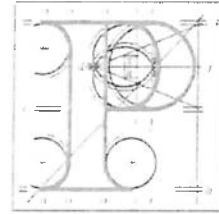


Our Case Number: ABP-320164-24



**An
Bord
Pleanála**

Ian & Sheila Sanders
23 Strand Road
Sutton

D13 A3H0

Date: 16 September 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
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

Observation on DART+ Coastal North proposal

We are regular DART users and we live in Sutton.

We favour the proposed electrification of the tracks north of Malahide.

However, we are extremely concerned about proposed changes to facilitate a DART shuttle service between Howth station and Howth Junction/Donaghmede station. We believe that the shuttle would result in a major deterioration of ALL transport, including the DART, in the Sutton, Howth, and Baldoyle areas.

Aside from the inconvenience to DART users who would have to change trains and endure longer journey times, a more serious matter is the traffic congestion and delays that would arise from an inevitable increase in the closure time of the level crossing barriers at Sutton Station and on Baldoyle Road. At present, the barriers at Sutton Station are down for about 4 minutes for every Dublin-bound train, and for up to 3 minutes for Howth-bound trains. With the current three trains per hour each way, the barriers are typically closed for between 15 and 20 minutes per hour. With the proposed six trains per hour each way, the barriers will likely be closed for 30 minutes or more per hour. If so, the resulting traffic delays would be far worse than they are at present when already, at peak times, queues extend back as far as Sutton Cross and to the junction between Baldoyle Road and Dublin Road, cause gridlock at those places.

The delays would affect all vehicles (delivery lorries and vans, taxis, buses, ambulances, fire engines and police cars, as well as private cars). Who would bear legal responsibility if an ambulance held up in the traffic queues led to the death of a seriously sick or injured person through failing to reach hospital in time? Local businesses would be at a major disadvantage over their competitors based in places with less traffic disruption, and they would be under pressure to move away from the area. Finally, it goes without saying that traffic delays cause misery, anger and frustration among drivers, particularly when no trains are in sight for most of the waiting time, and those negative feelings can only make our roads less safe.

We appreciate the desire to maximize the carrying capacity of the DART commuter service, but the proposed shuttle service would make the commuter experience worse, not better, and it would have an enormously negative impact on local road transport. Please do what you can, within your remit as the public body responsible for wise planning decisions, to prevent it from happening.

Ian and Sheila Sanders
23 Strand Road
Sutton
D13 A3H0