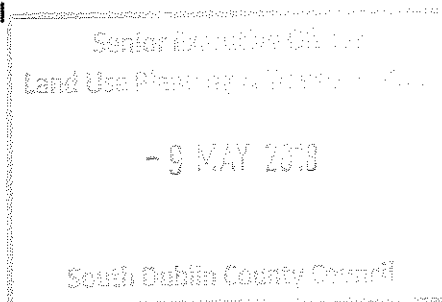


Ms Barbara Reilly
South Dublin County Council
County Hall
Tallaght
Dublin 24



8th May 2018

Dear Ms Reilly

I refer to your email dated 18 April last concerning a motion adopted by the Rathfarnham / Terenure / Templeogue Area Committee concerning MetroLink.

The National Transport Authority (NTA) Transport Strategy for the Greater Dublin Area 2016 - 2035, which is available on our website, provides the strategic context for the on-going development of public transport in the Greater Dublin Area.

The following extract from the Strategy outlines the existing transport situation in the Rathfarnham / Terenure areas and the emerging solution.

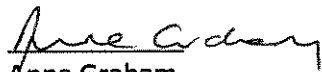
*"4.2.5 Corridor E – N81 Settlements – South Tallaght – Rathfarnham – to Dublin City Centre
Corridor E is made up of generally suburban residential development and is not defined on the basis of a major transport route, road or public transport service. It presents a challenge in that respect as it is more difficult to serve with high capacity public transport than other corridors, which are defined by multi-lane roads and / or dual carriageways, and contain existing or proposed rail lines. As limited growth in radial trips along Corridor E outside of the Metropolitan Area is anticipated, it is not proposed to implement significant public transport infrastructure improvements. Bus capacity will be increased to meet demand along the N81. For the Metropolitan parts of this corridor, the performance of the Rathfarnham Quality Bus Corridor is poor relative to others and requires enhancement. As such, a number of options, including Light Rail, have been examined. However, due to the land use constraints in the corridor and owing to the pressure on the existing road network, a Luas line was not deemed feasible. Instead, the emerging solution comprises a BRT to Tallaght via Rathfarnham and Terenure. This will result in a significant increase in capacity and reliability compared to existing public transport services and will balance public transport requirements with those of the private car. The BRT will be supplemented by a core radial bus corridor between Rathfarnham, Rathmines and the City Centre. Two new roads are to be built within this corridor, a South Tallaght link road from Oldcourt Road to Kiltipper Road, and a public transport bridge over the Dodder to the east of Tallaght from Firhouse Road to the N81 to address localised access and congestion issues. Other road schemes and upgrades will also be implemented, in line with the principles for road development set out in Chapter 5."*

Accordingly, the primary solution to providing better public transportation in Terenure and Rathfarnham lies in the implementation of much improved bus services.

In that regard the NTA commenced the BusConnects programme last May which aims to transform Dublin's bus system so that bus journeys will be fast, reliable, punctual, convenient and affordable. We are currently at an early stage in the delivery of the BusConnects programme. We expect to commence two public consultations in the next few months in relation to a redesigned network of bus services for the Dublin region and also in relation to the emerging proposals for the development of the bus corridor infrastructure.

I trust this clarifies the position for the members of the Rathfarnham / Terenure / Templeogue Area Committee.

Yours sincerely


Anne Graham
Chief Executive