

**TECHNICAL NOTE
L1321 FOOTPATH WORKS**

**Residential Development at Bearna,
for Burkeway Homes Limited**

PROJECT NO. B861

OCTOBER_2020



OCSC

O'CONNOR | SUTTON | CRONIN

Multidisciplinary
Consulting Engineers



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1 INTRODUCTION

O'Connor Sutton Cronin & Associates (OCSC) has been commissioned by Burkeway Homes Ltd. As part of that proposal a memorandum of understanding exists between Burkeway and Galway County Council that a footpath should be constructed along the L1321 between the proposed development and Bearna village, in order to improve pedestrian connectivity.

This technical note discusses the Local Road L1321 and the proposed footpath in the context of the *Design Manual for Urban Roads and Streets* (DMURS)

2 DMURS CLASSIFICATION

2.1 Road Classification

The movement function of a street is described in DMURS using a hierarchy system that classifies streets into the following categories, as shown in Figure 3.3:

- Arterial Streets
- Link Streets
- Local Streets

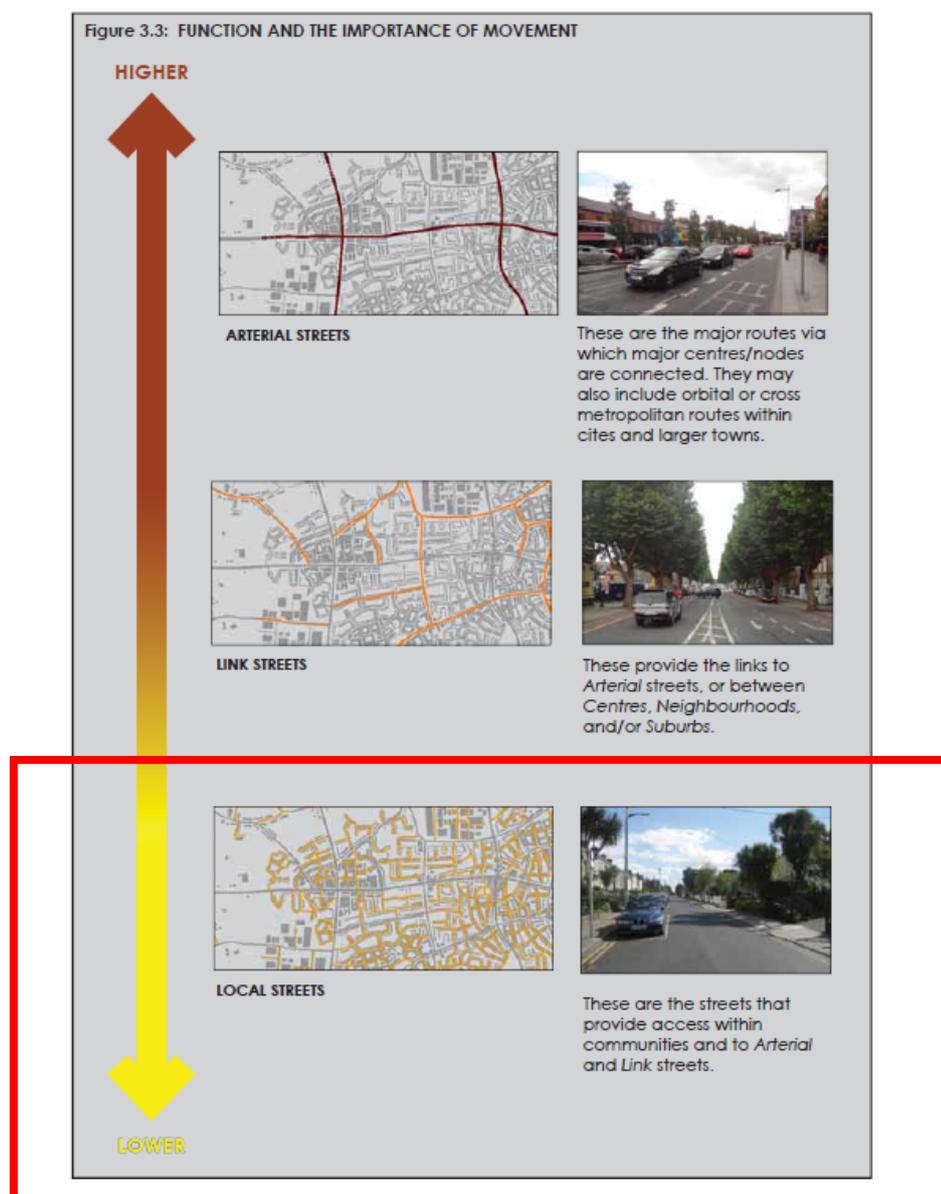


Figure 1 – DMURS Hierarchy of Streets

Under DMURS the L1321 Road is most appropriately classified as a **Local Road**. Table 3.1 of DMURS illustrates how this road hierarchy relates to other relevant documents.

| DMURS Description | Roads Act/NRA DMRB | Traffic Management Guidelines | National Cycle Manual |
|-------------------|-----------------------|---|-----------------------|
| Arterial | National | Primary Distributor Roads | Distributor |
| Link | Regional (see note 1) | District Distributor Local Collector (see Notes 1 and 2) | Local Collector |
| Local | Local | Access | Access |

Notes

Note 1: Larger Regional/District Distributors may fall into the category of *Arterial* where they are the main links between major centres (i.e. towns) or have an orbital function.

Note 2: Local Distributors may fall into the category of *Local* street where they are relatively short in length and simply link a neighbourhood to the broader street network.

Table 3.1: Terminology used within this Manual compared with other key publications.

