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Appendix 2.

DNA

Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6  
Chief Executive, Connolly Station, Dublin 1, D01 V6V6  
T 01 703 2454 E info@irishrail.ie W www.irishrail.ie

Ms Barbara Reilly  
South Dublin County Council  
County Hall  
Tallaght  
Dublin 24

10<sup>th</sup> March 2017

Dear Ms O' Reilly,

Thank you for your email of 16th February, 2017, in relation to Kishogue Railway Station.

As previously advised any decision on funding for the opening of Kishogue Station will be made by the NTA, and I note the NTA have responded to you on this issue.

Currently there are 42 cameras in Adamstown station and the CCTV in the station is of good quality.

With regard to Adamstown lighting I note that there is sufficient lighting in the station and I can advise that the car park is not owned by Iarnród Éireann.

Yours sincerely,



David Franks  
Chief Executive

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## Stanley Sue (Irish Rail)

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**From:** Monaghan Rita <Rita.Monaghan@cie.ie>  
**Sent:** 21 February 2017 10:11  
**To:** Vaughan David; Masterson Frank; Grimes Colin  
**Subject:** Kishogue  
**Attachments:** 17.04421.02.2017.doc  
  
**Importance:** High

David/Frank/Colin,

Enclosed please find draft letter to an Bord Pleanala. This letter needs to go out in the next hour. If you have any comments please let me know as soon as possible. The letter was drafted by Counsel.

Rita

Mr. Kieran Somers  
Executive Officer  
An Bord Pleanála  
64 Marlborough Street  
Dublin 1

**When calling or telephoning please ask for Rita Monaghan (Telephone No. 7031508) quoting our reference.**

**Our Ref:**  
170044-6

**Your Ref:**

**Date:**  
21<sup>st</sup> February 2017

**RE: Application for an extension of time in relation to S.I. No.596/2006 - Railway (Kildare Route Project) Order 2006**

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Dear Mr. Somers,

I refer to the above matter and to your letter of the 7<sup>th</sup> February 2017. Adopting the items of information requested as per your letter, I now respond as follows:

**The specific nature of the amendment sought (i.e. what period of time is sought as an extension):**

The period of time sought for an extension is 2 (two) years.

**A full explanatory case for any extension of time which is being sought:**

The approach of Córas Iompair Éireann, subject to the decision of An Bord Pleanála, remains based on the opening of the station but subject to a reduced parking provision pending the growth in demand for parking.

In this regard, as set out previously, the draft Railway Works Order (RWO) for the Kildare Route Project initially submitted to the Minister for Transport on the 5<sup>th</sup> October 2005 included a proposed new railway station at Kishogue submission included provision for “a 400 space car park including 20 mobility impaired car parking spaces along with 36 bicycle storage spaces with stair and lift access to the station concourse ..... pick-up/ drop-off point, a taxi rank for 5 taxis and space for 3 bus lay-bys.”

The car park was proposed to be mainly located on lands owned by Almfield Properties Ltd, a subsidiary of Burris Properties Company (BPC).

The public hearings for the works order commenced at the end of January 2006 and ran through February 2006. During the hearings representatives from BPC put forward a proposition to provide an alternative car park that would serve their development but also be made available to rail users. CIE entered into an agreement with BPC, dated 31st January 2006, under which BPC would provide a 400 space surface car park. This Agreement made provision for BPC to alter the parking to integrated parking as they developed out the site. Point 1 of the Agreement stated that the car parking shall be made available prior to the opening of Kishogue Station. The Agreement stated that if BPC complied with the terms of the Agreement, CIE would not CPO their lands on which the RWO car park was shown.

CIE proceeded to construct the other railway works under the RWO, the works being completed in December 2009.

Contacts with BPC continued, and in September 2008 BPC obtained Planning Permission for the construction of a multi-storey car park on 30th September 2008. By the time of the completion of the other RWO works in December 2009 BPC had not commenced construction of the car park, and given the collapse in the property market, it did not appear likely that they would do so.

Separately, but also under the Kildare Route Project RWO, BPC had agreed to part-fund the construction of a second station entrance at the Clondalkin-Fonthill station.

CIE had invoiced BPC for c. €3.8m in that regard in April 2009. BPC did not pay, and in March 2010 CIE initiated legal proceedings to recover the debt. Those proceedings were contested/delayed by BPC but resulted in judgement in favour of CIE in November 2011, which was stayed until 1 February 2012. During this litigation CIE and BPC had been discussing on a without prejudice basis a possible settlement whereby the debt would wholly or partly be settled by transferring BPC lands at Kishogue to CIE; this was refused by BPC's funders, Ulster Bank. In June 2012 CIE sought the winding-up of BPC, following which BPC and its associate companies were put into Receivership.

Since then CIE has sought to engage with the Receivers, Paul McCann and Michael McAteer of Grant Thornton, in an effort to arrange an exchange of land for debt. Though initially encouraged in that regard, no such arrangement has materialised.

Legal proceedings (High Court Record No. 2014/3490P) were brought against CIE by Almfield Properties Limited (In Receivership) with a statement of claim being delivered on the 15<sup>th</sup> July 2014 and a defence being delivered on the 29<sup>th</sup> October 2014. No further step in the proceedings has taken place since the delivery of the defence.

