Additional Information Response

Proposed Large-scale Residential Development (LRD) in St. Mochta's Lands, Kellystown LAP, Clonsilla, Co. Dublin

September 2025

Waterman Moylan Consulting Engineers Limited

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Client Name:	Castlethorn Developments Luttrellstown Limited
Document Reference:	15-038r.042 Additional Information Response
Project Number:	15-038

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015 and BS EN ISO 14001: 2015)

Issue	Date	Prepared by	Checked by	Approved by
1	1 September 2025	Kevin Muhia & Fernando De Maio	Stephen Dent-Neville	Mark Deignan

Comments

Disclaimer

This report has been prepared by Waterman Moylan, with all reasonable skill, care and diligence within the terms of the Contract with the Client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the Client.

We disclaim any responsibility to the Client and others in respect of any matters outside the scope of the above.

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Contents

Figures

Tables

Appendices

1. Introduction

1.1 Context

This report forms part of a submission to Fingal County Council (FCC), in response to FCC's request for additional information for the proposed Large-scale Residential Development (LRD) on St. Mochta's lands within the Kellystown LAP in Clonsilla, Dublin 15. This report addresses the civil engineering items raised in FCC's additional information request.

1.2 Planning Application Details

Local Authority:	Fingal County Council
Planning Reference:	LRD0052/S3E
Decision Date:	31 July 2025
Applicant:	Castlethorn Developments Luttrellstown Limited
Location:	St. Mochta's Lands, Kellystown LAP, Clonsilla, Dublin 15

1.3 Format of the Report

Section 2 of this report addresses the engineering items included in Fingal County Council's request for additional information. For clarity, the items from Fingal County Council's additional information request are set out in bold italics, with the Applicant's response provided below each item.

2. Response to Planning Conditions

2.1 Additional Information Request Item No. 3 (a)

The applicant is requested to submit a cross-section of Porterstown Road and the development.

Response:

A cross section of the Porterstown Road and the development has now been prepared – please refer to the accompanying drawing no. STM-WMC-ZZ-00-DR-C-101.

The existing Porterstown Road is being upgraded as part of the adjacent Strategic Housing Development, currently under construction under planning reference SHDW/004/21 / ABP-312318-21. The upgrade works include provision of a new footpath, 2-way cycle track and verge on the western side of the road. The existing Porterstown Road has a varying carriageway width, so the western kerb is also being realigned to ensure a consistent width is provided along the length of the road.

On the eastern side of the carriageway, there is an existing verge/ditch taking runoff from the existing road, and an existing hedgerow providing buffer planting between the road and the subject site. The existing ditch and hedgerow are to remain unaltered under the subject development.

Waterman Moylan met with Niamh O'Connor from Fingal County Council's Transportation Section on the 21st of August to discuss the additional information responses. The accompanying drawing no. STM-WMC-ZZ-00-DR-C-101 was presented at that meeting, and it was agreed that the interface between the site and Porterstown Road is acceptable in principle.

2.2 Additional Information Request Item No. 3 (b)

Cross sections 5-5 and 4-4 are shared surface roads with tree pits and a service corridor but the total width of the road space hard surfacing is up to 7m in places. Further discussion is advised in relation to the shared surface areas.

Response:

The current design has been coordinated to facilitate best practice in traffic calming, as outlined in DMURS. The shared surface roads have been designed with the following elements:

- A shared pedestrian and vehicular surface, with a carriageway width of 4.8m. This width is in accordance with Section 4.4.1 of DMURS.
- A 2m wide pedestrian refuge provided along the streets. Section 4.3.4 of DMURS suggests that shared surfaces should include verges that act as refuge zones, allowing pedestrians to step on and off the carriageway to let cars pass.

