

# Inner Walled City

## Public Realm Scheme

### Options Report

## **INNER WALLED CITY PUBLIC REALM SCHEME**

Options report relating to issues raised by Royal National Institute of Blind People, the Guide Dogs for the Blind Association, IMTAC and Disability Action.

This project is being developed in accordance with Section 75 of the Northern Ireland act 1998.

The document is available in a range of formats on request.

**CONTENTS**

Executive Summary.....p. 4

Introduction.....p. 6

Proposals Prepared for the Public Consultation.....p. 7

Analysis of the Existing Streets.....p. 17

Design Guidelines.....p. 27

Maximised Parking Provision.....p. 29

Proposed Parking Provision and Kerb Upstand.....p. 38

Other Issues.....p. 47

## EXECUTIVE SUMMARY

Following representation from Royal National Institute of Blind People (RNIB), The Guide Dogs for the Blind Association, IMTAC and Disability Action, the Department for Communities and its partners requested that the Integrated Design Team led by WYG and supported by The Paul Hogarth Company should prepare this Options Report.

The Options Report outlines the **Proposals Prepared for Public Consultation**, which were the focus of comments raised by the organisations.

The **Analysis of the Existing Streets** then provides a clear understanding of the existing streetscapes and how parking is provided and controlled; distribution of space between pedestrians and parked/moving vehicles and the use of kerbs of different heights.

The Report highlights **Design Guidelines** and information that informs consideration of the most appropriate approach to improving the streetscapes.

This facilitates an understanding of the context within which design proposals have been considered.

One of the key issues raised by Royal National Institute of Blind People (RNIB), The Guide Dogs for the Blind Association, IMTAC and Disability Action related to concern that proposals did not accommodate sufficient parking. The Report examines the implications of **Maximising Parking Provision** within the area.

Informed by this the **Proposed Parking Provision and Kerb Upstand** is outlined, which seeks to provide an appropriately balanced design that will optimise accessibility for all and which will meet the many and complex requirements of the various stakeholders who have a keen interest in the future of the area.

In summary:

- Linenhall Street/Bank Place is not sufficiently wide to meet guideline standards for footway or carriageway width and as such the existing widths are proposed to be retained to the south, with a widened footway adjacent to Shipquay Street. Two-way traffic will be maintained, along with the 'no parking' restrictions that exist. Upstand kerbs (125mm) will be retained, with crossing points facilitated by Table Crossings and Drop Kerbs at the junction with Shipquay Street. Improved pedestrian access will be facilitated by the extended footway adjacent to the flight of steps to Newmarket Street.
- Union Hall Place is not sufficiently wide at its southern section to meet guideline standards for footway or carriageway width. There is no potential for a better balance of footway/carriageway to be provided due to the building line and Scheduled City Walls and as such the existing widths are proposed to be retained adjacent to Shipquay Street.

Increased footway width is proposed adjacent to the Tower Museum, retaining the flush access for delivery of large artefacts. One-way traffic movement is proposed to be maintained, along with the existing Resident Permit Holder Parking restrictions. Flush kerbs are proposed to be retained to the building side of the street, with a 125mm upstand introduced alongside the City Walls, where a setted margin is proposed, which is not for pedestrian use. A flush kerb is proposed between the carriageway and Magazine Gate.

- Magazine Street Lower is sufficiently wide to meet the minimum standards for the carriageway and footway width and in some locations could accommodate parking. Therefore, it is proposed to increase the width of the carriageway so that any vehicle which is parked is outwith the footway. It is proposed to delineate the parking bays (6No) to facilitate management/enforcement. Upstand kerbs (125mm) are proposed. The Residents Permit Parking restrictions are proposed to be maintained. Crossing points will be facilitated by Table Crossings and Drop Kerbs at Butcher Street.
- Magazine Street (Upper) is sufficiently wide to meet the minimum standards for the carriageway and footway width but cannot accommodate parking. Therefore, it is proposed to maintain

the minimum carriageway width (one-way traffic) and increase the width of the footway where possible. Upstand kerbs (125mm) are proposed. It is proposed that the existing arrangement of not allowing parking should be continued, by use of Permit Parking. Crossing points will be facilitated by Table Crossings and Drop Kerbs at Butcher Street.

- Society Street is not sufficiently wide for a footpath on both sides of the carriageway which meet guideline standards. Through discussion with TNI it was considered appropriate to maintain a 2m footpath to the eastern side of the street and increase the width of the footpath on the western side to 1.7m, with the carriageway being 3.5m. The street is not sufficiently wide for any parking other than opposite the Siege Museum, where 3No delineated parking bays are proposed, removing the existing Loading Bay provision, facilitating the reduction of risks associated with parking in front of the Siege Museum. It is proposed that there should be no parking on the rest of the street, extending the Permit Parking restrictions to include this area. Upstand kerbs (125mm) are proposed. Crossing points will be facilitated by Table Crossings.

- Palace Street and the Society Street Car Park. It is proposed that the Car Park will be replaced by an accessible public open space, with the one Disabled Parking Space re-provided in the Bishop Street Car Park. Palace Street is not sufficiently wide to provide footway and carriageway to the guideline standards. It is proposed to retain existing widths and retain the upstand (70mm (approx.)) along the narrow existing section which links onto Bishop Street. In front of St. Augustine's, Church it is possible to achieve a 2m footway and appropriate carriageway width, but not to accommodate parking. Upstand kerbs (125mm) are proposed. It is proposed that there should be no parking in the area, extending the Permit Parking restrictions. Crossing points will be facilitated by Table Crossings.

In addition to the above points it is proposed that there will be increased vigilance in relation to enforcement of parking restrictions.

Outwith this project, agreement will be sought from the Northern Ireland Environment Agency (NIEA) in relation to improvements to the handrails onto/on the City Walls.

## INTRODUCTION

The Department for Communities (DfC) commissioned an Integrated Design Team led by WYG and supported by The Paul Hogarth Company to develop Public Realm proposals for Linenhall Street, Bank Place, Union Hall Place, Magazine Street, Society Street and Palace Street.

The Design Team undertook detailed appraisal and analysis of the existing streetscape environments and consulted with a wide range of key stakeholders. This informed the development of Draft Proposals, which were reviewed with DfC, the Council, TNI and NIEA. Proposals were refined in response to comments and presentation boards and information leaflet prepared.

The presentation information was made available, including on-line and displayed in the Tower Museum from 20 June to 28 August 2016 and a public workshop was facilitated on 28 June 2016.

Through this period of consultation comments were returned, reviewed and summarised.

One of the issues that was raised through the consultation process for consideration related to the distribution of space for pedestrians, moving vehicles and parked vehicles and whether there should be a change in level (kerb upstand) between those areas.

These issues were raised by the Royal National Institute of Blind People (RNIB), The Guide Dogs for the Blind Association, IMTAC and Disability Action. The groups considered that the proposals were

not appropriate from an accessibility perspective. The point was made that proposed flush kerbs were considered inappropriate and associated with this were concerns in relation to the provision for parking.

Following a meeting with RNIB, The Guide Dogs for the Blind Association and IMTAC on 20 September 2016, it was agreed that the Design Team would prepare an Options Report to provide a clear understanding relating to these issues within the existing environment and then to provide a clear rationale in relation to the options for improvement of the streets.

The following sections of this Report are structured as follows:

- **Proposals Prepared for Public Consultation** – outlining the proposals which were the focus of the comments from RNIB, The Guide Dogs for the Blind Association and IMTAC
- **Analysis of the Existing Streets** – outlining the existing situation
- **Design Guidelines** – outlining key parameters that inform design of the public realm
- **Maximised Parking Provision** – comments from RNIB, The Guide Dogs for the Blind Association and IMTAC raised concern that there is a lack of parking provision in the area. Informed by the Analysis and Design Guidelines, this option identifies the maximum extent of parking that could be accommodated

- **Proposed Parking Provision and Kerb Upstand** – recognising the wide-ranging constraints/considerations that inform the design of the public realm for this area, this option balances parking provision with pavement/carriageway widths and associated integration of kerbs.

**PROPOSALS PREPARED FOR  
PUBLIC CONSULTATION**

The proposals prepared for consultation, which were informed by extensive stakeholder consultation and developed through detailed discussion with TNI included increased width footways, with a flush kerb alongside the carriageway on Union Hall Place, Magazine Street and Palace Street. It was proposed that the Resident’s Parking restrictions that applied to Magazine Street Lower would be extended to the Upper part of the Street, Society Street and Palace Street. Loading bays were proposed on Society Street, opposite the Siege Museum.

Proposals included the removal of Society Street Car Park, creating an accessible public open space, with a new accessible route connecting from the corner of Palace Street to the Bishop Street Car Park. Removal of the Car Park was in line with earlier strategies, including the Walled City of Derry Public Realm Plan, reducing volumes of circulating traffic on the adjacent streets and thereby promoting an improved, safer environment for pedestrians.

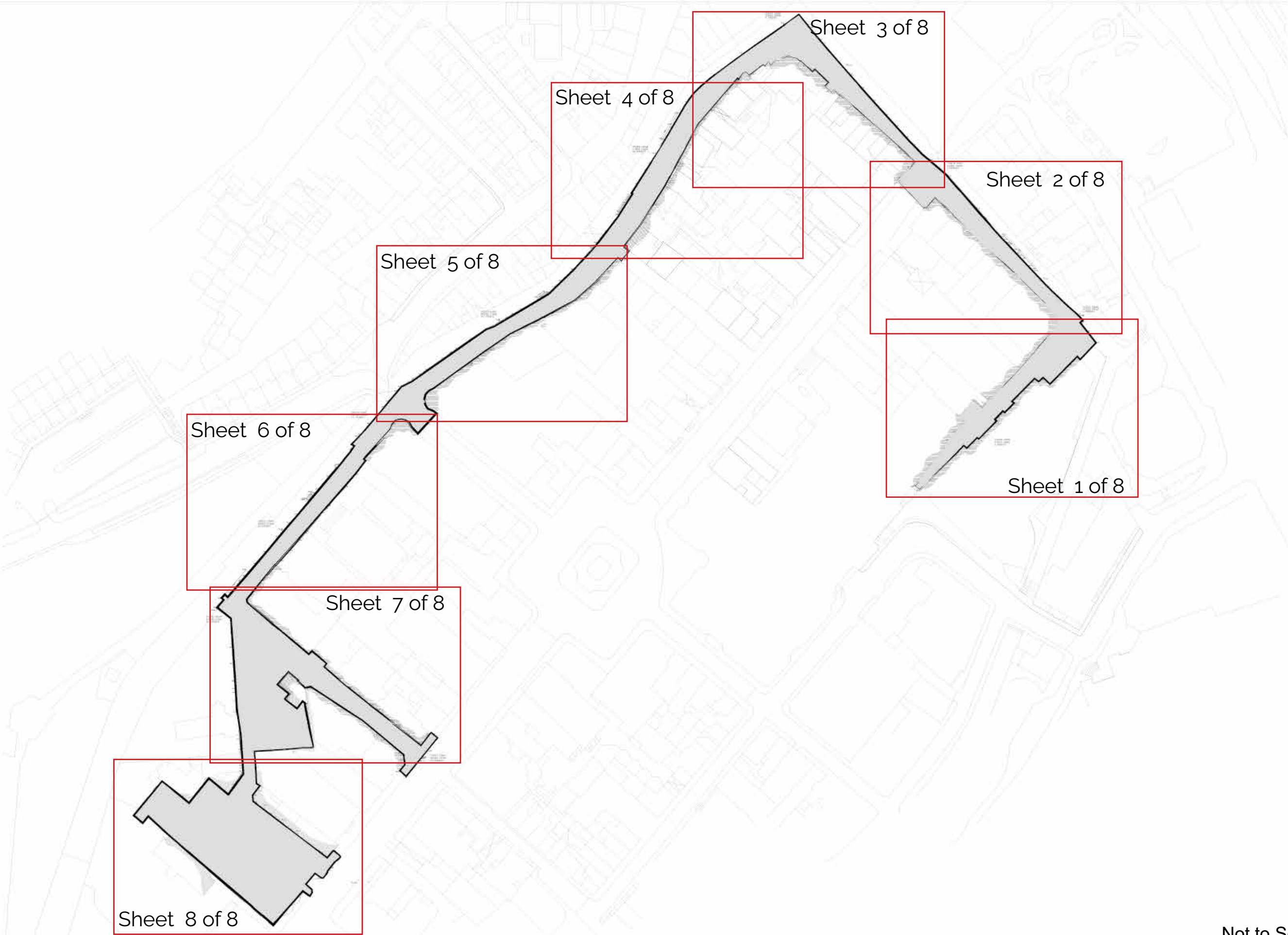
It was acknowledged that some vehicles would stop on the streets, as they do at present, despite the restrictions. It is not possible given the widths of the pavements to introduce bollards in these locations or other physical restrictions and as such it was considered inevitable that some vehicles would park partly onto the footway.

This currently happens and cannot be ‘designed out’ of the future streetscape. Whilst vigilance in relation to parking enforcement will be important, it had been proposed that, by using a flush kerb, that people, including those with reduced

mobility could go around the vehicle if their passage along the footway was obstructed by a vehicle, as currently happens.

