

# TOBIN

## CLIFDEN TOWN CENTRE PUBLIC REALM ENHANCEMENT PROJECT

## DMURS COMPLIANCE STATEMENT



Comhairle Chontae na Gaillimhe  
Galway County Council

BUILT ON KNOWLEDGE

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## 1. INTRODUCTION

### 1.1 GENERAL

TOBIN Consulting Engineers have been appointed as part of a wider multidisciplinary team by Galway County Council to develop and implement a public realm enhancement project in Clifden, Co. Galway. As part of the Planning Application, TOBIN are providing a statement of consistency with Ministerial Guidance in the *Design Manual for Urban Roads and Streets (DMURS) 2019*

The redline boundary of the site (works area) is approximately 3.83 HA and included the following elements:

- Clifden Harbour Park
- Beach Road Quay
- Town Centre Public Realm Enhancement

This statement of consistency confirms that the roads and streets proposed as part of the project have been designed in accordance with the principles and guidance as set out in the Design Manual for Urban Roads and Streets (DMURS) 2019.

The Objective of the project is to

- Improve the experience for the pedestrian by enhancing the public realm, reducing the dominance of the motor vehicle movements and parking while promoting a sense of place in the character and appearance of Clifden Town Centre;
- To engage constructively with the local population through a detailed and comprehensive “Public Consultation Strategy” at prescribed stages throughout the project delivery
- Redesign the Market square to a more user-friendly layout, reinstating its prominence as the heart of the town centre
- Create a sense of arrival with high quality public realm interventions at gateway locations;
- Incorporate the principles of universal, inclusive and age friendly design into the scheme;
- Minimise on-street clutter;
- Improve soft landscaping throughout the town in a coherent and consistent manner
- Design specific areas of public realm extending the pavement providing extra outside space for businesses to operate; looking at examples of “parklets” or “build outs” as deemed appropriate in their context
- Introduce an appropriate and consistent palette of high-quality materials in accordance with the historic character of Clifden Town Centre and new development within the ACA
- Ensure the scheme is durable and consider maintenance;
- Rationalisation of the parking provision within the town centre
- A lighting strategy through the town centre opening up the towns night-time economy in a pleasant and innovative manner
- Realising the potential of Market Hill in opening up a new street within the town centre.



- Future proofing the town as a strategic cycling hub which compliments the continued focus of investment in the Connemara Greenway. Bike parking facilities and areas to park up vehicles and transfer to bicycles will be integrated into this enhancement plan.
- Creation of a valuable town centre park, providing access and appeal to all sections of society especially teenagers.
- Make use of biodiversity opportunities with the park design
- Well- designed attractive green space for local residents' enjoyment
- Improved pedestrian route access from the town centre to Clifden Beach, along the route of beach road.
- Providing safe pedestrian access from the town centre to the harbour park/ playground location
- Works along the beach road quay to provide quality public space and safe walking route
- Where appropriate interventions (such as viewing areas) along the extent of the Beach road providing a coherent link between the town centre and the beach.

The Town Centre component includes the following aspects:

- Wider pedestrian footpaths including re-surfacing in natural stone materials and level adjustments; inclusive of principles of universal design
- Creation of street and public realm hierarchy with consistent design approach
- Upgraded civic spaces
- Realignment and traffic calming of the carriageway and new road surfacing;
- High quality street furniture, including public water facilities, bins, seating, planting and public lighting including the provision of a lighting strategy to transition the town from day to night, creating an attractive safe environment
- Resurfacing in high quality materials,

The Harbour Park component includes the following aspects:

- Provision of a new public park, consisting of hard and soft landscaped areas, tree planting, furniture and lighting.
- Off street pedestrian route along Beach Road
- Provision of native planting as well as opportunities for increased biodiversity
- Internal circulation routes/walkways
- Provision of viewing area
- Appropriate boundary treatments
- Elements which cater to all sections of the local community especially teenagers as well as the older persons
- Opportunities for integrated public art
- Car parking
- Integration of flood prevention measures

The Beach Road Quay component includes the following aspects:

- Accessible pedestrian footpaths
- Appropriate street furniture
- Lighting
- Viewing points
- Integration of Signage & enhanced connectivity

