



APPENDIX 13-2

QUALITY AUDIT

Meath County Council - Viewing Purposes Only!

Title: **QUALITY AUDIT**
For;
Proposed Moygaddy Castle SHD

Client: **OCSC .**

Date: **August 2022**

Report reference: **1577R01**

VERSION: **FINAL (22-8-2022)**

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1.0 Introduction

This report was prepared in response to a request from Mr. Wian Marais of OCSC Consulting Engineers for a Quality Audit of a proposed Moygaddy Castle SHD scheme in Co. Meath.

The Quality Audit has been carried out in accordance with the guidance in the Design Manual for Urban Roads and Streets (DMURS), produced by Department of Transport Tourism and Sport in March 2013 and as updated in 2019.

This portion of the Quality Audit includes a road safety audit, an access audit, a walking audit and a cycle audit.

The Road Safety and Quality Audit Team comprised of;

Team Leader: **Norman Bruton**, BE CEng FIEI, Cert Comp RSA

Team Member: **Owen O'Reilly** B.SC. Eng Dip Struct. Eng NCEA Civil Dip Civil, Eng CEng MIEI

The Quality Audit involved the examination of drawings and other material provided by OCSC and a site visit by the Audit Team, together, on the 14th of February 2022.

The issues raised in this Quality Audit may belong to more than one of the categories of Audit named above. A table has been provided at the start of Section 3 of this report detailing which category of audit each issue is associated with.

Recommendations have been provided to help improve the quality of the design with regard to the areas described above. A feedback form has also been provided for the designer to complete indicating whether or not he/she will accept those recommendations or provide alternative recommendations for implementation.

The information supplied to the Audit Team is listed in **Appendix A**.

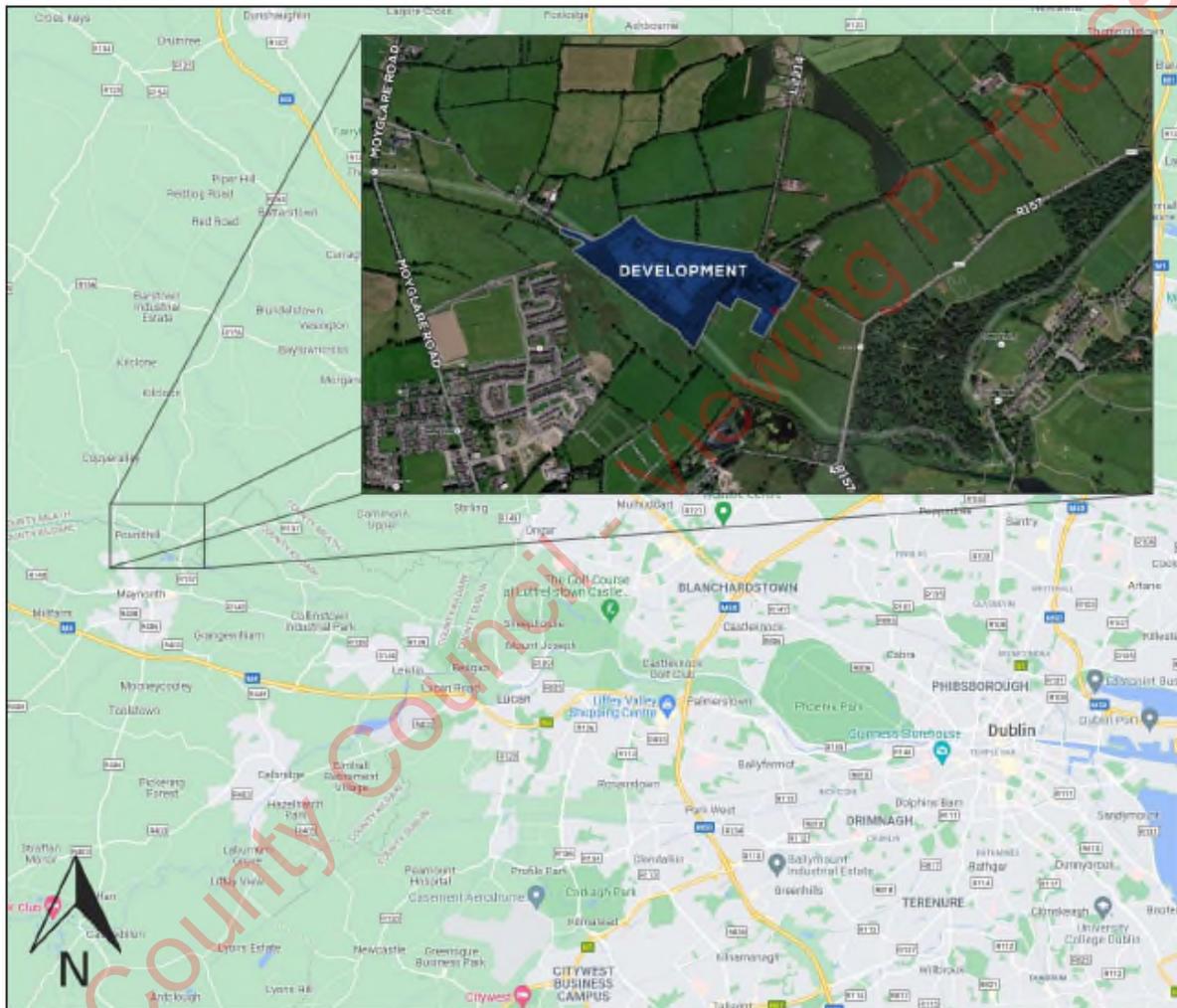
A feedback form is contained in **Appendix B**.

