

DMURS STATEMENT OF CONSISTENCY

DEVELOPMENT AT EMMET ROAD, DUBLIN 8

Dublin City Council

Project No. B967

28th September 2022



OCSC

O'CONNOR | SUTTON | CRONIN

Multidisciplinary
Consulting Engineers



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DOCUMENT CONTROL & HISTORY

OCSC Job No.: B967	Project Code	Originator	Zone Volume	Level	File Type	Role Type	Number	Status / Suitability Code	Revision
	B967	OCSC	XX	XX	RP	C	0013	S4	P01
Rev.	Status	Authors	Checked	Authorised	Issue Date				
P01	S4	P. Raggett	I. Crehan	P. Healy	28 th Sept '22				
P01	S3	P. Raggett	I. Crehan	P. Healy	26 th Sept '22				

installation of a new watermain c 200m in length along Emmet Road to the junction with Tyrconnell Road/Grattan Crescent. The proposal includes works to a protected structure (8705 - Richmond/Keogh Barracks, relating to rubble stone boundary walls)

All aspects of the proposed roads design have been designed in accordance with the appropriate sections of the following:

- The Design Manual for Urban Roads & Streets (DMURS);
- The Traffic Signs Manual (TSM);
- The Dublin City Development Plan 2016-2022;
- The Draft Dublin City Development Plan 2022-2028;

The development contains relatively minimal proposals with respect to roads given its size, location and nature. In terms of transportation, the key features of the proposed development, and in particular how they comply with DMURS, are as set out in the OCSC roads drawings submitted under separate cover as part of this application.

SUMMARY OF ROADS STRATEGY & DESIGN

A key aspect of the overall development design has been to create a high quality environment which is complemented by all aspect of the design. This in turn will lead to a higher quality of living for all residents in particular. In this regard, the road layout has sought to maximise the priority of movement for vulnerable road users such as pedestrians and cyclists to give them a greater sense of place and a better living environment suitable for all types of residents and families.

ROAD HIERARCHY & SHARED SPACES

The main road elements proposed are highlighted in the following layout.

