



**Submission on
BusConnects Dublin Area Bus Network Redesign
September 2018**



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Introduction

Celbridge Community Council was established as a voluntary community group in 1975 and has for over forty years been actively involved in many aspects of community life in Celbridge. Our goal is to promote and improve community life and to influence in a positive way the physical development of the area for the benefit of all those who live and work there. As a voluntary group and representative voice for the community, Celbridge Community Council welcomes this opportunity to make a submission as part of the public consultation on the BusConnects Dublin Area Bus Network Redesign.

Celbridge Community Council's membership spans a diverse cross-section of the population and, since the 2017 announcement of BusConnects, has actively engaged with members of the community to understand their public transport needs. This submission aims to highlight the needs of as much of the community as possible including not just the thousands who travel to Dublin city and suburbs daily but also those who travel for a myriad of other purposes such as medical appointments and visiting friends or family.

Celbridge Community Council recognises the value of the network redesign for Dublin City Centre and welcomes many aspects of it. However, Celbridge Community Council clearly sees that, under the proposals, communities living at the furthest reaches of the Dublin Bus network can expect an interchange experience that is in marked contrast to what those living close to the city centre might expect. This would be particularly acute on the evening return journeys for anyone interchanging from a high frequency to low frequency route in or near Celbridge. In the interests of minimising journey times for the people of Celbridge, getting the radial services to the city right and ensuring high enough frequency on buses that interchange with the train is crucial.



High-level Assessment

Celbridge Community Council's assessment of the BusConnects proposals are that they focus strongly on the off-peak network and fail to deliver the level of peak-time services that are needed by the people of Celbridge.

The aspects of the proposals which will be most beneficial are:

- the W8 orbital route connecting Maynooth, Celbridge, Hazelhatch, Newcastle (passing Greenogue and Aerodrome Business Parks), Saggart (close to Red Luas line), Citywest and Tallaght that operate throughout the day
- the plan to connect Celbridge and Leixlip by scheduled bus services that operate throughout the day
- the introduction of local bus services to feed people to Hazelhatch train station along the Aghard's, Shackleton and Clane Roads that operate throughout the day
- the increase in public transport options for secondary school students with the local 259 bus service from Hazelhatch to Leixlip passing close to all three secondary schools and both the C4 and W8 routes serving the Salesian College and Celbridge Community School
- the introduction of a new 90 minute fare that will facilitate interchange between bus routes, Luas lines and DART lines without financial penalty

The aspects of the proposals which have been badly received in Celbridge are:

- the complete removal of an express bus service from Celbridge to Dublin
- the routing through both Leixlip and Lucan (via Barnhall in an amalgamation of the 67 and 66B bus routes) of all Dublin bound buses
- the missed opportunity to connect with Louisa Bridge train station in Leixlip
- there is no increase in frequency on the 259 or W8 routes proposed for peak-times
- the 90 minute fare will not include commuter rail, Bus Eireann or TFI buses (139 to IT Blanchardstown from Leixlip)



Public Transport in Celbridge

Physical Constraints

Celbridge is a heritage town that grew from a small estate village and the roads cannot be altered to prioritise buses. Celbridge suffers from serious peak-hour traffic congestion due to the volume of traffic that traverses the single bridge over the Liffey every morning and evening. The bottleneck at the bridge impacts all existing bus routes and access to Hazelhatch train station. This problem is set to worsen until a second bridge and accompanying road network can be delivered for the town.

The conditions under which current bus routes and traffic flows operate in Celbridge, Leixlip and Lucan need to be understood and creative solutions need to be explored in this context to ensure that public transport provision for Celbridge is attractive.

Level of Demand for Commuting to Dublin

Development plans for Celbridge are for aggressive growth as part of the Greater Dublin Area Metropolitan Region (population to grow from 21,000 to over 30,000 in the next decade), yet public transport connectivity and commute times are not reflective of what would be expected in a metropolitan area. With growth targets as they currently are, the numbers of workers and students needing to travel to Dublin city and suburbs will continue to increase so it is imperative that public transport provisions are enhanced rather than degraded and that public transport becomes more rather than less attractive for the population of Celbridge.

Census 2016 figures show that

- 4,541 workers living in Celbridge commuted to Dublin city and suburbs – this constituted 48.4% of workers from the town¹
- Celbridge had over 2,000 students (many travel to colleges in Dublin)

After Swords and Bray, Celbridge is the third most significant contributor of workers to Dublin city and suburbs from amongst the feeder towns on the periphery of Dublin. A comparison of transport modes used by commuters from the various feeder towns in 2016 shows that only Swords has a lower rate of rail users than Celbridge, the rate of dependency on bus in Celbridge is second only to Swords and the rate of car usage to Dublin amongst commuters from Celbridge is higher than for commuters from any of the other feeder towns.

	Commuters to Dublin City and suburbs	Car	% by Car	Train	% by Train	Bus	% by Bus
Swords	7775	4986	64.13%	151	1.94%	2162	27.81%
Bray	6292	3830	60.87%	1325	21.06%	772	12.27%
Celbridge	4541	3144	69.24%	285	6.28%	887	19.53%
Malahide	3897	2192	56.25%	1179	30.25%	359	9.21%
Greystones	3791	2515	66.34%	933	24.61%	216	5.70%
Leixlip	3546	2139	60.32%	672	18.95%	530	14.95%
Maynooth	2701	1535	56.83%	806	29.84%	257	9.51%

Transport modes from feeder towns to Dublin

Given how Celbridge's rate of dependency on cars for journeys to Dublin sits at almost 70%, Celbridge Community Council feels that notable gains in public transport usage could clearly be realised with the right enhancements to public transport provision for Celbridge.

