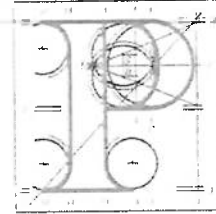


Our Case Number: ABP-320164-24



An
Bord
Pleanála

Ann Scully
14 Boyd House
Cuan na Mara
Howth
Co. Dublin

Date: 08 October 2024

Re: DART + Coastal North Railway Order 2024 - Northern Line between Dublin City Centre and Drogheda including the Howth Branch
Dublin City Centre and Drogheda, located in counties Dublin, Meath and Louth

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above mentioned proposed railway order and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

The Board will revert to you in due course with regard to the matter.

Please be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of the relevant County Councils and at the offices of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: www.pleanala.ie.

If you have any queries in the meantime please contact the undersigned officer of the Board at laps@pleanala.ie Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Aisling Reilly
Executive Officer
Direct Line: 01-8737131

RA05

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

AN BORD PLEANÁLALDG- 0749 80-24

ABP- _____

19 SEP 2024Fee: € 50.00 Type: CASHTime: 11:52 By: HAND

Submission to An Bord Pleanála 320164

Irish Rail DART+Coastal North Project proposal

From: Ann Scully, 14 Boyd House, Cuan na Mara, Howth

Under the proposed Project, Irish Rail are proposing to stop direct DART services into Connolly Station during the 3-hour morning and evening peaks. Instead, a shuttle Dart service will run from Howth to Howth Junction to link with the dart line from Malahide.

Passengers will need to leave the shuttle and wait for a DART train which has originated in Drogheda, Malahide or Clongriffin . Dart trains from Drogheda will have stopped at Layton, Gormanstown, Balbriggan, Skerries, Rush&Lusk, Donabate and Malahide before reaching Howth Junction.

It's likely that many of these DART trains will be full on reaching Howth Junction. Passengers from a shuttle will have to wait some length of time for a train with sufficient capacity. The current scheduled time from Howth to Connolly is 25 mins. The journey time under this proposal will be significantly longer and there is no information on the revised times. I strongly object to the loss of a direct service from Howth and its replacement by an undefined unpredictable service.

Users of the DART system

There are many groups of people currently using the DART system. Reliability is essential:

- People who work in or the route to the city, travelling during peak times
- School pupils, travelling in both directions.
 - Third level students travelling to and from the city
 - Tourists/ visitors travelling to Howth – I have seen estimates of 1.5 million visitors annually, many using the Dart.

A specific issue arises for people with physical disabilities, who currently require special help to board/ disembark DART trains. A break in the journey, and possibly a crossing of tracks will cause serious problems. Indeed, for anyone with any mobility issues, either temporary or longer term, this will be a deterrent to using the DART which is counter to the stated objectives of the project.

Population increase in Howth Sutton area

There are significant new apartment developments underway in Howth, which will increase the population on the Howth peninsula and in Howth itself. This increase will coincide with the downgrading of the DART system.

Changeover at Howth Junction

Under the proposed service users of the DART will need to change trains at Howth Junction in both directions of travel. The proposal indicates that passengers travelling in the city direction will not need to cross over rails. However, on the return journey, it will be necessary to use stairs and/or lifts. Lifts throughout the DART system have been unreliable, this is another potential barrier for anyone with mobility issues.

I note that there are proposed refurbishments to Howth Junction Station in the Irish Rail application. While welcoming these possible changes, I am not confident that this will address the many concerns raised over the anti-social and criminal behaviour at the station. Cameras and lights are not sufficient, without adequate security in place at all times.

Impact on road users in the Howth Sutton area

The Irish Rail proposal is for 6 shuttle trains per hour in each direction i.e. DARTs running in each direction every 10 minutes. This will lead to longer closures at level crossings. This is acknowledged by Irish Rail. Their estimates for each level crossing vary, but maximum closure is indicated as 30 minutes each hour during morning and evening peak times.

This would cause huge disruption for all road users and there is a serious risk that traffic will back up through Sutton cross during the closure of the Station Road crossing or extend beyond the Baldoyle Road onto the seafront during closure of that crossing.

This would also impact the H3/6 bus service, the only other public transport option on the peninsula.

If the number of shuttles is reduced, this will reduce crossing time closures, but further increase the likely waiting time at Howth junction, further exasperating the issues of reliability.

In summary, I consider that this proposal does not improve the DART service to Howth, which is one of the stated objectives. It down grades the service and raises serious issues in terms of accessibility and impact on other transport options.