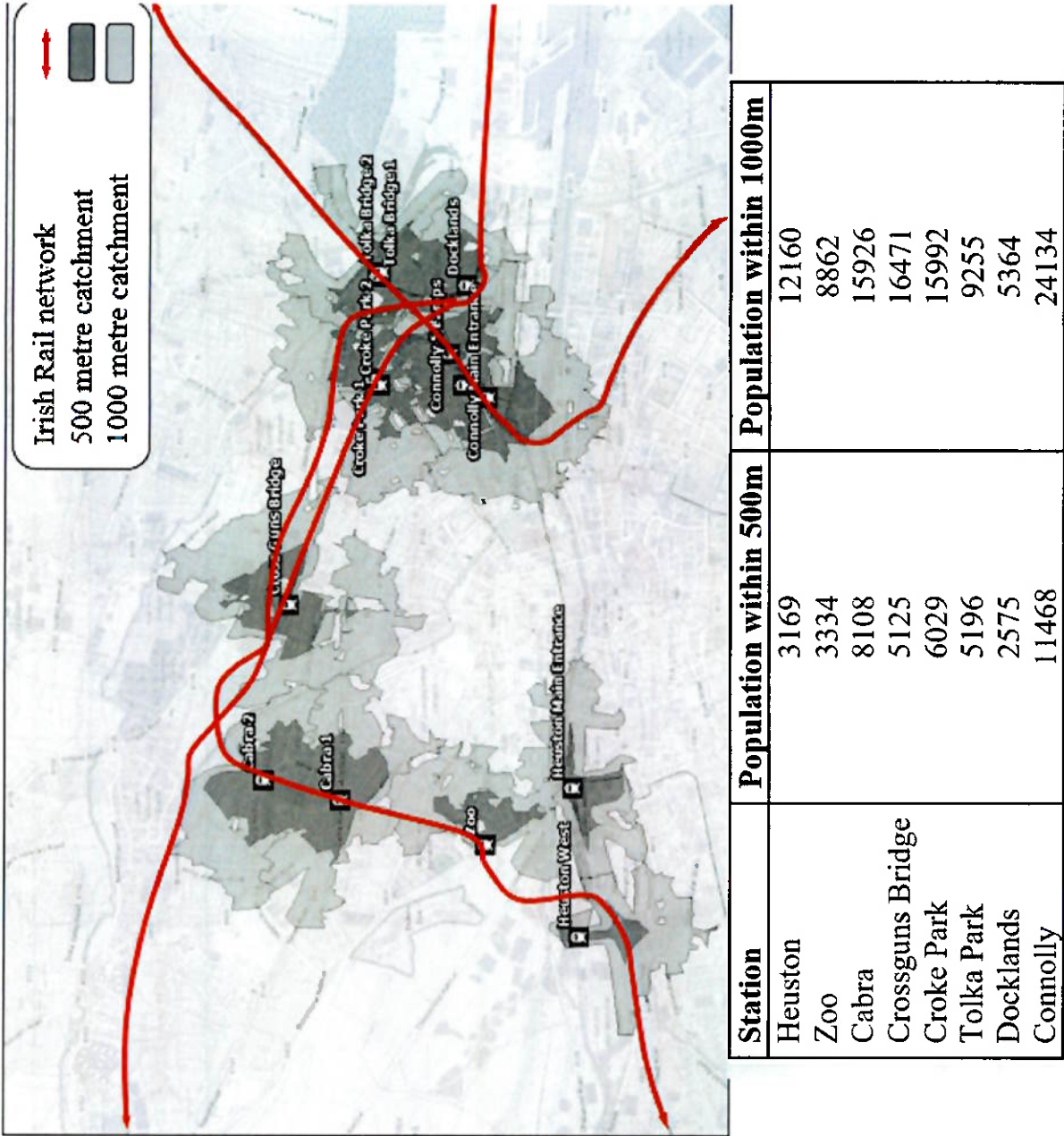
Major Trip Generators Include:

