

Meinhardt Ltd.

Proposed Residential Development,  
(Northern Site), Glenamuck  
Kilternan, Dublin 18

Stage 1 Quality Audit Report

Meinhardt Ltd.

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(Southern Site), Glenamuck,  
Kilternan, Dublin 18

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# 1 Quality Audit Report

## 1.1 Background

This report was prepared in response to a request from Mr Brendan Mitchell of Meinhardt Ltd. to provide a Stage 1 Quality Audit of the Proposed Residential Developments, Glenamuck, Kilternan, Dublin 18.

Quality Audits consist of a number of overlapping audits, as described in the Design Manual for Urban Roads and Streets (Ireland). Table i outlines the transport-related audits undertaken by PMCE and includes a brief overview of the purpose or goal of each report.

**TABLE I QUALITY AUDIT REPORT CONTENTS**

<b>Access Audit</b>	The purpose of the Access Audit is to review the proposed Scheme to assess if it can be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size or disability.
<b>Cycle Audit</b>	The purpose of the Cycle Audit is to review the proposed Scheme/Development to assess if it will cater comfortably for cyclists, of all ages and abilities, and that the needs of cyclists have been prioritised over vehicular traffic.
<b>Walking Audit</b>	The purpose of the Walking Audit is to review the proposed Scheme to assess if it can be readily and comfortably traversed by pedestrians, that the needs of pedestrians have been prioritised over cyclists & vehicles, and that footpaths are continuous and wide enough to cater for the anticipated number of pedestrians.
<b>Road Safety Audit</b>	The purpose of a Road Safety Audit is to identify problems that may lead to road safety issues, collisions or injuries, and to offer recommendations that would mitigate identified safety risks.
<b>Non-Motorised User Audit<sup>1</sup></b>	The purpose of the Non-Motorised User (NMU) Audit is to review the proposed Scheme to assess if it will cater comfortably for all non-motorised road users, of all ages and abilities, and that the needs of these vulnerable road users have been prioritised over vehicular traffic.

A Quality Audit is not intended to pass or fail a design, rather it is intended as an assessment tool that highlights areas for potential improvements

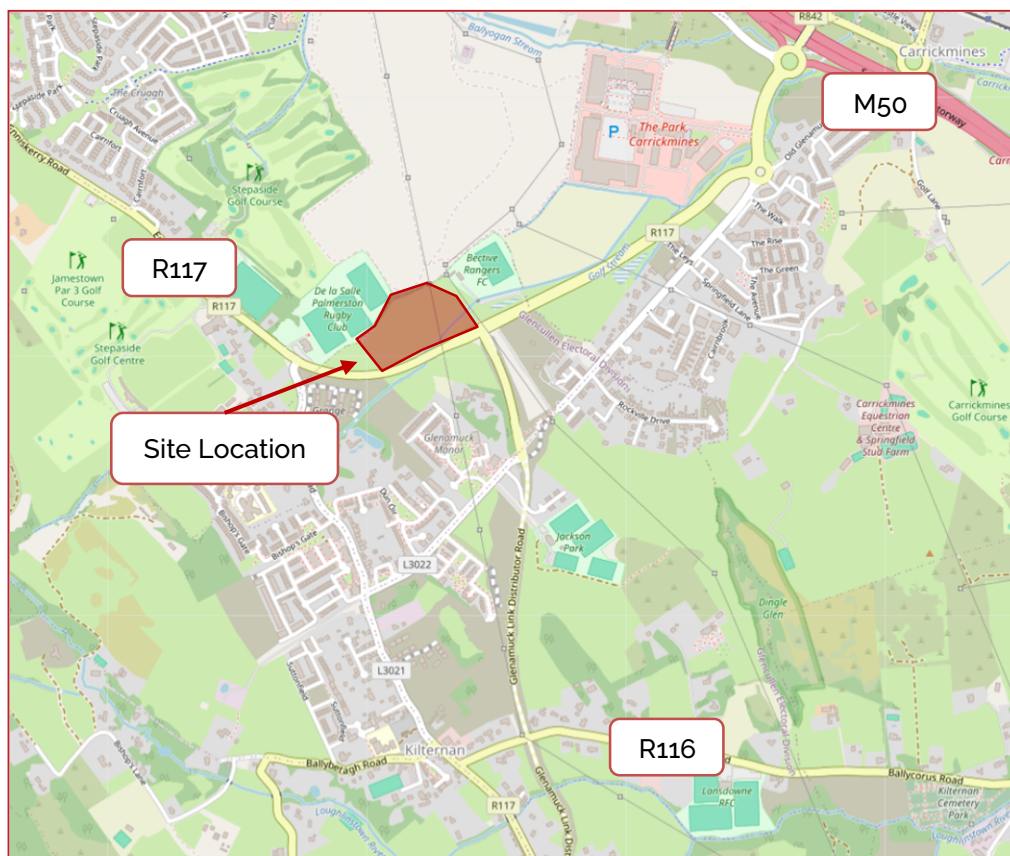
<sup>1</sup> A separate Non-motorised User (NMU) Audit has not been prepared. For the proposed scheme/development, separate Access, Walking & Cycling Audits have been undertaken, and these should be referred to for findings in relation to NMUs.



## 1.2 Local Environment

### 1.2.1 Site Location

The proposed residential development is located on the northern side of Glenamuck District Distributor Road (GDDR), on an existing greenfield site in Glenamuck North, County Dublin. The development is bounded to the south by the recently constructed Glenamuck District Distributor Road, existing green fields to its north, the Bective Rangers Football Club to its east and the De la Salle Palmerston Rugby Club to its west.



### 1.2.2 Existing Network

#### 1.2.2.1 Glenamuck District Distributor Road (R117)

The Glenamuck District Distributor Road is approximately 1,800m in length, of which 890m comprises a two-lane dual carriageway and 660m a two-way single carriageway, connecting the existing R117 Enniskerry Road with the Glenamuck Road/Golf Lane Roundabout. It features segregated footpaths and cycle tracks on both sides and extends along the eastern and western sides of the proposed development. The Glenamuck District Distributor Road was opened in June 2025.

#### 1.2.2.2 Enniskerry Road (R117)

The Enniskerry Road (R117 Regional Road) extends predominantly in a north-south direction and forms part of the R117. It begins at the junction with the R113 and merges with the Glenamuck District Distributor Road. In the vicinity of the proposed development, it consists of a single-carriageway road with one lane in each direction, approximately 7 m wide, with a posted speed limit of 50 kph

## 1.3 Existing Pedestrian & Cyclist Facilities

At present there is good non-motorised road user infrastructure on both sides of the Glenamuck District Distributor Road and the R117, with footpaths and cycle tracks on either side.

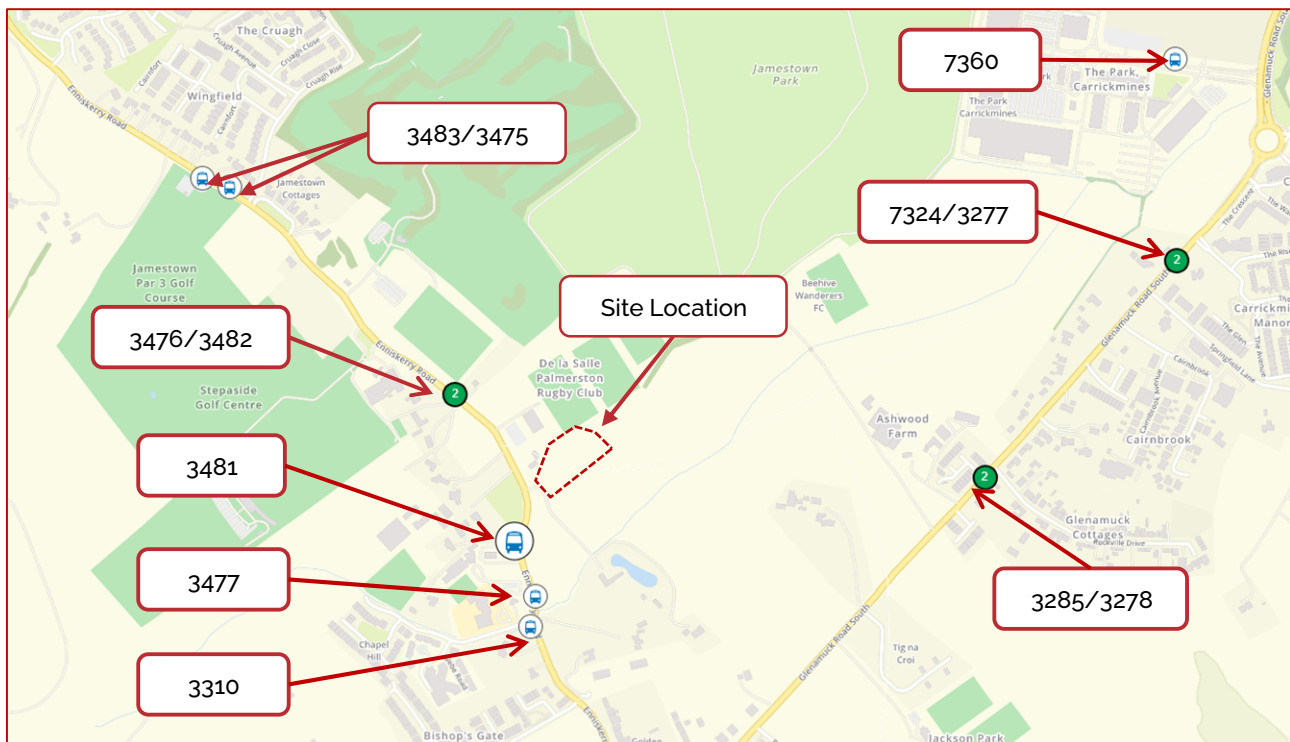
## 1.4 Public Transport

There are bus stops on the Enniskerry Road (a 5-minute walk from the proposed development) and the R118 to the north of the development (a 9-minute walk from the proposed development via Cherrywood Avenue).

The nearest bus stops to the proposed development are listed in Table 1.ii including the bus routes which serve these bus stops, and Figure 1-1 indicates the location of these bus stops in relation to the proposed development.

**TABLE 1.II: BUS ROUTES NEAR PROPOSED DEVELOPMENT**

Bus Stop (Name)	Bus Stop (number)	Route No.	Proximity to the development	Travelling between	Frequency
Cairnfort	3483/3475	44	1.1km	DCU-Enniskerry	One bus per hour
Palmerstown FC	3476/3482	44	600m	DCU-Enniskerry	One bus per hour
		118		Kilternan-Eden Quay	Once a day (weekdays)
Kilternan Church	3481	44	600m	DCU-Enniskerry	One bus per hour
Kilternan NS	3477	44	700m	DCU-Enniskerry	One bus per hour
Kilternan	3310	44	750m	DCU-Enniskerry	One bus per hour
		118		Kilternan-Eden Quay	Once a day (weekdays)
Rockville Drive	3285/3278	L26	750m	Blackrock Station-Kilternan Village	30 minutes
The View	7324/3277	L26	1.3Km	Blackrock Station-Kilternan Village	30 minutes
The Park	7360	L26	1.3Km	Blackrock Station-Kilternan Village	30 minutes



**FIGURE 1-1: NEARBY BUS STOPS (SOURCE: WWW.TRANSPORTFORIRELAND.IE)**

In addition, the Ballyogan Wood Luas Stop is located to the east of the proposed development (see Figure 1-2) and can be reached via 26-minute walk from the development access on the Glenamuck District Distributor Road.

