



Submission: Point Junction Improvements 23rd December 2022

1 Introduction

Dublin Cycling Campaign is a registered charity, number 20102029, that advocates for better cycling conditions in Dublin. We are a member of Cyclist.ie the Irish Cycling Advocacy Network, which in turn is the Irish member of the European Cyclists Federation. We have a vision for Dublin as a vibrant liveable city where people of all ages and abilities choose to cycle as part of their everyday life.

Our main focus is on sustainable movement and transport, but these issues are inevitably linked to other headings such as Climate Action and the shape and structure of the city.

Dublin Cycling Campaign broadly welcomes this proposed scheme on a critical Liffey crossing point that has major potential to grow, which will improve cycling and walking conditions generally in this area, and will provide safer active travel access to a wide variety of services. However, we have a number of comments on the displayed proposals, particularly in relation to access to and from this proposed new crossing, which we outline in 2. and 3. below.

2 Scheme is isolated in its context:

2.1 It is impossible to comment on this junction, critical though it is, without noting that the connections to it from all three directions are hostile to people using bikes. The scheme occupies a very important transport node, with potential to attract a huge number of cycling trips:

- Tom Clarke Bridge is a critical crossing point from the major residential areas of the southeast city - where cycling modal share is high - to major employment and activity destinations in north Docklands and north city beyond;
- Prior to construction of the Dodder bridge connecting Sir John Rogersons Quay with Ringsend, the North Wall Campshires provide an essential cycling link from the southeast suburbs – including the substantial proposed Poolbeg/ Glass Bottle district – to the city centre;
- In turn the proposed walking and cycling bridge across the Liffey at the Tom Clarke Bridge will enhance walking and cycling options in this area;
- The proposed East Coast Trail linking Alfie Byrne Road to East Road via East Wall Road will draw cycling trips from the Fairview/ Clontarf areas.

2.2 We would comment on each of these as follows:

Tom Clarke Bridge: Extremely hostile currently for people on bikes. Completion of the Point Junction works should be accompanied with an effectively enforced (camera) 30 km/h limit on the span of Tom Clarke (toll) Bridge, accompanied by high-impact signage reminding drivers not to overtake cyclists on the bridge; such measures should facilitate the desire-line for cyclists to access Ringsend Village and Ringsend Park directly from the south end of the bridge (image below);



North Wall Quay: Campshire cycleway here is of a non-compliant design as far as the Customs House and needs improvement;

Walking and cycling bridge: Construction of the bridge parallel to Tom Clarke Bridge still does not have a realistic construction date.

East Coast Trail and East Wall Road: It is not clear from the design published how cyclists heading northwards are proposed to navigate from the North Quays on to East Wall Road in a safe manner. East Wall Road at this location is a very hostile environment for cyclists, and any design at this junction must include complementary improvements along East Wall Road;

3 Scheme design:

3.0 The published presentation drawing PJIS-ARUP-ZZ-ZZ-DR-CH-0004 has no detail on ground levels/ gradients, locations of traffic signal poles, signage poles, signage content, traffic signal timings or phasings. All these items affect the level of safety and quality of service of the junction, and should be clarified to stakeholders for further feedback before tender documentation is issued.

3.1 Notwithstanding the lack of information, we support the design as published, although cycling links northwards along East Wall Road, or southwards across Tom Clarke Bridge are not included in the design posted.

The tightening of corner radii, reduction of lane widths, provision of pedestrian crossings in one single movement, omission of slip lanes for motor traffic, and connections provided to link with future schemes, are all welcome features;

3.2 It is urgent that the roundabout be replaced at this location. This junction has seen the life lost of at least one person using a bicycle, and many serious injuries. It is unacceptable how long this has been delayed (NTA funding designs since 2013). Further delays must not be countenanced;

3.4 For people on bikes going west from Tom Clarke Bridge on to the North Quays, the tight left turn on what is a significant short downhill section before the pedestrian crossing may be tricky for some cyclists;

3.5 Available width across the existing carriageway and campshire on North Wall Quay is in the order of 30m. Providing 1.5m cycle lane widths, where far more is freely available, threatens this scheme with failure to fulfil its potential. In the light of a national Climate Action Plan and local Development Plan that aim to vastly increase cycling numbers (Dev. Plan 2019 mode share = 6%; target 13% by 2028), cycle lanes should be significantly widened, with consideration for further increases at bends/ gradients;

4 Conclusion/ summary

Dublin Cycling Campaign strongly supports this scheme, but requests that it be extended to facilitate safe northwards cycling along East Wall Road and safe crossing of Tom Clarke Bridge, and linking to Ringsend Village. We look forward to a speedy construction of these measures and the improvement of cycling and walking provision in this area.

Dublin Cycling Campaign is happy to meet with City Council designers at any stage to discuss any of the design issues raised, and we look forward to the implementation of the proposed scheme.

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Dublin Cycling Campaign