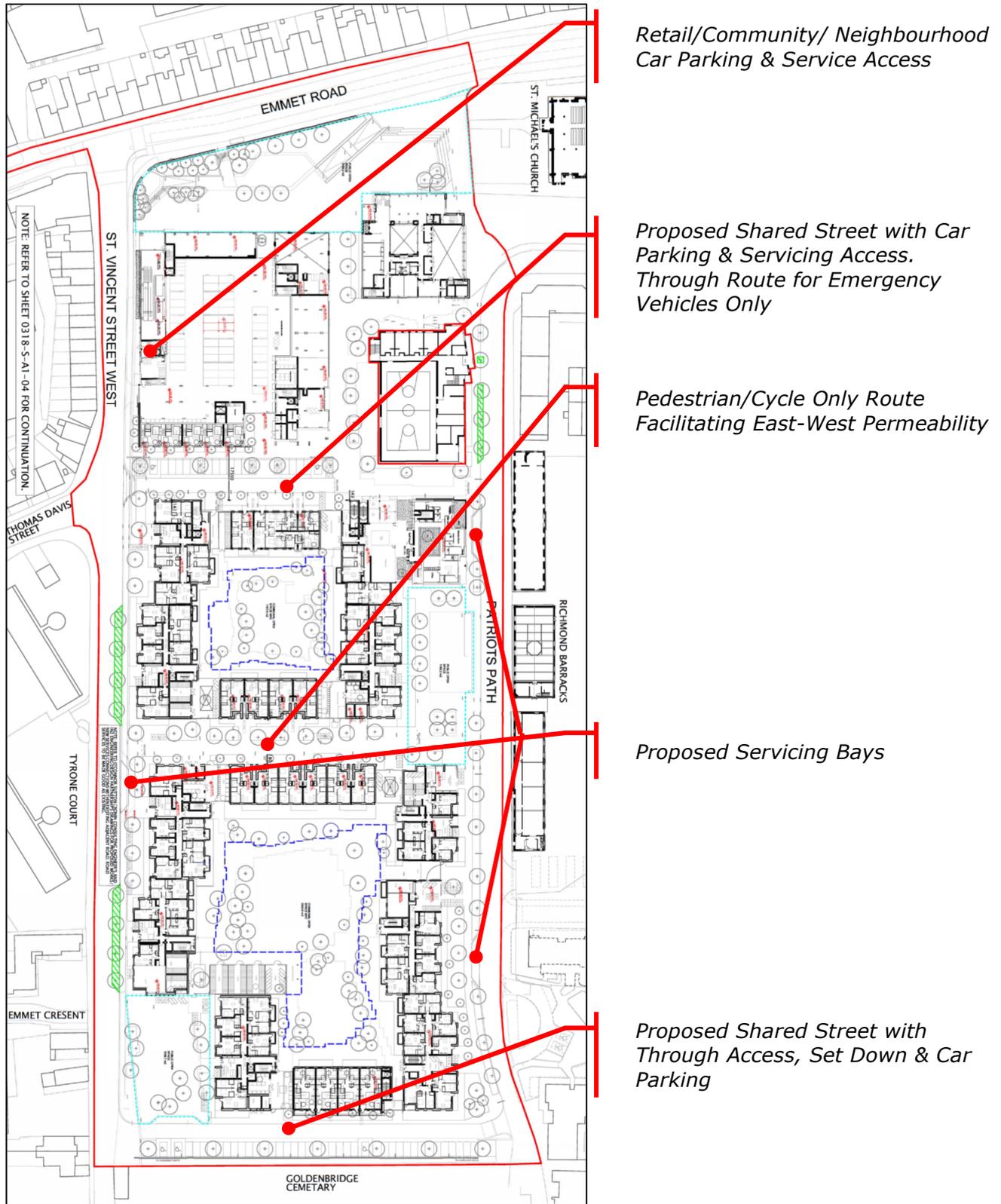


Figure 2: Proposed Roads Overview

As can be seen the development proposes limited roads throughout, instead prioritising the movement of vulnerable road users including pedestrians and cyclists. The only through route for general vehicular traffic is along the

southern boundary while another short length of road is proposed between the main residential and commercial elements but which only facilitates through movement for emergency vehicles. On this basis, both roads are classified as Local Access roads as per Section 3.2 and Figure 3.3 of DMURS.

Both roads are proposed as shared surfaces. The proposed use of shared space is very much in keeping with the core principles of DMURS which ultimately seeks to facilitate the necessary movement of vehicles but not at the expense of a higher quality environment as well as sustainable and active modes of transport. This is further complimented by maximisation of permeability for cyclists and pedestrians throughout the scheme where road connectivity is more limited, in line with the guidance set out in Section 3.4.1 of DMURS, with particular focus given as part of the design to ensure that pedestrian and cycle links are not perceived as 'anti-social spaces'.

The use of shared spaces is discussed in Section 4.3.4 of DMURS and notes that such spaces are appropriate where:

- Movement priorities are low and there is a high place value in promoting more liveable streets (i.e. homezones), such as on Local streets within Neighbourhood and Suburbs;
- Pedestrian activities are high and vehicle movements are only required for lower-level access or circulatory purposes.

As the development allows for very limited parking provision with an emphasis on sustainable travel and use of shared car facilities for necessary trips, the number of vehicle movements will be very low which further supports the provision of shared spaces.

The emphasis on shared spaces and legibility will be achieved through the introduction of alternating material types and integrated landscaping elements as set out in the landscape plan and as per Section 4.3.4 of DMURS. It is also in accordance with Section 4.4.2 of DMURS which seeks to avoid the use of typical road materials such as macadam and asphalt in locations such as this. Planting of appropriate scale and type is proposed

throughout the development in line with Section 4.2.7 of DMURS which suggests the use of planting to promote softer landscapes and a green living character.

