



# OLD CONNAUGHT PHASE A1 LRD

# Notice

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## Client signoff

|                       |                            |
|-----------------------|----------------------------|
| Client                | Castlethorn Old Conna ULC  |
| Project               | OLD CONNAUGHT PHASE A1 LRD |
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# 1. Introduction

This statement of consistency sets out how the proposed development has been designed to align with the principles and achieve the recommendations as set out in the Design Manual for Urban Roads and Streets (DMURS). It should be read in conjunction with the architectural and engineering site layout drawings and the masterplan scheme incorporating the adjacent lands. This statement relates to the internal street network within the proposed development site.



## 2. The need for DMURS

Design Manual for Urban Streets (DMURS) is the appropriate design guidance to be applied to urban environments such as cities, towns villages and urban developments such as residential estates.

*“The principles, approaches and standards set out in the Manual apply to the design of all urban roads and streets (that is streets and roads with a speed limit of 60km/h or less)...”*

DMURS requires a collaborative design process and a holistic design approach to the layout and design of urban streets; to this end the design team consisting of planners, architects, engineers, and the client have engaged in a consultative process to ensure that the proposed development incorporates the design principles espoused in DMURS.

The street layouts have been developed to deliver a high place function wherein the streets and open spaces form part of the social fabric and are used for congregation and play. Achievement of this function can be greatly facilitated by developing a self-regulating street environment wherein vehicular movement function should be limited, as much as is practicable, so that a desirable maximum design speed of 30kph is achieved.

The street layout accommodates high levels of permeability for pedestrians and cyclists along streets and through open spaces, into the adjacent Old Connaught LAP 2025 lands and onto the Old Connaught Avenue. Vehicular permeability has been predominantly limited to local access only, primarily for residents with appropriate access provision for emergency and service vehicles.

All streets within the development have been designed in accordance with the principles set out in Cycle Design Manual (version 1, July 2023), wherein the road space is shared between cyclists and vehicles in a low speed and volume setting where appropriate on the local streets and homezones. Paramount to achieving this outcome is significantly limiting vehicle volumes and achieving, by design, a self-regulating desirable maximum speed of 30kph. Where vehicular volumes are anticipated to be higher fully segregated pedestrian and cycle facilities are provided to ensure safety and comfortability for all users.

The design of the streetscape including the provision of car parking will significantly influence the achievement of lower traffic speeds and the required quality of street design.



## 2.1 Design Deliverables

The AtkinsRéalís drawings relevant to this report are listed in Table 2-1.

**Table 2-1 – Relevant Drawings to the DMURS Statement**

| Sheet Number                     | Drawing Title                            | Revision |
|----------------------------------|------------------------------------------|----------|
| 100126446-ATK-XX-00-DR-CE-900101 | General Arrangement Key Plan             | P04      |
| 100126446-ATK-XX-00-DR-CE-900102 | General Arrangement Sheet 1              | P04      |
| 100126446-ATK-XX-00-DR-CE-900103 | General Arrangement Sheet 2              | P04      |
| 100126446-ATK-XX-00-DR-CE-900104 | Junctions and Visibility Splays Key Plan | P05      |
| 100126446-ATK-XX-00-DR-CE-900105 | Junctions Sheet 1 of 2                   | P05      |
| 100126446-ATK-XX-00-DR-CE-900106 | Junctions Sheet 2 of 2                   | P05      |
| 100126446-ATK-XX-00-DR-CE-900107 | Visibility Splays Sheet 1 of 2           | P04      |
| 100126446-ATK-XX-00-DR-CE-900108 | Visibility Splays Sheet 2 of 2           | P04      |
| 100126446-ATK-XX-00-DR-CE-901000 | Street Typology Key Plan                 | P04      |
| 100126446-ATK-XX-00-DR-CE-901001 | Street Typology Sheet 1                  | P04      |
| 100126446-ATK-XX-00-DR-CE-901002 | Street Typology Sheet 2                  | P04      |
| 100126446-ATK-XX-00-DR-CE-901003 | Active Travel Provision Key Plan         | P04      |
| 100126446-ATK-XX-00-DR-CE-901004 | Active Travel Provision Sheet 1          | P04      |
| 100126446-ATK-XX-00-DR-CE-901005 | Active Travel Provision Sheet 2          | P04      |
| 100126446-ATK-XX-00-DR-CE-902600 | Refuse Vehicle Tracking Key Plan         | P05      |
| 100126446-ATK-XX-00-DR-CE-902601 | Refuse Vehicle Tracking Sheet 1          | P05      |
| 100126446-ATK-XX-00-DR-CE-902602 | Refuse Vehicle Tracking Sheet 2          | P05      |
| 100126446-ATK-XX-00-DR-CE-902603 | Fire Tender Vehicle Tracking Keyplan     | P05      |
| 100126446-ATK-XX-00-DR-CE-902604 | Fire Tender Vehicle Tracking Sheet 1     | P05      |
| 100126446-ATK-XX-00-DR-CE-902605 | Fire Tender Vehicle Tracking Sheet 2     | P05      |
| 100126446-ATK-XX-00-DR-CE-903000 | Typical Cross Sections Key Plan          | P04      |



|                                  |                                     |     |
|----------------------------------|-------------------------------------|-----|
| 100126446-ATK-XX-00-DR-CE-903001 | Typical Cross Sections Sheet 1 of 2 | P04 |
| 100126446-ATK-XX-00-DR-CE-903002 | Typical Cross Sections Sheet 2 of 2 | P04 |
| 100126446-ATK-XX-00-DR-CE-903003 | Longsections Sheet 1                | P04 |
| 100126446-ATK-XX-00-DR-CE-903004 | Longsections Sheet 2                | P04 |

## 2.2 Related Documents

This DMURS Statement should be read in conjunction with the submitted Quality Audit which was conducted by AtkinsRéalis on the proposed development on the 19<sup>th</sup> of May 2026. This accords with the requirements of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 Section 12.4.1 Traffic Management and Road Safety. The Quality Audit was undertaken by AtkinsRéalis in accordance with [Advice Note 4 of DMURS](#). The development has been modified to take into account the advice and recommendations of the audit where required. For more details of the Quality Audit and Road Safety Audit, please refer to the RSA (AtkinsRéalis Ref: 0126446DG0022).



### 3. Proposed Development

AtkinsRéalis were commissioned by Castlethorn Ltd (the Client) to provide Traffic, Transport, and Engineering Consultancy Services in support of the proposed development of their lands within the Old Connaught Local Area Plan (LAP) area. This report outlines the transport, engineering, and infrastructure proposals developed to facilitate a **residential-led scheme** on the **Phase A1 lands within Phase A** of the Old Connaught development lands, as set out in the Old Connaught LAP.

The proposed residential development site forms the first phase provided for under the Old Connaught Local Area Plan. The site is generally bounded by agricultural lands to the north, the M11 to the east, Old Connaught Avenue to the south and Festina Lente equestrian centre to the west. The proposed development is referred to as **Old Connaught Phase A1**.

The proposed development comprises **271no. dwellings**, in a mix of houses, duplex units and apartments, **1no. creche** (c.574 sq m), and all associated and ancillary site development, landscape and boundary treatment works.

The proposed housing mix comprises:

**103no. houses** (22no. 4-bed, 68no. 3-bed and 13no. 2-bed) ranging from 2 to 3 storeys.

**162no. apartments and 6no. duplexes** accommodated in a terrace and 4no apartment blocks, including: -

- **Block 1:** 54no. apartments total (19no. 1-bed, 4no. 2-bed (3-person), 25no. 2-bed (4-person)) in 1no. 1 to 5-storey building and 6no. 3-bed duplex units in a 3-storey terrace.
- **Block 2:** 41no. apartments total (9no. 1-bed, 9no. 2-bed (3-person), 23no. 2-bed (4-person)) in 1no. 1 to 5-storey building.
- **Block 3:** 38no. apartments total (13no. 1-bed, 11no. 2-bed (3-person), 14no. 2-bed (4-person)) and the ground floor creche (574 sqm) with associated outdoor play area (c.225.4 sq m), in 1no. 1 to 5-storey building.
- **Block 4:** 35no. apartments total (8no. 1-bed, 11no. 2-bed (3-person), 16no. 2-bed (4-person)) in 1no. 1 to 4-storey building.

Associated and ancillary site development and infrastructure work, include:

On-site attenuation; hard and soft landscaping and boundary treatment works including **public open space (totalling c. 4,519 sq m)** in 2 areas identified as POS1 (1,232 sq m) and POS2 (3,287 sq m) incorporating the existing veteran Oak tree to be retained; **communal open space (totalling c. 1,154 sq m)** in 3 areas identified as COS1 (253 sq m), COS2 (723 sqm) and COS3 (178 sq m); components of the regional attenuation pond to the north east of the site; 5no. ESB substations. Vehicular site access from Old Connaught Avenue, via a proposed new primary North-South street that includes active travel infrastructure and a 7m wide LUAS reservation corridor running parallel to the east of the primary North-South street. A section of the East-West link road, including active travel, will also be provided for along the northern boundary of the site. A total of **289no. car parking spaces** comprising 241no. surface spaces (inclusive of 11no. visitor spaces, 2no. ESB spaces, 2no. Go-Car (shared) spaces, and 9no. disabled spaces) and 48no. undercroft spaces (inclusive of 2no. disabled spaces), 20% of residential car parking spaces equipped with Electric Vehicle charging points. **435no. bicycle parking spaces**, including 351no. resident spaces and 84no. visitor spaces. 12no. motorbike parking spaces., Ancillary stores serving the houses, duplex units and apartments.