A plan drawing showing the issue locations is contained in **Appendix C**.

2.0 Background

It is proposed to construct a 360 nr. unit residential scheme and creche at Moygaddy, Co. Meath. The development will also consist of 500m of distributor road, improvements for vulnerable road users including a cycle bridge over the Blackhall Little Stream.

The site location is shown below.



3.0 Main Report

Summary Table of Issue Categories

Issue Reference	Access Audit	Walking Audit	Cycling Audit	Road Safety Audit	Quality Audit
3.1		✓	✓	✓	✓
3.2		✓		✓	✓
3.3			✓	✓	✓
3.4				✓	✓
3.5	✓				✓
3.6		✓		✓	✓
3.7				✓	✓
3.8				✓	✓

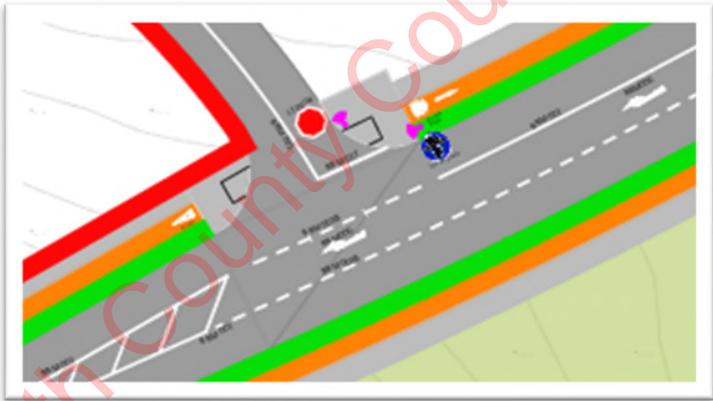
3.1 Issue

LOCATION

Drawing S665-OCSC-1C-MH-DR-C-0111 S4 P04, MOOR

PROBLEM

Both junctions on the MOOR extension are simple priority junctions. There are no facilities for pedestrians or cyclists to cross from one side to the other.



RECOMMENDATION

It is recommended that crossing facilities be provided for vulnerable road users.