# Inner Walled City Public Realm Scheme

Project Area Sheets

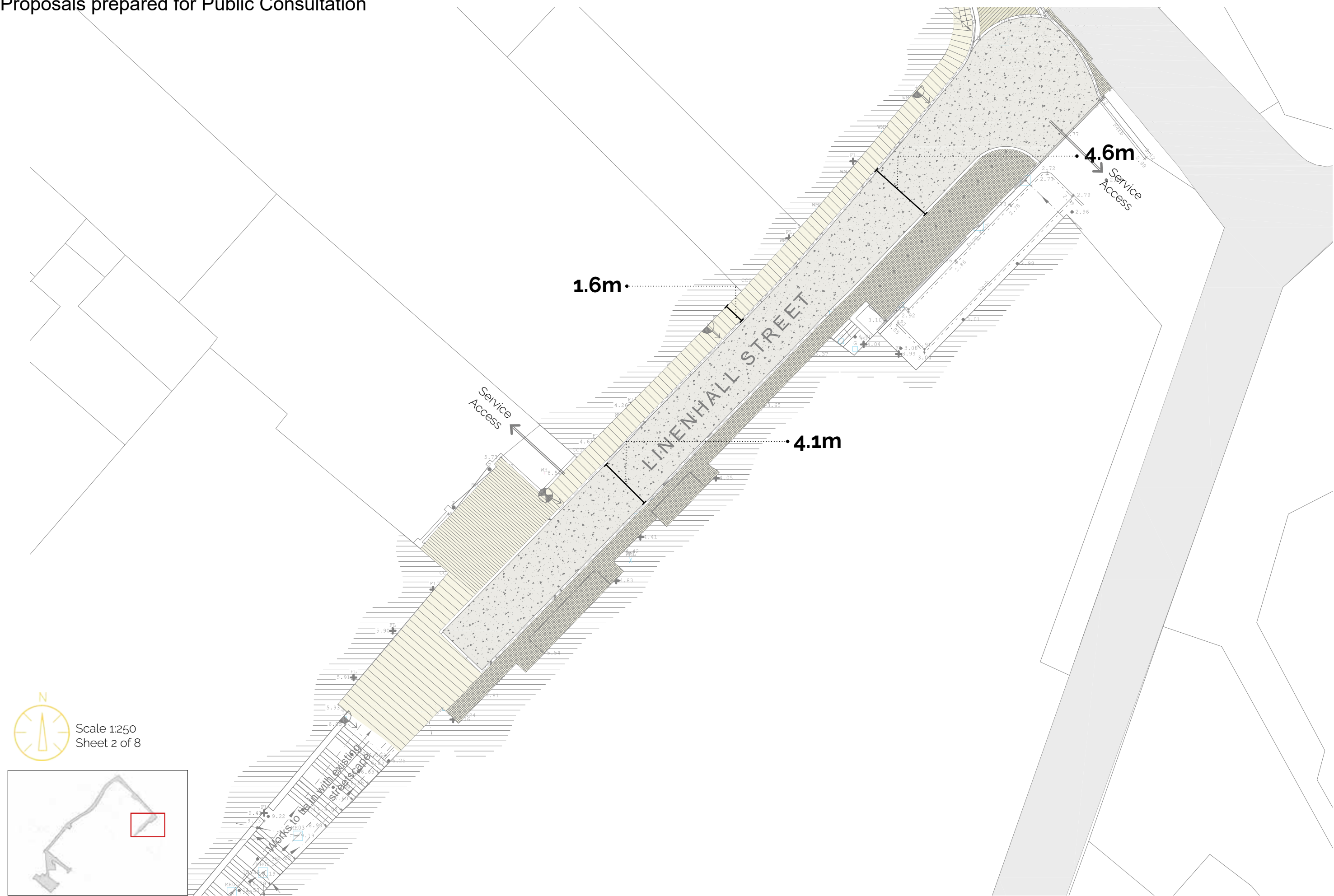


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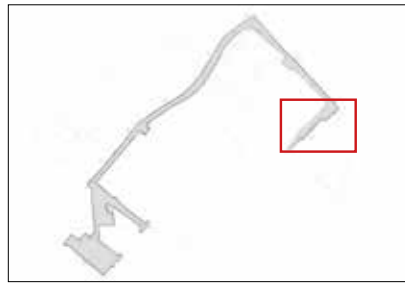


# Inner Walled City Public Realm Scheme

Proposals prepared for Public Consultation

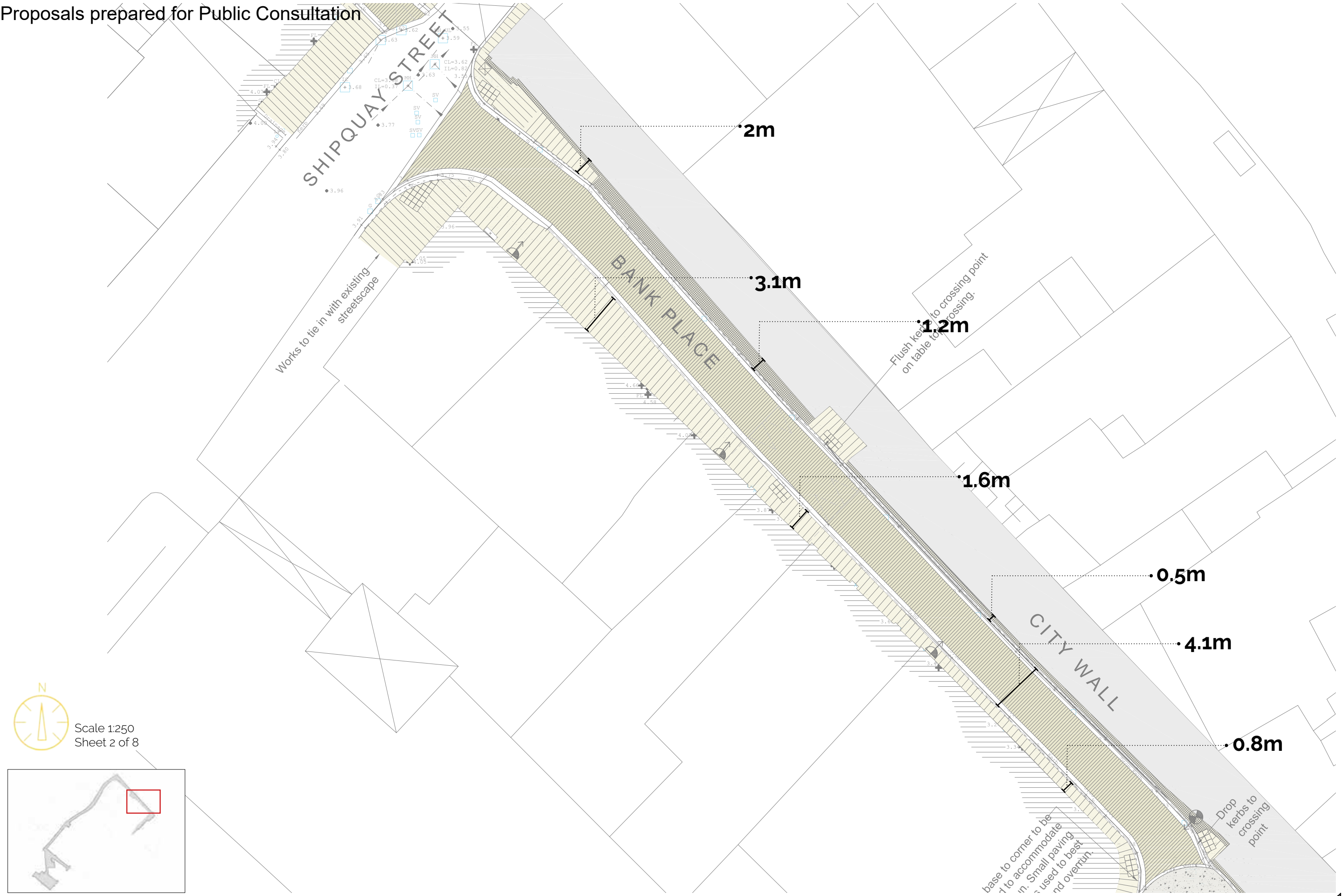


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# Inner Walled City Public Realm Scheme

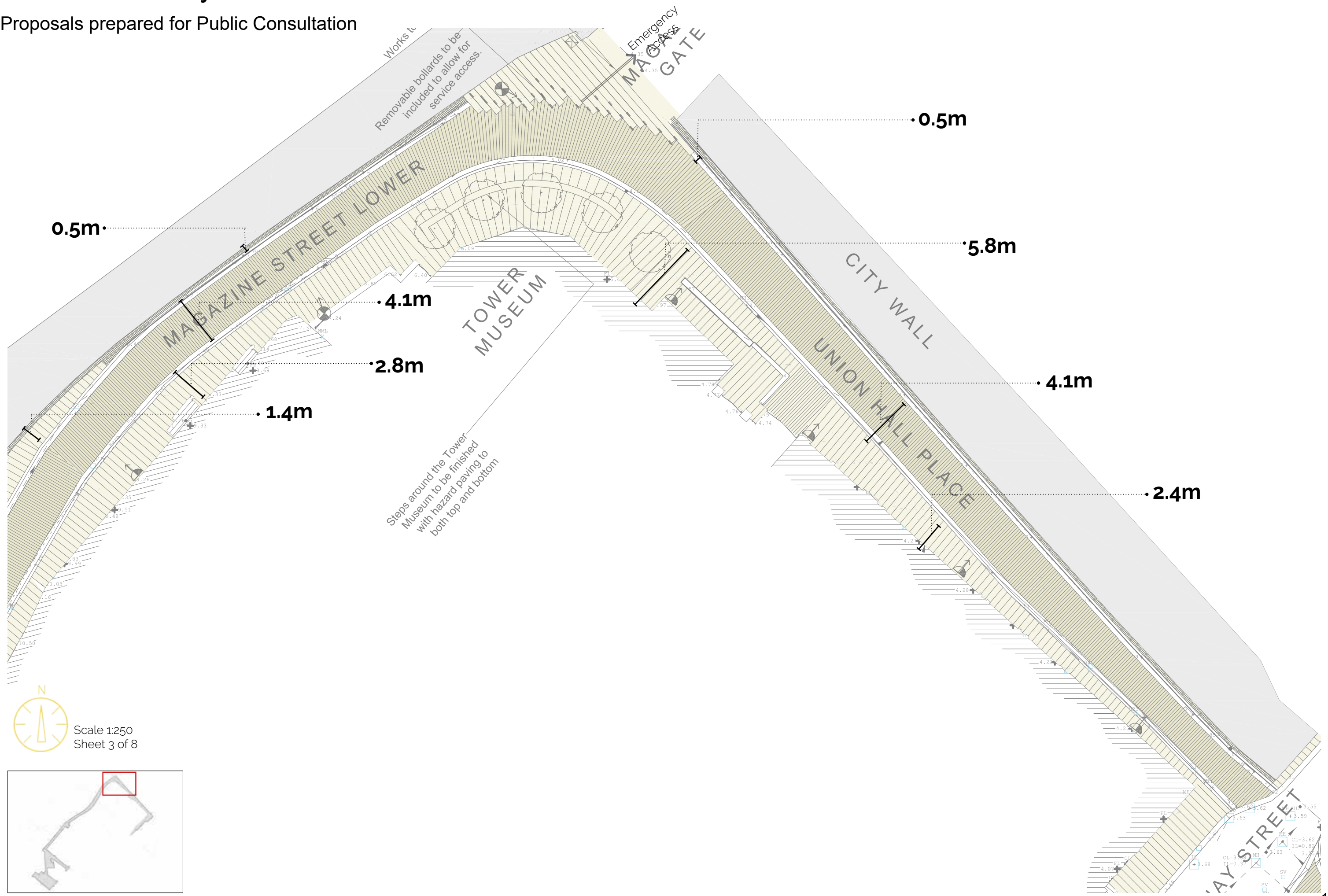
Proposals prepared for Public Consultation





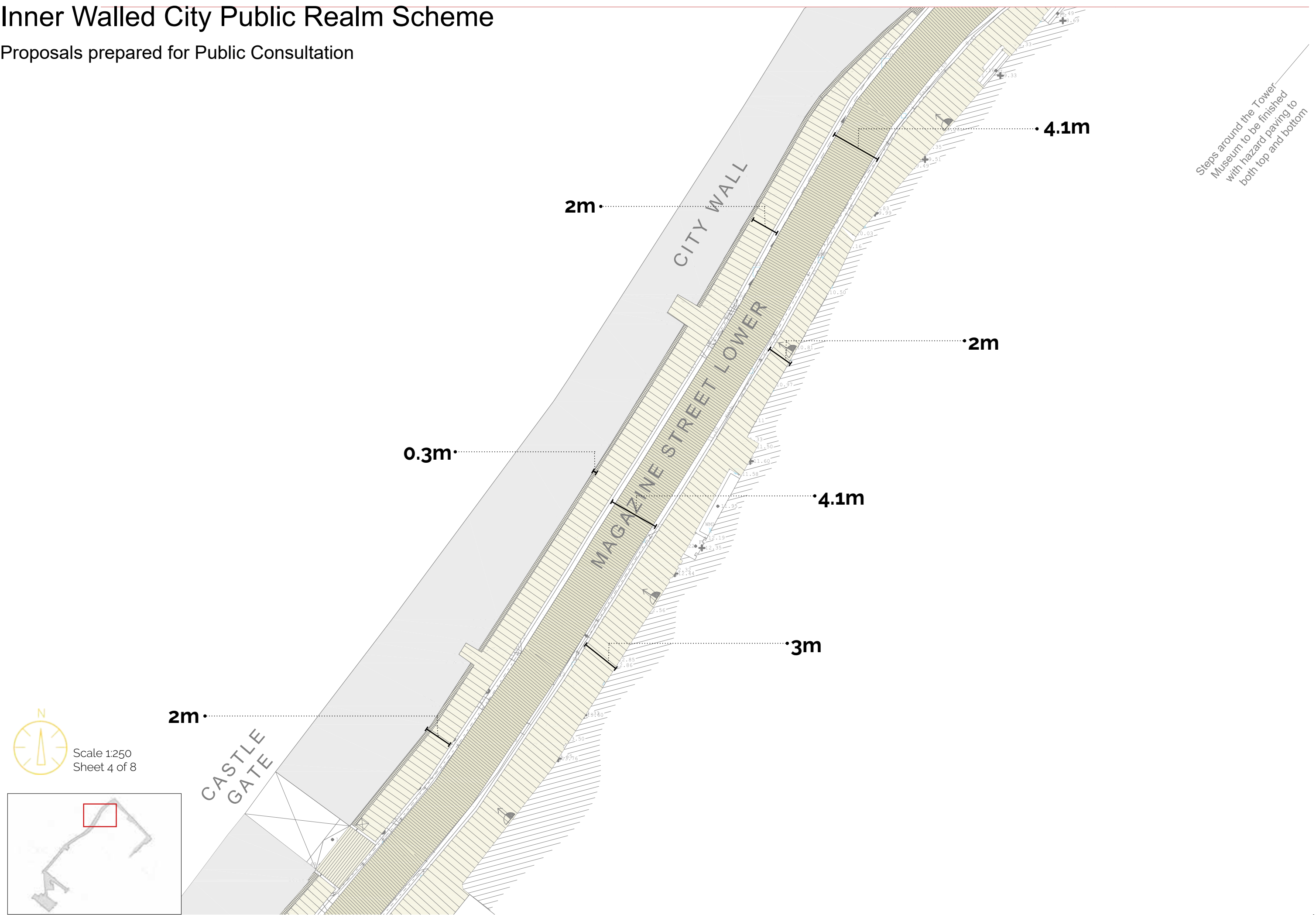
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Proposals prepared for Public Consultation