## 2. DMURS (2019) DESIGN PRINCIPALS

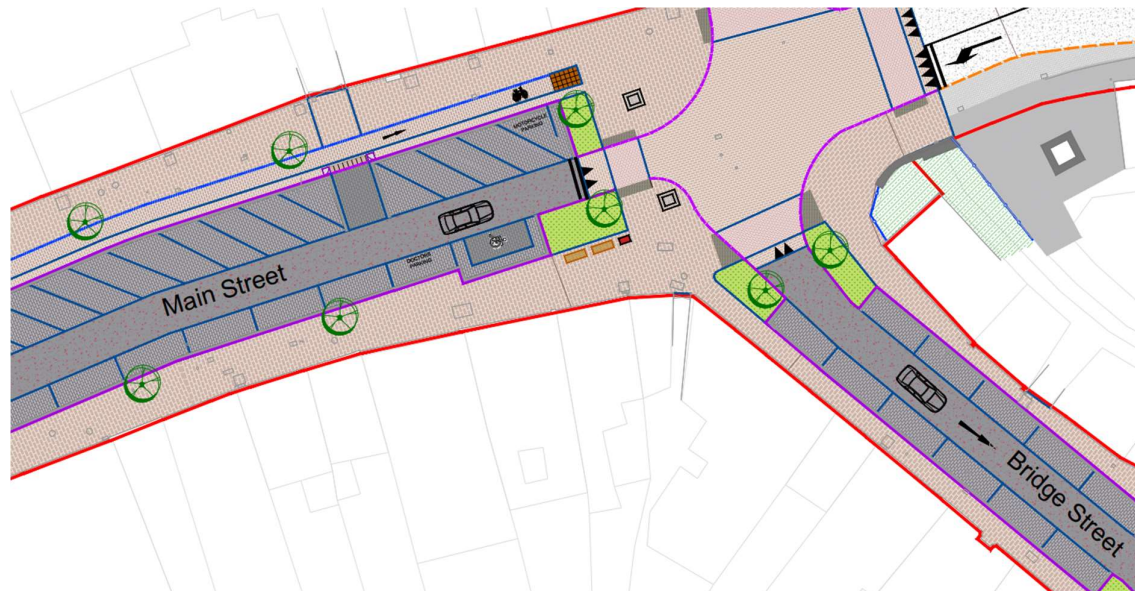
### 2.1 DESIGN PRINCIPAL 1

*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.*

DMURS prioritises pedestrians, with cyclists, public transport and private cars following in order. The site is quite restricted due to existing topography and road corridor widths which are predetermined due to the existing building lines, however, as part of the project it is proposed to widen existing footpaths, provide a new cycle lane, install raised pedestrian crossing and raised tables, amend existing parking layouts and construct new footpaths.

It is proposed to widen existing footpaths using high quality finishing materials to improve walkability and access for pedestrians. Proposed footpath widths are in accordance with the design guidelines as set out in DMURS.

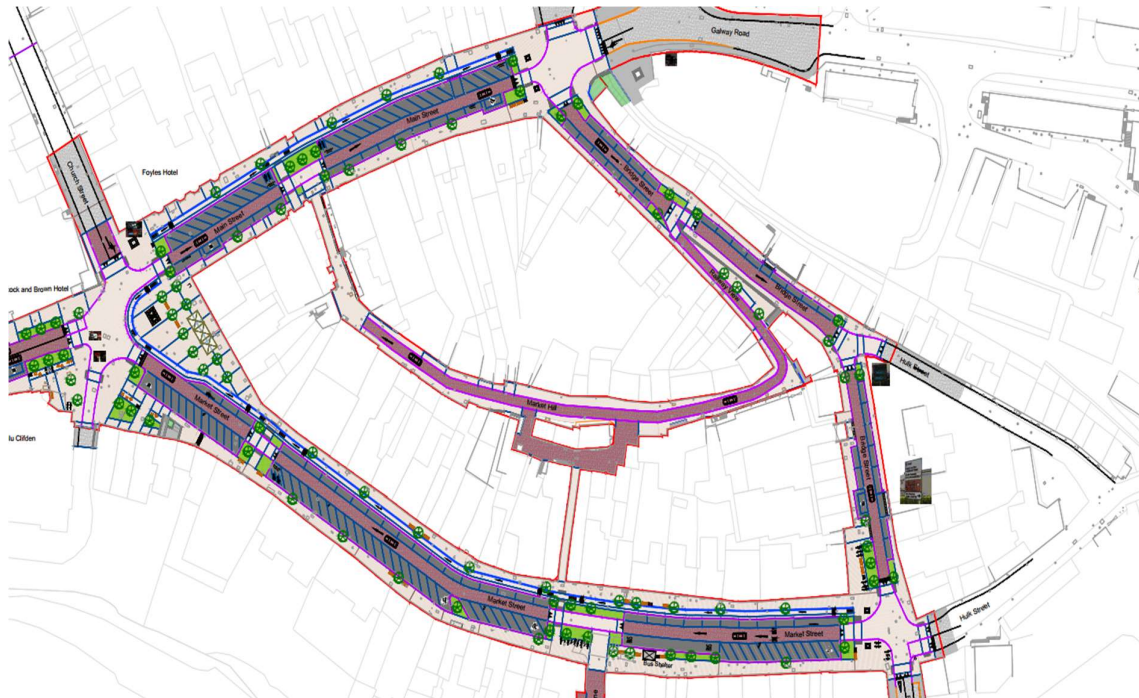
As part of the project, alterations of to existing parking will be undertaken, as part of the project, improved disability and parking bays will be installed in line with DMURs guidelines.