Figure 2 -DMURS Road Terminology

This designation is suitable as the L1321 serves to provide access to many private residencies and to the nearby Arterial and Link roads. This classification is in-line with GCC's classification of the road as an L designation road. Eleven properties have direct access onto the road in the 480m stretch from the signalised junction between the L1321 and the R336 to the proposed site entrance at Cnoc Fraoigh. 7.5km to the north of the site entrance the L1321 also joins the N59 at a simple priority junction.

2.2 Context

The L1321 serves as a transition zone from the urban centre of Bearna to the more rural lands to the north. Transition Zones are distinct from rural roads and urban areas. They tend to have many individual access points to private dwellings, footpaths, and have more fronting boundary walls than rural roads.

Figure 3: As individual elements of the streetscape change, the context of the street alters from rural to town.



RURAL
Boundary: hedgerow and trees
Footpath: none
Kerb: none
Access: infrequent or limited to farmland
Road width: carriageway only
Street lighting: none
Built form: infrequent
Speed limit: should be greater than 60kph



TRANSITION ZONE¹
Boundary: hedgerow and garden hedges with occasional boundary walls and gates
Footpath: commencing to one side
Kerb: occasional to one side
Access: increased individual access
Road width: carriageway, including setback/layby
Street lighting: occasional or none
Built form: occasional one off buildings offset from road
Speed limit: should be 50-60kph



Images: Google Street View

URBAN AREA (CITY, TOWN, VILLAGE)
Boundary: garden hedges, walls, railings, buildings
Footpath: both sides
Kerb: continuous dropped at crossings
Access: individual, school and housing access
Road width: carriageway only, no setback or parking
Street lighting: one or two sides
Built form: closer to road with established building lines
Speed limit: 50kph or less

* The Transition Zone will include elements of development similar to the Rural Fringe (as defined within DMURS), or also commonly referred to as Peri-Urban areas.

