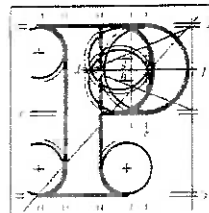


Our Case Number: ABP-320164-24



**An
Bord
Pleanála**

John & Maria Lonergan
56 Sutton Downs
Bayside
Dublin 13
Dublin 13
D13HOX4

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
Glaó Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

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64 Marlborough Street
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56 Sutton Downs,
Bayside,
Dublin 13
D13 H0X4

16/92024

An Bord Pleanála,
64 Marlborough Street,
Dublin 1

Re: Strategic Infrastructure Development No 320164
Dart and Coastal Railway Order – Northern Line between Dublin City Centre and
Drogheda, including Howth Branch.

Dear Sir / Madam

We wish to submit an observation on proposed development referred to above by Coras Iompar Eireann, particularly in relation to proposed changes as scheduled for Howth Junction to Howth section.

We have lived in Bayside since 1973 and enjoyed the benefits of dart services since they began in 1984, both for work and leisure. Although we are now retired elderly citizens, we are frequent Dart users, not only to the city centre stations and beyond, but also to connect with other travel services from Dublin City provided by bus and trains. We are elderly and driving to the City is no longer an option for us.

We would like to point out some problems these proposed plans would mean for us

1. Loss of direct route to city.

This we consider is the primary effect of the proposed changes.

Passengers travelling from Bayside, Sutton and Howth wishing to travel to city Centre stations and beyond will now need to take a dart train to Howth Junction, dismount there to connect to another Dart train going to City centre. On return journeys from Dart Stations through City will require the same changes at Howth Junction.

2. Safety issues

The required dismount of passengers at Howth Junction, changing of platforms, ascending and descending stairs in order to achieve this, increases the possibility of many accidents especially to elderly and infirm passengers – using crutches, walking sticks, etc.

AN BORD PLEANÁLA	
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ASP-	
01 OCT 2024	
Fee: €	50
Type:	CARD
Time:	17.00
By:	HANP

3. Lifts at Dart stations.

These lifts are designed to cater for elderly and infirm passengers, those with children in buggies, those carrying heavy / awkward parcels and cyclists travelling with bicycles.

It is quite common for lifts to be out of order, thus making access to trains by passengers as mentioned above very difficult and slow.

4. Level crossing closures.

While the loss of a direct rail travel route to the city is our primary concern for the reasons set out above, we also have concerns at the proposed increase of barrier closures at the four rail crossings between Howth Junction and Howth. We have to use the level crossing at Baldoyle Road quite regularly to visit places on the other side of the rail line, whether as drivers or passengers. We are stopped quite frequently due to one or two trains passing at the level crossing. When two trains pass each other going in opposite directions the barriers can be down for a considerable period. Even at present these delays often cause large traffic back-ups on both Baldoyle side and on coast side. This involves vehicles queuing up from around the main coast road on both sides of junction leading from Howth and City. Such queues regularly impact on bus and vehicular traffic to Howth. It is important to note that ambulances and fire trucks are also affected by blockages at level crossings.

The proposed increase in train frequency from 3 to possibly 6 per hour will no doubt have a very serious negative effect on vehicular and pedestrian traffic at Baldoyle crossing and adjoining roads. Some estimates have put the closing of crossing at 30 mins per hour which would be disastrous for the area.

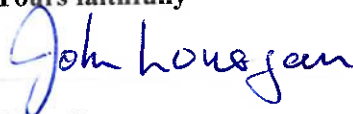
5. Capacity issues for Howth peninsula.

Howth is a relatively large peninsula with many environmental, historical and geographical features. It is accessed basically through a single junction at Sutton Cross with no alternative for vehicles but to use it to go to Howth. In these circumstances perhaps there should be a limited amount of development allowed on the peninsula and the proposed doubling of frequency of trains to it seriously questioned. Would it not be possible to allow for a moderate increase in rail traffic to Howth by increasing the length of some trains? This would necessitate the extensions of some platforms on the line but surely with further study in this regard it could be accommodated. A proposed increase in the size of trains to allow for increased volume on the Belfast and Drogheda lines might also help to reduce the proposed increase in frequency of trains.

We trust An Bord Pleanala will give serious consideration to our observation and serious concerns on this application by Coras Iompar Eireann and direct the necessary changes to the plans to accord with our requirements.

We include payment of 50 Euro in respect of this observation

Yours faithfully



John Lonergan



Moira Lonergan