



DMURS Compliance Statement

Residential Development, Annacotty, Co Limerick

On behalf of **Regal Park Development Ltd**

Prepared by

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Civil
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Document History

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1. Introduction

The scheme proposals are the outcome of an integrated design approach that seeks to implement a sustainable community connected to well-designed infrastructure which delivers safe, convenient, and attractive streets in addition to promoting a real and viable alternative to single user car-based journeys. The Design Team considers that the proposed development is consistent with both the principles and guidance outlined within the Design Manual for Urban Roads and Streets (DMURS) 2019. The public areas fronting and within the proposed development have been designed by the multidisciplinary design team to accommodate pedestrians and cyclists in accordance with the appropriate principles and guidelines set out the Design Manual for Urban Roads and Streets.

2. DMURS Review

The following table outlines the design features that have been incorporated within the proposed residential scheme with the objective of delivering a design that is in full compliance with the relevant requirements of DMURS.

Design Element	DMURS Review
Place Function	DMURS seeks “the design of residential streets strikes the right balance between the different functions of the street, including a sense of place”. Additionally, the development should incorporate “measures to ensure satisfactory standards of personal safety and traffic safety”. The proposals incorporate the desires of DMURS in this context, including frequent crossing points and junctions, horizontal deflections, narrow carriageways, minimised signage and road markings, reduced visibility splays, on-street parking, tighter corner radii large hard and soft street scape. The proposals have been assessed for safety by way of a Stage 1 Road Safety Audit.
Street Layout	DMURS looks to encourage: “layouts where all streets lead to other streets, limiting the use of cul-de-sacs that provide no through access; [and] maximise the number of walkable/cycleable routes between destinations”. The proposed development adopts this ethos by provision of a looped carriageway for motorists and permeable pedestrian and cyclist linkage to the existing surrounding network. This all complies with DMURS
Traffic Congestion	DMURS recommends the use of permeable traffic-calmed networks, as “the most balanced way of addressing traffic congestion” A permeable traffic-calmed strategy has been adopted for the proposed development.
Approach to Speed	The design speed within the proposed development is 30km/h. This approach is consistent with DMURS which specifies that “where vehicle movement priorities are low, such as on local streets, lower speed limits should be applied (30km/h)”. Vehicle speeds are controlled by the use of short lengths of straight road, tight radii and change of surface materials.
Active Street Edges	DMURS promotes the use of minimal setbacks between the edge of the carriageway, back of the footway and building line. The setbacks of the dwelling houses are reduced to increase a sense of urban enclosure. The setback to the apartments is minimised by incorporation of public landscaped areas between the footpath and the building line.
Signage and Line Marking	DMURS notes that minimal signage is required on local streets due to their low speed and low movement function. The development is essentially a single ‘looped’ road and the use of road markings and signage can be avoided in most locations.
Lighting	The existing lighting on Walkers Lane will be upgraded and street lighting within the development will be provided to achieve the standards required by Limerick County Council. LED luminaires will be utilised and positioned to ensure a uniform lighting spread is achieved and ensure dark corners are avoided. This will ensure the development is attractive and safe during hour of darkness.

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Materials and Finish	DMURS states that designers should use ‘contrasting materials and textures to inform pedestrians of changes to the function of space (i.e. to demarcate verges, footway, strips, cycle paths and driveways) and in particular to guide the visually impaired’. The range of proposed materials for this development is in line with the requirements of DMURS
Footways	Footways widths are a minimum of 2.0m in compliance with DMURS for the space. High quality and slip resistant materials will be used and gradients are sufficiently shallow to make the development accessible for users of all abilities.
Pedestrian Crossings	DMURS considers pedestrian crossings to be “one of the most important aspects of street design as it is at this location that most interactions between pedestrians, cyclists and motor vehicles occur” The proposals include for multiple pedestrian crossings at all junctions and corner in order to promote pedestrian activity and place the pedestrian higher than the motorist in the mobility pyramid.
Corner Radii	Corner radii of “local streets” within the development are typically shown as 3.0m in compliance with DMURS best practice. The use of tight radii will assist in traffic calming and also enable pedestrians to cross the road both close to their desire line and with as short a travel path as possible.
Shared Surfaces	Shared surface streets and junctions are integrated spaces where pedestrians, cyclists and vehicles share the main carriageway. In the context of the proposed development, DMURS recognises the use of shared surfaces where “movement priorities are low and there is a high place value in promoting more liveable streets such as on local streets within neighbourhood”. Shared surfaces have been provided at the majority of bends and junctions within the development where very low vehicles speeds are ensured. DMURS recommends a number of design features that should be incorporated to ensure that drivers recognise that they are in a shared space and therefore to drive slowly, including: the “use of a variety of materials and finishes”; “sections of tactile paving that direct movement along the street or across spaces” The design features listed have been incorporated into the proposed development to encourage the sharing of space.
Cycle Facilities	DMURS references the National Cycle Manual (NCM) in terms of the provision of cycling facilities. The site plan indicates a number of cycle links with direct access to the existing cycle facilities on Dublin Road and Castletroy College Road. The majority of the cycle provision within the development will be on-road shared use with other vehicles, the traffic flows and vehicle speeds being consistent with this type of cycle use within the NCM. Cycle facilities will be reserved for future implementation on Walkers Lane, when a continuous route to Annacotty Village can be achieved.
Carriageway Width	The width of the majority of the “local streets” within the development is 5.5m with car parking accessed directly off the carriageway. Parking spaces are widened to 2.5m in order to maintain ease of access/egress.

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Carriageway Surface	A mix of surface materials is proposed for the development in order to achieve colour changes where pedestrian activity within the carriageway is increased, as stated in DMURS this should assist in achieving low speeds i.e <30kph.
Junction Design	The junctions are designed with reduced kerb radii and also include pedestrian crossing facilities on all arms.
Forward & Junction Visibility	Forward and junction visibility is provided in compliance with the desire of DMURS. Excessive visibility is restricted by locating tree planting at locations where further speed control is desired.
Traffic Calming	Traffic calming is achieved by incorporating tight radii bends at the end of short straights and colour changes of the surface materials.
Kerbs	DMURS provides indicative kerbs heights of between 50-75mm or less for local streets with lower design speeds. The internal roads will have a kerb height of 75mm. The kerb height on Walkers Lane will be 125mm.
On-Street Parking / Loading	<p>In providing the required number of parking spaces adjacent to dwellings, DMURs measures have been adopted:</p> <ul style="list-style-type: none"> ▪ Perpendicular parking incorporated on the lower-speed zones; ▪ Breaking continuous runs of parking into smaller groups along with planting and crossing areas to break the visual continuity of the parking; ▪ Underground parking to reduce the visual impact of vehicle clutter.
Multi-disciplinary Design Team	In accordance with the requirement in DMURS, the design of the development has been prepared by a multi-disciplinary design team, including but not limited to architects; civil engineers; and transport planners.
Road Safety Audit	A road safety audit of the proposed design of the site has been prepared and is provided under separate cover – see CST Group document “Stage 1 Road Safety Audit”.