A Report on the New Junction at Dundrum Bypass – Dundrum Road / Taney Road – Upper Churchtown Road

"A Dangerous Design for Cyclists"

Wednesday 17th July 2002

Dublin Cycling Campaign
12 Millmount Grove, Windy Arbour, Dublin 14.
A Member of the European Cycling Federation

Net. www.connect.ie/dcc Email dcc@connect.ie Voicemail 087 6261627

1 Introduction

1.1 The new junction at Dundrum Bypass – Dundrum Road / Taney Road – Upper Churchtown Road was examined by members of the Dublin Cycling Campaign on 10th July 2002 following receipt of complaints by cyclists in the Dublin 14 area.

1.2 The examination involved walking along and cycling through the junction from all directions. Observations were made of other cyclists and pedestrians using the facilties. Photographs were taken to illustrate the points made in the report.

1.3 This report is structured by firstly listing the specific problems associated with various elements of design and then summarizing the difficulties in the conclusion.

1.4 The Dublin Cycling Campaign (DCC) is a voluntary organisation campaigning for the last 10 years "to make Dublin a bike friendly city". The DCC lobbies for measures to be taken by National government, the Dublin Transportation Office, the gardai and the Dublin local authorities which will result in an increase in the number of journeys taken by bicycle. These measures would include changes to infrastructure, changes to legislation, enforcement and education of all road users. We are represented on (amongst others) the following bodies:

- DTO Advisory Committee
- DTO Cycle Forum
- Dublin City Council's Transportation Strategic Policy Committee
- Dun Laoghaire Rathdown County Council's Roads and Transportation Strategic Policy Committee

2 Specific Problems for Cyclists.

2.1 Cycling from Sweetmount Area / Weston Park onto the Dundrum By Pass

Problem:

There is no dishing of the kerb to allow cyclists to get from the northern end of Sweetmount Avenue onto the By-pass.

Nor is there a designated path for them to follow across the granite paving stones / bricks. The result of this is that one is creating potential conflict with pedestrians as no-one knows where the cyclists are supposed to be.

Solution:

Dished kerb and marked route for cyclists required.

Photo A. (ddnoramp.jpg)

Looking towards the end of Sweetmount Avenue: A woman with a baby on the back having cycled off the kerb: Why no dishing?

Photo B. (ddlib.jpg)

Looking towards the library: another cyclist wonders why there is no dishing from the paved area onto the road.

2.2 Cycling from Dundrum Mainstreet on the Dundrum By-pass and continuing in the direction of Dundrum Road

Problems:

2.2.1 A stretch of off-road cycle track runs onto the main carraigeway at the point where traffic is turing left quickly. There is no indication who has right of way. THIS IS A LETHAL DESIGN. One of our members, Aoibheann, was nearly killed as she wasn't certain who had right of way, assumed she had, and was very nearly hit by a fast moving left-turning car.

If the cyclist is not provided with a safe and obvious right of way to continue straight on, then few cyclists will use the facility. Observing cyclists' behavior at this facility proves this point. Cyclists prefer to remain on the carraigeway to be guaranteed right of way to continue straight-on.

2.2.2 Currently the left-turning traffic moves *very* quickly.

Solutions:

2.2.1 There should be no off-road facility here. Keep cyclists on an on-road track. Make it obvious that cyclists have right of way and that left turning vehicles must give way to straight on cyclists, *as is the norm in traffic law*.

2.2.2 The design needs to be altered to slow down left-turning traffic. See also 2.8 below.

Photo C. (ddoffroadn.jpg)
Looking northwards towards the junction: Who has the right of way here?

Photo D. (ddrow.jpg)
Looking northwards as C: A fast moving left turning vehicle.

2.3 Turning Right from Dundrum Bypass onto Taney Road.

Problem:
Turning right here is very dangerous. Junction re-design does not provide for making this manoeuvre any easier.

Solution:
Provide an Advanced Stop Line and Waiting area. Consult with Cyclists' User Group for further advice.