### ***DTO Model Rail Passenger Forecasts***

As set out previously, the original scope for the planned provision of a 400 space car park at Kishogue station was predicated on the then Dublin Transportation Office (DTO) passenger demand forecasts for the station. The DTO model is a large strategic transportation model used to estimate the impacts on demand of infrastructure schemes including new stations. In 2005 the model, which was independently run by the DTO modeling team, predicted that by 2016 Kishogue Station would generate over 400 passenger boardings in the 8-9 AM peak hour slot alone. The functionality of the model at that time was such that the model could only generate an AM peak hour and off-peak hour forecasts. Since 2005 the DTO model was enhanced further to enable an AM peak period forecast covering the 07:00 – 10:00 AM morning peak period. Further model

runs in 2009 using the enhanced model estimated that Kishogue station could generate around 1,000 rail passengers by 2016 in the 07:00 – 10:00 AM period. Both the 2005 and 2009 DTO forecasts are for a scenario which did not include the proposed DART Underground link between Heuston Station and the city centre or the proposed Metro.

The DTO rail demand forecasts for Kishogue Station are now considered to be no longer fit for purpose for a number of reasons;

1. The DTO model forecast a population catchment of c. 11,500 persons living within 800 metres of Kishogue rail station by 2016<sup>i</sup>. This was based on an infill development density of c. 50 units per hectare. This level of development has not materialised and the accompanying population density clustered around the station has not happened to the degree originally envisaged. Approximately 3,000 new residential units were planned for the Kishogue development lands and this has not materialised. The immediate catchment footprint of the station is largely greenfield.
2. Economic growth is the primary catalyst for an increase in the demand for suburban rail. In the mid 00's Ireland was recording between 5% - 10% real annual growth in GDP. From 2006 to 2009 annual GDP went from +5% growth to -5% decline. This economic collapse brought about a large increase in unemployment and fall off in economic activity. Transport demand, which is a derived demand, fell rapidly across all operators including Iarnród Éireann. Since 2007 the demand for rail travel has suffered a significant downturn across the IÉ network at c. + 20% in real terms.

The original car parking capacity planned for Kishogue station was based on the original DTO forecasts for land-use and development which are now no longer feasible due to the very large correction in the economy which was particularly pronounced in the construction sector. There is a need to re-phase and re-scope the quantum of car parking proposed for the station to reflect the current situation and to take account of the severity of the economic downturn and the negative impact this has had on the demand for suburban rail.

It is acknowledged that suburban rail stations have a fairly wide catchment base beyond the immediate 1 km station footprint. It is therefore proposed to construct c. 106 spaces as phase I of the roll out of car parking at the station. Further car parking capacity at the station will be subject to demand and feasibility. This is considered to be a prudent approach to car parking provision at the station which fully recognises the significant changes that have occurred since the original DTO forecasts and the construction risk of potential over-supply of car parking capacity.

As referred to above, a two year extension to the Railway Order is required in order to complete the carrying out site surveys including ground investigation, detailed design and tender preparation of the scheme, procurement of main contract, construction, commissioning and handover of car park by contractor to Iarnrod Eireann following expiration of defects period.

**Please clarify the particular aspects/provisions of the Railway Order that are at issue/for consideration under the request which has been made including provision of plans, detailed locations and other information to clarify the nature of the request**

Please find plans enclosed and proposed contract setting out works requirements. Please also note that the amended layout proposed will facilitate the phased delivery of full parking capacity in tandem with demand, and the commitment of CIE to pursuing this phased approach to capacity.

**Please provide an update on the progress made to date on the implementation of all aspects of the Railway Order in question**

I confirm that the Railway (Kildare Route Project) Order 2006 has been implemented in all other respects apart from the construction of the car park at Kishogue Station.

Please provide comments on whether or not the period of time allowed for the construction of the works authorised by the Railway Order, and having regard to the time extension given by the Board's decision of the 6<sup>th</sup> June, 2014 (under case reference number 06S.NM0003), has expired.

An Bord Pleanála has the power under the Transport (Railway Infrastructure) Act 2001 (as amended and substituted), the Planning and Development Act 2000 (as amended and substituted) and the Railway Order in SI 596 of 2001 to extend the time period for construction of the Kishogue Station car park and the expiry of the previous time period is not relevant to the statutory basis which subtends the Board's jurisdiction in this regard.

Section 146D(a) of the Planning and Development Act 2000 (as amended and substituted) provides that "a reference in those sections [sections 146A to 146C] to the terms of the development shall be construed as a reference to the terms of the railway works, the subject of the railway order [Emphasis added]

Further, section 146D(b) of the Planning and Development Act 2000 (as amended and substituted) provides that 'a reference in those sections [sections 146A to 146C] to altering the terms of the development shall be construed as a reference to amending, by order, the railway order with respect to the terms of the railway works, the subject of the railway order. [Emphasis added]

Thus the power of An Bord Pleanála pursuant to section 146D of the Planning and Development Act 2000 (as amended and substituted) which provides for the application of sections 146A to 146C to railway orders is to be read together with the following provisions.

The combination of the Railway Order (pursuant to SI 596 of 2001) together with the Transport (Railway Infrastructure) Act 2001 is to deem both in law to be a "Special Act".



