



## Proposed Scheme | October – November 2014

### Public Consultation

This newsletter gives an overview of the preferred route identified for the proposed Swords/Airport to City Centre Swiftway scheme.

Further details on the proposed scheme, including the current scheme design plans, are available at the “Public Consultation” section of the National Transport Authority website [www.nationaltransport.ie](http://www.nationaltransport.ie). Submissions in relation to this proposal can be made through this website, or by post to ‘Swiftway BRT - Swords/Airport to City Centre Proposed Scheme Consultation’, National Transport Authority, Dún Scéine, Harcourt Lane, Dublin 2 before 5pm on Friday 28<sup>th</sup> November 2014.

The proposed scheme will be on display at the offices of Fingal County Council in Swords, Dublin City Council at Wood Quay and The National Transport Authority, Dún Scéine, Harcourt Lane, Dublin 2 from Tuesday 14<sup>th</sup> of October to Tuesday 25<sup>th</sup> November 2014. In addition there will be a number of open sessions at venues along the corridor during the public consultation period. Members of the project team will be in attendance to answer questions relating to the proposed scheme. The dates and times of these open sessions are available on the website and will also be advertised in the media.

## Why Bus Rapid Transit on this corridor?

Bus Rapid Transit (or BRT) has emerged in recent years as an effective, cost efficient and high quality public transport system. BRT offers fast, reliable, predictable and comfortable commuter journeys in modern, high quality vehicles. BRT seeks to emulate the service, performance quality, and amenity characteristics of a modern light rail-based transit system at a reduced cost.

The Swords/Airport to City Centre corridor is a major transport artery with several key destinations along, or close to, the preferred route. These include Dublin Airport, Santry, Dublin City University, St. Patrick’s College, Dublin City Centre, several hospitals, as well as the major growth area of Swords itself.

Key features of a BRT system are frequency of service and fast, reliable journey times. The proposed Swiftway service is intended to initially operate at a frequency of approximately every four minutes during peak commuter periods on the busiest sections of the route.

It is likely that there will be a separate Swiftway service starting and terminating at Dublin Airport and running to the City Centre.

The introduction of BRT is also intended to deliver overall benefits to the bus network in terms of efficiency and capacity. This will include for some complementary bus network reorganisation, while other bus services will also benefit significantly from the BRT priority infrastructure provided on the corridor.

## Key Characteristics

### Vehicle

- High quality, modern, attractive, comfortable and fully accessible vehicles
- 18m single articulated vehicle with multiple doors to facilitate fast boarding and alighting and increase reliability
- Capacity for 120 persons per vehicle



### Segregation & Priority

- High quality, smooth and level running surface
- High level of separation from normal traffic
- Uses shared Bus/BRT lane or own BRT lane
- Priority at traffic signals and junctions



### Cost

- Construction is generally about ¼ to ½ of the cost of a light rail system
- The construction period for BRT is often shorter than for light rail meaning that the benefits can be delivered sooner
- Avoids major relocation of utilities and track construction



# Preferred Route and Stop Locations

The preferred route starts on the Glen Ellan Extension Road in the north-west of Swords continuing along Glen Ellan Road, Balheary Road and Castlegrange Road with stops provided at Oldtown, Applewood, Jugback Lane and Castlegrange Road.

From Castlegrange Road, the preferred route follows the R132, with stops provided at the Estuary, Seatown, Malahide Road and Pinnock Hill junctions. These stops will serve adjacent residential areas as well as the commercial centre of Swords.

From Swords, the preferred route continues along the R132 stopping at Airside, serving the River Valley area and Airside Retail Park. There is also potential for a future stop at Cloghran.

It is anticipated that services from Swords will stop at an Airport stop located on the R132 with a separate service to/from the City Centre terminating within the airport campus.

From the airport, the preferred route follows the R132 with a future stop proposed at Dardistown. A stop will be located at the entrance to Northwood to cater for existing residential and employment demand in the area.

Approaching Santry the preferred route turns onto Coolock Lane and then onto the N50. Two stops will be provided to serve the Santry area as well as areas of Coolock and Beaumont.

Continuing on the R132, the next stop is located at the Collins Avenue junction which will serve Dublin City University. In Drumcondra, a stop will be located outside St. Patricks College. The next stop will be located at Drumcondra Station to facilitate interchange with suburban rail services.

The preferred route continues along Dorset Street with a stop located south of Gardiner Street serving residential areas in the vicinity, as well as the Mater Hospital.

From Dorset Street, the preferred route turns onto North Frederick Street and continues onto Parnell Square East where the next stop is located.

The preferred route continues along O'Connell Street where a stop will be located to serve the north City Centre commercial core and provide interchange with Luas and other bus services.

South of the River Liffey, a one-way loop system is envisaged around D'Olier Street, College Street, and Westmoreland Street. Southbound, the preferred route runs along D'Olier Street, and travelling

northbound the preferred route travels along College Street and Westmoreland Street.

The southbound stop will be located on D'Olier Street with the corresponding northbound stop located on Westmoreland Street to serve the south City Centre area including Temple Bar and Trinity College.

From here the preferred route travels along Townsend Street before turning onto Lombard Street. Northbound vehicles along this section will be routed via Pearse Street. A stop will be located at the junction of Pearse Street and Westland Row providing interchange with rail services at Pearse Station.

The preferred route continues along Westland Row, Merrion Street Lower and onwards to Merrion Square West. Northbound, the preferred route will follow Clare Street and Lincoln Place. The Merrion Square stop will serve the south east business district and Grafton Street retail core.

From Merrion Square, the route continues straight through Ely Place and onto the next stop on Hume Street near St. Stephen's Green. The final stop will be located on Earlsfort Terrace across from the National Concert Hall.



## What happens next?

Following the completion of the public consultation, the proposed scheme design will be progressed, taking into account observations and submissions made as part of this public consultation. An application, including an Environmental Impact Statement and a compulsory purchase order for the acquisition of land necessary for the construction of the scheme, will be made to An Bord Pleanála for planning consent in Quarter 1 of 2015. A statutory consultation will take place following the lodgement of the planning application.

Subsequent to the planning stage, the detailed scheme design will be finalised and tender documents for infrastructure procurement, associated systems and vehicle fleet acquisition will be prepared. It is anticipated that the construction period would be about two and half years.