The proposed development also includes the construction of a new pumping station, associated single storey building, twin rising mains extending circa 400m along Old Connaught Avenue under the M11 connecting to the existing gravity foul network on Old Connaught Avenue 125m east of the M11 bridge and associated storage, together with all ancillary site development and reinstatement works required to facilitate these elements. The proposed layout is shown in Figure 3-1 below.

**Figure 3-1 - Old Connaught Phase A1 LRD Proposed Layout**



## 4. Compliance with DMURS

DMURS sets out four core principles that should be considered in the development of street and road layouts. These principles are set out in Table 4-1 along with a description of how the proposed development complies.

**Table 4-1 - Compliance with DMURS Core Principles**

| Core Principle                                                                                                                                                                                                                    | Development Approach                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Pedestrian Activity / Facilities</i> – “To support the creation of integrated street networks which promote higher levels of permeability and legibility for all users and in particular more sustainable forms of transport.” | <p>The proposed Old Connaught Phase A1 LRD development has been carefully designed to ensure that the focus on connectivity is centred on pedestrians and cyclists.</p> <p>The provision of high levels of connectivity for pedestrians and cyclists are intended to promote walking and cycling by making them a more attractive option to the private car.</p> <p>Facilities for the proposed onsite sustainable modes such as on-site bicycle parking have been located conveniently and with ease of access in mind.</p> <p>Links to the external transport network have also been considered with convenient access to future bus stops along Old Connaught Avenue and existing bus stops on the Dublin Road provided for.</p> |
| <i>Multi-Functional streets</i> - “The promotion of multi-functional, place based streets that balance the needs of all users within a self-regulating environment.”                                                              | <p>The proposed development contains a number of new streets that have been designed to a high quality to ensure that the users of the streets and those that live there are facilitated with an attractive, comfortable, and safe environment.</p> <p>Numerous measures have been introduced to create self-regulating streets including, appropriate road geometries and alignments, vertical and horizontal elements, landscaping and public realm features to create a balanced in line with the movement hierarchy.</p>                                                                                                                                                                                                        |
| <i>Pedestrian Focus</i> - “The quality of the street is measured by the quality of the pedestrian environment.”                                                                                                                   | <p>The design of the proposed scheme has placed a significant emphasis on the movement of people, both within the proposed development and between the internal and external areas.</p> <p>Footpath widths are generous with crossing points located on key desire routes ensuring good permeability throughout the site.</p> <p>External connectivity is provided through links to future phases of the wider Old Connaught masterplan area, facilitating permeability and integration as the area develops.</p>                                                                                                                                                                                                                   |
| <i>Multi-Disciplinary Approach</i> - “Greater communication and co-operation between design professionals through promotion plan led multidisciplinary approach to design.”                                                       | <p>The design of the Old Connaught Phase A1 LRD proposals was developed through a collaborative effort between all members of the design team and the client team.</p> <p>This process began with conceptual development during the masterplan stage right through to the current proposed plan subject of this planning application. The LRD application was subject to two formal meetings with Dún Laoghaire-Rathdown County Council (S247 meeting and a pre-</p>                                                                                                                                                                                                                                                                |



application meeting) that included feedback on the layout and design that has been incorporated into the final design.

The proposed development design is led by O'Mahony Pike Architects working together with AtkinsRéalis Consulting Engineers and Brady Shipman Martin Landscape Architects.

The developer and promoter of the scheme, Castlethorn, are committed to delivering a high-quality development which complies with the principles of DMURS.

The proposal has been developed to take account of the following elements of DMURS as shown in Table 4-2.

**Table 4-2 - DMURS Compliance Criteria**

| Section Title                       | DMURS Reference |
|-------------------------------------|-----------------|
| Street networks                     | Chapter 3       |
| Integrated Street Networks          | Section 3.1     |
| Movement and Place                  | Section 3.2     |
| Permeability & Legibility           | Section 3.3     |
| Street Design                       | Chapter 4       |
| Movement, Place and Speed           | Section 4.1     |
| Streetscape                         | Section 4.2     |
| Pedestrian and Cyclists Environment | Section 4.3     |
| Carriageway Conditions              | Section 4.4     |

## 4.1 Design Speed Principles

DMURS recommends that the Street Design should be reflective of the road hierarchy and movement and functionality of the street network. One of the most successful ways of managing this is by designing self-regulating streets *that balance the functional needs of different users, enhance the sense of place and manage speed in a manner that does not rely on excessive regulation controls of physically intrusive measures for enforcement (DMURS 4.1.2).*

Some of the critical elements of achieving self-regulating streets and compliance with DMURS Street Design are:

- Horizontal radius / curvature (DMURS 4.4.6);
- Gradients (DMURS 4.4.6);
- Carriageway widths (DMURS 4.4.1) and
- Junction radii (DMURS 4.3.3).

A 30km/h zone as required on residential streets is promoted via the combination of the design elements below.

- Horizontal and vertical alignment designed to 30km/h;
- Carriageway widths in line with DMURS requirement for street type;
- Constrained junction radii in line with DMURS requirement; and
- Provision of Raised Tables at Junctions.



Landscaping has been proposed so as not to create 'blind spots' and ensure that inter-visibility is maintained between pedestrians, cyclists, and motorists.

The design of the streetscape, including the provision of car parking, narrow road widths, tight horizontal geometry, compact junctions, and vertical speed management features, will significantly influence the achievement of lower traffic speeds and the required quality of street design.

## 4.2 Internal Street Layout

Best practice in relation to the design was referenced from the following current design documents and guidelines:

- Design Manual for Urban Roads and Streets (DMURS);
- TII Design Manual for Roads and Bridges (DMRB) where relevant; and
- The Cycle Design Manual (CDM).

These streets are designed in accordance with the following principles.

- *Connectivity: Creation of vibrant and active places via walkable and well-connected streets.*
- *Permeability: Creation of routes for access and circulation ensuring the site are accessible from several directions.*
- *Sustainability: Priority should be given to the needs of walking, cycling and public transport, and the need for car-borne trips should be minimised.*
- *Safety: Streets, paths and cycle routes should provide for safe access by users of all ages and degrees of personal mobility.*
- *Legibility: It should be easy for both residents and visitors to find their way in the area, and*
- *Sense of Place: Streets should contribute to the creation of attractive and lively mixed-use places.*

The movement function as per Section 3.2.1 of the DMURS 2019 which designers have considered are as follows:

- *Should optimise the movement of public transport.*
- *Should cater for greater numbers of pedestrians and cyclists.*
- *May need to cater for higher volumes of traffic.*

The proposed layout shown in Figure 3-1 below.

Figure 3-1 - Old Connaught Phase A1 LRD Proposed Layout

shows that the layout is highly permeable for active travel with legible routes provided along desire lines to future key destinations within such as the neighbourhood centre, external community services, such as schools and public transport connections. Although this is the first phase of the development as the later phases are constructed there will then be active and sustainable travel connectivity to a range of social, community and essential services, resulting in the proposed layout providing 10-minute neighbourhood principles. The development therefore helps create a vibrant, interconnected community that fosters sustainability, accessibility, and well-being for all residents. Residential streets are generally short and provide local connections to a small number of units that limits the number of vehicles likely to require access. Landscaping and vertical and horizontal deflections are used along these streets that reinforces that these are quieter streets where pedestrian and cyclists have priority in a shared street environment in compliance with DMURS self-regulating street principles.

The street layout for the development essentially consists of three types of street typology, Link Street, Local Street and Home Zone Street.



- **Link Street:** These provide the links between Arterial streets, or between Centres, Neighbourhoods and /or Suburbs.
- **Local Street:** These are the streets that provide access within communities and to the Link Street. These streets carry low volumes of traffic compared to the local link street.
- **Home-zone Street:** A type of Shared Surface Street in a residential area which may include items of street furniture that would normally be used within areas of open spaces

An extract of the street typology is shown in Figure 4-1, with full details shown in AtkinsRéalis drawings (ref: 100126446-ATK-XX-00-DR-CE-901000 - 100126446-ATK-XX-00-DR-CE-901002).



Figure 4-1 - Development and Masterplan Street Typology



## 4.3 Street Typology

The design criteria for the street types are detailed in Table 4-3.

**Table 4-3 - Design Criteria**

| Design Criteria                | Link Street (North-South) | Link Street (East-West) | Local Street | Home Zone Street |
|--------------------------------|---------------------------|-------------------------|--------------|------------------|
| DMURS Recommended Design Speed | 30km/hr                   | 30km/hr                 | 30km/hr      | 30km/hr          |
| Adopted Design Speed           | 30km/hr                   | 30km/hr                 | 30km/hr      | 30km/hr          |
| Carriageway Width              | 6.5m                      | 6m                      | 5.5m         | 4.8m             |
| Footway Width                  | 2m                        | 2m                      | 2m           |                  |
| Pedestrian Refuge Strip        |                           |                         |              | 1.5m             |
| Junction Radii                 | 5m                        | 5.5m                    | 4.5m         | 4.5m             |

## 4.4 Junction Design

The design of junctions throughout the development are designed to prioritise active travel movements while allowing all necessary vehicles to enter and leave at low vehicle speeds. This has been achieved through the provision of raised entry treatments with priority provided to pedestrian and cyclists across the junction mouth. Tight junction radii have been used as follows:

- The proposed junction between the North-South Link Street and Old Connaught Avenue is designed in accordance with DMURS (section 4.3.3) with a 5m junction radii. Sight lines are to provide a visibility splay of 45m at a setback of 2.4m.
- Internal junctions between Local Streets and the Link Street are designed in accordance with DMURS (section 4.3.3) generally with 4.5m junction radii. Sight lines are to provide a visibility splay of 23m commensurate with a design speed of 30km/h at a setback of 2.4m.
- Local Street junctions are designed in accordance with DMURS guidance (section 4.3.3) with a 4.5m radii. Sight lines are to provide a visibility splay of 23m commensurate with a design speed of 30km/h at a setback of 2.4m.
- Internal junctions between Home Zone Streets and the Link Street are designed in accordance with DMURS (section 4.3.3) generally with 4.5m junction radii. Sight lines are to provide a visibility splay of 23m commensurate with a design speed of 30km/h at a setback of 2.4m.