In this regard, Article 3(1) of the Railway Order (SI 596 of 2001) provides that the Regulation of Railways Acts 1840 to 1893 and any other Act relating to railways shall apply to the railway works authorised by this Order so far as they are applicable for the purposes of and are not inconsistent with or varied by the provisions of this Order, and the Principal Act together with the Order shall be deemed to be *the Special Act* for the purposes of those enactments.

Section 44 of the Transport (Railway Infrastructure) Act 2001 (as amended by section 115 of the Dublin Transport Authority Act 2008 and Schedule 1/Part 3 of the Transport Regulation Act 2009) further provides the legal basis for the period of time allowed for the construction of the works authorised by the Railway Order and it is irrelevant that the time extension given by the Board's decision of the 6<sup>th</sup> June, 2014 (under case reference number 06S.NM0003), has expired.

For example, section 44(1) of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) provides that "a railway order shall contain such provisions as *the Board considers necessary or expedient* for the purpose of the order. [Emphasis added].

Section 44(2)(d) of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) provides that "without prejudice to the generality of section 44(1) *a railway order may fix the period within which the construction of the railway works is to be completed.*" [Emphasis added].

Indeed it is noted that the definition in section 2(1) of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) of "railway works" means "any works required for the purposes of a railway or any part of a railway, including works ancillary to the purposes aforesaid such as parking by buses or by persons using vehicles who intend to complete their journey by railway, and relocation of utilities, and in this definition "works" includes any act or operation of construction, excavation, tunnelling, demolition, extension, alteration, reinstatement, reconstruction, making good, repair or renewal."

In addition, having regard to the terms of Part 2 Article 4(2) of the Railway Order (pursuant to SI 596 of 2001), this provides that “Construction of the works authorised by this Order shall be completed at the end of the period of 7 years from the date this Order comes into force or within such further period as the Board may allow on the application of the Railway Undertaking.” [Emphasis added].

As previously set out, the purpose and objective of the Kildare Route Project is the improvement of public transport services in this rail corridor including the opening of new stations (in this case Kishogue) and in relation to which the car-parking remains to be delivered.

Therefore, having regard to the aforementioned, An Bord Pleanála is empowered in accordance with *inter alia* section 146B(3)(a) of the Planning and Development Act, 2000 (as amended and substituted) to alter the Railway Order (pursuant to SI 596 of 2001) so that the approval of the Kildare Route Project can be extended for a period of 2 years in order to construct a car park to service Kishogue Station as applied for herein.

Yours sincerely,

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**COLM COSTELLO**

**Solicitor**

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<sup>i</sup> Irish Rail Study: DTO Final Technical Report August 2005

**Stanley Sue (Irish Rail)**

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**From:** Barbara Reilly <breilly@SDUBLINCOCO.ie>  
**Sent:** 16 February 2017 13:08  
**To:** 'heidi.reardon@irishrail.ie'  
**Subject:** Barbara Reilly - SDCC - Kishogue Train Station - Query from the elected Councillors in the Lucan Area

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Ms Reardon,

At the January meeting of the Lucan Area Committee, the following motion was passed.

"That this Area Committee, noting the successful commencement of rail services using the Phoenix Park Tunnel, calls on the National Transport Authority and Irish Rail to:

- Outline a timeline for the opening of Kishogue station;
- Provide enhanced lighting and CCTV at Adamstown station and car park to improve public safety."

Your early response would be appreciated. See below previous communication in this regard for your convenience.

*Regards,*  
**Barbara Reilly**  
 Meetings, Public Lighting, Special Permits  
 Land Use, Planning and Transportation Department  
 South Dublin County Council, County Hall, Tallaght, Dublin 24  
[breilly@sdublincoco.ie](mailto:breilly@sdublincoco.ie)  
 T +353 1 414 9294 Ext 3210 [www.sdcc.ie](http://www.sdcc.ie)

**From:** Barbara Reilly  
**Sent:** 25 January 2016 02:53  
**To:** 'heidi.reardon@irishrail.ie'  
**Cc:** Anne Shaw  
**Subject:** Kishogue Train Station - Query from the elected Councillors in the Lucan Area

Dear Ms Reardon,

The Council holds Area Committee Meetings (ACM) once a month. The Lucan ACM members at its meeting on 16<sup>th</sup> December 2015, agreed that we request information on the opening of Kishogue Train Station as per the motion below. The meeting administration, on the advice of the Land Use, Planning & Transportation Department of this Council thought it prudent to write to you also as it is likely that the information required would most likely be available to you.

"That this Area Committee, having regard to recent capital spending announcements, calls on the Minister for Transport, The National Transport Authority and this Council, to take steps to open Kishogue train station at the

same time as the Phoenix Park Tunnel, in an effort to alleviate the current worsening traffic situation in the Lucan area and in anticipation of the Clonburris SDZ”

I would be most grateful if you could supply some information in relation to the issue above to advise the Councillors for the Lucan area.

