



CLEEVES RIVERSIDE QUARTER

Notice

This document and its contents have been prepared and are intended solely as information for Limerick City & County Council and use in relation to Cleeves Riverside Quarter Quality Audit Stage 1.

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This document has 21 pages including the cover.

Document history

Document title: Quality Audit Report

Document reference: 0117216DG0011

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
0	Work in Progress	SK	SK	CJP	CJP	August 2025
1	Final for legal review	CJP	CJP	CJP	CJP	Sept 2025
2	Final	CJP	CJP	CJP	CJP	Oct 2025

Client signoff

Client	Limerick City & County Council
Project	CLEEVES RIVERSIDE QUARTER
Job number	1000117216
Client signature/date	



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1. Introduction

1.1 Background

This Quality Audit has been prepared by AtkinsRéalis on behalf of Limerick City and County Council, in partnership with Limerick Twenty Thirty DAC, as part of the supporting documents required for a planning application for a proposed development at Cleeves Riverside Quarter' in Limerick City. The Quality Audit was undertaken in accordance with Advice Note 4 of DMURS.

Limerick City and County Council, in partnership with Limerick Twenty Thirty DAC, intends to seek the approval of An Coimisiún Pleanála in accordance with Section 175 and 177AE of the Planning and Development Act 2000, as amended, for a mixed-use development that seeks the regeneration and adaptive reuse of a strategic brownfield site, as part of the Limerick City and County Council 'World Class Waterfront revitalisation and transformation project'.

The proposed development comprises Phase II, of an overall Masterplan with four phases of development proposed. Phase II is subsequent to ongoing stabilisation and repair of the Flaxmill protected structure (Phase I) which is being undertaken in accordance with a Section 57 Declaration. Phase III is intended to comprise an educational campus, inclusive of the adaptive reuse of the Flaxmill Building as part of that development and will be subject to a future separate application. Phase IV comprising the Shipyard site will be the final phase of development.

Two structures within the site are designated protected structures; the Flaxmill Building (PS Ref no.264 & NIAH No. 21512053) and the octagonal brick chimney (PS Ref no.265 & NIAH No. 21512059), which are to be retained..

The site location is shown below in **Figure 1-1**.



Figure 1-1 - Site Location (HRA Planning, 2025)

1.2 Site Inspection

The site inspection was carried out by the Audit Team on the 14th of August 2025. The weather conditions during the site inspection were dry and warm. The site visit was completed during daylight hours. Traffic conditions during the site inspection were low. Pedestrian activity was low.



1.3 The Team

The Quality Team members were as follows:

Team Leader: Colin Prendeville, Beng (Hons) P.Cert (RSA) CEng MIEI

Team Member: Sylwia Kielak MEng MIEI

1.4 Design Drawings

Refer to Appendix B which lists the drawings that were examined as part of the Stage 1 Quality Audit.

1.5 Other Documents

Table 1-1 below lists the documents that were examined as part of the Stage 1 Quality Audit.

Table 1-1 - Other Documents List

Item	Title
1	CRQMP Residential & Public Realm Works EIAR Chapter 1: Introduction
2	CRQMP Residential & Public Realm Works EIAR Chapter 2: Project Description
3	CRQMP Residential & Public Realm Works EIAR Chapter 4: Project Scoping & Consultation

1.6 Quality Audit Compliance

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 additional guidance. This Quality Audit consists of the following elements:

- **Individual Design Audits** – This will consist of individual Design Audits such as the Road Safety Audit, that assess different aspects of street design, as required..
- **Quality Audit Report** – The Quality Audit Report will summarise the issues raised within each individual Design Audit. All solutions should be measured against the main objectives of the project and presented as a series of recommendations. The quality audit includes the following audits;
 - **Walking and Cycling Audit**
 - **Access Audit**

Other audits that are listed in DMURS have not been considered at this stage of the design process (e.g. visual audit and community audit). These may be suitable for consideration as the design progresses further.



2. Walking & Cycling Audit Findings

2.1 Problem: Fixed Objects within Existing Footpath

Location: North Circular Road

During the site visit, the Audit Team observed that a number of existing utility posts are located within the footpath adjacent to the development site. These posts are within the pedestrian routes which present a potential hazard, particularly for users with visual impairments who may not be able to detect such obstacles in advance. These obstructions may also lead to people walking on the road to avoid them. The scheme is likely to see increase demand for footpaths in the area as a whole.



Figure 2-1 - Fixed Objects within Existing Footpath

Recommendation:

Where feasible, fixed obstacles should be relocated outside the pedestrian zones or undergrounded in the case of utilities, to ensure unobstructed movement, particularly for visually impaired users.

2.2 Problem: Provision of Designated Crossing Points

Location: North Circular Road

It is unclear from the drawings provided by the Designer whether any uncontrolled pedestrian crossings are proposed along the North Circular Road to facilitate safe pedestrian movements, particularly for individuals with visual impairments. The absence of clearly defined crossing points along pedestrian desire lines may result in unsafe crossing behaviour and increase the risk of vehicle/ pedestrian conflicts.

Recommendation:

Appropriate crossing provision with tactile paving and dropped kerbs should be provided.

2.3 Problem: Discontinuity of Footpaths

Location: Throughout

A number of footpaths appear to be discontinued within the site by the proposal of grass and vegetation. These may restrict pedestrian movements and naturally result in pedestrians being forced into the area of vehicles. Additionally trips and falls could occur where people try to navigate the vegetated areas.



Figure 2-2 – Proposed Vegetation along Likely Desire Lines

Recommendation:

Footpaths should be continuous where possible and serving obvious desire lines.

3. Access Audit

3.1 Best Practice Guidance

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

- The Disability Act 2005;
- British Standards Institute BS8300:2001;
- Building Regulations 2000, Technical Guidance Document M – Access for People with Disabilities (Department of the Environment, Heritage and Local Government);
- Buildings for Everyone Access and Use for All Citizens (National Disability Authority);
- Access Auditing of the Built Environment Guidelines (National Disability Authority);
- Traffic Management Guidelines (Irish Government Publications 2003); and
- Guidance on the Use of Tactile Paving Surfaces (UK Department of Transport).