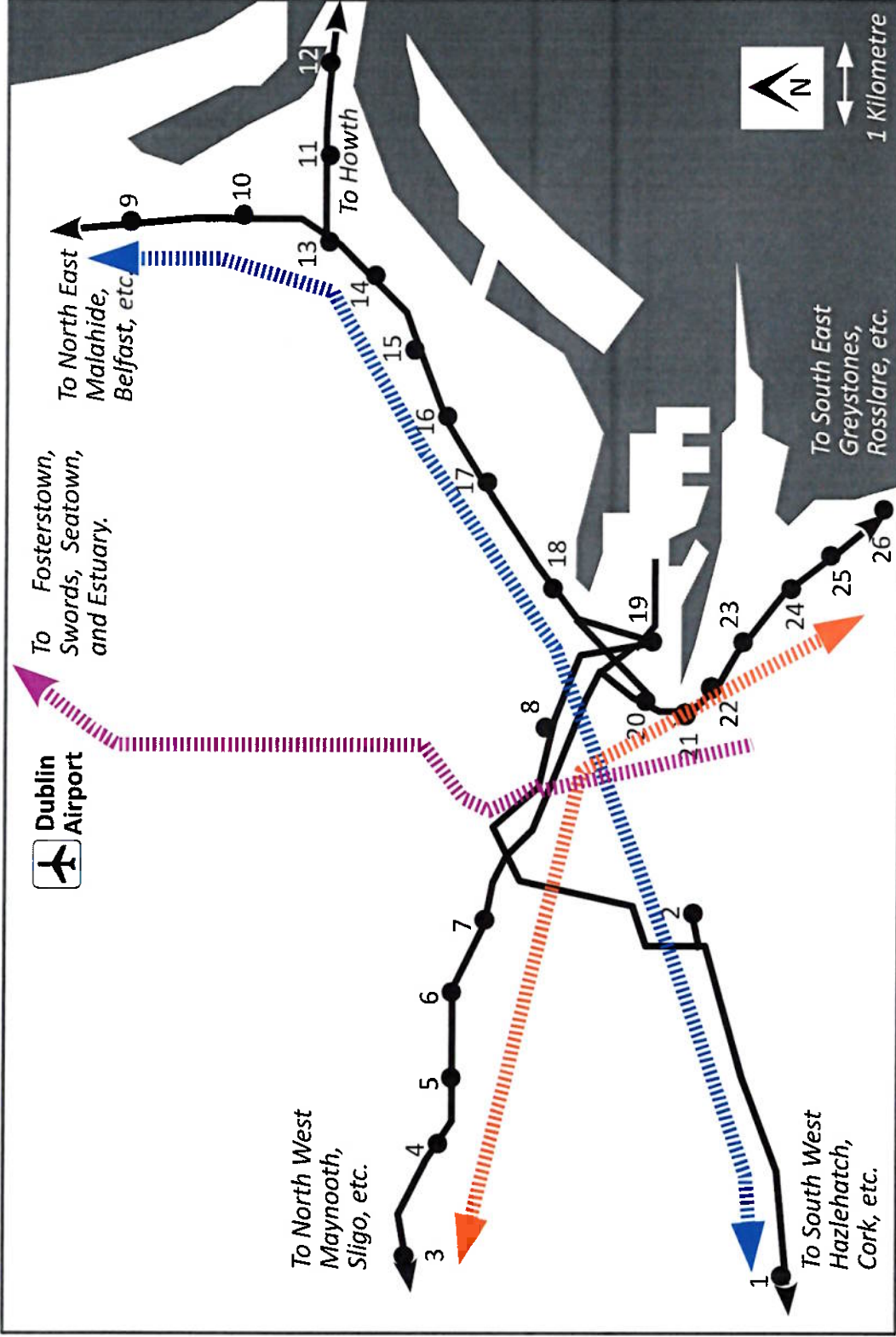
Dublin Zoo

Croke Park Stadium

Heuston Railway Station

Dublin Ferry Port





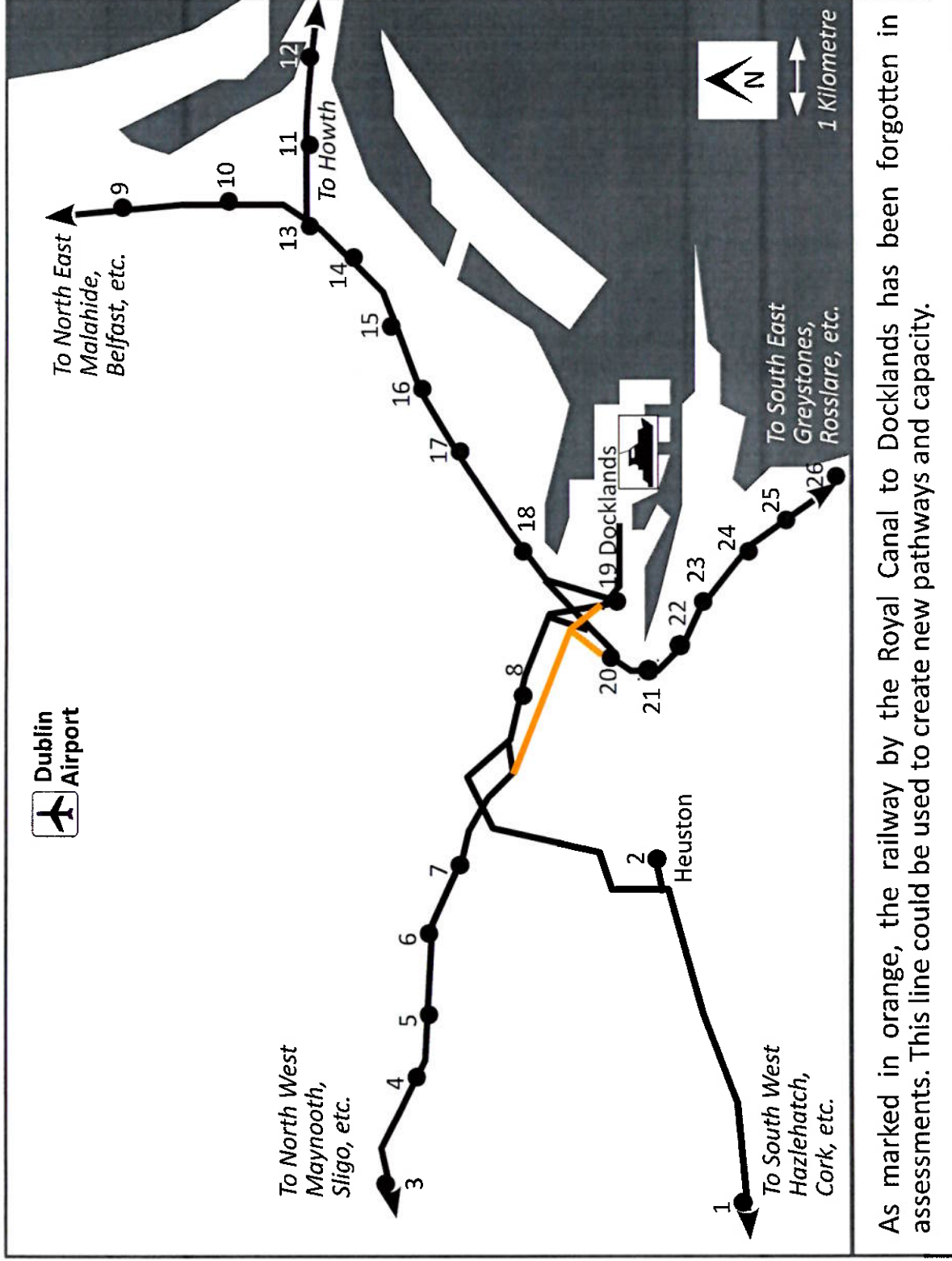
State Policy Aims

For Dublin's Railway Network:

1. Integrate Irish Rail network into two commuter corridors, from NE to SW, and NW to SE.
2. New Airport Rail Link

Existing Irish Rail stations

1. Park West
2. Heuston
3. Castleknock
4. Navan Rd. Parkway
5. Ashtown
6. Pelletstown
7. Broombridge
8. Drumcondra
9. Portmarnock
10. Clongriffin
11. Bayside
12. Sutton
13. Howth Junction
14. Kilbarrack
15. Raheny
16. Harmonstown
17. Killester
18. Clontarf Road
19. Docklands
20. Connolly
21. Tara Street
22. Pearse
23. Grand Canal Dock
24. Lansdowne Road
25. Sandymount
26. Sydney Parade