On that basis, the proposals are entirely compliant with the DMURS guidance.

CARRIAGEWAY WIDTHS

Guidance on carriageway widths is set out in Section 4.4.1 and Figure 4.55 of DMURS, with an extract of same recreated following.

In line with this, the shared surfaces are proposed as 4.8m in width. In some localised areas, additional width has been provided to facilitate the manoeuvring of vehicles to and from parking spaces but this has been integrated into the design to prevent an overall widening through the use of buildouts and alternative materials. Full swept path analysis has been carried out for this as well as all emergency and refuse collection vehicles.

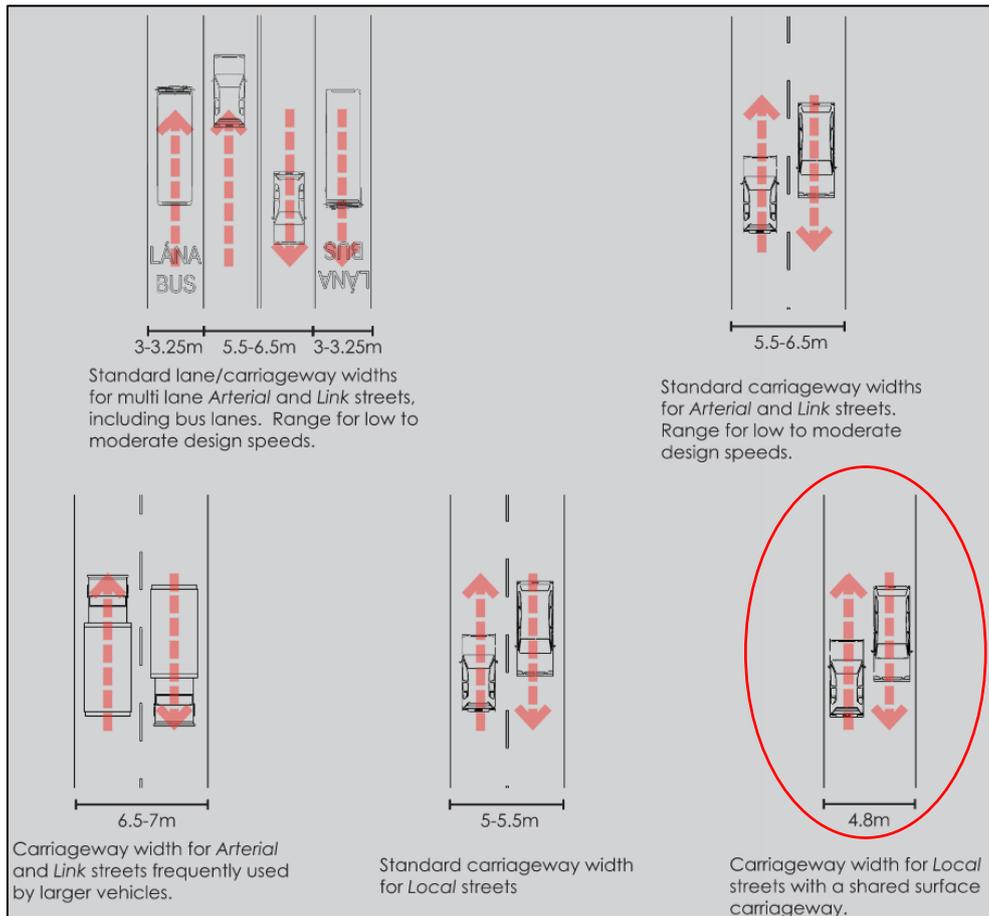


Figure 3: Extract of DMURS Carriageway Width Guidance

PEDESTRIANS & CYCLISTS

As noted, the development design has placed significant focus on facilitating and prioritising the movement of pedestrians and cyclists. A key aspect of this is the proposed shared streets throughout the residential areas which maintain full pedestrian and cycle permeability to ensure appropriate desire lines are allowed for in line with Section 4.3 of DMURS.

