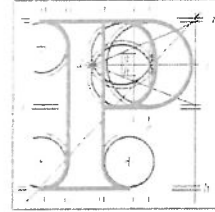


Our Case Number: ABP-320164-24

Planning Authority Reference Number:



**An
Bord
Pleanála**

Cllr Deirdre Heney
30 Collins Avenue East
Killester
Dublin 5

Date: 06 November 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 letter in relation to the above mentioned case. The contents of your letter have been noted. Please accept this letter as a receipt for the fee of €50 that you have paid.

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 relation to the matter 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

RA03

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

An Bord Pleanála
64 Marlboro Street,
Dublin 1.

19 October 2024

Re; DART + Coastal North Railway Order Application

A Chara,

I wish to make a formal submission in relation to the above Railway Order application.

I refer to the above request and understand the need to increase capacity etc. However, I note that much of the examination, consultations, discussions are already on going for 3 or 4 years and I suggest to you the process being undertaken is already out of date and will not nor cannot achieve the necessary targets without fundamental changes.

Yes I am aware of new housing estates being constructed further out the Northern Line in Donabate, Balbriggan, Portrane, etc. etc., and with the drive to make and force motorists to travel by public transport, the need for improved capacity is clear. Yet the purpose of the plan cannot be achieved with a tinkering of the system, trying to fit in a few more passengers onto DART here and there. While it might help for a few months yes, but to really improve capacity, service, frequency etc, it is necessary to do something fundamental with the infrastructure.

I suggest that Irish Rail get real and plan now for 2 extra railway lines into Connolly Station with improved ancillary infrastructure. This is obvious from recent attempts by Irish Rail to change timetables from 26 August, in an effort to increase capacity by a tiny proportion. As is now commonly known, this attempt ended in failure and was abandoned after a month or so.

All of the work the subject of this application would similarly fail unless the extra line to Connolly, all the way from Drogheda (or at least from Malahide or Howth Junction/Donaghmede), is constructed.

The suggested shuttle service on the Howth line, while it might in theory give a small space for extra capacity, would be useless overall. It would be a disaster in public relations for the company and the service offered. It would be next to abandoning the people of Bayside, Sutton and Howth who have supported and enjoyed the DART service since the beginning in the early 1980s and indeed these people always had a suburban service before DART was considered. The notion of a shuttle is theoretical. If all these extra passengers board further out the line before Howth Junction, how is there going to be space for passengers

coming off the Howth shuttle? It would represent a huge drop in service for passengers on the Howth Line; it would become an inferior, poor quality service, with an interchange, at what is regarded as a wide open Howth Junction Station, with poor amenities and a reputation for anti-social behaviour.

Perhaps some improvements have been made in recent years but recollections of experiences by commuters, of a cold, dark, wide open station with a name for anti-social behaviour, last a very long time.

DART stations seem to have reputations as hang around spots, open to anti-social behaviour. Improvement works are often basic, not aesthetically pleasing and focus on keeping people out of unmanned stations at night.

The proposed alterations to Howth Junction/Donaghmede and Clongriffin stations raise concerns. Will there be staff at stations during hours of service? Will they be locked at night? Will they open for early morning trains? I believe Clongriffin is not always opened, leaving potential passengers watching as trains go by. In addition, the metal mesh style at Clongriffin is not popular and residents in Donaghmede do not welcome a similar style at their station.

Fundamentally I request that you recommend the extra track lines to/through Connolly Station now. It is under pressure from all directions and needs an extra pair of tracks, at least on the northern section where commuter DART trains are competing with mainline trains to Belfast. Only then can DART properly expand to provide the capacity necessary for the future development of the Northern Line. The Service at Howth could continue with DART from Howth to Connolly and beyond, (as it is at present), and also provide the space for passengers boarding at stations from Howth Junction into town, as these trains from Malahide and Drogheda will be full before arriving at their stations.

Please take the above into consideration before reaching your decision on this application.

Yours sincerely,

Councillor Deirdre Heney

30 Collins Avenue East, Killester, Dublin 5.

Heneydm@gmail.com

Phone 016183793