  Section 4.4.8 of DMURS further notes that where a shared surface is proposed, designers may consider embedding a kerb line or drainage channel into the carriageway to indicate an area of pedestrian refuge. This is particularly important for visually impaired users who feel less comfortable on shared surfaces and also require a kerb line for navigation.
- Traffic calming measures: frequent buildouts and tree pits are included in the design to maintain low vehicular speeds. This requires vehicles to manoeuvre around buildouts, to yield to oncoming vehicles, and avoids straight alignments with uninterrupted sightlines. Note that where buildouts extend into trafficked areas, the tree pits remain outside the trafficked carriageway, in accordance with FCC's taking-in-charge requirements.

The following figure shows a typical example of the proposed road layout, indicating the carriageway width and highlighting the traffic calming measures incorporated along the street.

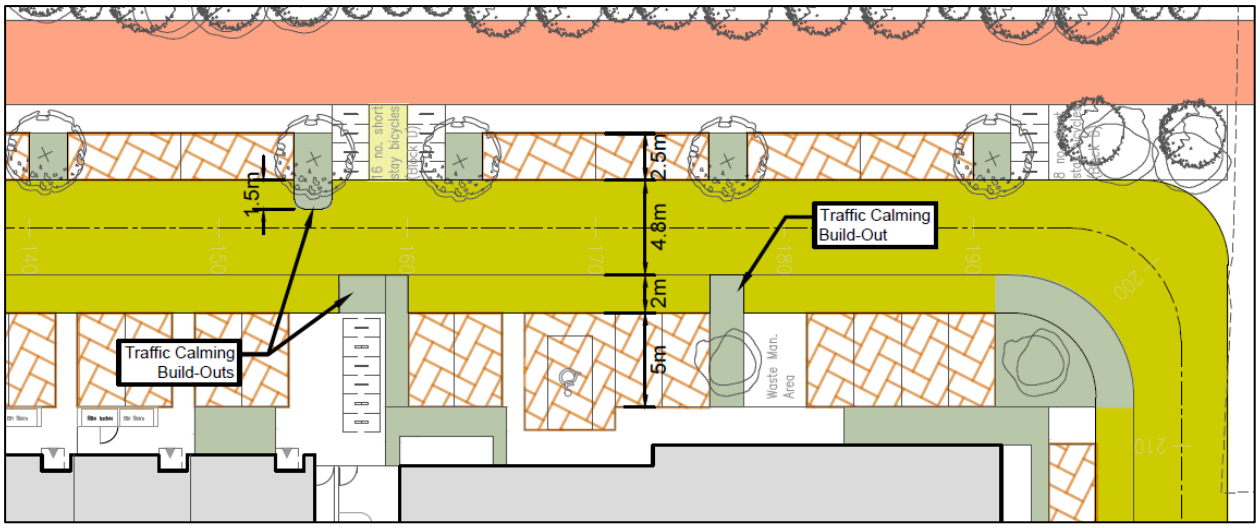

***Figure 1** | Speed Reducing Measures Along Homezones*

The proposed layout was subject to a Quality Audit, including a Stage 1 Road Safety Audit, carried out by an external auditor, Traffico. The full report is included in Appendix A, and is discussed further in Section 2.4, below.

The proposed shared surface carriageway width and speed reducing measures were discussed with Niamh O'Connor from Fingal County Council's Transportation Section at the meeting held on the 21st of August, and FCC confirmed that the proposed homezone layout was considered acceptable in principle.

2.3 Additional Information Request Item No. 3 (c)

The applicant is requested to submit revised drawings which include the transitions of the roads, footpaths and active travel links from the proposed development to the permitted developments.

Response:

A drawing showing the connectivity between the subject development and the adjacent development west of Porterstown Road has now been prepared – please refer to the accompanying drawing no. STM-WMC-ZZ-00-DR-C-101. This drawing illustrates the transitions of the roads, footpaths and active travel links from the proposed development to the adjacent permitted development.

The proposal includes 2 no. vehicular accesses to the subject site: 1 no. vehicular connection to the existing Porterstown Road, and 1 no. vehicular connection to the south, to a new permitted road to be constructed as part of the permitted apartment block (LRD0034/S3), which in turn connects to Porterstown Road south-west of the development.

