Public Consultation

Submissions in relation to this proposal 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, Dún Scéine, Harcourt Lane, Dublin 2 before 5pm on Tuesday 18th March 2014.

What happens next?

The outcome of the public consultation will be taken on board in the finalisation of the emerging preferred route. There will be a second public consultation later on the details of the final preferred route. There will be a second public consultation later.

An application, incorporating an Environmental Impact Statement, will be required to be made to An Bord Pleanala for planning consent to develop the Clongriffin to Tallaght BRT project.

It is currently intended that an application for development consent will be made to An Bord Pleanala during 2015. Following the obtaining of planning consent, the construction period for the project would be about two and a half years. However, construction of the scheme will be dependent on funding availability.
What is Bus Rapid Transit?

Bus Rapid Transit (or BRT) is a high quality form of bus transport that is similar to Luas type operations. Its features include:

- 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

Swiftway will be the name of the BRT service in Dublin. The three proposed corridors to be developed as Swiftway routes are:

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

Clongriffin to Tallaght

This scheme is intended to serve the busy corridor linking Clongriffin, the City Centre and Tallaght. While an Emerging Preferred Route has been identified between Clongriffin and Rathfarnham, more work needs to be carried out on the Rathfarnham to Tallaght section. Accordingly, this description focusses on the section between Clongriffin and Rathfarnham.

The proposed service starts at the north end in the Belmayne estate located off the Malahide Road. It then travels southwards along the Malahide Road to Fairview, with seven BRT stops located along this section of the route.

The route then continues along Fairview, North Strand Road and Amiens Street, with a key stop located at Connolly Station enabling transfers to rail, Luas and national bus services.

Crossing the River Liffey on the Matt Talbot Bridge, the service then uses the North Quays and South Quays to connect to Christchurch via Winetavern Street, using a contraflow lane on Winetavern Street for the southbound service.

The scheme continues southwards along Patrick Street, Clanbrassil Street and onto Harold’s Cross Road. With stops located at Park View (beside Harold’s Cross Greyhound Stadium), Mount Tallant and Terenure, the service passes through Terenure and onto Rathfarnham Road.

Upon reaching the junction with Dodder Park Road, services will operate in a one way loop pattern, running southbound on Dodder Park Road, Springfield Road and Fairways, before returning northbound along Butterfield Avenue and Rathfarnham Road.

Why Bus Rapid Transit on this corridor?

The Clongriffin to Tallaght corridor serves some of the key development areas of Dublin. These include the Clongriffin/Belmayne/Northern Cross areas on the north side, the Docklands area in the City Centre and the corridor from Terenure to Tallaght on the south side.

This corridor is already a busy transport artery, both north and south of the River Liffey, and additional capacity is required to cater for the travel growth predicted along this route.

Two of the key features of a BRT system are frequency of service and reliability of journey times. The Clongriffin to Tallaght BRT service is intended to operate at a frequency of approximately every four minutes in the peak hour, and the target journey time from Clongriffin to O’Connell Bridge will be approximately 30 minutes – significantly less than the current bus journey times along this corridor.

Proposed Network