¹ Census 2016 "Feeder Towns into Each City" map - <http://census.cso.ie/p6map42/>



Commuting Problems

Commuters from Celbridge currently experience a range of problems and these need to be addressed. The problems include the following:

Capacity Issues

Commuters experience capacity issues with all three public transport options available to them (Dublin Bus, Irish Rail and Bus Eireann):

- trains from Hazelhatch train station to Dublin Heuston or to Grand Canal Dock
 - with the exception of the 06:49, 08:15 and 08:37 trains that commence at Hazelhatch, commuters find that trains arriving in from Newbridge and Sallins are uncomfortably full – this is particularly the case on trains destined for Grand Canal Dock as these trains serve more useful destinations for commuters.
- Dublin Bus 67X and 67 buses to the city centre
 - commuters destined for the city centre avoid the 67 if possible as it goes through Lucan village which suffers from significant traffic congestion and Chapelizod village which adds even more time to the journey
 - commuters report that the nine 67X buses on weekday mornings are typically full leaving Celbridge
 - commuters regularly experience difficulties in the evenings as 67X buses fill up with people who are destined for locations much closer to the city than Celbridge so buses pass them by
- Bus Eireann 120/123 buses to Busaras
 - commuters boarding these on the Clane Road can usually get a seat on the double-decker ones but commuters boarding on English Row can struggle
 - unless you board the bus at Busaras in the evenings, you will not be able to get on it

Celbridge Community Council welcomes longer term plans to extend DART services to Hazelhatch and hopes this will address capacity issues on trains but bus will remain an important option for many in Celbridge for quite some time to come so capacity on bus services absolutely needs to be prioritised too.

Accessibility to Train Services

A number of factors deter people from using the train such as the following:

- while a small number of residents live within 2km of the station and south of the Liffey, the vast majority of Celbridge residents live 2.5-4.5km away from the station so rail users from north/west of the Liffey either
 - traverse the bridge to get to Hazelhatch station but the time needed to get there is unpredictable and unacceptably slow at peak-times due to traffic congestion at the bridge
 - travel to Louisa Bridge train station in Leixlip – many from the northern end of Celbridge do this because they can access Louisa Bridge in a predictable and acceptable time
- commuters' destinations are too far from stations on the train line
- the combination of train fare and Park & Ride fee is prohibitively high
- the feeder bus service to Hazelhatch is grossly inadequate as it only serves a small fraction of trains and many live too far from its route to the station



Accessibility to Bus Services

Vast numbers of Celbridge residents live 10-20 minutes walk from a bus stop. This is significantly further than the oft quoted 400m “sweet spot” so bus service users with longer walks will be less tolerant of delays and will want to get to their destinations as quickly as possible once they’re actually on the bus. They may have spent 15-30 minutes just getting to the bus stop and waiting to be picked up.

The Aghard’s / Shackleton / Clane Road parts of town are only serviced by a 67X at peak-times and, while the BusConnects proposals introduce a 259 local bus along this route, the frequency of this bus is likely to result in a lot of waiting for passengers who wish to connect in with a bus bound for Dublin, Maynooth or Tallaght.

Journey Times

Celbridge is one of the towns with the highest percentages of commuters who commute for more than an hour (18.6%)². Journeys on public transport cannot currently be completed in an acceptable time-frame by many from Celbridge so large numbers travel by private car exacerbating traffic congestion in Celbridge and on access routes to the city. Celbridge Community Council is thus disappointed that the BusConnects proposals appear to lengthen rather than shorten journey times for the thousands who travel daily to the city centre and beyond.

The leg of bus journeys between Celbridge and Woodies Lucan can be excruciatingly slow on the regular 67 bus by virtue of the routing through Lucan and the timings of the 67X buses really don’t suit everyone. Some people work around this by parking up for the day at Liffey Valley so there is an established pattern of commuters getting to the faster leg of the journey by private car.

In 2017, on seeing the BusConnects suggestions for a fast spine with high frequency to Woodies Lucan and a bus Park n Ride at Junction 5 on the N4, Celbridge Community Council felt that the main challenge in terms of public transport provision would be to get as many people as possible to and from fast bus services on the N4 without them resorting to driving to the Park n Ride in a stream of single occupancy cars. The impact of commuting patterns like this on traffic congestion at the bridge in Celbridge would be significant so Celbridge Community Council was extremely disappointed to find that the only proposals for getting the people of Celbridge to the start of the fast, frequent bus service involved diversions through both Leixlip and Lucan.

² <http://www.cso.ie/en/releasesandpublications/ep/p-cp6ci/p6cii/p6td/>



Recommendations

Celbridge Community Council's recommendations can be broken into 2 categories depending on the time of the day.

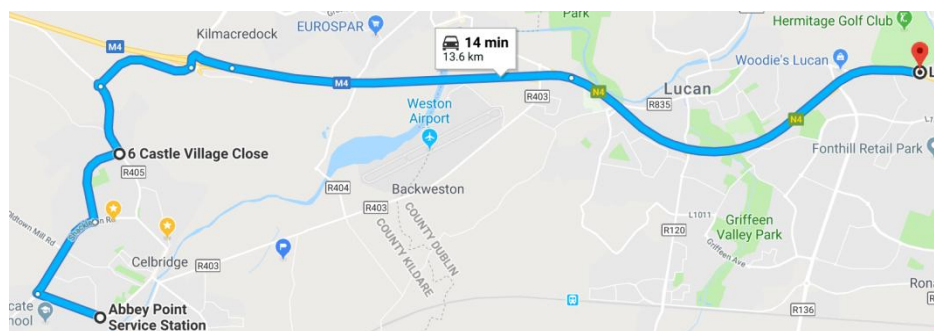
Peak-time Service Recommendations

Express bus to UCD

Celbridge Community Council recommends that peak-time express bus services be retained and that the current level of service be enhanced. Celbridge Community Council does not support the 324 route to UCD as proposed because it is not an express route by virtue of the routing through both Leixlip and Lucan.

