

# City Centre and Overall Transport Solution

For over 50 years many attempts were made to address the transport and traffic problems of Dublin, all failed because of **isolated planning** and not addressing the **Radial System**. Isolated planning is planning single solutions on their own, making it difficult for other ideas to link up later, this undermines a successful solution. This happened many times in the past. If this was done in building a car, a computer, or a house they would all fail, Public Transport is no different. **Radial System** takes all via the centre, many unnecessary to back out again.

Dublin is an old city, difficult to find solution to satisfy all. To achieve this, isolated planning (one project on its own) must be avoided to ensure it doesn't undermine an overall solution. Main problem, street and footpath space very scarce. Massive space waste with bus mainly in recent years by opting for cross city routes to reduce buses parking in the city centre. This cross-city routing leads to bus duplicating on many streets, greatly reducing bus efficiency. Luas needs more space at least two more lines to complete the Luas network in the centre. Cycling has increased greatly, it needs more space, on the Quays. Metro Link will create more problems for city centre by **Transport Induction Congestion**. This induces more users to come in on existing public transport unnecessary to go out again, requiring extra vehicles further congesting the centre and puts up SQ footage rental cost. City needs a civic plaza, a public transport interchange that is **essential** for disable users, ignored in most plans.

All this can be achieved with a new plan designed that all city transport modes are included. Quay Bus Contraflow is the main element to make this plan workable. It maximises footpath space on Quays, reduces street crossing, great for disable users, maximises road space, increases bus efficiency, improves cycle ways and creates a city public transport interchange. It also makes provision for Civic Plaza and space for at least two more city centre Luas lines. The city also needs short G-Link Luas from Fatima to Dockland station via Stephen's Green to link up the Luas network in Dublin's commercial areas and to maximise mainline rail use.

All forms of transport play their part in a solution. Luas for shorter trips with multi stops. Rail for longer trips, less stops. Bus, multi-use, flexible, adjustable for all type of operations. Bus, Luas, Dart, rail, cycling with Land Use, facilitate a transport solution for the whole city. Metro Link is a wonderful system, very costly, cover a small area. delays an overall solution.

**Metro Dart** (over ground) links up the whole rail network in Dublin benefiting all Ireland. Luas strategically located around city (initially by trackless Luas (two carriages on wheels until full Luas is justified) with G-Link. Bus work horse of the system, full fills the many different options the city needs for a solution. Cycling a major player in the city centre, it needs a cycle way along the Quays not a single cycle lane. Mainline train use doubles if linked up with the Dart system. Trains on Dundalk line can treble with Metro Dart O3. Dockland rail station vital in this Plan, it needs a short Luas line (G-Link) to Stephens Green.

**Land Use** is the most important element in transport planning. Dublin's land bank corridor is ideally situated on outskirts of the city. It just needs a service road (SR51) to accommodate new businesses and existing ones would move there. City industrial estates can move there,

be replaced by housing. This land corridor on outskirts is so important, when cars from countryside come to this corridor, return when finished, avoiding congestion further in.

Housing needs to be high rise within a couple miles of city's centre for walking and cycling. Metro Dart is an over ground Dart plan benefiting all Dublin and Ireland not just city centre. Metro Dart has five more advantages for Swords. 1. Two ways to the city centre. 2. Direct access to Malahide, Bray and Wexford lines. 3. Direct access to N. Dublin and Belfast line. 4. Direct access to South Ireland, Cork, Kerry Limerick. 5. Direct access to Galway/Mayo line.

Transport must be planned within the tolerance travel level limits. This is the length of time a user is contented with the time the journey takes. Walking to bus stop, limit is 15 minutes. In Dublin, limit for work is within the hour, 30 minutes after getting into car at rail station.

Planning must ensure not to draw all to Dublin, caused by Traffic Induction Congestion (TIC). This induces users unnecessary into city centre, to go out again, overloading the networks, the city centre, street and footpath space. This happened to Green Luas Line when linked.

With this plan cycling gets priority on the Quays with C.H.O.B. cycle headway box, cars faded out. Cycling growth will greatly increase on Quays. Single cycle lane couldn't cope with this demand. This plan provides an off-Quay cycle lane for extra safety and for beginners.

The key element in this plan is linking up the whole transport network (like roads) for users to take the shortest route to their destination and avoiding over-loading city centre area. The design of the present system overloads the city centre with too many buses in some streets. Metro Dart O3 system provides balance a workable city needs. It provides a city centre interchange (vital for any city, missing in Dublin). A city Civic Plaza to create a heart in the city with a people's corner. A cycle priority way in centre, essential for cyclists. Cross city routes the most inefficient of all because far more users come in at morning peak than go out. This problem addressed in this plan to avoid using up scarce city centre road space. Metro link will provide a great system for one area outside city centre area, undermining a solution to all other areas. Metro Dart will provide a good system to all areas of Dublin with direct benefit for all Ireland for the same cost. It will also contain property values more evenly throughout all of Dublin. Dart is already very successful, existing commuter rail lines are already proposed for upgrading to Dart and use standard rail gauge ideal for linking up. A Dart system with Luas and bus is the ideal solution for Dublin with cycling and walking. Taxis play a very important role in a city solution. Park/Ride essential to the Metro Dart plan. Metro Dart O3 plan can make Dublin B.E.S.T for Business, Entertainment, Safety & Tourism.