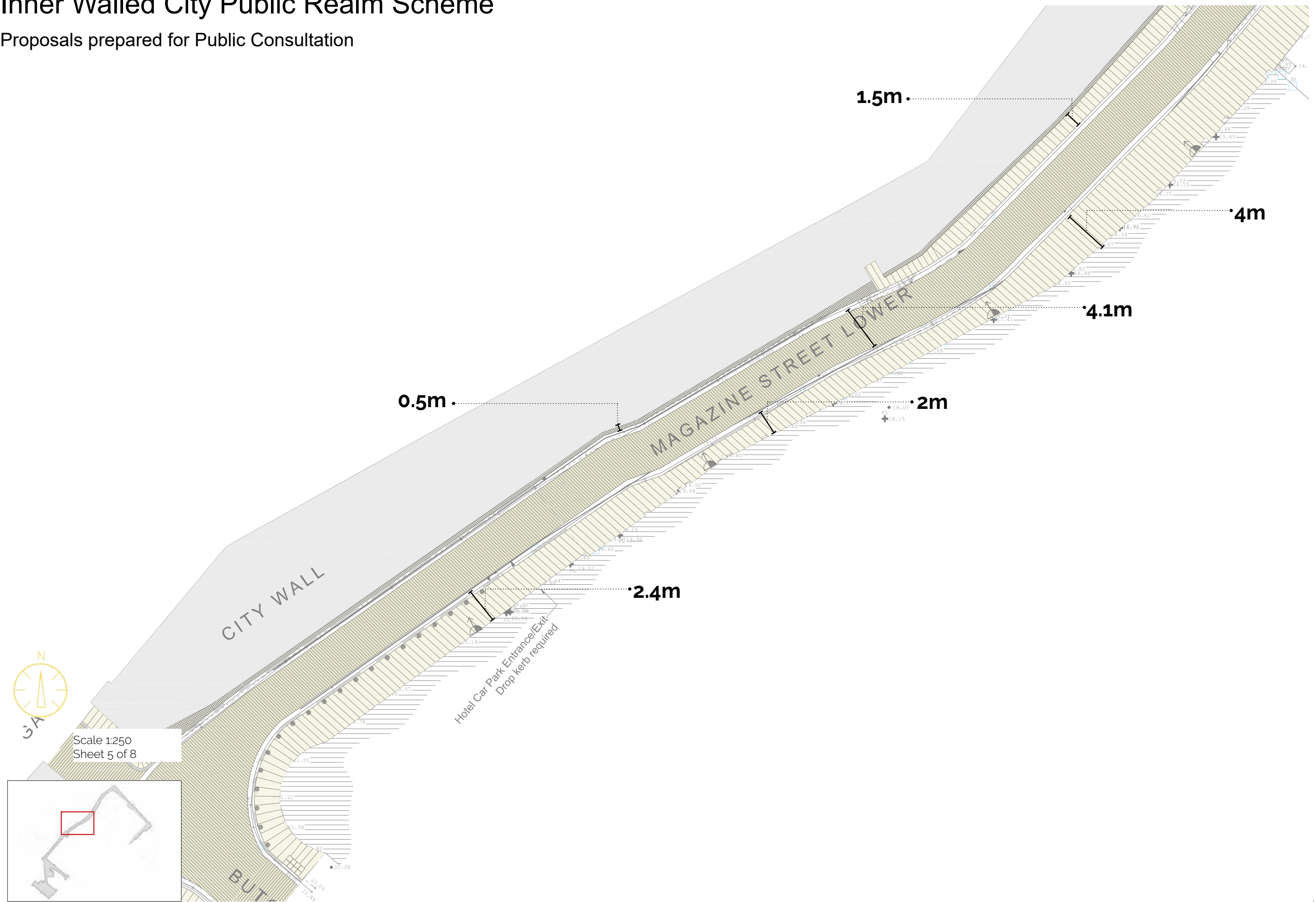
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Proposals prepared for Public Consultation



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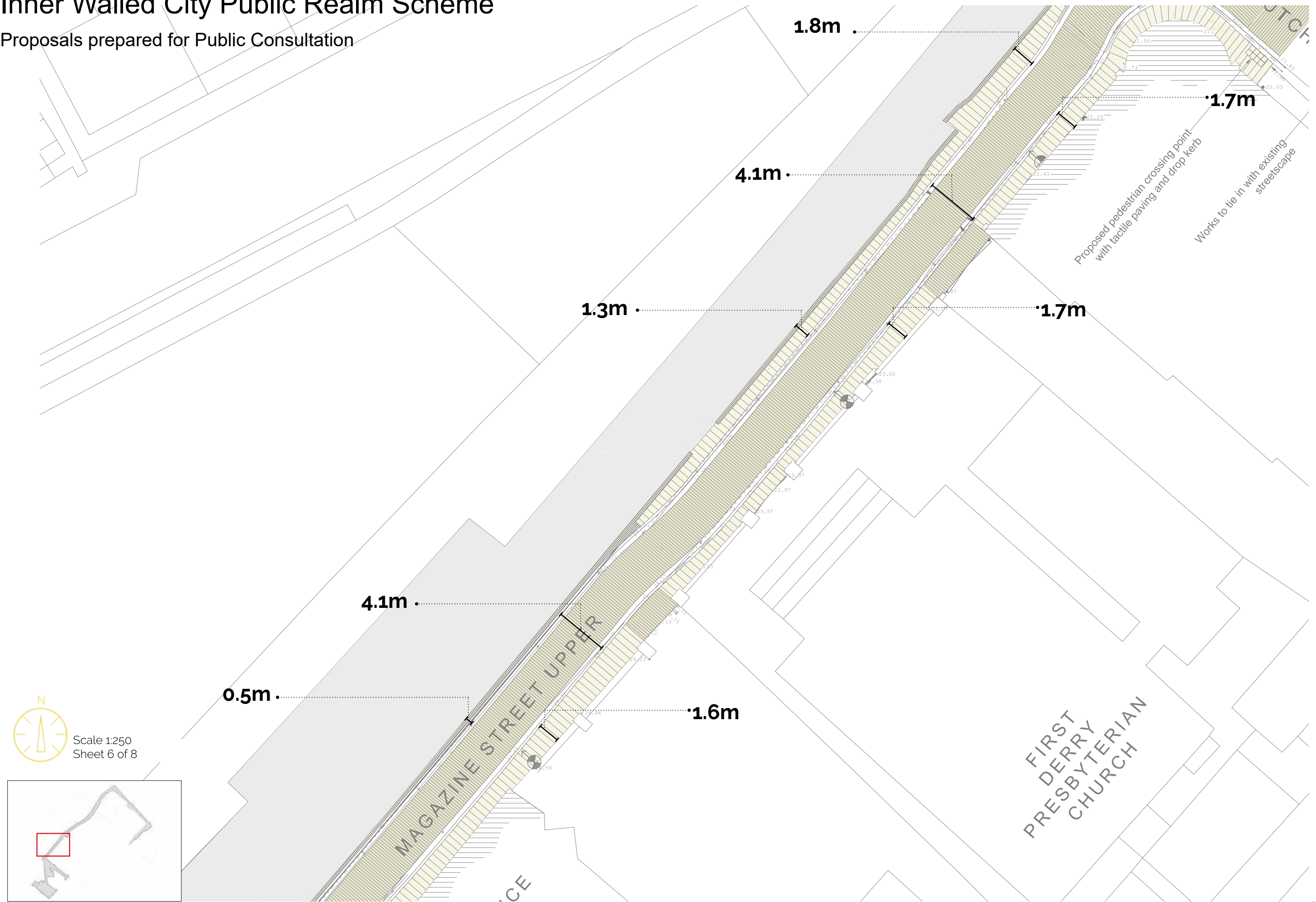
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Proposals prepared for Public Consultation

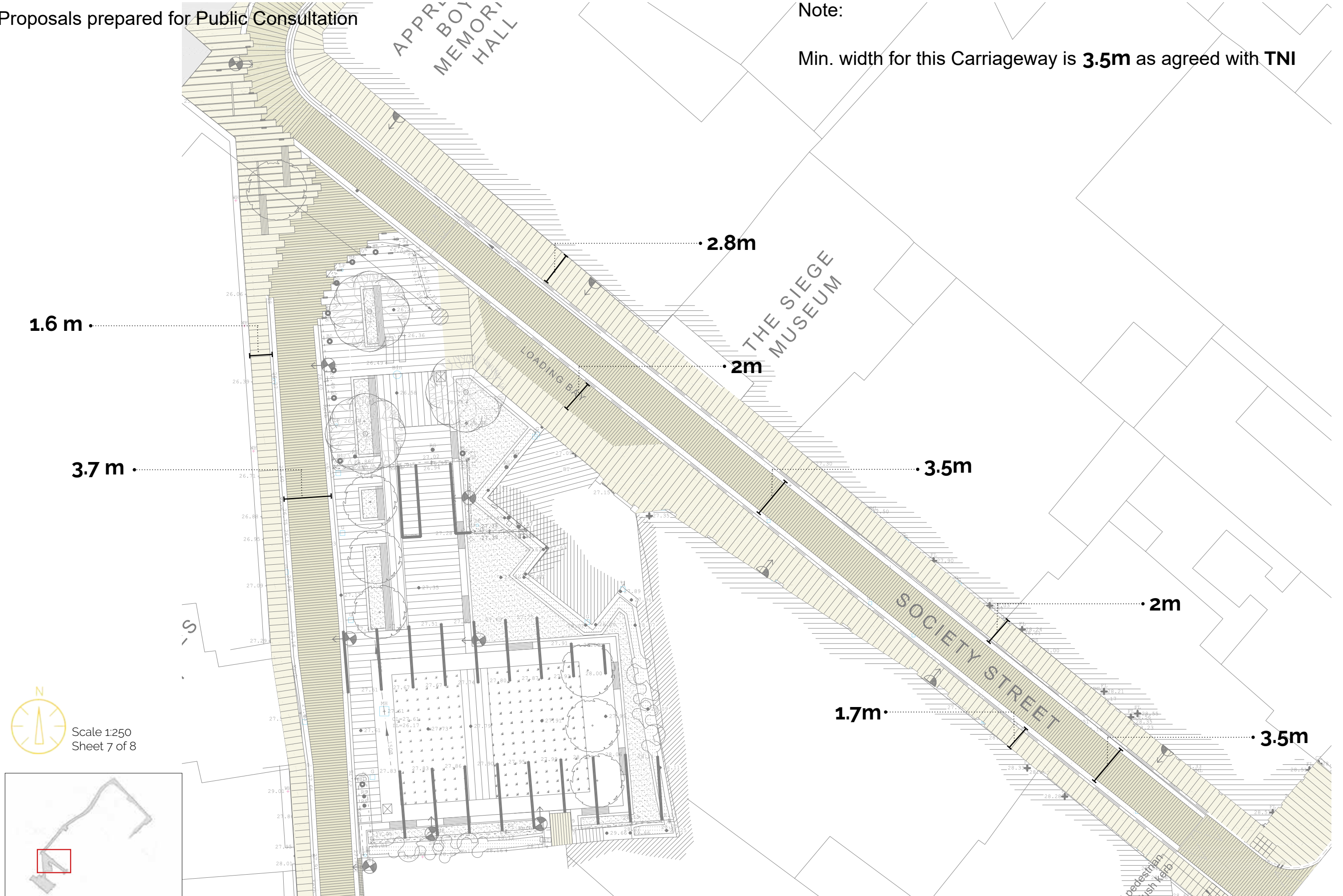


# Inner Walled City Public Realm Scheme

# Proposals prepared for Public Consultation

✓ **Note:**

Min. width for this Carriageway is **3.5m** as agreed with **TNI**





## Proposals prepared for Public Consultation





## ANALYSIS OF THE EXISTING STREETS

Within the context of comprehensive analysis of the area, this section of this report clearly identifies existing street widths and:

- The existing extent and restrictions on parking
- The existing distribution of flush kerbs (0 to 10mm upstand); kerbs with an upstand of up to 60mm; and kerbs with an upstand of more than 60mm

This information is shown on the Kerb/Parking Analysis Drawings that follow.

### Relevant Information

Information has been sought in relation to accident statistics in the area. This has been reported, as follows:

There have been two reportable accidents on Bank Place within the last three years:

- 2014/pedestrian/serious/single vehicle/other driver factor.
- 2015/pedestrian/single vehicle/car used as taxi/pedestrian impaired by alcohol.

**This information has been reviewed and the considered opinion is that there are no matters arising to be addressed through the design of the Public Realm.**

Concerns were raised at the meeting on 20 September that the removal of Society Street Car Park would lead to increased parking pressures and indeed increased incidence of unauthorised parking on the streets, from residents. This was in the

context of the prevailing Resident's Parking Permit arrangements on Magazine Street Lower and the potential to extend it to the upper part of Magazine Street, Society Street and Palace Street

The following records have been provided in relation to existing Residents Permits:

- 8 Full Time Parking Permits have been issued, all relating to Lower Magazine Street. All current permit holders are resident in a Lower Magazine Street address (including the Craft Village). These permits are issued for a period of 1 year and are assigned to a specific vehicle registration, allowing access and parking at all times. The applicant needs to re-apply each time the permit expires. The criteria for the award of all permits is detailed on the "Restricted Zone Access Permits – Issue and Management".
- 8 Temporary Parking Permits have been issued – associated with events primarily being held in Waterloo Place and Shipquay Place (also referred to as Guildhall Square). Temporary Parking Permits can be issued for a variety of reasons and are usually issued for a specific time period for a one –off event – e.g. wedding car access, or event in Guildhall Square. However, there is scope for a Temporary Permit to be issued for a set period of time and the permit can be valid for 1 year. For example, a business holder may make a case for access once a week for 2 hours on a Friday for making bank

lodgements – a permit in this instance may be issued for one year.

- 6 Disabled Permits – these are open to any Blue Badge Holder that can make a case to gain access to the Public Realm area, including access to the Post Office on Custom House Street. These permits can be issued for a period of 1 year and the restrictions will depend on each case. For example, and similar to the Temporary Permit above, a blue badge holder may get restricted access for one year if he makes a case, for example for needing to visit a pharmacy for oxygen.
- 5 Essential Maintenance Permits – this applies to most contractors, including shop fitters that need to bring in equipment to carry out work. The permit might only give them permission to deliver their material. If their vehicle is needed to enable them to carry out their work, e.g. a cherry picker, then the permit may be issued for a longer period. Anyone has access to the permit zone at any time between 5pm and 11am – the essential maintenance permits are required when access to the area is required between 11am and 5pm.

