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Ros Comáin
Roscommon
County Council



Hodson Bay

DMURS Compliance Statement

August 2026

PREPARED FOR

Roscommon County Council

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DMURS Compliance Statement

Prepared By	Shay Graham		
Reviewed By	Aisling Murphy		
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1. Introduction

This Statement of Compliance has been prepared to demonstrate how the proposed transport and public realm improvements at Hodson Bay have been designed in accordance with the principles of the Design Manual for Urban Roads and Streets (DMURS) (Department of Transport, Tourism and Sport & Department of the Environment, Community and Local Government, 2019).

The Proposed Development comprises the enhancement of transport infrastructure serving Hodson Bay, including increased parking provision, improved walking and cycling infrastructure, traffic calming measures, upgraded public transport facilities and enhancements to the public realm. The design seeks to create a safer, more accessible and attractive environment that balances the movement of vehicles with the needs of pedestrians, cyclists and public transport users while supporting the continued operation of Hodson Bay as a strategic tourism and recreation destination.

2. Compliance Table

Table 1: DMURS Compliance Table

Design Element	DMURS Compliance Review	Relevant DMURS Section(s)
Place Function	DMURS recognises that streets should balance both movement and place functions, creating attractive spaces that support social, recreational and economic activity. The L2020 Local Road serves as the principal access to the Hodson Bay waterfront, hotel, marina and recreational facilities. The proposed design strengthens the place function by relocating parking away from the lakeshore in the central part of the site, improving the public realm, enhancing pedestrian access and reducing the visual dominance of vehicles, creating a more attractive destination for visitors.	Section 2.2.1 'Place' as Part of the Design Equation; Section 3.2.2 Place Context
Movement Hierarchy	DMURS promotes a movement hierarchy that prioritises pedestrians, followed by cyclists, public transport and private vehicles. The Proposed Development reflects this hierarchy by introducing a continuous shared pedestrian and cycle facility, improving pedestrian crossings and connections, while maintaining appropriate access for private vehicles, buses, and emergency services.	Section 2.2.2 User Priorities
Street Layout	DMURS advocates connected street networks that provide direct and convenient routes for all users. The proposed layout improves connectivity between parking areas, the hotel, marina, waterfront and recreational facilities through enhanced pedestrian and cycle links, improved circulation and simplified internal vehicle movements.	Section 3.1 Integrated Street Networks; Section 3.3.1 Street Layouts
Accessibility and Universal Design	DMURS requires streets to be inclusive and accessible for users of all ages and abilities. The proposals provide accessible parking spaces, improved pedestrian routes, enhanced crossing facilities, upgraded lighting and step-free access between parking areas and key destinations, creating an inclusive environment throughout the site.	Section 1.1 A Different Perspective; Section 4.3 Pedestrian and Cyclist Environment
Pedestrian Facilities	DMURS places walking at the top of the movement hierarchy and promotes continuous, safe and attractive pedestrian facilities. The Proposed Development delivers new and upgraded pedestrian routes, improved footways, enhanced links between destinations and a continuous lakeshore pathway, significantly improving the pedestrian experience.	Section 4.3 Pedestrian and Cyclist Environment; Section 4.3.1 Footways, Verges and Strips
Pedestrian Crossings	DMURS recommends pedestrian crossings be located along natural desire lines and designed to prioritise pedestrian movement. Raised pedestrian crossings are provided at key locations throughout the development to improve accessibility, reduce crossing distances and reinforce lower vehicle speeds.	Section 4.3.2 Pedestrian Crossings
Cycling Facilities	DMURS promotes cycling through the provision of safe, direct and attractive routes. The proposed 3 m shared pedestrian and cycle facility, together with bicycle parking and servicing facilities, provides a high-quality active travel connection between the N61 National	Section 4.3.5 Cycle Facilities

