
DART+ South West submission to Public Consultation Round 1

Neasa Hourigan TD
Leinster House
Kildare Street
Dublin 2

DD June 2021

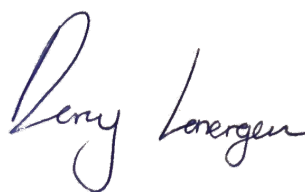
Dear Sir/Madam,

Please find below our submission on the first round of the DART+ South West Public Consultation. For consistency we have retained the question format in the online survey.

This submission has been co-signed by the people listed in Appendix 1



Neasa Hourigan TD,
Dublin Central



Cllr. Darcy Lonergan,
Cabra-Glasnevin

Feedback

Q1. Do you own or occupy property within the immediate vicinity of the proposed development

Yes, I live in Cabra.

Q.2 Do you support the principle of the DART+ South West Project

Yes.

Better public transport will improve local residents' quality of life (better air quality, less congestion, safer streets, better connectivity to the rest of the city, better economic opportunities, etc.) and help Ireland lower its greenhouse gas emissions thus meeting its climate change obligations.

Q.3. Please detail the geographical location of where the Project is closest to you

Cabra

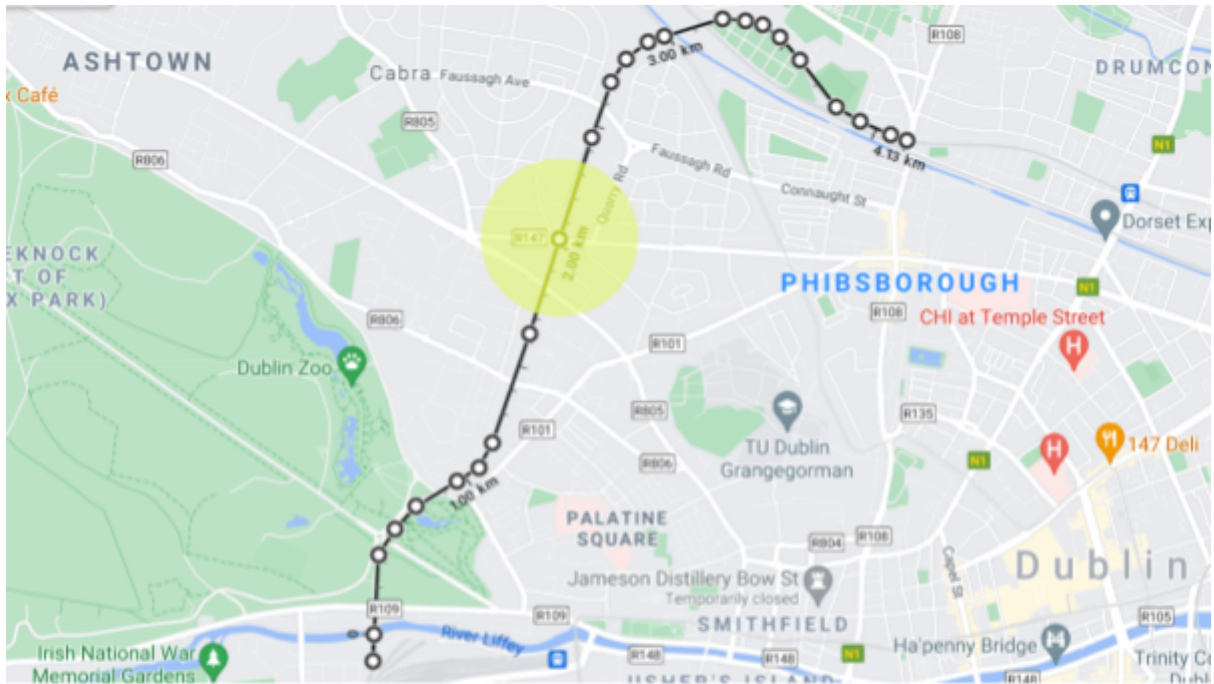
Q.4. Please list the aspects of the Project are of most interest and explain why

For the purpose of this submission I am most interested in the station locations, namely the proposal not to proceed with a station in Cabra.

