



Design Manual for Urban Roads and Streets

DTTAS & DECLG Overview

John McCarthy & Aileen Doyle

Format of Presentation

- My presentation will be in two sections
- Firstly I will deal with the background to the manual from the Roads perspective
- Followed by Planning background



Design Manual for Urban Roads and Streets

Roads Background

Background (1)

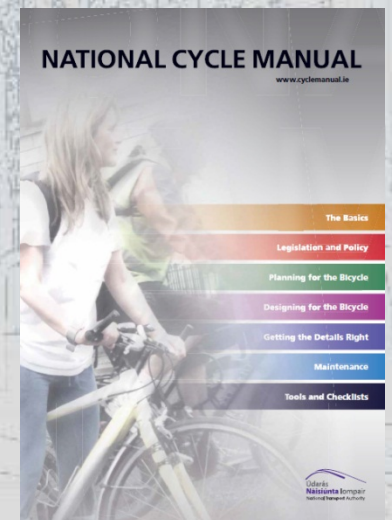
- From a roads perspective, emphasis in the past on road design documents has been on catering for traffic even in urban areas
- Foras Forbartha - Geometric Design Guidelines
 - RT 180 – Classification, Alignment & Cross Section
 - RT 181 - Intersections at Grade (1977 & 1986)
- NRA – DMRB
- NRA - Road Geometry Handbook (discontinued)

Background (2)

- New approaches were emerging as reflected in
- Traffic Management Guidelines (2003)
- National Cycle Manual (1998 & 2011)

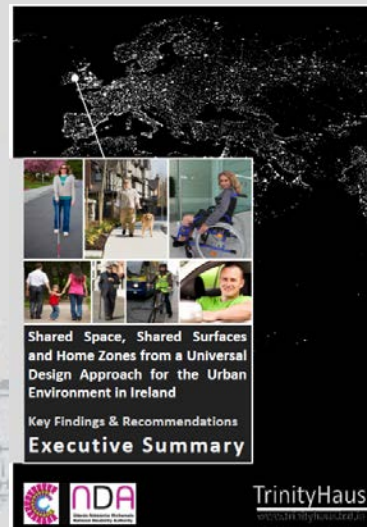


Traffic Management Guidelines



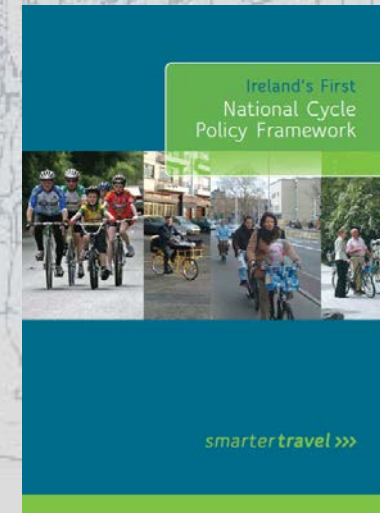
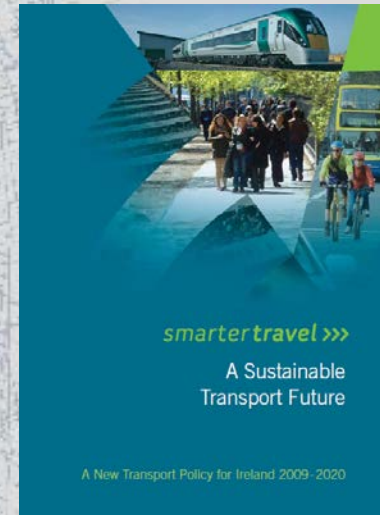
Background (3)

- Disability - Transport Access for All
- NDA – Universal Design Guide
- NDA / Trinity Haus – Shared Space Research



Background (4)

- Smarter Travel – A Sustainable Transport Future
- National Cycle Policy Framework
- All illustrating the need for another approach to catering for the movement of people and traffic
- The design tools were still lacking



Background (5)

- Reliance on Guidelines on design from elsewhere
 - Essex Design Guide
 - Scotland
- UK Manual for Streets 1 & 2



Background (6)