3.2 Objectives

The objectives of this Access Audit are as follows:

- To ensure a high level of accessibility for the proposed scheme for all vulnerable road users and in particular visibility and mobility impaired users.
- To ensure that the access infrastructure in relation to the scheme is in accordance with current best practice.
- To ensure that the current and future access needs within the scheme are recognised and developed.

3.3 Accessibility Recommendations

In terms of progression, following delivery of the Accessibility 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.



3.4 Specific Accessibility Problems

3.4.1 Problem: Existing Uncontrolled Pedestrian Crossings

Location: Throughout

During the site visit, the Audit Team observed that several existing uncontrolled pedestrian crossings within the vicinity of the proposed development do not incorporate appropriate tactile paving and/ or drop kerbs. These elements are critical for ensuring safe and accessible crossing conditions for all users, particularly for those with mobility challenges, visual impairments, wheelchair users, older adults, and individuals with buggies. Given that the completed scheme is expected to generate increased pedestrian movement to and from the area, the absence of these accessibility features may present significant challenges and safety risks for less abled users.

Recommendation:

The Designer should assess the existing uncontrolled crossings in the vicinity of the proposed development to ensure accessibility for less abled individuals is provided as part of the scheme.

3.4.2 Problem: Set Down Area Accessibility

Location: North Circular Road

The proposed set down area/ accessible car parking bay location on the North Circular Road does not indicate the associated dropped kerb and blister tactile paving. It is unclear if the space is sufficiently wide to cater for mobility impaired users. The absence of such features may compromise the usability of the facility and increase the risk of conflict if users need to navigate to the road while using the space.

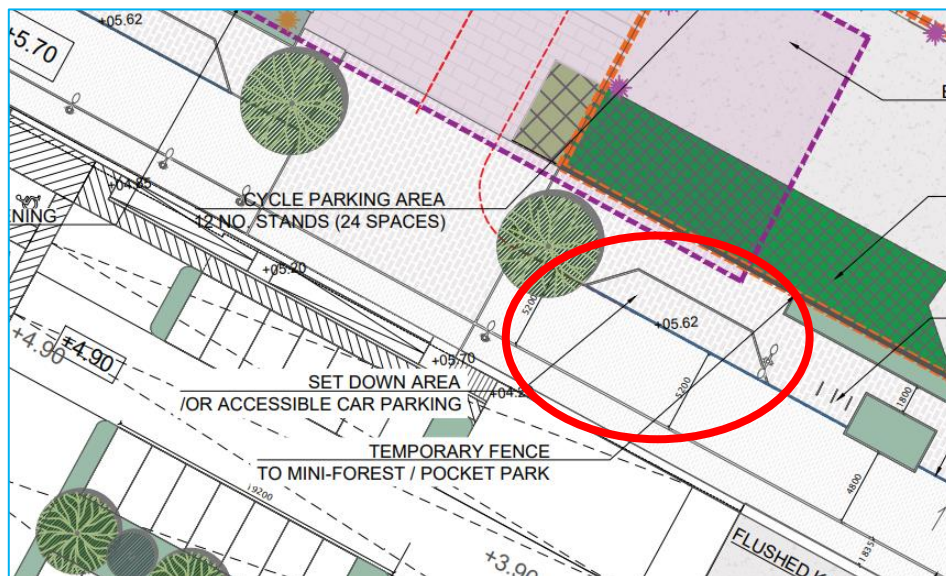


Figure 3-1 – Set Down/ Accessible Car Parking Bay

Recommendation:

A parking space with suitable width, dropped kerbs and blister tactile paving should be provided.

3.4.3 Problem: Unattractive Pedestrian and Cycle Ramp

Location: Pedestrian/ Cycle Ramp to R527

The existing pedestrian/ cycle ramp to R527 is to be retained as part of the proposed layout. During the site visit, the Audit Team observed that the ramp is quite secluded and partially covered by trees making it dark. Such an environment may contribute to a feeling of unease, particularly among women, children, and elderly users, potentially discouraging use and increasing the risk of antisocial behaviour.



Figure 3-2 – Pedestrian/ Cycle Ramp to R527

Recommendation

Where feasible measures to enhancing visibility, lighting and passive surveillance in this area could help improve the perceived and actual safety of the route, encouraging use by all members of the community.

3.5 General 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 and should be given consideration by the Design Team.

ID	Location	Feature	Action	When
01	Scheme Extents	Pedestrian Provision	Ensure defined pedestrian areas are sufficiently free from street furniture and clutter.	Design & Operational Stage
02	Scheme Extents	Pedestrian Provision	Ensure crossing points are located on all significant desire lines, where they are safe and convenient for all road users.	Design Stage
03	Scheme Extents	Pedestrian Provision	Ensure provision of appropriate drop kerbs and tactile paving throughout the scheme.	Design Stage
04	Scheme Extents	Pedestrian Provision	Ensure access routes have sufficient width for the expected number of people. Provide passing places where clear width is less than 2m.	Design Stage
05	Scheme Extents	External Ramps & Handrails	Locate handrails on both sides of the ramp and continuously around intermediate landings. Ensure provision of a kerb upstand or guarding to the side of the ramp where adjacent ground is at a lower level.	Design Stage
06	Scheme Extents	External Steps	Provide handrails to both sides of the steps and continuously around intermediate landings. Tactile hazard warning surface should be provided at the top and bottom of steps, with the length equivalent to the step width.	Design Stage
07	Scheme Extents	Surface Materials	Ensure logical and creative use of materials to enhance legibility of external environment, particularly in areas where shared space concept is implemented. Suitable measures to enforce speed control should be in place.	Design Stage
08	Scheme Extents	Surface Materials	Ensure all surfaces are firm, hard, and slip resistant. Consideration should be given to the ease and cost of future maintenance. The proposed boardwalk area could become hazardous over time if not given close consideration during design.	Design & Operational Stage