The Luas Green Line (Brides Glen to Broombridge) provides a high-quality public transport link between the development and areas to the north, including Dublin City Centre. This ensures strong public transport accessibility for the proposed development.

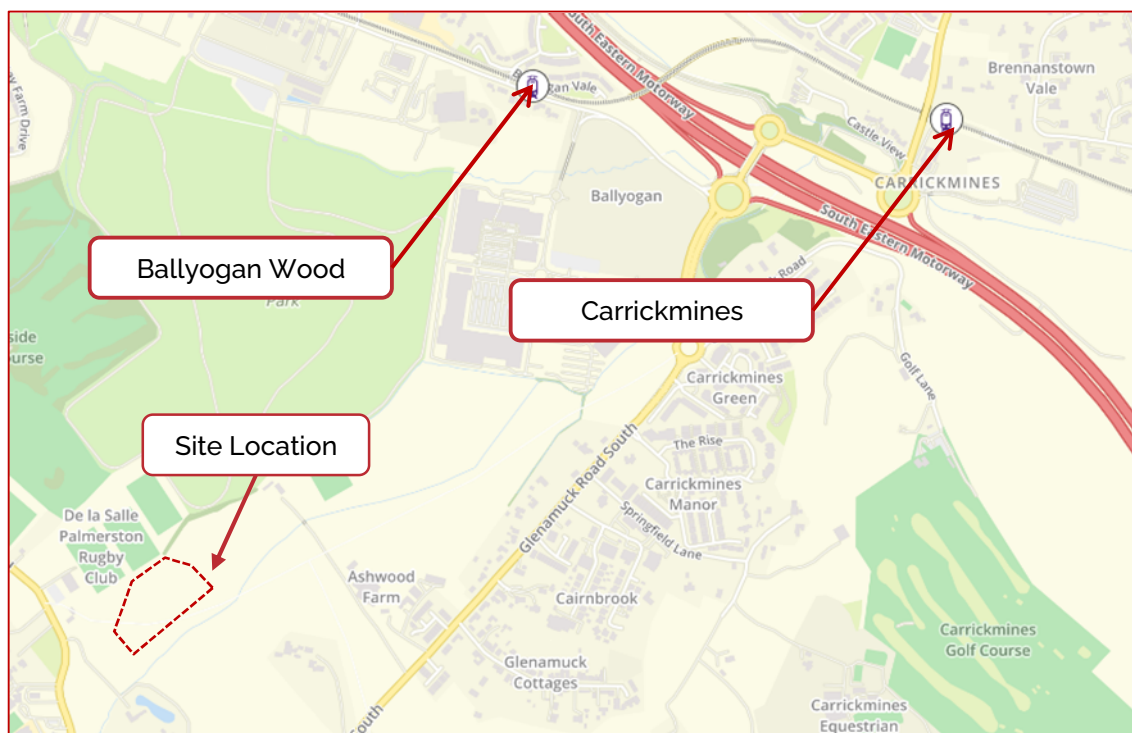


FIGURE 1-2: NEARBY LUAS STOPS (SOURCE: WWW.TRANSPORTFORIRELAND.IE)

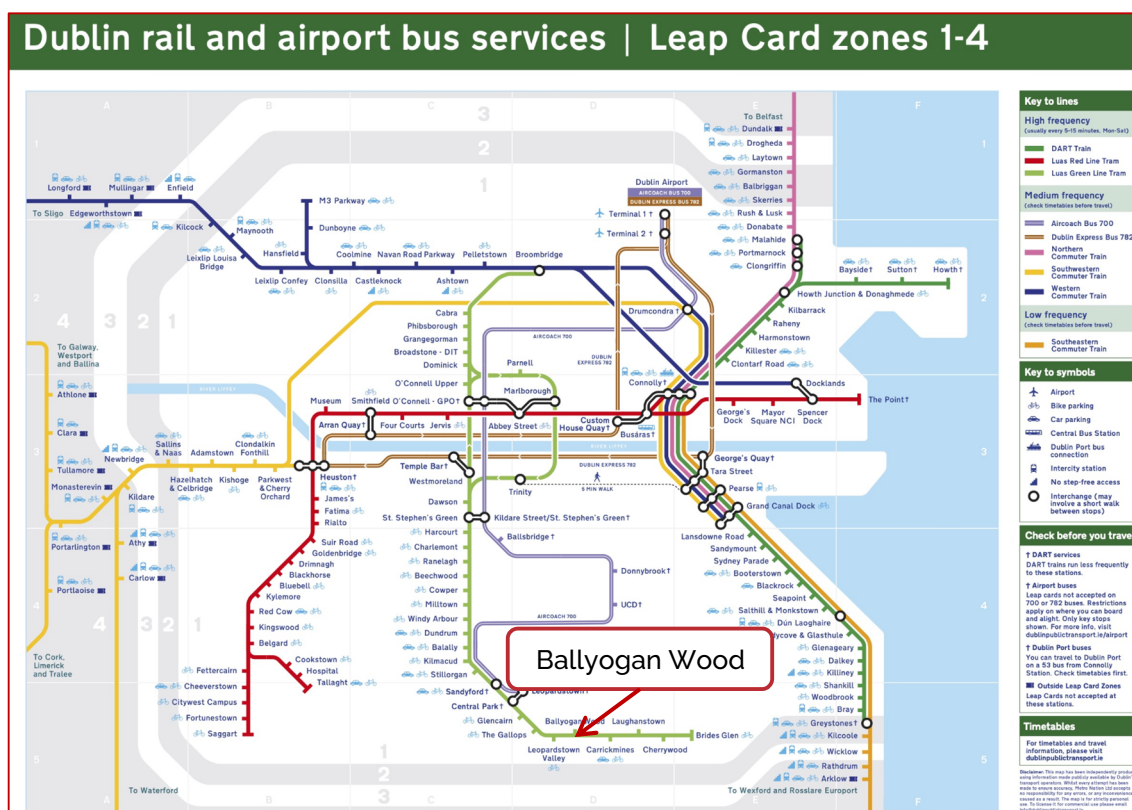


FIGURE 1-3: DUBLIN AREA RAIL AND AIRPORT BUS SERVICES





## **1.5 Proposed Development Description**

The proposed development would consist of: -

- 69 houses, 108 apartments units and 42 duplex units.
- 1 creche.
- 317 parking spaces for the residential development and creche including 9 accessible parking spaces, 64 Electric Vehicle (EV) parking spaces, and 13 motorcycle parking spaces.
- 384 bicycle parking spaces for the residential development and creche including 322 long-stay parking spaces and 62 visitor parking spaces.
- A Stop-controlled junction with the Glenamuck District Distributor Road, including a raised-table pedestrian & cyclist crossing of the development access.
- A future pedestrian access to the north.
- Internal roads/streets and pedestrian links.





## 1.6 Summary of Individual Audit Findings





The following table summarises the issues identified by the component audits of this Quality Audit, and the Design Team's response to the issues raised.

#					Summary of Audit Issue	Design Team Response/Action
1	✓	✓	✓	✓	The proposed layout of the intersection of Street 2 and Street 3, at a bend in the horizontal alignment of the road, could result in difficulties for non-motorised road users (NMUs) in independently navigating the proposed road layout.	The junction layout will be revised to improve inter visibility between pedestrians, cyclists, and vehicles. Tactile paving to the safe zone will be relocated correctly, and the bicycle parking will be connected to the footpath with stop lining removed from the junction.
2				✓	The layout of the junction between Street 2 and Street 6 may result in drivers exiting Street 6 having insufficient visibility of eastbound vehicles on Street 2, leading to unsafe exiting manoeuvres and possible side-on collisions. In addition, the horizontal alignment of Street 2 could result in drivers encroaching into the opposing traffic lane leading to collisions with oncoming traffic	Trees impeding visibility will be removed, junction will be revised to improve visibility, and SPA will be carried out to ensure two cars can pass on Street 2.
3	✓	✓	✓	✓	It is unclear if the proposed path between Blocks B and C would be capable of accommodating pedestrians and cyclists.	The footpath connecting to the GDDR between Block B and Block C will be widened to a minimum of 2m.
4	✓		✓	✓	Non-motorised road users whose journeys originate, or terminate, within the eastern portion of the development may choose to travel across unpaved areas to/from the Glenamuck Link Distributor Road with a resulting increased risk of slips, trips and falls	It is proposed to provide a connection to the GDDR in this location south of the crèche.
5				✓	No priority has been indicated at the junction of Streets 5, 8 and 9	Appropriate junction control will be introduced at the junction of Streets 5, 8 and 9.
6	✓			✓	It is unclear how pedestrians, particularly visually impaired pedestrians, would navigate between the Home Zones, or	The homezone will be extended through the junction of Street 2 and 10 to facilitate for pedestrians traversing the junction.



#					Summary of Audit Issue	Design Team Response/Action
					between a Home Zone and the adjacent footpath, at the junction of Streets 2 and 10	
7	✓			✓	It is unclear how visually impaired pedestrians would navigate across the Home Zone between the footpath & refuge area on either side of Street 6.	Appropriate measures will be provided to facilitate pedestrians travelling between safe zone and footpath.
8				✓	Proposed planting, or parked vehicles, may impede inter-visibility at bends in the horizontal alignment, at transitions between Home Zones & footpaths or at pedestrian crossings	Planting and parking locations will be reviewed to ensure they do not impede visibility at pedestrian crossings.
9	✓		✓	✓	A number of likely pedestrian crossing desire lines are not accommodated by the proposed crossings, possibly resulting in unsafe crossings.	Extra pedestrian crossings will be provided where appropriate. The location highlighted in the northeast of the site is not needed as there is no access to the building where the arrows suggest desire lines
10			✓	✓	No path has been indicated bounding the on-street parking space on the northern side of Street 9, which may lead to vehicle occupants walking through the grassed area when exiting/entering their cars, increasing the risk of slips, trips and falls.	Street 9 will become a home zone, reducing the need for footpath adjacent to the parking. Appropriate pedestrian measures will be provided within the home zone.
11				✓	It is unclear if the proposed layout of the junction between Street 5 and Street 8 would accommodate the swept path of a left turning vehicle.	Swept path analysis will be carried out on this junction to ensure it can accommodate a left turning vehicle.
12	✓			✓	It is unclear how visually impaired pedestrians could navigate Street 10 in the absence of a refuge area/Safe Zone.	Swept path analysis will be carried out on this junction to ensure it can accommodate a left turning vehicle.
13		✓	✓	✓	The verge between the footpath on the southern side of Street 2 and the footpath on the western side of Street 1	due to Part M requirements it is not possible to provide this link due to the levels in this area. Measures will be