This assessment of current Permits, highlights that, in relation to Residents, they relate to people living in the Lower Magazine Street area. It is not considered that the removal of Society Street Car Park will impact on the parking habits of those residents.

It is understood that 3 residential properties are located in the Upper Magazine Street/

Society Street/Palace Street area. There is significant capacity for parking on Bishop Street which, along with designated parking bays (3) proposed for Society Street in the Proposed Parking Option is considered to adequately address the loss of parking in Society Street Car Park.

**It is considered that the removal of Society Street Car Park will not have a significant impact on Residents Parking. As such it is considered that this issue should not impact on the decision relating to the removal of the Car Park.**

The parking enforcement records have been reviewed as follows:

LOCATION	PCNS ISSUED 01/04/13 – 31/03/14 (EX- CLUDING VDA’S VEHICLE DRIVE AWAYS)	PCNS ISSUED 01/04/14 – 31/03/15 (EXCLUDING VDA’S VEHICLE DRIVE AWAYS)	PCNS ISSUED 01/04/15 – 31/03/16 (EXCLUDING VDA’S VEHICLE DRIVE AWAYS)
Bank Place	4	21	22
Union Hall Place	6	5	7
Magazine Street	165	126	167
Castle Street	3	0	3
Butcher Street	1	0	2
Magazine Street Up- per	1	2	1
Society Street	23	8	15
Society Street Car Park	78	60	67
Palace Street	0	0	0

This demonstrates a consistently high level of unauthorised parking in the area, but also a consistently high level of enforcement. This highlights the need for vigilance in enforcement of parking restrictions on completion of the works.

Traffic Surveys were carried out between 7 and 15 June 2017. This followed parking surveys which were undertaken between 15 and 23 February 2017.

Parking

The surveys conducted at three times (08:00 to 08:55; 13:00 to 13:55; and 20:00 to 20:55) on Monday to Saturday (inclusive) highlighted that the Society Street Car Park has high usage, in excess of 90% occupancy during the 13:00 to 13:55 survey times.

**The figures highlight that Society Street Car Park is a highly desirable parking location, however with only 21 spaces, it is of limited strategic parking relevance to the City.**

Street parking throughout the project area is highly variable during the daytime and at night. The figures for 08:00 to 8:55 are low. Figures for Lower Magazine Street average approximately 10 vehicles; Upper Magazine Street, 1 vehicles Society Street 3 vehicles.

**These figures indicate that there are low resident (overnight) incidences of parking. Through the rest of the day, street parking numbers rise, which broadly relates to unauthorised parking.**

Traffic Flows

Traffic flows were surveyed at three time periods (08:00 to 09:00; 13:00 to 14:00; and 21:00 to 22:00) on Monday to Saturday (inclusive). This highlighted low vehicle

volumes of on average 12 movements per hour for Lower Magazine Street. This increases to approximately 21 per hour on Upper Magazine Street.

Palace Street with its narrow width has a relatively high movement rate of around 21 per hour whilst Society Street has 36 per hour.

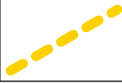
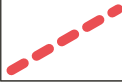





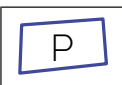

These figures are averaged between the surveyed time periods. Car movements represent the significant majority of movements (typically over 75%).

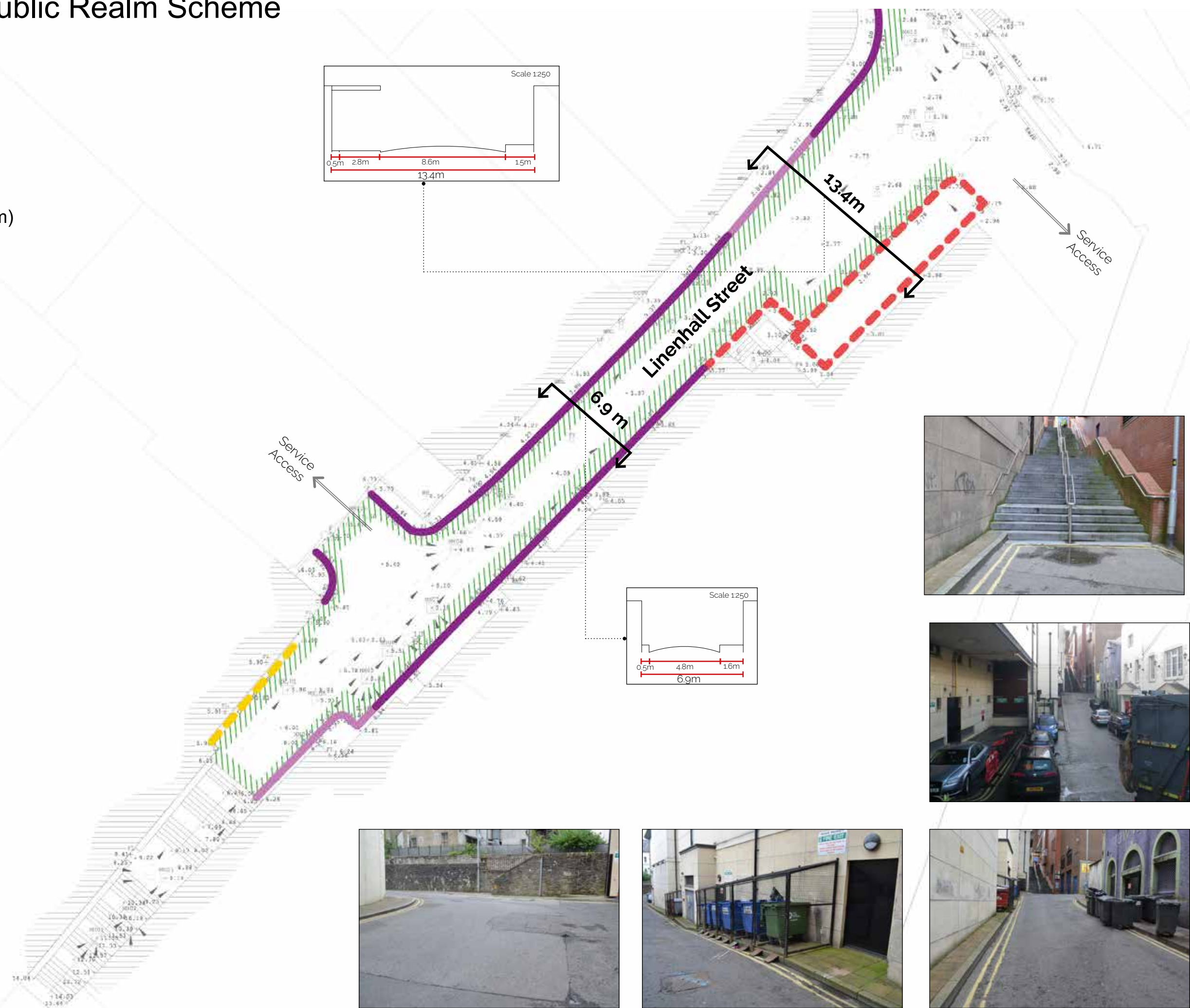
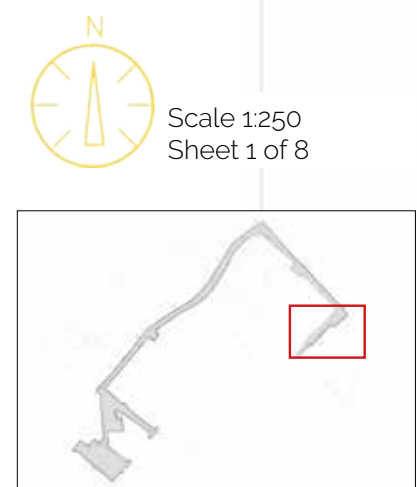
In the context that there appears to be relatively little traffic generated by local residents, the figures indicate that a significant amount of movements are associated with access/egress from the Society Street Car Park and unauthorised street parking.

**These figures, inform the considered view that removal of the Society Street Car Park and enhanced enforcement of parking restrictions will lead to a significant reduction in vehicle movements in the area, to the benefit of pedestrian safety and environmental quality.**

# Inner Walled City Public Realm Scheme

## Kerb/Parking Analysis


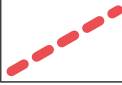




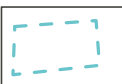
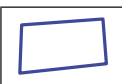
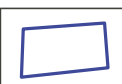
-  Drainage Channel
-  Flush Kerb (0-10mm)
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-  High Kerb (>60mm)
-  No parking Anytime
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-  Pay/Display Parking
-  1h Waiting Parking Mon-Sat 8am-6.30pm
-  Disabled Parking

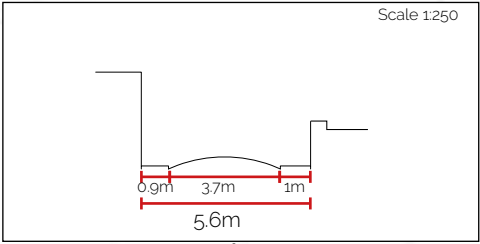
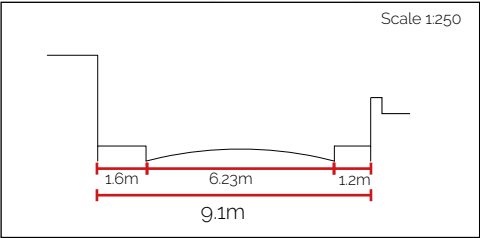




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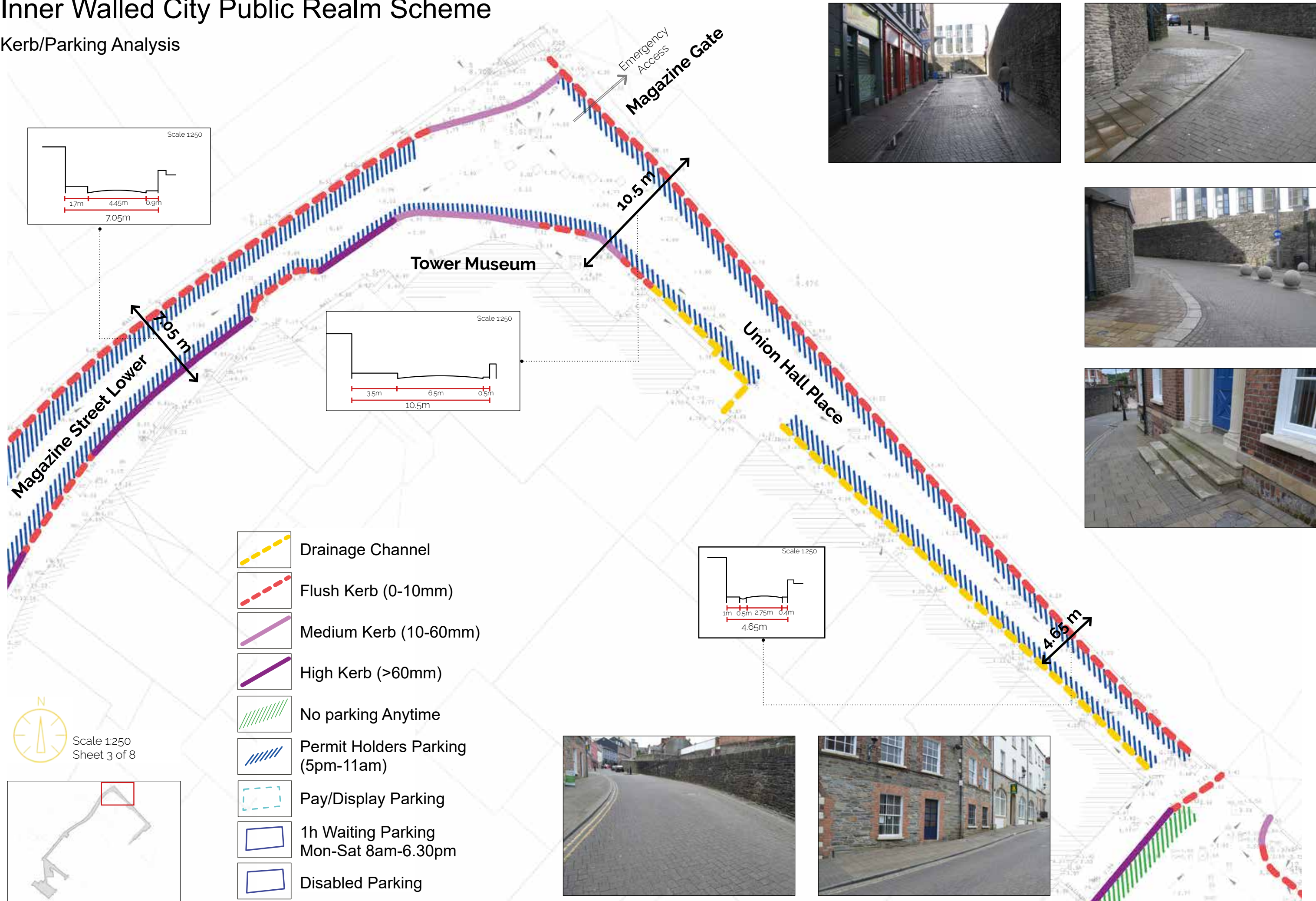
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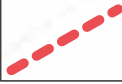





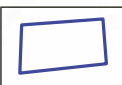
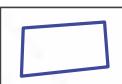
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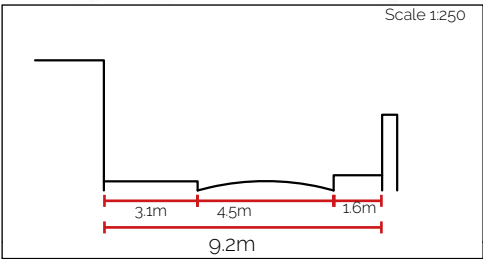
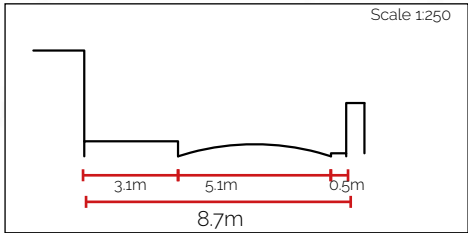




