Design Manual for Urban Roads and Streets

Street Design Audit

Prepared in respect of: *[Cornamaddy Athlone]*

Prepared by: *[Westmeath County Council]*

Date: *[14/08/2025]*

Connectivity		
Key Issues	**Key DMURS Reference.**	**Design Response**
Strategic routes/major desire lines been identified and are clearly incorporated into the design.	3.1 – Integrated Street Network 3.2.1 – Movement Function 3.3.1 – Street layouts 3.3.4 - Wayfinding	Yes Yes Yes Yes
Multiple points of access are provided to the site/place, in particular for sustainable modes.	3.3.1 – Street Layouts 3.3.3 – Retrofitting1	Yes N/A
Accessibility throughout the site is maximised for pedestrians and cyclists, ensuring route choice.	3.3.1 – Street Layouts 3.3.2 – Block Sizes 3.4.1 – Vehicle Permeability	Yes Yes Yes
Through movements by private vehicles on local streets are discouraged by an appropriate level of traffic calming measures.	3.2.1 – Movement Function 3.2.2 – Place Context 3.4.1 – Vehicle Permeability	Yes Yes Yes

Self-Regulating Street Environment		
Key Issues	**Key DMURS Reference.**	**Design Response**
A suitable range of design speeds have been applied with regard to context and function.	3.2.1 – Movement Function. 3.2.3 – Place Context. 4.1.1 – A Balanced Approach to Speed[1]	Yes Yes Yes 30Km/hr
The street environment will facilitate the creation of a traffic clamed environment via the use of 'softer' or passive measures.[2]	4.2.1 – Building Height and Street Width 4.2.2 – Street Trees 4.2.3 – Active Street Edges 4.2.4 – Signage and Line Marking 4.2.7 – Planting 4.4.2 – Carriageway Surfaces 4.4.9 - On-Street Parking Advice Note 1 – Transitions and Gateways	Yes Yes Yes Yes Yes Yes Yes Yes
A suitable range of design standards/measures have been applied that are consistent with the applied design speeds.	4.4.1 - Carriageway Widths 4.4.4 – Forward Visibility 4.4.5 – Visibility Splays 4.4.6 – Alignment and curvature 4.4.7 – Horizontal and Vertical Deflections Advice Note 1 – Transitions and Gateways	Yes Yes Yes Yes Yes - movement Ramps, planters and road offsets Yes – slowing vehicular

[1] *Refer also to the National Speed Limit Guidelines*

[2] *In retrofit situations a detailed analysis should be carried out to establish what measures exist, what their likely effectiveness is and level of intervention required to achieve the designed design speed.*

Pedestrian and Cycling Environment		
Key Issues	**Key DMURS Reference.**	**Design Response**
The built environment contributes to the creation of a safe and comfortable pedestrian environment.	4.2.1 – Building Height and Street Width 4.2.3 – Active Street Edges 4.2.5 – Street Furniture 4.4.9 - On-Street parking	Yes (possibly 3:1 ratio) with a row of trees Yes with apartment's and OPD's Yes – Bicycle parking. Yes
Junctions been designed to ensure the needs of pedestrians and cyclists are prioritised[3].	4.3.2 - Pedestrian Crossings 4.3.3 – Corner Radii 4.4.3 - Junction Design 4.4.7 - Horizontal and Vertical Deflections	Yes-Table top/ shared surfaces to be provided as per site plan. Yes - "*Where design speeds are low and movements by larger vehicles are infrequent, such as on Local streets, a maximum* ***corner radii*** *of 1-3m should be applied*." Yes – "*Where* ***turning movements*** *occur from an Arterial or Link street into a Local street* ***corner radii*** *may be reduced to 4.5m."* an auto-tracking analysis will be prepared for Cornamaddy to confirm the site is accessible for large vehicles. Yes – in relation to the N55 revised junction design.
Footpaths are continuous and wide enough to cater for the anticipated number of pedestrian movements.	3.2.1 – Movement Function. 3.2.3 – Place Context. 4.2.5 – Street Furniture 4.3.1 - Footways, Verges and Strips 4.3.2 - Pedestrian Crossings	Yes (Shared surfaces / car ramps) N/A N/A Yes (Shared Surfaces) Yes (Shared surfaces / car ramps)

