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Technical Note 170200-TN006: 1-4 East Road, Dublin 3

Project:	Proposed Mixed-development, 1-4 East Road, Dublin 3	Prepared by:	Nick Fenner
Title:	DMURS Compliance Statement	Date:	09 th April 2019
Client:	Glenveagh	Job No:	170200

1.0 INTRODUCTION

It is DBFL's opinion that the proposed mixed use development is consistent with both the principles and guidance outlined within the Design Manual for Urban Roads and Streets (DMURS) 2013. The scheme proposals are the outcome of an integrated urban design and landscaping strategy to create lower traffic speeds through the development and thereby facilitating a safer environment for pedestrians and cyclists. DBFL along with the rest of the design team have interrogated the DMURS principles to ensure the final layout provides a high quality urban development in proximity to the Docklands.

The following section outlines the specific design features that have been incorporated within the proposed mixed use scheme with the objective of delivering a design that is in full compliance with DMURS.

1.1 DESIGN PARAMETERS

The adopted design approach successfully achieves the appropriate balance between the functional requirements of different network users whilst enhancing the sense of place. The implementation of self-regulating streets actively manages movement by offering real modal and route choices in a low speed high-quality mixed-use environment. Specific attributes of the schemes design which contribute to achieving this DMURS objective include;

- a) Prioritising pedestrians and cyclists through the development using shared surfaces and designated footpaths, and limiting vehicles' speed through the use of tight kerb radii on all internal junctions within the development.

- b) Provision of a dedicated signalised junction on East Road/Church Road will control speed at which vehicles can travel through the junction and incorporates the following:
- tight kerb radii to limit vehicles' speed but also allow occasional larger vehicles to manoeuvre safely through the junction, while also reducing pedestrian crossing distances.
 - allows for the provision of cycle facilities on the north-south approaches of East Road.
 - The inclusion of pedestrian crossing facilities on all arms of the junction due proposed increased pedestrian activity in the area, providing safe desire lines for pedestrians to/from all directions. This removes the existing lengthy uncontrolled crossings and the associated safety risks that they present to pedestrians at this vehicle dominated location.
- c) Regulation of East Road over the development's extents. Including the provision of 4 on street parallel parking spaces, and the inclusion of an on-street cycle lane along the development extents, 82m north-east bound, and 124m south-west bound. This route is identified as a secondary cycle route in the Greater Dublin Area Cycle Network Plan.