2.4 Continuing straight from Dundrum Bypass junction towards Dundrum Road.

Problem:
The dashed cycle track runs straight towards a newly built pavement and kerb! Cyclists must swing suddenly into fast moving traffic which is itself changing from 2 lanes into 1 lane. THIS IS POTENTIALLY LETHAL.

Solution:
Re-design to avoid this dangerous layout. Consult with Cyclists' User Group for further advice.

Photo E. (ddpathends.jpg)
Looking northwards along the Dundrum Road. What is the logic behind this design?

2.5 Cycling from Churchtown Road towards the crossroads.

Problem and Solution:

This section is obviously not completed yet due to work on the LUAS bridge but it must be ensured that the potentially lethal layouts highlighted in this report are not repeated.

2.6 From Churchtown Road through the junction onto Taney Road

Problem:

The dashed cycle track stops where the grass verge begins on the far side of the junction. Cyclists are forced to swing into the main stream of traffic, where two lanes squeeze into one lane. IS THIS A BAD JOKE? These 2 lanes are often made up of HGV's. THIS IS ANOTHER POTENTIALLY LETHAL LAYOUT.

Solution:

Re-design to avoid this outrageously dangerous layout. Consult with Cyclists' User Group for further advice.

Photo F. (ddeastbound.jpg) Looking eastwards. This cyclist wonders why the cycle track just stops and she must swing to the right.

2.7 Cycling from Dundrum Road through the junction onto the Dundrum Bypass and then left into the village or straight on.

Problems:

2.7.1 Cyclists who cycle along the off-road facility meet 4 poles on their right on the red tarmaced surface and, inevitably, pedestrians who are waiting to cross over towards the library. This design provides for an increased likelyhood of collision between cyclists and pedestrians.

2.7.2 Cyclists who wish to cycle straight on up the by-pass lose priority or could be in collision with left turning traffic.

Solutions:

A simple on road facility would get around these problems. Consult with Cyclists' User Group for further advice.

Photo G. (ddoffroads.jpg)
Looking northwards. An on-road facility is simpler and preferred by cyclists.

Photo H. (ddsouthbound.jpg)
Looking southwards. By cycling along the red tarmaced surface, cyclists are going to meet waiting pedestrians. As waiting times are long here, the numbers of pedestrians congregating here could be large.

2.8 Cycling southwards and turning right into the area in front of the library and then onto Sweetmount Avenue.

Problem:

Most cyclists, as observed while examining the site, do not use the off-road facility (and toucon crossing) and take the direct right-hand turn across to the space in front of the library.

Solution:

A refuge is required - similar perhaps to the one provided where Portobello emerges onto Richmond Road at Rathmines bridge – to allow cyclists to get into the correct position to turn right. Such a design would also prevent traffic coming from Dundrum main street from cutting directly across the corner at speed and onto the left turning slip road onto Upper Churchtown Road.

2.9 Cycling from Taney Road to Churchtown Road

Problem:

Although not completed yet, it appears as if cyclists going straight on towards Notre Dame school lose right of way as they continue straight-on across the old upper Churchtown Road.

Solution:

Straight-on cyclists should be able to proceed safely without having to continue through cluttered shared-use facilities where extra potential conflicts with pedestrians are created.

Photo I. (ddwestbound2.jpg)

Looking west showing the start of the offroad track leading to the junction with the old Churchtown Road. Could the lamp-post have not been sited against the wall with a longer extension to stretch across over the road – thus keeping the cycle track lamp-post free ?

2.10 Linking Dundrum Main street directly through the Junction onwards towards Dundrum Road.

Problem and Solution:

If it is proposed to allow cyclists and pedestrians direct access to / from the village (Waldemar Terrace), they should be able to do this without there being extra potential conflict with pedestrians on the traffic islands. (Eg. the at the traffic island lying at the south-east corner under the new bridge).

2.11Linking the Dundrum By-pass to the Wickham By-pass.

Problem:

There is no link between the two of these. One has to hop over a kerb to get from one to the other!

Solution:

A link must be provided.