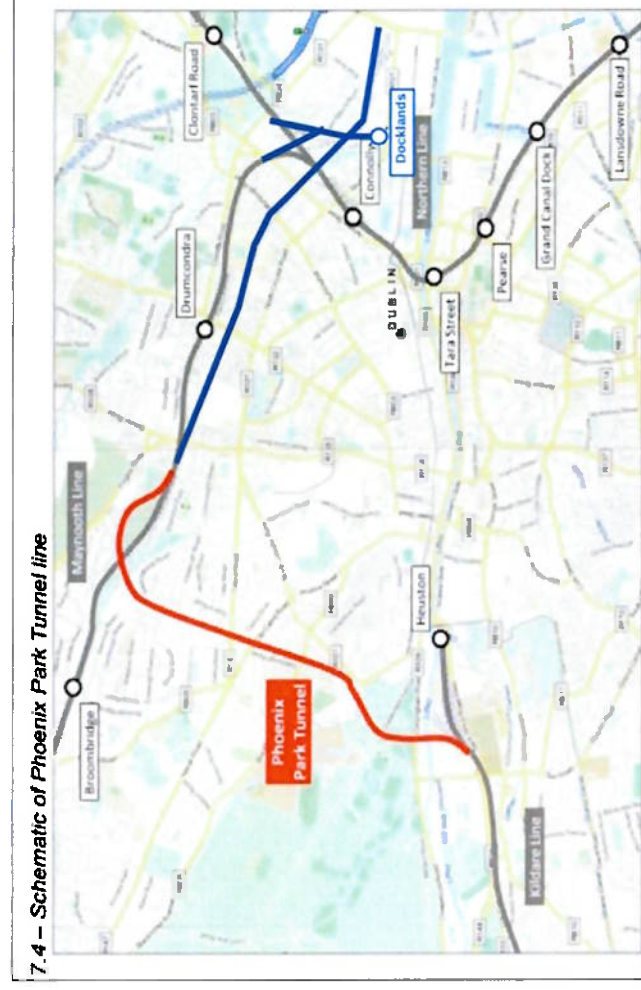
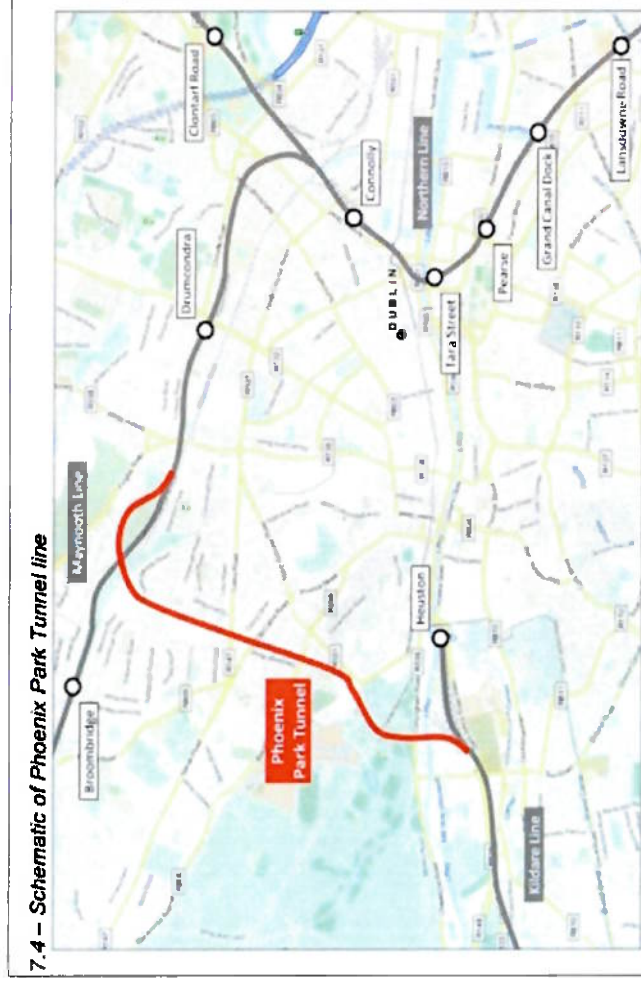
Poor Assessment in State Policy 1: Map with railway missing in Irish Rail's DART Expansion Business Case (2015)

Below left is a graphic from page 53 of the DART Expansion Business Case (2015) with the Phoenix Park tunnel highlight in red so as to show it cannot be used for more traffic to the south west because of insufficient network capacity.

Below left: Graphic from DART Expansion Business Case.

A core argument for DART Underground is that the Drumcondra line is already congested with north west traffic, and that services from two lines will not fit on the one route through Drumcondra. By using second line present, for north west traffic to be rerouted to Connolly or Docklands, this would leave the Drumcondra line free for use.

Below right: Graphic amended so as to show in blue the railway by the Royal Canal for this presentation.



Poor Assessment in State Policy 2: Map with links missing in the Fingal / North Dublin Transport Study (2014-15)

Image on the right is figure 1.1 from the first page of the Study.

In this graphic, Irish Rail's city centre network is indicated by heavy dark lines, with the Red and Green Luas routes also evident.

Less obvious are the Royal Canal, Phoenix Park tunnel, and Docklands lines, which are shown for purpose of this presentation by the blue lines below right.

The option of diverting Maynooth and Sligo traffic via the Royal Canal line so as to leave free the Drumcondra route for airport DART traffic was not recorded. Hence the 'HR8' option of linking Swords and the airport by DART to Cross Guns Bridge and into the city by Drumcondra was discounted.

