

Senator Emer Currie,  
Leinster House,  
Kildare Street,  
Dublin 2.  
28<sup>th</sup> of October 2022

**DART+ West Railway Order - Dublin City to Maynooth and M3 Parkway  
Case Reference Number 314232**

To Whom It May Concern:

The DART+ West upgrade is a project that is very much wanted and needed in Dublin West. This overdue investment in our railway will increase its capacity and frequency, reduce car use, and help future proof the development of our city. Here are some concerns and observations which we hope An Bord Pleanála can take into consideration so this project is as successful as possible.

The permanent closure of level crossings and the splitting up of communities is a heavy price to pay for local communities like Ashtown, Coolmine and Clonsilla. Keeping the level crossings open, even at off-peak times, could mean that essential local links are maintained.

There is also grave concern that closure will make the traffic pressure on Granard Bridge and Dr Troy Bridge in Dublin 15 unsustainable. For instance, traffic on Granard Bridge is expected to increase by 40% in the AM peak in year one 2028.

We understand why closure is the preferred option from a railway engineering point of view, but as per our previous submissions, we are not convinced it is necessary, even after three different consultation processes with Irish Rail.

We would urge you to consider the wide range of submissions you will have received that ask logical questions such as why level crossings can work in other European cities, the difference that an upgrade of the signalling would make, and whether we will have the frequency of trains necessary to permanently close the level crossings immediately.

Across all stations there is widespread concern at the size, scale and attractiveness of the pedestrian and cycleway crossings.

There is a strong preference for both lifts and ramps at Coolmine, Clonsilla and Ashtown to ensure accessibility given the length of the ramps.

At Porterstown, the proposed bridge cuts off access to St. Mochta's Football Club taking up two-thirds of their car park, encroaching onto their main football pitch. The development of

this bridge would close down the club including its 30 teams and 600 members. In our view the bridge could be situated on the other side of the road. Dialogue is essential with the Club itself on finding the best solution. Up until recently there had been no engagement and the Club itself had to initiate contact themselves.

Communication with Ashtown Stables, a family business, has also been incredibly poor. The Stables is the last connection to equestrianism in the area – the Phoenix Park Racecourse, the Royal Canal and stables on this land since late 1800's. It provides an outlet for people and children who may not play other mainstream sports, offers treks through the Phoenix Park and is an attraction for tourists.

During this project, over 6,000 submissions were received by Irish Rail in relation to the impact of proposed road changes on the stables. While some issues have been addressed, there remain significant concerns. Due to the €50 cost and cost of living crisis the Stables has not promoted the Railway Order Public Consultation but please be in no doubt about the strength of feeling in relation to its possible closure.

Ashtown Stables operate on a minimum footprint but they provide an invaluable service to the community. The viability of their business during and post construction must be maintained. Their submission outlines the impact of the new cycle lane on Mill Lane as well as road changes.

We sincerely hope you will take our observations and concerns on board. We want and need for the DART+ West project to proceed the best way possible for the communities we represent. This submission is led by Senator Emer Currie and supported by Councillor Siobhan Shovlin.

Senator Emer Currie.