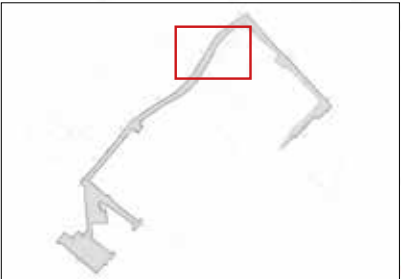
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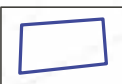
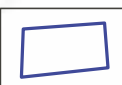
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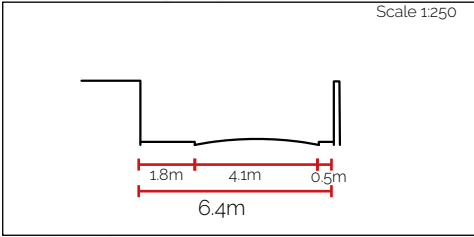
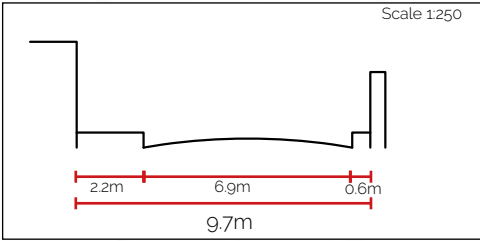
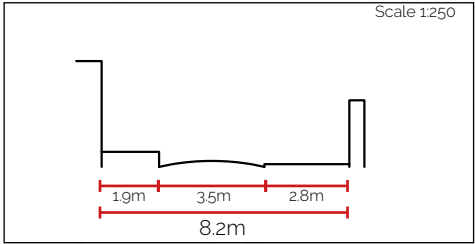




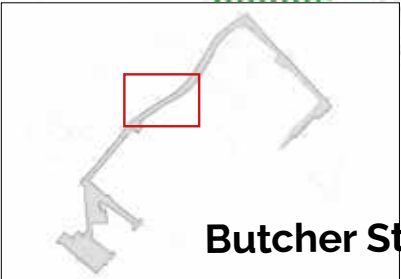
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Castle Street

Magazine Street Lower

9.7m

8.2m





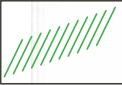



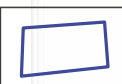
6.4m

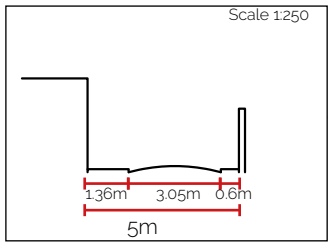
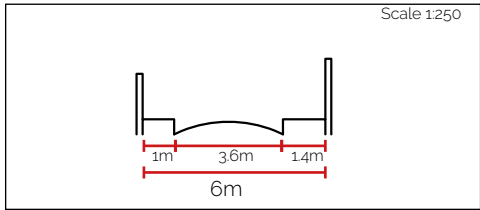




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## Kerb/Parking Analysis

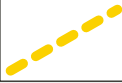
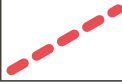





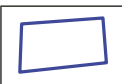
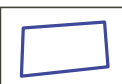
-  Drainage Channel
-  Flush Kerb (0-10mm)
-  Medium Kerb (10-60mm)
-  High Kerb (>60mm)
-  No parking Anytime
-  Permit Holders Parking (5pm-11am)
-  Pay/Display Parking
-  1h Waiting Parking Mon-Sat 8am-6.30pm
-  Disabled Parking





# Inner Walled City Public Realm Scheme

## Kerb/Parking Analysis

-  Drainage Channel
-  Flush Kerb (0-10mm)
-  Medium Kerb (10-60mm)
-  High Kerb (>60mm)
-  No parking Anytime
-  Permit Holders Parking (5pm-11am)
-  Pay/Display Parking
-  1h Waiting Parking Mon-Sat 8am-6.30pm
-  Disabled Parking

St. Augustine's Church

Palace Street

Scale 1:250  
Sheet 7 of 8





# Inner Wall City Public Realm Scheme

## Kerb/Parking Analysis



## DESIGN GUIDELINES

There are a number of documents that provide guidance that informs the consideration of the design.

In consideration of the distribution of space between parked and moving vehicles and pedestrians, Manual for Streets and the Design Manual for Roads and Bridges provide relevant guidance.

The Director of Engineering Memorandum (DEM) 154/15 'Kerb Heights in Public Realm Schemes' provides guidance in relation to kerb heights. As highlighted in the extracts from those documents:

- Footpaths should have a minimum width of 2m
- Single-direction traffic requires a carriageway width of at least 3.7m
- Two-direction traffic needs a carriageway of at least 7.3m
- Parking bays should be at least 2m in width
- Standard Kerbs are recommended to have a 125mm upstand

# Inner Walled City Public Realm Scheme

## Design Guidelines

### References: Manual for Street

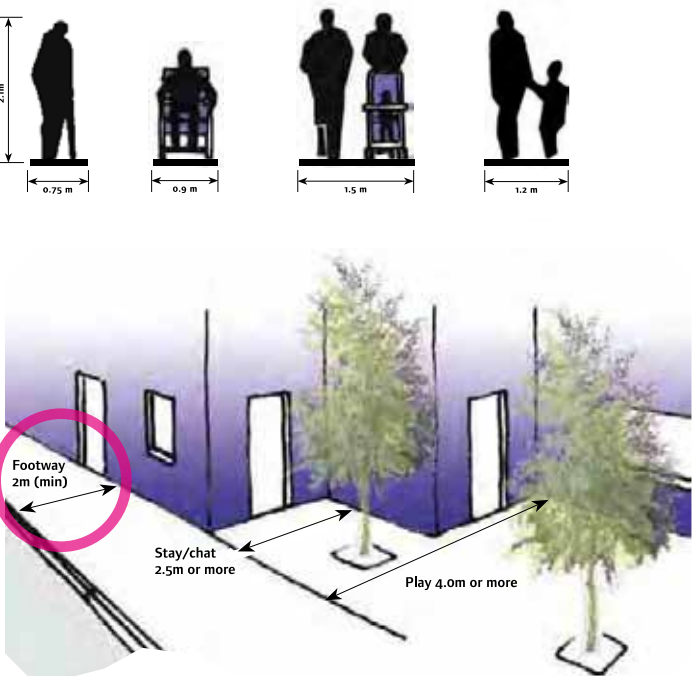


Figure 6.8 The footway and pedestrian areas provide for a range of functions which can include browsing, pausing, socialising and play.

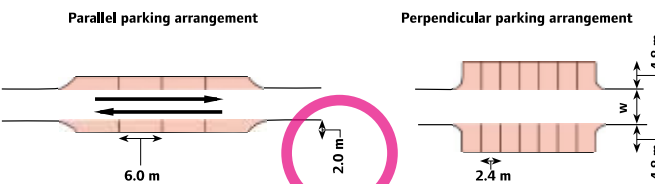


Figure 8.18 Suggested parallel and perpendicular parking arrangements.

### Chapter aims

- Advise how the requirements of different users can be accommodated in street design.
- Summarise research which shows that increased visibility encourages higher vehicle speeds.
- Describe how street space can be allocated based on pedestrian need, using swept path analysis to ensure that minimum access requirements for vehicles are met.
- Describe the rationale behind using shorter vehicle stopping distances to determine visibility requirements on links and at junctions.
- Recommend that the design of streets should determine vehicle speed.
- Recommend a maximum design speed of 20 mph for residential streets.

### 7.1 Introduction

7.1.1 Several issues need to be considered in order to satisfy the various user requirements detailed in Chapter 6, namely:

- street widths and components;
- junctions;
- features for controlling vehicle speeds;
- forward visibility on links; and
- visibility splays at junctions.

### 7.2 Street dimensions

7.2.1 The design of new streets or the improvement of existing ones should take into account the functions of the street, and the type, density and character of the development.

7.2.2 Carriageway widths should be appropriate for the particular context and uses of the street. Key factors to take into account include:

- the volume of vehicular traffic and pedestrian activity;
- the traffic composition;
- the demarcation, if any, between carriageway and footway (e.g. kerb, street furniture or trees and planting);
- whether parking is to take place in the carriageway and, if so, its distribution, arrangement, the frequency of occupation, and the likely level of parking enforcement (if any);
- the design speed (recommended to be 20 mph or less in residential areas);
- the curvature of the street (bends require greater width to accommodate the swept path of larger vehicles); and
- any intention to include one-way streets, or short stretches of single lane working in two-way streets.

7.2.3 In lightly-trafficked streets, carriageways may be narrowed over short lengths to a single lane as a traffic-calming feature. In such single lane working sections of street, to prevent parking, the width between constraining vertical features such as bollards should be no more than 3.5 m. In particular circumstances this may be reduced to a minimum value of 2.75 m, which will still allow for occasional large vehicles (Fig. 7.1). However, widths between 2.75 m and 3.25 m should be avoided in most cases, since they could result in drivers trying to squeeze past cyclists. The local Fire Safety Officer should be consulted where a carriageway width of less than 3.7 m is proposed (see paragraph 6.6.3)

### References: DMRB Volume 6 Road Geometry Section 1

3.9 Widening of curves on links and on the main line through junctions is required for carriageways of less than standard width and for low radius curves of standard width to allow for the swept path of long vehicles.

3.10 For Carriageway of Standard width, (7.3m, 11m and 14.6m for 2, 3 or 4 lanes respectively), an increase of 0.3m per lane shall be allowed when the radius is between 90m and 150m. Two lane roads of width greater than 7.9m require no additional widening.

### Extract from DMRB highlighting guidelines for two-way carriageway

### References: DEM 154/15 Kerb Heights in Public Realm Schemes

A 25mm kerb height should be used for vehicular access. Lower kerbs at vehicular access should not be considered as an alternative to a dropped kerb facility.

However, notwithstanding the above guidance, it should be noted that low kerb heights present problems for those who are blind or partially sighted, particularly those who are assisted by guide dogs or use canes. Both use the kerb to locate the edge of footway and need at least 60mm to do so.

For Public Realm Schemes, and in line with best practice, it is recommended that a standard kerb height of 125mm should be generally used, though this circumstances. Exceptionally however, where is a desire to incorporate a lower 'standard' kerb height to that either stipulated here or in DMRB such as in a public realm scheme where a shared surface street is envisaged, it is recommended that these lower kerb should not be less than 60mm. It is also recommended that these lower kerb heights should only be introduced following meaningful consultation with organizations representing the accessibility needs of local people, particularly those with a disability, and after equality considerations have been fully explored and accounted for.

### Extract from Manual for Streets highlighting guidelines for footway, carriageway and parking dimensions

### Extract from DEM 154/15 highlighting guidelines for kerb heights



## MAXIMISED PARKING PROVISION

Concerns were raised, through the Consultation process by the Royal National Institute of Blind People (RNIB), The Guide Dogs for the Blind Association, IMTAC and Disability Action which suggested that the proposals presented through the Consultation process were inadequate in their allocation of parking. This section of the report uses the parameters highlighted in the Design Guidelines to establish the maximum extent of parking that could be incorporated within the project area.

This is highlighted based on providing a footpath of at least 2m in width along all building frontages and providing a 0.5m margin alongside the historic Walls as a deterrent to vehicles being too close (as currently exists).

Where the distance between the 2m wide footpath and the 0.5m margin is less than 5.7m for a single-direction road and less than 9.3m for a two-direction street, parking cannot be accommodated. Where the widths exceed those figures, there is potential to consider the integration of delineated parking.

It is noted that in some locations, the existing width from the face of a building to the face of the Walls is less than is required for the appropriate width of carriageway and associated 2m footpath. In these locations, there has been discussion with TNI. The following principles have been agreed:

- Linenhall Street/Bank Place – retain the existing footpath/carriageway widths
- Union Hall Street – retain existing widths adjacent to Shipquay Street; then incorporate a wider footpath adjacent to the Tower Museum

- Society Street – retain existing 2m wide footpath to east side of street, increase the width of footpath on the west side of the road to 1.7m, with the carriageway having a width of 3.5m This agreement reflected the potentially high pedestrian numbers on the eastern side associated with the recently opened Siege Museum and the importance of increasing the width of the footpath to the west to address safety concerns associated with access/egress from the Youth and Community Workshop.

The following drawings show what in principle would be the maximum extent of parking in the area.

# Inner Walled City Public Realm Scheme









## Maximised Parking Provision

Note:

Min. width required for footpath: **2m**

Min. width required for lay-by parking space: **2m**

Min. width required for Two-way Carriageway: **7.3m**

-  Walls/Buildings lines
-  Shelter Line
-  Potential 2m wide footpath
-  Potential 2m wide lay-by parking
-  Not suitable for 2m wide lay-by parking
-  Width < 5.7m that does not accommodate parking (one way street)
-  Width > 5.7m that could accommodate parking (one way street)
-  Width < 9.3m that does not accommodate parking (two way street)



# Inner Walled City Public Realm Scheme

## Maximised Parking Provision

Note:

Min. width required for footpath: **2m**

Min. width required for lay-by parking space: **2m**

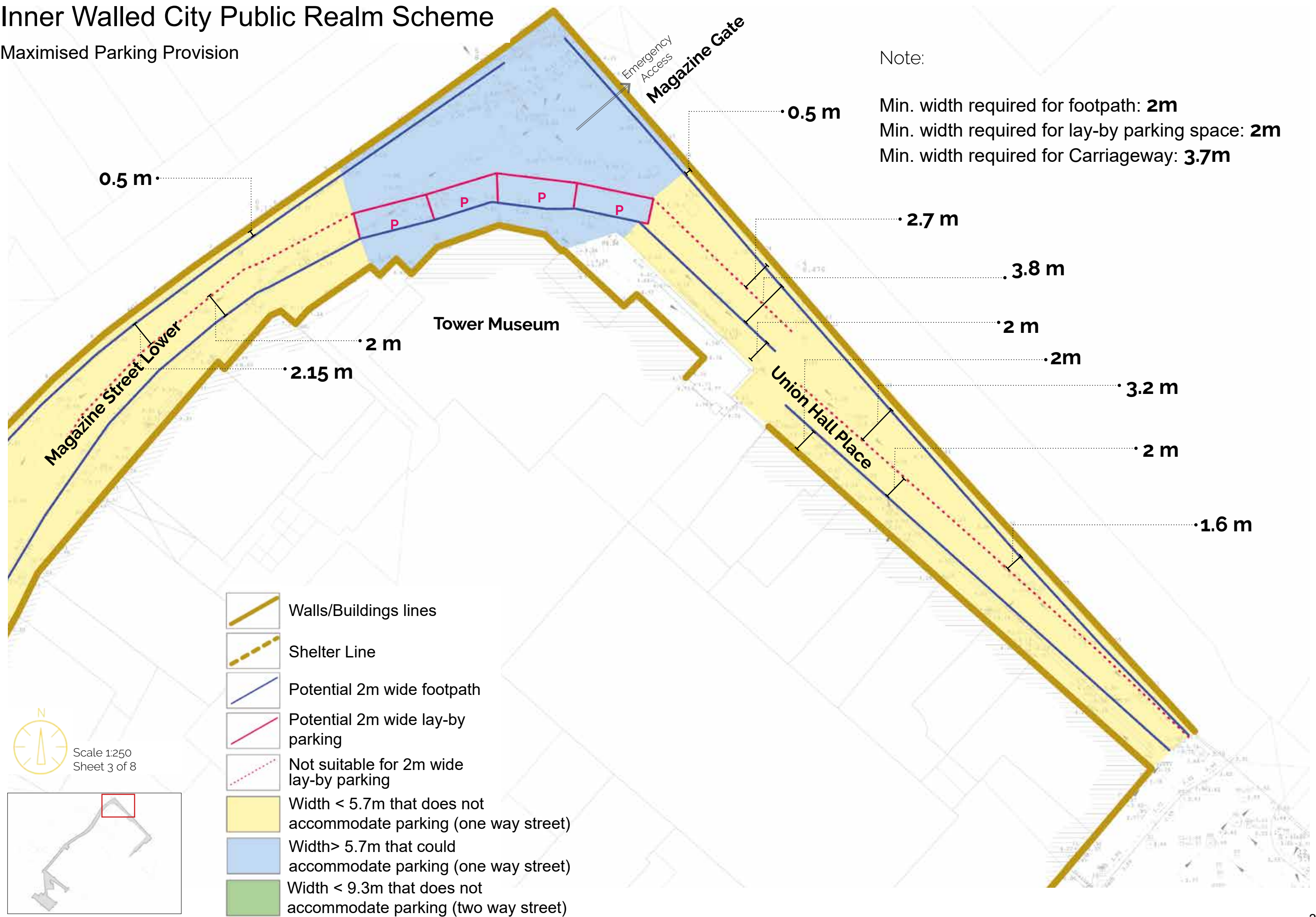
Min. width required for Two-way Carriageway: **7.3m**





# Inner Walled City Public Realm Scheme

Maximised Parking Provision





# Inner Walled City Public Realm Scheme

Maximised Parking Provision





# Inner Walled City Public Realm Scheme

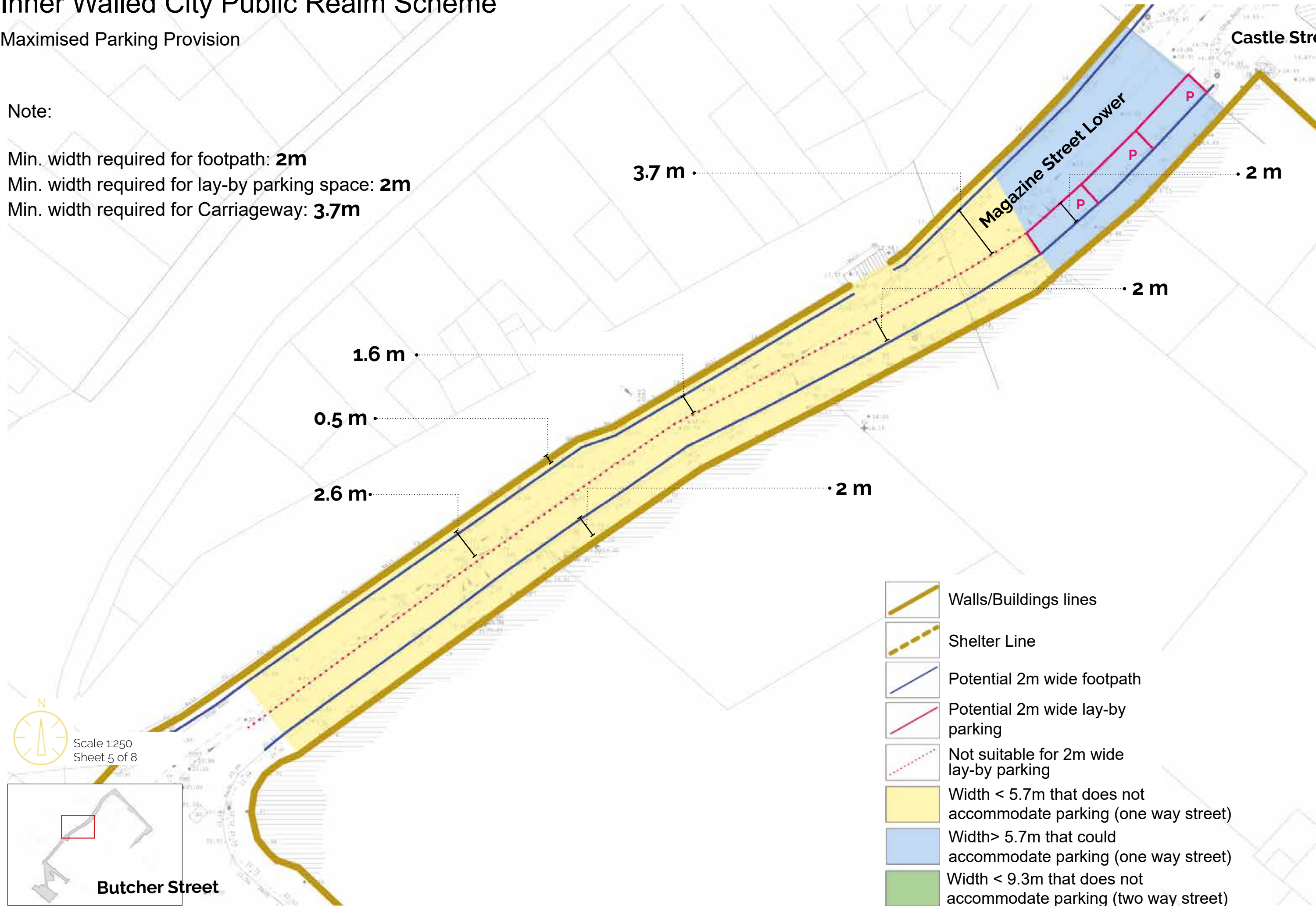
## Maximised Parking Provision

Note:

Min. width required for footpath: **2m**

Min. width required for lay-by parking space: **2m**

Min. width required for Carriageway: **3.7m**



# Inner Walled City Public Realm Scheme

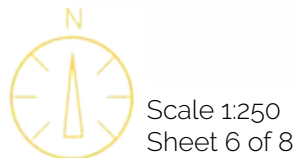
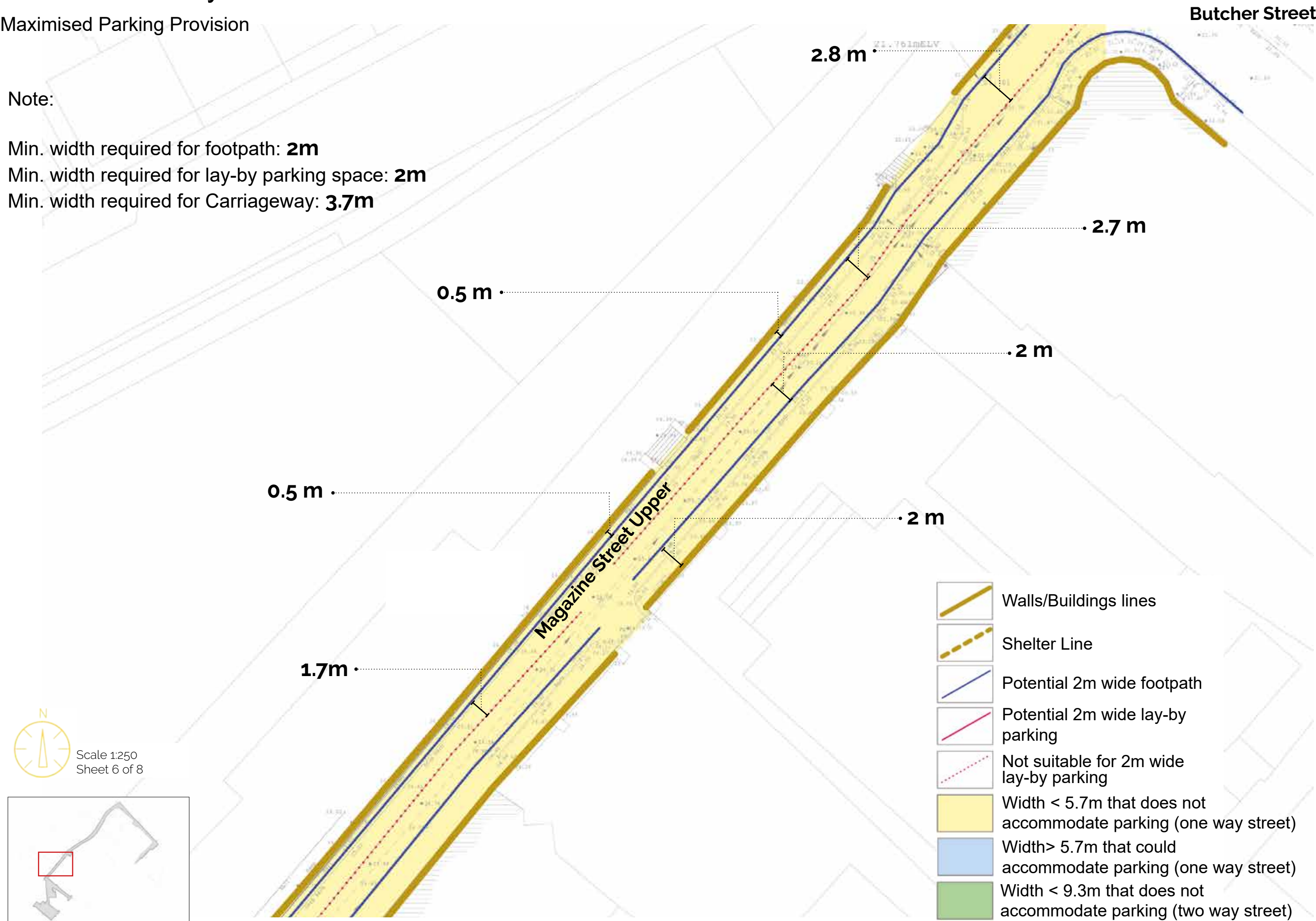
## Maximised Parking Provision

Note:

Min. width required for footpath: **2m**

Min. width required for lay-by parking space: **2m**

Min. width required for Carriageway: **3.7m**

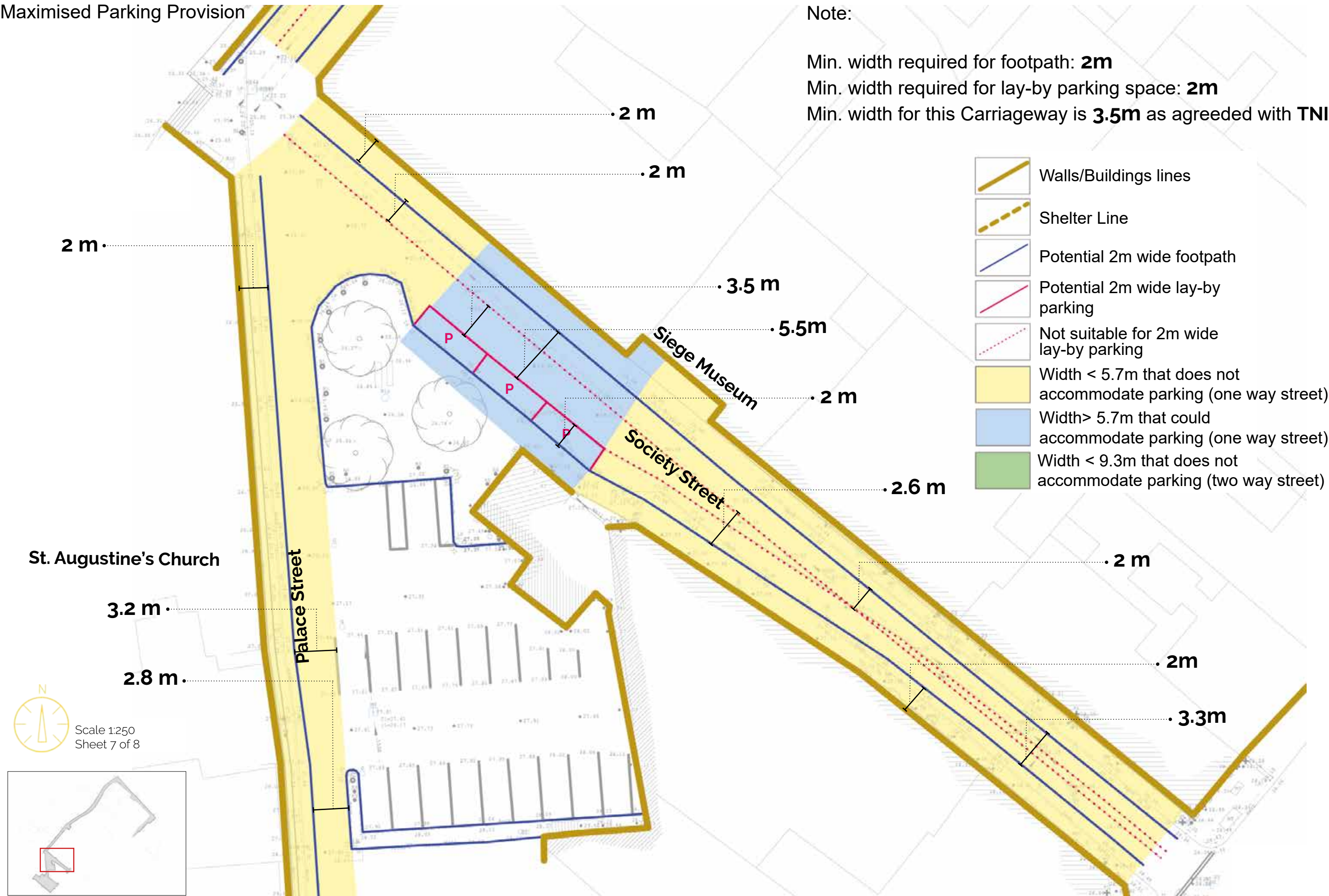




# Inner Walled City Public Realm Scheme

## Maximised Parking Provision

Note:  
Min. width required for footpath: **2m**  
Min. width required for lay-by parking space: **2m**  
Min. width for this Carriageway is **3.5m** as agreeded with **TNI**





# Inner Walled City Public Realm Scheme







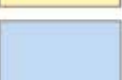

## Maximised Parking Provision

Note:

Min. width required for footpath: **2m**

Min. width required for lay-by parking space: **2m**

Min. width required for Carriageway: **3.7m**

-  Walls/Buildings lines
-  Shelter Line
-  Potential 2m wide footpath
-  Potential 2m wide lay-by parking
-  Not suitable for 2m wide lay-by parking
-  Width < 5.7m that does not accommodate parking (one way street)
-  Width > 5.7m that could accommodate parking (one way street)
-  Width < 9.3m that does not accommodate parking (two way street)



**PROPOSED PARKING PROVISION  
AND KERB UPSTAND**

Set in the context of the Maximised Parking Provision option and the layout that was used for Consultation, the Proposed Parking Provision and Kerb Upstand option has been developed.

