Cyclists will play a major role in a transport solution for Dublin. Many more cycle stations are needed for Dublin. This gives cyclists full priority on the Quays, away from large vehicles blending into an overall city transport solution. This map shows how cyclists maximises road space on the Quays to accommodate any future number of cyclists.

Interchange facilitates C.O.R.E. Bus system into Dublin. Trans-Connect links up all modes of transport. (See website)

2 cycle ways to Heuston 1) CHOB separates cyclist from large vehicles (Bus) 2) Safe cycle way off Quays (Parallel).

B.U.S is Bus U-turn System with Quay Bus Contra-Flow, engine of plan. Narrow Quay sections addressed. Ideal city maximising efficiency, space, more cycle bays with quick return access. Revolutionises Public Transport for Work, Heuston to Matt Talbot Bridge. It allows all bus routes from North, East, West & South to U-turn at this interchange circle.

Updates on: www.acratu.com & www.dublinbus.biz

Metro Dart O3, Transport Orbital Plan  Luas West/S/N/E

Links up with bus corridors

Cork/Blanchardstown to Belfast Line

Direct transport to all areas outside centre. Dotted purple line

Segregated cycle lane is not suitable in areas with a high volume of cyclists, such as the Quays.

How it works  C.H.O.B - Cycle, Headway, Orange Box

Cyclists use a single lane inwards on the North Quays. When the traffic lights go red, cyclists pack into the orange box, move off in block holding the full vehicle lane when lights go green. Moving vehicles must not stop in the orange box similar to yellow box. Similar on South Quays. There is also an off Quay cycle way shown in red above, for beginners, less confident cyclists.

G-Link vital for O3

Quay B.U.S Contra-Flow, U-Turn Bridge & Cycle way

Quay B.U.S Contra-Flow, with C.H.O.B Priority Cycle-Way

This map shows how cyclists maximises road space on the Quays to accommodate any future number of cyclists. This gives cyclists full priority on the Quays, away from large vehicles blending into an overall city transport solution. Cyclists will play a major role in a transport solution for Dublin. Many more cycle stations are needed for Dublin.

G-Link Luas critical for city transport solution

G-Link - Faíma to Docklands Station via Stephens Green. Essential to maximise city Luas, Bus and Rail network. Disperses all users arriving at Heuston and Docklands stations to their destination. Allows easy access around centre.

How it works  C.H.O.B - Cycle, Headway, Orange Box

Cyclists use a single lane inwards on the North Quays. When the traffic lights go red, cyclists pack into the orange box, move off in block holding the full vehicle lane when lights go green. Moving vehicles must not stop in the orange box similar to yellow box. Similar on South Quays. There is also an off Quay cycle way shown in red above, for beginners, less confident cyclists and tourists. The aim is to encourage more cycling, make it safer for cyclists and all roads users. Segregated cycle lane is not suitable in areas with a high volume of cyclists, such as the Quays.