Design Element	DMURS Compliance Review	Relevant DMURS Section(s)
	Road and the Hodson Bay waterfront. The 3.0m wide shared path is proposed following an options selection process and site constraints.	
Traffic Speeds and Traffic Calming	DMURS advocates self-explaining streets that encourage lower operating speeds through geometric design rather than reliance on speed limits alone. As traffic surveys identified excessive vehicle speeds along the L2020, the Proposed Development incorporates raised crossings, speed cushions, and carriageway narrowing to reduce operating speeds and improve safety.	Section 4.1 Movement, Place and Speed; Section 4.1.1 A Balanced Approach to Speed; Section 4.1.2 Self-Regulating Streets; Section 4.4.7 Horizontal and Vertical Deflections
Carriageway Width	DMURS advises that carriageway widths should be appropriate to their function and should not encourage excessive vehicle speeds. The proposed reduction in carriageway width to 5.5 – 6m provides sufficient width for two-way traffic while supporting lower speeds and accommodating the new shared pedestrian and cycle facility.	Section 4.4.1 Carriageway Widths
Junctions and Visibility	DMURS requires junctions to provide safe operation while balancing the needs of all users. The proposed layout maintains appropriate visibility at junctions and has been designed to safely accommodate the anticipated vehicle movements without compromising pedestrian or cyclist safety.	Section 4.4.3 Junction Design; Section 4.4.5 Visibility Splays
Vehicle Tracking and Design Vehicles	DMURS recommends that streets accommodate their intended design vehicles while avoiding unnecessary over-design. Swept path analysis has confirmed that buses, emergency vehicles and service vehicles can safely manoeuvre throughout the proposed development without adversely affecting pedestrian facilities. For full details regarding the swept path analysis please refer to the Vehicle Tracking Drawings (July 2026) accompanying this submission.	Section 4.4.3 Junction Design; Section 4.4.6 Alignment and Curvature
Parking Strategy	DMURS recommends that parking should support the function of a place without dominating the streetscape. The Proposed Development significantly increases the off-street parking provision while relocating parking away from the waterfront, improving internal circulation and introducing accessible parking, EV parking spaces, coach parking and boat trailer parking. Enhanced wayfinding encourages more balanced utilisation of the parking areas.	Section 4.4.9 On-Street Parking and Loading
Public Transport	DMURS encourages street layouts that facilitate public transport and future transport opportunities. While scheduled public transport does not currently serve Hodson Bay, the Proposed Development provides dedicated coach parking, bus set-down facilities and improved manoeuvrability for larger vehicles, supporting organised transport and future service opportunities.	Section 3.4.3 Bus Services; Section 2.2.2 User Priorities
Wayfinding and Legibility	DMURS recognises that clear and intuitive layouts improve user experience and reduce unnecessary vehicle movements. Comprehensive wayfinding signage and road markings improve navigation throughout the site, directing visitors efficiently to parking areas and key destinations, particularly encouraging greater use of the northern car park by visitors to the water sports facilities and café.	Section 3.3 Permeability and Legibility; Section 3.3.4 Wayfinding
Lighting	DMURS promotes lighting that contributes to safety, accessibility and personal security. Upgraded lighting throughout the site improves visibility for pedestrians, cyclists and motorists, enhancing safety and supporting use of the facilities during hours of darkness but also respecting the ecological sensitivity of the area.	Section 4.2 Streetscape
Public Realm	DMURS seeks to create streets that contribute positively to the quality of the public realm. The Proposed Development significantly improve the waterfront environment through reduced vehicle dominance, enhanced pedestrian spaces, improved active travel infrastructure and integration with the surrounding landscape, creating a more attractive destination for visitors.	Section 2.2.1 'Place' as Part of the Design Equation; Section 4.2 Streetscape
Road Safety	DMURS promotes a holistic approach to road safety through street design that naturally influences driver behaviour while improving conditions for vulnerable road users. The Proposed Development	Section 4.1 Movement, Place and Speed;

Design Element	DMURS Compliance Review	Relevant DMURS Section(s)
	incorporates traffic calming measures, enhanced pedestrian crossings, active travel infrastructure, improved lighting, signage and road markings to create a safer transport environment. In addition, an independent Road Safety Audit (RSA) and a Quality Audit for Walking and Cycling have been undertaken as part of the design process to assess the scheme from the perspective of all road users and to ensure the proposed layout accords with current best practice. Recommendations arising from these audits have been incorporated into the design where appropriate.	Section 4.1.2 Self-Regulating Streets; Section 4.3 Pedestrian and Cyclist Environment; Section 5.4 Audits; Section 5.4.1 Road Safety Audits; Section 5.4.2 Quality Audits

3. Conclusion

The proposed transport and public realm improvements have been designed in accordance with the principles of the Design Manual for Urban Roads and Streets (DMURS). The Proposed Development promotes a balanced approach to movement and place by prioritising walking and cycling, encouraging lower vehicle speeds, improving accessibility and enhancing the quality of the public realm, while maintaining appropriate access for private vehicles, coaches, service vehicles and emergency services.

The Proposed Development therefore demonstrates a high level of compliance with the objectives and design principles of DMURS and represents a significant improvement to the existing transport environment at Hodson Bay.

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