The northern vehicular connection to Porterstown Road is adjacent to the permitted Kennan Drive, forming a new crossroads. This is a priority junction and incorporates pedestrian crossings with tactile paving. There is a new 2-way cycle track under construction on the western side of the carriageway, with Stop markings set back to ensure vehicles yield to cyclists, in accordance with the Cycle Design Manual.

Additional Active Travel permeability is provided, with a shared pedestrian and cycle route proposed around the northern and eastern perimeters of the site. At the north-west of the subject site, this Active Travel route includes a crossing over the Porterstown Road, connecting to the new footpath and 2-way cycle track under construction as part of the adjacent development. At the south-eastern corner of the site, this Active Travel

route connects with the cycle and pedestrian infrastructure permitted as part of the adjacent apartment block (LRD0034/S3).

The accompanying drawing no. STM-WMC-ZZ-00-DR-C-101 was presented at the meeting with Niamh O'Connor from Fingal County Council's Transportation Section held on the 21st of August. It was agreed in principle that the proposed transitions of the roads, footpaths and active travel links are appropriate.

2.4 Additional Information Request Item No. 3 (d)

A Stage 1 Road Safety Audit must be completed and submitted by the Applicant.

Response:

A Quality Audit, including a Stage 1 Road Safety Audit, was prepared by Traffico in May 2025. The full audit report was included in Appendix C of the Engineering Assessment Report, and is now appended to this report – refer to Appendix A. Several items were raised by the auditor, and the comments were taken on board in the design, as set out in the feedback form included in the final audit report. A summary of the Road Safety Audit issues raised and responses is set out in the Table below:

Item	Issue Identified	Design Solution
1	The absence of seamless footpath connections between the development streets and Porterstown Road is likely to elevate the risk of conflicts between vehicles and vulnerable road users	The design has been reviewed to ensure continuous footpath connections to facilitate movement between the development streets and Porterstown Road. There is good E-W connectivity and good N-S connectivity along the western side of Porterstown Road.
	Recommendation: Continuous footpath connections should be provided between the development streets and Porterstown Road.	
2	These unusual junction layouts offer extended, discontinuous, confusing or poorly placed crossings which prioritise vehicles over pedestrians. This may lead to collisions when drivers fail to yield for a crossing pedestrian	The junctions have now been redesigned and now prioritise pedestrian crossing at each of the identified locations.
	Recommendation: The junctions should be adjusted with a view to prioritizing and improving pedestrian crossing facilities.	
3	Several footpaths and pedestrian refuge areas throughout the scheme streets have landscaping features that obstructing them. This may lead to pedestrians stepping into the nearby traffic lanes without warning, potentially increasing the risk of vehicle conflicts	Following a design review with the design team and client, the current design has been coordinated to facilitate best practice as a traffic calming measure as outlined in DMURS. We propose the landscape buildouts to: 1) Allow for pedestrian refuge 2) Ensure low vehicular speeds by manoeuvring the vehicles around the build outs and by avoiding straight roads and straight line of sight. The design team and client have used the current design successfully on other sites, which results in low vehicular speeds and good pedestrian priority and safety.
	Recommendation: Landscaping features that block footpaths and pedestrian zones should be adjusted with a view to prioritizing pedestrian movement.	
4	Drivers may not realise they must yield to pedestrians on Homezone streets, increasing the risk of conflict with vulnerable road users, including children at play.	The entry points to Homezones now include conspicuous pedestrian refuge zones, surface colour changes and gateway signage at entry points.
	Recommendation: Drivers should be clearly informed that they are entering a Homezone street. Measures might include conspicuous pedestrian refuge zones, surface colour changes, in-lane roundels, and gateway signage at entry points.	

***Table 1** | Road Safety Audit Issues and Design Solutions*

Appendices

A. External Quality Audit

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St. Mochta's Large Residential Development

Quality Audit

Castlethorn

May 2025

St. Mochta’s Large Residential Development

Quality Audit

May 2025

Notice

This document and its contents have been prepared and are intended solely for Castlethorn’s information and use in relation to St. Mochta’s Large Residential Development.