In addition to this, footpaths with a minimum width of 2m are proposed throughout the site which is in excess of the minimum value noted in Section 4.3.1 of DMURS and as per the following extract from same. A minimum 2m footpath is also maintained along the development boundaries with public roads.

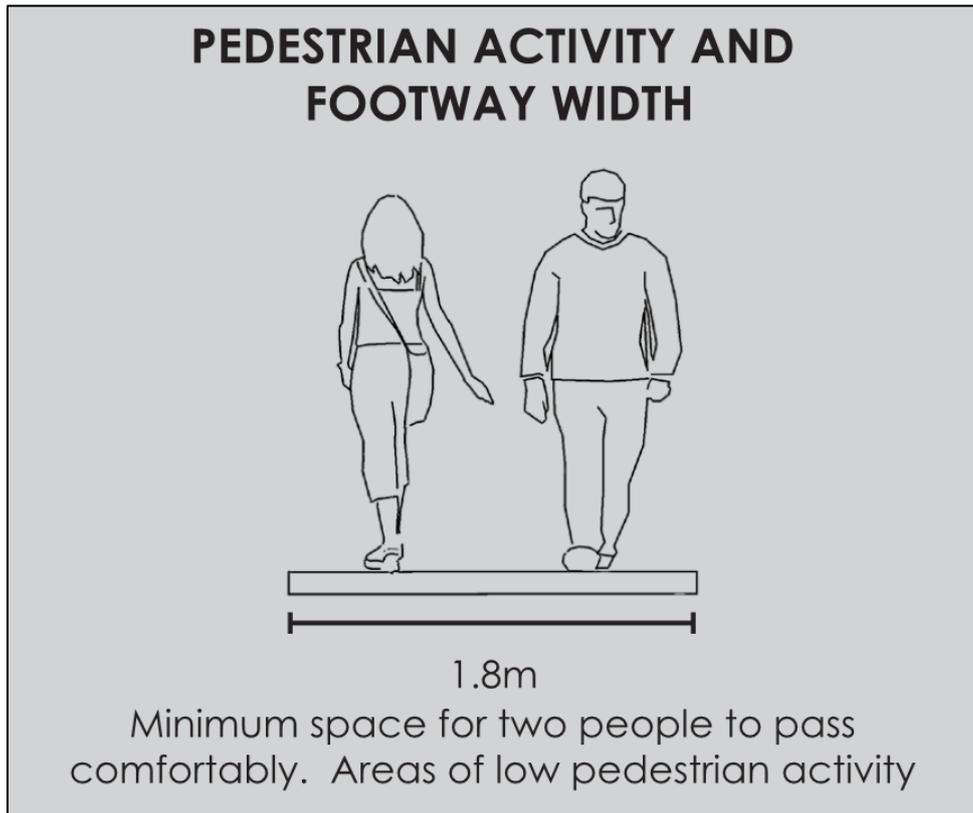


Figure 4: DMURS Extract of Figure 4.34

Segregated cycle facilities are not considered necessary based on the estimated traffic volumes and design speeds. This is in accordance with Section 4.3.5 of DMURS which states:

“On lightly-trafficked/low-speed streets, designers are generally directed to create Shared Streets where cyclists and motor vehicles share the carriageway”

This is further in compliance with Chapter 7.1 of the National Cycle Manual which provides guidance on the type of cycle infrastructure that is appropriate. Application of the guidance from this document using the following graph clearly indicates that a shared use of streets is appropriate in this instance.