The express bus service from Celbridge to UCD should meet the following criteria:

- **Follow the route of the existing 67X** which travels directly from Celbridge to the N4 and goes straight into Dublin without detouring through neighbouring towns – besides the excruciating delays such a routing would contribute to (additional 30 minute possible!), the buses are full so detours through Leixlip and Lucan make no sense
- Provide Express buses along both of the existing route variants of the 67X
 - the **Maynooth Road** – there should be 5 of these express buses and they could replace the proposed additional peak-time C4 buses
 - the **Aghard's / Shackleton / Clane Roads** – there should be 5 of these express buses and they should replace the proposed 324different route numbers are suggested for the 2 variants to avoid confusion in the evenings!
- Provide an **express service that leaves Celbridge at 08:15** to serve the needs of people with later start times such as parents who drop children to childcare and cannot make the buses that leave before 08:00 – the following route which travels north to Junction 6 on the M4 may be a consideration for this bus (& possibly for some of the 07:30-08:00 ones) as it would avoid the heavy traffic that is typical at the Liffey bridge



- Provide an **express service that leaves Celbridge at 06:45** to serve the needs of people starting work by 08:00 – this may not need to go as far as UCD but should take the proposed city centre routing of the 324 route rather than terminating at Ringsend like the proposed C4
- Provide additional evening express bus services
 - one that leaves UCD at 17:45
 - two that originate in the city centre (to ensure that commuters can get a place on the bus!) and leave at 18:00 and 18:15. One of these should serve the Maynooth Road and the other should serve the Clane / Shackleton / Aghard's Roads.



- While the routing of the 324 across the south city centre looks useful for getting commuters to destinations a bit further from the train line, buses should **only go via Kevin St and Cuffe St in the city centre if bus prioritisation measures are implemented** at those locations

While the importance of an express bus service may reduce in the future if the journey time on the bus to Hazelhatch can be reduced predictably below 15 minutes and capacity on the trains is increased, for now express buses remain crucial and an upgrade rather than degradation of the service is essential. Even when rail is better positioned to serve the needs of Celbridge, express buses will remain an important service for Celbridge commuters due to their routing by locations commuters need to get to.

W8 Orbital Route

Frequency of service on the W8 orbital route should be increased during peak-times to increase capacity to major work destinations and colleges and should meet the following criteria:

- Drop-offs at Hazelhatch train station should be **every 15-20 minutes** between 06:20 and 09:20
- Pickups from Hazelhatch train station should be **every 15-20 minutes** between 16:45 and 19:35
- Should buses be full arriving in Celbridge at peak-times then additional buses should be provided to cover the Celbridge-Maynooth leg of the journey during term time

259 Local Route

Frequency of service on the 259 local route should be increased during peak-times to incentivise rail usage and should meet the following criteria:

- Drop-offs at Hazelhatch train station on the 259 local bus should be **every 15 minutes** between 06:20 and 09:20
- Pickups from Hazelhatch train station by the 259 local bus should be **every 15 minutes** between 16:45 and 19:35 and wait for trains to arrive
- The 259 local bus route should be tweaked to serve Louisa Bridge station (see separate route proposals for route 259 for more on this) and
 - drop-offs should be **every 15 minutes** between 06:15 and 08:40
 - pickups should be **every 15-20 minutes** between 18:00 and 19:20 and wait for trains to arrive

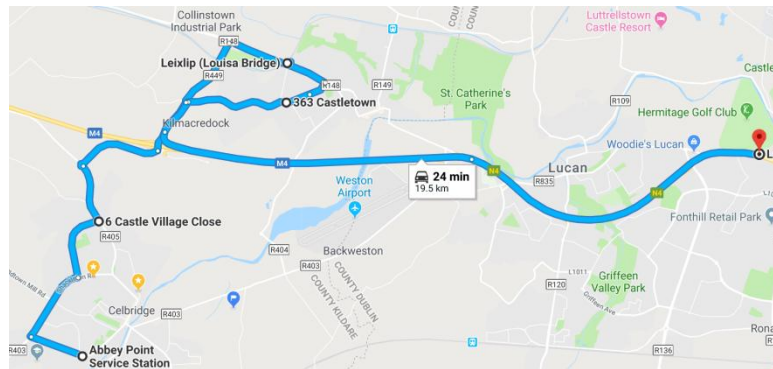


Peak-time Connectivity to Louisa Bridge

A peak-time Celbridge-UCD bus route that

- starts at the filling station on the Clane Road in Celbridge and
- travels to Junction 6 on the M4 via Shackleton Road, Aghard's Road and Maynooth Road,
- goes over to Intel
- turns right onto Station Road and drops at Louisa Bridge
- comes back out to the M4 via Green Lane and Kilmacredock
- travels straight into Dublin City Centre on the M4/N4

may be a useful route to explore to facilitate Celbridge people getting to Louisa Bridge.



