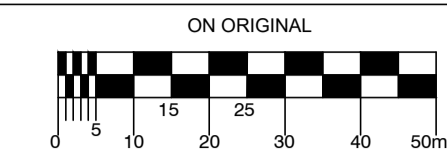


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NOTES:

LEGEND

- ROAD
- FOOTPATH / ISLAND
- CYCLE TRACK
- TOUCAN CROSSING
- EXISTING KERBLINE
- SHARED CYCLE / PEDESTRIAN FACILITY

FOR INFORMATION ONLY

Section 2.5.7 of the submitted Traffic and Transport Assessment (TTA) Report reveals that DLRC have identified a number of local roads objectives that will, when implemented, result in a notable improvement to the operation of the local road network including the junctions along Murphystown Road corridor.

Whilst the delivery of a number (e.g. accumulative benefit) of these roads objectives will transform the performance of the road network, the implementation of the proposed Murphystown Link Road (Objective 10) by DLRC on its own would result in a notable reduction in vehicle movements through the subject Murphystown Rd / Leopardstown Rd junction. Accordingly, the operational performance of this junction would improve significantly.

Notwithstanding the predicted improvements to the local road network's performance as a result of the implementation of the DLRC local Roads Objectives, the future design year scenarios investigated within the TTA report (e.g. 2020, 2025, and 2035) assume that none of the identified DLRC Roads Objectives are implemented until sometime after 2035. This approach has been undertaken with the objective of providing a robust worst-case assessment of the road network's future performance.

The analysis reported in the TTA Report quantified the level of impact generated by the proposed residential development upon the subject Murphystown Rd / Leopardstown Rd junction as being sub-threshold.

The analysis recorded an impact of only 4.7% and 1.4% during the AM and PM peak hour periods respectively (reference Tables 5.11 & 5.12 of TTA) in the context that none of the local roads authority's Road Objectives in the general area are implemented for at least another 18 years e.g. sometime after 2035.

The TTA's 2035 future design year analysis revealed that in the adopted worst-case scenario the Murphystown Rd / Leopardstown Rd junction will be approaching capacity for a short period during the 2035 peak hour periods.

In the unlikely scenario that none of the DLRC local road objectives are implemented by the 2035 design, the illustrated junction enhancement (e.g. introduction of a left turn flare) has been found (reference section 6.2 & 6.3 of the TTA) to (i) not only fully mitigate the modest impact that the proposed residential development will have upon the Murphystown Rd / Leopardstown Rd junction but (ii) to deliver notable gain when compared to the corresponding 2035 Do-Nothing scenario.

The analysis reported within the TTA report demonstrates that;

- The impact on this junction by the proposed development is modest (<5%)
- These potential improvements to the layout of the Murphystown Rd / Leopardstown Rd junction are only required after the 2035 design year, and
- Only if the Murphystown Link Road (Objective 10) is not implemented by DLRC over the next 17 years.

Furthermore, this off-site junction will be subject to the area-wide traffic appraisal which Dun Laoghaire Rathdown County Council (DLRCC) will undertake as part of ongoing Ballyogan & Environs LAP process. As per the findings of the submitted TTA, the DLRC appraisal will likely satisfy the need for this junction to be upgraded should the delivery of Objective 10 (Murphystown Link Road) be delayed beyond 2035.

As a result, these potential junction enhancement works do not form part of the subject planning application and is provided for information only.

Realigned Toucan crossing and associated tactile paving arrangement

Realigned ladder and tram tactile paving arrangement

Potential left turn flare

REV.	DATE	DESCRIPTION	BY	CHKD.
PLANNING				
DESIGNED	MMK	PREPARED	MMK	
DATE	AUG 2018	CHECKED	TJ	



DUBLIN OFFICE: Ormond House, Upper Ormond Quay, Dublin 7, Ireland. PHONE: +353 1 400 4000 FAX: +353 1 400 4050
 WATERFORD OFFICE: Unit 2, The Chandlery, 1-2 O'Connell Street, Waterford, Ireland. PHONE: +353 51 309 500 FAX: +353 51 844 913
 DBFL Consulting Engineers email: info@dbfl.ie site: www.dbfl.ie

PROJECT
PROPOSED RESIDENTIAL DEVELOPMENT AT GLENCAIRN, MURPHYSTOWN WAY, DUBLIN 18

DRG. TITLE
POTENTIAL LEOPARDSTOWN ROAD / MURPHYSTOWN WAY UPGRADE CONCEPT

ARCHITECT
O'MAHONY PIKE ARCHITECTS

SCALE	1:250 @A1	FILE REF.	170074-2071
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