

10 Bus (Should) Commands. City Solution S.S.T. CPM

1. Buses should be in the right location. Where needed, in an effective and efficient way.
2. Shorter routes should protect longer routes. To avoid users further out being left.
3. Bus should always suit the users. Where possible, creating feel-good factor.
4. Should be no compulsory changing. Voluntary, not permanent, or blind changing.
5. Should be certainly in bus use. Uncertainty drives bus users away from using bus.
6. Users should not have to wait. Users don't like waiting, it's a no go in bus usage
7. Users should be able to get a seat. A problem caused by backtracking mainly in city centre.
8. Users should not be passed along the route. Again, caused mainly by backtracking.
9. There should be no overcrowding. A big turnoff for public transport usage.
10. Populated areas should have direct access to city centre, otherwise its damaging to the area.

Bus City Centre Solution S.S. Transport CPM for cycling

The city centre is key to public transport success. Like shopping centres etc., they are not effective without an anchor tenant. Bus Public Transport is no different, it needs a starting point, city centre terminal to be effective and efficient. Outer terminals evolve as cities expands with new houses etc. This avoids routes getting too long etc. reduces holdups or delays and it avoids the main problem in bus public transport, **backtracking** where users move back out a few stops to get a seat. It is also vital to contain contagious diseases etc. with reduced crowding. City terminals make centre safer. City Centre must adjust to meet changing demands of citizens with priority now for more walking and cycling. Realignment of bus usage in the centre is vital for this to happen. Safety is paramount.

With cycling and e-scooters now a major element in a transport solution with an increase of over fourfold needed for success, safety becomes even more important. Priority in city centre must be given to cycling family to achieve this, with **CPM** (cycling priority measures). Bus must be segregated from cycling family, due to size and dangers while turning right for bus drivers. To achieve this a new concept C.H.O.B. is designed along Quays to allow for the massive cycling demand expected, it gives equal priority to cyclists for road space with other transport modes and safety at junctions where over 80% of cycle accidents happen. It eliminates buses crossing cycle lanes pulling into bus stops. It eliminates blind spot where buses turn right across cycle lanes. It addresses visibility problem for bus and cyclists, large vehicles (bus) can block cyclists view and motorists may not see cyclists, due to size. This will become a big problem with e-scooters. This concept is needed where cycle lanes can't cope with demand. Bus usage on Quays is needed to increase to meet extra demand. Buses have a higher proportion of use on the Quays than any other street. Cyclists are safer when seen. Bus is the main culprit in the city centre, due to size, routing, too many, visibility and right turning. This with more cyclists, more pedestrian spaces, business activities and other transport modes, more Luas lines creates a challenge for a satisfactory city centre transport solution.

Bus from being villain can now be the solution with **Quay Bus Contraflow system**, that creates the city bus loops system to make bus the hero. This addresses most of existing city problems benefiting businesses and all city users. Safety is main element in this new bus solution, it allows city to have all ingredients a modern city needs, public transport interchange, vital for **disabled** users, public toilets properly maintained, more pedestrianised streets, more open spaces, Civic Plaza, reduced junction crossing. Priority for cyclists in city centre with safety vital turning left, right, or going straight ahead.

Bus a simple solution, inexpensive, can be implemented quickly. If the city centre is put right, the rest of the public transport network will fall into place. **S.S.T.** Selected Stopping Transport. A new bus concept, where buses don't stop to let off users at stops near the centre on way out of city.