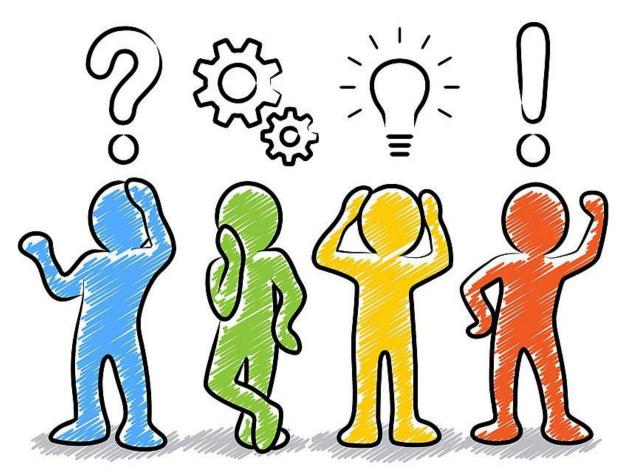


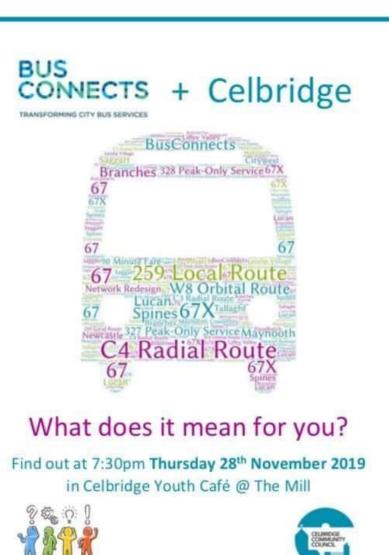


BusConnects + Celbridge What does it mean for you?



BUS CONNECTS + Celbridge

What does the Network Redesign mean for you?



Enquiries to info@celbridgecommunitycouncil.ie

TRANSFORMING CITY BUS SERVICES

NTA Revises 2018 Network Redesign

C busconnects.ie/initiatives/dublin-area-bus-network-redesign/ Q 🛧 🙆 🤷 🧕 🖾 🦲 BUS CONNECTS Q Initiatives * Contact Us peak News TRANSFORMING CITY BUS SERVICES **Dublin Area Revised Bus Network** Last year we heard from over 50,000 people about our initial bus network redesign proposals, based on the feedback received we are now holding a 2nd round of Public Consultation on the revised bus network proposals.

www.busconnects.ie

Bus Route Mapper

Dublin Area Revised Bus Network

Feedback Form

The local area booklets below provide details of the proposed bus routes in each area and where they will connect to, click on an area below to view the booklet. Scroll down to view The Revised Network and Consultation Reports and the Revised Network Maps. Join us at one of our public consultation events to chat to the team about the revised proposals, click here for details. Click on the feedback form above to give us your views on the proposals, the closing date for the public consultation is the 3rd of December 2019.

Brochures distributed to homes



BusConnects: One Name, Many Initiatives



A Network of Core Bus Corridors (Continuous bus lanes and safe cycling facilities)



