

Greystones Station Improvements needed

Councillor Derek Mitchell, BAI, FCA. December 2017

Irish Rail is proposing to close the central part of the station where there is a well lit and sheltered waiting area. This should not go ahead as there is far more waiting than at other DART stations, it is the terminus and the needs are different. More trains are needed but are outside the scope of this list which concerns the station only.

The station is now the 5th busiest suburban station and with limited services it has heavy peak loads. People must queue to get off the platform, out of the station and out of the Park n' Ride. Each of these needs increased throughput. A simple change is to install a second street door. Use of a shuttle train in the longer term will require altering the track and platform layout to allow convenient changes.

Station Waiting.

Passengers wait a long time at Greystones, due to the infrequent service, A Shuttle will increase waiting numbers. Thus waiting numbers are much greater than other DART stations and an enclosed, lit area is needed. The Bray Greystones track is less reliable than the rest of the DART which means extra waiting.

Station Information is not adequate.

Unlike most DART stations trains for Dublin leave from both platforms.

Passengers, especially the many strangers, are confused. The indicator sign is not visible from outside the ticket barrier and does not say which platform to go to. I have asked many times for a TV monitor in the station building to provide information on both platforms. This exists in Bray so it can be done.

Information on delays and cancellations is poor. A cancellation involves at least a 30 minute delay. When a train from Bray is cancelled (and thus the return journey also) the platform sign does not show it (this is correct) but there is no statement of delay. The IR 'live trains' app shows the train as running! People are very confused as they expect 'live trains' to be accurate. Delayed passengers can get the, slower, 84/184 bus across the street but need to be told when it is coming and to get it. The Chief Executive of IR has agreed to send a person to Greystones to advise passengers, when there are delays, so there needs to be facilities for manning the station.

Bike Parking.

90 spaces have been provided by the Council and NTA. These are full and more are needed both within and outside the station. Higher density double deck storage should be used if possible.

Park n' Ride.

This 450 space one provided by the Council and NTA, by far the largest on the DART, is full and commuters are parking in surrounding roads. It needs to be expanded to cater for a large catchment area. Some small changes could

increase it by 50 spaces. After that it should be expanded by a second storey or on land beside the Doctors Surgery. When the area was opened, about 2000, a cable was laid from the station it so that a sign could say when the next Dublin train was leaving. It is some distance and the idea was that passengers should know whether to run or walk and it would provide a more integrated connection. This has never been implemented.

East Platform.

The gate on the sea side is often open for passengers and this needs a formal exit to enable passengers to be certain of using it, encourage use of the underused car park and provide bike parking there. More use can be expected from the 370 harbour side homes.

I have prepared this list of improvements and am prepared to liaise with IR engineers to design and implement changes.

Contact: **Derek Mitchell**, Kiltorish, Manor Avenue, Greystones, Co. Wicklow.
Phone/Fax 01-2874115(H), 087-2574969, mitchelld@eircom.net. www.derekmitchell.ie