Traffico assumes no responsibility to any other party in respect of or arising out of or in connection with this document and / or its contents.

Document History

JOB NUMBER: 250039			DOCUMENT REF: 250039RPT001_QA_Rev_1			
1	Final Issue	MD	MD	MD	MD	28 May 2025
0	Draft Issue	MD	MD	SJ	MD	15 May 2025
Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date

Contents

Section Page

List of Tables

List of Figures

Appendices

1. Introduction

1.1 Report Context

This report describes the findings of a Quality Audit associated with the St. Mochta's Large Residential Development.

The Audit has been completed by Traffico on behalf of Castlethorn.

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Tuesday 22nd April 2025	Daylight	Raining with wet road pavements.

Table 1.1 – Site Inspection Details

1.3 The Road Safety Audit Team

The members of the Road Safety Audit Team have been listed following:

Status	Name / Qualifications	TII Auditor Reference No:
Audit Team Leader (ATL)	**Martin Deegan** BEng(Hons) MSc CEng FIEI	MD101312
Audit Team Member (ATM)	**Sai Janapareddy** BEng(Hons), ME, MIEI	SJ285435

Table 1.2 – Audit Team Details

1.4 Design Information Examined as Part of the Audit Process

The following design information was examined as part of the Road Safety Audit (RSA) process:

Drawing No.	Drawing Title	Revision
STM-WMC-ZZ-00-OV-C-100	Road Layout & Levels	00

Table 1.3 – Designers Drawing List

1.5 Quality Audit Content and Compliance

Procedure and Scope for Quality Audit

This Quality Audit is undertaken in accordance with Section 5.4.2 of the Design Manual for Urban Roads and Streets. The UK Department for Transport Traffic Advisory Leaflet (TAL) 5/11 has also been referred to for guidance.

This Quality Audit consists of the following audit sections:

- Walking, Cycling and Access Audit – focusing on accessibility requirements of vulnerable road users (and in particular, those with visual or mobility impairments), and on the movement and place function requirements of pedestrians and cyclists
- Road Safety Audit – focusing on issues relating directly to road safety

Procedure and Scope Specific to the Road Safety Audit

The Road Safety Audit has been carried out in accordance with the procedures and scope set out in TII publication number GE-STY-01024 - Road Safety Audit.

As part of the road safety audit process, the Audit Team have examined only those issues within the design which relate directly to road safety.

Compliance with Design Standards

The road safety audit process is not a design check, therefore verification or compliance with design standards has not formed part of the audit process.

Minimizing Risk of Collision Occurrence

All problems described in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and minimise the risk of collision occurrence.

2. Walking, Cycling and Access Audit

2.1 Best Practice Guidance

This Quality Audit has been carried out in accordance with general best practice guidance set out within the following documents:

- The Disability Act 2005
- Technical Guidance Document M 2022 – Access and Use
- Buildings for Everyone Access and use for all citizens (National Disability Authority)
- Access Auditing of the Built Environment Guidelines (National Disability Authority)
- DMURS Advice Note 4 – Quality Audits
- Traffic Management Guidelines (Irish Government Publications 2003)
- Guidance on the use of Tactile Paving Surfaces: UK Department for Transport.

2.2 Objectives of the Walking, Cycling and Access Audit

The objectives of this Walking, Cycling and Access Audit are as follows:

- To ensure a high level of accessibility to the proposed development site for all vulnerable road users and in particular, for visually and mobility impaired users
- To ensure that the current and future access needs within the scheme are recognised and developed
- To ensure that advantage is afforded to walkers and cyclists at every opportunity.

2.3 General Accessibility Recommendations

Following delivery of the Walking, Cycling and Access Audit, the design team should consider all issues raised herein for inclusion into the final design. It is less costly to make the changes now, pre-construction, than later after the scheme has been commissioned.