09	Scheme Extents	Drainage	Ensure any break in surface or gap such is (as a drainage gully) no greater than 10mm and is perpendicular to line of travel. Locate drainage features away from crossing points.	Design Stage
10	Scheme Extents	Drainage	Ensure access routes are laid to even 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
11	Scheme Extents	Street Furniture and landscaping	Ensure street furniture and landscaping does not encroach on the clear width of pathways. Items of street furniture should be placed at or beyond the boundary of an access route.	Design & Operational Stage
12	Scheme Extents	Public Lighting	Ensure appropriate lighting is provided across the scheme and likely links to the development from the existing road network	Design & Operational Stage
13	Internal Development	Bicycle Parking	Ensure appropriate and secure bicycle parking is provided within the proposed development area to promote active travel and prevent theft.	Design & Operational Stage
14	Internal Development	Seating	The provision of seating should include back and arms rests to cater for less able users.	Design & Operational Stage
15	Internal Development	Bins/ refuse	Ensure external bins are provided across the scheme to maintain upkeep of the area and maintain the attractiveness for the area during its lifetime.	Design & Operational Stage
16	Internal Development	Refuse collection	Ensure the collection point for bins is such that these are accessible for residents and located to avoid the movement of large vehicles in proximity to recreational and pedestrian activity.	Design & Operational Stage



4. Other Audits

4.1 Road Safety Audit Stage 1

A Stage 1 Road Safety Audit is included in Appendix C of this report.



5. Audit Team Statement

5.1 Certification

We certify that we have examined the drawings listed in Appendix B of this Report.

5.2 Sole Purpose

The Quality 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 quality and user experience of the scheme for all users including mobility impaired, visually impaired and those of the general community.

5.3 Implementation of Quality Recommendations

The issues identified herein have been noted in the Report together with their associated recommendations for quality improvements. We (the Audit Team) propose that these recommendations should be studied with a view to implementation.

5.4 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.

5.5 Quality Audit Team Sign-Off

Colin Prendeville

Signed: 

Audit Team Leader

Road Safety Engineering Team

Date: 22/08/2025

ATKINSRÉALIS

Sylvia Kielak

Signed: 

Audit Team Member

Road Safety Engineering Team

Date: 22/08/2025

ATKINSRÉALIS



6. Design's Response

6.1 Preparing a Response to the Quality Audit

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

When completed, this form should be signed by the Designer and returned to the Audit Team.

6.2 Returning the Feedback Form

Please return the completed Quality Audit Feedback Form attached in Appendix A of this report to the following email or postal address:

Email address: colin.prendeville@atkinsrealis.com

Postal address: Road Safety Engineering Team
AtkinsRéalis
150 Airside Business Park
Swords
Co. Dublin
K67 K5W4

Telephone: +353 (0)1 810 8000

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



APPENDICES

Appendix A: Quality Audit Feedback Form

Scheme: Cleeves Riverside Quarter

Audit Stage: Stage 1 Quality Audit

Date Audit Completed: 22/08/2025

To be completed by the Designer				To be completed by the Audit Team
Paragraph No. in Quality Audit Report	Issue accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures or comments if different to the recommendation of the audit team	Alternative Measures accepted by Auditors (yes/no)
2.1	Yes	Yes	Issues will be addressed where within the remit of the design team.	
2.2	Yes	Yes	Provision of pedestrian crossing has been incorporated.	
2.3	Yes	Yes	Delineation will be provided in detail design of surfacing and reinforced in the placing of street furniture	
3.4.1	Yes	Yes		
3.4.2	No	No	This is not an accessible car parking space. Drawing tag will be updated.	Yes. Noted and agreed.
3.4.3	Yes	Yes	The suggested improvements to the existing pedestrian ramp will be considered in the next design stages and in the context of future proposals for commercial accommodation in Phase IV of the masterplan.	

Signed by the Designer:  Date: 05/09/2025

Signed by the Audit Team Leader:  Date: 05/09/2025

Signed by the Employer: Date: DD/MM/2025



Appendix B. Drawing List

Drawing Number	Title	Revision
CRQMP-MLA-ZZ-XX-DR-L-1000	Landscape Masterplan	P05
CRQMP-FCBS-00-DR-AA-1000	Proposed Site Layout Plan Level 00	P18
CRQMP-BMEA-ZZ-ZZ-DR-AA-1310	Proposed Site Taken in Charge Plan	-
CRQ-ARUP-XX-XX-DR-CS-C-0001	NCR Alterations - Raising Road Levels	P02
CRQ-ARUP-XX-XX-DR-SK-0005	NCR Alterations – Raising Road Levels	P02



Appendix C. Road Safety Audit Stage 1



AtkinsRéalis



Road Safety Audit Stage 1 Report

Limerick City & County Council

October 2025

100117216DG0012

CLEEVES RIVERSIDE QUARTER

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1. Introduction

1.1 Background

This Stage 1 Road Safety Audit has been prepared by AtkinsRéalis on behalf of Limerick City and County Council, in partnership with Limerick Twenty Thirty DAC, as part of the supporting documents required for a planning application for a proposed development at Cleaves Riverside Quarter' in Limerick City.

Limerick City and County Council, in partnership with Limerick Twenty Thirty DAC, intends to seek the approval of An Coimisiún Pleanála in accordance with Section 175 and 177AE of the Planning and Development Act 2000, as amended, for a mixed-use development that seeks the regeneration and adaptive reuse of a strategic brownfield site, as part of the Limerick City and County Council 'World Class Waterfront revitalisation and transformation project'.

The proposed development comprises Phase II, of an overall Masterplan with four phases of development proposed. Phase II is subsequent to ongoing stabilisation and repair of the Flaxmill protected structure (Phase I) which is being undertaken in accordance with a Section 57 Declaration. Phase III is intended to comprise an educational campus, inclusive of the adaptive reuse of the Flaxmill Building as part of that development and will be subject to a future separate application. Phase IV comprising the Shipyard site will be the final phase of development.

Two structures within the site are designated protected structures; the Flaxmill Building (PS Ref no.264 & NIAH No. 21512053) and the octagonal brick chimney (PS Ref no.265 & NIAH No. 21512059), which are to be retained.

The Road Safety Audit was undertaken in accordance with TII publication GE-STY-01024.

The site location is shown below in **Figure 1-1**.