Figure 4-2 shows the junction layout at various junctions provided in the proposed development. The provisions at the junctions are consistent through the proposed scheme providing tight junction radii to keep vehicular speeds low and raised crossing points for cyclists and pedestrians where possible.



Figure 4-2 - Extract of Junction Layout



## 4.5 Facilities for Pedestrians and Cyclists

The provision of high-quality pedestrian and cyclist facilities within the development is central to the design principles adopted in relation to the development proposals. Pedestrian linkages through and around the proposed development have been considered in the context of desire lines and onwards towards existing and proposed amenities. The masterplan layout has been developed to accommodate these desire lines and linkages. The use of raised pedestrian table crossing points will have the benefit of providing both a convenient crossing point and a traffic calming effect. The raised table pedestrian crossing design is based on the recommendations in DMURS and the Traffic Management Guidelines. Raised pedestrian crossings are provided at junctions and along desire lines to reinforce pedestrian priority and slow vehicle speeds.

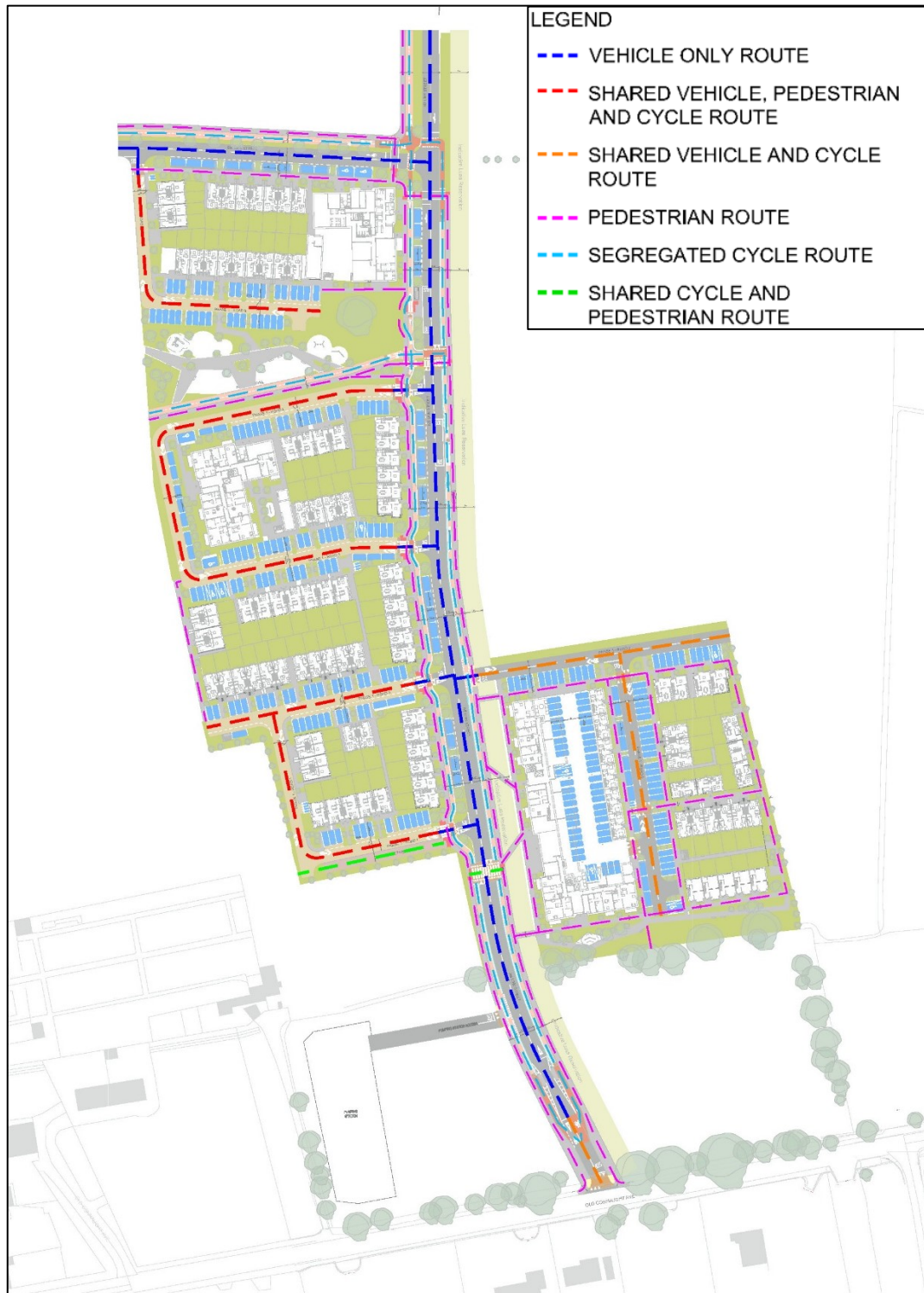
Figure 4-3 shows the range of active travel provisions provided for the application. Full details shown in AtkinsRéalis drawing (ref: 100126446-ATK-XX-00-DR-CE-901003 - 100126446-ATK-XX-00-DR-CE-901005)

Facilities provided include:

- **Segregated Pedestrian and Cycle Facilities:** Along local link streets fully segregated cyclist and pedestrian facilities are provided, connecting to the wider Old Connaught Masterplan lands and the external road network.
- **Mixed Traffic:** Along homezone and local streets shared cycling and vehicular routes are provided for with segregated pedestrian facilities. The routes integrate vehicular and cyclist movement in a clearly marked and purpose designed shared surface environment. Accordingly, these streets will be highly traffic calmed with very low speeds of 30 km/h or less.
- **Raised Table Pedestrian Crossings:** The use of raised pedestrian table crossing points at internal junctions will have the benefit of providing both a convenient crossing point and a traffic calming effect. The raised table pedestrian crossing design is based on the recommendations in DMURS and the Traffic Management Guidelines. Raised pedestrian crossing are provided at junctions and along desire lines to reinforce pedestrian priority and slow vehicle speeds.



**Figure 4-3 - Phase A1 Proposed Active Travel Provision**



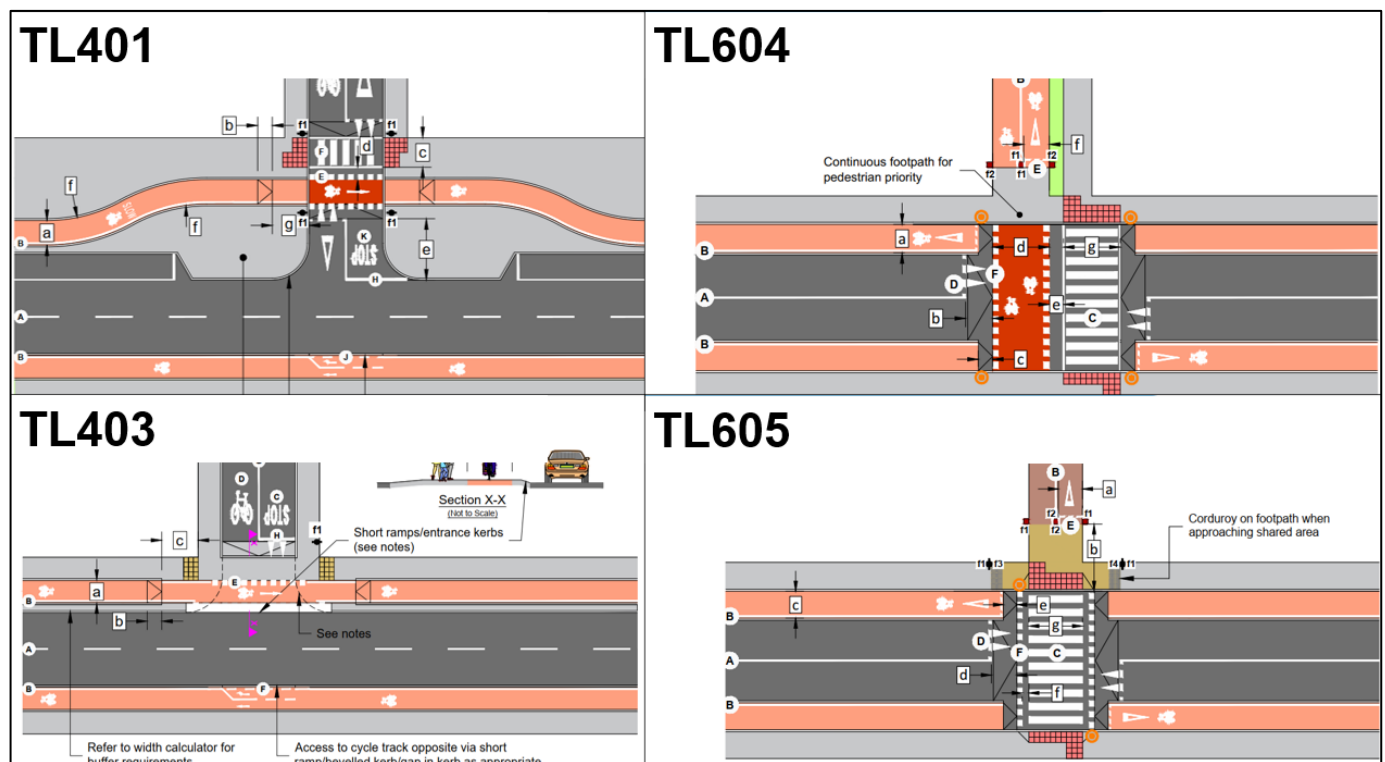
The design of the cycling and pedestrian facilities in the proposed development was informed by the Cycle Design Manual (2023). In accordance with table 2.1 of the Cycle Design Manual, mixed traffic streets are provided where the traffic flows are expected to be under 200 PCU on 30 Km/hr streets, as the volumes of traffic are expected to be higher than 200 PCU on the Link Street, fully segregated cycle tracks and footpaths are provided on both sides of the carriageway. The widths of the segregated cycle tracks are compliant with the desirable minimum widths set out in table 2.1 of the Cycle Design Manual, a 2 metre cycle track with a 0.3m buffer is provided in the proposed development's design.

