



**(a) Planning and Development Act 2000 (as amended) & Planning and Development Regulations 2001 (as amended) (Part 8)**  
**(b) Local Government Act 2001**

In compliance with the provisions of Section 179 of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended) and in compliance with the provisions of the Local Government Act 2001, I hereby notify you that it is proposed to carry out development **at the Point Roundabout, Dublin 1.**

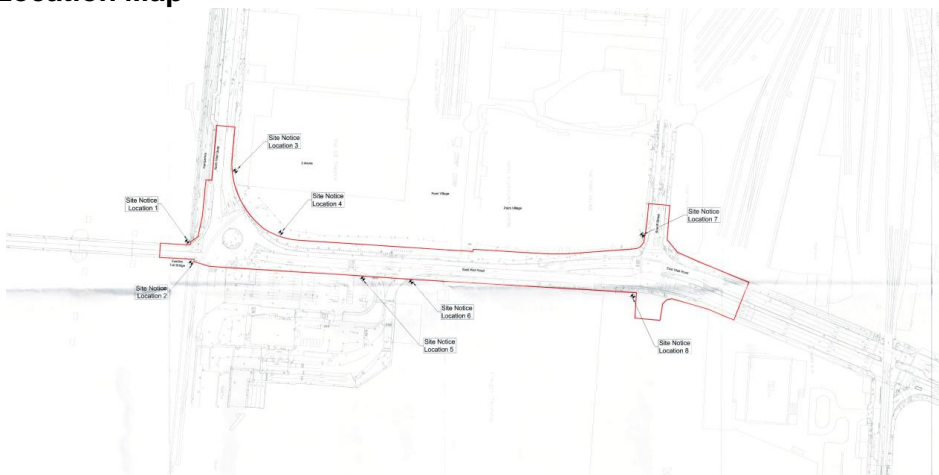
and notice is hereby given of Dublin City Council's intention to carry out the following works;

The upgrade to the Point Roundabout junction to a three-arm signalised junction with a left-turn slip lane from North Wall Quay to East Wall Road, Dublin 1. This junction will include toucan crossings to accommodate pedestrians and cyclists on North Wall Quay and the East Link Bridge.

The upgrade of this junction will result in the requirement of a new access arrangement for Dublin Port to accommodate northbound movements. The scheme proposes to provide a new access to Dublin Port by providing a fourth arm at the signalised junction of East Wall Road and Sheriff Street Upper. This new access will enable the closure of the existing left in left out access to Dublin Port along East Wall Road, and will substantially reduce the number of HGV's travelling on Castleforbes Road. Traffic will travel along North Wall Quay, by the 3Arena and turn right into the Port at the new signalised junction of East Wall Road and Sheriff Street Upper, thus having no adverse impact on Castleforbes Rd.

Additionally, to improve traffic management in the area, it is proposed to widen East Wall Road to provide an additional northbound lane along with a cycle track and footpath. The additional lane will allow a relatively free flow of traffic from North Wall Quay onto East Wall Road while also helping to ease the levels of queuing on the East Link Bridge. Attached to this report is a site location map and a number of plan drawings relating to the proposed development

**Location Map**



## **Need for the Work**

### ***Benefits of the proposal***

The main benefit of the scheme will be the significant improvements to pedestrian and cycle facilities and safety in the area, especially crossing facilities at the junction of North Wall Quay and East Wall Road. Pedestrians and cyclists will be able to cross this junction in a safe and convenient manner.

The additional (2nd) northbound lane will ease the levels of queuing experienced on the East Link Bridge, while allowing northbound vehicular traffic to pass buses which are stopped 'inline' along East Wall Road.

The proposed closure of the existing Port access and provision of a new access at the junction of East Wall Road and Sheriff Street Upper will reduce the number of HGV's travelling along East Wall Road. It also removes an existing conflict between pedestrians/cyclists travelling southbound and HGV's accessing and egress from the Port.

