Part Of Orbital Three (Bus)

A new concept to link up bus routes on outskirts. Initially a pilot scheme at Nagor/Fonthill junction. Hub 1 Clondalkin. Between two big suitable bus (Hub1) roundabouts

4 routes 8 directions all meet/depart at unified times at this Hub 1. Example
2PM 2.30 3.00 & 3.30 etc... throughout the day
Routes at H1 13,151, 76 68/69
Users interchange with reliable departures at the same times.

Kylemore H14 Luas and routes 9, 18, 13,15a, 151, 68,69 linking provincial busses similar at Liffey Valley h17
Similar unified times for all the Hubs on DDT Bus Orbital linking busses, Railbus main line trains and Luas

O.N.E Orbital 3 BRT Bus D.E.W via M50

C.O.R.E

- Main Interchange
- X = Interchange Bridges
- S = Super Express Bus
- 39/5 = Clockwise
- 39/N = Anti-clockwise
Around estates on outskirts

1. Takes users express to centre
2. Takes users direct to outskirts
3. Takes provincial bus users direct to outskirts without going via centre
39/5N City to Liffey Valley
M50 to Blanchardstown
Similar for all routes
15 minute frequency

O.N.E Orbital Network Express
D.E.W Dual Estate Way
C.O.R.E Connecting Orbital Radial Effectively
3 in 1 Bus Hubs/Rolling Buses/ M50 C.O.R.E BRT

**3 IN 1 Bus Hubs** is a new concept to maximise bus usage on the outskirts of the city and make it attractive to encourage more use of Public Transport. This is where one bus route becomes many, links up at Hubs mainly on the outskirts. The Hub consists of a minimum of three routes but no limit on the maximum number of routes, with all necessary facilities. All buses depart every half hour from the hour. Peak times they may depart every 15 minutes depending on demand. This similar departure ensures any user from any route can access the route they want. Any one route to any Hub becomes the number of routes that depart each Hub. Example Hub 1 is in Clondalkin between the two large roundabouts where Nangor Road joins Fonthill Road. At this Hub the following routes linkup: 13, 76, 79A, 68/69 and 151. Users from Lucan get 151 bus that departs Lucan Village every thirty minutes having connected with 66 and 67 routes. When these users reach the Clondalkin Hub they can change over to the route they want. All the routes at this hub have two directions except 79A which has one. This concept is safe secure and reliable made better by technology.

**ROLLING BUSES.** This is another new concept in bus public transport where the bus keeps moving. This can happen in two locations, 1. At outer terminals. 2. In the city centre. Some routes can use the two options, others just one and many none. It depends on route layout or how the road network is designed. Most roads are designed not taking public transport into account. The city centre obstacle to rolling buses can be addressed in 2 ways. 1. Cross city routes or 2. Quay Bus Contra-flow. Cross city routes are inefficient, as almost four times the number of users come into city than go out at morning peak, more inefficient when city Luas lines are linked up. Quay Bus Contra-flow is ideal option for rolling bus in the city centre for maximum efficiency, allows for city centre Luas and most important for interchanging that is essential for users with a disability. Another reason why cross city bus routes are not so effective. There are over twenty-two ways users want to go from the city centre. Any cross-city route services only two of these. 1. Where it comes from and 2. Where it goes. With the other twenty, users must change and with no suitable interchange makes it difficult for many users, especially for users with a disability. Inefficiency is waste, we have a responsibility to reduce waste always.

**Bus BRT M50** is an ideal way to maximise Bus Transport use, in a rapid way. Not only is it quick, it facilitates Rolling Bus, avoids going via the city centre unnecessary, ideal for buses from the countryside for users to access areas on outskirts directly and has an ideal bus interchange at Liffey Valley at little or no cost. It uses the N4 busway into city centre with Quay Bus Contra-flow. It’s based on the C.O.R.E. system that is combining orbital radial effectively. It uses M50 with bus SN Example 39SN means the first bus displays 39S from city via Heuston on N4 to Liffey Valley Interchange then continues to Blanchardstown and goes around the Blanchardstown estate clockwise. The second bus displays 39N and goes around the same estates anti-clockwise, ensuring all users can choose shortest route. It operates similarly for following routes 51, 77, 40, 41 and 44. Route 51 for Clondalkin. 77 for Tallaght. 40 for Finglas etc. Provincial bus routes will also link up at Liffey Valley interchange for country users to avail of this link up. Provincial buses can fill up at Liffey Valley with city users using the one, all city zone ticket, express to the city centre.