- A document was needed that provided design guidance appropriate for Irish towns and cities and which reflected what was already happening on the ground in places like
 - Ongar (Blanchardstown)
 - Tyrrelstown (Blanchardstown)
 - Kilminchy (Portlaoise)
 - Adamstown (Lucan)

Background (7)

- DTTAS / DECLG agreed to produce a National document catering for urban road design
- **Multi-Disciplinary Project Team** was tasked with preparing the new document.
- Commenced work in October 2009
- Steering Group was also put in place
- Major Workshop held in November 2010
- Peer Review in January 2012

Project Team

- John Lahart (Team Leader), Director of Service, KCC
- Robert Curley, Executive Engineer, KCC
- Paul Hogan, Senior Planner, SDCC
- Jason Taylor, Urban Designer, SDCC
- Derek Taylor, Project Engineer, SDCC
- Eddie Conroy, County Architect, SDCC
- John Stapleton, Senior Exec. Engineer, Cork City Co.
- Dominic Molony, Executive Engineer, FCC
- Sean McGrath, Senior Executive Engineer, FCC

Steering Group



- Paul Altman, DECLG
- Martin Colreavy, DAHG
- Aileen Doyle, DECLG
- Ciarán Fallon, Dublin City Council
- Clare Finnegan, DTTAS
- John Lahart, Kildare Co. Council
- John Martin, DECLG
- John McCarthy, DTTAS
- Dominic Mullaney, DTTAS (chair)
- Aidan O'Connor, DECLG
- Tony Reddy, RIAI

What is the Design Manual for Urban Roads & Streets (DMURS)

DMURS provides guidance relating to the design of urban roads
It replaces the Design Manual for Roads and Bridges (DMRB)
for urban roads and streets other than in exceptional
circumstances

The Manual complements previous advice issued viz:

- *Traffic Management Guidelines* (2003).
- *Smarter Travel* (2009).
- *National Cycle Manual* (2011).
- Less prescriptive than DMRB and allows flexibility
- Solutions & Designs need a level of innovation
- Requires a level of competency in it's use
- Education, Training & Experience,

Status of DMURS

- Circular Letter (RW 6 2013) issued from DTTS on 28th of March 2013 following the launch of the Manual on 25th March 2013 .
- DMURS is the Principal Road Design Document for all urban roads and streets within the 60 km/h urban speed limit zone
- DMURS replaces existing road design standards such as Design Manual for Roads and Bridges (DMRB) in urban areas within 60 km/h limit other than for
 - Motorways
 - In exceptional circumstances, certain urban roads and streets with the written consent of the relevant Sanctioning Authority (DTTAS, NRA, NTA) is given to depart from it
- Its use is mandatory for all Roads Authorities with effect from the date of the Circular



Design Manual for Urban Roads and Streets

Planning Background

Planning Background

- From a planning perspective DECLG see the Manual as providing the practical implementation tool for previous planning and housing policy guidelines which focused on place making and sustainable communities
- To ensure its effective implementation and following on from DTTS Circular letter a further circular letter (PL 17/2013) issued from DECLG on 21st Oct 2013 reminding Local Authorities of the publication of DMURS
- It was directed at Housing and Planning Departments
- It advised that the Manual should be implemented for both forward planning and development management functions of the local authorities
- Also when carrying out local authority own works

Status of the DMURS - Planning

- DMURS is a best practice design manual and not a planning policy document under s28
- This policy guidance under s28 already exists in
 - Sustainable Residential Development in Urban Areas 2009
 - Retail Planning Guidelines and Manual 2012
 - Local Area Plan Guidelines and Manual 2012
 - Best Practice Design Guidelines on Quality Housing for Sustainable Communities (2007)
- I will refer to these in more detail later

Implementation -Spatial Planning

- In terms of spatial planning the integrated approach to the design of urban road and streets in the Manual should **feed into** the preparation of development plans and local area plans- and also the non statutory framework plans and public realm strategies
- In particular it is important to note that where a development plan / LAP contains development management standards which reference the Design Manual for Roads and Bridges (DMRB) this should be amended to reference DMURS

Implementation of the Manual- Development Management

- In terms of development management as the Manual will replace existing design standards, when designing/upgrading roads and streets in urban areas the Department would advise that
- Planning authorities adopt the multidisciplinary approach advocated to pre planning consultations as appropriate and
- Planning authorities and An Bord Pleanála apply the relevant standards in the Manual in the assessment of planning applications which relate to or impact on urban roads and streets
- In the case of local authority own development the multidisciplinary approach and the principles, approaches and standards of the Manual should be used in the design of urban roads, streets or networks including development made under Part 8 of the Planning and Development Regulations, 2001-2013.

