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 proposed scheme.

An application, incorporating an Environmental Impact Statement, will be required to be made to An Bord Pleanala for planning consent to develop the Swords/Airport to City Centre BRT project.

The Swords/Airport to City Centre BRT scheme has been identified as the first of the Dublin BRT schemes likely to proceed. It is intended that an application for development consent will be made to An Bord Pleanala later in 2014. 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

Swords/Airport to City Centre BRT Route

This scheme is intended to serve the busy corridor between Swords and the City Centre, with 24 stops at key locations along the route and a potential three additional future stops identified.

The proposed service starts north of Swords on the Rathbeale Road, close to its junction with Glen Ellan Road. From Pine Grove Park it travels on a BRT only link to Broadmeadow Road and onto Castlegrange Green, before connecting to Estuary Roundabout on the R132.

The route then follows the R132, along the Swords Bypass and the Dublin Road, serving Dublin Airport before turning east onto Coolock Lane in Santry. From Coolock Lane Roundabout it travels southwards to a “Sandy South” stop at Shantalla Road, which will serve areas of Beaumont as well as south Santry.

The scheme continues southwards along the Swords Road, Drumcondra Road and Dorset Street Lower, before turning onto Belvedere Road and onwards to Mountjoy Square. The service then routes through Denmark Street Great and turns south to travel through O’Connell Street.

South of the River Liffey, the scheme operates along D’Olier Street and Pearse Street, with contraflow BRT/Bus lanes provided on these streets, before turning into Westland Row and onwards to Merrion Square West.

Travelling through Ely Place, Hume Street and St. Stephen’s Green East, the scheme terminates with stops located at Earlsfort Terrace and Leeson Street Lower.

Why Bus Rapid Transit on this corridor?

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

The corridor is already a busy transport artery and additional capacity is required to cater for the travel growth predicted along this corridor. While a rail based solution will be required in the long term, bus rapid transit can provide an attractive public transport service for the short and medium term.

Two of the key features of a BRT system are frequency of service and reliability of journey times. The Swords / Airport to City Centre BRT service is intended to operate at a frequency of approximately every four minutes in the peak hour and the target journey time from Swords to O’Connell Bridge will be approximately 35 minutes – a reduction of about one third from current bus journey times along this corridor.