*Regards,*  
*Barbara Reilly*  
Meetings, Public Lighting, Special Permits  
Land Use, Planning and Transportation Department  
South Dublin County Council, County Hall, Tallaght, Dublin 24  
[breilly@sdublincoco.ie](mailto:breilly@sdublincoco.ie)  
T +353 1 414 9294 Ext 3210 [www.sdcc.ie](http://www.sdcc.ie)

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Is eolas faoi r?n an t-eolas at? sa r?omhphost seo agus d'fh?adfadh go mbeadh s? faoi phribhl?id ? thaobh an dl? de. Is don t? ar seoladh chuige/chuici agus d?san/dise amh?in an t-eolas. N? ceadmhach do dhuine ar bith eile rochtain a bheith aige/aici ar an r?omhphost seo. Murar duit an r?omhphost seo t? nochtadh, c?ipe?il, d?ileadh n? aon ghn?omh eile a dh?anamh n? aon ghn?omh eile a fh?g?il gan d?anamh ar iontaoibh an r?omhphost seo toirmiscthe ort agus d'fh?adfadh siad sin a bheith neamhdhleathach. M? fuair t? an teachtaireacht leictreonach seo tr? earr?id t?igh i dteagmh?il, le do thoil, leis an t? a sheol ? n? le [postmaster@sdublincoco.ie](mailto:postmaster@sdublincoco.ie). Glanadh an teachtaireacht seo le bogearra? Frithv?reas.



<http://www.dublinsgreatoutdoors.ie>

## Stanley Sue (Irish Rail)

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**From:** Muldoon Peter  
**Sent:** 09 January 2017 15:12  
**To:** Vaughan David; Cunningham Don  
**Subject:** FW: Kishogue Station  
**Attachments:** Frances Fitzgerald - Kishogue Station - 23rd November 2016.pdf; Shane Ross to Frances Fitzgerald - Kishogue Station - December 2016.docx; Frances Fitzgerald - Kishogue Station - 9th January 2017.docx

For your records and information.

I attach Minister Fitzgerald asking for a review of the decision not to open Kishogue and requesting a review together with the NTA response committing to a review in 2017 or 2018.

Regards

*Peter Muldoon*

*Manager, Operations & New Works*

*Iarnród Éireann Infrastructure, Engineering & New Works Building, CIÉ Works, Inchicore, Dublin, D08 K6Y3.*

*☎: +353 1 7033600 ☎: +353 87 2221987 ✉: [peter.muldoon@irishrail.ie](mailto:peter.muldoon@irishrail.ie) 🌐: [www.irishrail.ie](http://www.irishrail.ie)*

**From:** Hugh Creegan [mailto:[Hugh.Creegan@nationaltransport.ie](mailto:Hugh.Creegan@nationaltransport.ie)]

**Sent:** 09 January 2017 09:31

**To:** Muldoon Peter

**Cc:** David King ; Gillian Freeney

**Subject:** Kishogue Station

Peter,

Just for information and in case you get similar queries, please find letter attached from Frances Fitzgerald re Kishogue Station, response from Shane Ross and reply being issued today from NTA.

Regards,

Hugh

Hugh Creegan

Director of Transport Investment and Taxi Regulation



Iveagh Court  
 Dún Scéine  
 Harcourt Lane  
 Dublin 2

Tel: + 353 (0)1 879 8300  
 Email: [hugh.creegan@nationaltransport.ie](mailto:hugh.creegan@nationaltransport.ie)  
 Web: [www.nationaltransport.ie](http://www.nationaltransport.ie)





**MINISTER  
FRANCES FITZGERALD**

Dublin Mid-West Constituency

*Tánaiste, Minister for Justice and Equality*

9 Main Street, Clondalkin, Dublin 22.

Tel: 01 457 7712

Mob: 086 167 2251

E Mail: frances.fitzgerald@oir.ie

Web: www.francesfitzgerald.ie

Mr Shane Ross TD, Minister for Transport, Tourism & Sport  
Department of Transport, Tourism & Sport  
44 Kildare St  
Dublin 2

23 November 2016

**Re: Kishoge Railway Station, Lucan**

Dear Minister Ross,

I wish to raise with you the urgent need to reopen Kishoge Railway Station, situated in Lucan, which was built at great expense but never opened. I have continuously raised this issue with previous Ministers, Irish Rail and the National Transport Authority.

This train station is fully built but has not yet been opened and was due to be part of the Kildare train route. Lucan was an area of rapid growth and expansion during the Celtic Tiger years and increased public transport services promised to meet the need of the community population. Kishoge was seen as a vital part of the Clonburris SDZ, but due to the halt in this development during the economic crisis, the station was never completed.

However, a revised draft Planning Scheme for Clonburris SDZ has begun and is currently being progressed by South Dublin County Council. A transport assessment is being carried out as part of that process given that the Clonburris SDZ has the potential for 8000 homes, as well as commercial and community facilities.

As I mentioned to you recently, the transport network surrounding this area is already under significant pressure on both the Lucan and Clondalkin side, and I have serious concerns regarding the further congestion that the increased housing in Clonburris SDZ will bring. There is already severe pressure in the Lucan area on public transport routes and roads, which has led to Lucan becoming a blackspot for traffic congestion and causing concern locally.