3 Conclusion

3.1 Little thought has been given to the cyclist in the re-design of this junction, in spite of there being "cycle facilities" included in the design. It seems designed purely to get as much vehicular traffic through the junction as quickly as possible. It has made the life of the cyclist even more difficult and dangerous. Furthermore, **many specific elements of the design are potentially lethal** and, in the opinion of the authors, increase the likelyhood of serious or fatal cycle accidents.

3.2 As per the new design, **straight-on "manoeuvres",** which one would think are the simplest and safest manoeuvres possible, **are made hazardous as there is confusion over right-of-way with left-turning vehicles.**

3.3 **Advance-stop lines** are required and lots of bicycle logos. (We assume that the contractors are waiting for the rest of the contruction to be complete before doing this)

3.4 **Waiting times at the pedestrian / toucon crossings are unacceptably long**. The time provided to cross is also unacceptably short. This is disgraceful for any elderly people or persons with children or prams.

3.5 Proof that the design is awful is provided by the observation **that the vast majority of cyclists are not using the facilities provided, or not using them as intended.**

3.6 €44 Million spent on a By-pass and junction re-design should buy decent facilities for everyone.

3.7 It must be revisited as a matter of urgency to avoid casualties.

Appendix 1. Copies of this report have been sent to (inter alia) the following::

1. Seamas Brennan TD, Minister for Transport, Government Offices, Kildare Str., Dublin 2.

2. Cllr. Betty Coffey, Chairperson of Dun Laoghaire Rathdown Co. Co., County Hall, Dun Laoghaire, Co. Dublin.
3. Chairperson of the Dun Laoghaire – Rathdown County Council Transportation Strategic Policy Committee. County Hall, Dun Laoghaire, Co. Dublin.
4. Mr. Derek Brady, County Manager, Dun Laoghaire – Rathdown County Council, County Hall, Dun Laoghaire, Co. Dublin.
5. Mr. Eamonn O' Hare, Director of Transportation, Dun Laoghaire – Rathdown County Council, County Hall, Dun Laoghaire, Co. Dublin.
6. Mr. B. Casey, B.E., C. Eng., M.I.E.I., M.I.C.E., Senior Engineer, Dun Laoghaire – Rathdown County Council, County Hall, Dun Laoghaire, Co. Dublin.
7. Mr. Edward Hughes, Law Agent, Dun Laoghaire – Rathdown County Council, County Hall, Dun Laoghaire, Co. Dublin.

8. The Director, Roughan O' Donovan Consulting Engineers, Arena House, Arena Road, Sandyford, Dublin 18.

9. Superintendent Kevin Donoghue, Dundrum Garda Station, Dundrum, Dublin 14.
10. Superintendent Tom Murphy, Garda Traffic Division, Garda Headquarters, Phoenix Park, Dublin 8.

11. Mr. John Henry, Director, Dublin Tranportation Office, Hainault House, St. Stephen's Green, Dublin 2.
12. Mr. Michael Ahern, Senior Engineer, Dublin Transportation Office, Hainault House, St. Stephen's Green, Dublin 2.

13. Mr. Tim Brick, Chairperson Roads and Transportation Section IEI, Dublin City Council, Roads and Streets Department, Block 2 Floor 3, Civic Offices, Dublin 8.
14. Mr. Pat Costello, Chief Executive, National Safety Council, 4 Northbrook Road, Dublin 6.

15. Mr. Frank McDonald, Environment Correspondent, Irish Times

Appendix 2. Acknowledgements
We wish to acknowledge the help of the following Dublin Cycling Campaign members in compiling this report:

1. Mr. Pieter Van Velzen, B.Sc. (Eng) C.Eng, MIEI
2. Mr. Niall O' Reilly, B.Eng, Ph.D.
3. Dr. Aoibheann Nic Dhonnachadha
4. Mr. Damien Ó Tuama, B.Sc. (Hons), M.Sc. (Env. Eng.)
5. Ms. Patricia Gardiner, M.A. (Urban Planning)
6. Ms. Rachel Vaughan, M.Phil.
7. Mr. Brendan Sheehan.