

CAR GROWTH, Solution **Dart** Bus Connects & 3 **I.M.O. Orbitals**

Additional car usage is set to increase by over 100,000 over the next decade due to the number of houses planned in Dublin and surrounding areas will further congest the city. This with the M50 already overloaded. Something must be done to ease this congestion problem coming down the road, creating even more gridlock. To achieved this, 2 things are needed.

1. New service road. 2. Suitable public transport plan. 1. **Service Road** (SR51) is like M50 in orbital form, five miles further out. It has land to use beside it for new business, relocate existing business and existing Industrial estates to this corridor leaving land further in for housing, increasing city density. Businesses can have offices in the city and on this corridor on the outskirts with the computer doing the running. Thousands of car commuters from the countryside, come to this corridor for work etc. and return when finished, avoiding causing traffic congestion further in. City users use less used road space outwards at morning peak. It eases M50, local congestion and creates a **Balance** plan the city needs.

2. **Suitable Public Transport Plan**. This is needed to curb car growth in the whole city. This is a new transport concept to ease traffic gridlock by linking up the whole bus and rail network like roads to avoid the main public transport problem of all going via city centre. This plan maximises existing public transport by linking them up to give direct access for most users. Made possible by using the **Dart System** with similar rail gauge to link up with mainline rail. The Dublin rail commuter lines are already planned to be upgraded to Dart. This with Luas strategically located throughout Dublin with full bus network completes city transport plan.

Accessibility is Key to a successful city created by **Inner Orbital** completed by G-Link Luas. Cycling essential in this plan. City centre transport problems must be addressed first.

Metro Link falls far short of a solution for Dublin, a wonderful system, covers a small area outside the city centre, very costly and the main cause of Transport Induction Congestion where it induces many transport users into the centre unnecessary to get on the Metro link to go out again. This further, overloads **existing** public transport and adds to city congestion. The major congestion area in the city centre is at Trinity College, were too many vehicles converge on each other, Bus, Luas, Taxi, Cycling and pedestrians. This can be addressed without pushing the problem to other areas of the city. All done with Metro Dart Orbital 3.

This delay results in too many buses in wrong place, in wrong directions at the wrong time.

Difficulties due to Bus Connects can be greatly reduced if we get the city centre right, it's the engine of the whole transport solution. Centre delays greatly reduces efficiency of buses The Civic Plaza can be constructed at College Green without disrupting the bus network.

Cross-City buses should be tailored to suit demand as they are the most inefficient of all.

These routes create the same number of buses coming in and going out at morning peak.

There are far more users coming in at morning peak than going out. Users coming into the city for an outer destination need a proper city transport interchange (as proposed) as there are over twenty transport destinations from the centre where users want to go. Cross city routes only go to one destination and users for other destinations must struggle to find their connection, hard on disable users. City Interchange maximises scarce city centre road space.

Metro Dart O3 fully utilises all modes of transport, Luas, Rail, Cycling and Bus network.

Inner Orbital is Key to get around the city. 3 Orbitals IMO. **Inner** City Orbital ICO. Transport

Middle Orbital TMO **Outer** Transport Orbital OTO Bus stops suitably located. T Newton 2019