

## 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](http://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?

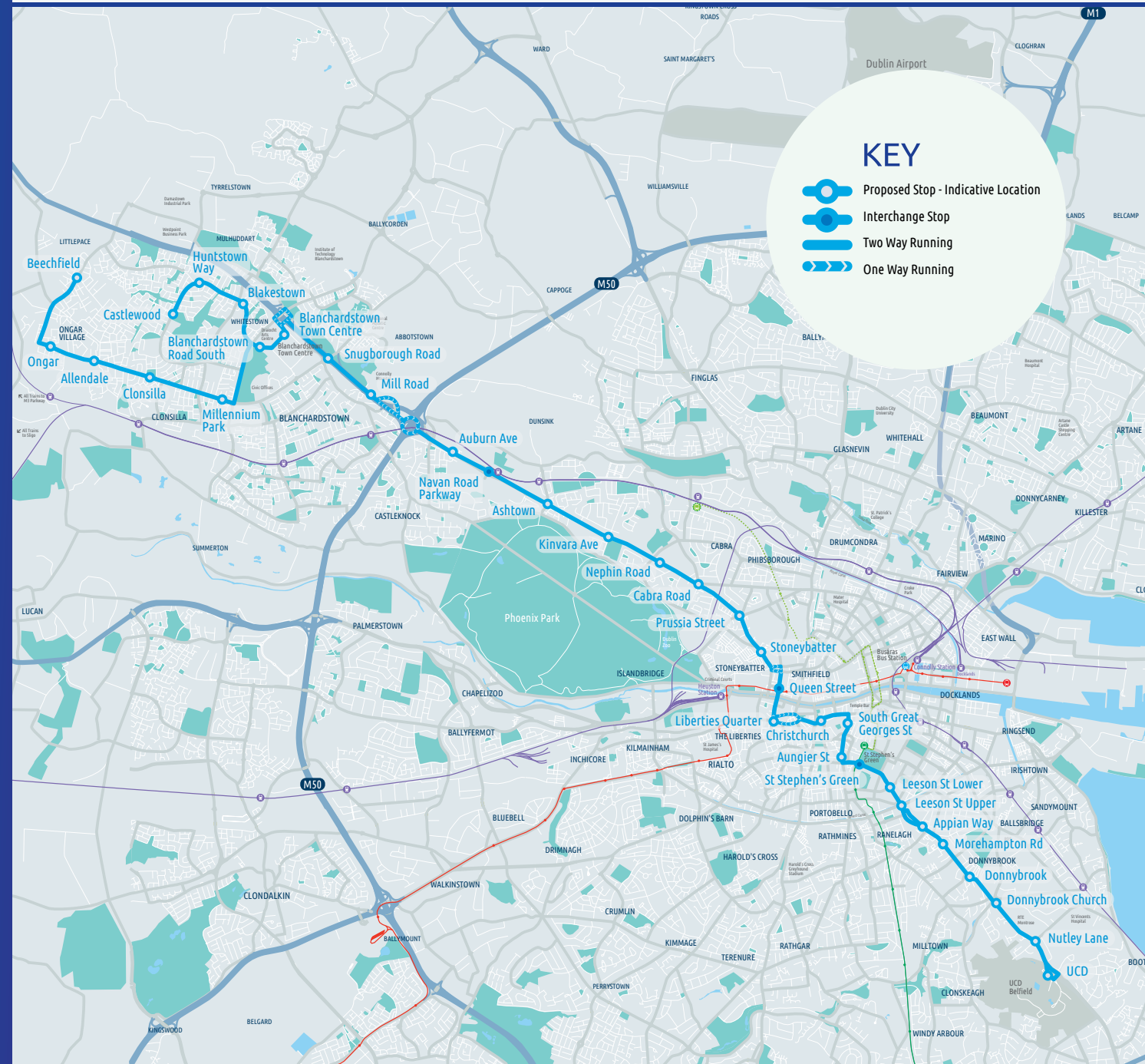
The outcome of the public consultation will be taken on board in the finalisation of the emerging preferred route. There will be a second public consultation later on the details of the final proposed scheme.

An application, incorporating an Environmental Impact Statement, will be required to be made to An Bord Pleanála for planning consent to develop the Blanchardstown to UCD BRT project.

It is intended that an application for development consent will be made to An Bord Pleanála 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.



## Blanchardstown → UCD Emerging Preferred Route



**Blanchardstown to UCD**  
Find out more about Swiftway



## 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:

- Swords/Airport to City Centre
- Blanchardstown to UCD
- Clongriffin to Tallaght



## Blanchardstown to UCD BRT Route

This scheme is intended to serve the busy corridor between Blanchardstown and UCD including the City Centre, with 34 stops identified at key locations along the route.

The proposed services start in the vicinity of Beechfield Avenue in Ongar, and also adjacent to the Castlewood Estate in Huntstown, before serving Blanchardstown Town Centre. From Blanchardstown Town Centre, it runs along the N3 / Navan Road to the Ashtown Gate Roundabout, with stops conveniently located to serve Blanchardstown Village and Castleknock.

The route then continues along the Navan Road, Old Cabra Road, Prussia Street to Brunswick Street North, via Manor Street / Stoneybatter. From here the route splits into an inbound one-way section along Brunswick Street North and George's Lane with a corresponding outbound one-way section along King Street North and Stoneybatter. Following this loop the route joins back together before running along Queen Street, where it crosses the River Liffey at Mellowes Bridge and continues onto Bridgefoot Street.

From the junction with Oliver Bond Street on Bridgefoot Street, the service splits into an inbound one-way section along Oliver Bond Street and Bridge Street Upper, with a corresponding outbound one-way section along Cornmarket, Thomas Street and Bridgefoot Street. The routes then join back together and continue along High Street, Christchurch Place, Lord Edward Street and Dame Street before turning onto South Great Georges Street. The service then runs along Aungier Street and Redmond's Hill before turning on to Cuffe Street and continuing along St. Stephen's Green South, providing a connection with the existing Luas Green line and Luas Cross City.

From St. Stephen's Green South the route travels along Leeson Street Lower, crossing the Grand Canal at Eustace Bridge. Continuing south, the route splits into an inbound one-way section around Sussex Road and an inbound section along Leeson St Upper, converging again at the junction of Leeson St Upper and Sussex Road.

The scheme continues along Leeson Street Upper, Morehampton Road and Donnybrook Road, with a stop located in Donnybrook village. The route continues southbound along the Stillorgan Road to the terminus at UCD.

## Why Bus Rapid Transit on this corridor?

The Blanchardstown to UCD corridor is a major transport corridor with several key origins and destinations along, or close to, the route. These include Blanchardstown Town Centre, Blanchardstown, Castleknock, Connolly Hospital, Dublin City Centre, Donnybrook Village, RDS, as well as UCD itself.

The corridor is already a busy transport artery and additional capacity is required to cater for travel growth predicted along this corridor.

Two of the key features of a BRT system are frequency of service and reliability of journey times. The Blanchardstown to UCD BRT service is intended to operate at a frequency of approximately every four minutes in the peak hour and the target journey time from Blanchardstown Town Centre to the City Centre will be about 35 minutes – a reduction of about one third or more from current bus journey times along this corridor.