Advantages:

- Connect Celbridge commuters with Intel and Louisa Bridge
- Route avoids worst congestion in Celbridge and Leixlip
- Serves large population of Green Lane
- Avoids congestion in Lucan

Disadvantages:

- Routing via Leixlip may not be attractive to commuters from Celbridge who are primarily interested in getting to Dublin (but residents of Green Lane would see this as an advantage!)



All Day Service Recommendations

Expedite Journeys to the Frequent Segment of the C Spine

While welcoming the proposed new connectivity with Leixlip, Celbridge Community Council feels that this connectivity should be achieved through local bus services rather than by routing the main Dublin bound bus route (**C4**) through Leixlip and Lucan.

Like Celbridge, Leixlip and Lucan “villages” suffer from physical constraints regarding prospects to introduce bus prioritisation measures and the combination of delays encountered in all 3 “villages” will make public transport journey times excessive and use of private cars for journeys to Dublin will remain the only viable option for many. The Interactive isochrones map shows that the time to get to the city centre from Woodies Lucan will be close to 60 minutes so, in order to make the journey times from Celbridge to the city vaguely tolerable, buses would need to be able to get from Celbridge to Woodies Lucan in 15-20 minutes and this simply isn’t possible if buses are routed through Leixlip and Lucan.

See the suggestion below about extending the 252L route to Celbridge thus satisfying any need for local connectivity between Celbridge and Lucan.

Extend 90 Minute Fare

The 90 minute fare should be extended to include all public transport services that operate within the Metropolitan part of the Greater Dublin Area as shown in the green area of the following map³:



This would be in line with the BusConnects programme objectives to encourage more people to switch from car usage to public transport and would reap both social and environmental benefits from the reduction in traffic congestion and pollution. Celbridge is being aggressively developed as part of the Greater Dublin Metropolitan region and feeds over 4,500 workers to Dublin city and suburbs with this number likely to increase to 6,500-7,000 in the next decade. Celbridge has for some time suffered severe traffic gridlock due to bottlenecks around its single bridge over the Liffey yet it has almost 70%

³ https://www.researchgate.net/figure/Greater-Dublin-Area-metropolitan-and-hinterland-areas_fig3_267358237



car dependency. This is not sustainable so a multi-pronged approach to tackling the problem is needed and this must include removal of financial penalties for using public transport.

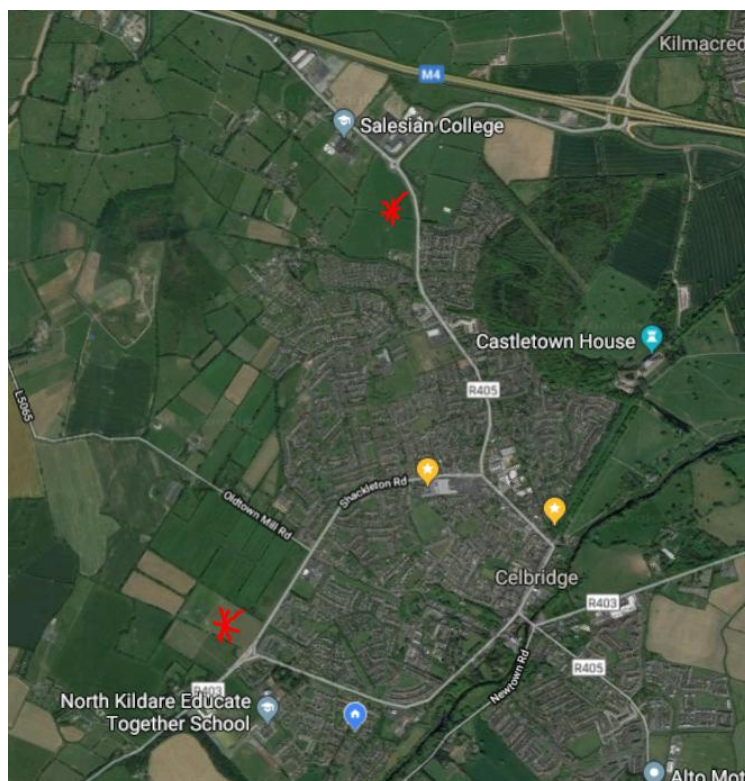
The following public transport services absolutely must be included in the proposed 90 Minute Fare:

- **commuter rail services** from/ to Hazelhatch, Maynooth and Leixlip train stations.
- **Routes 120/ 123** serving the Clane Road (soon to be operated by Go-Ahead)
- **TFI routes** including:
 - **139** from Maynooth & Leixlip to IT Blanchardstown (operated by JJ Kavanagh)
 - new **175** Go-Ahead route (Citywest to UCD)
 - the Dublin Bus routes that will soon be operated by Go-Ahead

Local Park n Ride(s)

Many live too far from bus stops and this is a significant deterrent to using the bus. Additionally, parents of young children typically need their cars to drop their children to and pick them up from childcare / school but are unlikely to drive home to park their car then walk 10-20 minutes to a bus stop. Having small locations close to bus stops where cars can be left all day would encourage public transport usage amongst these people, many of whom would welcome a little “me time” provided the bus is comfortable.

Park n Rides could be temporarily provided to “prototype” the concept at locations such as those marked in red.





Early introduction of aspects of the BusConnects proposals

Encourage the following to be rolled out as soon as possible:

- Introduce the 90 minute fare in advance of the network changes – this would have the benefit of getting people used to the idea of interchanging
- 259 route to provide a connection to Leixlip and to serve unconnected parts of Celbridge with a feeder to Hazelhatch
- W8 route between Maynooth and Tallaght via Celbridge

Optimise Routing of Local Buses to suit Connectivity Needs

Celbridge Community Council would like to see the local bus services in the North Kildare and West Dublin areas tweaked to serve the desire lines of the population of this area. (**252, 256, 259, 261** plus any additional routes deemed useful).