Implementation of the Manual- Development Management (2)

- It is important that applicants and their agents are advised of the changed standards
- Local authorities should consider appropriate means of informing applicants and agents eg workshops / seminars and also advise them to
- Engage early with planning authorities and
- Use multidisciplinary design teams
- Ensure development proposals are consistent with the approaches and standards in the Manual when applying for planning permission to planning authorities or An Bord Pleanála

Relevant Planning Policy Guidelines

A faint, light-colored illustration of a city street scene serves as the background. It shows a bus, several pedestrians, and a person in a wheelchair, suggesting a focus on urban planning and accessibility. The illustration is rendered in a sketchy, line-art style.

- It will facilitate the implementation of departmental policy guidelines on sustainable development
- Sustainable Residential Development in Urban Areas 2009
- Retail Planning Guidelines and Manual 2012
- Local Area Plan Guidelines and Manual 2012
- Best Practice Design Guidelines on Quality Housing for Sustainable Communities (2007)
- will inform the updating of guidelines on
- Development Management and Development Plan to commence this year

Guidelines on Sustainable Residential Development in Urban Areas (SRD)

- The SRD Guidelines advised on the qualities which make successful places, and illustrated how design criteria can be applied in the planning process, to the layout of residential roads and streets to allow them to serve not only as movement channels but also as places
- In particular in regard to road design the Guidelines highlighted the importance of issues such as connectivity, permeability, safety, legibility and sense of place all of which are built on and given practical application in the Manual
- They also highlight particular elements in the design of the built environment which contribute to the creation of a sense of security and ownership within residential areas many of which can present particular challenges
- The Manual deals directly with these difficult issues and gives practical examples of how these challenges have been managed in a balanced way delivering better outcomes for all.
- The Manual has been very much welcomed by all design professionals has been nominated for an IPI Transportation Award – the winners to be announced at end of February this year

Retail Guidelines and Manual 2012

- The other key policy guidelines are Retail Guidelines and accompanying Design Manual
- A key focus of these documents was on keeping city and town centres alive and making them attractive and vibrant places where people want to live, work and play in.
- It was recognised that what makes them attractive and lively is a combination of many things but of critical importance is accessibility and by all modes of transport - cars, buses, rail links bikes and pedestrians -issues of permeability and connectivity - which are at the core of DMURS
- DMURS uses practical examples of public realm strategies from Irish cities and towns to show how these issues can be designed for and managed successfully

Local Area Plan Guidelines

- The LAP Guidelines advise on the preparation of local area plans that are focused on meeting the needs of communities both in existing and newly developing areas, and emphasise the need for among other things
- compact, walkable neighbourhoods
- designing in active streets and designing out anti-social behaviour
- measures to encourage local people to adopt healthier, smarter ways to travel• around their local communities, especially walking and cycling.



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Management of DMURS

Management of DMURS

A faint, light-colored line drawing of a city street scene serves as the background. It depicts a car on the left, a person in a wheelchair in the center, and several pedestrians walking on the sidewalk. The drawing is composed of thin lines and is semi-transparent, allowing the text to be clearly visible over it.

- A Standing Committee will be formed to oversee updates & review implementation
- Does not cover every aspect of Urban Road Design
- Will be a Managed Document
- Will be subject to further enhancement / additions
- Will hear more about this as the day goes on.

