

# BUS key provider in O3 Plan 6

Bus is the most valuable element in O3 transport plan. It goes through housing estates close to most users. It takes users direct to most areas in O3 & links up all modes of transport. Quay Bus Contra-flow, key element for bus enhancement, city interchanging and provides traffic free busway through the city centre without taking road space from other road users. Provincial buses will attract car users in O3 city network plan as it can take users direct to destination on outskirts. Over 60% of car users come from outside city's ten-mile radius. Up until now most transport users went via city centre making trip times long and difficult to get to areas on the outskirts. This is addressed in O3 by no city delay and quick direct linking. G-Link Luas is important for bus users for quick access to destinations in city centre areas. Bus has three orbitals in O3 Transport Plan. Orbital 1. BRT (bus rapid transport) orbitals using the CORE system on the M50. This is great for all users that need these types of link, but very important for users from the countryside using the provincial bus network to take them directly to their destination without going via city centre unnecessary, reducing travel time & cost. Bus interchanges at Liffey Vally, Heuston & Stephens Green Transport Hubs. Orbital 2. This is where radial routes link up on the outskirts to form a circle. Examples routes 42 and 32 where route 42 goes out via Malahide and comes in via Sutton and 32 out via Sutton and in via Malahide. Route 66 out via Leixlip and in via Celbridge and route 67 out via Celbridge and in via Leixlip. A safety river underpass at O Connell Bridge via river. Orbital 3. Best way for bus routes to link up on outskirts is the 3 in 1 Multi Route HUBS, where all buses depart each Hub at the same time. See 3 in 1 bus route plan on this website.