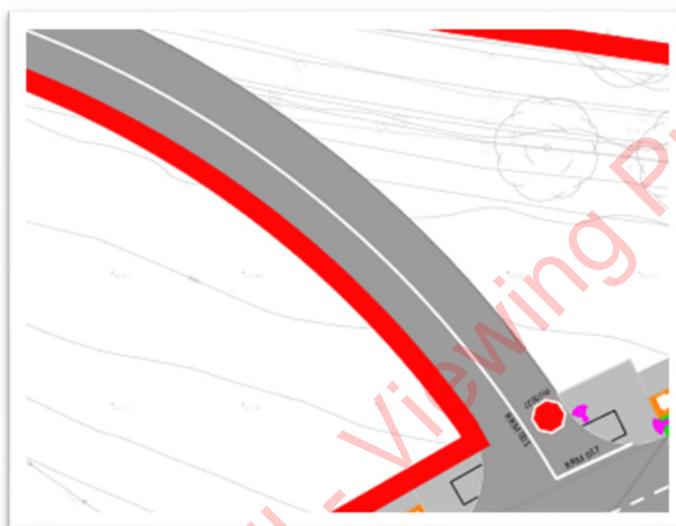
3.2 Issue

LOCATION

Drawing S665-OCSC-1C-MH-DR-C-0111 S4 P04, MOOR

PROBLEM

The tie-in with the existing L2214-3 and the realigned L2214-3 is shown to be constructed tight to the land boundary. This may leave no room for refuge in a verge or footpath for pedestrians. This could lead to collisions with vehicular traffic,



RECOMMENDATION

It is recommended that that a suitable verge width be provided.

It is also recommended that the footpaths be returned around the sideroad of the junction of the western tie-in as far as a suitable transition point for transfer to on-road pedestrians.

3.3 Issue

LOCATION

S665-OCSC-1C-MH-DR-C-0111 S4 P04, MOOR & L2214-3

PROBLEM

At both junctions on the extended MOOR and on the junctions along the improved L2214-3 cyclists have to yield to sideroad traffic. This could make the cycle facilities unattractive to cyclists due to journey time delays. Cyclists may opt to remain on the carriageway where they would have a higher likelihood of being struck by passing or turning vehicles.



RECOMMENDATION

It is recommended that the cycle tracks be transitioned to an on-road facility at the junctions and be clearly highlighted to alert drivers of their presence.

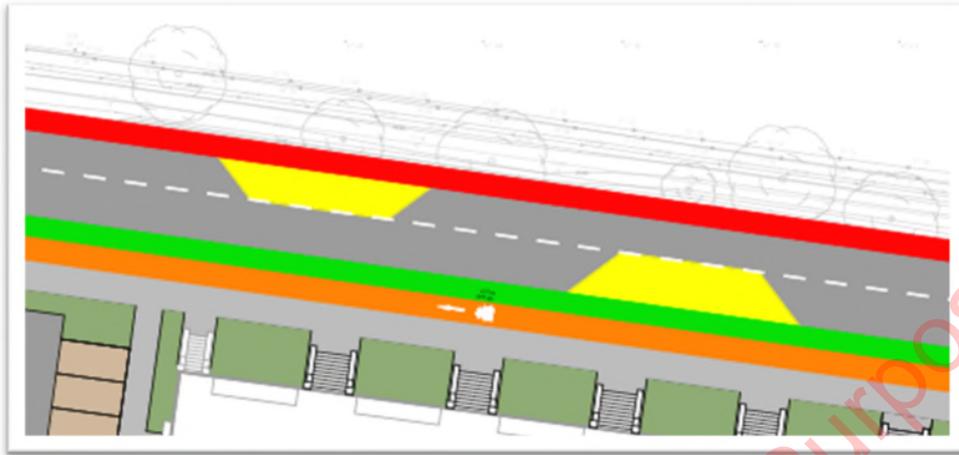
3.4 Issue

LOCATION

S665-OCSC-1C-MH-DR-C-0112 S4 P04, L2214-3

PROBLEM

It is proposed to provide two chicanes on the L4413 as a means of providing traffic calming. It is anticipated that this will be a relatively heavily trafficked link/arterial road and this type of traffic calming may not be appropriate as approach speeds may be too high and this could lead to head on collisions.



RECOMMENDATION

It is recommended that more appropriate traffic calming measures be provided to suit the nature of the road.