Park & Ride Facilities



New Bus Livery



Complete Redesign of Bus Network



Simpler Fare Structure



New Bus Stops and Shelters Use of Low Emission Vehicles



State-of-the-art Ticketing System



Cashless Payment System



Removing fare barrier to interchange

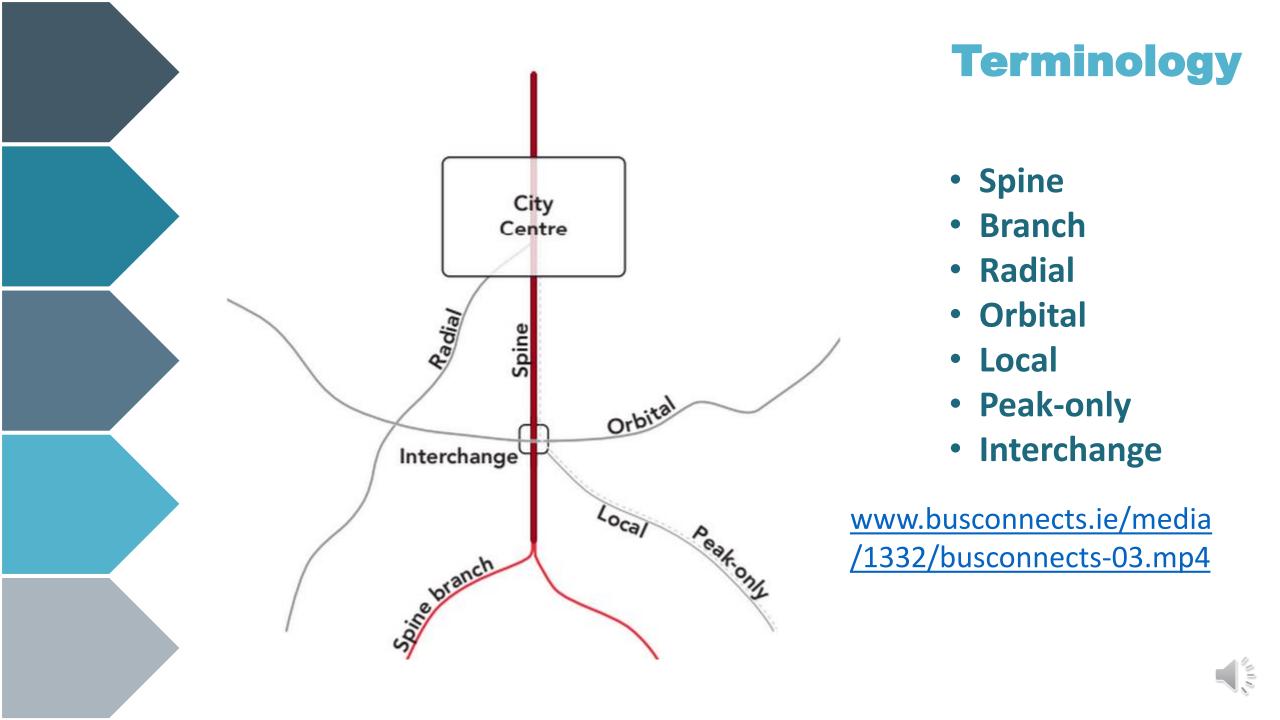
NTA planning a Simpler Fare Structure - there will only be two Leap fares

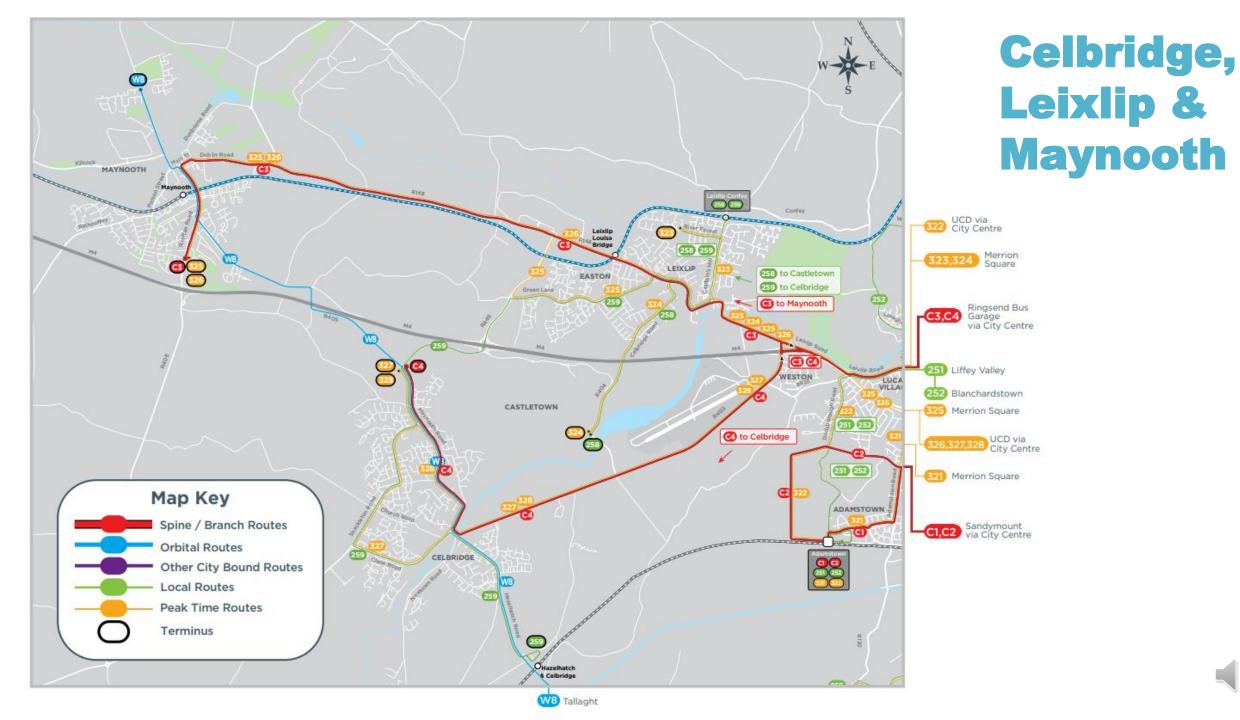
- A "90 Minute Ticket" that covers all bus, DART or Luas trips started within 90 minutes - estimated fare will be between €2.25 and €2.60 – to ensure there is no added cost to a passenger due to the need to change between 2 public transport services
- A lower short distance fare will be available for short trips on a single bus
- **28/11/2019:** NTA confirmed by email that 90-minute fare structure will be brought in prior to rollout of the Network Redesign.

