

# KILDARE RAIL USERS' GROUP

*St. Joseph's Academy – March 30, 2006*

## Issues for Discussion

### **1. CAR PARKING AT KILDARE STATION**

- i. Are Irish Rail aware of the vandalism and thievery that takes place in Kildare Station's car park, and are there any plans to deal with this?
- ii. Can Irish Rail restrict parking by non-travelling members of the public?
- iii. Can a system be put in place to handle the removal of abandoned vehicles?
- iv. Will Irish Rail move the assigned staff spaces to lower demand locations in the car park?
- v. What plans have Irish Rail got to deal with increased demand such as acquiring more space, redeveloping the current site, making use of CIE land to the north of the station?
- vi. Do Irish rail intend to introduce pay parking, and will any allowance be made for season ticket holders?

### **2. HEALTH AND SAFETY AT KILDARE STATION AND ON TRAINS**

- i. Can Irish Rail re-finish / re-point the steps on the stairs to stop people falling and make safe the stile on the Rathbride side of platform 2 to stop people falling?
- ii. Have Irish Rail plans to provide wheelchair access / lift for mobility impaired passengers wishing to access Dublin bound platform, and if so when?
- iii. Do Irish Rail have any comment on the safety and comfort of passengers standing on aging rolling stock not designed to accommodate such travel?
- iv. On board - can Irish Rail improve heating and clean the bathrooms particularly on the Arrow?

### **3. CAPACITY**

- i. Can Irish Rail provide increased capacity on peak services, especially the 7.30 am Kildare-Heuston?
- ii. Can Irish Rail explain how you model the demand for services from Kildare and along the Kildare route?
- iii. What plans do Irish Rail have to handle increased demand for capacity at Kildare both in terms of the station and the trains?

#### **4. COMMUNICATION**

- i. Do Irish Rail plan to provide a dedicated Kildare station master?
- ii. What plans have Irish Rail to improve communication at Kildare Station, and do you intend to provide visual notification and DART-style notices about next service status?
- iii. Can Irish Rail better advertise the departure points of the Sallins feeder bus?
- iv. Can Irish Rail better advertise when there are delays /trains moved to different platforms at Heuston Station?
- v. Can Irish Rail ensure that customer service staff are available at Heuston for as long as there are passengers?
- vi. In Heuston, can off-peak services arrive and depart from those platforms that are closest to the front of the station?

#### **5. TIMETABLING**

- i. Can Irish Rail provide more flexibility for non 9-to-5 and non-Monday-to-Friday workers (especially reinstate the 9.19am service)?
- ii. Can additional services be added between Kildare-Dublin-Kildare in middle of the day; more evening and night services; more flexibility for people who work on Sundays / Bank Holidays?
- iii. We have identified a demand for services from Pearse / Connolly stations especially in the evenings (post rush-hour) – do Irish Rail have any plans to introduce such services?
- iv. Have Irish Rail given any consideration to the volume of mainline services to and from Kildare in light of the new Kildare Village retail development?
- v. How do Irish Rail design their time-table, and does it involve prioritising certain types of passengers (e.g. commuters versus mainline)?

#### **6. TICKETS**

- i. Can Irish Rail extend the Bus/Rail option to cover services beyond the City Centre as currently exists with the 'Long Hop' tickets?
- ii. Can the benefits of Tax saver tickets be extended to self-employed people who wish to travel from their place of residence to their registered place of business by train?
- iii. Can Irish Rail explain why Kildare-Heuston return costs more than Athy- Heuston return and much more per mile than Celbridge- Heuston return?
- iv. Can Irish Rail introduce more flexible season tickets to cover people who don't work a calendar week (e.g. job sharing 5 days in 10 across two weeks)?

#### **7. OTHER ISSUES**