

**Observation by Christine Moore and Louis Watters, 11 St Mochta's Grove, D15 R6F3.**

Dart West is an excellent project, but Irish Rail are not listening to local residents, who wish the increased service to work alongside the existing level crossings, as is done in many countries. We strongly advise An Bord Pleanala to hold an Oral Hearing, to enable local residents express the concerns, which (to date) Irish Rail have not taken on board.

1. Irish Rail have overcomplicated their consultations with a huge number of documents, meaning a lot of digging to find information. They have also excluded older people, by overreliance on online communications and meetings.
2. Irish Rail need to provide post- Covid figures, to show that, with the increase in hybrid and remote working, the demand they anticipate still exists.
3. Local journeys are important journeys - for work, education, family, childcare and retail etc. The local community in Coolmine, have been travelling this route for a very long time and many of us use these routes much more often than taking the train! Automated level crossings are used successfully, across traffic junctions, around the world. Nor has there been any safety data provided, to show that the Coolmine level crossing is a safety concern.
4. Currently there are 5 crossing points, over the Maynooth rail line, between Castleknock and Clonsilla. Reducing 5 crossing points to only 2 (already congested) bridges, at the same time as developing a new townland (Kellystown) is a recipe for traffic chaos. Upgrading traffic junctions can only do so much and many local journeys cannot be made by train.
5. If the Coolmine Road becomes a cul de sac, it will only amplify existing antisocial behaviours in the area (e.g drug dealing and dumping). It will also make the walk to the train station less safe for many residents, as it will mean exiting the train station on to a quiet road, then walking up a quiet laneway, alongside the canal. At the moment, the constant flow of cars, across the level crossing means this journey is not an intimidating walk.
6. Irish Rail is not putting lifts in to Coolmine station, despite the obvious need and instead is building huge ugly pedestrian/cycle bridges at Coolmine, Porterstown and Clonsilla. All are out of place along the Royal Canal setting (a protected structure and a proposed Natural Heritage Area) and would not be needed if Irish Rail invested in automated, fast lift level crossing gates.
7. Finally, Irish Rail need to realise that the Dart West rail project runs alongside a secluded part of the Royal Canal in Dublin 15, which is teeming with wildlife (the 'Deep Sinking'). It is maddening to think of the unnecessary disruption to the canal, that Irish Rail are proposing, simply because they won't consider keeping the level crossings open.

**In short, we request that An Bord Pleanala hold an Oral Hearing, as part of this project review.**