This option removes parking that could be accommodated in front of the Tower Museum given that emergency vehicles require to access Magazine Gate and also facilitating access to the Museum for visitors and for delivery of large artefacts.

It is proposed that provision will be made such that 6No cars can park on Magazine Street Lower without obstructing the carriageway, footway, crossing points/ access to the Walls, with bays being delineated to facilitate management/ enforcement.

This Option proposes 125mm kerb upstands, with crossing points facilitated by Table Crossings and Drop Kerbs, both with associated Tactile Paving.

The exception to this is Union Hall Place. From Shipquay Street towards the Tower Museum, the distance from the building frontage to City Wall is particularly narrow, reducing to 4.3m, which is insufficient to adequately provide one-way traffic movement and footway.

The current streetscape has the footway and carriageway flush with each other. Introduction of a kerb upstand in this area would result in vehicle over-run of the footway and/or a footway which is too narrow to facilitate access for wheelchairs and buggies. Accordingly, it is proposed to retain the flush surface in this area, extending to the north of the Tower

Museum to accommodate the flush access for delivery of large artefacts.

The widening of the footway adjacent to the Tower Museum will be facilitated by the removal of the existing low retaining wall and associated changes to the levels. Introduction of an upstand kerb at the point where the street is sufficiently wide to incorporate a 2m footway would be for a short length (of 35m), which would be difficult to accommodate, particularly in relation to drainage, and for that reason, the flush kerb is retained in this location.

The footpath on Palace Street will be retained at its current width of 900mm (approx.) with its existing kerb upstand of 70mm (approx.).

The Society Street Car Park is proposed to be removed and replaced with a public space, which is accessible to all. The one disabled parking space in the car park will be replaced with an additional Disabled Parking Space in the adjacent Bishop Street Car Park. The proposed establishment of an accessible, ramped route from Palace Street to the Car Park will be of benefit in this respect. The proposed removal of the car park will reduce vehicle volumes in the area and will contribute substantively in relation to improved safety.



# Inner Walled City Public Realm Scheme

## Proposed Parking Provision & Kerb Upstand

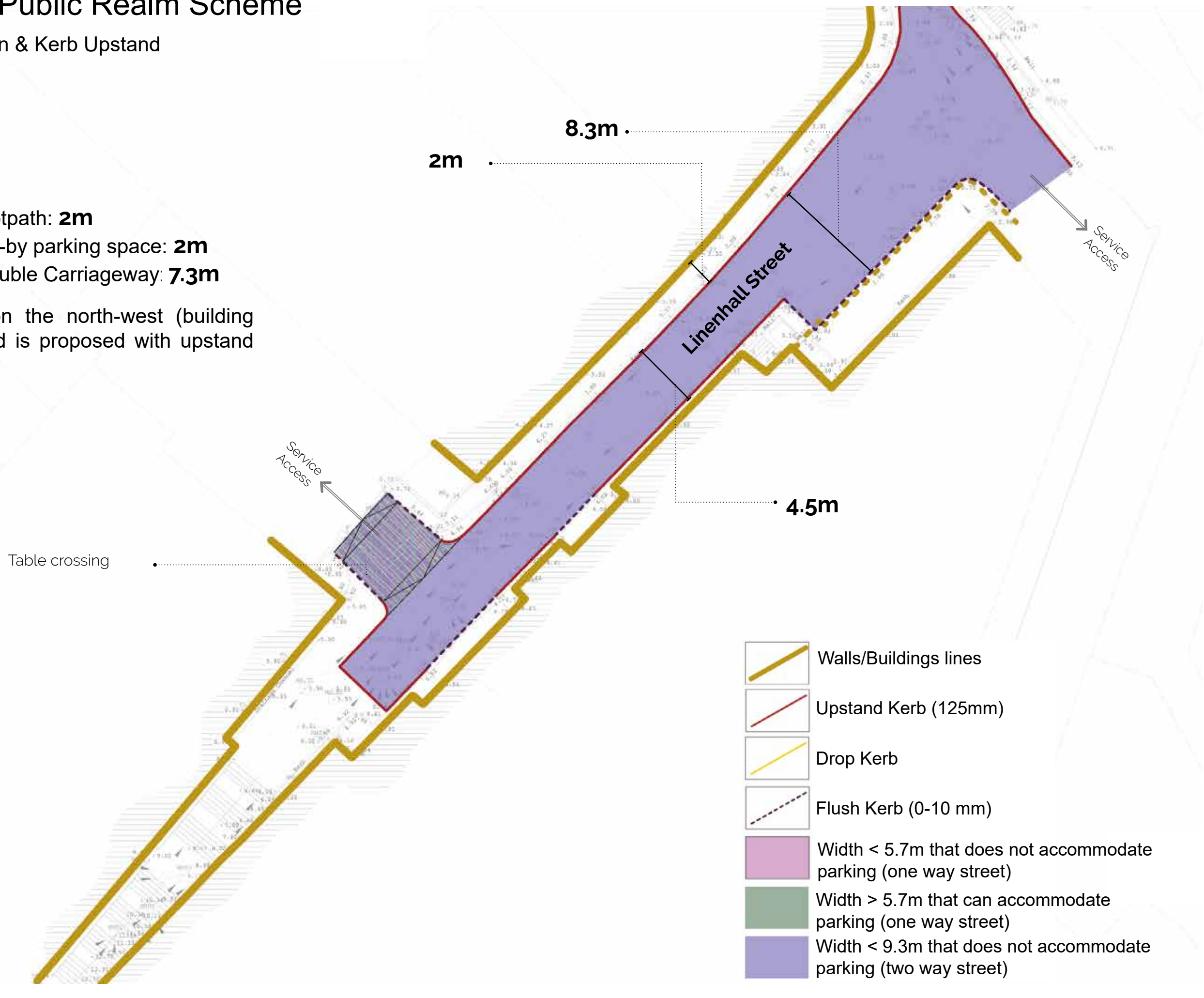
Note:

Min. width required for footpath: **2m**

Min. width required for lay-by parking space: **2m**

Min. width required for Double Carriageway: **7.3m**

A **2 m** wide footpath on the north-west (building frontage) side of the road is proposed with upstand kerb (125mm).




# Inner Walled City Public Realm Scheme

## Proposed Parking Provision & Kerb Upstand


The carriageway width is less than the requirement for two-way vehicle movement, 125mm upstand kerbs are proposed.

Note:


- Min. width required for footpath: **2m**
- Min. width required for lay-by parking space: **2m**
- Min. width required for Double Carriageway: **7.3m**




Walls/Buildings lines




Upstand Kerb (125mm)




Drop Kerb




Flush Kerb (0-10 mm)



Width < 5.7m that does not accommodate parking (one way street)



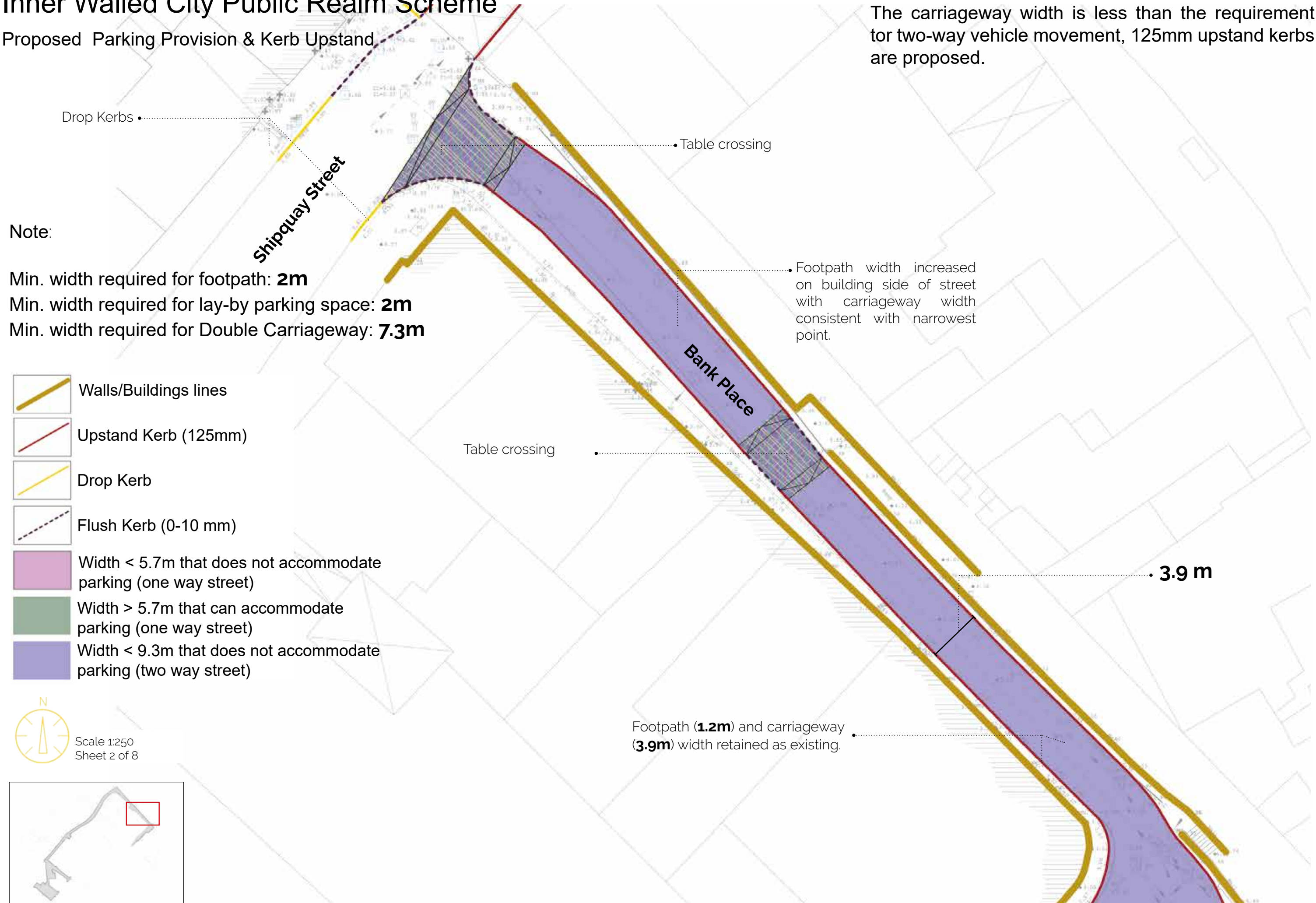
Width > 5.7m that can accommodate parking (one way street)



Width < 9.3m that does not accommodate parking (two way street)



Scale 1:250  
Sheet 2 of 8



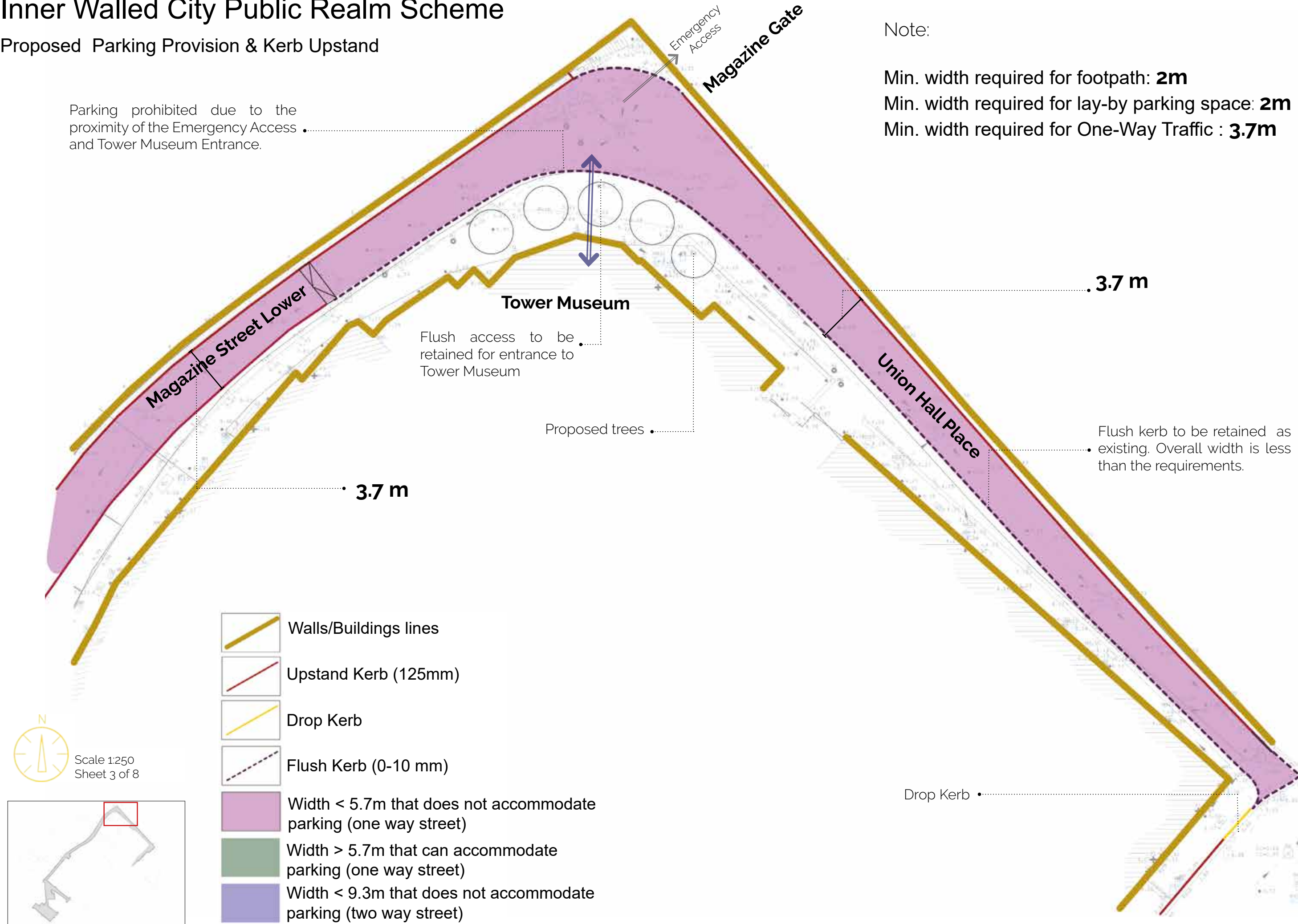


# Inner Walled City Public Realm Scheme

## Proposed Parking Provision & Kerb Upstand

Parking prohibited due to the proximity of the Emergency Access and Tower Museum Entrance.