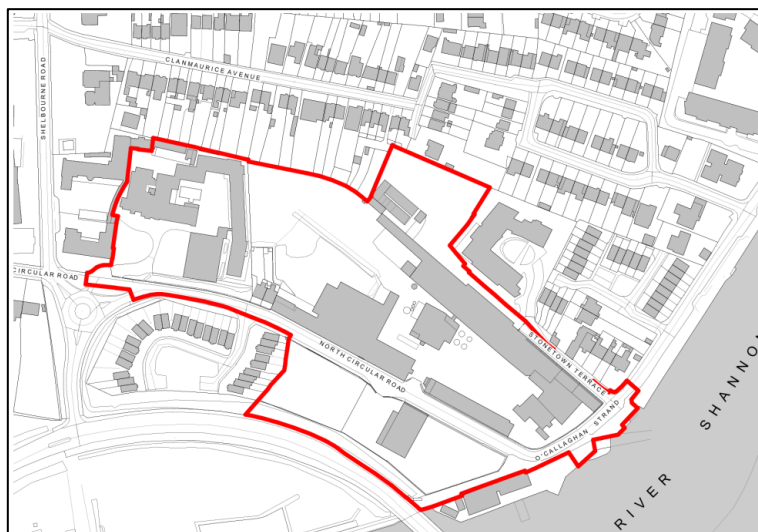


Figure 1-1 - Site Location (HRA Planning, 2025)

1.2 Site Inspection

The site inspection was carried out by the Audit Team on the 14th of August 2025. The weather conditions during the site inspection were dry and warm. The site visit was completed during daylight hours. Traffic conditions during the site inspection were low. Pedestrian activity was low.



1.3 The Team

The Road Safety Audit Team members were as follows:

Team Leader: Colin Prendeville, Beng (Hons) P.Cert (RSA) CEng MIEI

Team Member: Sylwia Kielak MEng MIEI

1.4 Design Drawings

Refer to Appendix B which lists the drawings that were examined as part of the Road Safety Audit.

1.5 Previous Road Safety Audits

No previous audits were completed for this scheme.

1.6 Road Safety Audit Compliance

1.6.1 Procedure and Scope

This 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** and **GE-STY-02027 – Road Safety Audit Guidelines**.

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.

1.6.2 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.

1.6.3 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 all the scheme and minimise the risk of collision occurrence.

1.7 Road Safety Collision Analysis

No collision statistical information was provided to the Audit Team. Currently, access to the Road Safety Authority site has been removed for use by third parties and as a result no analysis of existing collision information has been carried out by the Audit Team.



2. Road Safety Issues Identified

2.1 Problem: Speed and Delineation within Shared Space

Location: Internal and External Areas of Shared Space

It is unclear from the drawings provided by the Designer whether non-physical delineation features, such as surfacing or different textures or colours, will be implemented within the shared spaces throughout the scheme to aid in guiding vehicles away from pedestrian only zones. Measures to curtail vehicles speeds in these zones are not clear in the design drawings. These zones are particularly important for individuals with mobility and visual impairments. A lack of clearly defined pedestrian only zones, speed control and appropriate delineation may result in vehicle/ pedestrian conflict within the shared space and create navigation difficulties for users with mobility and visual impairments.

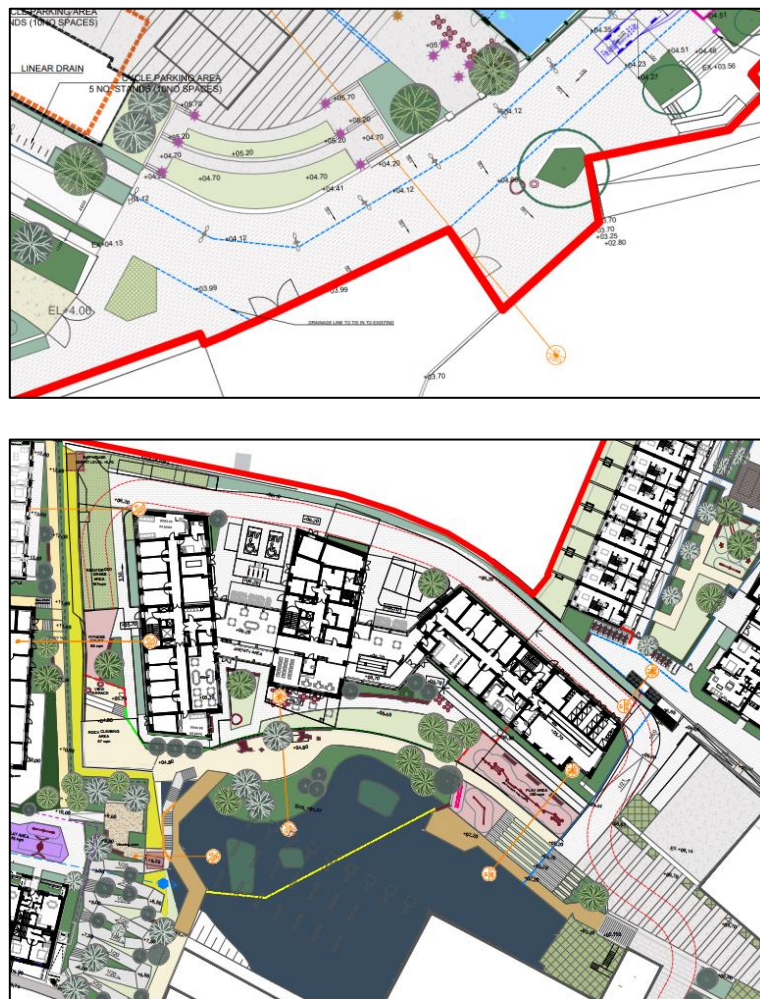


Figure 2-1 – Shared Space

Recommendation

The Designer should ensure the proposed layout gives particular attention to the provision of pedestrian only zones within the shared spaces, and that robust speed control measures are provided throughout any shared space zones.

2.2 Problem: Lack of Provision for Pedestrian Users

Location: North Circular Road/ R464 Junction (Salesian Primary School)

During the site visit, the Audit Team noted a lack of existing provisions for non-motorised road users at the junction (roundabout) of the North Circular Road with the R464, adjacent to Salesian Primary School. There are no proposals in the proposed development works that will cater for pedestrians to navigate to and from the development across this junction. This may increase the risk of collisions between vehicles and pedestrians in this area where provision is not made.



