
Cross city routes reduced: 1. For efficiency & less bus waste. 2. Up to 4 times more users come into city at morning peak, than go out. 3. Cross city routes benefits only two ways, A) From where it comes from B) Where it goes. There are over 20 other areas where users want to go & have to change. Suitable city interchange is essential for any solution. Quays ideal for Contra-Flow as there are no shops or activities on Quayside, to accommodate bus corridors. An Orbital system (Not Orbital routes) is ideal solution for Greater Dublin, at little cost. Luas Orbital for inner city to take users near destination for bus to be used more effective. O3 new approach to build & integrate all modes of transport Contra-Flow reduces accident delays, takes users direct, avoids going via city centre unnecessary. Rolling terminals, U bridge & multi routes Bus 3 in 1 HUBs make O3. Aston Quay bus plaza. Bus interchange Liffey Valley. New road to the new childrens hospital. Full transport plan aids planning. Luas-Bus until Luas is required.(Save Bus)12/12/12-17 V6 P3

Quay Bus Contra-flow 3

This is a new bus concept in the city centre to maximise scarce road space for the benefit of all road users, businesses and tourism. The Bus Contra-flow on Quays segregates bus from cyclists and vehicle traffic. It avoids existing problem on the Quays of crisscrossing where vehicle traffic cross two bus lanes to go up O Connell St. & buses cross vehicle traffic to turn right over O Connell Br. This crisscrossing adds to traffic congestion. This bus Contra-flow allows buses in and out of the city traffic free. This system has no negative effect on business as there are no shops or stores on the quayside. This allows business to operate freely on the building side. Allows people to be dropped off and business deliveries on that side without hindering bus flow. No buses cross O Connell Bridge from Bachelors walk with this system, this allows cars turn right onto O Connell Br. causing no extra capacity problems on the bridge. It works out the capacity required for buses is now filled by cars taking up same amount of road space. Cross city bus routes will be reduced as Luas expands to cover these areas, reducing duplication. Big benefit of the Bus Contra-flow it creates a main city interchange for all buses serving city centre where users have a safe bus change over. This is important for bus connections, vital for users with a disability. Greatly reduces crossing at busy junctions. No buses parked in the centre area avoiding obstruction, achieved by rolling terminals. If suitable linking public transport is provided, users will gladly change over. Great advantage of this system it gives priority to public transport without taking away road space. Single vehicle lane on Quays is sufficient to caters for essential movements the city needs.