Bus passes and tax saver tickets will continue to work as they do today.

https://busconnects.ie/i nitiatives/just-theticket/ "Without changing the ticketing systems and the bus fares structure, the overall project would not deliver the full benefits that are possible under this transformation."









W8: Hazelhatch - Citywest



W8: Saggart - Tallaght



Route Mapper: Where do you want to go?

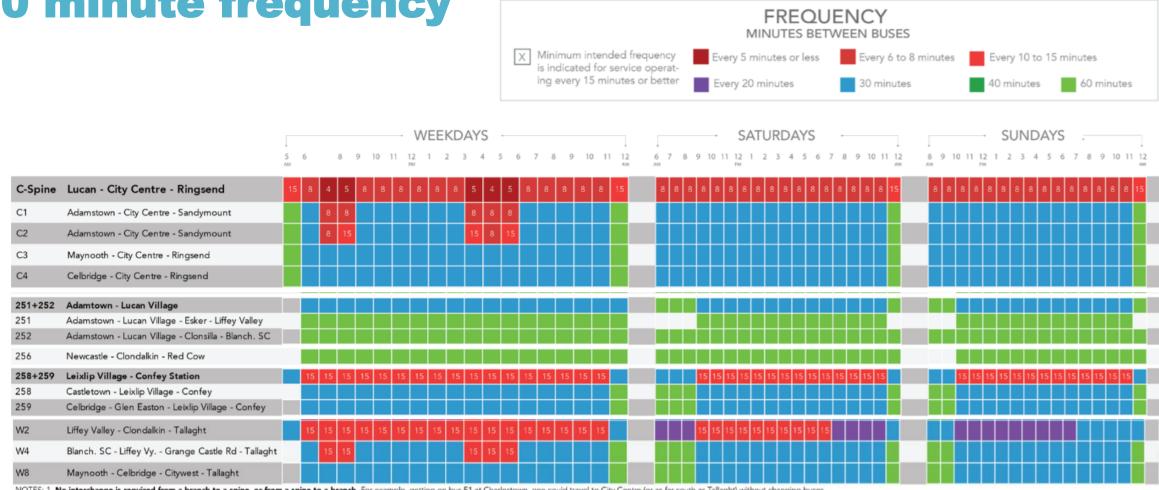


Note:

"Morning Peak Services included" is poorly labelled and returns afternoon Peak Services too!

Visit www.busconnects.ie/routemapper

30 minute frequency



- Frequency of all 3 "all day" routes serving Celbridge (C4, 259, W8) is every 30 minutes with no increase in frequency at peak times.
- W8 is the only orbital that *will not benefit* from greater frequencies at peak-times

When is the bus network changing?

The new bus network will be introduced in phases. The first phase will be implemented



in early 2021 and the full roll-out of the network will take approximately two years. So there will be plenty of time to get familiar with your new routes and bus numbers.



Finalisation of

Bus Network

redesign.

2021

Implementation

of Phase 1 of new Bus Network. 2022

2023

Final phase of Bus Network roll-out.