Figure 2-2 – Existing Layout at Salesian Primary School

Recommendation

The scheme should adequately tie into the junction and cater for likely pedestrian demand.

2.3 Problem: Existing Layout at the School and Drop Off Area

Location: North Circular Road/ R464 Junction (Salesian Primary School)

The proposed access point for the western end of the development is into an existing drop off/ pick up area adjacent the roundabout and school. This may lead to potential conflict between vehicles entering/exiting this area and this utilising the drop off/ pick up area which may inadvertently travel against the flow of traffic, increasing the risk of head on collisions with vehicles. People being dropped off in this area are at risk of being struck by vehicles traveling to and from the development.

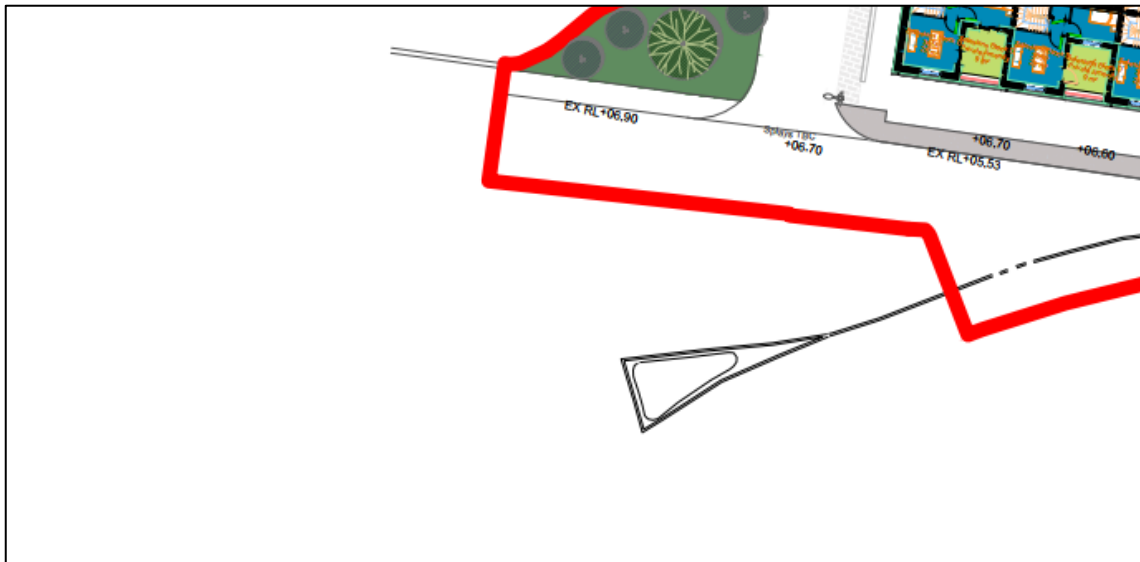


Figure 2-3 – Missing Detail at Tie-In

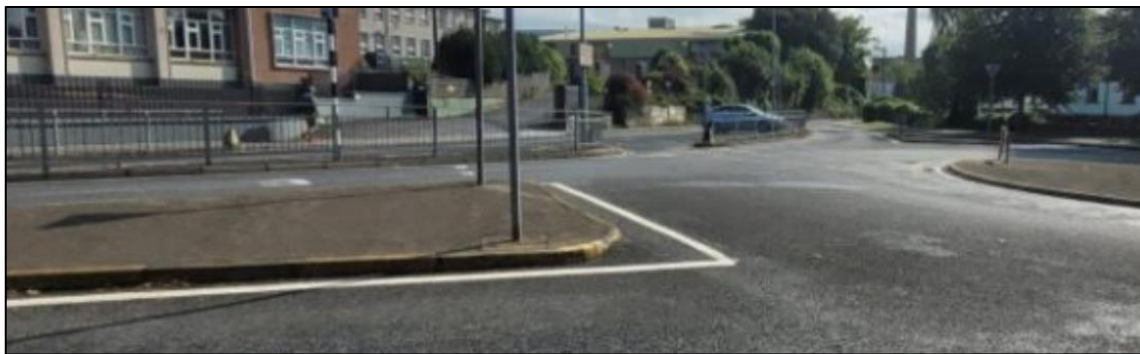


Figure 2-4 – Existing Layout at Salesian Primary School

Recommendation

The design should suitably tie-in into the existing road network ensuring that the drop off area is catered for. The layout should be suitably amended in conjunction with problem 2.8 above to cater for pedestrians in this area.

2.4 Problem: Existing Uncontrolled Crossings

Location: O'Callaghan Strand/ Stone Town Terrace Junction

It is unclear from the drawings provided whether the existing uncontrolled pedestrian crossings at the junction of O'Callaghan Strand and Stone Town Terrace are to be retained or modified as part of the proposed layout. The absence of clearly designated crossing points may lead to conflicts and collisions between vehicles and pedestrians, particularly those with visual impairments who rely on provision of tactile paving for safe navigation.