#					Summary of Audit Issue	Design Team Response/Action
					may attract cyclists, or pedestrians, travelling through for a shorter distance to the development access.	provided to deter non-motorised road users travelling across this area.
14				✓	A Stop sign has been indicated adjacent to Yield road markings at the development access junction which could confuse drivers, leading to them failing to stop.	The stop sign will be moved to the appropriate location adjacent to the junction in the verge.
15	✓			✓	It is unclear how it is intended that mobility-impaired vehicle occupants will travel to/from the nearest footpath from the proposed mobility-impaired parking spaces within the development.	Dropped kerbs and appropriate tactile paving will be provided adjacent to proposed accessible spaces.
16	✓			✓	It is unclear if a detectable delineator is to be provided to define the refuge area within Home Zone areas.	Delineation between refuge area and home zones will be provided via change of colour of surfacing and line marking.
17	✓		✓		It is unclear how pedestrians would conveniently access the proposed Landscape Area, as the current layout requires a longer route along the footpath bordering the parking area and building.	The hedge bounding the path in this location will stop pedestrians from cutting through, there is a swale and cycle parking located in other cut through route which will be further deterrence.
18		✓			It is unclear if any bicycle parking would be provided around the MUGA, which may lead to bicycles being parked in inappropriate areas.	This MUGA has been changed to an informal kick about area. However, cycle parking will be provided in this location.
19	✓				The flush Precast Kerb indicated between the Refuge Area and the car parking within Home Zones may lead to visually impaired pedestrians inadvertently straying into the parking spaces due to the absence of adequate delineation between the Safe Zone and the parking space.	This kerb is required to be flush for drainage purposes, delineation between refuge area and parking will be provided via change of colour and material of surfacing.
20			✓		The on-street parking spaces to the west of the Multi-Use Games Area will likely attract vehicle occupants traversing the verge between the parking spaces and the games area.	This MUGA has been changed to an informal kick about area, therefore it will not attract vehicle occupants, there is

#					Summary of Audit Issue	Design Team Response/Action
						access provided via a footpath to the north and south of the parking spaces



## Appendix A: Access Audit

The purpose of this Access Audit is to review the proposed Scheme, and the existing surrounding environment, to assess if it can be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size, or disability.

### A.1 Access Audit Findings

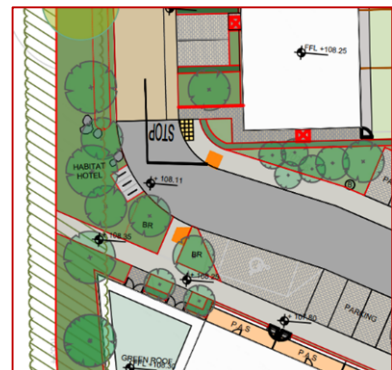
#### A.1.1 Junction of Street 2 and 3

The proposed intersection of Street 2 and Street 3 in the west of the development consists of a bend in the horizontal alignment of the road with cyclist facilities, pedestrian facilities and on-street parking close to the intersection. The proposed layout at this location could result in difficulties for non-motorised road users (NMUs) in independently navigating the proposed road layout as a result of:

- A refuge (Safe Zone) area, within the proposed Home Zone area, has been indicated along the eastern side of Street 3 and does not connect directly to the footpath on the northern side of Street 2, with the tactile paving at the transition indicated as being offset from the Home Zone area.

Visually impaired pedestrians travelling on the footpath on the northern side of Street 2 would be required to travel within the carriageway before reaching the refuge area.

- A 'Stop' control junction is proposed at the bend immediately adjacent to the transition area between the footpath on the northern side of Street 2 and the Home Zone on Street 3. This may cause a pedestrian who wishes to leave the Home Zone, or the footpath, being impeded by a stationary vehicle at the Stop line.



#### Recommendation

The proposed layout of the intersection between Street 2 & Street 3 should be amended to ensure adequate inter-visibility at pedestrian crossing locations and safe routes for NMUs travelling between the footpath & refuge areas, and to/from the bicycle parking area.

The proposed Stop control at the bend should be omitted.

#### A.1.2 NMU Link to Glenamuck Link Distributor Road

A link has been indicated between Blocks B and C to/from a proposed new toucan crossing of the Glenamuck Link Distributor Road. It is unclear if this link is intended to be used by both pedestrians and cyclists, however it is likely that both types of NMUs would seek to use this route.

If the route is not wide enough to accommodate both pedestrians and cyclists, pedestrians may use the adjacent verge for travelling.



If this link is intended to be used by pedestrians only, the absence of warning tactile paving at the transition between the footpath and the shared surface on the northern side of the Glenamuck Link Distributor Road could lead to visually impaired pedestrians being insufficiently advised that they are entering an area shared with cyclists.

#### Recommendations

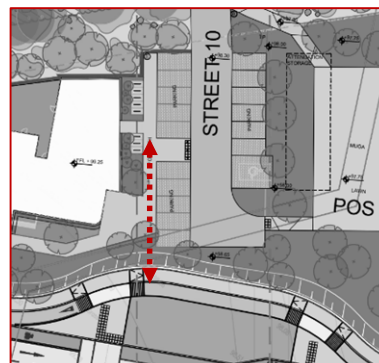
The link between Blocks B and C should be wide enough to accommodate both cyclists and pedestrians, with the necessary tactile paving provided at transitions between different surfaces on this route.

### A.1.3 NMU Desire Lines to/from Glenamuck Link Distributor Road

No NMU connection has been indicated between the Glenamuck Link Distributor Road and the eastern part of the development. NMUs, whose journeys originate or terminate in the eastern part of the development, may choose to travel across the grassed/unpaved areas & embankment and/or climb over the development boundary wall for a shorter distance to the nearby bus stop.

#### Recommendation

An NMU access should be provided between the eastern part of the development and the Glenamuck Link Distributor Road to cater for likely pedestrian/cyclist desire lines.

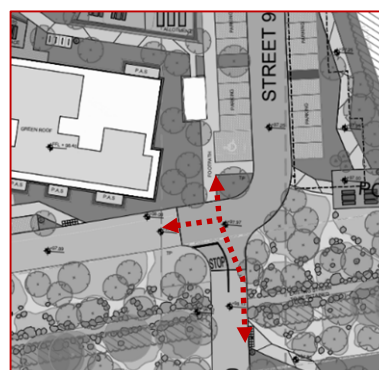


### A.1.4 Connectivity between Home Zone and Footpath

The footpath on the western side of Street 9, the Home Zone on Street 2 and the Home Zone on Street 10 are indicated terminating at the carriageway. No measures have been indicated to facilitate pedestrians, particularly visually impaired pedestrians, navigating between the Home Zones, or between the footpath and the Home Zones at this intersection. This could result in pedestrians travelling within the carriageway at the junction.

#### Recommendation

Measures should be provided to facilitate pedestrians, including visually/mobility impaired pedestrians, travelling between the Home Zones, or between a Home Zone and the adjacent footpaths, at this intersection.

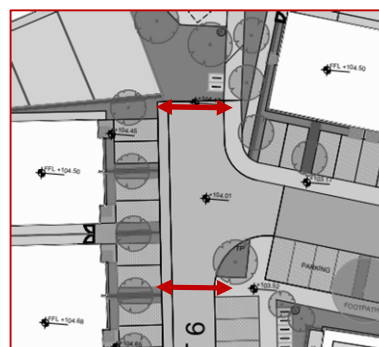


### A.1.5 Connectivity between Refuge Area and Footpath

Street 6 is proposed to include a Home Zone along its length with a footpath or refuge area on either side. No connectivity has been indicated between the refuge area and the footpaths on either side of the street. Visually impaired pedestrians would have difficulties in independently navigating the proposed road layout.

#### Recommendation

Measures should be provided to facilitate visually impaired pedestrians travelling between the safe zone and the footpath on either side of Street 6.

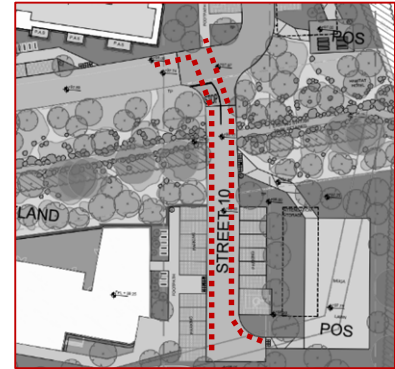


### A.1.6 Home Zone Safe Zone

No refuge area/Safe Zone has been indicated within the Home Zone on Street 10. It is, therefore, unclear, how visually impaired pedestrians would navigate Street 10 and transition to the adjacent footpath, or refuge, as they may be insufficiently aware that they would have to share the Home Zone with motorised vehicles and cyclists.

#### Recommendation

A Safe Zone (refuge area) should be provided within Street 10 in accordance with the guidance provided by the National Disability Authority, and this should be connected to the footpaths or refuge areas on the adjacent roads.



### A.1.7 Pedestrian Desire Lines



No crossing facilities have been indicated at a number of likely pedestrian crossing desire lines within the proposed development, including between residential units & the open space areas and across side residential streets.

The absence of appropriate measures at these likely crossing locations, for example dropped kerbs to facilitate the mobility-impaired and associated tactile paving to advise the visually-impaired, may lead to difficulties for the mobility impaired, particularly wheelchair users, when crossing the carriageway, or to them travelling within the carriageway to find a location where they can access the footpath.

#### Recommendation

Dropped kerbs and associated tactile paving, of an appropriate type and depth for the type of crossing, should be provided at likely pedestrian crossing locations.

Adequate inter-visibility should be available between a NMU about to commence a crossing and approaching drivers/cyclists at all proposed crossings.

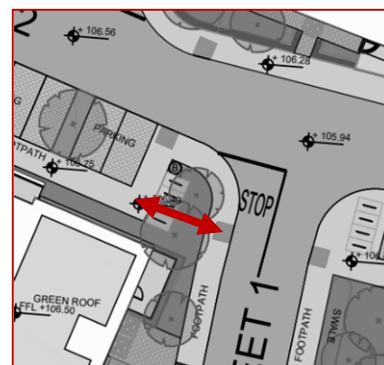
### A.1.8 Likely Pedestrian Desire Line

A number of bike stands have been indicated adjacent to the development access in the verge between the footpath on the southern side of Street 2 and the footpath on the western side of Street 1.

Pedestrians walking on the footpath on the southern side of Street 2 may choose to travel through the verge when accessing/leaving the development.

#### Recommendation

A path should be provided through the verge along the likely NMU desire line.