Figure 3 – Transition Zones DMURS Advice Note 1

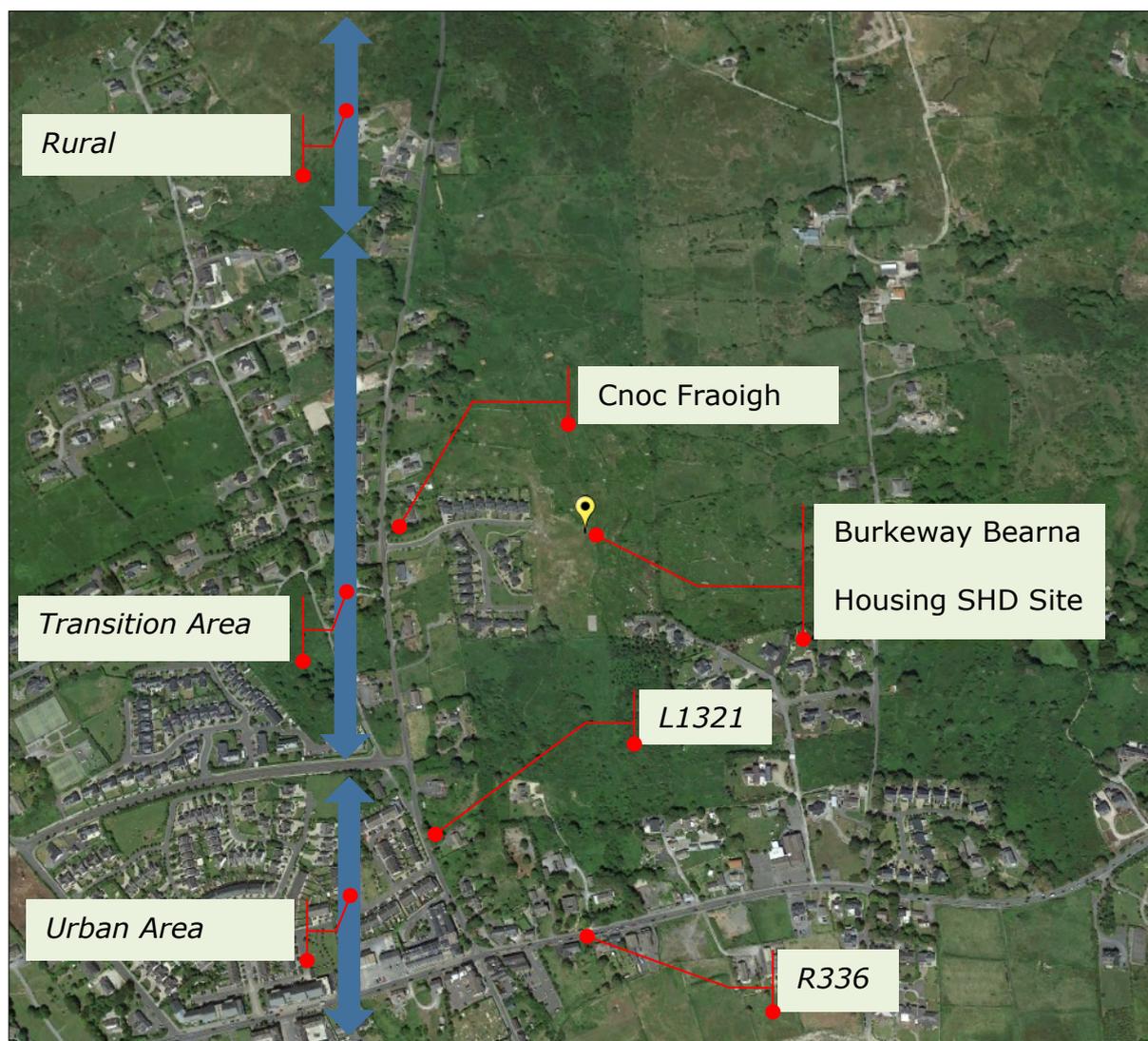


Figure 4 -Bearna Context

The context of this transition zone is affirmed by the many individual accesses directly onto the road. the existing speed limit of 50kph and the many boundary walls and gates along the road. The proposed addition of the footpath for 330m on the eastern side of the L1321 will strengthen this context further. The proposed works to the L1321 are shown in the drawing overleaf and appended to this document.

2.3 Carriageway Width

It is noted that in accordance with DMURS 5.5m is the max. appropriate width for this type of road. A narrower carriageway can be considered here (5.0m). In the opinion of OCSC 5.5m is appropriate as the route will be subject to occasional use by large road and agricultural vehicles.