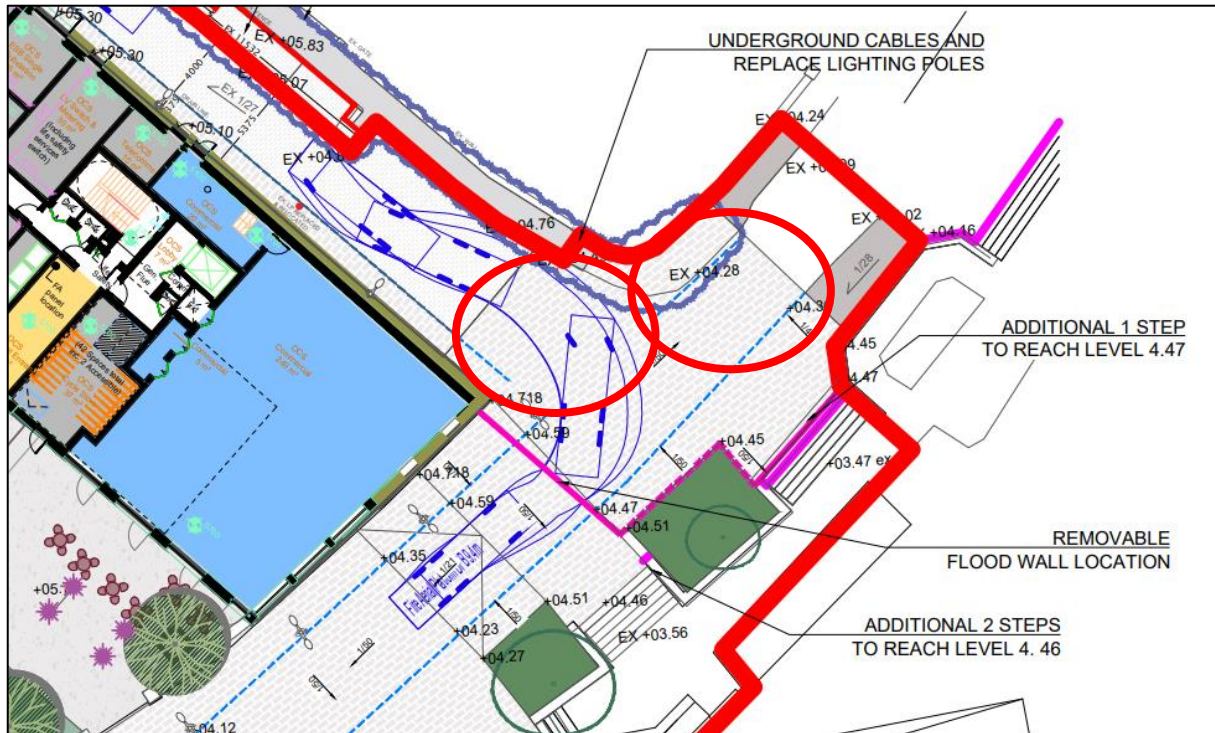


Figure 2-5 – Uncontrolled Crossings

Recommendation

The Designer should clarify the treatment of existing uncontrolled pedestrian crossings in the proposed layout. If crossings are to be retained or modified as part of the proposed layout, the Designer should ensure that appropriate tactile paving is included in the design to support the safety of non-motorised road users, particularly those with visual impairments.

2.5 Problem: Protection at Uncontrolled Crossings

Location: O'Callaghan Strand/ Stone Town Terrace Junction

It is unclear from the drawings provided by the Designer whether any protection measures are being considered for inclusion at the uncontrolled pedestrian crossing, to safeguard vulnerable road users waiting to cross. There is general lack of segregation in this area which could leave pedestrians and vulnerable road users exposed to through traffic. The lack of delineation using kerbs at this junction may result in large vehicles entering the pedestrian only zones while completing a turn, increasing the risk of vehicle/ pedestrian type collisions.

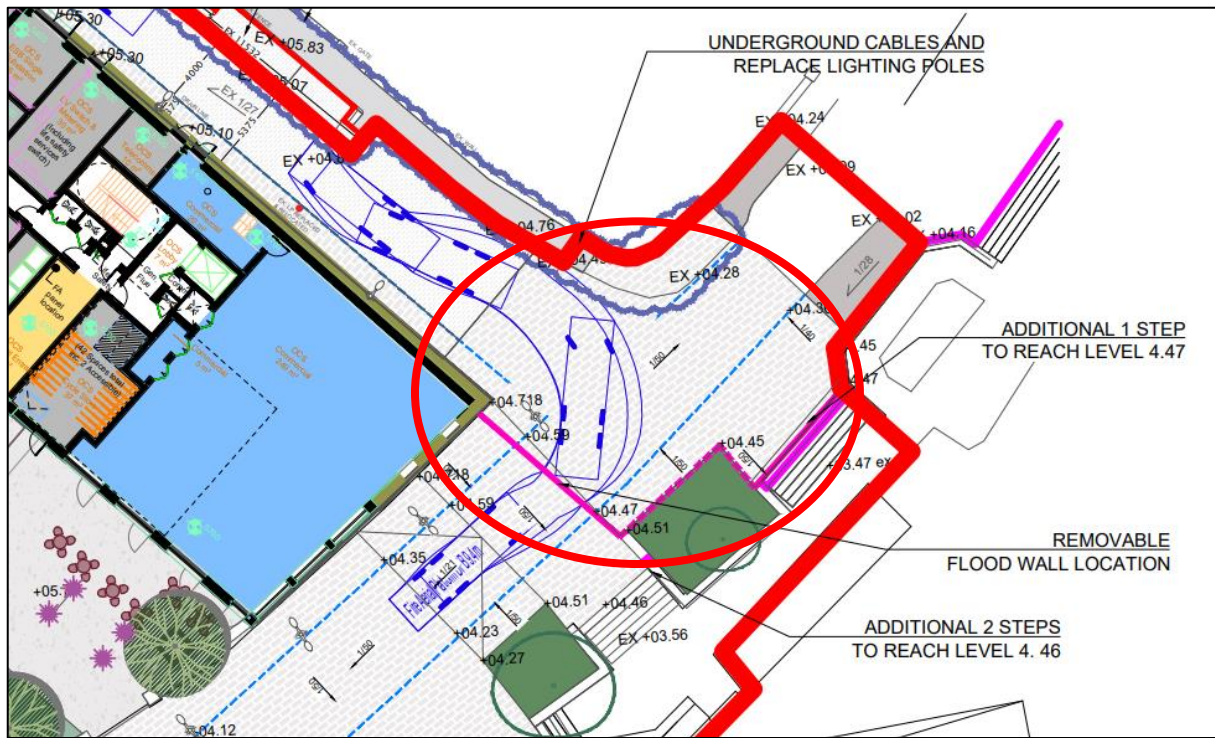


Figure 2-6 – Uncontrolled Crossings

Recommendation

Appropriate physical protection measures to clearly delineate pedestrian space and enhance safety for vulnerable road users should be provided here and all conflict points in the scheme.

2.6 Problem: Blind Corners

Location: Stone Town Terrace and

During the site visit, the Audit Team observed a visibility obstruction for vehicles exiting the gated residential complex onto Stone Town Terrace. This may increase the risk of collisions between vehicles leaving the property and pedestrians/cyclists along the shared surface.