The crossings provided throughout the proposed scheme prioritise the safety of pedestrians and cyclists. Crossings provided include:

- **“TL401 Standard Cycle Track Crossing Side Road with Priority- Full Set Back”** has been included at several junctions in the proposed development, the crossing design requires vehicles to yield to pedestrians and cyclists and the tight corner radii and raised table requires vehicles to slow down significantly at the crossing too, enhancing active travel users safety.
- **“TL403 Standard Cycle Track Crossing Side Road with Priority – No Set Back”** was utilised at a priority junction in the proposed scheme it provides an uncontrolled crossing for cyclists and pedestrians and requires vehicles to slow down speeds from the tight radii and raised table.
- **“TL604 Parallel Zebra Crossing”** was used to allow for both cyclists and pedestrians to cross the North-South North-South Link Street safely, the crossing requires vehicles to stop for pedestrians and cyclists wishing to cross.
- **“TL605 Combined Zebra Crossing”** was provided along the North-South Link Street, the crossing requires vehicles to give priority to pedestrians and cyclists wishing to cross.

Extracts from the CDM of the crossings are shown in Figure 4-7 below.

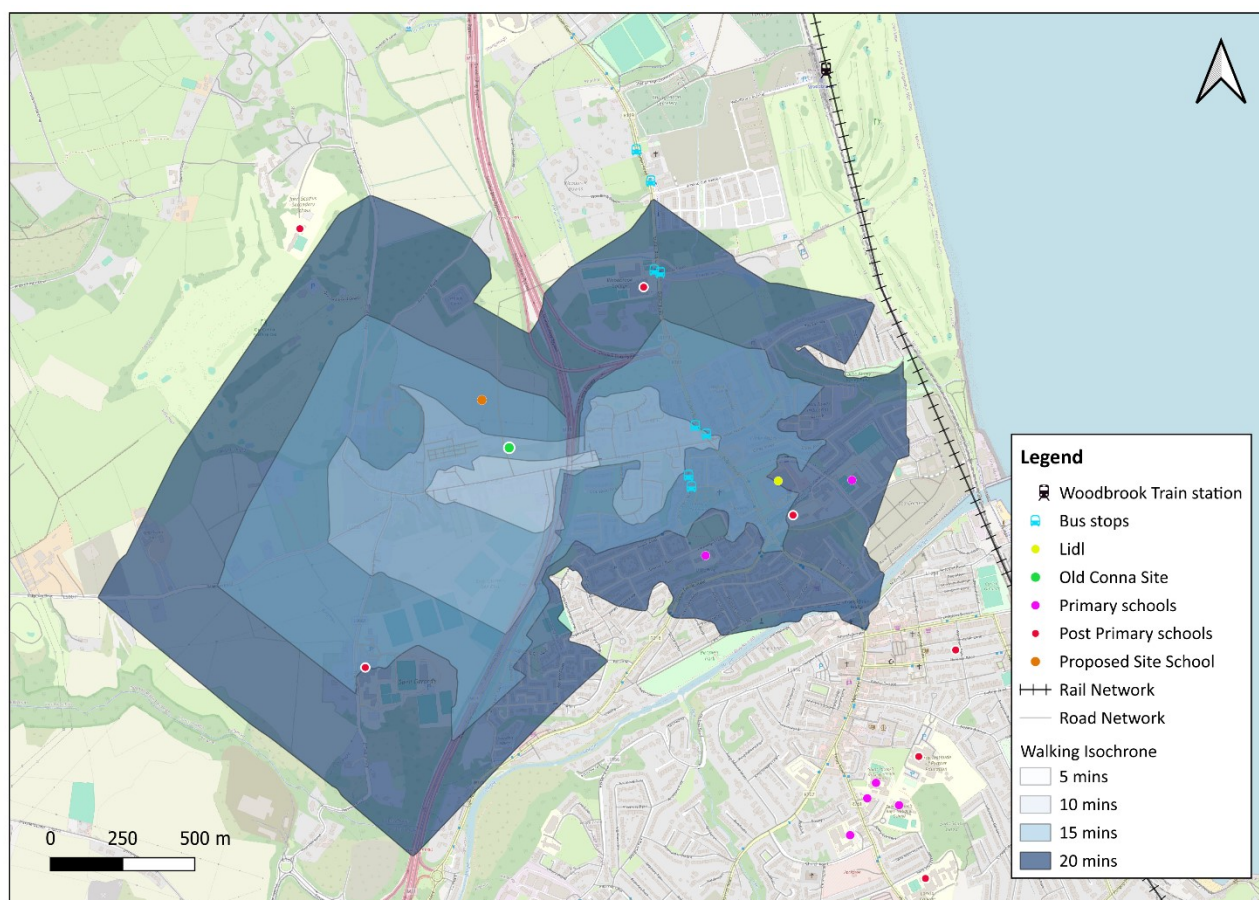
**Figure 4-4 – Cycle Design Manual Crossings**



Pedestrian and cyclist permeability to future developments and existing active travel facilities formed a key part of the design and linkages have been provided in the proposed scheme aligning with the objectives described in the Old Connaught Local Area Plan 2025. The proposed development’s permeability will connect well with future developments as well as the proposed BusConnects facilities.

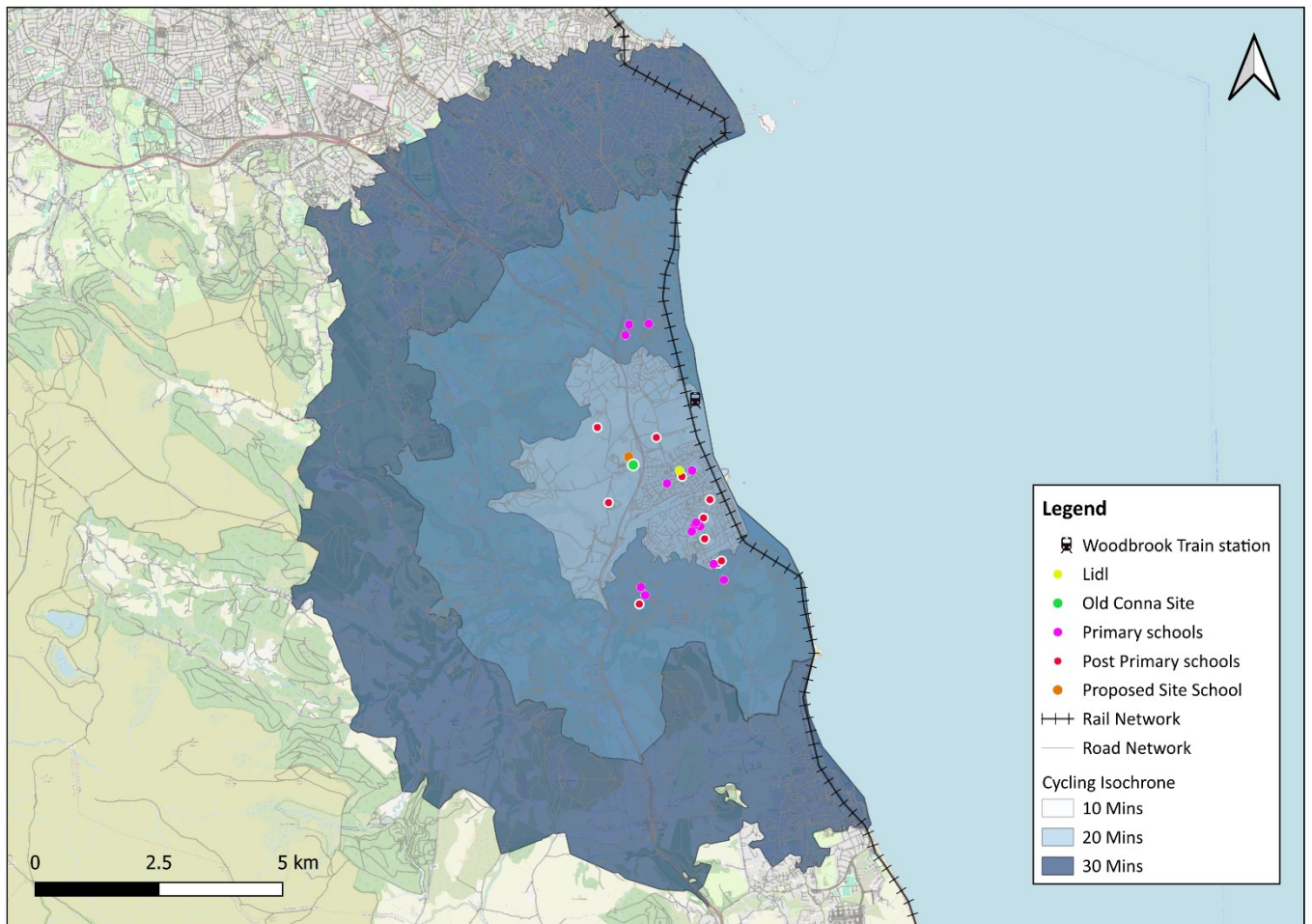
An analysis of the walking and cycling catchments in terms of journey distance and time was undertaken. In terms of walking a wide range of services and facilities are located within 20minutes of the proposed development area. The facilities available to residents of the proposed development will only continue to grow as the wider Old

Connaught Lands are developed. The walking and cycling isochrones showing the nearby facilities are shown in Figure 4-5 & Figure 4-6 respectively.



