

Research of Griffith Avenue – Phase 2 Segregated Cycle Lanes

Research of Griffith Avenue – Phase 2 Segregated Cycle Lanes – [AECOM](#) Stage 3 Road Safety [Audit](#) December 2020

Introduction

Road crashes resulting in death, injury and damage, investigated by Police since [1869](#) continue, because drivers are trained with the aid of dual controls, tested in 30 km/h areas with ramps installed dictating a speed of 10 km/h and the UK Government owned Transport Research Laboratory TRL designed the [Highway Code](#) Stopping Distances based on an incorrect formula introduced by Parliament on [31 07 1946](#), and now used worldwide

The TRL Highway Code stopping distances are the root cause of road crashes as they are based on;

- A driver Thinking Time of 0.70 seconds before braking, which should be done in Anticipation
- Braking Distances beyond emergency standard, rather than normal braking for normal driving
- Braking distances for one-way road traffic only, although 2 opposite drivers require 2 distances in 1 Time
- Longer distances for wet roads rather than lower speed limits, allowing the same distance as on dry roads.

In 2021, the UK has left the European Union EU and the privatised TRL provides the 2 Police Forces, and 2 Training Organisations in Ireland and other countries worldwide with 5 incorrect [stopping formulas](#), outlining driver Thinking Time before braking from 0.70 seconds to 2.20 seconds 22m to 73m, at a speed of 120 km/h.

There are many retired [Police Officers](#) who have used the incorrect Highway Code and Rules of the Road stopping distances for 30 years and who then joined TRL and the RSA as Expert witnesses, including...

1. Mark [Hargreaves](#) a Police Officer for 30 years, joined TRL
2. Mark [Hill](#) a Police Officer for 30 years, joined TRL
3. Simon [Lane](#) a Police Officer for 30 years, joined TRL
4. Alex [Livadeas](#) a Police officer for ten years, joined TRL
5. Craig [Arnold](#) is a class one advanced police driver, joined TRL
6. Phil [Balderstone](#) a Police Officer for 13 years, joined TRL
7. Simon [Hall](#) a Police Officer for 30 years, joined TRL
8. Eddie [Rock](#) a Police Officer for 30 years, joined the [RSA](#)
9. Michael [Brosnan](#) a Police Officer for 30 years, joined the [RSA](#)

The UK and Irish Government continue to award [contracts](#) to [TRL](#) without correcting the stopping mistake. [TRL](#) referred me to the [RSA](#), the [UK Government](#), Highway Code and [DSA](#), DVSA confirmed that the formula has passed into history and referred me to the USA, while the [RSA](#) commissioned TRL who designed a new [formula](#).

On [31 08 2021](#), having brought my research discovery to the attention of the European Commission EC for 10 years that; TRL, the advisor to the EC has 5 incorrect stopping formulas, a response is awaited from Fotini Ioannidou EC, DG Mobility and Transport and Adina-Ioana Vălean European Transport Commissioner, while under Freedom of Information Legislation the RSA fail to release available Government Strategies to me [Mr Y](#).

My research, based on VBOX measurements, outlined at [drivingscorecard.com](#) is accurate to within 2cm and the Driving ScoreCard System stands alone without Reference Books or Disclaimers.

- The Highway Code and Rules of the Road both have DISCLAIMERS, and
- It appears that Police and others do not want to eliminate road crashes
- The reason for this may be a loss of Revenue or loss of Credibility after 152 years
- I invite the EC, EU, TRL and rule makers worldwide to disprove my findings, by demonstration.

Frank Cullinane is a road crash investigator and researcher and to prove my discovery,

I researched the Griffith Avenue – Phase 2 Segregated Cycle Lanes – [AECOM](#) Stage 3 Road Safety [Audit](#) December 2020 and discovered as follows:

Summary

Griffith Avenue – Phase 2 Segregated Cycle Lanes – [AECOM](#) Stage 3 Road Safety [Audit](#) December 2020

- In a 12-year period there was one Minor Road Crash on Griffith Avenue, with 3 at the entrances.
- Gardai were invited to attend for the Safety Audit, but they did not have availability, however

On [31 08 1869](#), or 152 years ago Police investigated the world's first fatal road crash in Ireland.

In [1922](#), An Garda Siochana was established and by 2021 had investigated road crashes for 99 years and I was a Garda Road Crash Investigator for 30 of those 99 years.

In [1922](#), Gardai investigated 51 road fatalities and investigated a further [30,933](#) by 2020 and promise us Vision Zero by 2050 when one third of the world's population may have died from natural causes.

In [1927](#), the Garda Assistant Commissioner William Murphy, blamed pedestrians, and cyclists for road fatalities as 20 road users were fatally injured in Dublin, the same number as was fatally injured in [2020, 93 years later](#).

In [2020](#), Gardai declined under Freedom of Information to release information on road fatalities without a Court Order. Gardai removed [8,665](#) road fatalities and Collision Prone Zones from their Official Statistics and referred me to the [RSA](#) to explain the reason they allow 50 metres longer than the RSA when stopping from [120 km/h](#).

07 03 2003: According to a report in the Irish Independent, carnage on Dublin City roads was cut by 74% because of installing [ramps](#), but fatalities increased by 26% in the rest of Dublin County.

On **08 12 2020**, **AECOM** which may mean, Architecture, Engineering, Construction, Operations, and Management (But this does not appear to be stated), commissioned by the Dublin City Council to undertake a Stage 3 Road Safety Audit of the recently constructed segregated cycle track along Griffith Avenue, Whitehall in Dublin, Presented their [Audit](#). The Audit was carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme for all road users.

AECOM conducted the site visit for the Report on the 02 12 2020 and described the Location as the Regional Road R102 with a Speed Limit of **60 km/h which the majority of motorists appeared to obey**. local authority members attended the visits and Gardai were invited to attend but they did not have availability, however

The RSA Road crash statistics, provided by Gardai and used by AECOM showed that in a 12-year period, one minor collision occurred on Griffith Avenue with three at the entrances. Griffith Avenue is 4 kilometres long with 3.50 kilometres a 50 km/h area and 0.50 kilometres a 60 km/h area along by Tolka Rovers Football Club. AECOM inspected Griffith Avenue when there were no leaves on the trees.

- The [Attorney General](#) claims that Minimum Passing and Meeting Cycle Laws are unenforceable. The approaches to junctions on Griffith Avenue cycle lanes are shared with motorists, trucks and buses.

The RSA declined to state which of TRLs incorrect stopping formulas that Indecon Engineers would use when reviewing the Public Consultation Responses for the Government Road Safety Strategy 2021 – 2030 or release for the Consultation the 1998 to 2006 Strategies, claiming they were published before the RSA was established.

- **My request to the RSA for explanations were refused and now outlined at [Mr Y and the RSA](#).**
- **TRL appears to mislead the RSA and Gardai who then mislead AECOM and Indecon on stopping.**

My research is outlined at [drivingscorecard.com](#) and I invite TRL, RSA, Gardai AECOM and Indecon Engineers to accept or disprove my research findings by demonstration while using VBOX.

Conclusion

TRL is the root cause of road crashes and misleads their 1,000 clients including Local Councillors who set speed limits, **Gardai**, RSA and [AECOM](#) and [Indecon](#).

Frank Cullinane is a road crash investigator and researcher and to prove my discovery,