



Dublin Cycling Campaign

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Dublin City Council Cycle Forum

**Re: Schedule of dangerous places for cyclists in Dublin.
The cyclists' view**

The Dublin Cycling Campaign recently asked its members and friends which parts of the Dublin street fabric they find could benefit from re-design.

This report sets out the feedback received, under the following headings-

1. **The Quays-** including bridges and surrounding roads
2. **North City centre**
3. **South City centre**
4. **North city outside canals**
5. **South city outside canals**

The ten junctions most cited in our survey are printed in **red**.

Illustrations have been copied from Google Maps and other sources where possible.

One constantly-recurring feature of the feedback is the fear and danger arising from multi-lane systems.

1. The Quays

Grattan bridge, turning right onto Essex Quay, the bridge is one way and cars are pushing behind and you're not sure which side of the lane you should cycle: very dangerous!



Talbot Memorial Bridge

[1] Heading left on to city quay, you're directed off road on the corner, conflict with peds and lose priority when joining the road after the corner
[2] Heading straight or heading right, the time delay on the toucan crossing can take ages even when there's light traffic.



Ormond Quay junction with Jervis Street

Presence & position of cycle lane encourages cars to turn left across cyclists and knock them over.



Victoria Quay (just outside Guinness gate), turning right on to Frank Sherwin Bridge (to then turn left to go up to the Pheonix Park), cyclists need to go from the bus lane to the third of four lanes. Lorries and fast cars going along the quay make it terrifying to change lanes.

Samuel Beckett bridge- no thought given to cyclists. On the south side the path East along John rogersons quay is cut into by the road turning from Cardiff lane, if you want to continue across this, you have to watch turning cars from cardiff lane dash to a tiny island that has cobblestones on it making it had to jump up on and wait for the traffic to pass, the gap in the island has those nobbly bumps which want to throw you off your bike. The afterthought of a bike/pedestrian area on the sides of bridge are a joke, the surface painted with some sort of material akin to oil, in the wet you have to go straight ahead through the pedestrians because if you turn you will slip out and take you and some pedestrians with you.

2. North city centre

The Customs House area-

The junction of Memorial Rd, Amiens St and Custom House Quay. Coming from the Northside there are numerous lane-changes involved if you're going straight or right onto George's Quay.

The junction at Store Street / Beresford Place / Amiens Street / Memorial Road – far too much going on, traffic going all directions at speed. But also at other locations, like: Amiens Street leading to Mayor Street – cycle lane ends in a place where's there no room rather than long before it.

Coming from Abbey Street, Gardiner Street or Butt Bridge, numerous lane changes in moving traffic required, depending on desired route.



Church Street, behind the Four Courts, from the river up to Mary's Lane. This 100m of road is incredibly busy with the LUAS, Taxis using the bus lane as a taxi rank as they wait for business from the courts, porters wheeling files from the courts to the Bar Council, and guards pulling out of the station there. It's not exactly a junction, but there's lots of stopping and starting and it's very loud in the mornings. I've been knocked off the bike there once and had another near miss.



North King Street

The cycle lane going out of town passes Smithfield and turns right (you have to cycle across from the left to the right hand side of a fast moving one way street here) and then left onto North Brunswick Street - it then comes to a full stop at Blackhall Place/Stoneybatter/Arbour Hill junction - you lose the bike lane and even more - there is no traffic light to let you proceed and traffic is too busy to let you out - you have to get off your bike and walk up to the pedestrian crossing and wait some minutes for the light to change. No warning is given of the end of bike lane here.



Frederick Street North on to Parnell Square East. Layout encourages buses etc to pass closely



Top of O'Connell St northbound - no advance stop line (ASL). An ASL would be good for those turning the corner and those going around Parnell Square



O'Connell Bridge northbound – need an advance stop line here.

Guild Street / Upper Sheriff Street -- new road markings layout means little room for other traffic passing bicycles both ways on Guild Street.



Seville Place westbound / Upper Oriol Street -- Cycle lane on junction directs cyclists into cycle lane after junction which conflicts with parking spaces.



3. South city centre

D'Olier Street on to College Street (including junctions with Fleet Street / Townsend, and curve around to the junction with Pearse Street)



The whole multi-lane one-way system around Trinity College/Pearse Street/D'Olier Street/Westmoreland Street is threatening.

Junction of Tara St. and Townsend St. If you come down Pearse St., follow onto Tara St., and want to turn right onto Townsend St., you have to cross 3 lanes of traffic. A bit awkward if you'd like to park your Dublin Bike at the Townsend St. bike station.



D'Olier Street heading south from O'Connell St: lanes disappear, no visible road markings, buses dive-bombing the left hand lanes (especially at rush-hour), no cycle lanes at all and traffic is forced to merge from 4 lanes to possibly - three? (it's pretty hard to tell). Also zero options for bikes coming around college green: no cycle lanes anywhere!



Turning from D'Olier Street onto College Street by Doyle's pub is definitely one of them. If you're where you should be on the left hand lane, there's always a string of busses pulling in or merging back out by Trinity and although they try their hardest to accommodate bikes, the sheer flow of traffic can make it a very hairy situation. Add to that the taxis pulling in/out from the same location and from the lay by just opposite Thomas Moore statue and you're lucky to get as far as College Green without having to avoid/brake from something or someone.

