

15th December 2011

Mr. Dick Fearn
Chief Executive Officer
Irish Rail
Connolly Station
Dublin 1

REF: 29616

RE: Lucan Area Committee Meeting of South Dublin County Council held on 6th December 2011

Dear Mr Fearn,

At the meeting of the Lucan Area Committee held on the 6th December 2011, the following motion was passed by the Members of the Area Committee:

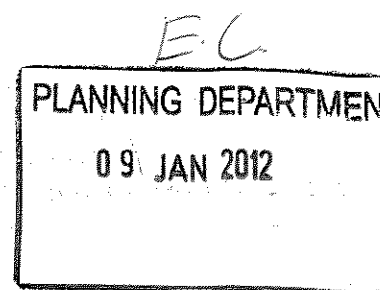
“That this Area Committee, noting the Government's Capital Review, in particular the decisions to defer the DART underground project and to proceed with the Luas BXD extension to Broombridge, on the Maynooth line; calls on Irish Rail, the National Transport Authority and Minister for Transport to reopen the Phoenix Park rail tunnel so as to allow trains from the Kildare line serving Hazelhatch, Adamstown, Lucan and Clondalkin to continue on to the docklands and/or city centre including integration with the Luas at Broombridge; and further calls for the immediate opening of the Kishogue Rail Station in Lucan.”

I would be obliged if you would respond as soon as possible to enable me to revert to the Committee.

Yours sincerely,

Edel Colgan
Senior Staff Officer

Ms. Edel Colgan
Senior Staff Officer
South Dublin County Council
County Hall
Tallaght
Dublin 24



5th January, 2012

Dear Ms. Colgan,

Thank you for your letter of 15th December, 2011 regarding the Lucan Area committee motion of 6th December concerning issues relating to the railway line under the Phoenix Park tunnel and the new station at Kishogue.

The railway line across the northside of Dublin city via the Phoenix Park tunnel, is primarily used for freight trains to and from Dublin Port, for the transfer of rolling stock to and from maintenance facilities, and for occasional special passenger trains (e.g. for GAA fixtures at Croke Park).

The Phoenix Park tunnel, while fully operational, is not currently used to direct regular commuter trains from the Kildare line to Connolly station, as Connolly station already is heavily used at peak commuter times and accommodating additional services arriving there from the Kildare line would necessitate a reduction in the number of DART, Maynooth or Northern line commuter services.

Furthermore, directing some Kildare line trains to Connolly station would add 15 to 20 minutes to its journey time, which would inconvenience those customers travelling to parts of the city centre easily accessed on foot, or by bus and LUAS, from Heuston station.

In summary, the Phoenix Park Tunnel route does not meet our strategic goal of increasing city centre capacity for DART and Commuter services.

The development of DART Underground in due course, will meet this strategic goal. Over 250,000 people live and work within walking distance of the DART Underground route which, when constructed, will significantly reduce journey times for rail passengers to and from the heart of the city centre. I am confident that, at some future stage, the project will be able to proceed.

With regard to the new Kishogue station, the station was constructed to serve proposed housing developments which regrettably have not been built. There is insufficient potential passenger demand for the station at present to justify the cost of opening it up for service.

An alternative approach that is, however, being considered, is to turn it into a park and ride station for the Lucan area by constructing a substantial car park adjacent to the station. To do this we need lands currently owned by a developer and legal proceedings are currently in hand to attempt to secure this.

I hope the above information will be helpful to your Council.

Yours sincerely,


Richard Fearn,
Chief Executive



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