Currently	2018 Proposals	2019 Proposals
Eleven AM 67X s (6 + 5) Ten PM 67X s (5 + 5)	Express bus services to/ from Dublin abolished	327 (5 AM, 4 PM) and 328 (4 AM, 4 PM) routes replace 67X
67 buses routed via Lucan, Palmerstown & Chapelizod	C4 & 324 routed via Barnhall, Leixlip, Lucan & Palmerstown but bypass Chapelizod	C4 buses routed via Weston (like 67), Lucan & Palmerstown but bypass Chapelizod
66B from HP to Dublin	Amalgamation of 66B & 67 bus routes in to C4	Barnhall/Castletown in Leixlip will have no direct link to Dublin - only local 258 feeder bus to Confey
1 bus per day in each direction from Maynooth-TU Dublin Tallaght	W8 Maynooth-Tallaght Orbital Route connects Celbridge residents to many job and study opportunities	W8 Maynooth-Tallaght Orbital Route connects Celbridge residents to many job and study opportunities
No feeder bus from West Celbridge to Hazelhatch	259 Local Route connects west Celbridge to Hazelhatch	259 Local Route connects west Celbridge to Hazelhatch
No public bus connecting Celbridge & Leixlip	259 Local Route connects Celbridge to Leixlip (Confey Station) via Easton/ Green Lane.	259 Local Route connects Celbridge to Leixlip (Riverforest) via Easton/ Green Lane.
Some level of fare capping exists on Leap card but quite expensive	90 minute fare excluded commuter rail, Bus Eireann 120/123 & TFI 139	90 minute fare includes commuter rail but excludes Bus Eireann 120/123 & TFI 139





Over to you Capturing your views

010

Changes to Existing Services (67 / 67X) C4 / 327 / 328 / W8 (Celbridge-Maynooth)

- Do the proposals improve your peak-time commutes to/ from work / college?
- Do the proposals improve your off-peak journeys?
 - Non-standard working hours
 - Education: School/ College
 - Shopping
 - Hospitals / Medical Appointments
 - Entertainment / Leisure
 - Socialising / Eating Out
 - Visiting family / friends



New Services (W8 + 259)

- How beneficial will the scheduled buses to Hazelhatch be to you?
 - 259 from Aghard's Road/ Clane Road
 - W8 from Maynooth Road / Main St
- How beneficial will the bus to Leixlip be?
 - 259 serves Easton / Green Lane, Leixlip village, Confey terminates in Riverforest
 - Where do your family members need to get to in Leixlip?
- How beneficial will the bus to Tallaght via Newcastle, Saggart, Citywest be?



Analysis of Radial Services on the C-Spine

What is good?	What is bad?
Reliable departure times as C4 bus terminus in Celbridge	Since the C4 would terminate in Celbridge, residents of Dublin Road/ Ballyoulster will need to get 2 buses to get to Maynooth (C4&W8 or C4&C3)
C4 will bypass Chapelizod	CA still goes through Lucan village – can take 10-15+ minutes longer than the Lucan Bypass
C4 routing via Weston (far better than 2018 proposed routing with detour through Leixlip)	
Terminus of C4 in Ringsend is well located for access to Grand Canal Dock Area / Bord Gais Energy Theatre and The Point	
327 & 328 will bypass Lucan & Chapelizod (like current 67X)	Proposed 327 & 328 level of service mirrors old (pre- 25/11/2019) level of 67X service rather than current enhanced level of service
Existing level of service and frequency on 67 retained	
Separate numbering for 327 & 328 will give clarity regarding Celbridge routing of PM peak services	

Suggestions for Improvements

Radial Services

Serve Lucan by a supplementary local bus service that terminates at Liffey Valley or a secondary radial route (rather than routing the C4 through Lucan)

327 & 328 express bus services should at least match the level of service in operation at cutover time

Start the 327 & 328 peak-time services earlier in the mornings

Run 327 & 328 peak-time services a little after 8am in the mornings

Run 327 & 328 peak-time services later in the evenings

Increase frequency of 256 local service and the number of 356 peak-time services to facilitate interchange at Newcastle (for passengers destined for Nangor Road, etc.)