Figure 1 1 Study Area for the Fingal/North Dublin Transport Study

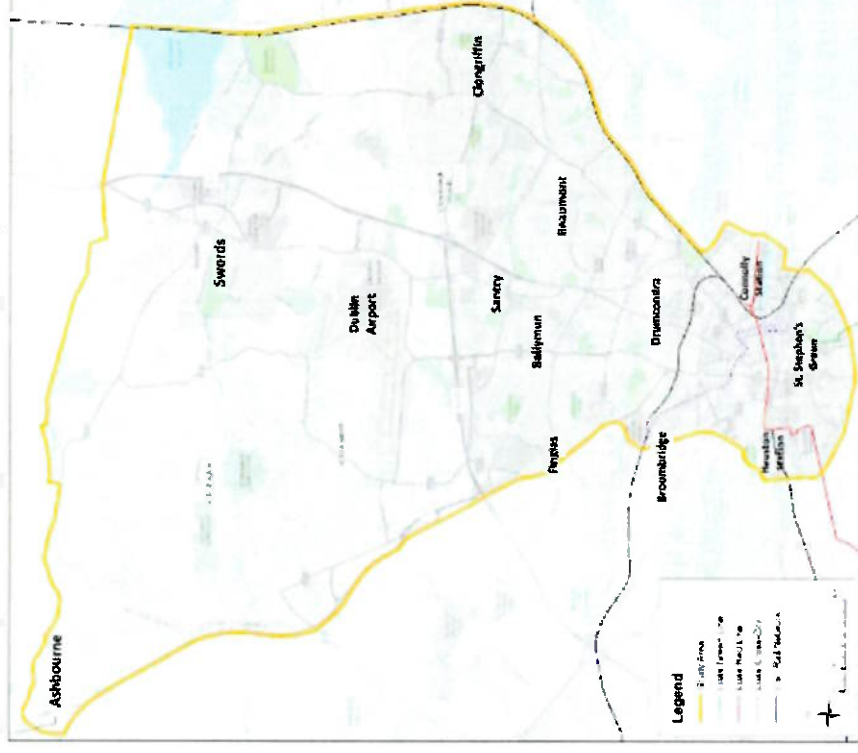
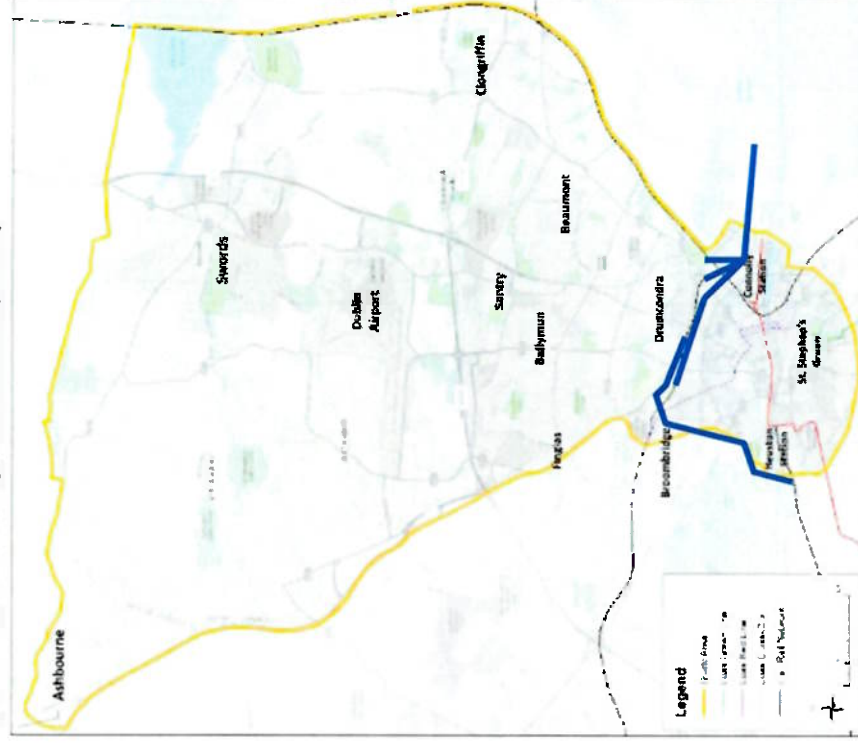


Figure 1 1 Study Area for the Fingal/North Dublin Transport Study



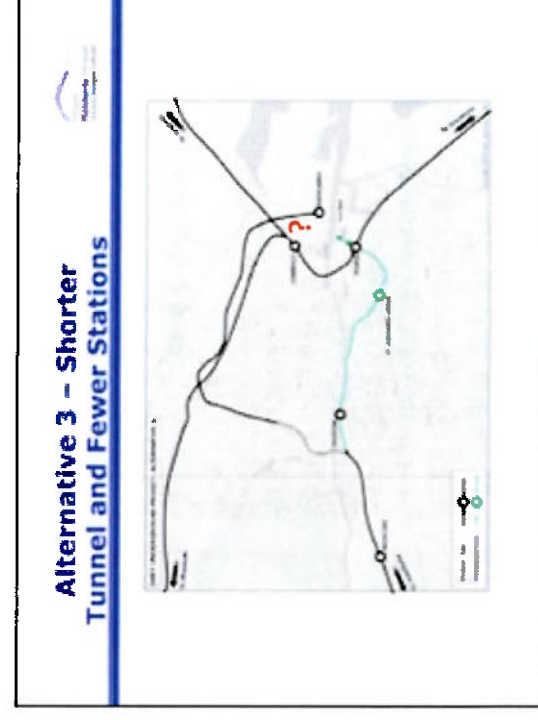
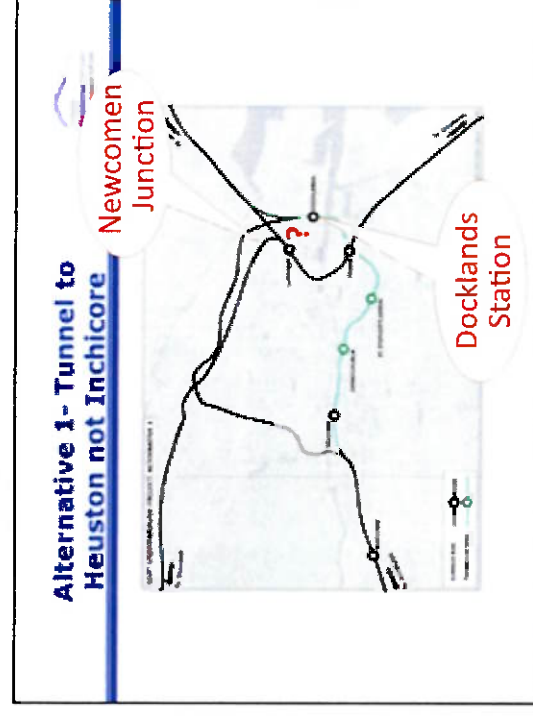
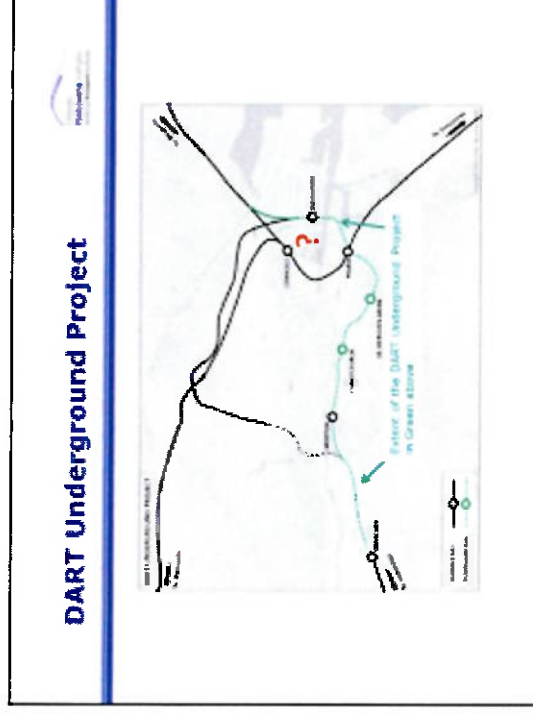
Poor Assessment in State Policy 3: N.T.A. review of *DART Underground* featuring maps with link missing

Right: Slides showing lower cost alternatives to DART Underground considered by the National Transport Authority in 2015.