[3] *Refer also to the National Cycle Manual (2011)*

Pedestrian and Cycling Environment (cont)		
Key Issues	**Key DMURS Reference.**	**Response**
The particular needs of visually and mobility impaired users been identified and incorporated in the design.	4.3.1 - Footways, Verges and Strips 4.2.5 - Street Furniture 4.3.2 - Pedestrian Crossings 4.3.4 - Pedestrianised and Shared Surfaces	Yes Yes – where applicable Yes Yes
Cycling facilities will cater for cyclists of all ages and abilities.[4]	3.2.1 – Movement Function. 3.2.3 – Place Context. 4.3.5 - Cycle facilities.	Yes Yes Yes – Bicycle parking

[4] *Refer also to the National Cycle Manual (2011)*

Visual Quality		
Key Issues	**Key Considerations and DMURS Ref:**	**Design Response**
The landscape plan responds to the street hierarchy and the value of the place.	3.2.1 – Movement Function. 3.2.3 – Place Context. 4.2.2 – Street Trees 4.2.7 – Planting Advice Note 1 – Transitions and Gateways	Yes Yes N/A N/A Yes
Street furniture is orderly placed.	3.2.1 – Movement Function. 3.2.3 – Place Context. 4.2.5 - Street Furniture. 4.3.1 Footways, Verges and Strips	N/A N/A N/A N/A
The use of signage and line marking has been minimised.	3.2.1 – Movement Function. 3.2.3 – Place Context. 4.2.4 - Signage and Line Marking.	Yes Yes Yes
Materials and finishes used throughout the scheme have been selected from a limited palette and respond to the value of the place?	3.2.1 – Movement Function. 3.2.3 – Place Context. 4.2.6 – Materials and Finishes 4.2.8 – Historic Contexts. 4.3.2 – Pedestrian Crossings 4.4.2 – Carriageway Surfaces Advice Note 2 – Materials and Specifications	Yes Yes Yes Yes Yes Yes Yes

Additional Comments
Accessibility throughout the site is maximised for pedestrians and cyclists, ensuring route choice 3.3.1 – Street Layouts The Site has a main and secondary access junction connecting via the Glenveagh "Gracefields" housing development to the east and the N55 to the South. The main entrance link road is 6m wide The distributor road is 6m wide The access roads are 5.5m wide Raised shared areas to be brick sets, pavers or cobbles Cycle lanes / foot paths to be 3m wide 3.3.2 – Block Sizes The block sizes are 30m x 70m with perimeter development to provide street scape. **A suitable range of design speeds have been applied with regard to context and function.** 4.1.1 – A Balanced Approach to Speed[5] There will be a continuous speed limit of 30km/hr maintained by ramps and shared surfaces. **The street environment will facilitate the creation of a traffic clamed environment via the use of 'softer' or passive measures.[6]** 4.2.1 – Building Height and Street Width The street width / height proportion is approximately 3:1. 4.2.2 – Street Trees Trees will line the streets where suitable. 4.2.3 – Active Street Edges Apartments and OPD houses will have active street frontages with a 3m to 6m setback moderate presence, houses will also provide overlooking. 4.2.4 – Signage and Line Marking

[5] *Refer also to the National Speed Limit Guidelines*
[6] *In retrofit situations a detailed analysis should be carried out to establish what measures exist, what their likely effectiveness is and level of intervention required to achieve the designed design speed.*

Ramps and shares surfaces will minimise signage and line markings.
4.2.7 – Planting
Planters, verges and hedges will assist with demarking of properties and defensive boundaries / privacy strips / buffer.
4.4.2 – Carriageway Surfaces
Surfaces will be selected from a minimal palette of either natural stone, concrete block paving or imprinted asphalt.
4.4.9 - On-Street Parking
Perpendicular parking on both sides of a street is kept to a minimum. Housing driveway parking is broken up with planters.
Communal carparking is kept to a maximum of 6no. car parking spaces in a row. Narrow verges are provided to ensure that vehicle overhangs do not intrude on the footway.

