

CONCLUSION 14

Dublin is a low-density sprawl city that needs an orbital solution for its commuter belt of over 70-mile & over 60% cars come from outside city's 10-mile radius, makes underground unsustainable, because 1. Land Use Corridor is on the outskirts (most important in transport planning ideal for existing commuter movements in Greater Dublin Area, vital for Dublin's expansion in the future). 2. Most areas would not benefit with underground. 3. Dublin is too small a city. 4. With Radial System, it's extremely costly & inefficient. 5. Different rail gauge. Outer Land Use, in the context of existing travel movements, is answer to city's congestion. This is more important than any transport solution, more important than underground. This Outer Land Corridor is in the best location for future industry to set up, for existing business to relocate or have a second premise on the outskirts with technology linking the two. This Land Use Corridor is in the central of the Greater Dublin Area. Great roads into this Corridor from the countryside. Public transport from the city at morning peak is almost empty. Roads from the city similar. The cost of providing suitable transport to this outer corridor solution is at an all-time low. Very few extra trains and buses required as cars will be the main mode of transport. With electric Vehicles on the way pollution won't be a problem and car is part of everyday living. This outer corridor saves the state a double whammy in cost savings, 1. Not having to invest in too many trains & buses. 2. Less revenue loss from car reduction. The present system bus rail & Luas must link together for full integration to reduce duplication. G-Link Luas BLOC will provide the city centre areas with direct access and adequate capacity. Dublin needs a wider peak travel time already happening due to congestion, as commuters must come in early to avoid traffic or to get parking spaces. Universities could operate outside peak times (11-7) to ease congestion. Isolated or local plans undermine overall planning. A city should be planned for all modes of transport, business and leisure activities. Cost of O3 works out at one tenth the cost of Transport 21 due to design, efficiency and using mainly existing facilities. Its design allows for completion over time.