In this instance the Royal Canal line is shown. However the railway is not shown in its totality, with the link between Docklands Station to Newcomen Junction missing, as illustrated for this presentation by the red labels in the slide top right.

As with other assessments, the railways on the north side are not fully considered. Instead four variants of an underground tunnel on the south side are outlined.

The option of diverting Maynooth and Sligo traffic via the Royal Canal line so as to leave free the Drumcondra route for airport *DART* traffic was not addressed. Equally the prospect of additional network capacity at Docklands is not apparent.



Alternative Network Use with Stations

New Irish Rail stations

 27 Glasnevin Interchange: Nodal point for north east – south west and north west – south east services.

-  A Ballyfermot
-  B Inchicore
-  C Dublin Zoo
-  D Cabra
-  E Croke Park
-  Ferry (Intercity Terminus)

Upgraded Irish Rail stations

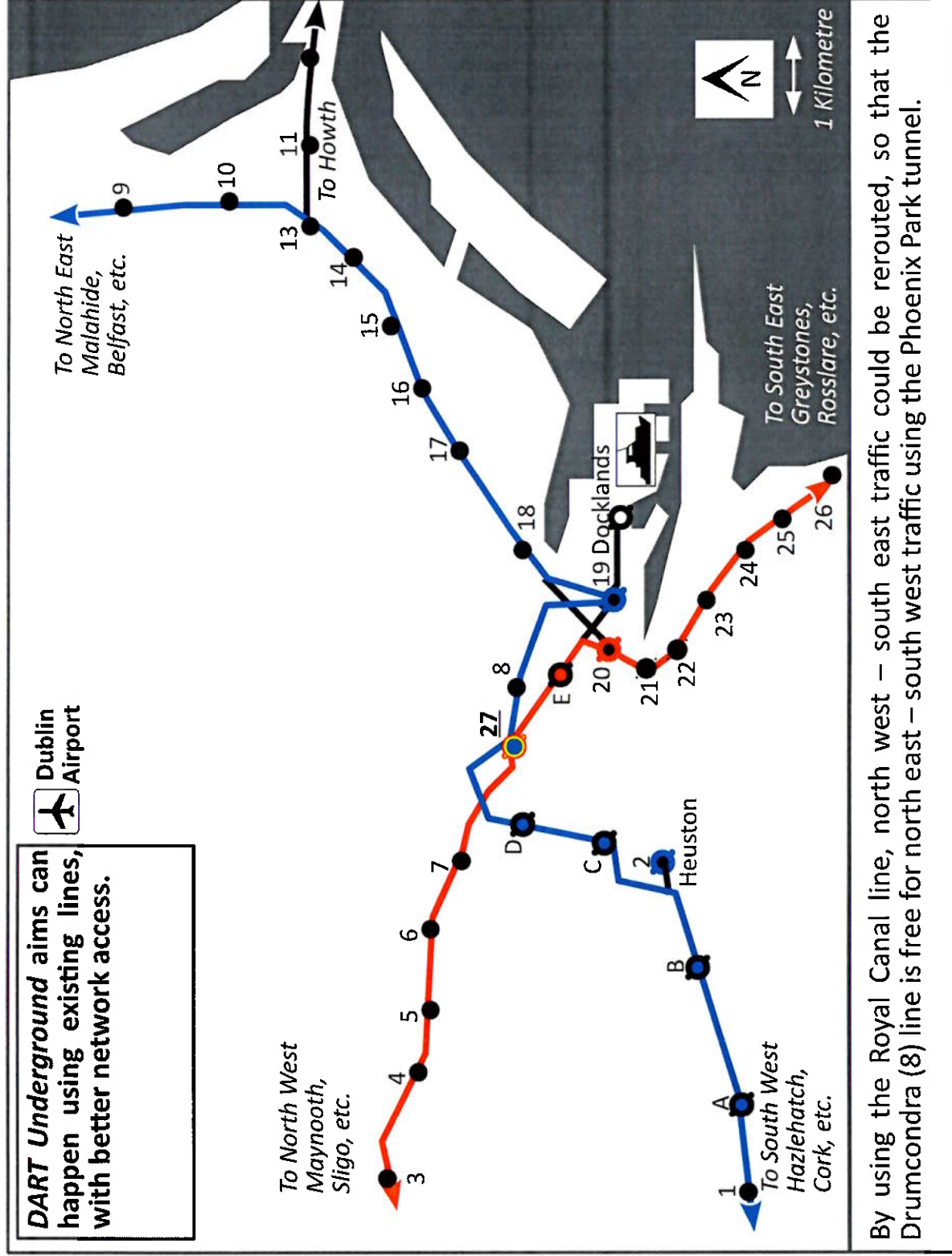
Better pedestrian access & permeability

-  2 Heuston (platform & access)
-  19 Docklands (platforms & access)
-  20 Connolly (platform & access)

Existing Greystones – Howth DART services could operate at less frequency.

Existing Irish Rail Stations

- | | |
|----------------------|---------------------|
| 1. Park West | 14 Kilbarrack |
| 2. Heuston | 15 Raheny |
| 3. Castleknock | 16 Harmonstown |
| 4. Navan Rd. Parkway | 17 Killester |
| 5. Ashtown | 18 Clontarf Road |
| 6. Pelletstown | 19 Docklands |
| 7. Broombridge | 20 Connolly |
| 8. Drumcondra | 21 Tara Street |
| 9. Portmarnock | 22 Pearse |
| 10. Clongriffin | 23 Grand Canal Dock |
| 11. Bayside | 24 Lansdowne Road |
| 12. Sutton | 25 Sandymount |
| 13. Howth Junction | 26 Sydney Parade |



New Airport DART Stations

- 27 Glasnevin Interchange
- 34 Glasnevin Village
- 35 Collins Avenue
- 36 Ballymun
- 37 Northwood
- 38 Dardistown
- 39 Dublin Airport

Fosterstown, Swords, Seatown and Estuary are not shown on this map.