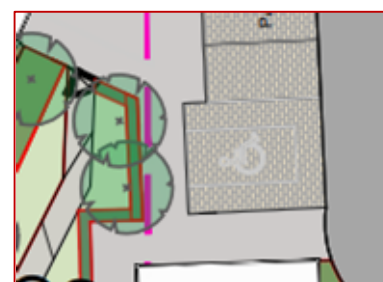


### A.1.9 Access to Mobility Impaired Parking Spaces

Mobility impaired parking spaces have been indicated adjacent to footpaths within the development, however no dropped kerbs and associated tactile paving have been indicated to facilitate mobility-impaired vehicle occupants travelling between the parking spaces and the adjacent footways, which could result in these road users travelling within the adjacent carriageway when seeking to access/leave the footpath.

#### Recommendation

Dropped kerbs, and appropriate tactile paving, should be provided adjacent to the proposed accessible parking spaces.



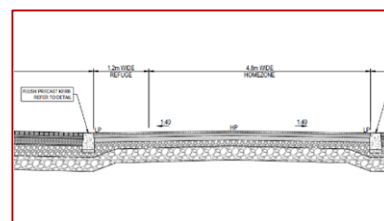
### A.1.10 Delineator to Refuge

A 1.2m wide refuge area has been indicated within some of the proposed Home Zones. It is unclear, however, if a detectable (e.g. tactile) delineator kerb will be provided between the refuge area and the remainder of the Home Zone to assist visually impaired non-motorised road users.

The absence of a suitable delineator kerb could lead to difficulties for visually impaired pedestrians in independently navigating the proposed Home Zones.

#### Recommendation

The Safe Zone (e.g. refuge area) should be adequately delineated from the remainder of the Home Zone and tie-in with the footpaths outside of the Home Zone.



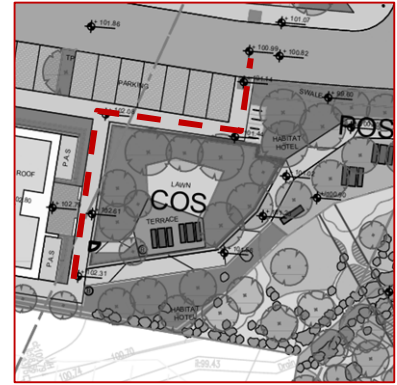


### A.1.11 Access to Landscaped Areas

The proposed access to the Landscaped Area between Duplex C and the Creche requires pedestrians to take a circuitous route on the footpath when travelling to/from the Landscaped Area. This may encourage pedestrians, including mobility impaired pedestrians, to traverse the grassed area for a shorter route.

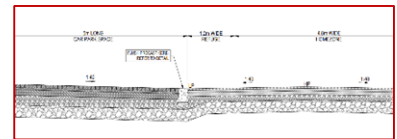
## Recommendation

A direct paved path should be provided between the footpath on the southern side of Street 2 and the Landscaped Area.



### A.1.12 Flush Precast Kerb

A flush Precast Kerb has been indicated between the Refuge Area and the on-curtilage car parking within Home Zones. Visually impaired pedestrians could inadvertently stray into the parking spaces due to the absence of adequate definition between the Safe Zone and the parking space, increasing the difficulty experienced by these road users in safely & independently navigating the proposed road layout.



## Recommendation

Delineation (e.g. a level difference) should be provided between the refuge areas and the parking spaces within the Home Zones to assist visually impaired pedestrians understanding of the layout.

## Appendix B: Walking Audit

The purpose of this Walking Audit is to review the proposed Scheme, and the existing surrounding environment, to assess if it can be readily and comfortably traversed by pedestrians, that the needs of pedestrians have been prioritised over cyclists & vehicles, and that footpaths are continuous and wide enough to cater for the anticipated number of pedestrians.

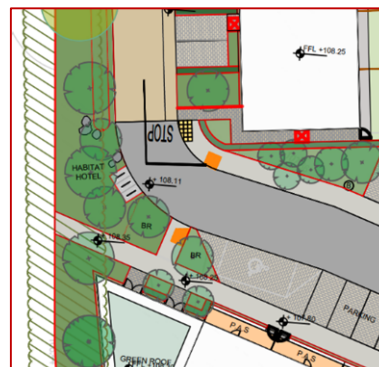
### B.1 Walking Audit Findings

#### B.1.1 Junction of Street 2 and 3

The proposed intersection of Street 2 and Street 3 in the west of the development consists of a bend in the horizontal alignment of the road with cyclist facilities, pedestrian facilities and on-street parking close to the intersection. A 'Stop' control junction is proposed at the bend immediately adjacent to the transition area between the footpath on the northern side of Street 2 and the Home Zone on Street 3. This may cause a pedestrian, who wishes to leave the Home Zone, or the footpath, being impeded by a stationary vehicle at the Stop line.

##### Recommendation

The proposed layout of the intersection between Street 2 & Street 3 should be amended to ensure adequate inter-visibility at pedestrian crossing locations and safe routes for NMUs travelling between the footpath & refuge areas and to/from the bicycle parking area. The proposed Stop control at the bend should be omitted.



#### B.1.2 NMU Link to Glenamuck Link Distributor Road

A link has been indicated between Blocks B and C to/from a proposed new toucan crossing of the Glenamuck Link Distributor Road. It is unclear if this link is intended to be used by both pedestrians and cyclists, however it is likely that both types of NMUs would seek to use this route.

If the route is not wide enough to accommodate both pedestrians and cyclists, pedestrians may use the adjacent verge for travelling.

If this link is intended to be used by pedestrians only, the absence of warning tactile paving at the transition between the footpath and the shared surface on the northern side of the Glenamuck Link Distributor Road could lead to visually impaired pedestrians being insufficiently advised that they are entering an area shared with cyclists.

##### Recommendations

The link between Blocks B and C should be wide enough to accommodate both cyclists and pedestrians, with the necessary tactile paving provided at transitions between different surfaces on this route.

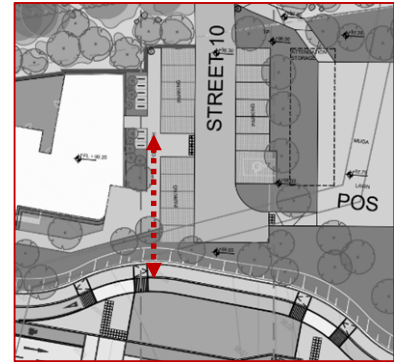


### B.1.3 NMU Desire Lines to/from Glenamuck Link Distributor Road

No NMU connection has been indicated between the Glenamuck Link Distributor Road and the eastern part of the development. NMUs, whose journeys originate or terminate in the eastern part of the development, may choose to travel across the grassed/unpaved areas & embankment and/or climb over the development boundary wall for a shorter distance to the nearby bus stop.

#### Recommendation

An NMU access should be provided between the eastern part of the development and the Glenamuck Link Distributor Road to cater for likely pedestrian/cyclist desire lines.

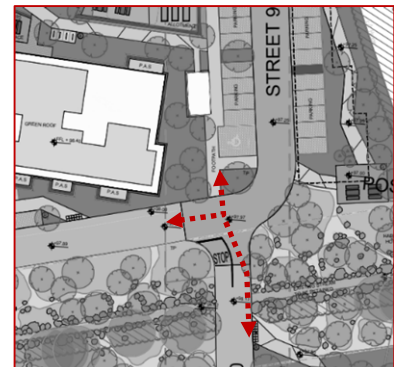


### B.1.4 Connectivity between Home Zone and Footpath

The footpath on the western side of Street 9, the Home Zone on Street 2 and the Home Zone on Street 10 are indicated terminating at the carriageway. No measures have been indicated to facilitate pedestrians, particularly visually impaired pedestrians, navigating between the Home Zones, or between the footpath and the Home Zones at this intersection. This could result in pedestrians travelling within the carriageway at the junction.

#### Recommendation

Measures should be provided to facilitate pedestrians travelling between the Home Zones, or between a Home Zone and the adjacent footpaths, at this intersection

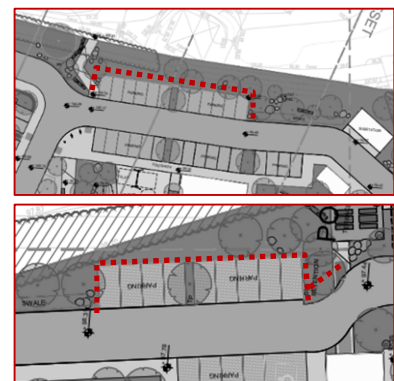


### B.1.5 Parking Spaces Adjacent to Grassed Areas

A number of on-street parking spaces have been indicated on the northern side of Street 9 adjacent to its junction with Street 8, and on the eastern side of Street 9 adjacent to apartment block C. No path has been indicated adjacent to these parking spaces which could lead to vehicle occupants traversing the grassed areas when exiting/entering their vehicles.

#### Recommendation

A path should be provided bounding these parking spaces with connections to the adjacent footpaths, or pedestrian crossing, as appropriate.

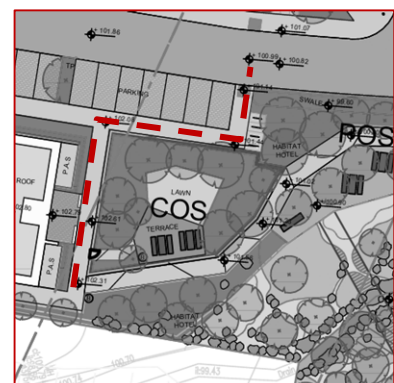


### B.1.6 Access to Landscaped Areas

The proposed access to the Landscaped Area between Duplex C and Creche requires pedestrians to take a circuitous route on the footpath when travelling to/from the Landscaped Area. This may encourage pedestrians to traverse the grassed area for a shorter route.

#### Recommendation

A direct paved path should be provided between the footpath on the southern side of Street 2 and the Landscaped Area.

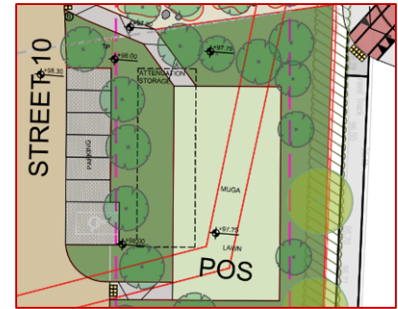


### **B.1.7 Access to MUGA**

The on-street parking spaces to the west of the Multi-Use Games Area (MUGA) will likely attract vehicle occupants traversing the verge between the parking spaces and the games area.

#### **Recommendation**

A path should be provided along the likely desire line between the MUGA and the parking spaces.





## Appendix C: Cycle Audit

The purpose of this Cycle Audit is to review the proposed Scheme, and the existing surrounding environment, to assess if it will cater comfortably for cyclists, of all ages and abilities, and that the needs of cyclists have been prioritised over vehicular traffic.

### C.1 Cycle Audit Findings

#### C.1.1 Single-Unit House Bicycle Parking Provision

The proposed residential development comprises 69 single-unit residential properties.

Each residential unit will provide with sufficient space to parking and storage of bicycles of various types. Both long-term residents and visitors can benefit from such space and bicycles would be both safe and secure when stored within the footprint of the residential unit.

