

Short-Term Solution

With traffic congestion so bad and getting worse a short-term solution is needed. This can be done in 3 parts. **Quay Bus Contraflow** immediately, with **G-link** vital to maximise bus and rail in centre rail. **Missing rail link** (M50 Dart) to maximise country rail. **Service Road SR51** to service activities in Outer Industrial Corridor and ease traffic congestion. Explained below.

1. A. Quay Bus Contraflow. Most important section of bus network. It maximises scarce road space in centre, with more room for cyclists. It creates an ideal transport interchange. Makes city wonderful for users with a disability. It creates extra bus capacity by over twenty percent with no extra buses, by putting buses where they are needed. Allows city to have a Civic Plaza and makes **Bus** and **City** great again.

B. G-Link Luas. A vital element in the city transport plan, it is a Luas link from Fatima to Dockland rail station via Stephen's Green. This concept allows enough capacity on Luas for all users arriving at Heuston Connolly and Dockland rail station. It maximises transport usage in the city centre area. It fully revitalises the Dockland rail station with quick direct access to Stephen's Green area. It's a vital aid to bus and rail networks and for easy access around city

2. Missing Rail Link. Essential to maximise rail by linking mainline rail from Blanchardstown (Castleknock) to join the Belfast line at Donabate via Dublin Airport. This allows all areas with rail to have direct access to the Airport and to all areas in Ireland that has a rail line. This will double capacity on all mainline rails and Dart. Trebles capacity on Dundalk line.

3. Service Road SR51. This is an essential road to service Dublin's Outer land bank corridor. This Corridor has potential for up to 250,000 jobs and activities. This corridor on its own will play a major role in easing traffic congestion. Users from countryside come to this corridor for work, go home when finished avoiding congestion the city farther in. Industrial Estates can be relocated in this corridor and be replaced by housing more central. This Service Road will ease local and M50 congestion. Leaves room for vital orbital Public Transport on M50. This road creates the environment for monies to be generated to fund a transport solution with a small toll for all users on M50 instead of a high toll for a minority benefiting all users.

Public Transport has one major flaw the radial system all via the centre. This can only be addressed by an orbital system. Orbital routes are good, an orbital system is great as it combines with the radial network, for more capacity and efficiency. To address this problem public transport must move to the next level with an orbital system that has direct linking. Planners decided in 2010 to move bus terminals out of centre. This results in too many buses in the wrong place, in wrong direction at the wrong time. This leads in many cases, to bus duplication, bus congestion with many buses full leaving city passing users on the way. City centre terminals are the vital component for a bus solution. Most users after a hard, long or difficult day at work, like to get a seat. This problem and being passed on route can be addressed with Quay Bus Contraflow concept. Outer areas at morning peak have similar capacity problems with buses passing full or heavily overloaded due to buses being tied up in the city centre unnecessarily. The city will choke with buses if this policy is not changed.