

Transport induction Congestion (TIC).

Congestion happens on Public Transport also, known as, **Transport Induction Congestion**. This is where users are induced to travel unnecessary on public transport into centre to get another type of Public Transport back out to destination, because they haven't a direct or another attractive option, this happens on Red and Green Luas. Users from outline areas are attracted to this higher quality service or have no direct option or come in on either line to back out again to required destination. This leads to overloading and inefficiency. The system now needs more buses and carriages to cope with unnecessary extra demand.

Transport Induction Congestion problem will be even greater on Metro Link. Users will come in on existing bus, Luas and rail lines to go out again on Metro Link or vice versa. This overloads existing public transport, requiring extra vehicles and carriages to meet this new unnecessary demand with little extra net users carried, reducing efficiency of Metro link by over 50% at a very high cost. Taking in the negative effect Metro Link has on mainline rail & off-peak waste of Metro Link, reduces Metro Link efficiency to near zero. Metro Link could carry almost all users that go to work daily, but almost the same capacity would be needed to get these users to Metro Link, nullifying its benefit. If Metro link was working today it would have no effect on traffic reduction because of **Transport induction Congestion**.

Transport Induction Congestion has plagued transport operators all over the world, resulting in highly subsidised public transport operations. Some have come up with orbitals, usually too late or can't cope. An orbital system is the answer, not orbital routes. An orbital system is combining orbital routes with radial routes for better efficiency and less waste. Successful world public transport plans are judged on how they reduce traffic congestion around the areas where they serve. Everybody keeps saying how great the public transport systems are in London, Paris etc. but they don't mention anything about the massive traffic congestion around these cities. If we accept overcrowding or waste is the answer, a solution can never be achieved. Let's get together and work out what is the better solution.

There has been a massive (gross) rise in Public transport usage over the past five years but little effect on traffic congestion reduction mainly due to **Transport Induction Congestion**. There has been massive overloading of public transport in the last year. due to new laws. This induction congestion must be addressed, if not traffic congestion will never be solved. If Transport Induction Congestion is not addressed, the more transport projects built the bigger traffic congestion becomes as has happened in many countries of the world. It's a **Solution** that is needed, not isolated planning, gimmicks or pet projects from influential bodies or people. Many people are surprised with such overloading on Public transport and still traffic congestion is as bad as ever and getting worse.

Park & Ride

Metro ACRA Plan (MAP) is designed to maximise Park/Ride. Its orbital design facilitates many areas to accommodate Park/Ride for users to access City Buses, Provincial Buses, Luas, Dart, Local and mainline rail. There are several areas along the Navan to Drogheda line that would be ideal for Park/Ride to service a very wide hinterland in the surrounding areas.