The client should consider setting up a dedicated access team for the project, responsible for the long-term management of universal access throughout the development.

This process should be facilitated by an Access Plan, which is a strategy for improving accessibility developed from the Audit and can ensure that access is an on-going concern and help identify opportunities for change.

The access plan should incorporate planned maintenance programmes, a schedule of works that has been devised to take into account the priority information in the Audit, processes to allow regular updating of the Audit information and links to maintenance and management procedures.

It should also set out procedures to ensure that when opportunities for access improvement arise, they are recognised.

2.4 Specific Walking, Cycling and Accessibility Recommendations

A summary of the design features, together with recommended actions to be taken during the relevant stage of the design or operation of the scheme have been detailed in the following table.

Table 2.1 - Walking, Cycling and Access Audit Summary Table

I.D.	Location	Feature	Action	When
Recommendations to Encourage Walking				
W1	Footpaths within St. Mochta's Large Residential Development	Pedestrian provision & universal access	Ensure pedestrian environments are logical, continuous, easy to understand and consistent throughout the development.	Design Stage
W2	Footpaths within St. Mochta's Large Residential Development	Pedestrian Provision / Universal Access	Ensure continuity for pedestrians is provided at crossing points, and that crossing points are located with good forward stopping sight distance for approaching vehicles.	Design Stage
W3	Pedestrian linkage to external Public Roads serving St. Mochta's Large Residential Development	Pedestrian provision – connections to external public roads	Provide seamless connections onto Porterstown Link Road to encourage uptake for car sharing and public transport, including existing and future nearby bus routes e.g. C4, 39, L52 & 37.	Design Stage
W4	Footpaths serving St. Mochta's Large Residential Development	Street furniture positioning	Ensure street furniture is carefully positioned to avoid obstructions in footways and to maximise the effective width.	Design & Operational Stages
W5	Footpaths serving St. Mochta's Large Residential Development	Footpaths and crossing points	Ensure footpaths and crossing points are located on all significant desire lines, where they are safe and convenient to use for all vulnerable road users.	Design Stage
W6	Footpaths serving St. Mochta's Large Residential Development	Pedestrian Provision / Universal Access	Ensure continuity for pedestrians is provided at crossing points, and that crossing points are located with good forward stopping sight distance for approaching vehicles.	Design Stage
W7	Footpaths serving St. Mochta's Large Residential Development	Pedestrian Provision / Universal Access	At access points through the site boundaries which connect with existing public thoroughfares, all internal footpaths should link seamlessly with external footpaths / walking opportunities to accommodate universal access and facilitate pedestrian progression.	Design Stage

I.D.	Location	Feature	Action	When
	Recommendations to Encourage Cycling			
C1	Shared cycling and walking areas within St. Mochta's Large Residential Development	Pedestrian & cyclist facilities.	Conflicts can arise where different modes of transport share the same space. En-sure cycle environments are logical, continuous, and legible throughout the development. Where cyclists are encouraged to share with pedestrians, ensure that sufficient width and end user information are provided.	Design Stage
C2	Formal Road Crossings within St. Mochta's Large Residential Development	Continuity and crossing.	Ensure continuity for cyclists and pedestrians are provided at key crossing points, and that crossing points are located with good forward stopping sight distance for approaching vehicles (these should not be obscured with landscaping).	Design Stage
C3	All dedicated cycling provisions within St. Mochta's Large Residential Development	Street furniture positioning.	Ensure street furniture is carefully positioned to avoid obstruction in cycle paths and to maximise the effective width avail-able to cyclists.	Design & Operational Stages
C4	Dedicated cycle tracks within St. Mochta's Large Residential Development	Commencements and terminations	Where cycle tracks commence, measures to allow ease of access for cyclists should be included. Where cycle tracks terminate, then termination points should be carefully designed to optimise cycle safety.	Design Stage
C5	Cycle Parking Areas within St. Mochta's Large Residential Development	Cycle Parking	Ensure appropriate cycle parking is provided within the development to encourage uptake of cycling. Ensure it is comfortable and safe for cyclists to access the parking.	Design Stage
C6	Cycle Parking Areas within St. Mochta's Large Residential Development	Cycle Parking & security	To encourage use and safeguard security, position cycle parking away from isolated areas and close to building entrances which are well lit and have natural passive surveillance. Consider providing cover over the cycle parking to protect cyclists from the elements where possible.	Design Stage
	Recommendations to Provide for Universal Access & Accessibility			
A1	Footpaths serving St. Mochta's Large Residential Development	Dropped kerbs & tactile paving	Ensure appropriate dropped kerbs and tactile paving are provided at key crossing points.	Design Stage