**Figure 4-5 – Active Travel Isochrones - 30 Minute Walking Isochrones**

In terms of cycling, this catchment is extended further including Cabinteely & Killiney to the north and the southern extents of Bray Town Centre and Bray DART Station as detailed in Figure 4-6. Therefore, there is a wide range of services, facilities and amenities within recognised cyclist distances of the site.



**Figure 4-6 – Active Travel Isochrones - 30 Minute Cycling Isochrones**

## 4.6 Streetscape

The development accords with DMURS 4.2 Streetscape through the design approach outlined in Table 4-4.

**Table 4-4 - Compliance with DMURS Streetscape Guidance**

| DMURS Section | DMURS Details                    | Compliance                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------|----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.2.1         | Building Height and Street Width | Streets are defined and fronted by buildings that provides a sense of enclosure and overlooking.                                                                                                                                                                                                                                                                                                                                 |
| 4.2.2         | Street Trees                     | Street trees form an integral part of the street design approach with (appropriate) trees located on all streets on the scheme layout.                                                                                                                                                                                                                                                                                           |
| 4.2.3         | Active Street Edges              | All streets have active frontages appropriate to the land uses. Residential dwellings overlook residential streets including buildings that turn corners.                                                                                                                                                                                                                                                                        |
| 4.2.4         | Signage and Line Markings        | Signage in the development will be in accordance with required regulations (( <i>Traffic Signs Manual – (TSM)</i> )) for mandatory signage. In accordance with Section 1.1.10 of the TSM <i>Signs should only be erected where there is a demonstrable need, because unnecessary, incorrect or inconsistent signs detract from the effectiveness of those that are required and tends to lead to disrespect for all signage.</i> |
| 4.2.5         | Street Furniture                 | A wide range of street furniture will be provided throughout the development including appropriate levels of lighting and seating.                                                                                                                                                                                                                                                                                               |
| 4.2.6         | Material and Finishes            | The material palette for the development is robust, easily maintained and appropriate to its locations and intended use and will enhance legibility.                                                                                                                                                                                                                                                                             |
| 4.2.7         | Planting                         | Planting is provided throughout the development lands appropriate to the location context.                                                                                                                                                                                                                                                                                                                                       |

## 4.7 Cycle Parking

Both DMURS and CDM recommended that a range of cycle parking types and appropriate locations close to destinations are provided in order to cater for and maximise cycle usage.

The cycle parking facilities provided for the residential and non-residential uses consists of the following mix of equipment's.

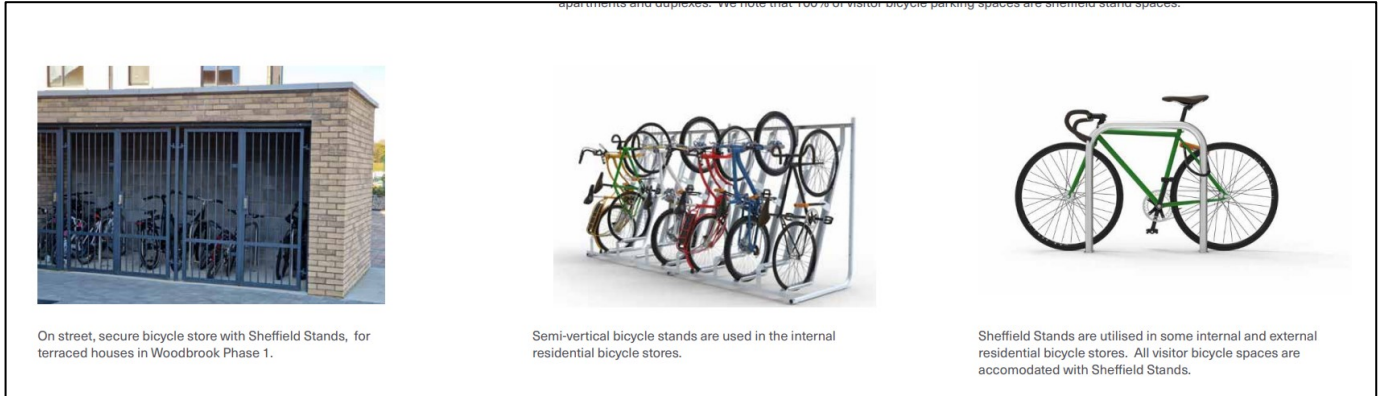
- Stands or hoops – where the bicycle is leaned against a metal structure and locked (this may include hi/low arrangements where alternate sides are ramped to avoid handlebars clashing);
- Cycle Lockers – where individual bicycles are secured in a metal box;
- Cycle hangers – where several bicycles are secured in a metal box, and
- Semi-vertical or vertical racks - where bicycles are lifted into a vertical position.



This approach of mixed cycle parking equipment's/facilities are in accordance with Section 6.5 (Types of Equipment and Layout) of the Cycle Design Manual published in September 2023.

The range of cycle parking facilities are shown in Figure 4-7 please refer to for further details of cycle storage facilities.

**Figure 4-7 - Cycle Parking facilities**



These cycle parking facilities have been designed and located in accordance with the Section 6.2. Design Principles of the Cycle Design Manual published in September 2023. The five core principles for designing cycle infrastructure mentioned within the Cycle Design Manual are as follows:

1. **Safe** – cycle parking should be secure for the cycle and users should feel safe from the risk of personal crime;
2. **Direct** – cycle parking should be near to the cycle route and/or as close as possible to the final destination;
3. **Coherent** – cycle parking should be well-connected to routes and buildings, well-signed and easy to find;
4. **Attractive** – cycle parking areas should be of good quality design and well-maintained; and
5. **Comfortable** – cycle parking should be easy to use and accessible to all.

The design and location of both long stay and short stay cycle parking for the proposed developments are based on the following considerations which are also in accordance with the above stated design principles and the SPPR 4 – Cycle Parking and Storage section of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities.

- All long stay cycle parking will be located in accessible safe, secure, well lit and sheltered locations.
- Short stay cycle parking is located in highly visible areas with good passive surveillance, which are easy to access and well light and in close proximity to their destination entry points.
- Where required, end of trip facilities including shower and change facilities are provided.
- A range of cycle parking solutions are provided including Sheffield stand type facilities and stacked cycle solutions.
- The cycle parking layouts cater for oversized cycles including cargo bike and accessible bike formats.

## 4.8 Car Parking

As noted in DMURS 4.4.9 *On-Street Parking and Loading* the location, design and quantum of car parking has an important role in street design and the promotion of sustainable transport. Well designed car parking can enhance a street, act as a traffic calming measure and provide passive surveillance. Car parking is broken up by landscaping to soften the impact. All cars have a minimum of 6m drop back to ensure cars can manoeuvre safely into and out of

spaces. Where the carriageway width is 5.5m then the additional spaces is provided within the car parking bay length. An extract of a typical car parking layout is shown in Figure 4-8.

**Figure 4-8 –Car Parking Extract of the car parking layout**



## 4.9 Access Arrangements for Larger Vehicles

The site layout has been designed taking cognisance of the access requirements for refuse vehicles and emergency services within the site. Swept path analysis has been undertaken to show that occasional larger vehicles can manoeuvre safely through the street network. Drawing(s) ref 100126446-ATK-XX-00-DR-CE-900600 - 100126446-ATK-XX-00-DR-CE-900602: provide details of vehicle tracking for large vehicles. The access arrangements for refuse vehicles can be seen in Figure 4-9 & Figure 4-10.

Figure 4-9 - Auto-tracking for refuse vehicle sheet 1



Figure 4-10 - Auto-tracking for refuse vehicle sheet 2



## 4.10 Traffic Signs and Road Markings

All traffic signs, including information, regulatory and warning signs will be designed in accordance with the Traffic Signs Manual TSM & Slow Zones Advice Note. The location of traffic signs, mounting heights and orientation will be designed in accordance with the Traffic Signs Manual. Road markings shall be designed in accordance with Chapter 7 of the Traffic Signs Manual. As recommend by DMURS 4.2.4 Signage and Line Markings, the use of signage on local streets has been minimised as part of low traffic self-regulating street approach. Further details can be found in AtkinsRéalís Drawings (ref: 100126446-ATK-XX-00-DR-CE-900101 - 100126446-ATK-XX-00-DR-CE-900103).



## 5. Conclusion

This statement of consistency sets out how the proposed development has been designed to align with the principles and achieve the recommendations as set out in the Design Manual for Urban Roads and Streets (DMURS).

With regards to the information provided within this statement it is considered that the proposed development is consistent with the requirements for the design of urban roads and streets as set out in DMURS. An overview of the extensive DMURS compliant measures provided in the design is shown in Table 5-1.



