

**Ms Barbara Reilly**  
**Land Use, Planning and Transportation Department**  
**South Dublin County Council**  
**County Hall**  
**Tallaght**  
**Dublin 24**

**Senior Executive Officer**  
**Land Use Planning & Transportation**

**/ 8 MAR 2017**

**South Dublin County Council**

6<sup>th</sup> March 2017

Dear Ms Reilly

I refer to your recent communication on behalf of the members of the Lucan Area Committee concerning Kishogue railway station.

As you are aware, Kishogue Station was constructed in 2009 to provide rail commuter services for planned residential development in the immediate area which, due to changed economic circumstances, has not yet materialised. It is located almost equal distance from Adamstown and Clondalkin Fonthill stations, both of which are serviced by commuter services and have car parks with surplus capacity. These stations are a relatively short road distance from the residential areas most immediate to Kishogue station. As a result, and in the absence of additional development, it is unlikely that the opening of Kishogue station will generate a high level of passenger usage.

One of the negative impacts of opening a new station on an existing line is the impact on existing services. The opening of the station and inclusion of Kishogue as an extra stop on commuter services would add about 3 minutes in journey times for all existing customers, taking into account deceleration, station dwell time and acceleration, and may even be more impactful given the stations close proximity to Adamstown and Clondalkin stations which would significantly reduce the average speed/journey time between these two locations.

The viability of adding this stop to Heuston Commuter services at the present time is questionable as the proximity of this station in relation to housing and surrounding business is very similar to Fonthill Station which has extremely poor patronage and a consequential negative financial impact for Irish Rail. Irish Rail are concerned that, in the absence of a significant level of passenger usage, the introduction of a minimum 3 minute impact on commuter services conflicts with the strategy to reduce journey times for customers and thus generate additional journeys.

The opening of the Phoenix Park Tunnel Link in November 2016 has allowed train services to directly access the City Centre - Connolly, Tara, Pearse and Grand Canal Dock Stations. However, only peak hour services have been initiated through the Phoenix Park Tunnel Link at present. It is hoped to


extend that arrangement to include off-peak and weekend services in a second phase later this year – however, a date for introducing those additional services is not yet available.

It is intended to await the introduction and bedding down of the additional off-peak and weekend services before undertaking the review of the likely usage of Kishogue Station in advance of the development of surrounding lands.

I do want to acknowledge that the need for an operational Kishogue Station is being taken account of in the development of the transport proposals to support the construction of Clonburris SDZ. The National Transport Authority is working in close collaboration with South Dublin County Council in the preparation of the transport proposals to be included in the draft planning scheme for that SDZ, which is expected to be published later this year.

Your request for additional lighting and CCTV at Adamstown railway station has been brought to the attention of Irish Rail.

Yours sincerely

  
Hugh Creegan  
Deputy Chief Executive