I.D.	Location	Feature	Action	When
A2	Footpaths serving St. Mochta's Large Residential Development	Universal Access – footpath types and finishes	Ensure consistency in the types of footpath surface utilised and ensure that the surface provides appropriate contrast with the adjacent road pavement.	Design Stage
A3	Footpaths serving St. Mochta's Large Residential Development	Universal Access – material contrast	Ensure contrasting colours/materials are used to define areas which are meant for sole use by vulnerable road users.	Design Stage
A4	Footpaths serving St. Mochta's Large Residential Development	Universal Access – footpaths	Ensure that measures are taken to actively maintain and police errant car parking on footpaths which might impact negatively upon pedestrian progression.	Design Stage & Operational Stage
A5	Footpaths serving St. Mochta's Large Residential Development	Definition of footpath edges & terminations	Ensure footpath edges are clearly defined and ensure that appropriate termination details are provided when footpaths end.	Design Stage
A6	Footpaths serving St. Mochta's Large Residential Development	Steps - legibility	Ensure steps are legible and easy to define by providing step nosings with contrasting colour.	Design Stage
A7	Building structures – St. Mochta's Large Residential Development	Building Entrances	Ensure that building entrances are well defined and by employing colours and material finishes which contrast with the rest of the building façade.	Design Stage
A8	Building structures – St. Mochta's Large Residential Development	Building Entrances	Ensure clear sight lines to building entrances are provided from all approaches. Trees, planting or street furniture should not block these.	Design Stage
A9	Footpaths serving St. Mochta's Large Residential Development	Street Lighting	Ensure public lighting is located where pedestrian movement decisions are required (i.e. at crossing points, entrances and in shared street areas).	Design Stage
A10	External Landscaped areas serving St. Mochta's Large Residential Development	Drainage gaps	Ensure any break in surface or gap (such as a drainage gulley) is no greater than 10mm and is perpendicular to line of travel. Locate drainage features both away from (and up gradient from) crossing points.	Design Stage

I.D.	Location	Feature	Action	When
A11	External Landscaped areas serving St. Mochta's Large Residential Development	Drainage / pavement gradients	Ensure access routes are constructed with even and gentle falls to allow proper drainage and prevent the formation of puddles. The cross-fall gradient to any access route should not exceed 1 in 50, except when associated with a dropped-kerb.	Design Stage
A12	External Landscaped areas serving St. Mochta's Large Residential Development	Obstructions from Street Furniture or landscaping	Ensure street furniture / landscaping do not encroach on the clear width of pathways.	Design Stage
A13	External Landscaped areas St. Mochta's Large Residential Development	Street Furniture – visually impaired	Ensure street furniture contrasts in colour with the surrounding pavement surfaces.	Design Stage
A14	Car Parking Areas within St. Mochta's Large Residential Development	Universal access to parking	Ensure car parking is accessible, easy to use, and sufficient parking spaces are provided within a well-designed environment to meet the needs of all end users who might (reasonably) be expected to use them.	Design Stage
A15	Car Parking Areas within St. Mochta's Large Residential Development	Disabled parking	Ensure the location of designated spaces for car users with disabilities are located as close as possible to the building access points.	Design Stage
A16	Car Parking Areas within St. Mochta's Large Residential Development	Car park & boundary treatment	Ensure that access to/from parked vehicles is not inhibited by boundary treatments, trees, hedges, street furniture or structural features.	Design Stage
A17	Bin storage within St. Mochta's Large Residential Development	Bin storage	Bin storage and collection can lead to obstruction of the footpaths and cycle facilities. The Designer should ensure that refuse truck access and turning, bin storage and bin collection are all considered and comprehensively catered for within the development proposals.	Design Stage