St Stephens Green West- Cycle lane appears to be marked between York Street and Glovers Alley but then disappears. No access for cyclist through to Kildare Street



St Stephen's Green heading west from the top of dawson street to the top of grafton street. taxis regularly double park along this stretch forcing cyclists onto other side of street and cyclists are increasing cut out by taxis u-turning at the grafton st side without regard to cyclists coming up their outside.



Kevin St/Bride St

Cycle lane hugs path

Realign part of cycle lane.



Kevin St/Bride St
Cycle lane too narrow
Remove cycle lane.



Heuston Station
A bus stop and a cycle lane share the same area of the road.



Canals, e.g. Dolphins Barn eastbound

Cycle lanes stop at some junctions

Cycle lanes should continue across junctions

Inchicore Road

Two way contra flow cycle lane – ignored by many motorists.

Add physical barriers at the start and end of the cycle lane to prevent cars driving over cycle lane.



Morehampton Road/Leeson Street/Appian Way junction

Very confusing markings for all road users inbound here and way forward for cyclists not marked in red treatment.

Shared chevron road markings



Junction at Christchurch cathedral, Dublin 8 - High Street / Nicholas Street / Winetavern Street / Christchurch Place.

This is a wide, multi-laned, intimidating junction. Manoeuvres which are particularly difficult are the right turns from Nicholas Street (continuation of Patrick Street) onto Christchurch Place, or from High Street onto Nicholas Street. Even while cycling straight ahead (eastwards) from High Street onto Christchurch place, the cyclist can feel squished as traffic lanes narrow here. This junction needs a complete overhaul to make it feel safer for all cyclists.



Patrick street, the crossing just after Patricks Cathedral.

Two regular lanes become three sorting lanes for cars and one bike lane on the far left. Very hard, dangerous and scary to sort to go right towards the Coombe / Cork street as cars usually drive very fast down Patrick street.



Nassau street going to Merrion Square.

Usually crossing two lanes to the right to sort right with many big busses involved. Nassau street in general is a pain to cycle with all the bus stops



Bleeding Horse junction- One-way contraflow needed



Adelaide Road at the end of Earlsfort Terrace

Motorists on Adelaide Road often ignore the yield sign and expect that right-turning cyclists (who have right of way) will yield.



4. North city outside canals

Hart's Corner outbound. Mainly when you're on the Finglas Road and want to turn into Prospect Way (towards Ballymun etc). From this junction leading up to the next junction is problematic. Main problem is speed of traffic around the junctions makes it harder to get into the right turning lane quickly.



Hart's Corner where cycle lane dumps you close to the kerb just before a point where the road narrows, cars are speeding past and cars etc park half on the footpath.



Lower Drumcondra Road northbound / Botanic Avenue
Cycle lane on junctions directs cyclists into the footpath.



Upper Drumcondra Road northbound -- tiny advanced stop line for turning right into Griffith Avenue.



Fairview

Cycle lane conflicts with parked vehicles opening doors



Fairview/Marino Mart at Malahide Road junction going out of town is hell if you are going straight on towards Clontarf, traffic pulls across the bike lane at speed to turn left, similar situation though not quite as bad for the Howth Road junction 100 yards further on.



Doyle's corner in Phibsborough (Phibsborough RD / NCR) is atrocious, particularly when you're approaching from the Cabra side. There is no cycling lane at all.



5. South city outside canals

Harolds Cross Bridge - Junction of Harolds Cross Road, Parnell Road and Grove Road. (Location of ghost-bike)



The right hand turn going from Harolds Cross Road onto Grove Road is very very tricky. While there are (just about) two 'inbound' traffic lanes here, the right-most lane is for both straight-ahead and right-turning traffic. As a cyclist, if waiting to turn right here, cars and trucks intending to drive straight-ahead become impatient waiting behind the cyclist and beep their horns and drive right up behind the cyclist - this is intimidating. It also feels worse because of the hump-backed bridge in that you cannot see oncoming vehicles very easily when waiting to turn right.

As a result, many cyclists hop across onto the footpath (outside of the bicycle shop) and nip across at the pedestrian crossing to get onto the (eastbound) cycle lane.

Why not make the right-most lane on Harolds Cross Road 'right-turn only'? This junction needs to be redesigned.

Harold's Cross Bridge- Going north & waiting to turn right is awful. Coming the other direction is dangerous -not enough room. You're also up against a 1 metre thick solid stone wall on your left.



Surface is bad on all approaches to Harold's Cross Bridge, and too many drivers jump red lights.

Harold's Cross Park - there's neither footpath nor cycle lane going towards town along Harold's Cross Park. Cyclists can be jammed against the railings at the school, as cars pull left into the bus lane when someone is trying to turn right into the school (St. Clare's). Additionally, bushes are not always trimmed back, and having a branch sticking out into the bus lane is not unusual.



Lower Kimmage Rd at entrance to Mount Argus estate
Cycle lane hugs footpath at entrance to estate. Left turning cars are a danger.



Realign cycle lane. "Yield to Cyclists" sign required

SCR near IMMA

Gaps in cycle lane
Repaint cycle lane