The scheme is consistent with Dublin Port plans for the Alexandra Basin Redevelopment project, which will see an improvement in their cruise ship facilities. This will subsequently see an increased number of pedestrians crossing at the Point junction.

The project is being promoted by Dublin City Council (DCC) and the National Transport Authority.

### **Evaluation/ Implications of the Proposed Development for the Proper Planning and Sustainable Development of the area. Land Use Zoning Objectives of the 2011 – 2017 Dublin City Development Plan. Policy Assessment:**

The proposal is consistent with a number of policies and objectives set out in the **Dublin City Development Plan 2011-2017**.

*Policy SI20 – To carry out road capacity improvements where required in order to achieve sustainable transportation policy objectives. Any works undertaken will include as an objective, enhanced provision for safety, public transportation, cyclists and pedestrians, and will be subject to environmental and conservation considerations.*

*Objective SIO38 - To initiate and / or implement the following road improvement schemes and bridges within the six year period of the development plan, subject to the availability of funding:*

- *East Wall Road/Sheriff Street to North quays*

The proposed development is within the **North Lotts and Grand Canal Dock SDZ Planning Scheme Area**.

Chapter 4. 4.3 Challenges – The following is relevant

*“... Pedestrian and cyclist access to the port needs to be addressed particularly in the context of increased cruise liners docking in the port. Connection westward to the city centre is poor from the pedestrian and cyclist point of view.”*

The Planning Scheme identifies East Wall Road, North Wall Quay and the Eastlink Bridge as a main traffic routes in the area and recognise the importance of it in the Docklands road network with the following objective:

*MV11: To support the function of the strategic road network through the Docklands and support the operation of primary routes for appropriate levels and types of traffic.*

**The Cruise Traffic and Urban Regeneration of City-Port Heritage as a Key for Sustainable Economic, Social and Urban Development Local Action Plan 2011** sets out a strategy for the development of cruise traffic and the urban regeneration of the port area. An objective of the plan is 'To transform, regenerate and adapt the physical and environmental components of the port, in order to improve connectivity between the port and the city centre.'

Action 1.1: To provide a cruise terminal and improve connectivity between the port and the city.

### **Submissions/Observations**

The following person(s) made submissions/observations relating to this proposal.

<b>Name</b>	<b>On Behalf of</b>
Waterman Moylan	Amphitheatre Ireland (owners and operators of the 3Arena)
O'Connor Sutton Cronin	Grant Thornton/NAMA
Damien O'Tuama	An Taisce
MacCabe Durney Barnes	Dublin Port Company
Brady Shipman Martin	Grant Thornton (receiver acting for the specific assets of Henry A. Crosbie)
Iarnród Éireann	(DART Underground)
Councillor Ciaran Cuffe	
Transport Infrastructure Ireland	
Ronald Vallenduuk	
Hugh Raftery	
Will Andrews	
An Garda Síochána	
Councillor David Healy	
P&O Ferries	
John McAlinden	
Marie Humphreys	

**The following persons made submissions online and or in the comments box at the public display locations.**

Martin Kennedy  
Patrick Kennedy  
Jack Hyland  
Bryan Maguire  
Liam Egan  
Grace O Sullivan  
Ian Reid  
Catarina L.  
Eoin Kelly  
Emmet Dalton  
Fiona  
Diarmuid Bourke  
Patrick Tuite  
Ronan Fox  
John M.

