Bus Rapid Transit (BRT) has emerged in recent years as an effective, cost efficient and high quality public transport system. BRT offers fast, reliable, predictable and comfortable 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 much lower cost.

Given its cost, flexibility and effectiveness, BRT has a key role in the development of an integrated public transport system for Dublin. It delivers higher capacity on existing busy bus corridors and provides an attractive alternative to car transport, with fast and reliable journey times.

- Modern, attractive multi-door vehicles
- Uses own BRT lane or shared bus/BRT lane
- BRT vehicle given priority at traffic signals
- High quality stops and level boarding on and off vehicles
- Off-board ticketing (tickets purchased in advance or Leap cards)
- Conveniently located stops with optimal spacing

What is Bus Rapid Transit?

**Swiftway**

**Core Dublin Network**

The proposed routes shown below have been identified as the core Swiftway network:

1. **Swords/Airport → City Centre**
2. **Blanchardstown → UCD**
3. **Clongriffin → Tallaght**

### Key Characteristics

#### Vehicle
- High quality, modern, attractive and comfortable vehicles
- Fully accessible for wheelchair, prams and mobility impaired persons
- Nine single articulated vehicles with multiple open front doors for rapid passenger boarding and deboarding
- Capacity for 120 persons per vehicle

#### Stops
- High quality design with amenities comparable to standard
- Level boarding from stop platforms in and off the vehicles
- Stops conveniently located to minimize patron access distance and avoid false starts
- Off-board ticketing through vending machines at stops and Leap Card validation
- Real Time Passenger Information

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

#### Integration
- Underground network of routes and services
- Interchange and links with other transport modes at key points
- Safe access to and from stops for both walking and cycling
- Cycling facilities provided at stops

#### Branding/Attractiveness
- Own distinctive brand identity to set it apart from conventional bus services
- Use of_amenity_monument matching the brand identity
- Utilisation of signage at stops and an information material
- Purpose of branding is to promote a strong public and visual presence for the whole service

#### Cost
- Construction in general: about €20 – 30% of the cost of a light rail system
- Construction time for BRT is often shorter than for light rail meaning that the benefits can be delivered sooner
- Typically reduced costs in relation to traditional costs as the BRT system will predominantly operate on the existing road network
- Avoids major relocation of utilities and track construction

### Public Consultation

The National Transport Authority welcomes your views on the Swiftway Bus Rapid Transit proposals for Dublin. Information regarding Swiftway, including proposed route maps, will be on display from 17th February 2014 to 14th March 2014 at:

1. Dublin City Council Civic Offices, Wood Quay, Dublin 8
2. Fingal County Council Civic Offices, County Hall, Main Street, Swords, Co. Dublin
3. Fingal County Council Civic Offices, Grove Road, Blanchardstown, Dublin 15
4. South Dublin County Council County Hall, Tallaght, Dublin 24
5. UCD Main Restaurant Building, Belfield Campus, Dublin 4
6. Northside Civic Centre, Bunnarty Road, Coolock, Dublin 17

Submissions can be made through the “Public Consultation” section of the National Transport Authority website www.nationaltransport.ie, or by post to BRT Consultation, National Transport Authority, Dun Selhne, Harcourt Lane, Dublin 2 before 5pm on Tuesday 18th March 2014.