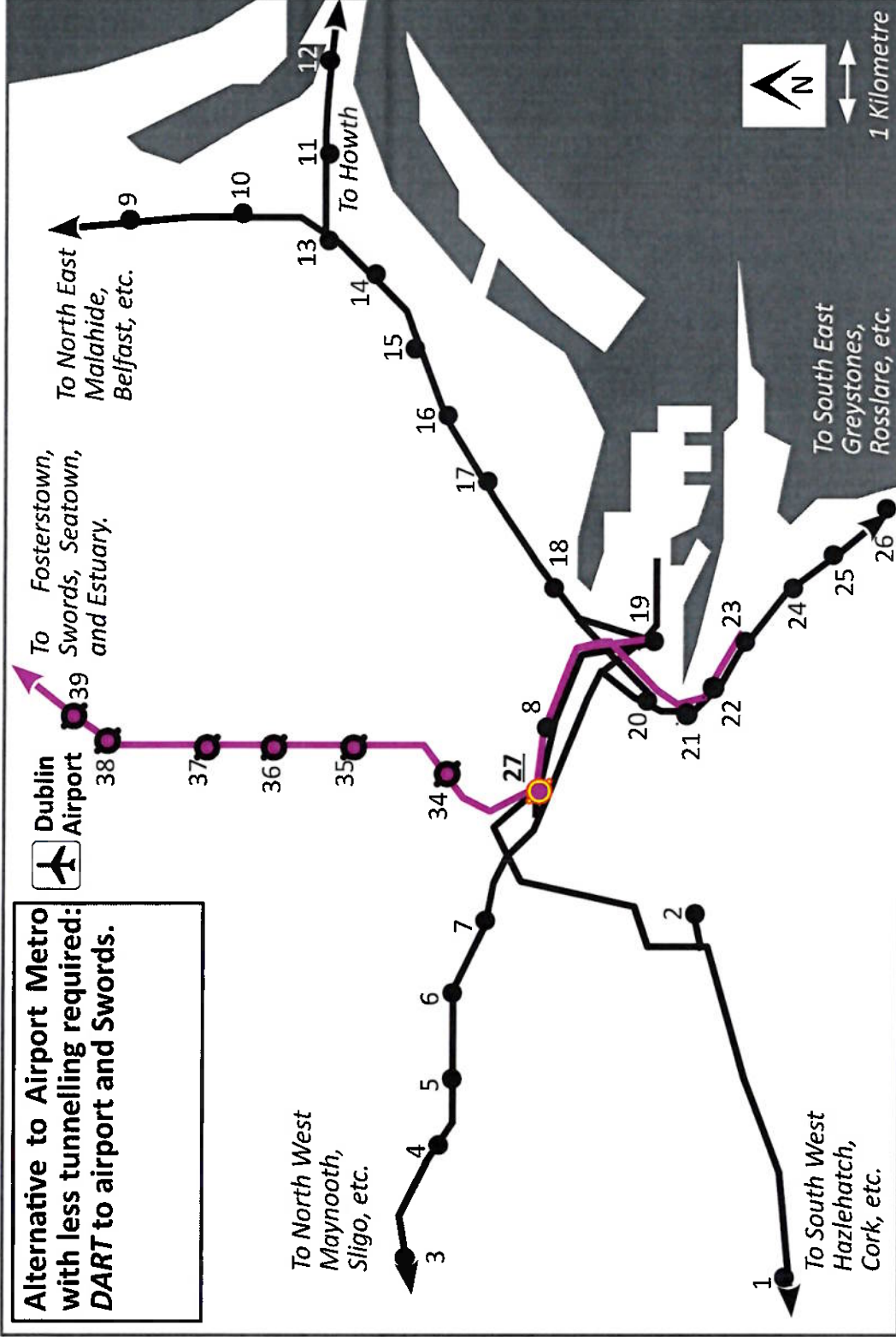
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Advantages over MetroLink:

Eliminates need for 4 kilometres of tunnelling in the city centre.

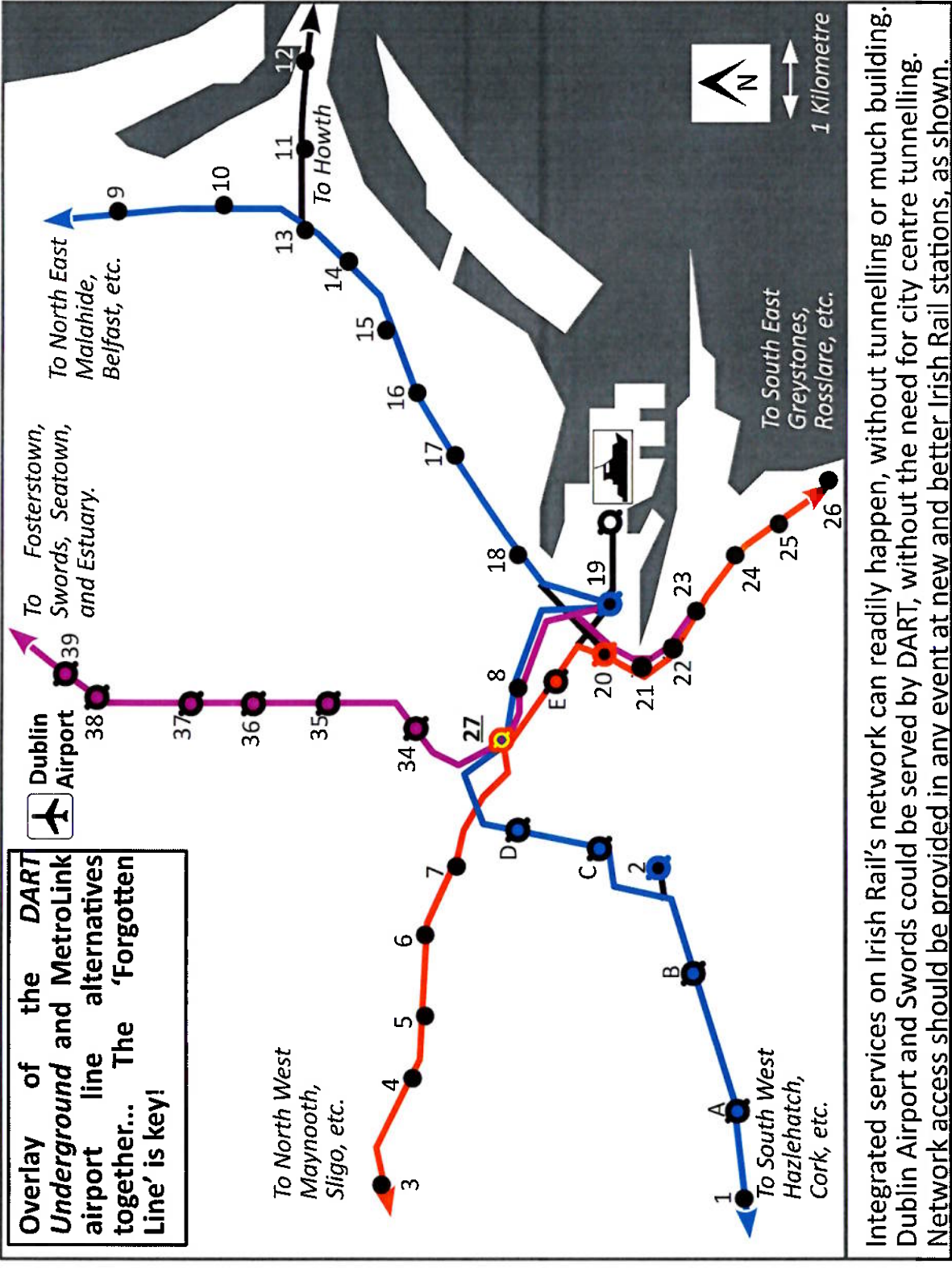
Less cost, disruption, and environmental impact.