**Table 5-1 - DMURS Compliance Matrix**

| <b>DMURS Section / Principle</b>                 | <b>Requirement</b>                                             | <b>Proposed Design</b>                                                               | <b>Compliance / Justification</b>                                                                       | <b>Drawing Ref.</b>                                                  |
|--------------------------------------------------|----------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|
| <b>Core Principle – Pedestrian Priority</b>      | Prioritise pedestrians via layout, crossings, and permeability | 2.0m footpaths on all streets; raised tables at junctions; strong desire-line routes | ☑ Compliant – Pedestrian priority reinforced through continuous routes and vertical deflection measures | 100126446-ATK-XX-00-DR-CE-901002 to 101126446-ATK-XX-00-DR-CE-901004 |
| <b>Core Principle – Multi-Functional Streets</b> | Balance movement and place                                     | Link, Local, and Homezone hierarchy adopted                                          | ☑ Compliant – Movement and place balanced through street typology and reduced speeds                    | 100126446-ATK-XX-00-DR-CE-901000 to 101126446-ATK-XX-00-DR-CE-901002 |
| <b>3.2 Movement &amp; Place</b>                  | Define street function within hierarchy                        | Link: Moderate movement; Local/Homezone: low movement, high place                    | ☑ Compliant – Hierarchy aligns with DMURS movement-place framework                                      | 100126446-ATK-XX-00-DR-CE-901000                                     |
| <b>3.3 Permeability</b>                          | Provide high permeability for sustainable modes                | Direct pedestrian/cycle links internally and to LAP lands                            | ☑ Compliant – Multiple connections and short block lengths provided                                     | 100126446-ATK-XX-00-DR-CE-901003 to 101126446-ATK-XX-00-DR-CE-901005 |
| <b>4.1 Design Speed</b>                          | Streets designed to ≤30 km/h via geometry                      | 30 km/h design speed across all streets                                              | ☑ Compliant – Achieved via narrow widths, tight radii, raised tables                                    | 100126446-ATK-XX-00-DR-CE-903001 to 101126446-ATK-XX-00-DR-CE-903002 |
| <b>4.1.2 Self-Regulating Streets</b>             | Use geometry not signage to control speed                      | Horizontal deflection, vertical elements, landscaping                                | ☑ Compliant – Physical measures reduce reliance on signage                                              | 100126446-ATK-XX-00-DR-CE-903001                                     |
| <b>4.3 Pedestrian Environment</b>                | Safe, direct, accessible routes                                | Min 2.0m footways; raised crossings; good visibility                                 | ☑ Compliant – Meets accessibility and safety intent                                                     | 101126446-ATK-XX-00-DR-CE-901004                                     |
| <b>4.3 Cycle Facilities</b>                      | Provide appropriate cycle infrastructure                       | Segregated facilities on link streets; shared on low-flow streets                    | ☑ Compliant – In line with CDM 2023 for low-speed environments                                          | 100126446-ATK-XX-00-DR-CE-901003 to 101126446-ATK-XX-00-DR-CE-901005 |
| <b>4.3.3 Junction Design</b>                     | Tight radii, pedestrian priority, low speed                    | 4.5–5.5m radii; raised tables at junctions                                           | ☑ Compliant – Radii consistent with low-speed design                                                    | 100126446-ATK-XX-00-DR-CE-900104 to 101126446-ATK-XX-00-DR-CE-900106 |



|                                           |                                                   |                                                  |                                                                              |                                                                      |
|-------------------------------------------|---------------------------------------------------|--------------------------------------------------|------------------------------------------------------------------------------|----------------------------------------------------------------------|
| <b>4.4.1 Carriageway Widths</b>           | Minimise widths to control speed but allow access | 6.5m (Link), 5.5m (Local), 4.8m (Homezone)       | ☑ Compliant – Within DMURS typical ranges; balances access and speed control | 100126446-ATK-XX-00-DR-CE-903000 to 101126446-ATK-XX-00-DR-CE-903002 |
| <b>4.4.6 Horizontal Alignment</b>         | Introduce deflection to manage speed              | Curvature and short street lengths used          | ☑ Compliant – Frequent deflection reduces speed potential                    | 100126446-ATK-XX-00-DR-CE-903003 to 101126446-ATK-XX-00-DR-CE-903004 |
| <b>4.4.9 On-Street Parking</b>            | Integrate parking as traffic calming              | Distributed parking with landscaping             | ☑ Compliant – Enhances streetscape and reduces speeds                        | 100126446-ATK-XX-00-DR-CE-900101 to 101126446-ATK-XX-00-DR-CE-900103 |
| <b>4.2 Streetscape</b>                    | Provide enclosure, trees, active frontage         | Buildings front streets; street trees throughout | ☑ Compliant – Strong enclosure and passive surveillance                      | Landscape drawings                                                   |
| <b>Cycle Design Manual (2023)</b>         | Safe, coherent, direct cycle routes               | Mix of segregated and shared solutions           | ☑ Compliant – Appropriate to traffic volumes and speeds                      | 100126446-ATK-XX-00-DR-CE-901003 to 101126446-ATK-XX-00-DR-CE-901005 |
| <b>Service &amp; Emergency Access</b>     | Ensure access for large vehicles                  | Swept path analysis confirms access              | ☑ Compliant – Refuse and fire tender tracking demonstrated                   | 100126446-ATK-XX-00-DR-CE-902600 to 101126446-ATK-XX-00-DR-CE-902605 |
| <b>Traffic Signs &amp; Markings (TSM)</b> | Minimise signage in low-speed areas               | Limited signage; reliance on design              | ☑ Compliant – Consistent with DMURS philosophy                               | 100126446-ATK-XX-00-DR-CE-900101 to 101126446-ATK-XX-00-DR-CE-900103 |



# APPENDICES

# Appendix A. LAP & DMURS Design Approach and Compliance

The transport and movement strategy for the proposed development, its alignment with the Old Connaught LAP and how that cross references with DMURS is show in table below.

**Transport and Movement Strategy for LAP and DMURS design approach compliance**

| Element                | LAP Provisions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Provisions in Standard Guidelines                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Conclusion                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Land Usage</b>      | <ul style="list-style-type: none"> <li>As per Figure 4.12 of LAP (Figure 1-2):               <ul style="list-style-type: none"> <li>Predominately residential in nature active open space and school site provision</li> <li>Residential units to be developed on both sides of the N–S Road.</li> <li>For the E–W Road, lands to the south are zoned for residential development, while lands to the north are zoned for Education/School (EN).</li> </ul> </li> <li>According to the Core Strategy Map within the DLRCC Development Plan 2022–2028, the Old Connaught development is classified as a “New Residential Community”.</li> </ul> | <ul style="list-style-type: none"> <li>DMURS Section 3.2.2 Place Context &amp; Figure 3.5 Context and place value of Streets</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <ul style="list-style-type: none"> <li>The Central Character area displays <b>characteristics of neighbourhood area</b> that is likely to experience               <ul style="list-style-type: none"> <li>Higher levels of <b>pedestrian movements</b></li> <li><b>High quality designs</b> to promote <b>sense of place</b></li> <li><b>Traffic calmed</b> environments</li> </ul> </li> </ul>                                                                                      |
| <b>Street Typology</b> | <ul style="list-style-type: none"> <li>Objective TM18 – Vehicular Transport Network: Subject to detailed design, the intended routing, function and purpose of the vehicular transport shall, where practicable, be achieved and shall be subject to compliance with TII Publications where applicable.</li> <li>Objective TM19 – Road and Streets: It is an Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure</li> </ul>                                                                                                                                          | <ul style="list-style-type: none"> <li>According to the Core Strategy Map within the DLRCC Development Plan 2022–2028, the Old Connaught development is classified as a “New Residential Community”.               <ul style="list-style-type: none"> <li>As per Figure 3.5 (Context and Place Values of the Street), for a new residential community, the “Neighbourhood” context of street is applicable.</li> <li>Therefore, based on the street hierarchy defined in Figure 3.3 (Function and Importance of Movement) of DMURS, Link Street typology is applicable for</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>Both the north–south and east–west road corridors within the development should be designed in accordance with the <b>Link Street typology</b>, which balances movement and place functions. These streets should facilitate efficient vehicular and public transport movement while prioritising pedestrian and active travel modes through traffic calming measures, high-quality public realm design, and safe crossing points.</li> </ul> |

| Element | LAP Provisions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Provisions in Standard Guidelines                                                                                                                                                                                                                                                                                                                                                                                                    | Conclusion                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|         | <p>improvements to the local road network at Old Connaught whilst ensuring that the priority is still sustainable transport modes, subject to compliance with TII Publications where applicable.</p> <ul style="list-style-type: none"> <li>As per Section 6.6.4 of the draft Old Connaught LAP: <ul style="list-style-type: none"> <li>A new North-South road is proposed which will connect Ballybride Road/Crinken Road with Old Connaught Avenue (referred as N-S road).</li> <li>A New link road connecting Ferndale Road and the new north-south link road is proposed (referred as E-W road)</li> </ul> </li> <li>No specific Street Typology is defined for both roads in draft LAP.</li> </ul>                                                                                         | <p>connecting neighbourhoods to Arterial Streets (major routes that connect key centres/nodes).</p>                                                                                                                                                                                                                                                                                                                                  | <ul style="list-style-type: none"> <li>The design should encourage interaction among users and <b>support a vibrant streetscape</b>, with features such footpaths, cycle lanes, landscaping, and seating areas. This approach ensures that streets not only serve as transport corridors but also <b>contribute meaningfully to the social and environmental quality of the urban environment</b></li> </ul> |
| Speed   | <ul style="list-style-type: none"> <li><b>Objective TM23 – Traffic Calming:</b> It is an objective to create multi-functional streets, where appropriate, that balance “movement” and “place” and safety for all users within a traffic calmed environment.</li> <li><b>Objective TM24 – Speed Limits of the Draft LAP:</b> It is an objective to support a low-speed environment, where appropriate, across the Draft Plan area. The road layout of new residential, commercial, and/or mixed-use developments shall be designed in accordance with DMURS which seeks to create self-enforcing 30km/h zones.</li> <li>As per Section 6.6.5.1 – Speed Limits of the Draft LAP, the reduction of speed limits is a key traffic management measure to promote active travel movements.</li> </ul> | <ul style="list-style-type: none"> <li>As per Table 7.6 of Chapter 7 of the Guidelines for Setting and Managing Speed Limits in Ireland<sup>1</sup>, for Link Streets in “Neighbourhood” areas, 30 km/h is the preferred speed.</li> <li>As per Table 4.1 of DMURS, for Link Streets, a speed limit of 30 km/h is suitable for providing a traffic-calmed environment and prioritising the safety of active travel users.</li> </ul> | <ul style="list-style-type: none"> <li>To provide a traffic-calming environment and promote the safety of active travel users, <b>a speed limit of 30 km/h is proposed for both the N–S Road and the E–W Road.</b></li> </ul>                                                                                                                                                                                |