3. Stage 1 Road Safety Audit Issues

3.1 Problem: Pedestrian Connections to Public Road

Location: Development Accesses onto Porterstown Road

The absence of seamless footpath connections between the development streets and Porterstown Road is likely to elevate the risk of conflicts between vehicles and vulnerable road users.

Figure 3.1 –Locations Where Pedestrians Are Likely Require Connectivity onto Porterstown Road

Recommendation

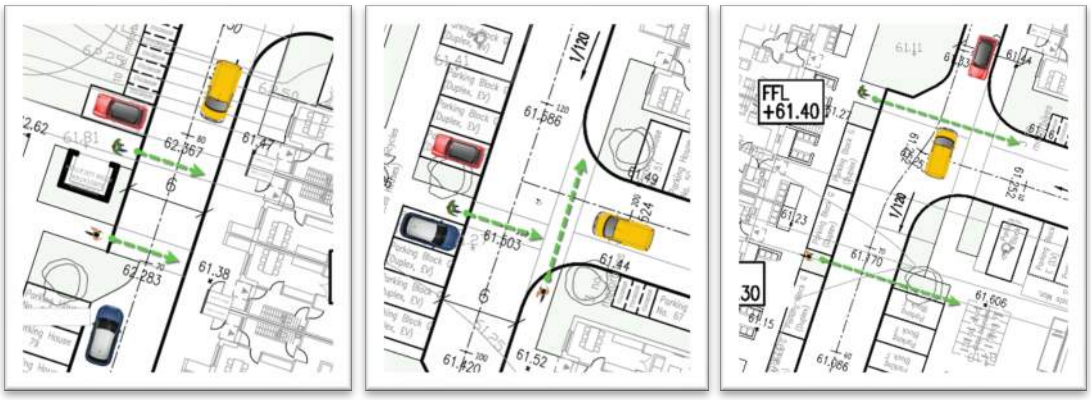
Continuous footpath connections should be provided between the development streets and Porterstown Road.

3.2 Problem: Pedestrian Crossing Risks at Unusual Junctions

Location: Various Junction Locations – See Figure Below

These unusual junction layouts offer extended, discontinuous, confusing or poorly placed crossings which prioritise vehicles over pedestrians. This may lead to collisions when drivers fail to yield for a crossing pedestrian.

Figure 3.2 – Unusual Junction Layouts Which Prioritise the Passage of Vehicles Over Pedestrians



Recommendation

The junctions should be adjusted with a view to prioritizing and improving pedestrian crossing facilities.

3.3 Problem: Obstructions - Footpaths & Pedestrian Refuge Zones

Location: Various Footpaths in Streets & Pedestrian Refuge Zones in Homezones

Several footpaths and pedestrian refuge areas throughout the scheme streets have landscaping features that obstructing them. This may lead to pedestrians stepping into the nearby traffic lanes without warning, potentially increasing the risk of vehicle conflicts.

Figure 3.3 – Example Location Where Landscaping Pockets Appear to Obstruct Footpaths

Recommendation

Landscaping features that block footpaths and pedestrian zones should be adjusted with a view to prioritizing pedestrian movement.

3.4 Problem: Treatment of Homezone Entry Points

Location: All Homezone Gateway Entry Points

Drivers may not realise they must yield to pedestrians on Homezone streets, increasing the risk of conflict with vulnerable road users, including children at play.

