

ROAD NETWORK

- Development of an outer ring road beyond the M50 to relieve traffic on the M50 and provide greater ease of transport between large commuter towns in the counties surrounding Dublin
- Planning for the advent of driverless cars operating on a fleet model; impacts both on greater availability of public spaces in urban areas due to less demand for parking spaces and on the machinations of the road network itself.
- Planning for beyond 2040 with a motorway to run from south-east to north-west to develop upon a corridor of the lowest populated and most underdeveloped parts of the country.

NEW CITIES

- Establishment of two smart cities (one in the midlands possibly equidistant between Dublin and Galway on the M6; another possibly in Charleville or nearby as it is roughly equidistant between Cork and Limerick). This fits in with a model of network cities as detailed below.

NETWORK CITIES

- Cork-Charleville-Limerick
- Galway-Midlands City-Dublin
- Arklow-Bray-Dun Laoghaire-Dublin-Swords-Drogheda-Dundalk (in the advent of a united Ireland extending north to Newry-Banbridge-Lisburn-Belfast).

PORTS

- Development of a superport in Limerick/Foynes.
- Relocation of Dublin Port to deep water site at Bremore – providing easy access to both Dublin and Belfast.
- Redevelopment of existing Dublin Port site for high rise mixed use (see below).

DUBLIN BAY

- Following relocation of Dublin Port to Bremore, develop the present Dublin Port lands to accommodate a large portion of the city's population. Using nomadic architecture, host an Olympic Games that provides lasting infrastructure and just so happens to add value to the national brand and bring a large amount of income for the duration of the Games. No white elephants.

HIGH RISE DEVELOPMENTS

- More of these please. Build up; not out.