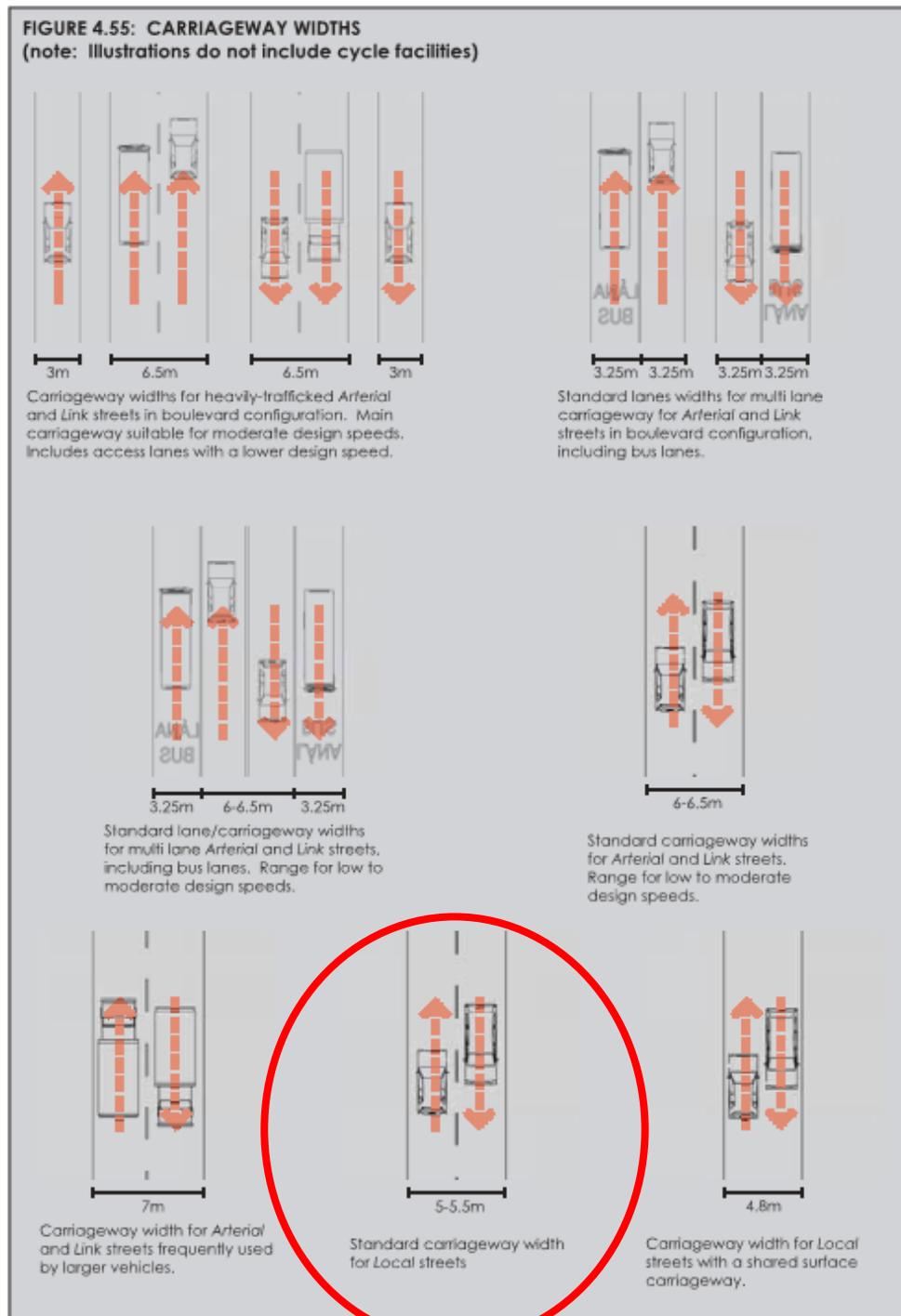


Figure 6 – DMURS Carriageway Widths

2.4 Proposed Footpath

The proposed footpath width of 1.8m is the minimum allowed under DMURS. It is considered appropriate based on the level of pedestrian activity.

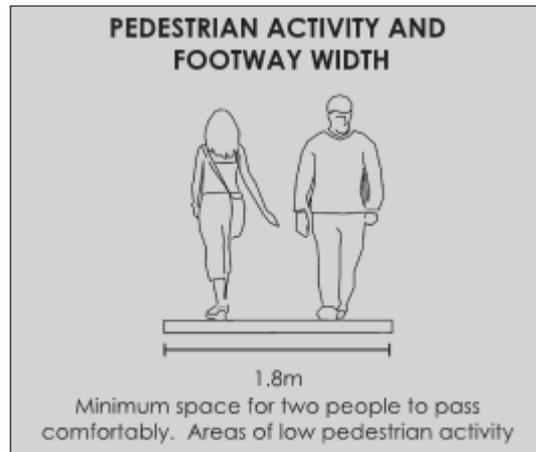


Figure 7 – DMURS Footway Width

2.5 Road Design Speeds

The design speed is the maximum speed at which it is envisaged/intended that the majority of vehicles will travel under normal conditions.

