DMURS Statement of Consistency

The internal roads infrastructure to serve the proposed development will follow a roads hierarchy in accordance with the Design Manual for Urban Roads and Streets (DMURS) as follows and is illustrated on **Engineering drawings 2432-DOB-XX-SI-DR-C-0500** and **0510, 0520, 0530, 0540, 0550, 0560, 0570**;

- 6.5m wide Spine Road with min. 2.0m raised footpaths, Toucan crossings, minimum 2.0m wide on road and off road cycle paths, and on street parallel and perpendicular car parking, and 1.5m- 2.0m wide grass verge.

- 5.5m wide Local streets with min. 2.0m raised footpaths and on street parallel and perpendicular car parking,

- Raised table tops provided throughout site for traffic calming and to promote slower speeds around the development.

- Home Zone areas were provided adjacent to housing, where the road shall be a shared surface for traffic and cyclists.

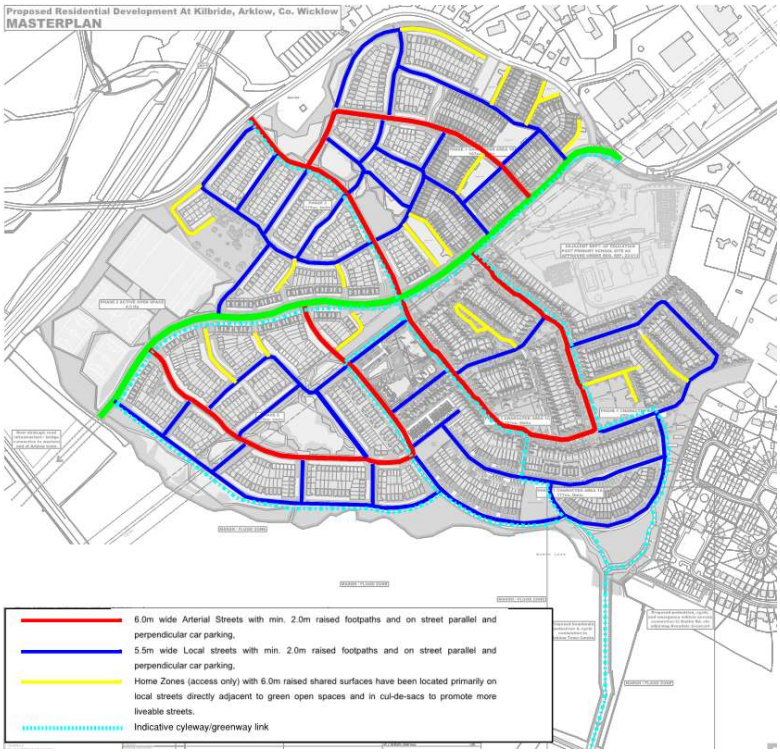
- Provision of Boardwalk in a North-South direction to allow VRU permeability from the site and improve access to Arklow Town Centre

Psychological and physical traffic calming measures have been adopted within the proposed site layout to balance the functional needs of various carriageway users in particular Vulnerable Roads Users (VRUs) as follows;