## Summary of issues raised in Submissions/Observations

- Proposals will lead to increased traffic congestion by reducing capacity at the junction.
- Proposals do not sufficiently cater for public transport users.
- Proposals do not cater for drop-off or collection, in particular disabled concert goers.
- Proposals should include A set-down area for a minimum of four coaches; A set-down area for a minimum of six taxis; A set-down area for disabled concert goers.
- The additional northbound lane should not be for general traffic, with provision for bus priority made.
- A green buffer should be provided between the cycle and footpaths and the carriageway.
- Trees should be planted along the full length of East Wall Road.
- The treatment at the southern end of East Wall Road should be revisited to ensure cyclists are not 'pedestrianised' when continuing onto the East-link Bridge.
- The corner radius of the slip road from North Wall Quay to East Wall Road is too large (encouraging speeding) and should be tightened.
- The double staggering of the pedestrian crossing on North Wall Quay is not compliant with DMURS and will be most likely be ignored.
- More consideration should be given to the desire lines of pedestrians and cyclists.
- The submission of Iarnród Éireann had no comment to make on the scheme as it is outside the zone of influence of DART Underground.
- The provision of a set-down area on East Wall Road to facilitate the proposed office development at Point Village City Block 10C.
- Removal of on-road cycle lane at corner of North wall Quay/ East-link Bridge.
- Street lighting and trees on the east side of East Wall Road.
- The transport assessment of the scheme is based on 2012 traffic counts and that this does not account for the increased traffic volumes currently experienced and forecast for both the Dublin Port Tunnel and East-link Bridge operation in the future.
- The scheme lacks appropriate provision for set down activity for taxis, coaches and cars etc. associated with the events at the 3Arena.
- There is a lack of a comprehensive transport and traffic management plan for the area.
- Lack of provision for taxis in the proposals.
- The staggered crossing on North Wall Quay and at the new Port access should be replaced with a straight crossing (as per DMURS)
- There should be additional lanes exiting Dublin Port to accommodate all movements.
- The northbound cycle lane on East Wall Road should run behind the bus stop.
- The lack of proposals for cyclists along the Eastlink Bridge (e.g. sharrows, reduced speed limit etc.)
- At the junction with Sheriff Street Upper, a 'head start' green light for cyclists will be required.
- Along East Wall Road, the cycle lane should be continued across the the exit.
- Kassel kerbs and a bus cage southbound along North Wall Quay is required.
- Will there be traffic light signals on the new toucan crossings?
- There should be a yield sign and appropriate road marking on the slip road.

- Conflicts between cyclists and bus passengers 'sharing space' along East Wall Road.
- The design of the Point Junction keeps vehicle speeds of turning traffic high and fails to prioritise pedestrians and cyclists.
- Construction of the new access to the Port at the Sheriff Street junction and the removal of the Point roundabout can only be accommodated during the later phases of the Alexander Basin Redevelopment project. Phasing and timing of closure of left in/left out junction to the P&O Ferries operation is critical.
- Phasing and timing of the closure of left in/left out junction to the P&O Ferries operation is critical. This may only occur once a suitable alternative entrance and terminal location has been delivered to P&O Ferries by Dublin Port Company.
- The roundabout allows a freer movement of vehicles and the signalised layout will add to traffic congestion.
- The existing northbound bus stop along East Wall Road causes traffic to build up when buses stop.
- The staggered crossing on North Wall Quay is inconvenient for pedestrians.
- The improvements should be widened to include the East-link Bridge and as far north as the Port Tunnel.
- Lack of clarity in terms of how a cyclist is to travel from the East-link Bridge to cycle facilities on East Wall Road.
- Pedestrian crossing facilities should be provided at the southbound bus stop on East Wall Road, or alternatively the bus stop should be relocated closer to the proposed crossing points.
- Proposals do not adequately cater for the conflict between cyclists and right-turning vehicles at the East Wall Road/Sheriff St junction.

The submissions received have been considered in the assessment of this application.

## **Interdepartmental Reports**

### **Roads and Traffic Planning Division**

The detailed report sets out the proposal, aims and the consultation process prior to the lodgement of the application. A detailed analysis of the submissions received and a response to the main issues is provided. The report concludes that the Roads and Traffic Planning Division fully support the proposed development subject to a number of modifications.