Figure 3.4 – Example Entry Points to Homezones Where Pedestrians & Vehicles will Share Space

Recommendation

Drivers should be clearly informed that they are entering a Homezone street. Measures might include conspicuous pedestrian refuge zones, surface colour changes, in-lane roundels, and gateway signage at entry points.

4. Audit Team Statement

4.1 Certification & Purpose

We certify that we have examined the drawing(s) listed in Chapter 1 of this Report.

Sole Purpose of the Road Safety Audit

The Road Safety Audit has been carried out with the sole purpose of identifying any features of the design which could be removed or modified to improve the road safety aspects of the scheme.

4.2 Implementation of RSA Recommendations

The problems identified herein have been noted in the Report together with their associated recommendations for road safety improvements.

We (the Audit Team) propose that these recommendations should be studied with a view to implementation.

Audit Team's Independence to the Design Process

No member of the Audit Team has been otherwise involved with the design of the measures audited.

4.3 Road Safety Audit Team Sign-Off

Martin Deegan
Audit Team Leader
Road Safety Engineering Team
traffico

Signed: 
Date: 15th May 2025

Sai Janapareddy
Audit Team Member
Road Safety Engineering Team
traffico

Signed: 
Date: 15th May 2025

5. Designers Response

5.1 How the Designer Should Respond to the Road Safety Audit

The Designer should prepare an Audit Response for each of the recommendations using the Road Safety Audit Feedback Form attached in Appendix A.

When completed, this form should be signed by the Designer and returned to the Audit Team for consideration. See flow-chart following for further description.

Figure 5.1 – Road Safety Audit Sign-Off and Completion Process

5.2 Returning the Completed Feedback Form

The Designer should return the completed Road Safety Audit Feedback Form attached in Appendix A of this report to the following email address:

- Email address: martin@traffico.ie
- Telephone: 01 699 1551

The Audit Team will consider the Designer's response and reply indicating acceptance or otherwise of the Designers response to each recommendation.

Triggering the Need for an Exception Report

Where the Designer and the Audit Team cannot agree on an appropriate means of addressing an underlying safety issue identified as part of the audit process, an Exception Report must be prepared by the Designer on each disputed item listed in the audit report.

Appendix A

A.1 Road Safety Audit Feedback Form

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Road Safety Audit Feedback Form

Scheme: St. Mochta's Large Residential Development

Audit Stage: Quality Audit | **Audit Date:** 15th May 2025

Problem Reference (Section 2)	Designer Response Section			Audit Team Response Section
	Problem Accepted (yes / no)	Recommended Measure Accepted (yes / no)	Alternative Measures or Comments	Alternative Measures Accepted (yes / no)
2.1	Yes	Yes	The design has been reviewed to ensure continuous footpath connections to facilitate movement between the development streets and Porterstown Road. There is good E-W connectivity and good N-S connectivity along the western side of Porterstown Road.	Noted.
2.2	Yes	Yes	The junctions have now been redesigned and now prioritise pedestrian crossing at each of the identified locations.	Noted.
2.3	Yes	No	Following a design review with the design team and client, the current design has been coordinated to facilitate best practice as a traffic calming measure as outlined in DMURS. We propose the landscape buildouts to: 1) Allow for pedestrian refuge 2) Ensure low vehicular speeds by manoeuvring the vehicles around the build outs and by avoiding straight roads and straight line of sight. The design team and client have used the current design successfully on other sites, which results in low vehicular speeds and good pedestrian priority and safety.	Yes, agreed.
2.4	Yes	Yes	The entry points to Homezones now include conspicuous pedestrian refuge zones, surface colour changes and gateway signage at entry points.	Noted.

**The Designer should complete the Designer Response Section above, then fill out the designer details below and return the completed form to the Road Safety Audit Team for consideration and signing.*

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Designer's Name:	MARK DEEGAN	Designer's Signature:		Date:	27/5/25
Employer's Name:	JAMES LEONARD	Employer's Signature:		Date:	27/5/'25
Audit Team's Name:	Martin Deegan	Audit Team's Signature:		Date:	28 / 05 / 2025

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