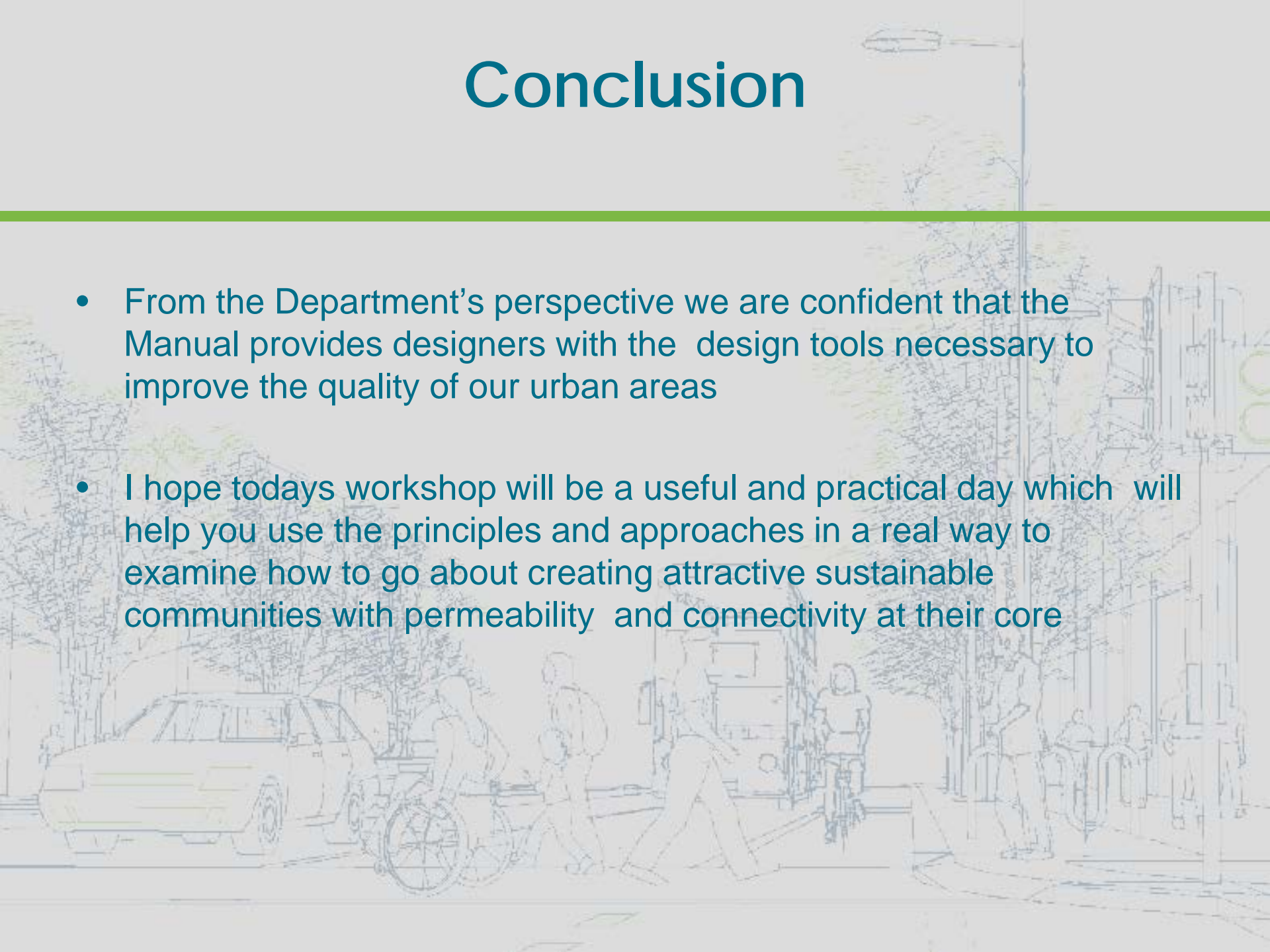
Implementation of Document

A faint, sketch-style illustration of a city street scene serves as the background. It shows a bus, a car, and several pedestrians, including one in a wheelchair, walking along a sidewalk. The drawing is light and artistic, with a focus on outlines and some shading.

- Document on DTTAS and DECLG websites
- Regional Workshops
- Training Courses
- Monitoring Implementation (Departures)

Conclusion

- From the Department's perspective we are confident that the Manual provides designers with the design tools necessary to improve the quality of our urban areas
- I hope today's workshop will be a useful and practical day which will help you use the principles and approaches in a real way to examine how to go about creating attractive sustainable communities with permeability and connectivity at their core



Thank You

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