## **Assessment**

### ***Background***

The scheme aims to address a number of issues associated with operation of the current road network along East Wall Road and at the Point Roundabout junction, including:

- Substandard and unsafe provision for pedestrians and cyclists crossing at the Point Roundabout junction;
- Unpredictable delays to traffic at peak times, especially when there is an event at the 3Arena;
- The Port Access (Terminal 3) junction currently functions as a simple left-in, left-out junction, with traffic exiting the Port using the Point Roundabout to Uturn and travel northwards along East Wall Road, unnecessarily adding to HGV traffic volumes at the roundabout;

- Slow moving HGVs on the Point Roundabout, especially U-turning vehicles, are a particular source of delays to general traffic;
- The roundabout operation does not allow opportunities for bus priority measures; and
- Buses stopping on East Wall Road. This is particularly a problem northbound along East Wall Road as there is no opportunity for vehicles to overtake buses when stopped without crossing into the opposing traffic lane.

### ***Main Issues***

The principle issues to be addressed in the assessment of this application relate to a number of issues raised in the observations. These have been categorised as follows:

#### *Corner Radius of the slip lane*

A number of submissions commented on the corner radius of the slip lane from North Wall Quay to East Wall Road. There was concern that it was too large and that this would encourage high speeds and cause conflicts with cyclists coming from the East-link Bridge.

Reducing this corner radius was examined throughout the preliminary design process. It has been designed such that drivers from North Wall Quay have an adequate entry angle and thus a sufficient sightline of vehicular traffic and cyclists coming from the East-link Bridge. It is noted that it is proposed to modify the scheme proposals to further reduce the corner radius as much as possible while maintaining adequate entry angle sightlines as set out in the recommendation of the Roads & Traffic Planning Division report. The slip road will maximise capacity at the junction which has been reduced from the existing situation to provide safe and convenient facilities for pedestrian and cyclists.

#### *Staggered crossing on North Wall Quay*

A small number of submissions commented on the staggered pedestrian crossing on North Wall Quay. There was concern that the design as a three-stage staggered crossing was not adequate for pedestrian movements in the area and that two stage crossing should be provided in its place.

The current proposal allows for all traffic and pedestrian movements to take place in three traffic signal stages. A straight crossing would require a fourth 'all green' pedestrian stage. This would reduce the capacity of the junction further, resulting in additional significant queues on all approaches.

#### *Set-Down Facilities on East Wall Road*

Concerns were raised that the scheme did not provide facilities for coaches or set-down activity along East Wall Road, in particular northbound. This mainly relates to during 3Arena events while a submission was also made in relation to a set-down area associated with the proposed Block 10C development which is currently going through the planning process. Presently, during 3Arena events, there is a considerable amount of drop-off and pick-up activity by taxis and private cars along East Wall Road, especially in the single northbound lane which causes traffic to build up. The proposed scheme provides an additional northbound traffic lane with a bus stop inline. As drop-off and pick-up activity is likely to continue along East Wall Road, the proposals allow this activity to continue (and be managed by Gardaí) while maintaining an uninterrupted northbound lane for general traffic. The proposals are considered to be a significant improvement on the current situation where drop-off and pick-up activity can block traffic moving northbound. It is proposed to accommodate the set-down area proposed as part of the Block 10C development (in private lands).

### Bus stops along East Wall Road

Concerns were raised with regard to the design of the proposed bus stop facilities along East Wall Road, in particular the northbound stop. The main issues raised were:

- i) The cycle track should run behind the bus stop as the proposal currently causes a conflict between passengers waiting to be picked up.
- ii) The bus stop should be moved further north.
- iii) A bus stop marking should be provided southbound along East Wall Road.
- iv) Allowance should be made for multiple buses stopping at this location.

It is noted that the report of the Roads & Traffic Planning Division recommends that the bus stop be moved slightly north to complement the proposed development at Block 10C and the Point Village. It is also proposed to provide a bus cage to cater for southbound services.

