

### Focus on Sustainable Modes

DMURS recognises that achieving more sustainable travel patterns is foremost dependent on promoting walking and cycling. The provision of efficient and regular public transportation services is also highly dependent on people being able to access them conveniently by foot. A greater emphasis on connectivity and the pedestrian environment will promote:

- The growth of sustainable communities.
- Accessible and legible urban structures.
- Future adaptability to change.
- A balanced approach to traffic management

DMURS provides a range of measures aimed at increasing pedestrian mobility such as:

- Connected and legible via street networks where all streets lead to other streets maximising the number of walkable/cycleable routes between destinations
- Removing/omitting obstacles such as walls, fences and guardrails that interrupt key pedestrian desire lines:
- Simplifying and reducing the size of junctions to allow pedestrian to cross the street in a direct manner.
- Providing more generous facilities, such as wider footpath and crossings in order to maximise pedestrian comfort.

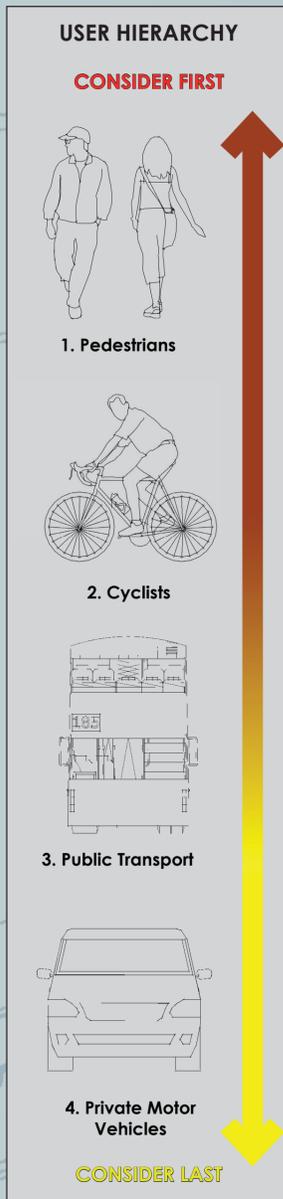
DMURS also recognises the importance of creating a greater sense of shared space, particularly where pedestrians gather in large numbers and are more likely to interact with vehicles. DMURS provides numerous examples where this has been achieved within Ireland and the UK via the use of design measures that promote low speed environments such as, shared surface carriageways and junctions.

### Collaboration and Consultation

DMURS places a particular emphasis on the importance of collaborative working and co-ordinated decision-making. DMURS itself was produced by a multidisciplinary project team representative of the architecture, engineering, planning and urban design professions. All those involved broadened their range of skills by learning from each other. It is intended that operation of the Manual will also serve to exert the same influence over the built environment design professionals who use it and will lead to balanced, high quality, successful outcomes

Planners were central to the development and delivery of DMURS. This has ensured that the urban road and street design process must now incorporate key planning policy considerations such as those related to place making and the development of sustainable communities. An ongoing, collaborative role for the Planner in new urban road and street design projects, regardless of whether new build or retrofit, has also been established. This is one of the guiding principles of the Manual and is central to its operation.

DMURS has been written, structured and presented in a manner to ensure that it is universally all built environment professionals. The clear manner in which it has been written will also make the document accessible to the broader community, empowering them to become more engaged with the design process. To assist this process DMURS recommends designers undertake consultation from an early stage to identify issues, gauge the aspirations and facilitate community input into the design process. DMURS provides advice on how to involve communities in the design process, with a particular emphasis on workshop environments that allow participants to play an active role in the initial design of the project.



User hierarchy that promotes and prioritises sustainable forms of transportation



Retrofit examples that demonstrate how better outcomes can be achieved by shifting away from convention and embracing a more inclusive and strategic approach to design.

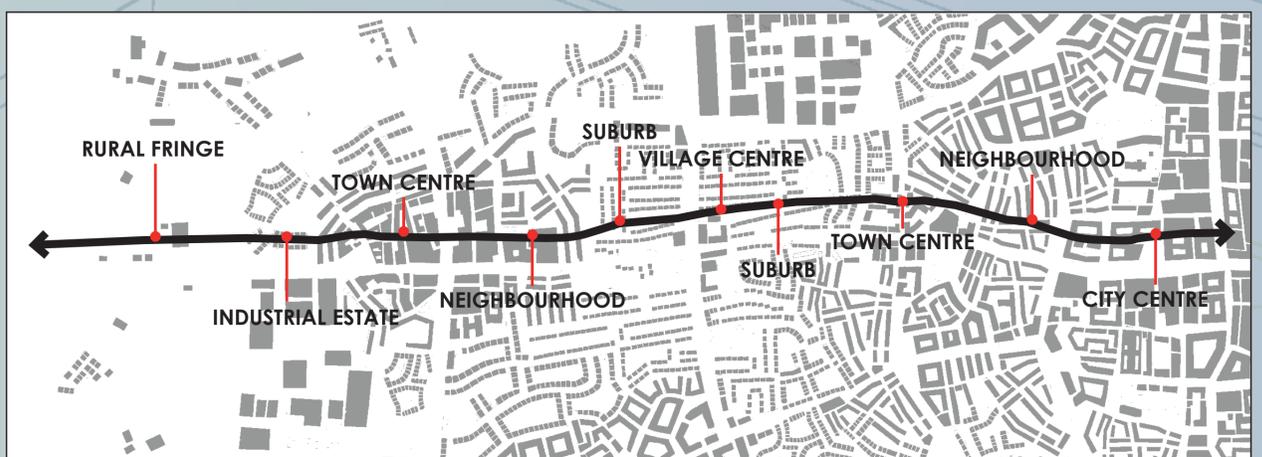
### Application

To facilitate its implementation DMURS provides further advice on the principles, approaches and standards within can be reflected via local spatial plans and strategies. The application of DMURS in retrofit scenarios (where major works are proposed) will present designers with many challenges. To assist designers DMURS provides numerous examples of from Ireland and the UK to demonstrate how good outcomes can be archived within constrained environments.

DMURS also recommends that all design proposals be accompanied by a well documented design rationale that demonstrates how the principles, approaches and standards within the Manual have been applied, such as via a design statement. Further advice will also be forthcoming on Quality Audits, a design review process that cross evaluates more specialised auditing process, such as Road Safety Audits, to ensure that the recommendations of any single audit are not implemented in an isolated manner.



A Local Area Plan that illustrates how movement within the village expansion is structured by connecting major Focal Points, which are also used to calm traffic



A street or road may pass through a number of different contexts along its route. As context changes, the design of streets and roads will need to change accordingly.