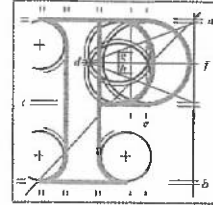


Our Case Number: ABP-314232-22



**An
Bord
Pleanála**

Cllr. Tania Doyle
Civic Offices
Grove Road
Blanchardstown
Dublin 15

Date: 12 October 2022

Re: DART+ West Railway Order - Dublin City to Maynooth and M3 Parkway
County Dublin, County Meath, County Kildare

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. A receipt for the fee lodged is enclosed.

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. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

RA05

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DOYLE
Councillor Tania
Independent

Working for our community

| Dart + Maynooth Commuter Line Upgrade |

Submission - Councillor Tania Doyle

30th of September 2022.

Opening Narrative.

The Dart+ upgrade is anticipated to provide a frequent service with increased capacity. It is being rolled out to reduce vehicular transport throughout Dublin 15 and beyond. I welcome the decision and the rationale behind it.

It is duly acknowledged that this consultation is held as Statutory one within the process. However irrespective of a Non or Full Statutory phase, engagement with the travelling public and those who may be impacted by the on the ground changes to infrastructure must be of the highest standard.

Consultation Advertising and Notification.

I genuinely and sincerely do not believe that it has. Within this phase, very little of the public were aware that it was taking place. It appeared on the face of it that Iarnrod Eireann was relying on Elected Members to distribute information.

Methods such as a Full Leaflet being posted to every home in Dublin 15 (like Bus Connects) should have taken place and must take place going forward. Advertising at the rail stations themselves serve as a direct link to the travelling public. No posters were erected adjacent to any of the Stations, despite my own formal request for such advertising to be set in place. Iarnrod Eireann must be cognisant of those who are not online or cannot go online or do not wish to be online as is their right.

Clonsilla Crossing.

Within the community it is not accepted that the closing of the Clonsilla and Coolmine level crossing is a prerequisite for the electrification of the line. The case has been made that the DART line as it stands has several level crossings along its length and this has not prevented the DART service from thriving and even being extended.

Member of the Fingal Joint Policing Committee, the Fingal Planning Strategic Transport and Infrastructure Development SPC, the D15 Jigsaw Advisory Group, the Housing Forum for Dublin 15 and Board Member BOM Colaiste Pobail Setanta.



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The outline within the Consultation Portal and I focus here on the Clonsilla Crossing are genuine and well-founded concerns relating to the levels of traffic which shall be diverted and passing by several residential developments because of the closure. Portersgate and Windermere/Aldmere Residential Estates will be subjected to views of a high-level crossing within shouting distance of their homes. Again, I wish to stress that the bridge will be quite prominent, not only for residents adjacent it as outlined, but for those in the neighbouring areas. Development is welcomed however we must be cognisant of the environment into which it is placed, and I do not believe that the placement of overhead bridges takes cognisance of the existing environment. The pedestrian and cyclist overbridge is completely out of character for the area within which it is proposed to be placed. Plans to erect new bridges through green space, play areas, and parkland near both Clonsilla and Coolmine in Dublin 15 will have an enormous impact on local residential and long-established communities. We, the community and the service provider have one shot only to get this right.

A distinct lack of parking in the proposals will need to be addressed. As it stands parking is a premium in the mornings and with the envisaged increased schedule and increase in capacity it is logical that the motorised traffic to the station shall increase accordingly. This in tangible terms means that local residential estates will become defacto car parking for commuters.

Traffic.

The traffic survey data (Preliminary Options Selection Report - TRANSPORTATION ANALYSIS) was collected in January 2019. The data can no longer be accepted as valid. Since then, a number of Developments adjacent and within the vicinity of Clonsilla Station have come online. In the medium term Kellystown and Barnhill will come online, and I do not believe the Development has been factored into any calculations. The data was captured in 2019, it is reasonable to suggest that it has not been factored in.

A proposed alternate routing which will directly affect Clonsilla, and its environs, is via Dr Troy flyover which is in close proximity to a number of secondary/primary schools. Routing further traffic will bring further traffic chaos to an already congested area. Traffic filtered into one area at Dr Troy flyover will result in a traffic choke point causing traffic congestion for the communities within Clonsilla.

Member of the Fingal Joint Policing Committee, the Fingal Planning Strategic Transport and Infrastructure Development SPC, the D15 Jigsaw Advisory Group, the Housing Forum for Dublin 15 and Board Member BOM Colaiste Pobail Setanta.



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Closure of Porterstown/Clonsilla level crossings will force parents to use the only option of the Dr Troy flyover to access Luttrellstown Campus, Dr Troy flyover is already near capacity. amongst others, resulting in gridlock for many parents during drop/collection periods.

Vehicular Traffic (Car, van, HGV, Bus and motorcycle) is also proposed to be routed west towards the proposed Barberstown Crossing. Traffic will route via the "Old Hansfield Road" towards the Ongar Rd. This will increase vehicular along a extremely narrow road with residential estates such as St Josephs, Windermere/Aldermere and Hansfield Wood. No account has been made for the increase of vehicular traffic along this road, it's impact on the adjacent residential estates nor for that matter pedestrian and cyclist movements either.

Thank you for your consideration in this matter.

Le gach dea-mhéin,

Tania

(Designated Public Official under the Regulation of Lobbying Act 2015)

Member of the Fingal Joint Policing Committee, the Fingal Planning Strategic Transport and Infrastructure Development SPC, the D15 Jigsaw Advisory Group, the Housing Forum for Dublin 15 and Board Member BOM Colaiste Pobail Setanta.