### Additional traffic congestion

Concerns were raised regarding that the scheme proposals, that it will increase traffic congestion, especially on the East-link Bridge arm. Design features such as the additional northbound traffic lane along East Wall Road, and the left slip lane from North Wall Quay have been proposed to ensure that the traffic impact is minimised while still providing safe and convenient pedestrian and cycle crossing facilities. In order to provide the necessary standard facilities for pedestrian and cyclists at this junction, a reduction in the junction capacity is expected.

As outlined in the Part 8 report and presented again in Table 1, the traffic modelling indicates that may be an increase in queuing during peak periods on the East Wall Road and East-link Bridge arms of the Point junction while queue lengths along North Wall Quay will be reduced, compared to the existing situation. At the East Wall Road / Sheriff Street Upper junction, it is estimated that there will be a small increase in queuing on East Wall Road (North) during the AM and PM peak hour periods, compared to the existing situation. It is noted that higher levels of queuing often occur at these junctions as a result of northbound buses stopping along East Wall Road and events at the 3Arena.

### Landscaping

It was suggested in some submissions that landscaping should be incorporated in the proposals, including a green buffer on the eastern side of East Wall Road (between the cycle and footpaths and the carriageway) and trees planted along the western side of East Wall Road.

Landscaping features such as those described above would be a welcome feature to enhance the public realm in this area. Due to spatial constraints within the existing lands available, however, these features cannot be incorporated. Proposed pedestrian facilities along the eastern side of East Wall Road have a minimum width and any features such as trees would create a series of pinch points. Should additional space become available (in private lands), it is recommended to incorporate these features.

### Legibility of cycle features

Concerns were raised about the legibility of facilities for cyclists at the Point junction, and in particular the westbound on-road cycle track on North Wall Quay. It is proposed, therefore, to redesign the cycle facilities in this area such that there is more clarity for cyclists. It is proposed to remove the on road cycle track and to allow cyclists coming from the East-link Bridge or from East Wall Road to merge onto a shared space earlier. This shared space will then ramp down to the existing cycle track and Campshire area.

### Provision for cyclists from the East-link Bridge northbound

Concerns were raised regarding the facilities provided for cyclists travelling northbound from the East-link Bridge and the potential conflict with vehicles from the left-turn slip lane.

Under current proposals, cyclists travelling northbound have the option:

- i) Use the toucan crossings providing along North Wall Quay;
- ii) Cycle to the main traffic island (where a dropped kerb is provided) and use the toucan crossing to cross the left-turn slip lane; or
- iii) Continue in the traffic lane and merge onto the northbound cycle track after the junction. Vehicular traffic from the left-turn slip lane must yield to both vehicular traffic and cyclists travelling from the East-link Bridge.

As outlined above, on foot of a number of submissions received in relation to the corner radius of the slip lane, it is proposed to reduce the corner radius on the slip lane further to assist with reducing the speeds of merging traffic, while ensuring that adequate sightlines are maintained.

### Transport and Traffic management plan

A submission received raised concern regarding the scheme design not accounting for the increased traffic volumes currently experienced in the area and forecast for both the Dublin Port Tunnel and East Link Bridge. Furthermore, concern was raised that a transport and traffic management scheme is essential for the area and is currently missing.

Sensitivity tests were carried out on the 2012 traffic counts using National Roads Authority growth factors. It is also noted that the North Lotts and Grand Canal Dock SDZ Planning Scheme examines the movements in this general area including the provision of facilities for pedestrians and cyclists. It also identifies East Wall Road, North Wall Quay and the East-link bridge as main traffic routes in the area and recognises the importance of it in the Docklands road network. The improvements and upgrades are specifically stated as an objective (SIO038) in the Dublin City Development Plan 2011-2017 also.

Dublin City Council intend to procure consultants to carry out a mobility study of the North Lotts and Grand Canal Dock SDZ Planning Scheme Area, the documentation for this has been sent to the National Transport Authority for their approval.

