Mr Eoghan Murphy, T.D.
Dáil Éireann
Kildare Street
Dublin 2

25th June 2014

Dear Deputy

I am writing to you concerning the matter you raised in Parliamentary Question No. 757 on 17 June to the Minister for Transport, Tourism and Sport, which has been referred to the National Transport Authority for attention.

The Swiftway Bus Rapid Transit (BRT) network forms part of the Authority’s Integrated Implementation Plan 2013 – 2018 as approved by the Minister for Transport, Tourism and Sport. During the lifetime of the Plan the Swiftway network will be designed in detail and brought through the requisite statutory processes. Construction of the network is contingent on funding being made available in the next capital investment programme.

Earlier this year the National Transport Authority carried out a public consultation on proposals for the proposed Swiftway network. The outcome of the public consultation will be taken on board in the finalisation of the emerging preferred route for each of the proposed corridors. There will be a second public consultation carried out later, focusing on the details of the final proposed schemes.

In the case of the Swiftway route between Blanchardstown and UCD it is intended to carry out this second public consultation towards the end of this year. Currently, work on the identification of a preferred route corridor is being progressed in consultation with relevant bodies including local authorities.

One of the key objectives for the Swiftway network is that the new BRT system will be introduced in such a way that makes the operation of the service compatible and integrated with pedestrian and cyclist safety, and such that it does not have a negative impact on people living and working along the entire length of the corridors including the city’s historic Georgian quarter.

The submission from Leeson Bridge Residents Association will be considered as part of the finalisation of the emerging preferred route for the Blanchardstown to UCD corridor. The identification of conveniently located stops with optimal spacing for the BRT service will be a fundamental element of the selection process. In addition, the reorganisation of existing bus routes, including stops, will also be considered as part of the selection process.