**Figure 1 – Example of Proposed Parking Alterations**

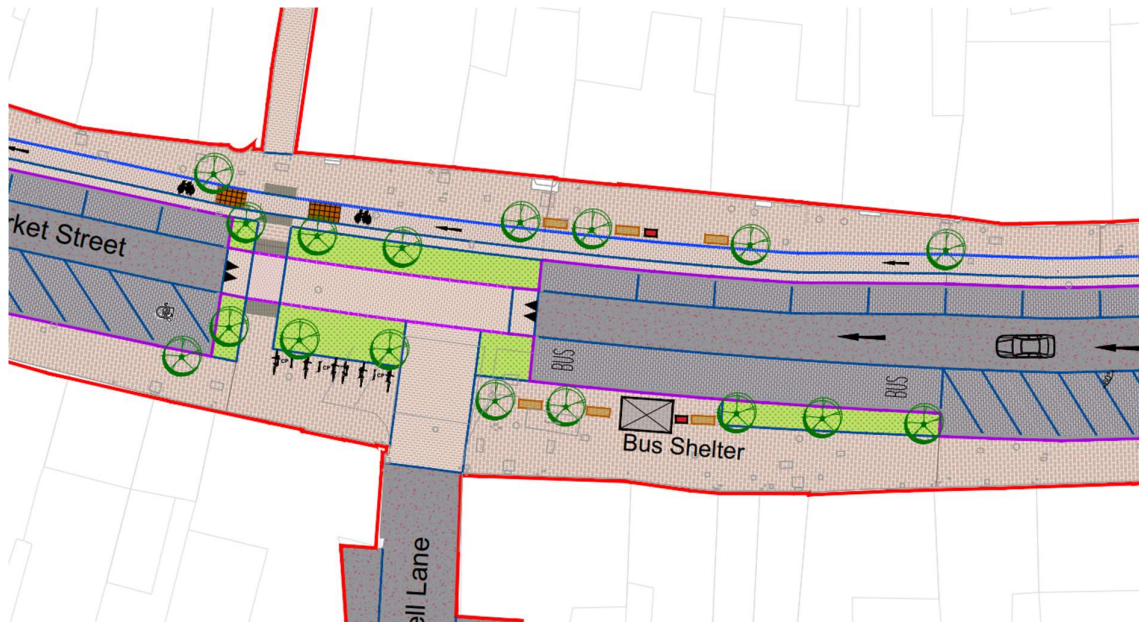
There is an existing 1 way system around for vehicular traffic in Clifden the project proposes to keep this system, however, minimise carriageway width and include a designated cycle lane, which will allow for the widening of footpaths, thus promoting pedestrian and cycle movements and cycling permeability.





**Figure 2 –One-Way System and Proposed Raised Tables**

As part of the project, it is proposed to include bicycle parking adjacent to the existing bus stop as shown in figure 3.



**Figure 3 Bicycle Parking Adjacent to Existing Bus Stop**

The project supports 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.

## 2.2 DESIGN PRINCIPAL 2

*The promotion of multifunctional streets that balance the needs of all users within a self-regulating environment.*

As part of the project, it is proposed to include a number of raised tables throughout the main town centre, which are to include uncontrolled pedestrian crossings on top of the tables. The raised table materials are to be a different material to the main carriageway material which will self-regulate vehicle speed and pedestrian crossing points, junctions within the project have been assessed using safe sight stopping distance recommendations as set out in the DMURS guidelines.

This project promotes multifunctional streets that balance the needs of all users within a self-regulating environment.

## 2.3 DESIGN PRINCIPAL 3

*The quality of the street is measured by the quality of the pedestrian environment.*

High quality pavement materials and street trees have been proposed as part of the project. In addition to the materials, street furniture such as Nova canopies, and benches have been proposed in addition to an upgrade of lighting as well as the increasing of footpath widths throughout the project area. A number of raised tables inclusive of formal uncontrolled pedestrian crossings have been proposed allowing for good pedestrian connectivity across the project and also, the regulation of vehicular speeds. As identified in Section 4.3.2 of DMURS, “crossings are one of the most important aspects of street design as it is at this location that most interactions between pedestrians, cyclists and motor vehicles occur. The pedestrian crossings located throughout the development are strategically positioned along key travel desire lines with the crossings having a min width of 2.0 m wide in accordance with DMURS guidelines. Throughout the town centre, crossing points have been catered for at junctions and midblock to allow for good pedestrian connectivity and permeability.

DMURS suggests that measures should be considered that reduce the dominance of the vehicle in favour of pedestrian and cyclists having dominance within a street. A number of design features such as distinctive surface materials and colours which will establish a sense of place while increasing the overall safety of providing a shared surfacing for all road users.

Strategically placed planting is known to have a positive effect on drivers to help reduce speeds through residential areas and this philosophy has been adopted during the detailed landscaping design. The project proposes a number of trees be planted in parking lanes and along streets.

This project proposes to significantly increase the quality of the pedestrian environment and therefore the quality of the street.

## 2.4 DESIGN PRINCIPAL 4

*Greater communication and cooperation between design professionals through the promotion of a plan led, multidisciplinary approach to design.*

The design of the project has been carried out as part of a wider multidisciplinary team: Landscape Architects, Engineering, Environmental, Conservation and Heritage Specialists.

The design team have progressed through several iterations of the layout in line with comments received from each discipline while also taking into consideration comments received from Galway County Council to arrive at a solution which meets the guidance outlined in the DMURS

This project has been developed as though a plan led multidisciplinary team.





