O3 simple orbital plan in Dublin’s low density sprawl city & 70-mile commuter belt. 60% cars come from outside city’s 10-mile radius. In O3, Bus Luas & local rail serve wider inner city. Country Trains & buses can treble in O3 by using standard rail gauge to Airport. No extra country trains if Luas gauge is used to Airport as users go into city for train back to North Dublin, Malahide Howth & Belfast line. One link Solution Metro Dart rail, Heuston to Belfast line via Park Tunnel M50, Airport, Swords, with Cross.

KEY ELEMENTS OF O3

- Doubles train capacity on all lines
- No unnecessary costly underground – maximizes land use with existing facilities
- G-Link from Fatima (serving new children’s hospital) provides direct Luas access to all areas, and reduces return trip from Tallaght to St Stephen’s Green by an hour
- Service road SR51 to aid M50, M50 road link to new Children’s Hospital.
- Cork trains stop at Portarlington
- Phoenix Park rail tunnel provides direct access to the airport, and to and from all parts of Ireland
- Main bus interchange at Liffey Valley

O3 TOP new approach in transport planning, shortest way to destination.

1. Public transport direct to all areas making it as good as C.A.R.
2. Land Use Location for future business, industry, colleges and hospitals.
3. Car pooling made feasible by direct access public transport.

By fully utilising land use on outskirts (nearer countryside) with technology, service Road 51, standard rail gauge, Country & city buses Taxi, Luas, cars, cycling give O3 potential to reduce vehicles by 40% with electrified Orbital. Underground 20%, costly, Radial, inner city, less land use, takes bus users, overloads centre. O3 ONE Plan makes public transport efficient with Balance good for all areas at less than half the cost & double benefits. 3 main orbitals.

G-Link Fatima to Stephens Green more effective than Dart Inter-Connector, for Luas to disperse users around city nearer destinations, ideal for disability users, reduces overloading. 3 Orbital bus, rail, luas.

STANDARD GAUGE

Standard gauge vital to Airport for direct access from all areas. Trebles trains on Dundalk line. Bus, rail, luas work together with land use to reduce cars. Careful is the safety word of life.

M50 (Rectangle) Solution

- Service Road SR51 (N7 to M1) allows traffic on N4 to access N7 or vice versa. Without going via M50. Similar for all roads linking M50. It also serves the outer industrial jobs corridor, further reducing traffic on M50.
- Service Road SR51 would operate from Rathcoole via Peamount, Lucan rail station (Adamstown), Leixlip, Dunboyne, Blanchardstown and Airport.
- O3 Plan made up of four geometric solutions.

See www.acratu.com

SR51

N4

N7
City Luas & Dublin bus link whole city with O3. G-Link Luas vital, disperses users, trebles usage, easier without car nearer for all great for disability users. No underground, ample space on Luas at Heuston & Connolly. Service Road SR 51 & Children’s Hospital link complete plan in city. Outer links completed later. 10 new concepts in O3 with Technology & Outer Land Use, using road space fairly. O3 addresses Radial System all via centre 50% waste black hole. Don’t dig Stephens Green for two tunnels as existing Park tunnel links Airport direct. Stephens Green will have 3 rails from Heuston & Luas to Airport via centre. City will have 2 more lines to Airport with Park rail. Dodder Luas Tallaght to Dundrum vital. O3 benefits all transport. Designed wisely with Balance, no ad hoc planning. Linking & Direct change Key, extra city main line rail, on-line work from home.

The 03 plan is made up of three main orbitals with many more smaller or local orbitals. It keeps to the S.D.L.P. principles of public transport.

S= Suitability for users. D= Direct as possible. L= Linkage, for adequate link ups and connections. P= Price at reasonable cost.

**Orbital One (Inner Orbital)**
This is a dual orbital network (above) in the city centre – achieved by linking up the Phoenix Park rail tunnel (A on diagram) and the Luas system in red (B on diagram) just requiring the dotted section to be completed to link up the whole Luas system, a total distance of 3.5 miles, initially a short section the G (green) link, 1.25 miles of Luas from Fatima to Stephens Green. This maximizes the Luas lines in both directions making the system over three times more effective in the city area. This dual transport network takes users close to all areas of the city centre. It reduces overloading, addresses most problems for disabled users, is good for business, and makes it easy to get around a congested city. It is good for tourism and ideal in our wet climatic conditions.

**The Bloc**
This diagram (top of opposite page) shows the eight rail lines (four doubles) into the city. Each double rail line consists of local and long distance.

These mainlines rails along with provincial and Dublin Buses feed into the Luas city BLOC orbital for easy dispersal around the city avoiding unnecessary street traffic congestion.