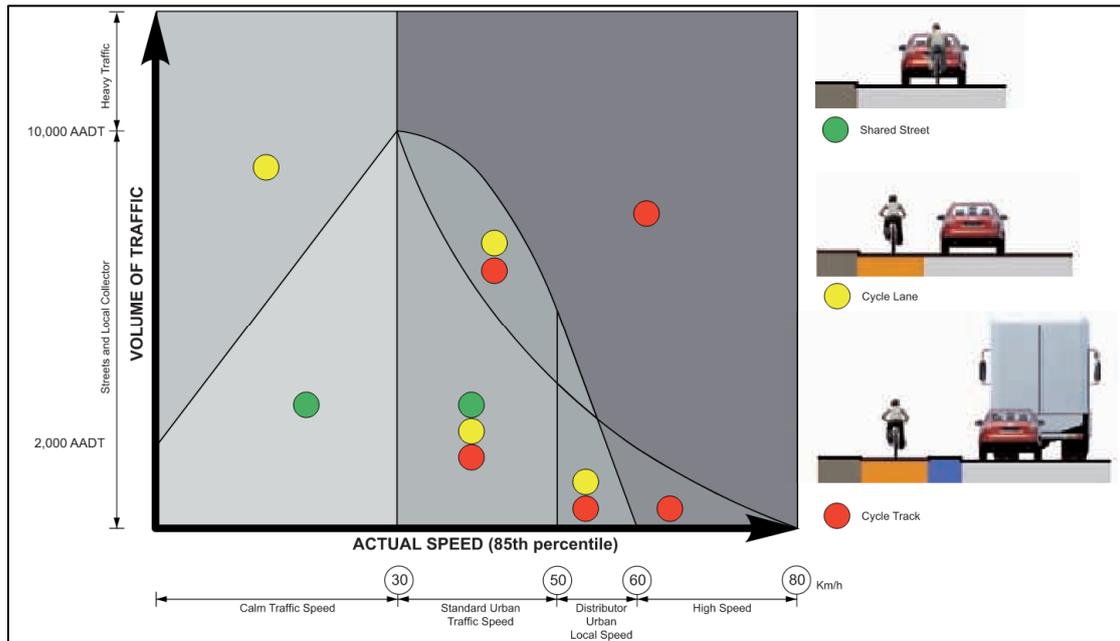


Figure 5: National Cycle Manual Guidance on Appropriate Cycle Infrastructure

The existing adjacent streets provide good north-south permeability through the area so the design has focussed on complimenting this with good east-west permeability for pedestrians and cyclists in particular as per Section 3.3. of DMURS.

SITE ENTRANCE/JUNCTIONS

The entrance to the commercial/neighbourhood parking area is located on St. Vincent's Street West in the north west portion of the site, with a further two minor junctions proposed further south of this and one on St. Michael's Estate in the south east corner of the site. The required visibility splay is achievable for each as per Table 4.2 of DMURS taking into consideration the speed limits and layout of the local road network. Refer to OCSC Drawings:

- B967-OCSC-XX-XX-DR-C-0102;
- B967-OCSC-XX-XX-DR-C-0103.

The entrances have corner radii of 6.0m and are in compliance with Section 4.3.3 of DMURS which encourages smaller radii to reduce vehicle speeds and improve cyclist and pedestrian safety, as per the following extract.