Kishoge station is also within close proximity to a number of already established estates including Foxborough, Moyglas and Griffeen Glen. Furthermore, Grange Castle Business Park



**FINE GAEL**

is within a 10 minute walk of the station, which provides a large number of jobs with large multi-nationals such as Pfizer, Microsoft and Grifols based here. This area is located between three main national roads the M50, N4 and N7, which has a significant impact on the traffic congestion throughout the area.

Sufficient infrastructure is fundamental to the success of the future developments at Clonburris and I consider the opening of the Kishoge Railway Station a necessary action to ensure this community is adequately served by rail transport.

In addition, with the recent opening of the Phoenix Park rail tunnel, I have received numerous calls from residents requesting the station be opened immediately. The additional services utilising the tunnel are currently driving straight past the unopened Kishoge station.

I was advised last year by Irish Rail and the National Transport Authority that this issue would be reviewed again in light of the changing circumstances with the reopening of the Phoenix Park Tunnel. I would now ask that this review be undertaken and funding allocated to the completion and opening of the station.

I would appreciate if you would look into this matter as soon as possible,

Yours sincerely,

A handwritten signature in cursive script that reads "Frances Fitzgerald".

Frances Fitzgerald TD

Tánaiste and Minister for Justice and Equality

Our Ref: SR/16/14732

Dear Minister Fitzgerald

I acknowledge receipt of your letter regarding Kishogue Rail Station, and appreciate the points you make with regard to the revised draft Planning Scheme for Clonburris, and congestion on the transport network in the Lucan and Clondalkin areas.

The Phoenix Park Tunnel works have been completed, and train services commenced on 21st November. Following a public consultation, a revised timetabled service is in operation. The service changes in Phase 1 include seven new morning peak services from Newbridge or Hazelhatch to Grand Canal Dock, eight new evening peak services from Grand Canal Dock to Newbridge/Hazelhatch, as well as connections to and from the new services for customers from outer commuter services such as Carlow, Portlaoise, Kildare and Athlone at Newbridge/Hazelhatch. Existing commuter service levels to/from Heuston Stations are maintained. A further consultation on off-peak and weekend services timetables will take place following an assessment of the operation of Phase 1 of the services. These new services will enhance the capacity on the Kildare line, and will benefit passenger travel from Lucan and Clondalkin.

The NTA has informed me that the current position with regard to the opening of Kishogue Station will be reviewed after a period of operation of services through the Phoenix Park Tunnel when revised travel patterns have been established. I will forward your correspondence to the NTA and ask them to respond to you directly with further information on when the review will take place.

With best wishes,

Shane Ross

Minister for Transport Tourism and Sport

The Minister is a Designated Public Official under the Regulation of Lobbying Act, 2015 (details available on [www.lobbying.ie](http://www.lobbying.ie))



Minister Frances Fitzgerald, T.D.,  
9 Main Street,  
Clondalkin,  
Dublin 22.

9<sup>th</sup> January 2017

**Re: Kishoge Rail Station**

Dear Mr. Rouse,

I refer to your letter of 23<sup>rd</sup> November 2016 to Minister Shane Ross, T.D., in relation to the above matter and his subsequent reply wherein it was requested that the Authority would respond to you directly on this issue.

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 of, 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. Accordingly, it is likely to be the end of 2017, or indeed 2018, before this review is undertaken.

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 Clonburrish SDZ, referred to in your letter. The 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.

Yours sincerely,

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Anne Graham,  
Chief Executive.

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open  
2nd

Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6  
Chief Executive, Connolly Station, Dublin 1, D01 V6V6  
T 01 703 2454 E info@irishrail.ie W www.irishrail.ie

Ms Barbara Reilly  
South Dublin County Council  
County Hall  
Tallaght  
Dublin 24

5<sup>th</sup> July 2016

Dear Ms Reilly,

Thank you for your letter of June 21st regarding Kishogue station and requesting that I send a representative to discuss the matter of opening the station.

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 equidistant between 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, it is unlikely that the opening of Kishogue station will generate a high level of usage. The expected housing developments that were anticipated to support the construction and operation of Kishogue Station have not materialised to date.

The station requires in the region of €2 million of capital expenditure to complete a car park, access road and other works to allow the station to open.

Additionally, we estimate a significant adverse effect on Irish Rail of approximately €0.5 million per year in terms of additional cost and revenue foregone due to longer journey times.

These represent significant amounts given the financial position of Irish Rail, and the competing priorities for scarce capital investment resources.

We will continue to work with the NTA to review developments in the catchment area of the station, as well as the patronage of the adjacent stations, post the introduction of the new Phoenix Part Tunnel services in Q4 2016.

Once we are satisfied that there is a robust business case to open the station, and that there is funding available from the National Transport Authority, we would be pleased to open it.

I believe it would be premature to meet the Lucan Area Committee on the matter at this time but would be glad to do so once we have reviewed the uptake on Phoenix Park Tunnel services and the rationale for opening the station are met.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'D. Franks', with a horizontal line underneath.

David Franks

**Chief Executive**

## Stanley Sue (Irish Rail)

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**From:** Vaughan David  
**Sent:** 30 June 2016 11:50  
**To:** Reardon Heidi  
**Cc:** Muldoon Peter  
**Subject:** RE: Barbara Reilly - South Dub Co Co - Kishogue Train Station Funding - 21.06.16  
**Attachments:** Kishogue Station Information Note, NTA to DTTAS - 3rd December 2015.docx

Tracking:	Recipient	Read
	Reardon Heidi	Read: 30/06/2016 15:10
	Muldoon Peter	Read: 05/07/2016 17:04

Heidi,

There are three requests in the letter from South Dublin Co Co.