### Recommendation

I am satisfied that the proposed development would be consistent with the provisions of the Dublin City Development Plan 2011-2017 and would be in accordance with the proper planning and sustainable development of the area. Accordingly it is recommended that a decision be made by the elected members of the Council to proceed with the proposed development without modification, subject to the requirements of the respective Divisions and Sections of the City Council provided below.

1. The following safety issues are recommended by Roads and Traffic Division.

- a) Reduction of the corner radius of the slip lane from North Wall Quay to East Wall Road while maintaining adequate entry angle and sightlines.
- b) Amend the proposed design of the cycle facilities on the southern side of North Wall Quay.
- c) Provision of lay-by along East Wall Road associated with the Block 10C development. (within private lands), including modifications to the cycle track and footpath



d) Slight relocation of the northbound bus stop on East Wall Road to the north to complement the Block 10C development.

Reason: In the interests of the safety of all road users.

2. Prior to commencement of development the existing JC Decaux metropole structure on the approach to the roundabout shall be reconfigured or relocated to an alternative location to be agreed between the Planning Department and the Environment and Transportation Department.

In the interests of orderly development.

3. Prior to commencement of development, the drainage division of Dublin City Council shall be contacted to ascertain any requirements they may have in relation to the proposed development.

Reason: In the interests of orderly development.

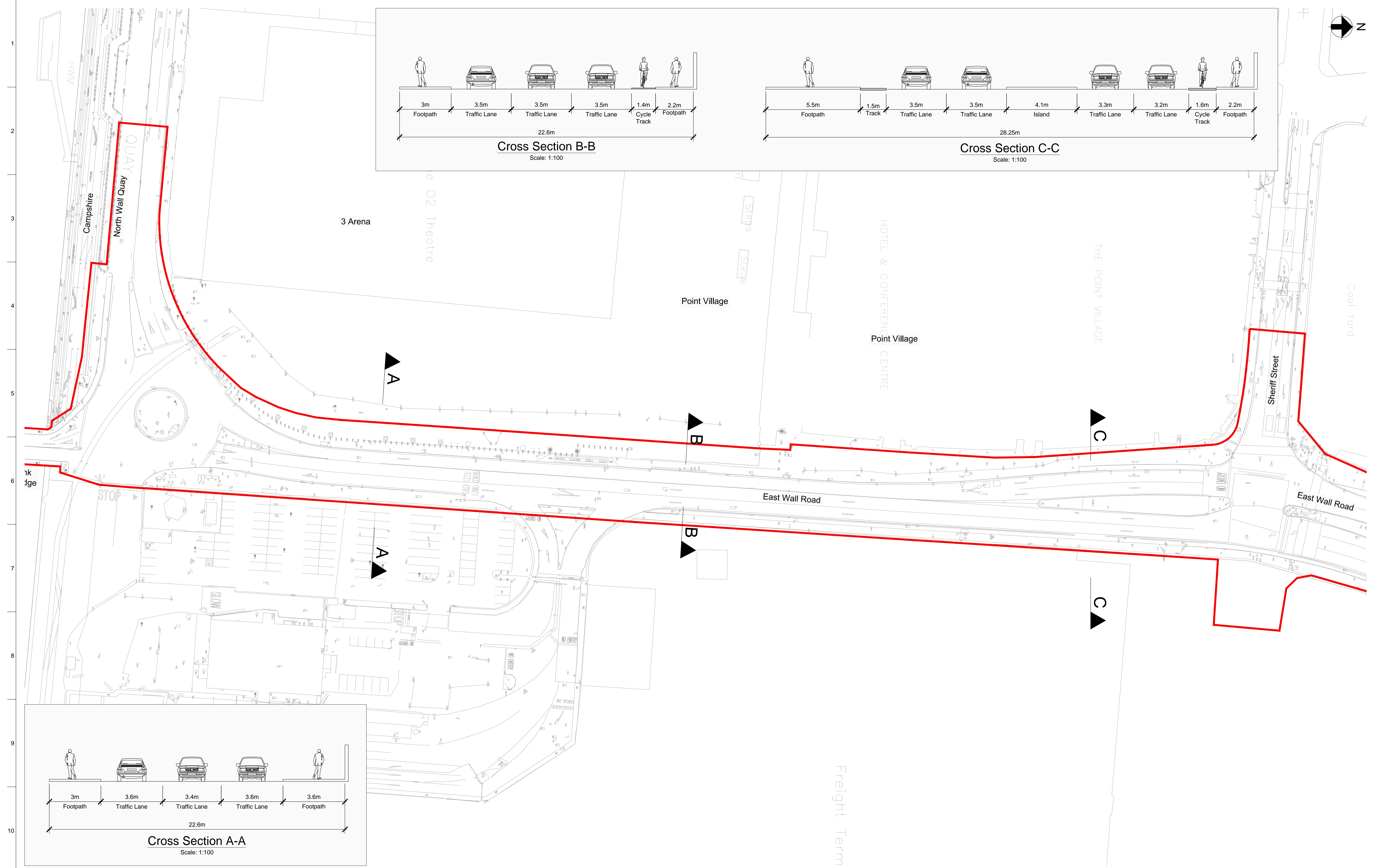
4. The developer shall liaise with Dublin Port Company regarding their programme for the Alexandra Basin Redevelopment project such that suitable access to P&O operations are maintained at all times.

