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TECHNICAL NOTE 170198/002

Subject: DMURS Design Statement

Produced by: JC

Project: Lands at Bluebell, Naas

Checked by: DJR

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1.0 INTRODUCTION

- 1.1.1 It is DBFL's opinion that the proposed residential scheme 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 design approach that seeks to implement a sustainable community connected by well-designed streets which deliver safe, convenient and attractive networks.
- 1.1.2 Section 2.0 of this Technical Note outlines the specific design features that have been incorporated within the proposed residential scheme with the objective of delivering a design that is compliant with DMURS.

2.0 DESIGN ATTRIBUTES

2.1 Strategy Development

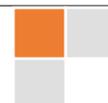
- 2.1.1 The proposed residential scheme delivers mode and route choices along direct, attractive and safe linkages to a range of amenities and local service destinations.
- 2.1.2 The proposed residential scheme incorporates a hierarchy of streets as noted below:
- An existing **Arterial** link is located to the east of the proposed scheme (R448, Kilcullen Road). Direct access to the R448 is gained via the permitted (15/848) and under construction access road
 - In contrast, the internal road network has been designed to deliver a hierarchy of **Local** streets that provide access within / across the proposed new residential community

- The movement function of each of internal **Local** street has sought to respect the different levels of motorised traffic. In parallel the adopted design philosophy has sought to consider the context / place status of each residential **Local** street in terms of level of connectivity provided, quality of the proposed design, level of pedestrian activity and vulnerable users requirements.

2.2 Design Parameters

2.2.1 The implementation of self-regulating streets actively manages movement by offering real modal and route choices in a low speed / high quality residential environment. Specific attributes of the schemes design which contribute to achieving this DMURS objective include;

- a) On-street activity is promoted internally along the residential streets through the adoption of 'own-door' dwellings.
- b) The proposed design has sought to specify minimal signage and line markings along the internal **Local** streets with such treatments used sensitively throughout and predominately at key junctions
- c) Footpaths (2.0m wide) are provided throughout the scheme and with connections / tie-in to existing external pedestrian networks. A variety of both roadside paths and alternative routes across open spaces have been provided to cater for pedestrian desire lines.
- d) Appropriate clear unobstructed visibility splays, as per DMURS requirements; are provided at all nodes
- e) Well designed and frequently provided pedestrian crossing facilities are provided along key travel desire lines throughout the scheme in addition to those located at street nodes. All courtesy crossings are provided with either dropped kerbs or a raised flat top treatment thereby allowing pedestrians to informally assert a degree of priority.
- f) With the objective of encouraging low vehicle speeds and maximising pedestrian safety and convenience, kerb corner radii at **Local** nodes has been specified as 3m where swept path analysis permits as per DMURS guidance.



- g) Regular speed control measures in the form of Horizontal and Vertical deflections have been strategically placed across the internal **Local** street network to promote lower design speeds.
- h) Speed control bends set at 11m centreline radius (consistent with DMURS recommendations for 20kmph)
- i) Spine Local Streets – 5.5m wide
- j) Local streets (access only) 4.8m-5.0m wide
- k) Shared surface streets applied where street serves limited number of dwellings. Shared surface streets have short length and flush kerbs to create a greater sense of shared space. Carriageway widths slightly higher in these areas (6m) to accommodate pedestrians & perpendicular parking movements.
- l) At the proposed traffic calming table treatments, different surface material treatments are proposed to alert and subsequently influence driver behaviour and vehicle speeds.
- m) Along lightly trafficked internal **Local** streets, cyclists will share the carriageway with other street users as per the NCM guidance for such situations. The permitted main access road incorporates dedicated cycle infrastructure as it joins to the more heavily trafficked **Arterial** street.
- n) On-street parking is provided within the residential scheme (on internal **local** streets) in accordance with DMURS
- o) A detailed landscape plan for the development has been prepared by Mitchell and Associates which includes street trees and high quality public realm spaces. Street trees contribute to the sense of enclosure encouraging slower vehicle speeds and a sense of place