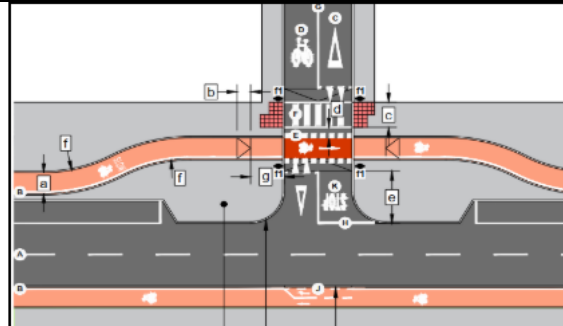
| Element             | LAP Provisions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Provisions in Standard Guidelines                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Conclusion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Bus Corridor</b> | <ul style="list-style-type: none"> <li>As per Section 6.4.3.2 (Public Transport Strategy Consideration) of the LAP, potential options for bus improvements include the provision of accessible and reliable bus services to directly serve Old Connaught; connecting future bus routes to key destinations (e.g. Bray); and integration of future bus routes with major bus schemes including BusConnects on Dublin Road and the N11/M11 Bus Priority Scheme.</li> <li>As per Section 6.6.3 (Public Transport Network Policies), in the short to medium term, it is proposed that growth at Old Connaught will be underpinned primarily by a bus-based public transport system. In the medium to long term, provision is included for the extension of the Luas network to serve the Old Connaught area.</li> <li>As per Figure 6.18 and Figure 4.14 of draft LAP (summarised in <b>Figure 1-4</b> of this report): <ul style="list-style-type: none"> <li>The proposed N-S road has indicative bus route marked in the plan.</li> <li>No bus route has been marked for the E-W Road.</li> </ul> </li> <li>As per <b>Figure 6.17 of the Draft LAP</b>, it is intended that <b>bus gates</b> at Old Connaught will only be introduced following the delivery of the requisite area-wide road infrastructure to support their implementation.</li> <li><b>Policy OCLAP35 – Bus Priority Measures:</b> It is Policy to facilitate and promote bus priority measures, where required, across the Draft Plan area.</li> </ul> | <ul style="list-style-type: none"> <li>As part of Phase 6a of the BusConnects Network Redesign<sup>2</sup>, two local routes, L14 and L15<sup>3</sup>, are proposed near the Old Connaught development. According to the frequency table<sup>4</sup>, these routes are expected to operate at 30 to 60-minute intervals.</li> <li>As per Section 3.4.3 of DMURS, <ul style="list-style-type: none"> <li>Bus services should primarily be directed along Arterial and Link streets as these will be the most direct routes with between destinations with the greatest number of connections</li> <li>On lower-frequency routes or in less congested networks, bus lanes that allow buses to move towards the front of queuing traffic at junctions may suffice. Therefore, for routes <b>with lower bus frequency, a full-length bus lane is not necessary.</b></li> <li>For Bus services frequencies refer to BusConnects</li> </ul> </li> <li>BusConnects Bray to City Centre <ul style="list-style-type: none"> <li>E -spine high frequency bus services located on Dublin Road Corridor (approximately 750 metres from the site)</li> <li>E-Spine is served by local services (L-routes) that typically operates on lower frequencies every 15-20 minute that feed into E-spine route</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>In the long term, Luas services are expected to precede and take priority over bus services in the Old Connaught area. Therefore, high-frequency bus services will not be required.</li> <li>In the <b>short to medium term</b>, the extension of <b>local BusConnects routes (such as L14 and L15)</b> can provide connectivity to the high-frequency bus corridor and the new Woodbrook DART station.</li> <li>As a result, bus frequency along the N–S Road <b>is expected to remain low.</b></li> <li>Hence, in accordance with Section 3.4.3 of DMURS, which states that on <b>lower-frequency routes</b> or in less congested networks <b>bus services can operate with general traffic</b>, subject to determination of bus priority measures (<b>Bus Gates as per LAP</b>)</li> <li>It is concluded <b>that no separate bus lane is required along the N–S Road.</b> Bus movements will be integrated with general vehicular traffic.</li> <li><b>No bus services are required for the E–W Road.</b></li> <li><b>Provision for future bus stops is provided for as part of the NS_ link Street Design</b></li> </ul> |

| Element                  | LAP Provisions                                                                                                                                                                                                                                                                                               | Provisions in Standard Guidelines                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Conclusion                                                                                                                                                                                                                                                                                                        |
|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          | <ul style="list-style-type: none"> <li>▪ <b>Objective TM10 – Public Transport Strategy:</b> It is an Objective to support and facilitate the development of an integrated public transport network at Old Connaught, in association with relevant transport providers, agencies and stakeholders.</li> </ul> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                   |
| <b>Carriageway Width</b> | <ul style="list-style-type: none"> <li>▪ Not stated in draft LAP</li> </ul>                                                                                                                                                                                                                                  | <ul style="list-style-type: none"> <li>▪ As per <b>Section 4.1 of DMURS</b>, in new designs, the standard lane width on <b>Link Streets</b> should lie in the range of 2.75 m to 3.5 m (<b>preferred values are 3.0 m and 3.25 m</b>). Larger widths should be considered subject to vehicle typology such as bus movements</li> </ul>                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>▪ To cater for bus services, a wider <b>Link Street carriageway width of 3.25 m each side (6.5 m overall) is provided for the N–S Road.</b></li> <li>▪ For the E–W Road, a <b>Link Street carriageway width of 3.0 m each side (6.0 m overall) is provided.</b></li> </ul> |
| <b>Footpath Width</b>    | <ul style="list-style-type: none"> <li>▪ Not stated in LAP</li> </ul>                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ As per <b>Figure 4.3.4 (Section 4.3.1) of DMURS</b>, a range of footpath widths is provided, showing the space needed for pedestrians to pass each other based on pedestrian activity levels.</li> <li>▪ Based on the above, a footpath width range of 1.8 m to 4.0 m is recommended depending on activity levels.</li> </ul>                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>▪ A <b>footpath of width 2.0 m</b> on each side is proposed for both the <b>N–S and E–W Roads.</b></li> </ul>                                                                                                                                                              |
| <b>Cycle Width</b>       | <ul style="list-style-type: none"> <li>▪ Not stated in LAP</li> </ul>                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ As per <b>Table 2-2 of the Cycle Design Manual (CDM) 2023</b>, the desirable minimum widths are: <ul style="list-style-type: none"> <li>○ 2.0 m for one-way cycle tracks.</li> <li>○ 3.0 m for shared two-way cycle tracks.</li> </ul> </li> <li>▪ Given the residential development on both sides of the road, <b>segregated 1-way cycle track is proposed to be provided on both sides of the N-S Road.</b></li> <li>▪ To cater for active travel demand from the school development on the northern side and to provide access to active park amenity, <b>a two-way cycle track is proposed on the northern side of the E–W Road.</b></li> </ul> | <ul style="list-style-type: none"> <li>▪ A one-way segregated cycle track <b>of 2.0 m is proposed for the N–S Road.</b></li> <li>▪ A <b>two-way segregated cycle track of 3.0 m</b> on the northern side is proposed for the E–W Road.</li> </ul>                                                                 |

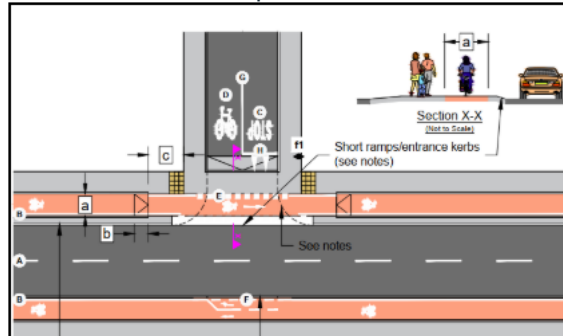
| Element        | LAP Provisions                                                                        | Provisions in Standard Guidelines                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Conclusion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|----------------|---------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Parking</b> | <ul style="list-style-type: none"> <li>On Street parking not stated in LAP</li> </ul> | <ul style="list-style-type: none"> <li>As per DMURS 4.4.9 On-Street Parking can:               <ul style="list-style-type: none"> <li>Calm traffic by increasing driver caution, visually narrow the carriageway and reduce forward visibility</li> <li>Add to the vitality of communities by supporting retail/commercial activities that front on to streets through the generation of pedestrian activity as people come and go from their vehicles</li> <li>Contribute to pedestrian/cyclist comfort by providing a buffer between the vehicular carriageway and foot/cycle path</li> <li>Reduce the need or temptation for drivers to kerb mount and block foot/cycle paths</li> <li>Provide good levels of passive security as spaces are overlooked by buildings.</li> <li>On Link streets on-street parking spaces should be provided in a series of bays that are parallel to the vehicular carriageway.</li> </ul> </li> <li>As per TL111 (Cycle Track Behind Parking/Loading Bay) of CDM 2023, the parking bay width can range from 2.1 m to 2.75 m.</li> </ul> | <ul style="list-style-type: none"> <li>In line with the DMURS guidance for parking on link Streets A few on-street parking spaces are proposed for both roads:               <ul style="list-style-type: none"> <li>For the N–S Road, parking is proposed on the western side only. Parking spaces of 2.5 m × 6.0 m interspersed with landscaping</li> <li>These are offset 0.8 m from the stop line of the minor arm junction to improve visibility for vehicles approaching from the residential development</li> <li>For the E–W Road, parking is proposed on the southern side only. Parking spaces of 2.5 m × 6.0 m interspersed with landscaping</li> <li>These are not offset from the stop line.</li> </ul> </li> </ul> |
| <b>Buffer</b>  | <ul style="list-style-type: none"> <li>Not Applicable</li> </ul>                      | <ul style="list-style-type: none"> <li>As per Table 2-2 of CDM 2023, for 30 km/h streets, no mandatory buffer between the carriageway and cycle track is required for one-way cycle tracks.</li> <li>However, as per Section 4.2.11.4 of CDM 2023, a 750 mm buffer is required between parking bays and cycle tracks.</li> <li>As per Table 2-2 of CDM, no buffer between cycle track and footpath is required.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"> <li>For the N–S Road:               <ul style="list-style-type: none"> <li>A buffer of 0.75 m is provided between parking bays on the western side and the cycle track.</li> <li>A buffer of 0.8 m between the carriageway and parking on the western side is also provided.</li> </ul> </li> <li>For the E–W Road:</li> </ul>                                                                                                                                                                                                                                                                                                                                                               |