Reason: In the interests of orderly development.

This proposal was recommended by the Central Area Committee at its meeting on 8<sup>th</sup> December 2015.

This report is submitted to the City Council pursuant to Section 138 of the Local Government Act, 2001 and Section 179 of the Planning and Development Act, 2000, subject to the provisions of Section 139 of the Local Government Act, 2001.

**Owen P. Keegan**  
**Chief Executive**  
**17<sup>th</sup> December 2015**



**LEGEND:**  
 Site Layout Plan

P1	14/07/15	GMcT	DK	DMcD
Public Consultation Issue				
Issue	Date	By	Chkd	Appd

Client  
  
 Údarás Náisiúnta Iompair National Transport Authority  
 Dublin City Council  
 Comhairle Cathrach Bhaile Átha Cliath

Job Title  
**Point Roundabout Improvement Scheme**

Scale at A1  
 1:500 @ A1

Discipline  
 Consulting

**ARUP**

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 Dublin 4  
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 www.arup.ie

Drawing Title  
**Existing Site Layout**

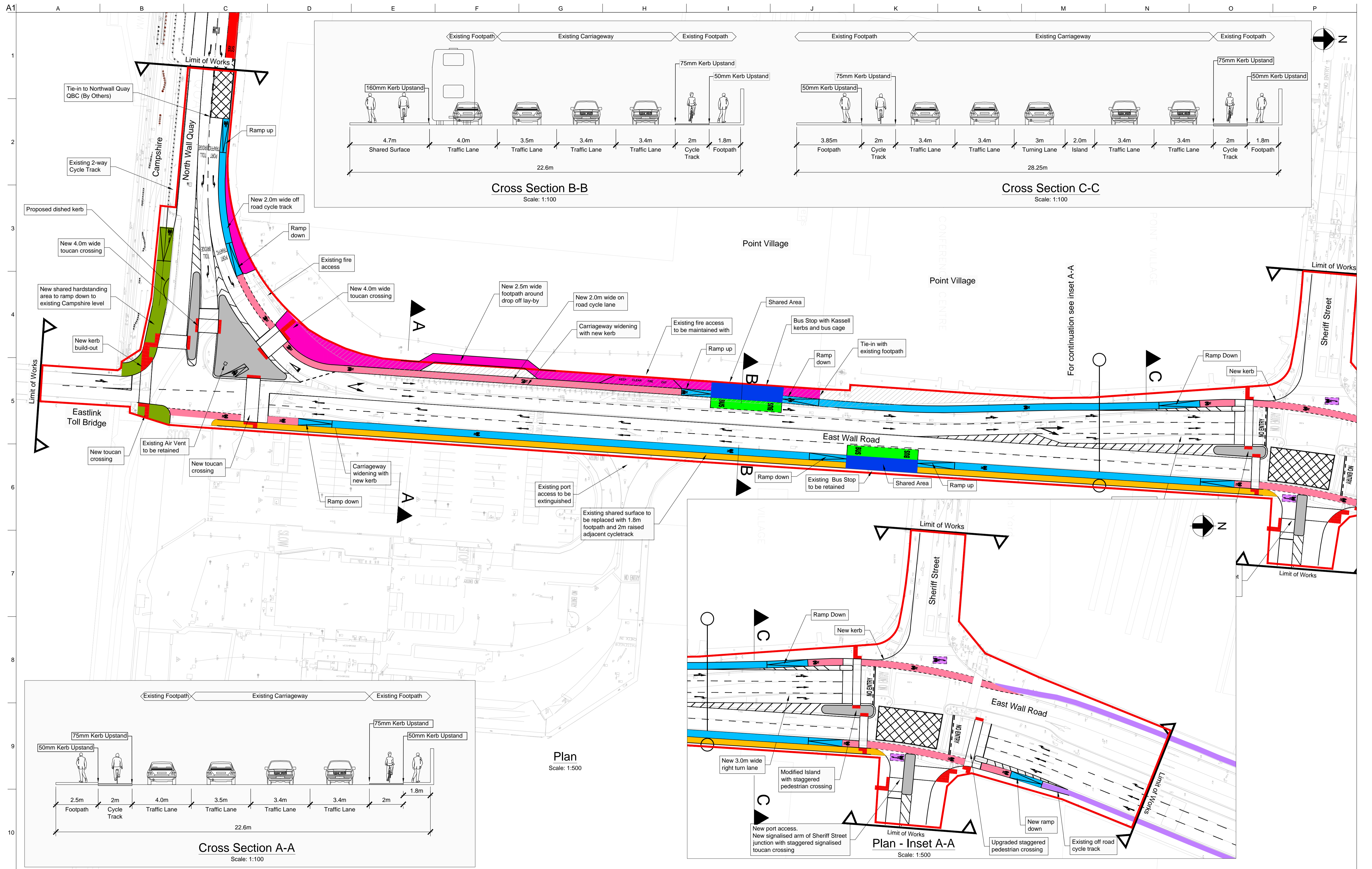