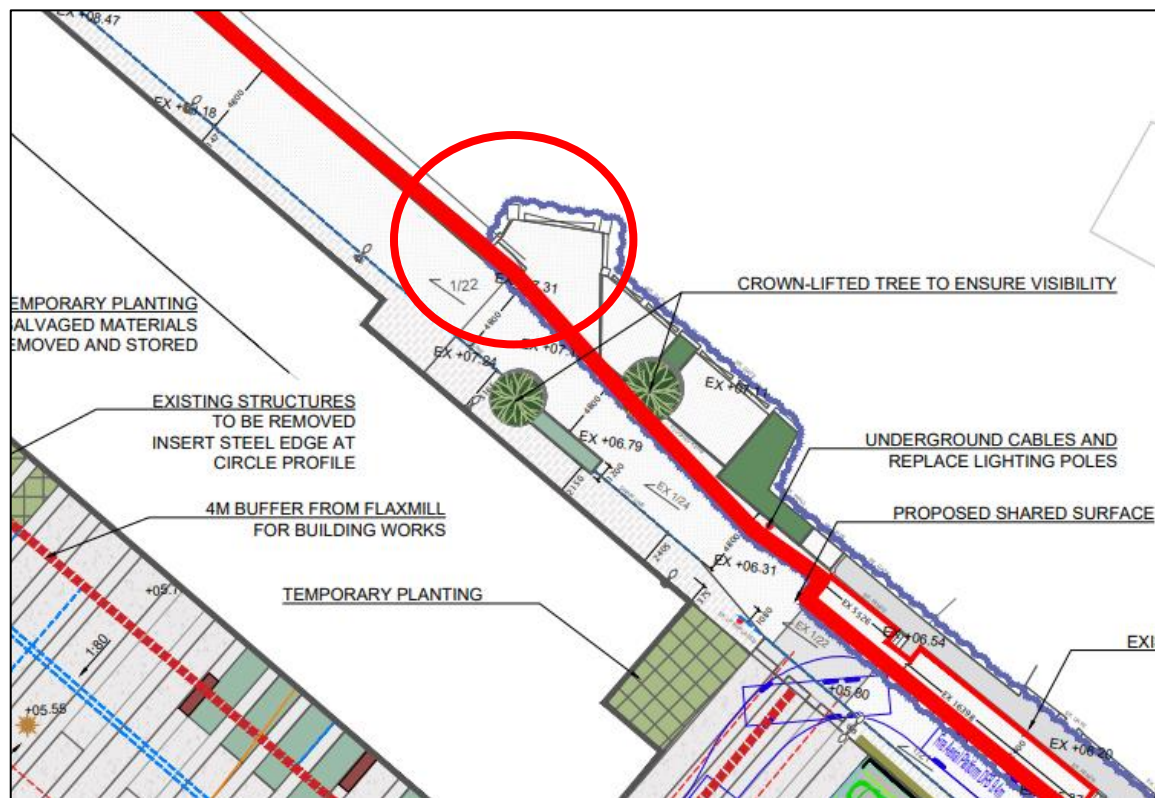


Figure 2-7 – Blind Corner at Gated Access

A similar concern related to the location highlighted below.

