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TECHNICAL NOTE 162044/001

Subject: DMURS Design Statement

Produced by: BK

Project: Lands at Capdoo, Clane

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 development strategy maximises connectivity between key local destinations and constructed development through the provision of a high degree of permeability and legibility for all network users particularly for sustainable forms of travel. Accordingly, the proposed residential scheme delivers greater 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 north of the proposed scheme (R407, Kilcock Road).
 - An existing **Arterial** link is located to the south-east of the proposed scheme (R403, Clane to Celbridge Road).

- A proposed **Link** street (Capdoo Link Road) traverses the scheme, providing connection between the **Arterial** links noted above.
- In contrast, the internal road network has been designed to deliver a network of **Local** streets that provide access within / across the proposed new residential community and between the **Link** street noted above.
- The movement function of each of internal **Local** streets 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 whilst identifying appropriate 'transition' solutions between different street types.

2.1.3 High levels of connectivity between **Local** streets and the **Link** street are also delivered for motorised vehicles (primary access points off the Capdoo Link Road).

2.1.4 A secondary site access to the development is also proposed off the rural road to the north of the site. This portion of the site is isolated from the main development due to the site's irregular shape.

2.2 Linkages

2.2.1 The street layout was derived from several factors which include, Local Area Plan, boundary conditions, existing road network, future and existing development, watercourses and topography. As part of the design and development of the street network, cycle and pedestrian linkages were prioritised around the development to link existing and future developments.

2.3 Design Parameters

2.3.1 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 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 nodes and 'transition' areas with the adjoining **Link** street.
- c) Footpaths (2.0m wide) are provided throughout the scheme and with connections / tie-in to existing external pedestrian networks.
- d) Appropriate clear unobstructed visibility splays, as per DMURS requirements; are provided / safeguarded at all internal nodes and at the site access junctions to the external road network.
- 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) On the more heavily trafficked **Link** street controlled crossings/Toucan crossings are provided for pedestrians (in the vicinity of the proposed child care facility and at the southern end of Capdoo Link Road to facilitate access to the laneway between Capdoo Park and the Clane to Celbridge Road).
- g) All informal pedestrian crossing facilities are at least 2.0m wide, whilst all controlled pedestrian crossings are at least 2.4m wide and toucan crossings are minimum 4.0m wide.
- h) With the objective of encouraging low vehicle speeds and maximising pedestrian safety and convenience, corner radii at (i) **Link / Local** nodes has been specified as 6m, and (ii) **Local / Local** nodes has been specified as 3m as per DMURS guidance.
- i) Along lightly trafficked internal **Local** streets, cyclists will share the carriageway with other street users as per the NCM guidance for such situations. These



Local streets connect to the Capdoo Link Road (proposed **Link** street) which incorporates dedicated cycle infrastructure.

- j) The proposed residential developments internal hierarchy of Local streets incorporates 5m to 5.5m wide carriageways with 2m wide footpaths. Proposed 'Homezone' Local streets are minimum 4.8m wide and 6m adjacent to perpendicular parking bays.
- k) The main access routes (e.g. leading to/from the site access nodes with Link streets) of internal street network will be formed using standard macadam / asphalt finishes, however for 'Homezone' Local streets, a colour contrast is to be achieved by way of a textured / colour surface to reinforce the lower design speed in these areas.
- l) Where perpendicular car parking is proposed additional vehicle manoeuvring requirements are accommodated within the design of the parking bays (combination of bay depth and width modifications) and not by increasing the width of the carriageway.
- m) On-street parking is proposed at limited locations along the periphery of the proposed residential scheme (on one side of internal **local** streets). In accordance with DMURS the parallel bays are dimensioned 6.0m long by 2.4m wide.