**Orbital Two**
This Orbital (bottom of opposite page) shows the linking up on the outskirts of the rail network, the blue dotted section on the map. The thick dotted section is linking up the Luas line from Saggart to Lucan rail Station at Adamstown, a distance of 3.5 miles through open space. The thin dotted section is the linking up of the Kildare/Cork main line rail to the Sligo/Maynooth main line from Lucan (Adamstown) station to Leixlip, just three (3) miles. This links up the rail network on the city’s outskirts. It makes Lucan (Adamstown) station a Key linkup point in the O3 plan. All trains can stop at this station. This takes over an hour off travel time for many users.
The black line on the outskirts of this map is for Railbus, a new transport concept. Railbus is a bus system designed in rail colours that links two rail lines together to provide a suitable link in areas where the cost of rail is prohibitive, where there are too many obstacles or it can’t be done now. This Railbus gives direct connections to all areas on the outskirts of the city.

Airport Rail Orbital
This Airport rail orbital (back page) uses the existing unused Phoenix Park rail tunnel, requiring a new length of rail track alongside land beside the M50 Motorway, a distance of seven miles to the Airport, two miles extra to Swords and just over another three miles to Donabate to complete the orbital. It allows the rail network direct access to and from all areas and direct from all areas to the Airport. It allows a direct link from Belfast to Cork. It avoids unnecessary city changing and reduces travel times.
This direct link is very important to most rail users but more important for users

Above: The BLOC. Below: Orbital 2
with disabilities. It makes rail transport more efficient and the Park rail tunnel avoids building another tunnel that would be very costly, inefficient and would take a long time to complete. This Phoenix Park tunnel is the most vital piece and valuable part of infrastructure in the capital for a successful transport plan.

Bus Orbitals
The main flaw with the bus network on the outskirts is the lack of integration or linking up. The routes are mainly designed for the city centre. This problem can be addressed with a new bus concept D.D.T. (Destination Direct Transport), this is a simple solution where buses link up at a suitable place or Hub and all depart at the same time every 30 minutes. A user availing of this system knows when they get a bus serving this Hub their connecting or follow on bus won’t depart until they arrive. It is certainty that make this system a success. Similar Hubs on the outskirts of the city, with unified departure times. The M50 is an ideal layout for another bus orbital in the CORE plan with direct city links from each area.

Conclusion & Costs
City’s layout, facilities & O3 efficiency self-finances, saving billions (10) trebles country trains doubles Dart & bus use. Metro N. takes potential bus users, ignores cars from outside city’s 10-mile radius and higher fares. Roads work with linking orbitals so will Public Transport. O3 will revolutionise public transport, suits users 1/10 cost of T 21 as funds needed elsewhere. This One Link Park Tunnel to Airport a game changer. Electric Cars reduce carbon emissions. One travel card for all use. We need you to make plan work, available for presentations. NEWTON O3 Plan is TOP. NEWTON = National Energy Wise Transport, Orbital Network.

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Google - youtube tom newton
03 transport - then click Tom Newton - youtube to see all short videos on one page. Pause to read text.
Reasons why O3 is best on youtube.

O3 Transport Plan finalised 12/12/12/-17
Orbital DART Benefits All Ireland Self-Finances Metro gauge flaw A-Z

New approach, joined up thinking A to Z Orbital system fed by radial routes, ideal transport solution for shortest routes to destination, efficient, almost as good as car by Direct access. Green Luas to Shankill Station 1.5m. Extend Dodder Luas (Tallaght to Dundrum) to Barrow St. to join Luas BLOC via UCD. Anglesea Rd Ballsbridge & Shelbourne Rd. This with orbital bus on M50, Bus orbital on outskirts & orbital rail complete O3 network. Direct Linking Key.

O3 a Revolutionary simple way at 1/10 cost of Transport 21 £3.5B, recovered by efficiency savings over 20 years. Existing transport & land facilities linked by orbitals to access outer areas, ideal for Provincial Buses and Country rail. Standard rail gauge to Airport vital for all Ireland. Park Rail exists to M50 half way to Airport then beside M50. G-Link, Orbitals bus & Luas, Cross city Luas, ONE rail with extended Dodder Luas, Cabra BXD Luas to DCU & shared Luas to Croke Park completes O3 orbitals. Radial Underground costly covers a small area, draws more via centre & rises property values. Metro N. gauge will undermine rail network. O.N.E. rail to Airport essential, 5-minute frequency with direct access to all areas of Ireland. All transport modes link each other, to benefit all, essential for Disability users. O3 links the 3 orbitals of Bus Rail & Luas with outer Land Use. Double & Reverse usage, multi seat usage with technology essential for efficiency. Country users must be allowed to use Park Tunnel.

I discovered flaws of Radial System in 1982 when I worked as a bus driver with Dublin Bus. At morning, peak bus full inwards, empty on way back out, 50% inefficient. My 2nd trip bus was half full, almost empty on 2nd trip out, extra 25% waste, total 75% inefficient. Same on all routes with some false improvements as more went out that came in already. Radial puts 2 hours or more on country trips, Example Cavan user for Swords etc. takes an extra hour each way to destination from centre. Direct link up avoids unnecessary changing that adds time & cost, harder for disability users, it avoids timetable connection delays from Airport to country areas. It has Travel Tolerance Time for public transport users, a key element in O3 to take users direct to destination avoiding overloading streets, junctions and footpaths.