Note:  
Min. width required for footpath: **2m**  
Min. width required for lay-by parking space: **2m**  
Min. width required for One-Way Traffic : **3.7m**



# Inner Walled City Public Realm Scheme

## Proposed Parking Provision & Kerb Upstand

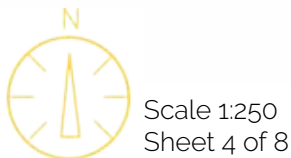
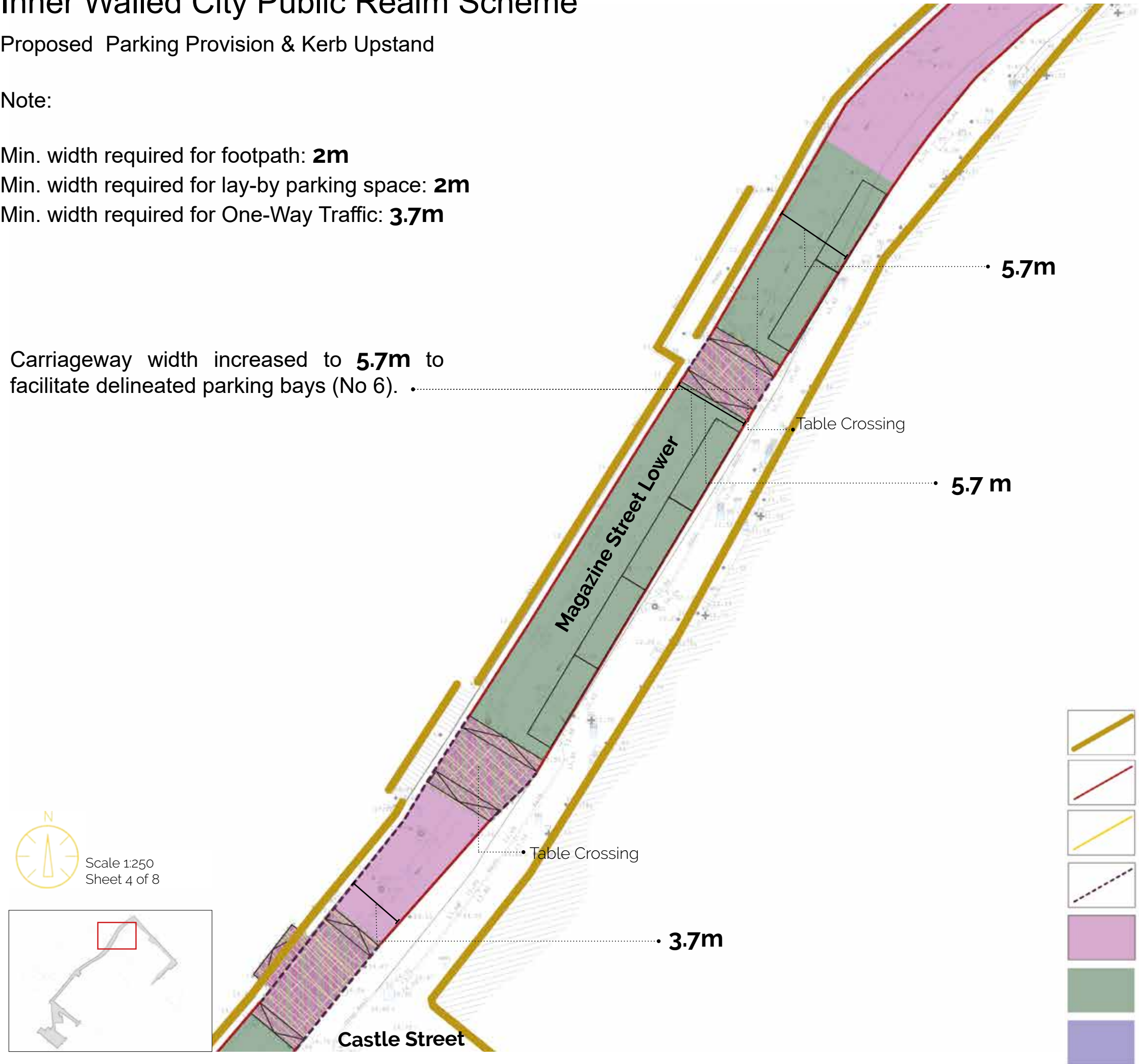
Note:

Min. width required for footpath: **2m**

Min. width required for lay-by parking space: **2m**

Min. width required for One-Way Traffic: **3.7m**

Carriageway width increased to **5.7m** to facilitate delineated parking bays (No 6).



- Walls/Buildings lines
- Upstand Kerb (125mm)
- Drop Kerb
- Flush Kerb (0-10 mm)
- Width < 5.7m that does not accommodate parking (one way street)
- Width > 5.7m that can accommodate parking (one way street)
- Width < 9.3m that does not accommodate parking (two way street)





# Inner Walled City Public Realm Scheme

## Proposed Parking Provision & Kerb Upstand

Note:

Min. width required for footpath: **2m**

Min. width required for lay-by parking space: **2m**

Min. width required for One-Way Traffic: **3.7m**





# Inner Walled City Public Realm Scheme

## Proposed Parking Provision & Kerb Upstand

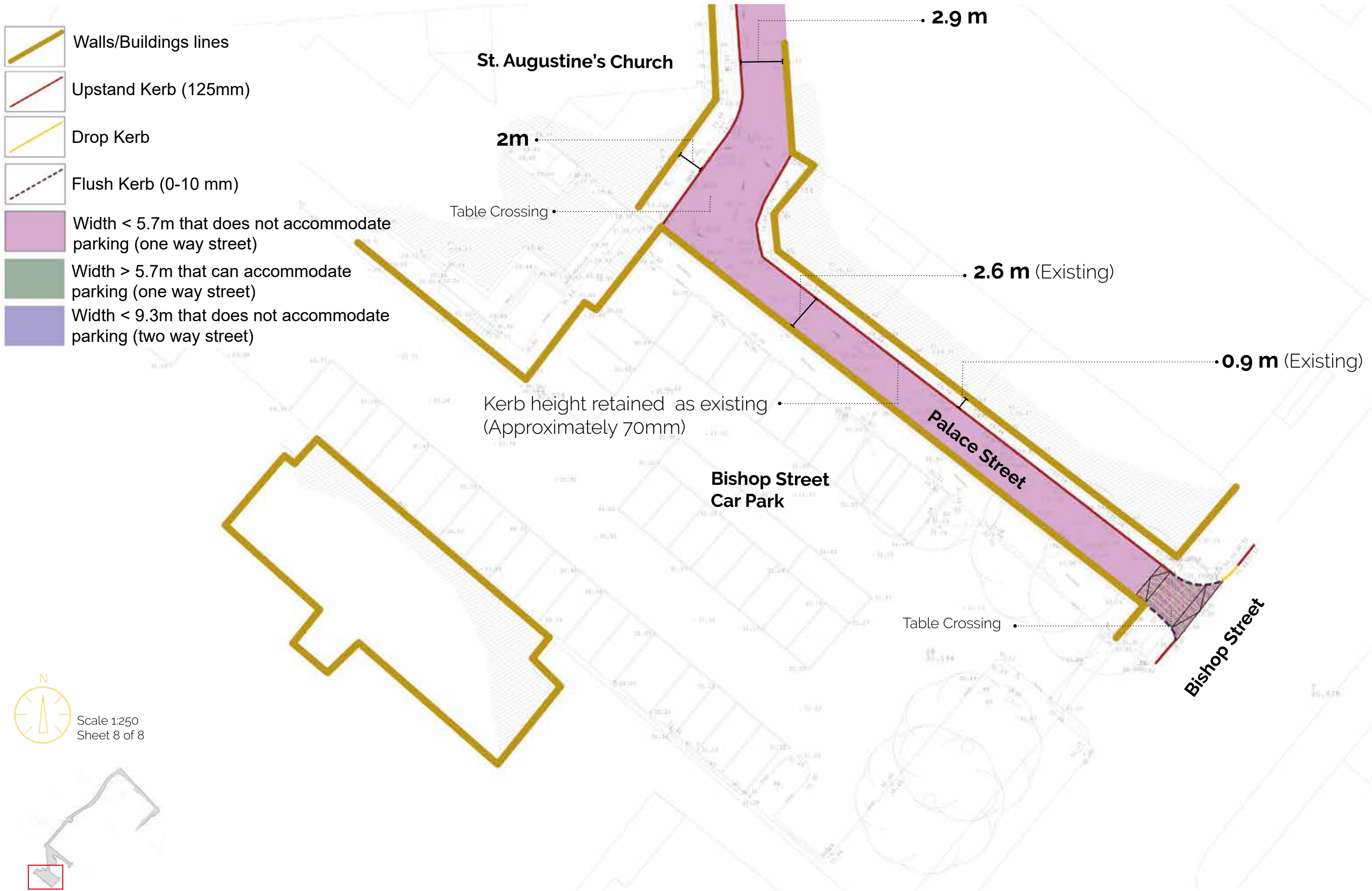
Note:

- Min. width required for footpath: **2m**
- Min. width required for lay-by parking space: **2m**
- Min. width for Society Street Carriageway is **3.5m** as agreed with **TNI**
- Min. width required for One-Way Traffic: **3.7m**



# Inner Walled City Public Realm Scheme

## Proposed Parking Provision & Kerb Upstand





## OTHER ISSUES

Points were raised at the meeting on 20 September in relation to the potential to introduce 'green space' onto the City Walls, taking reference from the High Line in New York, and to retain the existing Society Street Car Park for resident's parking.

Derry City and Strabane District Council as owners of the car park, have commented as follows:

"Although we can make the car park free as opposed to my initial thoughts, we do not believe this makes good use of that space. There is an income that is derived from the car park that has to be replaced. Council would only consider an alternative use that would either grow the income or provide a new facility in the public interest. Also, there would be procedural issues in term of how we would ensure only residents park in the car park. Consequently, I do not believe we would consider such a proposal".

Manus Deery, Assistant Director at Historic Environment Division has commented as follows:

'These features could serve to enliven and enrich the walls. However, this would introduce new management requirements and limit the use of such spaces for events. It would therefore have to be carefully considered. The approach that the Management Group has adopted has been to work with the Council and The Friends of The Walls to provide planters on the monument to enliven their character at appropriate places. This has the advantage of providing flexibility to maximise the potential of the monument to accommodate events.'

The Point was raised whether the Maldron Hotel or Apex Housing could make parking spaces available for Residents Parking. It has been confirmed by DfC that this would not be acceptable to either the Hotel or Apex as these private car parks are fully utilised.

**Taking these points into consideration and in the context of the wider public consultation responses, it is proposed that the Society Street Car Park will be removed and that green space will not be introduced to the Walls.**

The Point was made that handrails on existing steps, ramps and on the top of the Walls themselves are not in accordance with relevant guidelines and could be modified to be more appropriate.

It was noted by DfC that the Walls are not part of the current scheme, however with the objective of enhancing accessibility, DfC have indicated that it may be possible for works to be undertaken outwith this project, if considered appropriate. It is in that context that Manus Deery commented as follows:

'Edition 2 of the Derry City Walls Conservation Plan (November 2015), published on the DfC website, has a section that considers access to the monument. It notes that 'Many sections of wall walkway are not readily accessible, either because of steep steps, such as those at Bishop's Gate, or steep inclines, such as that rising from the site of the Water Bastion to Newmarket Street and continuing on to Ferry Gate. Nevertheless, several

sections are very accessible, including stretches from Magazine Gate to Water Bastion, New Gate to Bishop's Gate, and Bishop's Gate to Butcher Gate. Signage in the central area indicates these areas and their accessibility.' It also states that 'The potential to improve the experience for those with disabilities such as visual impairment or lack of physical mobility should be kept under review.' and its Policy 18 is that 'An inclusive approach for access to the Monument shall be adopted which will permit enjoyment of it by those with disability. Opportunities to improve this will be grasped.' This potential is reviewed at regular management meetings. DfC officers would be happy to meet with you to understand your criticism of the current provision and the potential to make improvements while ensuring that the historic character of the monument is maintained.'

**Taking these points into consideration it is proposed that DfC (North West Development Office) will liaise with Historic Environment Division outside of this project with the aim of undertaking improvements to the handrails.**

Through discussion on 20 September, points were made in relation to street furniture. The proposals include limited street furniture. The only bollards proposed are intended to prevent vehicles compromising the emergency access at Magazine Gate and ramped access to the Walls opposite the Apprentice Boys of Derry Halls. It is proposed that these will be bespoke bollards, appropriately designed

to minimise obstructions for pedestrians and cognisant of issues of clear visibility.

Café Culture was discussed, highlighting the potential for this to obstruct movement along the footways. This is a matter that will require management, through the ongoing processes of the Licensing of Pavement Cafes legislation.

All crossing points, including Drop Kerbs and Table Crossings, will include appropriate tactile paving, in accordance with Guidelines and to the agreement of Transport NI. This will include appropriately contrasting paving colours.

**Issues associated with elements which could obstruct movement along the footways and provision of crossing points will be considered in detail from design through construction and ongoing management, ensuring that they meet all requirements.**

# Inner Walled City

## Public Realm Scheme

### Options Report