

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



26th June 2017

Re: Kishogue Station

Dear Ms Reilly,

I refer to your email of 5th May on behalf of the members of the Lucan Area Committee in relation to the following motion from the Committee's meeting of 25th April 2017:

"That the Chief Executive write to Irish Rail to confirm the number of housing units it believes are required to make Kishogue Station viable and to further ask how many cars could be expected to be removed from the road should the station be opened now."

As advised previously, 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.

The query the committee poses is: at what level of additional new housing units in the area would the new Kishogue Station become viable? However, full economic viability is not the test that the NTA would use to determine the opening of Kishogue Station.

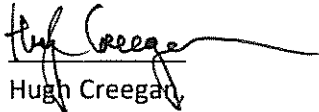
From the perspective of the NTA we would pursue the opening of the station as soon as a significant level of development materialises in the catchment area of the station, together with evidence of the likely continuation of that development pattern.

I understand that Irish Rail have referred to a figure in the region of 1,000 housing units in their response to your query. In our view we don't think that there is a requirement that this full number of units would have to be constructed and completed in order to trigger the opening of the station.

If there was completion, or imminent completion, of a couple of hundred units in the adjacent area, and a strong level of commitment to the imminent delivery of a substantial quantum of extra development in the catchment area, that would, in our view, provide a sufficient basis to pursue the opening of Kishogue Station.

On this issue of the number of cars that would be removed from the road network due to the station opening, this is a difficult question to answer without much more detail being provided such as exact location development and other factors. This is something that we can advise on at a later stage when the relevant information is available.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Hugh Creegan', with a long horizontal flourish extending to the right.

Hugh Creegan,

Director of Transport Investment and Taxi Regulation.