As a result, it is not considered necessary to undertake a specific assessment in relation to bicycle parking requirements for the single-unit residential properties.

#### C.1.2 Apartment Bicycle Parking Provision

The development will include 108 apartment units in three blocks and 42 duplexes.

322 long-term bicycle parking spaces and 62 visitor bicycle parking spaces are proposed within the development, with 20 of these being cargo bicycle parking spaces, as per the Mobility Management Plan provided (Doc ref. 4428-MHT-XX-ZZ-RP-T-0002 (Rev.P01)).

Table 4.1 “Standards for Cycle Parking and associated Cycling Facilities for New Developments” of the Dún Laoghaire-Rathdown County Council Development Plan 2022-2028 outlines bicycle parking requirements of 1 long-stay space per housing unit and 1 visitor space per 5 housing units.

Therefore, the minimum bicycle parking requirements for the apartment units in accordance with the DLRCC “Standards for Cycle Parking and associated Cycling Facilities for New Developments” is 150 long-stay cycle spaces, and 30 short stay cycle spaces (180 bicycle parking spaces required in total).

The proposed number of long-term and short-stay bicycle parking spaces within the development meets the Council's minimum requirements.

#### C.1.3 Bicycle Parking Provision within the Development

The Development Plan states that all cycle parking in new developments should comply with the DLRCC-published “Standards for Cycle Parking and Associated Cycling Facilities for New Developments” (2018).

For apartments and duplexes, long-stay cycle parking should be secure, covered, well-lit, and located at ground-floor level, as close as possible to the main entrances, and monitored by passive surveillance to ensure cyclist safety. The standards require one long-stay cycle space per residential unit and one short-stay (visitor) cycle space per five residential units.

For private houses, designated secure bicycle parking is not required, as bicycles can be stored within the garden, provided they can be accessed without passing through the house.

At childcare facilities, the standards require one long-stay cycle space per five staff members and one short-stay (visitor) space per ten children.

The minimum bicycle parking requirements in accordance with DLRCC-published "*Standards for Cycle Parking and Associated Cycling Facilities for New Developments*" (2018)." is given in Table iii and Table iv.

**TABLE III: LONG-STAY BICYCLE PARKING PROVISION**

Land Use	Standard	Proposed Provision	No of Units/Beds/Staff/Children	No of Spaces
Houses	In Curtilage	In Curtilage	69	0
Apartments	1 space per bed	1 space per bed	217	217
Duplexes	1 space per bed	1 space per bed	95	95
Creche	1 space per 5 staff	1 per 2 staff	17	10
<b>Long-Stay Bicycle Parking</b>				<b>322</b>

**TABLE IV: SHORT-STAY BICYCLE PARKING PROVISION**

Land Use	Standard	Proposed Provision	No of Units/Beds/Staff/Children	No of Spaces
Houses	1 space per 5 units	1 space per 5 units	69	14
Apartments	1 space per 5 units	1 space per 5 units	108	22
Duplexes	1 space per 5 units	1 space per 5 units	42	10
Creche	1 space per 10 Children	1 space per 6 Children	90	16
<b>Short-Stay Bicycle Parking</b>				<b>62</b>

The proposed number of long-stay bicycle parking spaces within the development exceeds the minimum requirements of the DLRCC "*Standards for Cycle Parking and associated Cycling Facilities for New Developments*".

The proposed number of short-stay bicycle parking spaces within the development exceeds the minimum requirements of the DLRCC "*Standards for Cycle Parking and associated Cycling Facilities for New Developments*".

#### **C.1.4 Long-stay Bicycle Parking Area Doors**

It is unclear from the information provided whether the doors to/from the bicycle store are manually operated or powered. Manually operated doors may present difficulties for cyclists accessing/egressing the store.

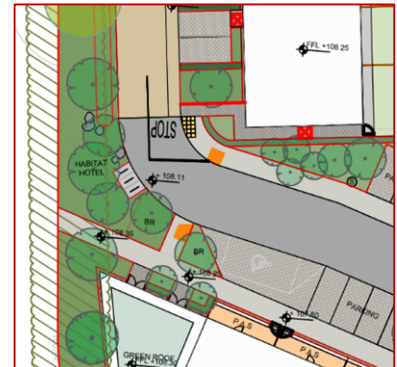
#### **Recommendation**

Doors used by cyclists should be operated electronically by automatic detection or with the push button 3m from the door.

### C.1.5 Junction of Street 2 and 3

The proposed intersection of Street 2 and Street 3 in the west of the development consists of a bend in the horizontal alignment of the road with cyclist facilities, pedestrian facilities and on-street parking close to the intersection. The proposed layout at this location could result in difficulties for cyclists in navigating the proposed road layout as a result of:

- Proposed planting on the southern side of the road in the vicinity of the proposed bicycle parking may restrict inter-visibility between westbound drivers on Street 2 and cyclists exiting the bicycle parking area on the outside of the bend.
- No path has been indicated for cyclists travelling to/from the bicycle parking area when parking or retrieving their bicycle, possibly resulting in them traversing the adjacent verge or travelling within the carriageway.



#### Recommendation

The proposed layout of the intersection between Street 2 & Street 3 should be amended to ensure safe routes for cyclists travelling to/from the bicycle parking area.

### C.1.6 NMU Link to Glenamuck Link Distributor Road

A link has been indicated between Blocks B and C to/from a proposed new toucan crossing of the Glenamuck Link Distributor Road. It is unclear if this link is intended to be used by both pedestrians and cyclists, however it is likely that both types of NMUs would seek to use this route.

If the route is not wide enough to accommodate both pedestrians and cyclists, this could result in difficulties for cyclists when travelling.



#### Recommendations

The link between Blocks B and C should be wide enough to accommodate both cyclists and pedestrians.

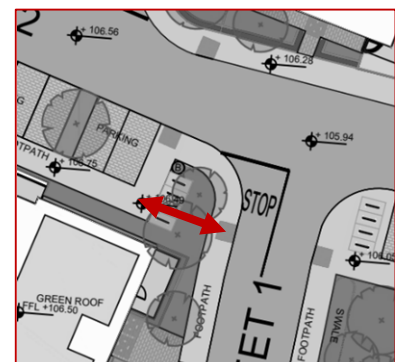
### C.1.7 Likely Cyclist Desire Line

A number of bike stands have been indicated adjacent to the development access in the verge between the footpath on the southern side of Street 2 and the footpath on the western side of Street 1.

Cyclists who wish to access these bike stands may travel through the verge for a shorter distance when travelling to/from the development access.

#### Recommendation

A path should be provided through the verge along the likely NMU desire line.

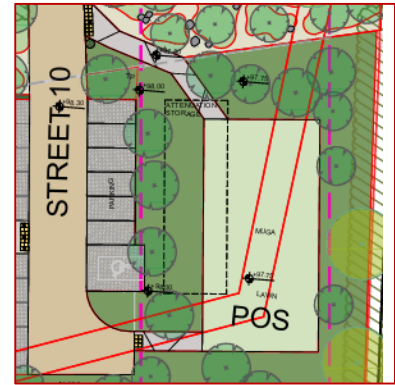


### **C.1.8 Bicycle Parking Provision at Multi-Use Games Area (MUGA)**

No bicycle parking has been indicated around the proposed Multi-Use Games Area (MUGA). The absence of dedicated and convenient bicycle parking may lead to cyclists leaving their bicycles on the footpath, causing obstacles for pedestrians.

#### **Recommendation**

Bicycle parking should be provided in close proximity to the MUGA to ensure convenient, safe, and orderly storage of bicycles and to prevent parking in inappropriate areas.



## Appendix D: Road Safety Audit

Meinhardt Ltd.

Proposed Residential Development  
(Northern Site), Glenamuck,  
Kilternan, Dublin 18

Stage 1 Road Safety Audit

Meinhardt Ltd.

Proposed Residential Development  
(Northern Site), Glenamuck,  
Kilternan, Dublin 18

Stage 1 Road Safety Audit

Document Ref:	P25217-PMCE-XX-XX-RP-SA-3_0001
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Rev	Prepared By	Reviewed By	Approved By	Issue Date	Reason for Revision
3.0	XY	PJM	PJM	30 <sup>th</sup> Jan. 2026	Final Report
2.0	XY	PJM	PJM	28 <sup>th</sup> Jan. 2026	Revised Feedback
1.0	XY	PJM	PJM	21 <sup>st</sup> Jan. 2026	Draft Report



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# 1 Introduction

## 1.1 General

This report results from a Stage 1 Road Safety Audit on the Proposed Residential Development (Northern Site) in Glenamuck, Kiltarnan, Dublin 18 carried out at the request of Mr. Brendan Mitchell of Meinhardt Ltd.

The members of the Road Safety Audit Team are independent of the design team, and include: -

**Mr. Peter Monahan**

(BE, MSc, CEng, FIEI, RSACert)  
Road Safety Audit Team Leader

**Ms. Xue Yan**

(BEng, MSc, MIEI)  
Road Safety Audit Team Member

The Road Safety Audit took place during November 2025 and January 2026 and comprised an examination of the documents provided by the designers (see Appendix A). In addition to examining the documents supplied the Road Safety Audit Team visited the site of the proposed measures on the 27<sup>th</sup> November 2025. Weather conditions during the site visit were dry and the road surface was wet. Traffic volumes during the site visit were high, pedestrian and cyclist volumes were low and traffic speeds were considered to be generally within the posted speed limit.

Where problems are relevant to specific locations these are shown on drawing extracts within the main body of the report and their locations are shown in Appendix B. Where problems are general to the proposals sample drawing extracts are included within the main body of the report, where considered necessary.

This Stage 1 Road Safety Audit has been carried out in accordance with the requirements of GE-STY-01024 - Road Safety Audit (May 2025), contained on the Transport Infrastructure Ireland (TII) Publications website.

The scheme has been examined and this report compiled in respect of the consideration of those matters that have an adverse effect on road safety and considers the perspective of all road users. It has not been examined or verified for compliance with any other standards or criteria. The problems identified in this report are considered to require action in order to improve the safety of the scheme and minimise collision occurrence.

If any of the recommendations within this road safety audit report are not accepted, a written response is required, stating reasons for non-acceptance. Comments made within the report under the heading of Observations are intended to be for information only. Written responses to Observations are not required.

## 1.2 Items Not Submitted for Auditing

Details of the following items were not submitted for audit, therefore, no specific problems have been identified at this stage relating to these design elements, however where the absence of this information has given rise to a safety concern it has been commented upon in Section 3: -

- Public Lighting

## 2 Project Description

The proposed residential development is located on the northern side of Glenamuck District Distributor Road (GDDR), on an existing greenfield site in Glenamuck North, County Dublin. The development is bounded to the south by the recently constructed Glenamuck District Distributor Road, existing green fields to its north, the Bective Rangers Football Club to its east and the De la Salle Palmerston Rugby Club to its west.