Taking desire lines from Celbridge to Leixlip as an example, the Census 2016 POWSCAR data that is generally available (only at Electoral District level) tells us that 594 people from Celbridge and Donaghcumper Electoral Districts travelled to Leixlip for work or study but this does not convey the destinations to a usefully granular degree.

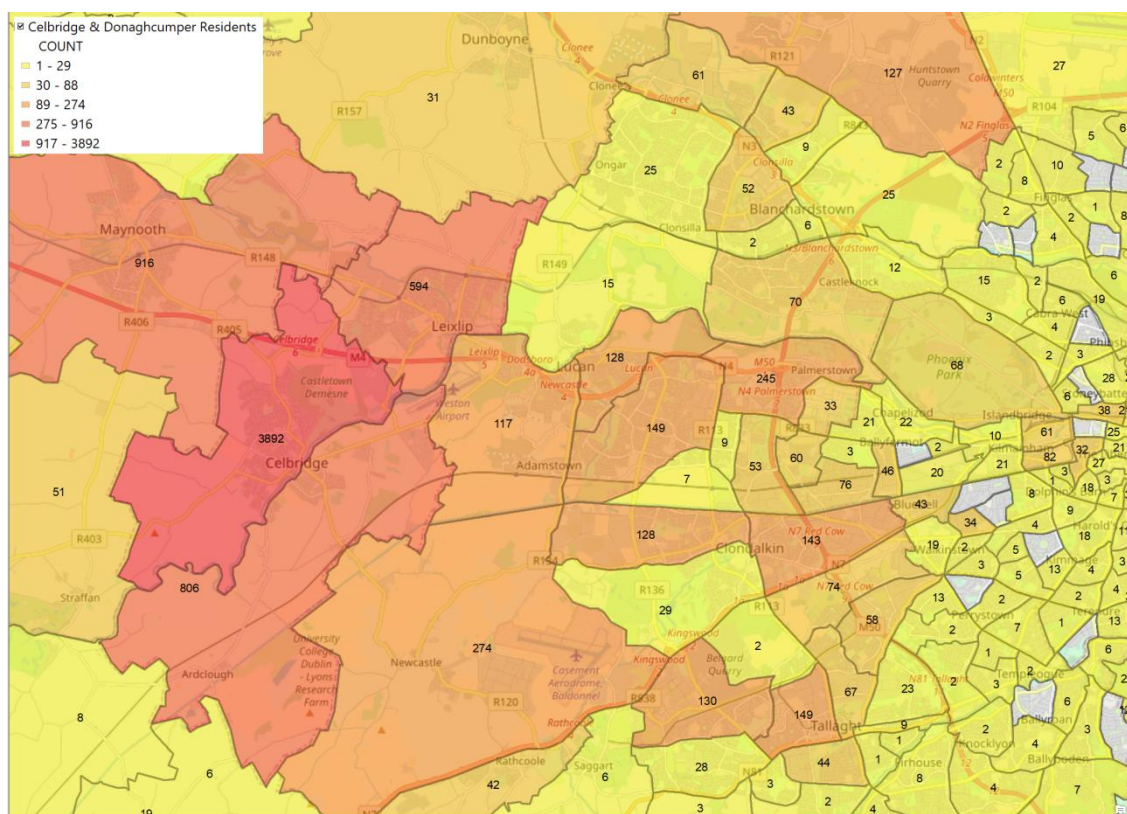
Local knowledge tells us the following but, given the limitations on the data that is publically available, the National Transport Authority will need to analyse this further to ensure that the actual demand for journeys is met by the local bus routes:

- **Intel** is clearly a large employer in Leixlip but the closest the 259 gets to it is 20-25 minute walk. Having to take a C4 or a 259 and transfer to a C3 would be a prohibitively long journey time so having a local bus service stop at Intel would be extremely useful.
- A number of **secondary school students** from Celbridge and Lucan attend schools in Leixlip. Even after these students finish school, they still have a need to travel to Leixlip to socialise with their friends for years to come.
- The **Liffey Valley Technology Park** (Hewlett-Packard) has been a large employer in the past and hopefully will be again in the future as the new buyer redevelops it
- Many travel from the north of Celbridge to **Louisa Bridge train station** to catch the train as Louisa Bridge is much easier to access than Hazelhatch train station and that train line is more useful to them due to the stations it serves
- A number travel (get a lift) from Celbridge to Leixlip to catch the **TFI 139** bus route to IT **Blanchardstown**. Some travel to Maynooth to catch the TFI 139 but this is extremely time consuming. Being able to get from Celbridge to Leixlip would help shorten journey times to IT Blanchardstown / Ballycoolin etc.
- Celbridge is in the catchment area for **James Connolly Memorial Hospital** but this is not an easy journey on public transport
- There is demand for a bus service to **Clondalkin**

Every journey by a parent to drop schoolchildren or young adults to Leixlip contributes to traffic congestion, young adults are buying cars when they should be able to travel to college or work by public transport, families are having to maintain second cars because commutes cannot be done on public transport etc. While the BusConnects proposals may be heavily focused on alleviation of traffic congestion in Dublin city, the level of car dependency in Celbridge in particular needs focused attention. It is choking Celbridge up and is contributing to congestion on the approach roads to Dublin (N4, N7 and Nangor Road) with impact beyond Celbridge.