Q.5. Do you have any comments, suggestions, ideas on the Emerging Preferred Option being presented? Please share any other comments you have on the Project

I firmly believe that this project should include a station in Cabra.

In the current emerging preferred route there is a stop in Glasnevin (at the Des Kelly/Brian Boru site) and a potential stop at Platform 10 in Hueston. That's a stretch of roughly 4km, much of it through Cabra. But there's currently no stop planned for Cabra.



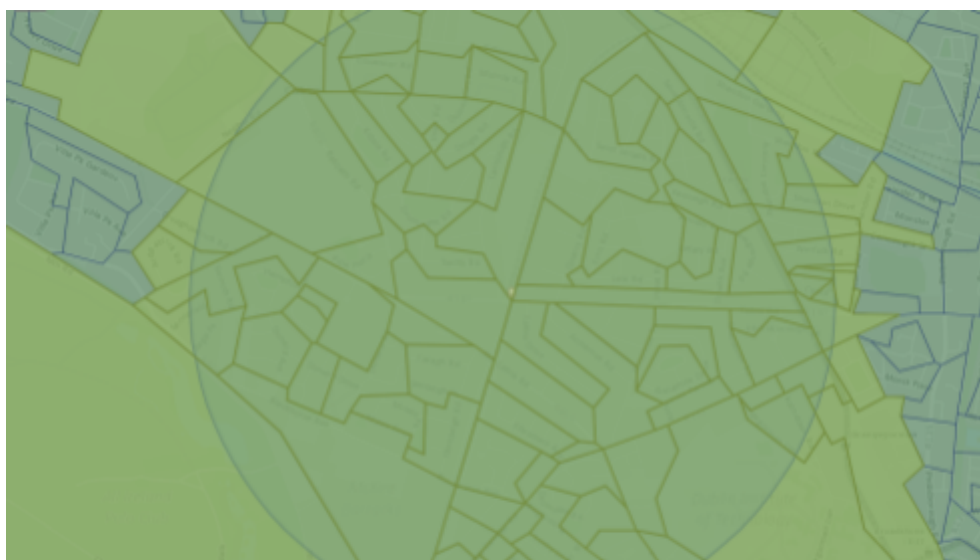
2km point on the Platform 10 to Glasnevin Stretch

Beside the Cabra Road rail bridge there is a plot adjacent to the Carnlough Road housing development that would be at the 2km point in that 4km stretch. Although this plot is being used for access to the housing development during construction it is not part of the housing development and is presumably an option for a future rail station.

Based on the 2016 census within 750m of this site there is a population of about 16 thousand people. Within 1km, a population of about 25 thousand people.



CSO Small Areas within 750m



CSO Small Areas within 1km

A station here would give these local residents connectivity to Heuston, Parkwest, Celbridge and in the other direction to the new Glasnevin station connecting with Metrolink north past as far as Swords and DART+ West running between Maynooth and Connolly/Spencer Dock.

If this station is not built as part of the current project works it is my fear that the station will not be built for a number of years.

Q.6. Will the improved services encourage you to change from travelling by private car to public transport

There are certain destinations in the city that are currently impractical to reach with public transport. BusConnects, Metrolink and the various DART+ upgrades will make it easier to reach these destinations without a private car.

Q.7. How did you hear about this current round of the public consultation?

Public representative

Q.8. Do you wish to be added to our mailing list for periodic Project updates?

I'm already getting these updates.

Appendix 1 - co-signatories

(Co-signatory details will be provided to Irish Rail but will not be otherwise published)

1. Jane Doe, 123 Cabra Road, Dublin 7
2. Jane Doe, 123 Cabra Road, Dublin 7
3. Jane Doe, 123 Cabra Road, Dublin 7
4.