The Glenamuck District Distributor Road (R117) is a recently constructed two-way single carriageway road with footpaths and cycle lanes on either side of the road, with a posted speed limit of 50kph, extending in a predominantly east to west direction in the vicinity of the development. To the east of its junction with the Glenamuck Link Distributor Road it is a two-lane dual carriageway.

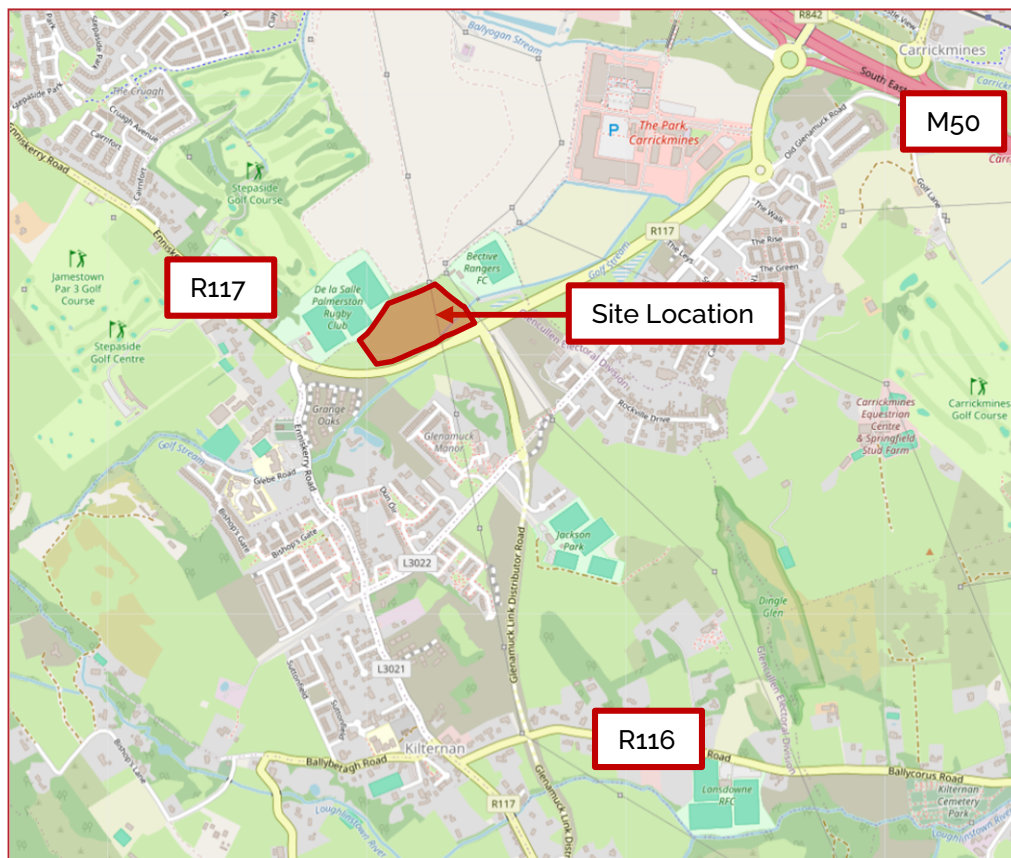


FIGURE 2.1: LOCATION PLAN (SOURCE: WWW.OPENSTREETMAP.ORG)

The proposed development would consist of: -

- 69 houses, 108 apartments and 42 duplex units.
- 1 creche
- 317 parking spaces including 9 accessible parking spaces
- 384 bicycle parking spaces including 322 long-stay parking spaces and 62 visitor parking spaces
- A Stop-controlled junction with the Glenamuck District Distributor Road, including a raised-table pedestrian & cyclist crossing of the development access.
- A future pedestrian access to the north.
- Internal roads/streets and pedestrian links.

### 3 Items Arising from the Audit

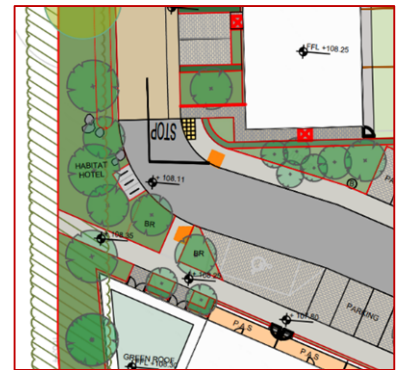
#### 3.1 Junction of Street 2 and Street 3

**Location:** Drawing no. L1\_100\_1 (Rev. -)

**Summary:** *the proposed layout of the intersection of Street 2 and Street 3, at a bend in the horizontal alignment of the road, could result in difficulties for non-motorised road users (NMUs) in safely & independently navigating the proposed road layout.*

The proposed intersection of Street 2 and Street 3 in the west of the development consists of a bend in the horizontal alignment of the road with cyclist facilities, pedestrian facilities and on-street parking close to the intersection. The proposed layout at this location could result in difficulties for non-motorised road users (NMUs) in safely and independently navigating the proposed road layout as a result of:

- Proposed planting on the southern side of the road, adjacent to the proposed uncontrolled pedestrian crossing, may restrict inter-visibility between westbound drivers on Street 2 and pedestrians commencing a crossing from the southern side of the uncontrolled crossing to the east of the bend in the horizontal alignment, increasing the risk of vehicle/pedestrian collisions.
  - Proposed planting on the southern side of the road in the vicinity of the proposed bicycle parking may restrict inter-visibility between westbound drivers on Street 2 and cyclists exiting the bicycle parking area on the outside of the bend, which may lead to vehicle/cyclist collisions.
  - The refuge (Safe Zone) area within the proposed Home Zone area has been indicated along the eastern side of the Street 3 does not connect directly to the footpath on the northern side of the Street 2, with the tactile paving at the transition indicated as being offset from the Home Zone area.
- Visually impaired pedestrians travelling on the footpath on the northern side of the Street 2 would be required to travel within the carriageway before reaching the refuge area.
- No path has been indicated for pedestrians travelling to/from the bicycle parking area and parking are retrieving their bicycle, possibly resulting in them traversing the adjacent verge or travelling within the carriageway, increasing the risk of slips & falls or vehicle/pedestrian collisions.
  - A 'Stop' junction control is proposed at the bend immediately adjacent to the transition area between the footpath on the northern side of the Street 2 and the Home Zone on the Street 3. This may cause pedestrian who wishes to leave the Home Zone, or the footpath, being impeded by a stationary vehicle at the Stop line.



#### Recommendation

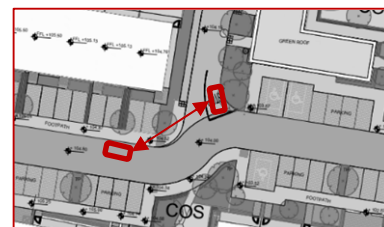
the proposed layout of the intersection between Street 2 & Street 3 should be amended to ensure adequate inter-visibility at pedestrian crossing locations, safe routes for NMUs travelling between the footpath & refuge areas and to/from the bicycle parking area. The proposed Stop control at the bend should be omitted.

## 3.2 Junction of Street 2 and Street 6

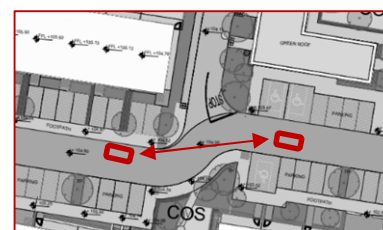
**Location:** Drawing no. L1\_100\_1 (Rev. -)

**Summary:** *The layout of the junction between Street 2 and Street 6 may result in drivers exiting Street 6 having insufficient visibility of eastbound vehicles on Street 2, leading to unsafe exiting manoeuvres and possible side-on collisions. In addition, the horizontal alignment of Street 2 could result in drivers encroaching into the opposing traffic lane leading to collisions with oncoming traffic.*

Street 6 intersects with Street 2 where there are successive short-radius bends in the horizontal alignment of Street 2. The proposed road layout could result in drivers exiting from Street 6 having insufficient visibility towards approaching eastbound vehicles on Street 2, due to the vegetation and the parking space on the western side of the Street 6 at the northwestern corner of the junction, resulting in unsafe exiting manoeuvres and possible side-on collisions.



In addition, drivers travelling on Street 2 may inadvertently enter opposing traffic lane as they traverse the back-to-back horizontal curves, resulting in possible low-speed head-on collisions.



### Recommendation

The road layout at the junction of Street 2 and Street 6 should be amended to ensure that adequate visibility is available for drivers exiting from Street 6 towards approaching traffic and to prevent drivers from inadvertently encroaching into the opposing traffic lane when travelling through the junction on Street 2.

## 3.3 NMU Link to Glenamuck Link Distributor Road

**Location:** Drawing no. L1\_100\_1 (Rev. -)

**Summary:** *It is unclear if the proposed path between Blocks B and C would be capable of safely accommodating pedestrians and cyclists.*

A link has been indicated between Blocks B and C to/from a proposed new toucan crossing of the Glenamuck Link Distributor Road. It is unclear if this link is intended to be used by both pedestrians and cyclists, however it is likely that both types of non-motorised road users would seek to use this route.

If the route is not wide enough to safely accommodate both pedestrians and cyclists, this could result in an increased risk of conflicts between these road users.



If this link is intended to be used by pedestrians only, the absence of warning tactile paving at the transition between the footpath and the shared surface on the northern side of the Glenamuck Link Distributor Road could lead to visually impaired pedestrians being insufficiently advised that they are entering an area shared with cyclists, increasing the risk of them being struck by a cyclist.

### Recommendation

The link between Blocks B and C should be wide enough to safely accommodate both cyclists and pedestrians.

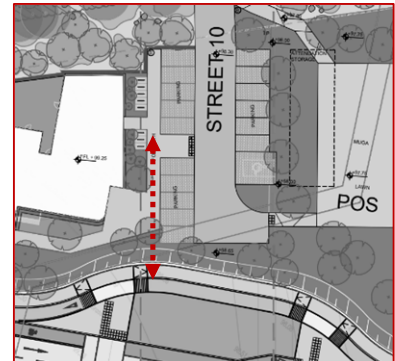


### 3.4 NMU Desire Lines to/from Glenamuck Link Distributor Road

**Location:** Drawing no. L1\_100\_1 (Rev. -)

**Summary:** *Non-motorised road users whose journeys originate, or terminate, within the eastern portion of the development may choose to travel across unpaved areas to/from the Glenamuck Link Distributor Road with a resulting increased risk of slips, trips and falls.*

No NMU connection has been indicated between the Glenamuck Link Distributor Road and the eastern part of the development. NMUs whose journeys originate or terminate in the eastern part of the development may choose to travel across the grassed/unpaved areas & embankment and/or climb over the development boundary wall for a shorter distance to the nearby bus stop. This may lead to trips or falls, for example from slips on the grassed embankment, resulting in the risk of personal injury.



#### Recommendation

An NMU access should be provided between the eastern part of the development and the Glenamuck Link Distributor Road to cater for likely pedestrian/cyclist desire lines.