Route C3 via Gleneaston/ Green Lane to serve more population

Analysis of Proposed Orbital & Local Services

What is good?	What is bad?
W8 & 259 scheduled connections to Hazelhatch	30 minute frequency of W8 & 259 to Hazelhatch at peak-times may deter modal shift to rail as average time to interchange may be too long
W8 connects Celbridge to opportunities for employment (Greenogue, Citywest, Maynooth, Tallaght, etc.), study (MU, TU Dublin campus) and other useful destinations (Tallaght hospital, The Square, etc.)	30 minute frequency of W8 to Maynooth is unlikely to provide sufficient capacity in the mornings and at school finishing time for residents of Celbridge - serves Salesian College, Celbridge Community School, Maynooth Education Campus (comprising MPP and MCC), MU, etc.
WB connects Celbridge to opportunities for interchange to other transport services (Newcastle, Luas at Saggart, Tallaght, etc.)	Proposed frequencies of 256 and 356 do not cater for passengers interchanging from W8 at Newcastle
259 connection between Celbridge and Leixlip has potential to reduce car dependency	259 does not serve Louisa Bridge station
259 would serve Leixlip GAA on Green Lane, Leixlip town centre and Confey	259 does not serve Intel or Leixlip Amenities

Suggestions for Improvements

Orbital, Local & Rail Services

Introduce the 259 & W8 routes as soon as possible

Improve frequency & reliability of proposed services to provide a realistic alternative to cars

Increase frequency on W8 at peak-times and/ or supplement at least the Celbridge-Maynooth leg with a peak-only local service

Introduce local route connecting West Celbridge with Maynooth (at least at peak-times)

Prioritise serving destinations in Leixlip that residents of Celbridge most need to get to - route 259 via Intel, Leixlip Amenities & Louisa Bridge (in tandem with routing C3 via Gleneaston/ Green Lane to serve needs of that part of Leixlip)

Extend 258 via Ballyoulster to the bridge in Celbridge then onto Hazelhatch

Prioritise introduction of additional train services to/ from Hazelhatch at peak times to complement introduction of scheduled bus services to Hazelhatch to minimise delays interchanging between bus & train

Actively promote use of rail from Hazelhatch throughout the day once served by scheduled buses



What bus services would benefit you?

How might the proposals be improved?

What destinations do the proposals not help you access?

- Peak-times
- Non-standard working hours
- Education: School/ College
- Shopping
- Hospitals / Medical Appointments
- Entertainment / Leisure
- Socialising / Eating Out
- Visiting family / friends

Suggestions for Improvements

New Destinations

Introduce route from Celbridge to Blanchardstown/ Ballycoolin/ Airport

Prioritise making journeys to key destinations in Blanchardstown (TU Dublin Campus, NAC, Ballycoolin, James Connolly Memorial Hospital, etc.) possible from Celbridge on fewer than 3 buses to discourage car dependency

- consider changes to 252 route to have it commence in Celbridge
- consider replacing one 261 per hour with a 252 that incorporates the 261 "loop"

Ticketing

Include BE 120 (GoAhead from early 2020) in 90-minute fare (between Celbridge & Dublin)

Include TFI 139 in 90-minute fare (between Maynooth & Blanchardstown)

Facilitate tapping on at bus stops or just inside the bus rather than having to wait for the driver

Introduce contactless payments using bank cards

Suggestions for Improvements

Infrastructure

Improve bus stops/ shelters

Build bus stations at interchange points to facilitate greater comfort, shelter & security

Bus prioritisation measures to be at the forefront of Transport Management Strategy for Celbridge

Measuring Success

Articulate success factors of the new design clearly and quantitatively - they need to be measurable, for example

- Meet target % increase in passenger numbers
- Meet target 70 reduction in car use
- · Meet carbon reduction targets for the transport sector
- Etc.





Public Consultation Giving your Feedback

010

Providing Feedback to the NTA

Deadline: 10th December 2019

You can provide feedback in a number of ways

- by emailing your comments to <u>consultations@busconnects.ie</u> or
- by sending your comments in writing to Dublin Area Bus Network Redesign, National Transport Authority, Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20
- by completing the feedback form on the <u>www.busconnects.ie</u> website

Feedback Form

Tip if you choose to provide feedback online...

Prepare what you want to say in a separate document and paste it into the small comments textbox!

6. Do you have any comments or observations you wish to make?

Why didn't you make this box significantly bigger so that people could see everything they type?!



Useful Keyboard Shortcuts

- Select all: Ctrl-A
- **Copy:** Ctrl-C
- Paste: Ctrl-V