1. To the Minister, to ask him to fund the station opening and associated works
2. To IE, to send a representative *"to meet with members of this Committee at the unopened station to discuss this matter further with a view to opening of the station"*.
3. To the NTA, to send a representative *"to meet with members of this Committee at the unopened station to discuss this matter further with a view to opening of the station"*

The attached briefing note was issued by the NTA to the Department last December and summarises the issues at hand. IE fed into this document.

I have been in touch with the NTA (Gillian Freaney) on the latest request to ensure that we are sending a consistent message. They have responded already apparently. Gillian doesn't have a copy of the letter at hand and the person who wrote it is on leave until Monday. However she tells me that their position hasn't changed (i.e. they will review the situation post the introduction of services through the Phoenix Park Tunnel) and that they declined on sending a representative to meet the committee.

My proposed response would be as follows;

*"Thank you for your letter of June 21<sup>st</sup> regarding Kishogue station and requesting that I send a representative to discuss the matter of opening the station."*

*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 equidistant between 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, it is unlikely that the opening of Kishogue station will generate a high level of usage. The expected housing developments that were anticipated to support the construction and operation of Kishogue Station have not materialised to date.*

*The station requires in the region of €2 million of capital expenditure to complete a car park, access road and other works to allow the station to open.*

*Additionally, we estimate a significant adverse effect on Irish Rail of approximately €0.5 million per year in terms of additional cost and revenue foregone due to longer journey times.*

*These represent significant amounts given the financial position of Irish Rail, and the competing priorities for scarce capital investment resources.*

*We will continue to work with the NTA to review developments in the catchment area of the station, as well as the patronage of the adjacent stations that will be served by the new Phoenix Part Tunnel services from Q4 2016.*

*Once we are satisfied that there is a robust business case to open the station, and that there is funding available from the National Transport Authority, we would be pleased to open it.*

*I can arrange for a representative to meet the Lucan Area Committee at the station should you wish to do so. Please discuss suitable dates and availability with my PA....."*

Whether we should send a representative to a meeting is debatable. It could be seen as a snub to the councillors on the Lucan Area Committee if we don't. But the rep won't be able to tell them much more than the above either and it could be seen as a waste of everyone's time. We could say that we will take a lead from the NTA on the usefulness of attending a meeting.

Regards,

**David Vaughan**

*Programme Manager, Design & Construction, New Works*

*Iarnród Éireann Infrastructure, Engineering & New Works Building, CIÉ Works, Inchicore, Dublin 8, D08 K6Y3*

*☎: +353 1 7031749 ☎: +353 87 6815195 ✉: [david.vaughan@irishrail.ie](mailto:david.vaughan@irishrail.ie) 🌐: [www.irishrail.ie](http://www.irishrail.ie)*



**From:** Muldoon Peter

**Sent:** 22 June 2016 11:34

**To:** Vaughan David <[David.Vaughan@irishrail.ie](mailto:David.Vaughan@irishrail.ie)>; Reardon Heidi <[Heidi.Reardon@irishrail.ie](mailto:Heidi.Reardon@irishrail.ie)>

**Subject:** FW: Barbara Reilly - South Dub Co Co - Kishogue Train Station Funding - 21.06.16

David

Please respond to Heidi. Please use the previous response as a template. No business case, NTA and IE review at year end etc..

Regards

Peter Muldoon

Manager Operations & New Works

---

**From:** Reardon Heidi

**Sent:** 21/06/2016 17:18

**To:** Muldoon Peter

**Cc:** O'Meara Brian

**Subject:** Barbara Reilly - South Dub Co Co - Kishogue Train Station Funding - 21.06.16

Peter

Please see attached, can you arrange a draft response.

Regards

Heidi

## Information Note on Kishogue Station – November 2015

### Background

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, it is unlikely that the opening of Kishogue station will generate a high level of 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 & 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 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 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. Furthermore, they are concerned that the 3 minute journey time increase will have an adverse impact on the market share and the anticipated additional passengers generated from the station will not negate this impact. Based on DART elasticity work undertaken last year, the revenue impact of the additional journey time (3 minutes or 6.7%) could be in excess of €150,000 per annum.

### Capital Costs

In order to open the station to passenger use, there will be a need for capital funding to build a car park and access road, as well as some general finalisation works to the existing building. An approximate cost for the land payment and the car park/road construction is €2 million.

In terms of timelines for construction, if it was decided to open the station, it would take a period of between 15 and 18 months to achieve completion of the necessary works. Accordingly, the earliest possible opening date would be the end of Q1 of 2017.

### Costs / Revenue

The annual maintenance costs, fuel cost and other operational costs are estimated as follows:

- Maintenance costs                      €80,000
- Additional fuel costs                    €170,000

- Operational costs €116,000

In addition, Irish Rail estimate, as stated above, that the potential adverse revenue impact of the longer journey time would be €150,000 annually.

Taken together, the above costs summate to €516,000 per annum.