### 3.5 Junction Control

**Location:** Drawing no. L1\_100\_1 (Rev. -)

**Summary:** *No priority has been indicated at the junction of Streets 5, 8 and 9.*

No priority has been indicated at the junction of Streets 5, 8 and 9. The layout of the junction could result in drivers approaching on any of the junction arms believing that they have priority, resulting in drivers from two approaches entering the junction at the same time and leading to collisions.



#### Recommendation

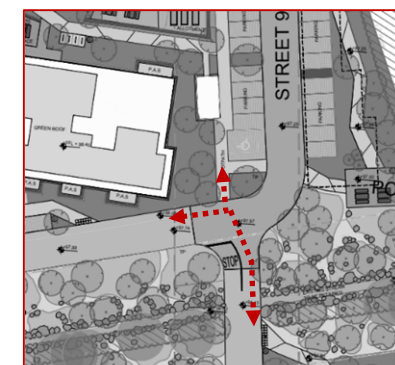
Junction priority should be clearly, via appropriate signs and road markings, this location.

### 3.6 Connectivity between Home Zone and Footpath

**Location:** Drawing no. L1\_100\_1 (Rev. -)

**Summary:** *It is unclear how pedestrians, particularly visually impaired pedestrians, would safely navigate between the Home Zones, or between a Home Zone and the adjacent footpath, at the junction of Streets 2 and 10.*

The footpath on the western side of Street 9, the Home Zone on Street 2 and the Home Zone on Street 10 are indicated terminating at the carriageway. No measures have been indicated to facilitate pedestrians, particularly visually impaired pedestrians, navigating between the Home Zones, or between the footpath and the Home Zones at this intersection. This could result in pedestrians travelling within the carriageway at the junction, resulting in an increased risk of being struck by a vehicle.



## Recommendation

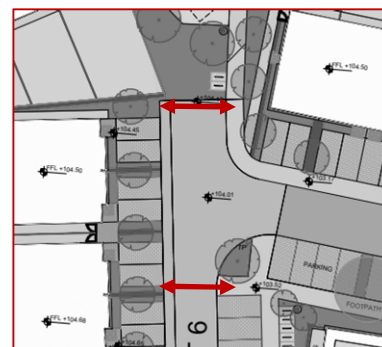
Measures should be provided to facilitate pedestrians, including visually/mobility impaired pedestrians, safely travelling between the Home Zones, or between a Home Zone and the adjacent footpaths, at this intersection.

### 3.7 Connectivity between Refuge Area and Footpath

**Location:** Drawing no. L1\_100\_1 (Rev. -)

**Summary:** *It is unclear how visually impaired pedestrians would safely navigate across the Home Zone between the footpath & refuge area on either side of Street 6.*

Street 6 is proposed to include a Home Zone along its length with a footpath or refuge area on either side. No connectivity has been indicated between the refuge area and the footpaths on either side of the street. Visually impaired pedestrians would have difficulties in safely & independently navigating the proposed road layout.



## Recommendation

Measures should be provided to facilitate visually impaired pedestrians travelling between the safe zone and the footpath on either side of Street 6.

### 3.8 Inter-visibility

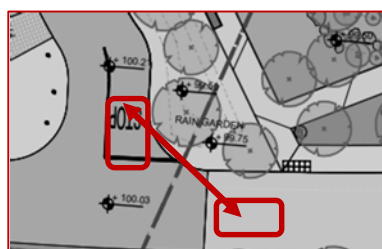
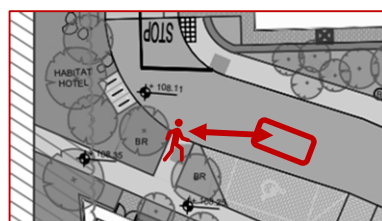
**Location:** General Problem

**Summary:** *Proposed planting, or parked vehicles, may impede inter-visibility at bends in the horizontal alignment, at transitions between Home Zones & footpaths or at pedestrian crossings.*

Planting has been indicated throughout the development. In some locations the proposed planting is indicated adjacent to pedestrian crossings and may impede inter-visibility between a pedestrian waiting at, or commencing, a crossing and an approaching driver, leading to unsafe crossings.

Proposed planting at the western end of the footpath along the southern side of the Wetland area may impede inter-visibility between a pedestrian leaving the footpath and entering the Home Zone and the driver of a vehicle reversing from the nearby parking spaces.

In addition, a number of pedestrian crossings have been indicated at locations adjacent to parking spaces. Parked vehicles may impede inter-visibility between pedestrians and approaching drivers, leading to unsafe crossings and a risk of vehicle/pedestrian collisions.



## Recommendation

The proposed planting should not impede inter-visibility between road users within the development, in particular at pedestrian crossing locations.

Adequate inter-visibility should be provided at all crossings.

### 3.9 Pedestrian Crossing Desire Lines

**Location:** General Problem

**Summary:** A number of likely pedestrian crossing desire lines are not accommodated by the proposed crossings, possibly resulting in unsafe crossings.



No crossing facilities have been indicated at a number of likely pedestrian crossing desire lines within the proposed development, including between residential units & the open space areas and across residential streets.

The absence of appropriate measures at these likely crossing locations, for example dropped kerbs to facilitate the mobility-impaired and associated tactile paving to advise the visually-impaired, may lead to difficulties for the mobility impaired, particularly wheelchair users, when crossing the carriageway, or to them travelling within the carriageway to find a location where they can access the footpath, increasing the risk of being struck by vehicle.

#### Recommendation

Dropped kerbs and associated tactile paving, of an appropriate type and depth for the type of crossing, should be provided at likely pedestrian crossing locations.

Adequate inter-visibility should be available between a non-motorised road user about to commence a crossing and approaching drivers/cyclists at all proposed crossings.

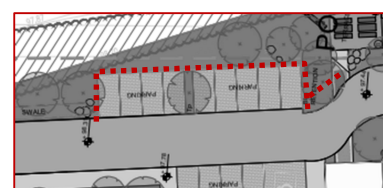
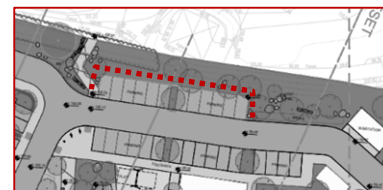


### 3.10 Parking Spaces adjacent to Grassed Areas

**Location:** Drawing no. L1\_100\_1 (Rev. -)

**Summary:** No path has been indicated bounding the on-street parking space on the northern side of Street 9, which may lead to vehicle occupants walking through the grassed area when exiting/entering their cars, increasing the risk of slips, trips and falls.

A number of on-street parking spaces have been indicated on the northern side of the Street 9 adjacent to its junction with Street 8, and on the eastern side of Street 9 adjacent to the apartment block C. No path has been indicated between adjacent to these parking spaces which could lead to vehicle occupants traversing the grassed areas when exiting/entering their vehicles, leading to possible slips, trips and falls.



#### Recommendation

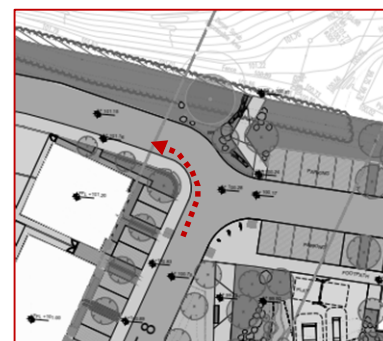
A path should be provided bounding parking spaces with connections to the adjacent footpaths or pedestrian crossing as appropriate.

### 3.11 Swept Path of Turning Vehicle

**Location:** Drawing no. 4428-MHT-XX-ZZ-DR-T-0003-S2 (Rev. P02)

**Summary:** It is unclear if the proposed layout of the junction between Street 5 and Street 8 would safely accommodate the swept path of a left turning vehicle.

It is unclear if the layout of the junction between Street 5 and Street 8 can safely support the swept path of a left turning vehicle. If not, a turning vehicle may encroach onto the adjacent footpath, resulting in the risk of material damage and vehicle/pedestrian collisions.



#### Recommendation

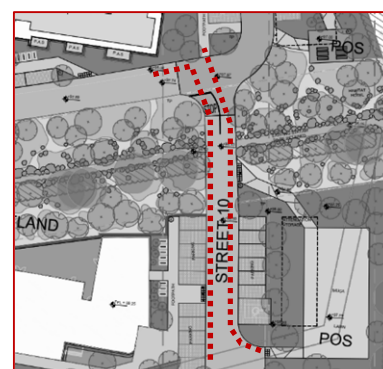
A swept path analysis should be undertaken at the junction of the Street 5 and Street 8, and amendments made to the road layout if required.

### 3.12 Home Zone Safe Zone

**Location:** Drawing no. L1\_100\_1 (Rev. -)

**Summary:** It is unclear how visually impaired pedestrians could safely navigate Street 10 in the absence of a refuge area/Safe Zone.

No refuge area/Safe Zone has been indicated within the Home Zone on Street 10. It is, therefore, unclear, how visually impaired pedestrian safely navigating in the Street 10 and onto the adjacent footpath, or refuge, as they have to share the Home Zone with motorised vehicles and cyclists. The absence of refuge may lead to them with the risk of being struck by a vehicle, or cyclists.



#### Recommendation

A Safe Zone (refuge area) should be provided within Street 10 in line with the guidance provided by the National Disability Authority, and connected to the footpaths or refuge areas on the adjacent roads.



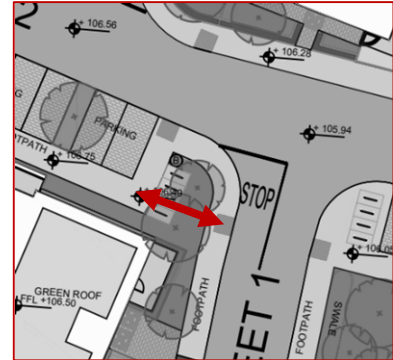
### 3.13 Likely Pedestrian Desire Line

**Location:** Drawing no. L1\_100\_1 (Rev. -)

**Summary:** The verge between the footpath on the southern side of the Street 2 and the footpath on the western side of the Street 1 may attract cyclists, or pedestrians, travelling through for a shorter distance to the development access.

A number of bike stands have been indicated adjacent to the development access in the verge between the footpath on the southern side of the Street 2 and the footpath on the western side of the Street 1.

Cyclists who wish to access these bike stands may travel through the verge for a shorter distance when travelling to/from the development access. Similarly, pedestrians walking on the footpath on the southern side of the Street 2 may choose to travel through the verge when accessing/leaving the development, leading to possible slips, trips and falls.



#### Recommendation

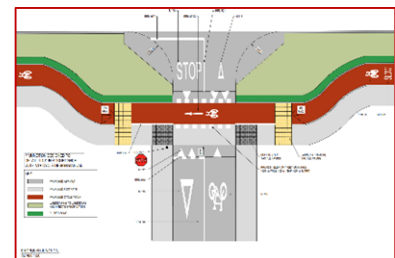
A path should be provided through the verge along the likely NMU desire line.

