

Design Manual for Roads and Bridges (DMRB) Overview

What is this?

The Design Manual for Roads and Bridges (DMRB) is a series of 15 volumes that provide standards, advice notes and other documents relating to the design, assessment and operation of trunk roads, including motorways in the United Kingdom. As part of the DMRB process, three stages of assessment are undertaken and reported on, as follows:

A DMRB Stage 1 Assessment involves:

- Identification of baseline (existing) conditions and constraints
- Developing indicative corridor options
- Evolving corridor wide strategies for key elements (such as junctions, lay-bys and the likes)

A DMRB Stage 2 Assessment involves:

- Further identification of the baseline, where existing conditions may have changed from Stage 1
- Development of more refined options for the road placement and major junction layouts
- Identification of the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with those more refined options developed by the engineers

At the end of Stage 2 there is then a “Preferred Route”. In terms of a dualling project, this generally means Transport Scotland/ the Scottish Government (on behalf of the Scottish people) have a reasoned idea of which side the road will be proposed to be dualled on (or both sides) and what shape the major junctions will be proposed to look like.

A DMRB Stage 3 Assessment involves:

- Development of more refined options for the road placement and major junction layouts
- Clear identification of the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with those more refined options developed by the engineers
- A particular requirement at this stage is an assessment of the significant environmental effects of the project, in accordance with the requirements of The Roads Scotland Act

How is this information used?

The information reported on within this kind of report is key to the decision making process (along with the Strategic Environmental Assessment, see details under the environment sub-tab), as it begins to bring together the vast variety of different constraints to a roads construction project. These first reports in the DMRB process are also very useful to the professionals who work on designing and assessing the road, they are often referred to for familiarisation of the areas we are working within (the existing baseline conditions) and also for reference to the methods we should adhere to (so the overarching strategies/ plans which aim for consistency across the A9 Dualling between Perth and Inverness).

Why do we do this?

The professionals within the civil engineering sector produce these reports as it is compliant with industry standards and leads to further compliance with EU Legislation. A key part of the three stage DMRB Assessment process is also to invite the public and statutory bodies to comment on proposals taking account of their environmental, economic and traffic implications.