

Flaws of Metro North Rail Gauge

I have waited for a transport solution for over fifty years and now on the verge of a solution it's about to be destroyed again on the width of a rail track or gauge. This problem has arisen because planners in the nineties decided that Ireland should have a different gauge. In the past Ireland used different rail gauges and suffered as a result. Rail disappeared in all areas where they had narrow gauge. Rail gauge is very important. This mistake was made in many countries where governments decided on different gauges to protect their country. Here is a list of some of the problems by using a different rail gauge system for Metro North.

1. Metro serves a small area of Dublin. Most of Dublin and rest of Ireland loose out.
2. Delays transport solution to other areas by decades, even Swords, shorter Metro.
3. Extremely costly. Requires almost a 20 Euro subsidy for each usage. Ensures train fares remain extremely high. Requires costly underground and duplication.
4. All via the centre. Almost all users must go via the centre, unnecessary changing. Example users from Blanchardstown, North Dublin, Dundalk Line and Malahide Dart must go into Connolly Stn. take Luas to O Connell St. for Metro. Repeat for return trip. All other train routes use three rail modes to get to Airport.
5. Undermines the efficiency of bus routes and other rail lines by forcing users into centre to access Metro, using up scarce capacity at peak travel time.
6. Congestion. It adds to congestion as more car users converge on areas near Metro. Mostly at the start of Metro on the outskirts.
7. It undermines a full integrated transport plan.
8. Prevents extra train usage from country areas. If Standard or Dart rail gauge is used for Metro to Airport, up to 13 trains per hour at peak times can be used on Dundalk line instead of present 3 or 4 because of Dart trains on east coast line.
9. 60% of cars come from outside city's 10-mile radius not served by Metro.
10. It will justify an extra unnecessary costly tunnel from Heuston to Connolly Station.

Metro Dart O3 Transport Orbital Plan is an alternative transport plan that uses standard or Dart (same as standard) rail gauge to link up all existing rail lines. Therefore, standard gauge is very important for linking up. O3 is three orbitals for Bus, Rail & Luas to take user to all areas without going via city centre unnecessary. Initially new Luas lines will use a Luas-bus (L-B). This is a new concept for bus, to work as a Luas on wheels until Luas is built on that line. Bus. 4 new bus concepts in Metro Dart Plan. 1. **3 in 1 bus system**. This is where One bus route becomes many and links up at a hub on outskirts with minimum of 3 routes. 2. **Rolling bus** terminals in city centre and Rolling buses on the outskirts for efficient usage. 3. **Bus CORE BRT** on M50 mainly for provincial bus users. 4. **Bus Quay Contra-flow** on Quays for easy access for all buses, Luas-bus and Bus Connects with a city transport interchange that is badly needed. Metro Dart allows direct transport access for all areas to be completed relatively quickly. Metro Dart is designed for users with a disability with minimum changing, less overloading. Land Use Outer Corridor is a vital component in Metro Dart. It needs service road SR51 to facilitate the setting up of business and industry for balance to reduce cars to centre. The cost of Metro Dart O3 is relatively low, in fact it can be made self-financing.