Alternative to Airport Metro with less tunnelling required: DART to airport and Swords.

Again, by re-routing north west traffic via the 'forgotten railway', the Drumcondra (8) line could be used for services from Swords and Dublin Airport to Docklands provided the new line is built to DART standard, rather than at a different track width as proposed by MetroLink.

New and better DART Rail Stations



Integrated services on Irish Rail's network can readily happen, without tunnelling or much building. Dublin Airport and Swords could be served by DART, without the need for city centre tunnelling. Network access should be provided in any event at new and better Irish Rail stations, as shown.

NTA Policy for 2042: Bread in decades' time!

Instead of providing access now, new stations to be opened on existing lines in 20 years time!

Ergo nothing now or anytime soon.

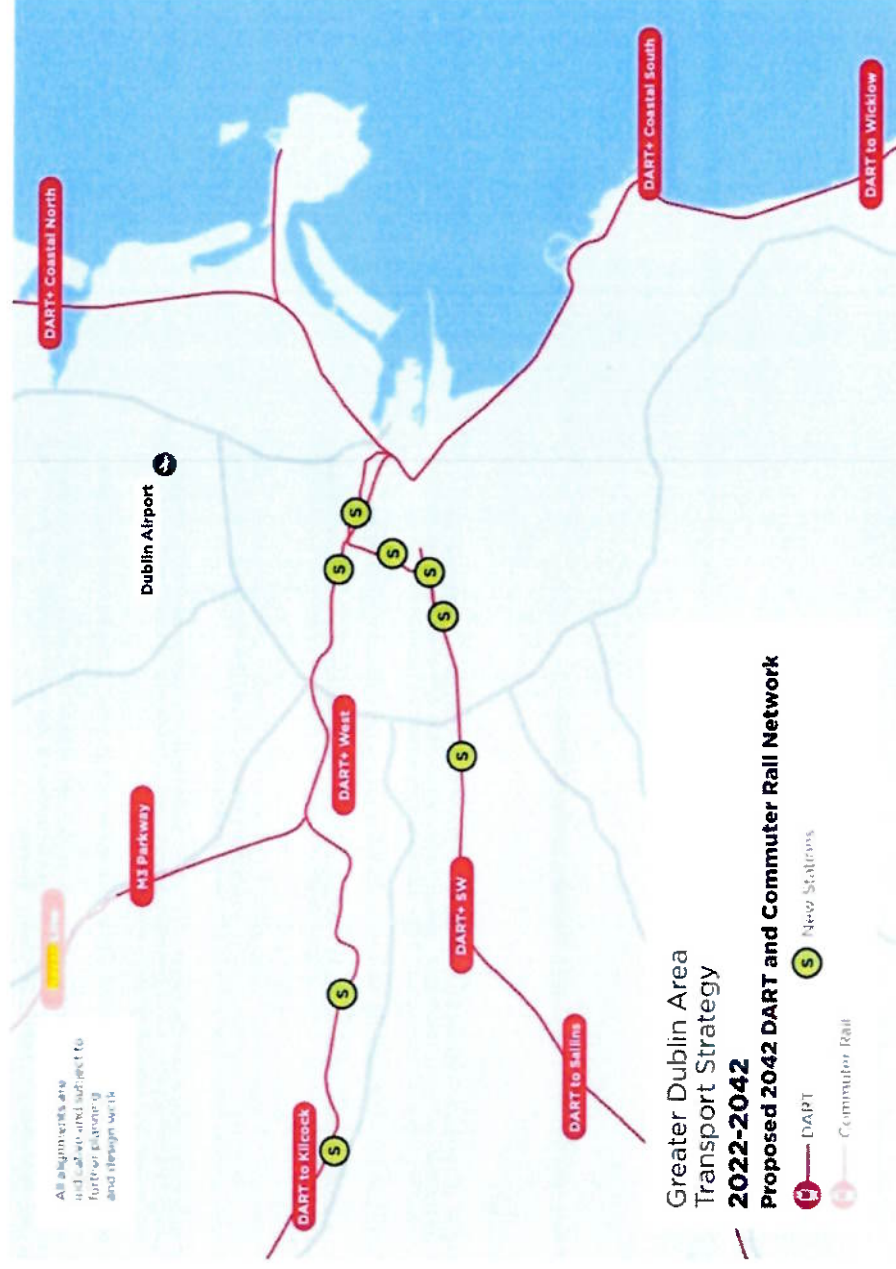
Note how new stations are to be opened on DART West and DART South West lines

Nonetheless, Croke Park, Ballyfermot, Kilcock, and Dublin Ferry Port would continue to not be served, despite obvious latent demand and trip potential.