Junctions been designed to ensure the needs of pedestrians and cyclists are prioritised[7].
4.3.2 - Pedestrian Crossings
Crossings for pedestrians and cyclists will be introduced via raised shared surfaces and tighter radii to shorten crossing distances for pedestrians.
4.3.3 – Corner Radii
Pedestrians are placed at the top of the user hierarchy, therefore the proposed design introduces safer slow turning junctions in the form of the minimising corner radii, to naturally slow the vehicular turning speeds and speeds throughout.
4.4.3 - Junction Design
Junctions include pedestrians and cyclists to improve safety and reduce delays in travelling.
4.4.7 - Horizontal and Vertical Deflections
The slowing of vehicles by use of deflections have been introduced into the design that will require drivers to slow down. The main entrance to the site will have vertical pillars and a crossing / ramp navigate entry ramps additionally the design provides shared surfaces or 2m wide crossings at junctions.

Footpaths are continuous and wide enough to cater for the anticipated number of pedestrian movements.
3.2.1 – Movement Function.
Footpaths vary in width (3m max to 1.8m minimum) throughout the site and will be continuous desire lines to accommodate and encourage active travel and shorter travel times.
Crossngs will be 2m minimum, while shared surfaces will remove staggered crossings and promote direct/ single phase crossings.
4.3.1 - Footways, Verges and Strips
1.8m wide footways are kept to a minimum with the majority of footpaths at 2m and wider to encourage street activation. Narrow verges have been allowed in areas of perpendicular car parking to allow for vehicle over hangs. Privacy strips along the apartment frontages act as can act a wider footpath and buffer to the front of the property by the use of planting or railings.
4.3.2 - Pedestrian Crossings

[7] *Refer also to the National Cycle Manual (2011)*

Pedestrain crossings or shared surfaces are introduced at junctions with vehicular surfaces. These will be a minimum of 2m wide and will be level access. The crossings /shared will be protected by the slowing of vehicles with a 1:15 minimum entrance ramp.

The particular needs of visually and mobility impaired users been identified and incorporated in the design.
4.3.1 - Footways, Verges and Strips
Footpaths vary in width (3m max to 1.8m minimum) throughout the site and will be continuous desire lines to accommodate and encourage active travel and shorter travel times.
4.3.2 - Pedestrian Crossings & 4.3.4 - Pedestrianised and Shared Surfaces
Sections of tactile paving will be installed to provide direct movement along the street or across spaces.

The landscape plan responds to the street hierarchy and the value of the place.
3.2.1 – Movement Function.
The main entrance and the north / south distribution street will be 6m wide, all other access streets will be 5.5m wide. This medium sized development maximises on back to back layouts for defensible spaces and view on to green open spaces. The road infrastructure is minimised and pedestrian hierarchy maximised.
4.2.7 – Planting
Tree planting will be implemented along streets where practical.
Advice Note 1 – Transitions and Gateways
Trees will be used as vertical elements as points in the landscape such as at key junctions and if possible well-spaced in transition zones to minimise visual obstruction and ensure passive surveillance of pedestrian paths.

The use of signage and line marking has been minimised.
3.2.1 – Movement Function. 3.2.3 – Place Context.
Gateway signage to be provided only.
4.2.4 - Signage and Line Marking.
The site design will require minimal signage and No line marking.

Materials and finishes used throughout the scheme have been selected from a limited palette and respond to the value of the place?
3.2.1 – Movement Function.
The Street design cater for greater numbers of pedestrians and cyclists.
3.2.3 – Place Context.
The street design will provide greater accessibility and more used of the designed landscape.
4.2.6 – Materials and Finishes
The materials will be selected to provide the development its own distinctive character.
4.2.8 – Historic Contexts.
The historic stone cemetery wall and mature trees will inform the selection of materials for the development.

4.3.2 – Pedestrian Crossings
Ramps and tables will be incorporated at junctions and desire line road crossings.
4.4.2 – Carriageway Surfaces
Surfaces will be selected from a minimal palette of either natural stone, concrete block paving or imprinted asphalt.
Advice Note 2 – Materials and Specifications

Personnel Information			
	Name	**Date**	**Signature**
Report Prepared By:	**Barry McCann**	**21/01/2025**	
Principle Designers	**Barry McCann**	**21/01/2025**