In terms of revenue generated from the station, this is estimated to be in the order of:

- Year 1 - €20,000
- Year 2 - €40,000
- Year 3 - €50,000

Therefore it is estimated that the adverse financial impact of opening the station will be:

- Year 1 - €496,000
- Year 2 - €476,000
- Year 3 - €466,000

### **Conclusions**

The expected housing developments that were anticipated to support the construction and operation of Kishogue Station have not materialised to date.

The station requires in the region of €2 million of capital expenditure to complete a car park, access road and other works to allow the station to open.

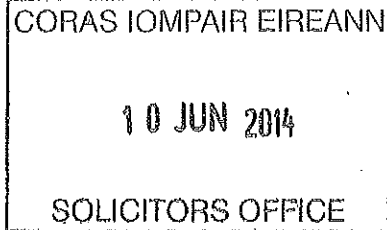
Additionally, there will be a significant adverse effect on Irish Rail of approximately €0.5 million per year in terms of additional cost and revenue foregone due to longer journey times.

These represent significant amounts given the financial position of Irish Rail, and the competing priorities for scarce capital investment resources.

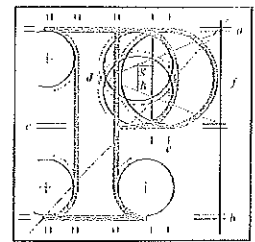


Our Ref: 06S.NM0003

Your Ref: 13/490/6



An Bord Pleanála



Rita Monaghan  
Córás Iompair Éireann  
Solicitor's Office  
Bridgewater House  
Islandbridge  
Dublin 8

09 JUN 2014

Re: Request to alter previously permitted Statutory Instrument  
No. 596/2006 - Railway (Kildare Route Project) Order 2006,  
Co. Dublin.

Dear Madam,

An order has been made by An Bord Pleanála determining the above-mentioned case. A copy of the order is enclosed.

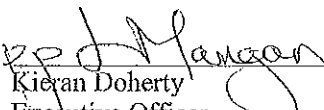
In accordance with section 146(5) of the Planning and Development Act, 2000, as amended, the Board will make available for inspection and purchase at its offices the documents relating to the decision within 3 working days following its decision. In addition, the Board will also make available the Inspector's Report and the Board Direction on the decision on its website ([www.pleanala.ie](http://www.pleanala.ie)). This information is normally made available on the list of decided cases on the website on the Wednesday following the week in which the decision is made.

The attachment contains information in relation to challenges to the validity of a decision of An Bord Pleanála under the provisions of the Planning and Development Act, 2000, as amended.

If you have any queries in relation to the matter please contact the undersigned officer of the Board.

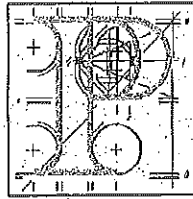
Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

  
Kieran Doherty  
Executive Officer  
Direct Line: 01-8737248

MM12

# An Bord Pleanála



**PLANNING AND DEVELOPMENT ACTS 2000 TO 2014**

**TRANSPORT (RAILWAY INFRASTRUCTURE) ACT 2001**

**AMENDMENT OF RAILWAY ORDER**

**South Dublin County, Dublin City and Kildare County**

**An Bord Pleanála Reference Number: NM0003**

**DECISION CONCERNED: Making of the Railway Order entitled:  
The Transport (Railway Infrastructure) Act 2001, (Kildare Route Project)  
Order 2006**

**REQUEST** received by An Bord Pleanála on the 11<sup>th</sup> day of February, 2014 from Coras Iompair Éireann under section 146B of the Planning and Development Act, 2000, as amended, in respect of a Railway Order described as The Transport (Railway Infrastructure) Act 2001, (Kildare Route Project) Order 2006.

**PROPOSED ALTERATION:** Extension of the time period as set out in Article 4(2) of the Kildare Route Project for a period of 3 years in order to construct a car park, with approximately 106 spaces, and necessary road infrastructure to service Kishogue Station.

Article 4(2) of the Order reads as follows:

"Construction of the works authorised by this Order shall be completed at the end of the period of 7 years from the date this Order comes into force or within such further period as the Minister may allow on the application of the Railway Undertaking."

**WHEREAS** The Minister for Transport made a decision to make the above mentioned Railway Order by order dated the 5<sup>th</sup> day of December, 2006,

**AND WHEREAS** the Board has received a request to alter the terms of the development, the subject of the Railway Order,

**AND WHEREAS** the Board considered that the proposed alteration would not result in a material alteration to the terms of the development, the subject of the Railway Order,

**AND WHEREAS**, having regard to the nature of the issues involved, the Board decided not to invite submissions in relation to the matter from persons who had made submissions or observations to the Minister for Transport in relation to the Railway Order,

**NOW THEREFORE** in accordance with section 146B(3)(a) of the Planning and Development Act, 2000, as amended, the Board hereby alters the above-mentioned Railway Order so that the approval of the Kildare Route Project shall be extended for a period of 3 years in order to construct a car park, with approximately 106 spaces, and necessary road infrastructure to service Kishogue Station, in accordance with the plans and particulars received by An Bord Pleanála on the 11<sup>th</sup> day of February, 2014.