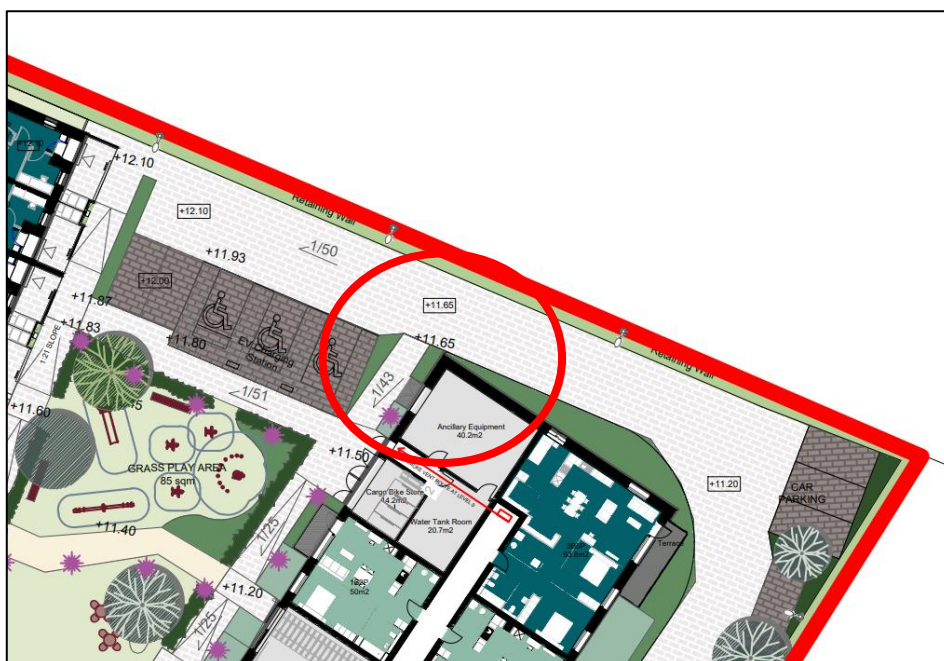


Figure 2-8 – Blind Corner at Ancillary Room

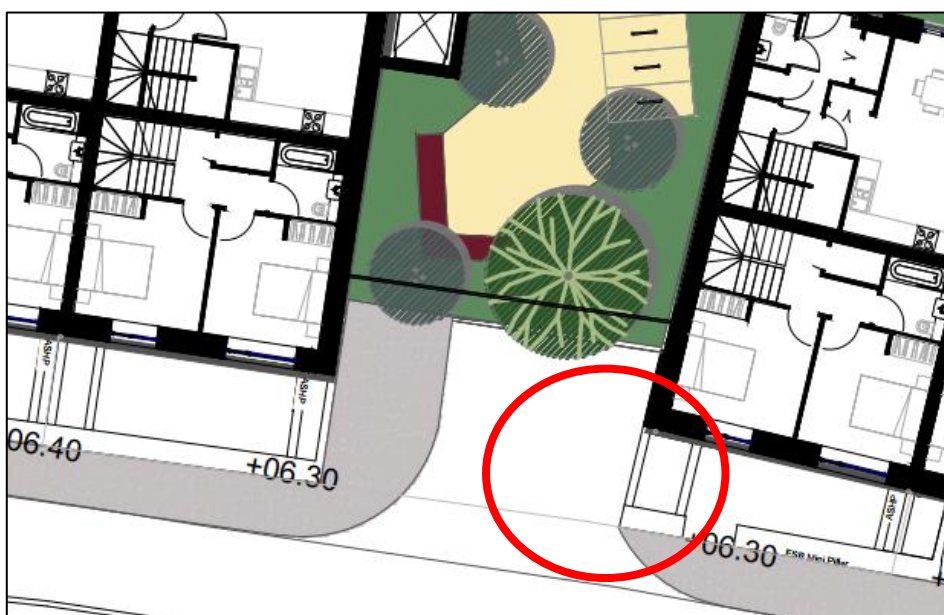


Figure 2-9 – Blind Corner at Underground Car Park

Recommendation

Ensure appropriate sightlines at the locations noted above are provided.

2.7 Problem: Space Available for Turnaround Manoeuvres

Location: Internal Layout

It is unclear from the drawings provided whether sufficient space has been provided at the end of the car park areas to allow for turnaround manoeuvres, should a driver be unable to find a free parking space or wish to exit (e.g. delivery vehicles). A lack of adequate space for completion of this manoeuvre could result in vehicles reversing back out of the car park, increasing the risk of vehicle/ vehicle, vehicle/ pedestrian, and vehicle/ cyclist collisions..



Figure 2-10 – Proposed Car Park Cul-de-sac



Figure 2-11 – Proposed Car Park Cul-de-sac



Figure 2-12 – Proposed Car Park Cul-de-sac

Recommendation

Adequate space for turnaround manoeuvres at cul-de-sac locations should be provided.

2.8 Problem: Proposed Car Park Layout

Location: Internal Layout

It is unclear from the drawings provided by the Designer whether the proposed car parking layout is suitable for vehicles to park and exit safely. The angle at which some of the car park spaces are provided in relation to the road alignment appear to be unsuitable, making the manoeuvrability in and out of the spaces difficult. This may increase the risk of collisions between vehicles entering/ exiting parking spaces and vehicles/ pedestrians in their vicinity.



Figure 2-13 – Proposed Car Park Layout

Recommendation

The Audit Team recommends that the Designer review the proposed car park layout to ensure that all entry and exit manoeuvres from the designated spaces are feasible and can be performed safely.

3. Audit Team Statement

3.1 Certification

We certify that we have examined the drawings listed in Appendix B of this Report.

3.2 Sole Purpose

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.

3.3 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.

3.4 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.

3.5 Road Safety Audit Team Sign-Off

Colin Prendeville

Signed: 

Audit Team Leader

Road Safety Engineering Team

Date: 22/08/2025

ATKINSRÉALIS

Sylvia Kielak

Signed: 

Audit Team Member

Road Safety Engineering Team

Date: 22/08/2025

ATKINSRÉALIS



4. Design's Response

4.1 Preparing a Response 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.

4.2 Returning the Feedback Form

Please return the completed Road Safety Audit Feedback Form attached in Appendix A of this report to the following email or postal address:

Email address: colin.prendeville@atkinsrealis.com

Postal address: Road Safety Engineering Team
AtkinsRéalis
150 Airside Business Park
Swords
Co. Dublin
K67 K5W4

Telephone: +353 (0)1 810 8000

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

4.3 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.



APPENDICES

Appendix A: RSA 1 Feedback Form

Scheme: Cleeves Riverside Quarter

Audit Stage: Stage 1 Road Safety Audit

Date Audit Completed: 22/08/2025

To be completed by the Designer				To be completed by the Audit Team
Paragraph No. in Quality Audit Report	Issue accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures or comments if different to the recommendation of the audit team	Alternative Measures accepted by Auditors (yes/no)
2.1	Yes	Yes		
2.2	Yes	Yes	The design will be updated to accommodate improvements to pedestrian circulation within close proximity of the proposed scheme.	
2.3	Yes	Yes	Minor improvements to kerbs are proposed that will better this arrangement. Volume of traffic for proposed development only increased by 5no. accessible spaces and 2no. creche drop-offs at this entry point to the site from existing condition.	
2.4	Yes	Yes		
2.5	Yes	Yes		
2.6	Yes	Yes		
2.7 (Fig 2-10)	Yes	Yes		
2.7 (Fig 2-11)	No	No	The cul-de-sac is only 5 vehicles deep and therefore turnaround space is not required.	Yes. Comments noted.
2.7 (Fig 2-12)	No	No	Spaces to be allocated to specific users and managed by Salesians Primary School, therefore, no need for turnaround.	Yes. Comments noted.

2.8	No	No	The proposed car park layout has been reviewed. All spaces are feasible and can be accessed safely.	Yes. Comments noted.
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Signed by the Designer:



Date: 05/09/2025

Signed by the Audit Team Leader:



Date: 05/09/2025

Signed by the Employer:

Date: DD/MM/2025

Appendix B. Drawing List

Drawing Number	Title	Revision
CRQMP-MLA-ZZ-XX-DR-L-1000	Landscape Masterplan	P05
CRQMP-FCBS-00-DR-AA-1000	Proposed Site Layout Plan Level 00	P18
CRQMP-BMEA-ZZ-ZZ-DR-AA-1310	Proposed Site Taken in Charge Plan	-
CRQ-ARUP-XX-XX-DR-CS-C-0001	NCR Alterations - Raising Road Levels	P02
CRQ-ARUP-XX-XX-DR-SK-0005	NCR Alterations – Raising Road Levels	P02



AtkinsRéalis



AtkinsRéalis Ireland Limited
150-155 Airside Business Park
Swords
Co. Dublin
K67 K5W4

Tel: +353 1 810 8000

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AtkinsRéalis



AtkinsRéalis Ireland Limited
150-155 Airside Business Park
Swords
Co. Dublin
K67 K5W4

Tel: +353 1 810 8000

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