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25th February 2019

Re: MetroLink – Your ref.: M04/0219

Dear Mr. Murphy,

I refer to the motion passed by South Dublin County Council at their meeting of 11th February which you forwarded to me by letter dated 19th February.

As you may be aware, there is a statutory plan - the *Transport Strategy for the Greater Dublin Area 2016-2035* (the "**Transport Strategy**") – which provides a framework for the development of transport across the region over the next two decades. That strategy was prepared following extensive analysis and consultation, including consultation with South Dublin County Council.

The Transport Strategy was prepared under the provisions of Section 12 of the Dublin Transport Authority Act 2008 and all transport development in the region is required to align with the Transport Strategy.

The Transport Strategy only includes for the development of a north-south metro extending from Swords to Sandyford, with the southern part of the scheme comprising an upgrade to the Green Line to allow it to cater for the increased passenger demand arising from Cherrywood, Sandyford, Dundrum and the proposed extension southwards to Bray.

While the proposals set out in the motion are understood to be well-intentioned, transport provision cannot be designed on the basis of a desire for particular schemes - they have to be evaluated and planned on a much more detailed, and integrated, basis. The analysis carried out during the preparation of the Transport Strategy identified that a much improved bus-based transport system was needed to serve the areas of Harolds Cross, Rathfarnham, Terenure and Knocklyon, and that these areas did not have the density of development to support a high capacity metro system. BusConnects is intended to deliver the much-improved bus-based transport system needed in the above areas.

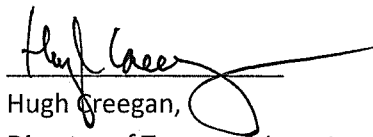
Equally, the passenger numbers making orbital journeys between Tallaght and Booterstown would not support the provision of a Luas line. Again, it is a much improved bus-based transport system

that is needed to provide this orbital service, and BusConnects is intended to deliver those improvements.

Large scale public transport provision requires investment of hundreds of millions, indeed billions, of euros. That massive level of expenditure needs a clear analysis of transport demand, a comprehensive approach to addressing those demands with the appropriate solutions, and the certainty that all of the solutions are integrated together to form a well-connected network that best serves the region. This was the purpose, and the outcome, of the Transport Strategy. It provides an integrated framework for the development of transport across the region and it is important that we continue to deliver the proposals set out in that strategy.

It is worth noting that the Transport Strategy is subject to review every six years. Accordingly, there will be an opportunity at that stage to consider alternatives based on any changes that may have occurred in the external environment in the interim.

Yours sincerely,



Hugh Greegan,

Director of Transport Investment and Taxi Regulation.