Drawing Status  
**Public Consultation**

Job No  
**219476-00**

Drawing No  
**T0100-02**

Issue  
**PC1**





**Legend:**

Existing Off-road Cycle Track	New Footpath	Tactile Paving (Red / Buff)
New Off-road Cycle Track	Modified Islands	
New On Road Cycle Lane	Existing Bus Stop	
New Shared Surface	Upgraded / Relocated Bus Stop	
Existing Footpath to be Upgraded	Site Boundary	
Shared Area		

P7	16/10/15	JE	DK	TL
P6	26/3/15	JE	DK	TL
P5	04/12/14	JE	DK	TL
P4	17/10/14	JE	DK	TL
P2	28/01/13	GMcT	DK	DMcD
P1	15/01/13	GMcT	DK	DMcD
Preliminary Issue				
Issue	Date	By	Chkd	Appd

Client

Job Title  
**Point Roundabout Improvement Scheme**

Scale at A1  
1:500 @ A1

Discipline  
Consulting

Job Title  
**Point Roundabout Improvement Scheme**

Scale at A1  
1:500 @ A1

Discipline  
Consulting

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Drawing Title  
**Proposed Scheme General Arrangement**

Drawing Status  
**Preliminary**

Job No  
**219476-00**

Drawing No  
**T0100-01**

Issue  
**P1**