3. main benefits of O.N.E. standard rail gauge, Heuston to Belfast line, benefiting all areas.
1. It gives direct access from all areas of Dublin and Ireland to Airport. Important as Dublin Airport is for all Ireland. Direct access is better for all. If Luas rail gauge is used to Airport, it will add to transport problems as users from Malahide, Blanchardstown, North Dublin and Dundalk line must go into city and back out again to Airport instead of accessing it directly.
2. With standard rail gauge to Airport allows trains to treble at peak time on Dundalk line, & a train link to Navan. Northern trains, can come in on this new Dart line via Airport & not be restricted by Dart trains. This allows east coast Darts, link Airport for new reverse usage.
3. ONE rail ensures not all Dublin, more trains & buses from countryside with outer land use.

O3 also reduces inefficiencies in Luas due to duplication, re-carrying and taking bus users. Outer Land Use and G-Link maximises bus connections. In O3 Bus, Rail, Luas work together with orbital city Luas (BLOC) to disperse users coming in on all modes of transport taking them near destination. Cross City Luas is ideally routed with Dublin Bus Service to link up city network. Dublin an expanding city, 70-mile user belt, 60% cars and rising from outside city’s 10-mile radius, addressed by land use, Park/ride and more trains & buses. Present proposals serve inside 10 miles with little land use. Broombridge vital interchange in O3.
Land Use Outer Corridor is essential for Balance, from Tallaght to Blanchardstown via Leixlip is centre of the Greater Dublin Area. Service Road SR51 from N7 to M1 is needed for three reasons. 1. To service outer land Corridor. 2. Direct link to all areas on this Corridor. 3. To reduce traffic congestion locally & on M50. Lucan Stn. vital for outer links. Safe cycle ways. O3 Transport plays its roll in climate change. Cars vital with electric and hydrogen fuelled. 3 big benefits of O3. 1. Overall saving of up to ten billion euro by not building costly Radial undergrounds, with efficient orbital links and G-Link vital new concept that creates enough tram capacity for all trains arriving at Heuston and maximises transport use. 2. Reduce cars to centre by almost 40%. With 20% country cars come to Outer Industrial Corridor and 10% of city cars go out to same Corridor. Car-pooling and public transport in O3 further reduce cars by 10%, a total of 40% car reduction. Underground reduces cars by 20% even lower than10% if Radial problems are not addressed. 3. Maximises and links existing facilities of Outer land use, Park Tunnel, Dockland rail station, Cross city & G-Link Luas and Dublin bus. Staggered starting times, later College starts. Buses link into both sides of orbital network.

ONE rail Heuston to Belfast line gives Cork and Galway direct link to Belfast, trebles Dundalk trains, benefits all other rail lines with direct linking and reduces Cork to Belfast by one hour. Takes 3 hours off Cork to Sligo return trip or between stations on these lines. 1 hour off to other parts of countryside with country access from outer stations at Clonsilla Lucan, Airport & Shankill with link to Green line. O3 DART benefits Swords in 5 ways, 1. Two ways to city. 2. Direct to Blanchardstown area. 3. Direct to Malahide and Bray lines. 4. Direct to Northern areas. 5. Direct to all areas on Cork, Galway, Sligo trains. With Metro North, just city areas. 10 new transport concepts and 10 transport modes in O3 aids bus and transport network.

Duplication. An underground and over ground tram from Stephens Green to centre, and from Ranelagh to Stephens Green as proposed. These two are wasteful duplication. Dublin Airport will have three-fold capacity to city. 1. Direct. 2. In via Malahide. 3. Capacity by not going via centre unnecessary, less bag changing. O3 caters for future growth and doubling Dublin’s population. Plan now not 2050 as Dublin is a small city with 70-mile commuter belt. The few existing rail lines we have should be kept as they will be needed in the future. Taking buses out of College St. and Luas in Marlborough St. undermines rolling bus orbital terminals that’s great benefit to all and Disability users. Footpath widened, Quay cycleway. Take traffic from College Green not buses leaves Disability users with a service to this area. If College St. area is to omit buses, a Bus Plaza on Aston Quay is needed to make up this loss. Route splitting (forks), isolated, secret or ad hoc planning undermines overall effectiveness. O3 provides a simple road link to New Children’s Hospital from M50 for hospital use only, as this complex will have 4 hospitals and local expansion as South Circular Rd is overloaded. A Service Road SR51 from N7 to M1 via Adamstown and Leixlip. Luas Link to Platform 10 in Heuston with bus way &Taxis. Orbital O3 allows access in both directions doubling efficiency of bus rail Luas. Street Luas ideal for one main orbital, for high frequency. North-South inner corridor is needed for future rail transport, economic growth outside Dublin & to contain car growth over next 20 years. Bus vital in O3 for connectivity with essential bus interchange at Liffey Valley. Park/Ride vital in O3 for sharing with real time travel information. Available for discussions and presentations. 2016. Plan, click – Youtube tom newton O3 transport-- or www.dublinbus.biz www.ACRAtu.com T. Newton 086 3127364 E-circletransport@gmail.com