Celbridge Community Council considers a connection for the people of Celbridge to Louisa bridge train station to be of particular importance as Leixlip is a key springboard for onward travel and many from Celbridge avail of rail from Leixlip. The proposals for the 259 to serve Confey station are unlikely to encourage these commuters to use the bus or to encourage a modal shift of more people to rail since the time that would be needed to get up Captain's Hill to Confey when Leixlip town centre is congested would make the 259 unattractive as a way for people from Celbridge to access train services from Leixlip. In addition to the risk of encountering delays getting to Confey, passengers from Celbridge will be reluctant to board at Confey as the chances of getting a seat are much reduced there!

A look at current employment and study destinations for people from Celbridge highlights desire lines to Blanchardstown, North West Dublin, Clondalkin and Sandyford that are not easily met by the BusConnects network redesign proposals.



Electoral District POWSCAR Destinations for residents of Celbridge and Donaghcumper Electoral Districts

Built from CSO's 2016 Commuting Data File⁴

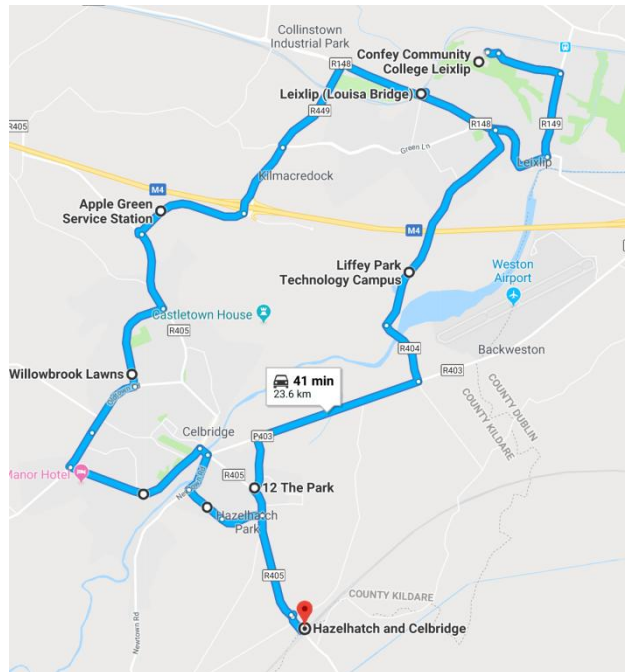
Celbridge Community Council accepts that Sandyford is just a bit too far away to be catered for easily by bus services but, in the spirit of connecting places that are closer together, feels that Celbridge should have direct connections with Blanchardstown and Clondalkin. These locations would be more widely considered for employment / study opportunities by the people of Celbridge if they were more easily accessible on public transport. Blanchardstown may be used as a springboard for access to other areas of North West Dublin. Since frequency of buses to and from suburban areas is lower, it is important to minimise interchanges for passengers travelling on the peripheries.

Celbridge Community Council does not have the granular data needed to make the most insightful suggestions but wishes to make suggestions based on local knowledge and instinct, as follows:

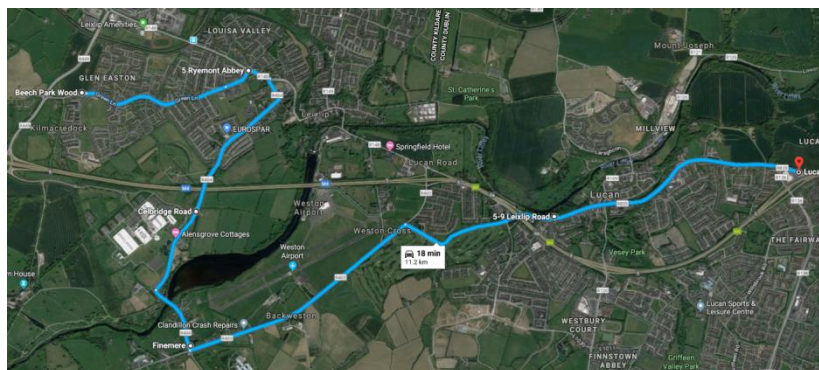
⁴ https://www.cso.ie/en/media/csoie/census/census2016/powscar/Commuting_data.zip

259 without Green Lane – Give them a Dublin Bound Bus

Consider having the 259 bus service between Celbridge and Leixlip follow this fish-shape pattern



And, in order to facilitate omission of Green Lane from the 259 route, consider introducing a separate bus service that serves the needs of Dublin bound journeys from Green Lane, Barnhall, Weston and Lucan village like the following



Retained from currently proposed 259

- Serves Hazelhatch train station
- Serves Aghard's / Shackleton / Clane Roads in Celbridge
- Connects with TFI 139
- Serves Kilmacredock

Advantages over currently proposed 259:



- Serves Louisa Bridge train station
- Serves Intel
- Serves Liffey Valley Technology Park
- Serves River Forest / Confey College in Leixlip
 - this leg may be optional as it's unclear how high the demand is especially if the Riverforest manage to retain a Dublin bound route to replace the 66A*
- Serves Coláiste Chiaráin directly
- Serves housing along the current 66B bus route
- Serves Hazelhatch Park / Callender's Mill

Disadvantages over currently proposed 259:

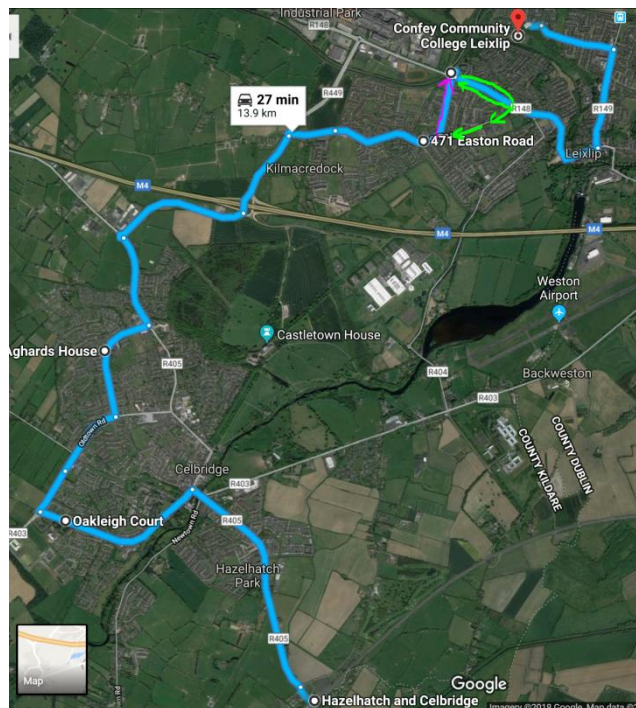
- Will not serve Green Lane in Leixlip
 - Celbridge Community Council does not feel that the proposed 259 route serves the needs of this large area of population in Leixlip particularly well and feels they would benefit from a bus towards Dublin.
 - At worst, a person from the Green Lane area wishing to use the 259 bus route would need to walk 20 minutes though the walk would be much shorter for most.

259 - Small Tweak to Serve Louisa Bridge Train Station

If serving Green Lane in Leixlip is considered a priority on this 259 route, consider having the 259 bus serve Louisa Bridge by adjustments at the south end of Accommodation Road (sensor operated signalling on southbound buses?) to allow buses traverse the one-way stretch in both directions. . Access to this road was reduced to one-way in 2010 to provide safer pedestrian and cyclist access.



Failure to allow for two-way bus traffic on Accommodation road would result in the movement indicated with green arrows on this map on Celbridge bound buses. While this routing would be an OK compromise, it's a little less than ideal.



Retained from currently proposed 259

- Serves Hazelhatch train station
- Connects with TFI 139
- Serves Aghard's / Shackleton / Clane Roads in Celbridge
- Serves Kilmacredock
- Serves most of Green Lane

Advantages over currently proposed 259:

- Serves Louisa Bridge train station (useful for people of Celbridge and residents on/off Green Lane)
- Gets passengers closer to Intel

Disadvantages over currently proposed 259:

- [Very minor] Will skip a small stretch between Green Lane and Station Road but these people could still walk to a bus stop in a few minutes

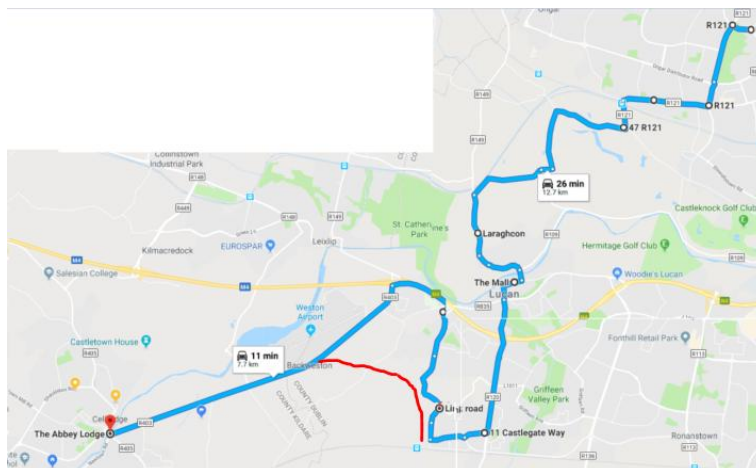
252L + 261 - Connect Celbridge with Blanchardstown

The failure to route the TFI 139 (Naas – IT Blanchardstown) bus through Celbridge has generated heated debate given the population of Celbridge compared to locations served by that route.

Blanchardstown and North West Dublin are significant employment destinations that Celbridge cannot easily connect with at present and, while the W4 connects Lucan to Blanchardstown, given the lower frequency on routes in the suburbs, consideration should be given to

- extending the proposed 252L to commence in Celbridge
- merging the 252L with the 261 so the people of Celbridge are connected to James Connolly Memorial Hospital (the hospital that Celbridge is in the catchment area for) and would pass within walking distance of IT Blanchardstown

A routing like the following with future tweaking possible on opening of the planned Adamstown-Celbridge Link Road (rough location marked in red) might work for the 252L extension to Celbridge.

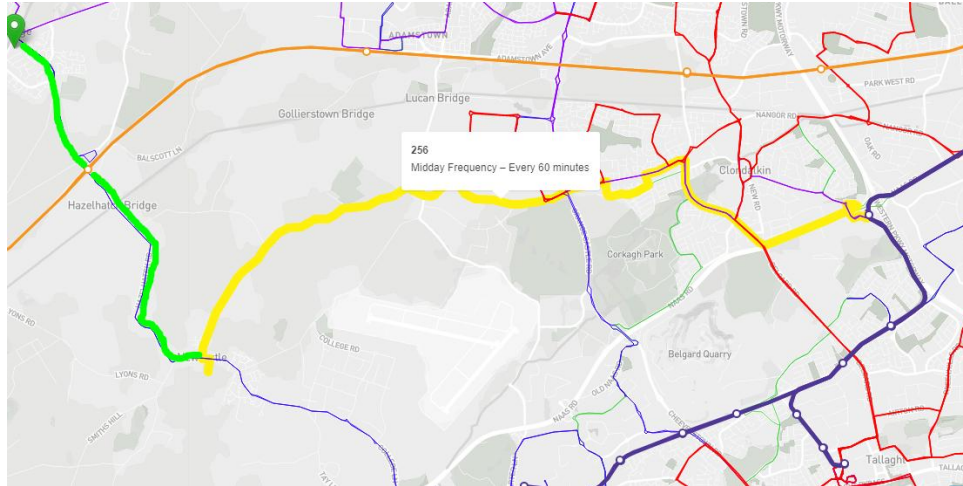


Advantages:

