

C.H.O.B. Cycle Way Quay Priority

Cycling is a unique form of transport in existence for centuries. It differs, from cars in lane behaviour, cars follow each other in lanes, this is not necessary so for cyclists. In most cases, a single cycle lane is adequate but in areas of high usage, the Quays, single lane not suitable. Quays in Dublin are one such place where single lane is totally inadequate with high usage. This usage is set to more than double over the coming years due to the increase of cycling popularity and to avoid delays due to increased city congestion. This is greatly helped with the success of Dublin bike scheme. This concept is an extra aid to ease city traffic congestion

To address this problem satisfactorily I am putting forward a new concept called **C.H.O.B.** (Cycling Headway Orange Box) system. This give cycling the necessary priority on the Quays. To achieve this, large vehicles (Bus) are segregated from cyclists with Quay Bus Contra-flow.

How this concept works. Cyclists use single lane on the Quays on the left side. Before each traffic light junction an orange box (same as existing yellow box) is marked out in diamond form just before the traffic lights to a depth of 2 or 3 cycle lengths for cycles to access and wait in a safe manner. Cyclists use the cycle lane in single file, when the traffic lights go red, cyclists continue, pack into the additional space in the orange box before the traffic lights. When traffic lights go green the pack of cyclists move off in block holding full vehicle lane, motorist can't pass due to 30k speed limit and slow-moving traffic, making cycling safer.

This new concept for cyclists is needed for the large volume of cyclists that use the Quays and the increase numbers that are expected over the coming years. This concept is also needed to facilitate all the other forms of transport that use the city centre.

A single lane cycle way on the Quays is not suitable for cycle volumes of this magnitude, many would spill over into existing vehicle lanes adding to congesting, making Quays unsafe.

The aim here is to reduce or fade out private motorists during peak travel times and allow a successful transport system to work satisfactory in the city centre. This is very important for all city users, especially for uses with a disability. It maximises scarce city centre road space.

This system is mainly self-policing with less city street confrontation between all city users. Additional Dublin Bike stands will be needed in the Heuston area especially at Platform 10 where Phoenix Park tunnel trains will stop, more needed in vicinity of Phoenix Park. More cycle stands in the city at Public Transport Interchange between O Connell and Butt bridges.

The Quays should be used in a beneficial way for all users. Under this plan we can have an off Quay cycle way for beginners or tourist to encourage more cycling and for cycling safety. As cycling will become a major aid to ease city traffic congestion, priority for cyclists is key, especially on the Quays. Cycling can aid the efficiency of public transport with more taking to cycling in the Heuston area. This requires an enough of bikes for all users at this point.