### 3.14 Stop Sign near Yield Control Road Marking

**Location:** Drawing no. 4428-MHT-XX-ZZ-DR-C-0551-S2(Rev. P01)

**Summary:** A Stop sign has been indicated adjacent to Yield road markings at the development access junction which could confuse drivers, leading to them failing to stop.

A Stop sign has been indicated at the development access junction, which includes a raised parallel pedestrian/cyclist crossing adjacent to Yield road markings. This could confuse exiting drivers, leading to them failing to stop, and increasing the risk of collisions.



#### Recommendation

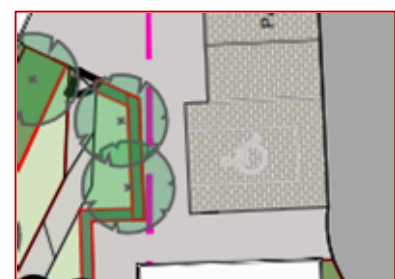
'Stop' road markings should be provided in advance of exiting vehicles crossing the raised table at the development access junction and an additional Stop sign provided within the verge at the intersection with the Glenamuck District Distributor Road.

### 3.15 Access to Mobility Impaired Parking Spaces

**Location:** General Problem

**Summary:** It is unclear how it is intended that mobility-impaired vehicle occupants will travel to/from the nearest footpath from the proposed mobility-impaired parking spaces within the development.

Mobility impaired parking spaces have been indicated adjacent to footpaths within the development, however no dropped kerbs and associated tactile paving have been indicated to facilitate mobility-impaired vehicle occupants travelling between the parking spaces and the adjacent footways, which could result in these road users travelling within the adjacent carriageway and seeking to access/leave the footpath.



## Recommendation

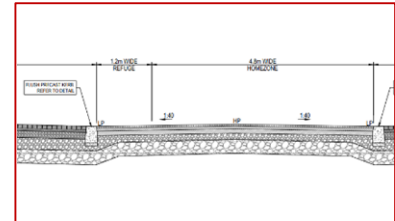
Dropped kerbs, and appropriate tactile paving, should be provided adjacent to the proposed accessible parking spaces.

### 3.16 Delineator to Refuge

**Location:** Drawing no 4428-MHT-XX-ZZ-DR-C-0551-S2 (Rev. P01)

**Summary:** *It is unclear if a detectable delineator is to be provided to define the refuge area within Home Zone areas.*

A 1.2m wide refuge area has been indicated within some of the proposed Home Zones. It is unclear, however, if a detectable (e.g. tactile) delineator will be provided between the refuge area and the remainder of the Home Zone to assist visually impaired non-motorised road users.



The absence of a suitable delineator could lead to difficulties for visually impaired pedestrians safely & independently navigating the proposed Home Zones.

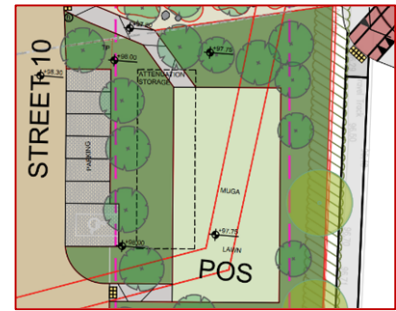
## Recommendation

The Safe Zone (e.g. refuge area) should be adequately delineated from the remainder of the Home Zone and tie-in with the footpaths outside of the Home Zone.

## 4 Observations

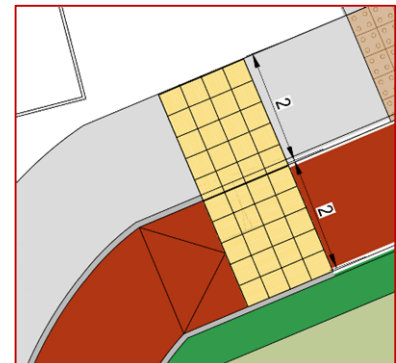
- 4.1 The on-street parking spaces to the west of the Multi-Use Games Area (MUGA) will likely attract vehicle occupants traversing the verge between the parking spaces and the games area, increasing the risk of slips, trips and falls.

A path should be provided along the likely desire line between the MUGA and the parking spaces.

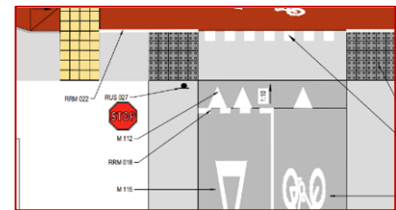


- 4.2 Ladder and Tramline tactile paving has been indicated on Glenamuck District Distributor Road. During the design development care should be taken to ensure that the appropriate profile for the 'corduroy' tactile paving is provided at transitions between a pedestrian-only footpath and a shared use route in accordance with the NDA Guidance "Building for Everyone" and the UK's "Guidance on the Use of Tactile Paving Surfaces" document.

The correct 'Ladder & Tramline' tactile paving, with flat-topped bars should be provided at the transitions between the shared surfaces and segregated footpath and cycle tracks within the Scheme.

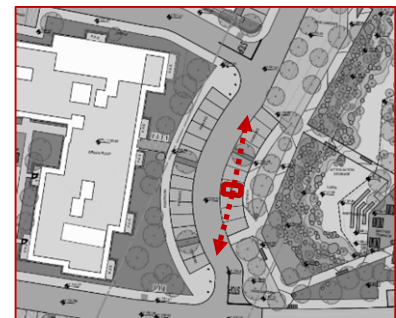


- 4.3 A Stop sign has been indicated at the development access junction. It is unclear if the mounting height of the Stop sign would provide adequate clearance to pedestrians travelling within the footpath at this location. If insufficient clearance is provided, this could result in pedestrians striking the sign face leading to personal injuries.



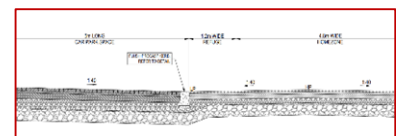
- 4.4 A number of on-street perpendicular parking have been indicated on both side of the curve on Street 8 adjacent to its junction with the Street 2, where drivers exiting the parking spaces on the inside of the curve may have reduced visibility towards approaching vehicles on Street 8, possibly leading to unsafe exits from the parking spaces.

'Reverse Parking Only' should be permitted within the parking spaces on the inside the curve.



- 4.5 A flush Precast Kerb has been indicated between the Refuge Area and the on-curtilage car parking within Home Zones. Visually impaired pedestrians could inadvertently stray into the parking spaces due to the absence of adequate definition between the Safe Zone and the parking space, increasing the difficulty experienced by these road users in safely & independently navigating the proposed road layout.

Delineation (e.g. a level difference) should be provided between the refuge areas and the parking spaces within the Home Zones to assist visually impaired pedestrians understanding of the layout.



## 5 Audit Team Statement

We certify that we have examined the drawings referred to in this report. The examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme.

The problems identified have been noted in this report together with associated safety improvement suggestions, which we would recommend should be studied for implementation.

No one on the Road Safety Audit Team has been involved with the design of the scheme.

### ROAD SAFETY AUDIT TEAM LEADER

Peter Monahan

Signed:

Peter J. Monahan

Dated:

30/01/2026

### ROAD SAFETY AUDIT TEAM MEMBER

Xue Yan

Signed:

Xue Yan

Dated:

30/01/2026

## 6 Road Safety Audit Feedback Form

### Road Safety Audit Feedback Form

Scheme: Proposed Residential Development (Northern Site), Glenamuck, Kilternan, Dublin 18

Route No.: Glenamuck District Distributor Road

Audit Stage: 1 Date Audit Completed: 19/01/2026

To be Completed by Designer				To be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem Accepted (Yes/No)	Recommended Measure(s) Accepted (Yes/No)	Describe Alternative Measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted	Alternative Measures or Reasons Accepted by Auditors (Yes/No)
3.1	Yes	Yes		
3.2	Yes	Yes		
3.3	Yes	Yes		
3.4	Yes	Yes		
3.5	Yes	Yes		
3.6	Yes	Yes		
3.7	Yes	Yes		
3.8	Yes	Yes		
3.9	Yes	Yes		
3.10	Yes	No	These spaces will now be part of a shared surface (Home Zone)	Yes

## Road Safety Audit Feedback Form

Scheme: Proposed Residential Development (Northern Site), Glenamuck, Kiltarnan, Dublin 18

Route No.: Glenamuck District Distributor Road

Audit Stage: 1 Date Audit Completed: 19/01/2026

To be Completed by Designer				To be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem Accepted (Yes/No)	Recommended Measure(s) Accepted (Yes/No)	Describe Alternative Measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted	Alternative Measures or Reasons Accepted by Auditors (Yes/No)
3.11	Yes	Yes		
3.12	Yes	Yes		
3.13	Yes	No	Unfortunately due to Part M requirements it is not possible to provide this link due to the levels in this area. Measures will be provided to deter non-motorised road users travelling across this area.	Yes
3.14	Yes	No	Stop sign will be provided in verge at the intersection. Road markings will remain the same in line with Drawing TL401 of the Cycle Design Manual.	Yes
3.15	Yes	Yes		
3.16	Yes	Yes		

Signed: Brandon Mitchell Designer Date 28/01/2026

Signed: Peter J. Monahan Audit Team Leader Date 30/01/2026

Signed: A. Charlesworth Employer Date 28/01/2026

## **Appendix A - Documents Submitted to the Road Safety Audit Team**



DOCUMENT/DRAWING TITLE	DOCUMENT/DRAWING NO.	REVISION
Traffic & Transport Assessment	4428-MHT-XX-ZZ-RP-T-0001	P01
Mobility Management Plan	4428-MHT-XX-ZZ-RP-T-0002	P01
General Arrangement Plan	L1_100_1	-
General Arrangement	4428-MHT-XX-ZZ-DR-C-0100-S2	P02
Visibility Splay	4428-MHT-XX-ZZ-DR-T-0011-S2	P01
Tactile Paving & Kerb Details	4428-MHT-XX-ZZ-DR-C-0550-S2	P01
Raised Table, Pavement Build-ups & Typical Road Sections	4428-MHT-XX-ZZ-DR-C-0551-S2	P01
Toucan Signalised Crossing	4428-MHT-XX-ZZ-DR-C-0552-S2	P01
Swept Path Analysis, Fire Tender	4428-MHT-XX-ZZ-DR-T-0001-S2	P01
Swept Path Analysis, Refuse Vehicle	4428-MHT-XX-ZZ-DR-T-0002-S2	P01
Swept Path Analysis, Large Car	4428-MHT-XX-ZZ-DR-T-0003-S2	P02
Construction Management Plan	4428-MHT-XX-ZZ-RP-T-0003	P01
AutoCad File	RMA Layers to ALL 26_01_09	-
Glenamuck North LRD - Site B, Road & Block Levels	2411/200	-
Glenamuck North LRD - Site B, S/W Drainage	2411/201	-
Glenamuck North LRD - Site B, Foul Drainage GAA	2411/202	-
Glenamuck North LRD - Site B, Watermain GAA	2411/203	-

## **Appendix B – Problem Locations**