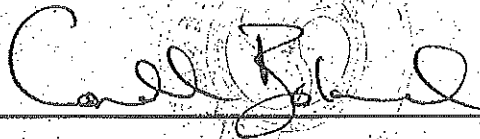
#### **REASONS AND CONSIDERATIONS**

Having regard to:

- (a) The purpose and objective of the Kildare Route Project, namely the improvement of public transport services in this rail corridor, including the opening of new stations.
- (b) The progress to date in implementing the Kildare Route Project, including a new station at Kishogue, for which the car-parking remains to be delivered.
- (c) The development context for the catchment area of Kishogue station, including the delays in implementing the comprehensive development vision for the site as set out in the Clonburris Strategic Development Zone.
- (d) The scope of the subject proposal which will facilitate the opening of the Kishogue station and, thereby, contribute to fulfilling the objectives of the Kildare Route Project.
- (e) The amended layout proposed which will facilitate phased delivery of full parking capacity in tandem with demand, and the commitment of the applicant to pursuing this phased approach to capacity.

It is considered that the amendment sought, including time extension and reduced car-parking capacity, would not constitute a material alteration to the Railway Order.

In deciding not to accept the Inspector's recommendation that the amendment would be material, the Board considered that the approach proposed by the applicant, namely opening of the station, but subject to a reduced parking provision pending the growth in demand for parking, would not comprise a material amendment to the approved Railway Order, taking into account current planning and development circumstances.



**Member of An Bord Pleanála  
duly authorised to authenticate  
the seal of the Board.**

Dated this 6<sup>th</sup> day of June 2014

# Kishogue Station - Car Park and Access Road.

## Background Information

The Railway (Kildare Route Project) Order 2006 included a surface car park adjoining Kishogue station, largely on lands owned by Burris Properties, and an agreement with Burris Properties that if they built the car park CIE would not CPO their lands. Burris obtained planning approval for a two storey car park but did not build it; by the time IE had constructed the station, the economic environment had deteriorated and Burris could no longer fund the works

Under a separate agreement Burris were to contribute to the cost of Fonthill West station entrance but failed to do so. CIE obtained judgement against Burris for that debt and suggested an arrangement that would address the debt and provide CIE with the land for the car park at Kishogue. Burris's creditor bank rejected the arrangement during 2012 and CIE sought to execute the judgement, and Burris sought Receivership.

Prior to Burris's overt financial difficulties, a car park to the North West of Kishogue station was constructed as a low specification temporary alternative to the permanent solution: this was a contingency measure to guarantee the ability to open the station on programme, given that Burris had delayed construction works on the site of the Railway Order car park.

This temporary car park is located partly on lands owned Shelbourne Development and partly on South Dublin County Council lands: these lands are zoned in the SDCC Development Plan for residential development. Iarnród Éireann negotiated a licence agreement for a term of two calendar years from 1st October 2009 with options to roll over subject to 6 month's notice of termination.

The temporary car park permitted access to the contingency platform (used only in degraded conditions) and to the island platform via the overhead gated area using an accessible ramp.

In late 2009 Iarnród Éireann took the decision not to open the station using the temporary car park because development works in the area had ceased and the business case for operating and maintaining was no longer valid.

The temporary car park is considered unsuitable as a permanent solution because:

1. The access to the overhead gated area is by a torturous route using the accessibility ramp. The station was designed for an entrance to the north-east of the station in accordance with the area plans and is not aligned with the arrangements for the temporary car park; and
2. Irish Rail does not have statutory powers to acquire or further develop the land where the temporary car park is located, or to build and operate a car park of more than 60 spaces.

## Likely Passenger Use

There are 2,794 residential units within the 20 minute walk band from Kishogue Station (Source: An Post Geo-Directory Q2 2011) with a population of 9,302 persons, according to the 2011 Census.

Again from the CSO census, 3,399 people from this area travel to work. Of this figure only 10 currently use the train, a mode split less than 1%, as expected. Excluding mobile workers and those who did not provide a place of work in the Census, 624 commuters travel to the area inside the canals - the city centre – from within the 20 minute walk band of Kishoge.

By way of comparison, of commuters who live in Adamstown and work in the city centre, 6.5% travel by rail. Applying this mode split to those living around Kishoge and working in the city centre would result in 41 commuters using the train for that specific trip purpose to that particular destination. Other trip purposes and other destinations would increase this passenger usage number.

The potential numbers outlined above for Kishoge relate to those within walking distance only and exclude people who might drive and park at the station or who would be driven to the station. While this would increase the potential passenger numbers, those number would still remain relatively low.

The station was built 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, it is unlikely that the completion and opening of a car park at Kishogue station generate a very high level of 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 2-3 minutes in journey times for all existing customers. The inclusion of extra stops and associated increase in journey times generally leads to a decrease in service satisfaction levels amongst existing customers.

### **Conclusion:**

The analysis of the likely projected level of demand, based on current residential and travel patterns in the area, indicates that the level of passenger usage at the station would be low and may not justify opening the station or adding another stop to services currently operating along this line. However, further development in the area and/or enhancement of the services, such as the potential usage of the Phoenix Park Tunnel link, may provide sufficient extra patronage to justify the opening of the station. Accordingly, while at this stage it is difficult to fully validate the opening of the station, this should be kept under review.