- Serves useful areas in Blanchardstown without interchange
 - Blanchardstown Shopping Centre / bus interchange so would be a good springboard for onward travel to areas of North West Dublin
 - Serves James Connolly Memorial Hospital
 - Passes close to IT Blanchardstown
- Serves Lucan (Adamstown area and Lucan village)

256 – Extend from Newcastle to Celbridge

Consider extending the 256 bus route onto Celbridge from Newcastle to provide a bus service along the Nangor Road / Clondalkin.



Advantages:

- Connects with train at Hazelhatch
- Connects with Luas at Red Cow
- Serves Grange Castle
- Passes close to Clondalkin village
- Passes close to Clondalkin Leisure Centre (the swimming pool used by many from Celbridge – Celbridge currently neither has a swimming pool nor easy access to one on public transport)
- Serves Newlands Cross



Longer Term Plans for Servicing Celbridge's Public Transport Needs

As the National Transport Authority makes its planned multi-million investments in rail services and capacity subsequently increases, hopefully rail travel will become more attractive to the people of Celbridge but, until people can access Hazelhatch train station in a predictable and acceptable time frame (within 15 minutes), it's unlikely that a significant modal shift will happen. The journey can currently take 25-30 minutes for residents to the north of the River Liffey and the private feeder bus sometimes fails to arrive on time.

While the proposals for scheduled buses to serve Hazelhatch (routes 259 and W8) are overwhelmingly positive and essential to make any dent on the volume of single-occupancy cars streaming across the bridge to the train station, Celbridge Community Council fears that the time needed to get to Hazelhatch train station will be prohibitively high. Commuters from the north/ west of the Liffey will choose their cars if they could be half way to work before they'd be sitting on their train at Hazelhatch or will choose a bus to Dublin rather than risk wasting time interchanging at the station if the feeder bus is held up causing them to miss the train they were targeting.

The problem with traffic congestion at the bridge is already acute and is set to worsen in light of the 50% (10,000) population increase projected for Celbridge in the next decade. In this context, Celbridge Community Council sees it as imperative that decisive action be taken in order to realise maximum benefits from investment in rail and encourage the hoped for modal shift.

Celbridge Community Council's recommendations are as follows:

- The National Transport Authority needs to prioritise infrastructure projects such as a second vehicular bridge and an accompanying road network to alleviate town centre traffic gridlock
- In the context of the possible forthcoming Part 8 consultation on measures to change traffic flow at the bridge in Celbridge, prioritisation of buses absolutely needs to be factored in. The proposals to direct all traffic (Dublin bound and Hazelhatch bound) out the Dublin Road and add an additional 450m journey time to traffic destined for Hazelhatch will hinder the speed with which buses can feed passengers to the trains. Unless a heritage wall is knocked, there doesn't appear to be scope for bus prioritisation on the Dublin Road so Celbridge Community Council would seriously urge that the Hazelhatch Road remain as a bus gateway for shuttling commuters to and from the train.
- Provide secure bicycle storage lockers at Hazelhatch train station (bikes get stolen regularly!)
- Resolve parking issues for commuters wishing to take the train
 - Park n Ride at the station is costly. Efforts need to be made to minimise costs to commuters in order to incentivise use of rail.
 - Since services to Grand Canal Dock were introduced via the Phoenix Park Tunnel, the car park at Hazelhatch is filling up earlier so it will become harder to get parking.
 - Park n Rides could be provided elsewhere in the town and passengers could be shuttled to the train station in a single bus thus removing multiple cars from the road. Consider a car park on Clane Road (where Oldtown KDA was scaled back) with free/ nominal rate parking and commuters take the bus to Hazelhatch from there. This would remove single-occupancy cars from queues to cross the bridge and benefit those who live 10+ minutes walk from bus stop that serves Hazelhatch.
- Provide more frequent services from Hazelhatch, especially on the more useful route through the Phoenix Park Tunnel to the city centre, to mitigate the impact of missing a train due to traffic congestion



- Increase capacity on train services - typically, only the 06:49, 08:15 and 08:37 morning trains have seats free at Hazelhatch and that's because they start at Hazelhatch - others are full at Sallins. Large numbers are typically left standing who board at Hazelhatch, Adamstown, Clondalkin, Parkwest etc. and this is a deterrent for commuters from Celbridge given the other complications with using the train.

Next Steps

Celbridge Community Council wishes to thank members of the National Transport Authority who engaged constructively with us during the consultation period to answer a number of our queries.

With our local knowledge of and connections in the Celbridge area, we feel that the members of Celbridge Community Council could bring many local insights to the table during deeper analysis of the public transport needs of North Kildare. Should you wish to involve us in co-creative activities to discover, define, develop and/ or prototype ideas, please email info@celbridgecommunitycouncil.ie and we would be delighted to engage.