This further shows how the current DART West application is substandard, or at best premature – and, depressingly, apparent lack of vision by policy makers in terms of serving all logical areas.

Last year the OECD report emphasized how Ireland is failing to provide sustainable access to sustainable mobility: how do these plans fit?

Figure 12.8: Proposed 2042 DART and Commuter Rail Network



Non-statutory observation by Ciarán Cuffe M.E.P. re DART plans

On the right is the submission by Ciarán Cuffe M.E.P. for Dublin, filed with Irish Rail on 23rd of July 2021 re DART South West. Mr. Cuffe asserts that he is 'gravely concerned' at the absence of stations proposed under the DART Expansion plans, and that such lack renders the proposal 'at best deficient, and at worst casts the whole project in doubt'. Accordingly six new stations are suggested, the same as depicted in this presentation.

The same issues are occurring with the DART West application, as it is essentially the same plan as DART South West.

The text can also be read on Mr. Cuffe's Twitter / X account at: <https://twitter.com/ciarancuffe/status/1407749810422157313?s=21>

Ciarán CUFFE, MEP for Dublin
Green Party, Contamánas Glas
12-14 Mount Street Lower, D02 W710
@CiaranCuffe info@CiaranCuffe.ie
Irish Welcome - Cumann Fáilte Róimh Chianáige



23 June 2021

Community Liaison Officer

By email: DARTSouthWest@irishrail.ie
DART+ South West,
Iarnród Éireann,
Inchicore Works,
Inchicore Parade,
Dublin 6,
D06 K6Y3

Re: Submission on the DART+ South West Emerging Preferred Option

Dear Madam/Sir,

I welcome the opportunity to make my views known on the DART+ South West Emerging Preferred Option. I welcome the proposal, but believe it is severely compromised in scope without incorporating an appropriate number of new rail stations into the proposal. I am at a loss to understand how and why this occurred.

I therefore request that you consider the following issues before you proceed further with the proposal.

1. I am gravely concerned that the proposal at this stage does not appear to entail the provision of new stations at Ballyfermot, Inchicore, Heuston (Platform 10), Dublin Zoo/North Circular Road, Cabra and Croke Park.
2. Proposing such a project without incorporating the provision of new stations is at best deficient, and at worst casts the entire project in doubt. It is a matter of extreme concern that the construction of new stations is not an integral part of the DART+ South West Project.
3. It is curious to suggest that the project will link good quality public transport to sustainable land use management and assist in local regeneration, economic development when the most obvious new station improvements have been left out of the proposal.
4. I am pleased to see that the Metrolink Glasnevin Station appears to be incorporated into the project.
5. I suggest that all stations are designed in a manner that will integrate all transport modes into their design. This includes walking, cycling and cycle parking, bus, rail and Luas integration, car drop-off and pick-up ('loss and ride?'), and shared mobility services.

I wish you well in your work and look forward to the further development of the DART+ South West Emerging Preferred Option.

Sincerely,

Ciarán Cuffe

Ciarán CUFFE, MEP for Dublin

Submissions to An Bord Pleanála re DART West by TDs and County / City Councillors

— + Automatic Zoom v

Submissions by Elected Representatives:

- Richard Boyd Barrett TD
- Senator Emer Currie & Cllr Siobhan Shovlin
- Cllr John Walsh
- Leo Varadkar TD
- Cllr Natalie Treacy
- Paul Donnelly TD
- Cllr Tania Doyle
- Cllr Ted Leddy
- Cllr Joe Neville
- Cllr Tim Durkan
- Cllr Nuala Killeen, Cllr Aidan Farrelly & Cllr Bill Clear

Module A	Opening and Introduction
	- Catherine Murphy TD - Bernard J Durkan TD

Not one submissions from any Dublin Central TD, or by any Dublin City Councillor?

Dublin City Councillors attendance record of Transport S.P.C.: October 2022 – August 2023

Committee attendance		
Date range:	04/04/2023 - 27/09/2023	Go Earlier - Later
Committee:	Traffic and Transport SPC	Find
Traffic and Transport SPC: 2 meetings		
Member	Attendances	
Councillor Keith Connolly	0	
Councillor Caroline Conroy	0	
Councillor Deirdre Conroy	0	
Councillor Daniel Celiham	0	
Councillor Anne Feeney	1	
Councillor Mannix Flynn	0	
Councillor Jane Horgan-Jones	0	
Councillor Janet Homer	0	
Councillor Paddy McCartan	1	
Councillor Larry O'Toole	0	
Councillor Michael Pidgeon	0	
Councillor Noeleen Reilly	0	

Committee attendance		
Date range:	10/10/2022 - 04/04/2023	Go Earlier - Later
Committee:	Traffic and Transport SPC	Find
Traffic and Transport SPC: 2 meetings		
Member	Attendances	
Councillor Christy Burke	0	
Councillor Keith Connolly	1	
Councillor Caroline Conroy	0	
Councillor Deirdre Conroy	0	
Councillor Daniel Celiham	0	
Councillor Anne Feeney	0	
Councillor Mannix Flynn	0	
Councillor Jane Horgan-Jones	0	
Councillor Janet Homer	0	
Councillor Paddy McCartan	2	
Councillor Carolyn Moore	0	
Councillor Larry O'Toole	0	
Councillor Michael Pidgeon	0	
Councillor Noeleen Reilly	0	

Summary

Flawed assessment of network resources – as exemplified by repeated omission of key line

Perverse provision of network access – derisible access in populated areas, i.e only 1 stop in 12 kilometres between Connolly and Park West, as presently at Drumcondra.

Project splitting in planning applications, i.e. DART West separate to DART South West, MetroLink?

Glasnevin / Cross Guns Bridge station to be delayed until MetroLink, which is not certain to happen.

Poor public consultation:

- Leafleting of homes in Dublin 1 sited beside tracks?
- Public meetings in Dublin 1?

Poor oversight by elected representatives – not one observation by any Dublin Central TD, or by any Dublin City Councillor. Attendance record of the 12 Dublin City Councillors to Transport SPC meetings since October 2022...

Total = A very poor outcome for Dublin citizens, where the most populated areas are to be excluded from the new high quality public transport routed through their area.

Consequently, the Bord should either condition the plan to only proceed with applications for other stations and access to be brought forward – or else reject the proposal as clearly substandard.