| Element                | LAP Provisions                                                                                                                                                                                                                                                                                                                                                                                                     | Provisions in Standard Guidelines                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Conclusion                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>○ A buffer of 0.5 m between the two-way cycle track on the northern side and the carriageway is provided.</li> <li>○ A buffer of 0.75 m between parking on the southern side and the footpath is provided.</li> </ul>                                                                                                                                                                                        |
| <b>Junction Design</b> | <ul style="list-style-type: none"> <li>▪ <b>Objective TM22 – Local Junction Improvements:</b> It is an Objective to upgrade local junctions throughout the Draft Plan area, where required, through the development management process and other appropriate mechanisms, to support integrated transport proposals catering for all road users and to make a positive contribution to the public realm.</li> </ul> | <ul style="list-style-type: none"> <li>▪ N–S Road: <ul style="list-style-type: none"> <li>○ Five access points are proposed for residential development on the western side.</li> <li>○ Only one access point is proposed for residential development on the eastern side.</li> </ul> </li> <li>▪ E–W Road: <ul style="list-style-type: none"> <li>▪ One access junction is proposed for residential units on the southern side.</li> <li>▪ For the school development, the access layout is to be determined by a third party during a later phase.</li> <li>▪ All these junctions will be priority-based. As per CDM 2023, different design options are recommended depending on the nature of the priority junction.</li> <li>▪ To integrate parking (which is offset from the stop line) on the western side, wherever applicable, the access road junction with the N–S Road will be designed as per TL401: Standard Cycle Track Crossing Side Road with Priority – Full Set Back, as defined in CDM 2023.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>▪ <b>N–S Road:</b> <ul style="list-style-type: none"> <li>○ Access junctions on the western side to be developed as per TL401 design.</li> <li>Access junctions on the eastern side to be developed as per TL403 design.</li> </ul> </li> <li>▪ <b>E–W Road:</b> <ul style="list-style-type: none"> <li>○ Access junction with residential units to be developed as per TL403 design.</li> </ul> </li> </ul> |

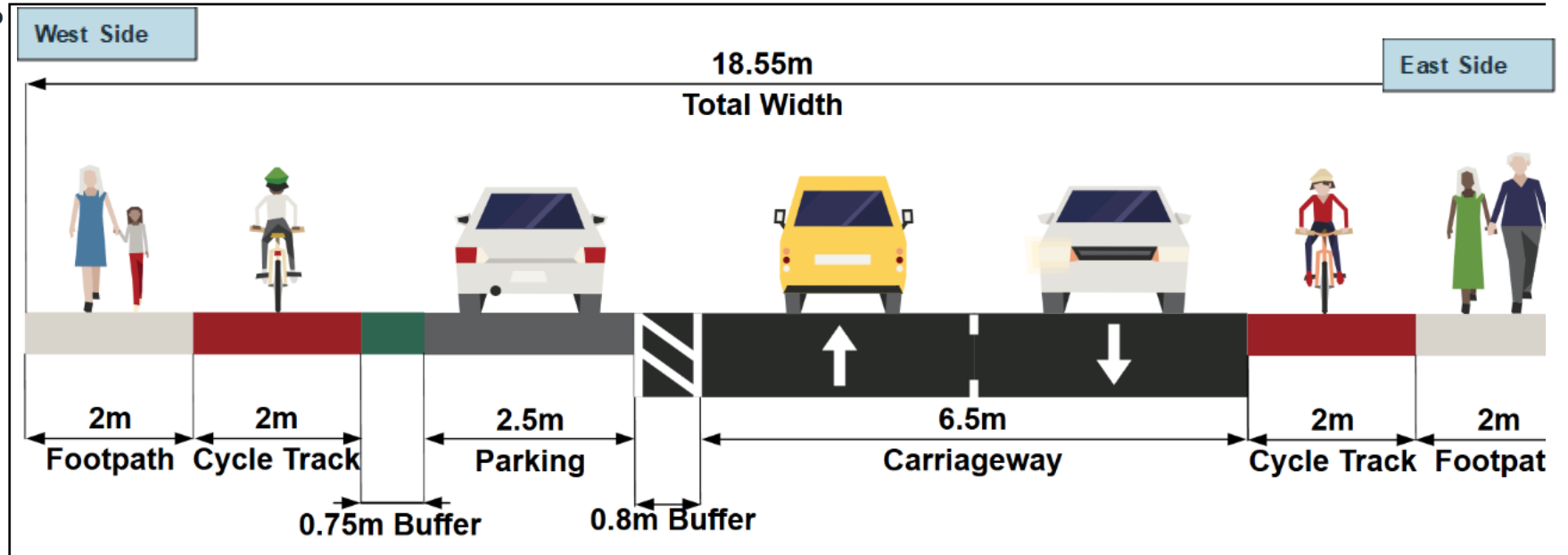
| Element | LAP Provisions | Provisions in Standard Guidelines | Conclusion |
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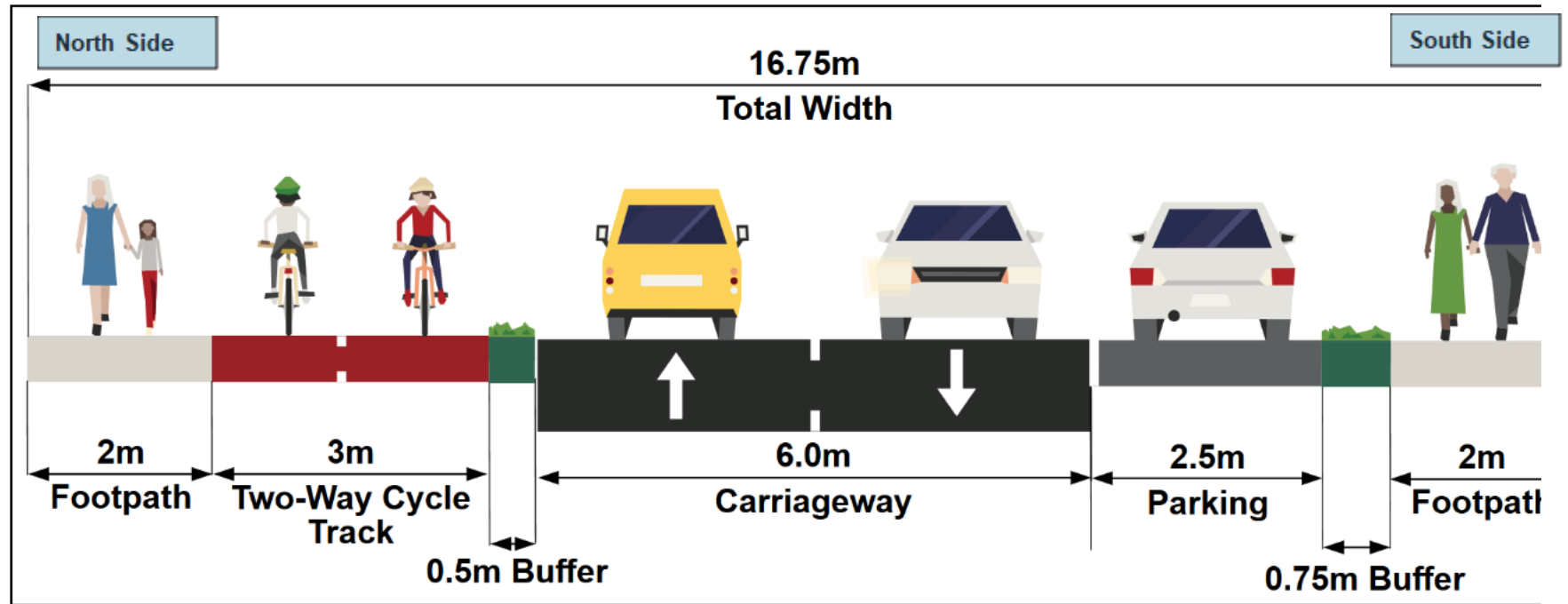
- For access junctions without parking bays, the junctions will be developed as per TL403: Standard Cycle Track Crossing Side Road with Priority – No Set Back, as per CDM 2023.



Overall  
Corridor for  
N-S  
Road



Overall  
Corridor  
for E-W  
Road



# AtkinsRéalis



AtkinsRéalis Ireland Limited  
**AtkinsRéalis Ireland Limited**  
150-155 Airside Business Park  
Swords  
Co. Dublin  
K67 K5W4

Tel: +353 1 810 8000

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