

Metro Dart 03, Induction Congestion, Double Usage, LUAS West/S. M50 Aid

Induction Congestion is inducing more vehicles to M50, more users on public transport for centre to go out again, Double Use, caused by Motorways and **Radial System** (all via centre). Luas coped until linked then overloaded. Users induced and attracted from all areas causing **Transport Induction Congestion** (overloading & **reverse waste**). Will happen to Metro Link. Bus Connects & all transport routes with **Double Usage**. Solved by city interchanges, Orbital public transport, LUAS West/S, Bus Connects, Land Use. **Traffic-light Congestion Control TCC** or **M.A.S.S. Motorway Adjusting Speed Signals**, until Service Road SR51, built. Metro Dart 03 Plan designed that Bus; Rail & Luas don't undermine each other. Cross city buses wasteful. We can have a wonderful system for one area or a great system for all areas for same cost.

Land Use most important in transport planning. Dublin's Land Bank Corridor on the outskirts potential for 250,000 jobs, needs a **vital** Service Road **SR51** parallel to M50 for accessibility, where Industrial estates (replaced by housing) are moved to & new businesses set up there. Linked by computers. Cars from **Countryside** come to this corridor, go back when finished, this reduces congestion & allows more country living. **Motorways** main cause of congestion. **SR51** (self-finances) eases M50 traffic and local congestion, allows for a **Bus Way** on M50. In any solution an **overall** plan should be visible for equable expansion in a sustainable way.

METRO DART (Merging Existing Transport's Radial Orbitals with Direct Access Route Travel) is solution for Dublin's low-density sprawl city. Car remains vital part of any solution, with, **Park/Ride & car-pooling**. Public Transport will reduce cars by an extra 10%. **Dublin's layout** best for on street solution by Quay Bus Contraflow, (reduces city bus congestion) **Bus U-turn System**, Rolling Termini, M50 Bus CORE, Bus 3 in I Local orbitals, Bus 1 Use, Bus DEW, BRT Loops, PAC. Time Link Hubs. **Orbital Rail & Luas (BEST)** & overflow Luas lines, **suiting users**. Restoring centre bus terminals. Luas strategically located through Dublin complemented by Bus & **G-Link** Luas, initially Luas-Bus until Luas is justified. **Metro Dart Orbital 3** facilitates all. Deals with future traffic, flexible, **D.D.T.** Reduces delays due to **protests** and **traffic**, creates **Balance** for city and all transport modes. City Interchange vital for 16 Bus corridors by NTA.

This is 17th attempt in my time since 1966 they all failed because of radial system flaw and **Isolated Planning**, where projects are prioritised, undermining an overall transport solution. Quay Bus Contraflow facilitates **Civic Plaza** without undermining buses or congesting centre. Metro Link wonderful but causes major problems for other areas, undermines mainline rail. Provincial bus and country rail can reach full potential in Metro Dart 03 with outskirt access. Standard gauge **vital** to linkup mainline rail direct to Dublin Airport from all areas of Ireland. **Tolerances** level. **Trans-Connects**, links all transport modes. Different Starting Times (**DST**). Maximises space. Bus Key, all other modes fit in as proposed. **Dockland Stn. vital**. Throwing money at any solution, wasteful if main problem, **radial** is not addressed. Metro Dart 03 or **NEWTON New Easy Way Transport Orbital Network Plan** allows all modes assist each other. **SAVE BUS** Suitable Area Vehicle Enclosure. **Bus U-turn System**. Cycle ways, pedestrian br. extra path space, **Toilets**. L.U.A.S. Links **Up All Systems**. Link road to New Children's hospital. Massive bus waste in Merrion SQ/UCD, many in wrong place wrong direction at wrong time. Solutions won't work if problems not addressed Staff work-outs No white elephant planning www.acratu.com Tom Newton ACRA 086 3127364 E-circletransport@gmail.com (2012)2018