The current speed limits in the Bearna area are shown overleaf, from the *Road Traffic (Special Speed Limits) County Galway Bye-Laws 2018-Location Map*.

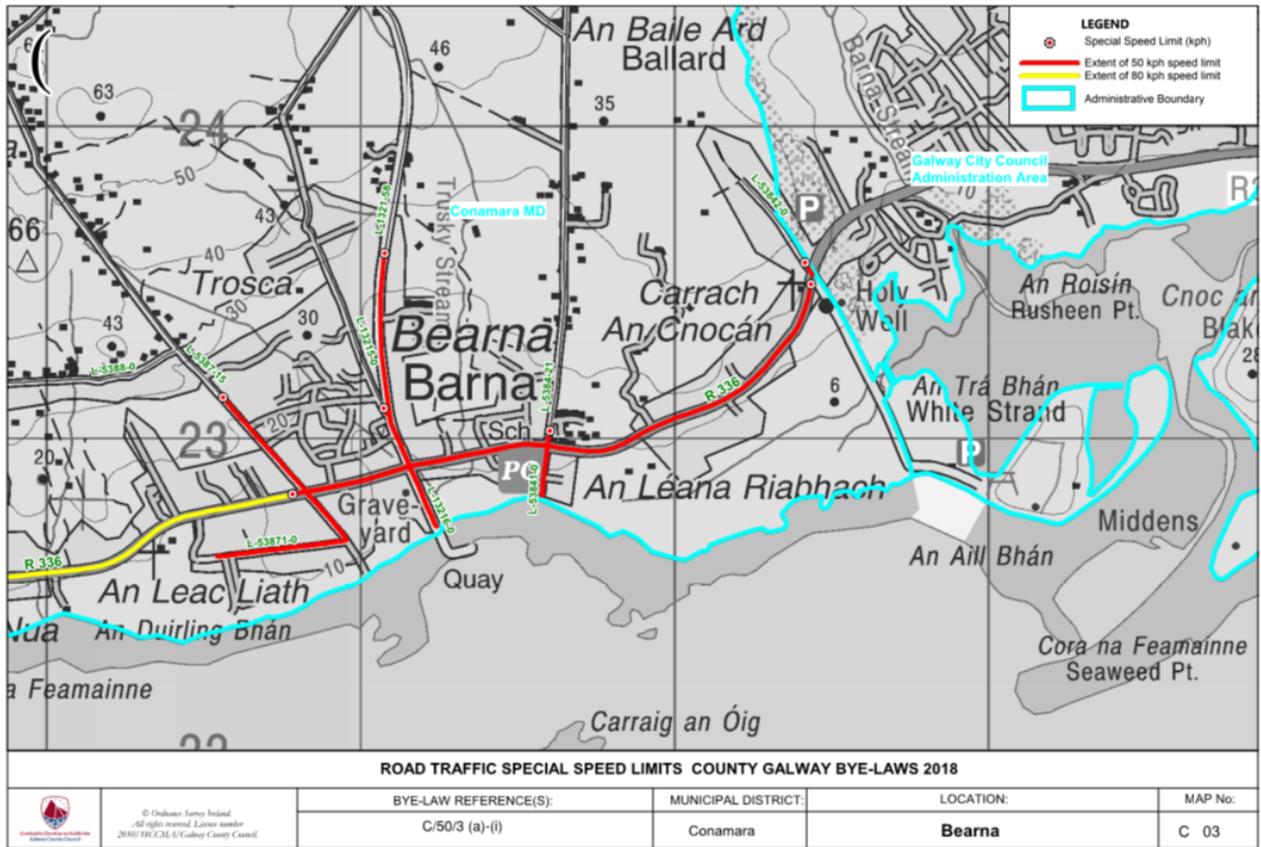


Figure 8 – Bearna Speed Limits

The L1321 has a speed limit of 50kph to a point north of the Cnoc Fraoigh junction. It is noted that the L1321 in the 50kph zone consists of a very long straight road and a high radius curve. The road width of 5.5m is considered appropriate as a wider road would serve to increase driver speed.

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