

LUTTRELLPARK DART+ WEST UPDATE

Dear Luttrellpark Resident,

This leaflet is being distributed to you as a resident of Luttrellpark to provide you with information about Irish Rail's current proposal for the Coolmine level crossing and the DART+ West project.

Public Consultation No. 2 Submission Date: 5pm Wednesday October 6th

The deadline for submissions regarding DART+ West Public Consultation No. 2 is 5pm Wednesday October 6th 2021. Anyone who has not yet made a submission is encouraged to do so. We can have an impact and affect change, but the only way to do this is through making a direct submission to Irish Rail (details overleaf). You can make multiple submissions if you would like to.

No Bridge But Traffic Chaos Instead

The "Preferred Option" no longer includes building a road bridge at Riverwood/StationCourt. This was a change based on submissions made during Public Consultation No. 1. Irish Rail are still proposing to permanently close the level crossings with some accompanying changes planned to certain road junctions at either end of Dr. Troy Bridge and Park Lodge/Castleknock Road junction.

Possible Points To Consider For Submission

- **Upgrading the level crossings should be considered instead of permanent closure.** Automatic level crossings operate faster, and offer "shorter closing times" according to Annex-8-1 of Irish Rail's own documentation, but are not explored due to "safety characteristics" that Irish Rail do not expand on
- Automatic level crossings operate in many European countries and around the world and can offer closing times of less than 1 minute per passing train (unlike the 5 minutes per passing train at Coolmine which is controlled remotely via an Irish Rail employee watching on CCTV). Automatic level crossings would more than accommodate the future demand projections that Irish Rail have made
- Passenger demand is cited by Irish Rail as the reason to more than triple capacity on the line, yet the most recent figures available from the NTA (National Rail Census 2019) actually show a decrease in total daily demand on the Maynooth line from 2017 (9778) to 2019 (9322)
- The decrease in daily demand (according to the NTA), coupled with the recent transformation to blended office/remote working would appear to give legitimate reasons to question Irish Rail's capacity demand projections
- Irish Rail could upgrade the line to DART standards, retain the level crossings, and revisit their permanent closure pending a capacity assessment of the line after the upgrade. **The level crossings do not need to close permanently now to permit the line upgrade.** This could be revisited if actually required, rather than just being based on Irish Rail's projection
- If the "safety characteristics" of automatic level crossings, cited by Irish Rail, are legitimate, why not explore accompanying road safety and traffic calming measures in the vicinity of level crossings? Nothing like this has been offered or explored by Irish Rail
- Irish Rail claim, in "Option Selection Report: Volume 1 Preferred Option Report" that the DART+ West project will "support existing communities along the railway". Rather than supporting communities the permanent closure of the level crossings will divide communities right along the rail line. Irish Rail plan to replicate this along all of the rail lines in Dublin, effectively slicing the city up arbitrarily based on lines drawn in the 1800s

Irish Rail and Minister for Transport Contact Details Overleaf

Luttrellpark WhatsApp

If you wish to be added to the Luttrellpark WhatsApp group please text either Rob (Luttrellpark Court - 087 634 7044) or Anne (Luttrellpark View - 086 348 8527)

Contact Irish Rail:

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Email:

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Contact Minister for Transport Eamon Ryan

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**Search online for “DART West”
Have Your Say Before October 6th
Let Irish Rail Know How YOU Feel!**