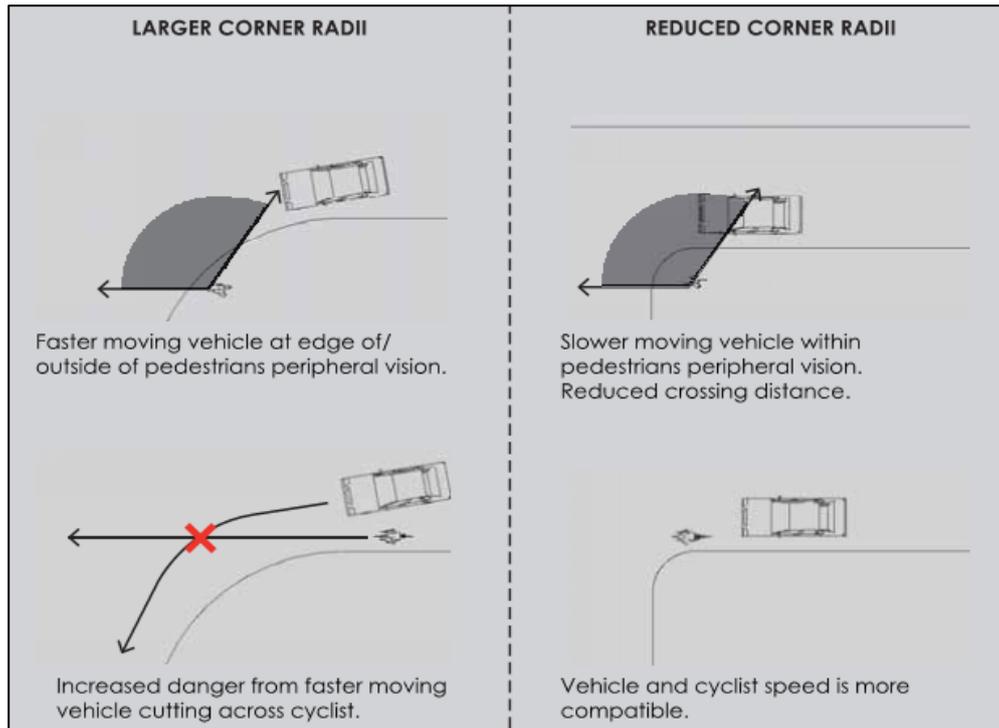


Figure 6: DMURS Extract on Benefits of Reduced Corner Radii

Raised tables are also proposed at all entrances and junctions in line with the pedestrian desire lines to maintain pedestrian priority as per Section 4.3.2 of DMURS.

ROAD MARKINGS & SIGNAGE

Road markings are proposed to be kept to a minimum in accordance with Section 4.2.4 of DMURS, creating a self-regulating street environment with DMURS specifically stating:

“Minimal signage is required on Local streets due to their low speed nature and low movement function. The generally lightly trafficked nature of these streets means that the use of signage can be minimised, and in some cases eliminated altogether”.

Refer to OCSC Drawings B967-OCSC-XX-XX-DR-C-0111 to B967-OCSC-XX-XX-DR-C-0115 for further detail.

ADDITIONAL ROADS FEATURES

Set down and servicing parking areas are proposed on both St. Vincent's Street West and St. Michael's Estate which will facilitate primarily facilitate servicing needs, with no general parking permitted. The design of these bays facilitates the movement of larger service vehicles including refuse trucks, thereby avoiding any potential impact on the public road. The length of these bays has been limited to below 3 no. space equivalent and materials used will distinguish these spaces fully from the general carriageway as per Section 4.4.9 of DMURS.

SUSTAINABLE TRAVEL

The development incorporates a series of measures to facilitate and promote travel by more sustainable means and reduce travel by car. These are summarised as follows:

- Significantly Reduced car parking provision based on the highly accessible nature of the site. This is in line with the guidance set out in Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities;
- Provision of 30 no. dedicated car club parking spaces on-site to reduce the need for private car ownership and facilitate infrequent car usage while not facilitating commuting by car;
- Cycle parking provision well above the Development Plan standards with varying types of spaces proposed including those that can serve cargo bikes which in turn can facilitate a wider range of trips by bicycle;
- Implementation of a site specific Mobility Management Plan, submitted under separate cover as part of this application, incorporating a series of objectives and measures to facilitate and promote travel by more sustainable means;
- Providing pedestrian and cycle permeability through the site to increase accessibility locally and provide a more direct access to key features such as the Luas, local bus routes and amenities.

The above are in accordance with the core policy of DMURS, set out in Section 1.2 which describes “encouraging modal shift to more sustainable modes of travel” as central to the overarching objective.

CONCLUSION

Taking the above into consideration, the proposed development has incorporated a series of design measures to promote more sustainable modes of transport and support vulnerable road users which is in line with the core principles of DMURS and all other relevant guidance.

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