

TECHNICAL NOTE (Doc Ref. CHC-XX-XX-TN-C-00002)

Project: Castle Street, Bray, County Wicklow

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Subject: DMURS Design Statement

Date: 13.04.2022

Introduction

A DMURS Design Statement Technical Note is a necessary component of any SHD development application. The Design Manual for Urban Roads and Streets was first introduced in 2013 and is a policy document replacing the Design Manual for Roads and Bridges (DMRB) which was more applicable to rural roads infrastructure.

The purpose of DMURS is to address street design within urban areas and, in particular to set out an integrated design approach which will result in the design being influenced by the type of place in which the street is located, and which would balance the needs of all road users with a particular emphasis on more vulnerable road users in the form of pedestrians and cyclists.

*'In many communities throughout Ireland it is perceived that some or all vehicular traffic is travelling too fast and should be directed elsewhere. The impacts are seen as a threat to the safety of the community and a negative element that detracts from the attractiveness of the road or street and the comfort of those using it.'*¹

As such, it becomes necessary for a holistic approach to achieve this goal. Collaboration of the different design professionals including the architect, engineer, lighting designer, landscape architect and client is necessary for all of the design elements necessary to ensure that the final proposals are compliant with the manual.

Design Proposals

The proposed scheme has been designed such that it is compliant with the recommendations of DMURS. One of the prime objectives of the document is to emphasise pedestrians and cyclists over vehicular traffic. This principle has been incorporated into the design process by utilising methods which result in reducing vehicle speeds and making drivers more aware of their surroundings thereby ensuring a more pedestrian and cycle friendly environment.

¹ DMURS, Section 1.1

The scheme includes a single road designated as local access roads in accordance with the standards set down in DMURS.

The following measures have been implemented into the scheme to ensure that the scheme adheres to the design concepts of DMURS and will result in a safer and more attractive urban environment for all road users;

- Separation of vehicle and pedestrian/cyclist traffic where the majority of pedestrians and cyclists will use a separate access into the development site.
- A speed limit of 5kph will apply throughout the scheme which will be reinforced by a number of measures as set out below;
- Shared surface areas which are constructed of paving bricks/blocks;
- Contrasting road surface material;
- Minimised corner radii at junctions and particularly at pedestrian crossings on junctions which will serve to reduce traffic speeds and also reduce the lengths of crossing points. Junction radii have been reduced to the greatest degree possible while still allowing access for refuse vehicles;
- Road cross sections in compliance with the minimum requirements of DMURS.

Summation

The proposed scheme has been designed in accordance with the recommendations set down in DMURS and results in a pedestrian and cyclist friendly environment which serves to reduce vehicle speeds within the scheme and promote a positive and safe environment for all road users.