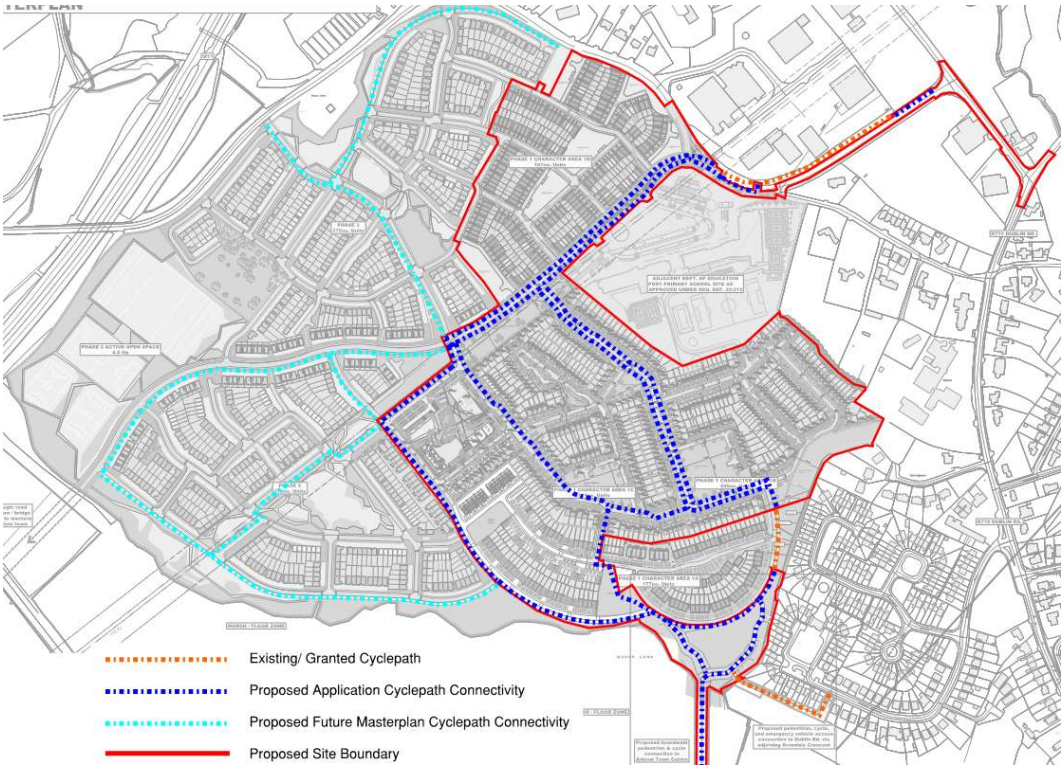
- The creation of a self-regulating street environment through the introduction of shared surfaces, on-street parking, reduced corner radii, reduced visibility splays and staggered junctions,
- Limiting straight sections of roads to a maximum of 70m through the introduction of horizontal deflections coupled with vertical deflections in the form of raised table tops where required,
- The use of minimal signage and line markings along internal streets with such treatments used sensitively throughout and predominately at key nodes and transition areas with adjoining streets,
- The provision of footpath widths no less than 2.0m are proposed throughout the scheme with tie-ins provided to existing external pedestrian routes,
- Appropriate clear unobstructed visibility splays are provided at all internal nodes which have been fully coordinated with the Architect, Landscape Architect and Public Lighting designer,
- Well designed and frequently provided pedestrian crossing facilities are provided along key travel desire lines throughout the scheme. All uncontrolled crossings are provided with either

dropped kerbs and tactile paving or flat raised table top treatments thereby allowing pedestrians to informally assert a degree of priority,

- All uncontrolled informal pedestrian crossing facilities will be a minimum of 2.0m wide coupled with tactile paving and dropped kerbs,
- The materials used in shared surface areas will be varied to indicate that the carriageway is an extension of the pedestrian domain,
- Vertical deflections in the form of raised tables are strategically placed across the internal road network to promote lower speeds and enable pedestrians to cross at grade. The maximum height of these raised flat top treatments is deigned to be 75mm,
- At any flat top pedestrian crossing/ traffic calming traffic table treatments, different surface material treatments are proposed to alert and subsequently influence driver behaviour and associated vehicle speeds,
- Kerb heights will be maintained at 125mm internally within the development,
- Cyclists will either share the carriageway with other road users internally within the development or use dedicated off-road cycle tracks/ greenways as illustrated on the site plan,
- In accordance with DMURS, perpendicular parking spaces are a minimum of 5.0m long by 2.5m wide, and finally,
- Designed pedestrian & cyclist connectivity to the adjacent lands including to the east to Avondale Crescent and through the provision of Boardwalk in a North-South direction to allow VRU permeability from the site and improve access to Arklow Town Centre.



Site Plan indicating Road network, cycle infrastructure and VRU permeability



Site Plan indicating Cycle infrastructure