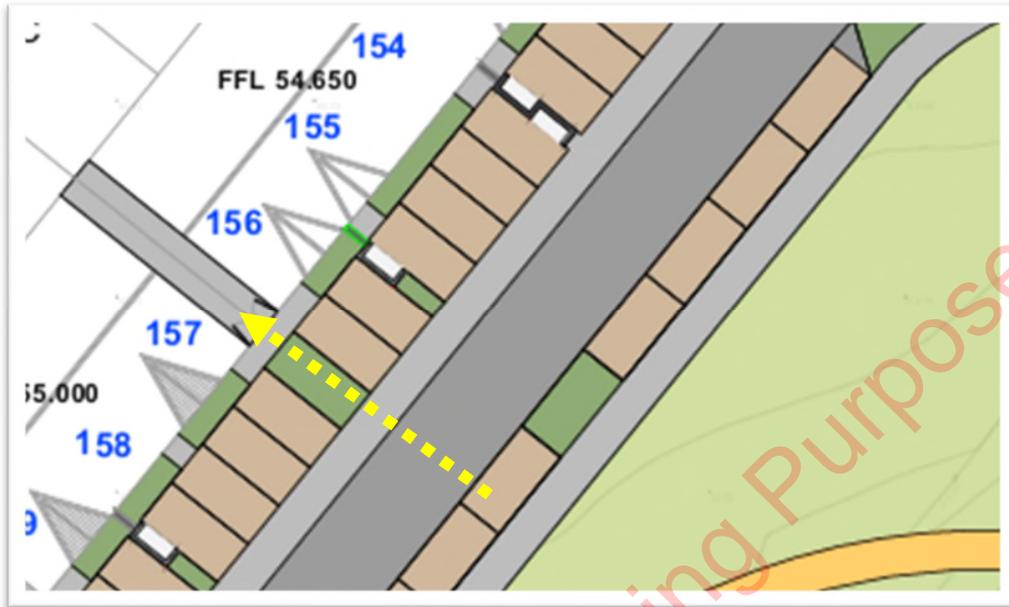
3.5 Issue

LOCATION

Throughout the development.

PROBLEM

It is unclear if access to some residential units will be feasible for visitors if all the parking spaces are occupied. It appears that there are landscaped areas between parking spaces and along the front of the units.



RECOMMENDATION

It is recommended that access routes for pedestrians be provided assuming that all parking spaces are occupied.

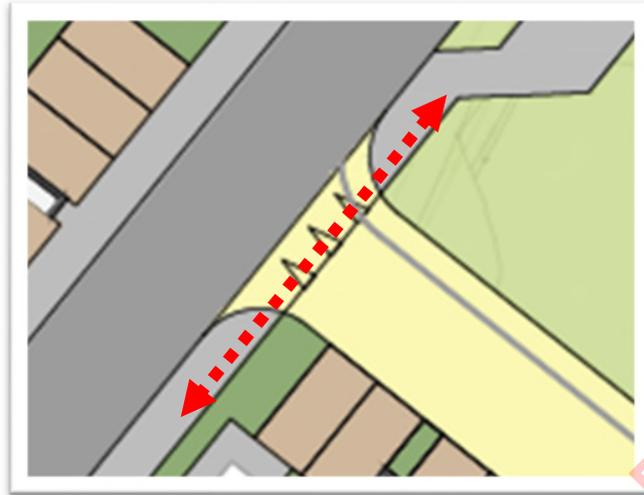
3.6 Issue

LOCATION

Throughout the development, Shared streets.

PROBLEM

Shared streets are generally proposed to be raised to distinguish them from other streets. The tapers at some of the shared streets however coincide with the crossing area for pedestrians on the footpath. The steep gradients of the tapers could lead to instability for the mobility impaired and lead to falls.



RECOMMENDATION

It is recommended that the cross fall on the tapers be acceptable for all pedestrians users.

3.7 Issue

LOCATION

Drawing S665-OCSC-1C-MH-DR-C-0113 S4 P04.

PROBLEM

There is a 90 degree bend at unit 186 in the south west corner of the development. It is unclear if suitable stopping sight distance will be provided due to landscaping and perpendicular car parking. A lack of visibility could lead to collisions with oncoming vehicles or hazards on the carriageway.



RECOMMENDATION

Ensure suitable stopping sight distance is available at this and other tight radii bends.

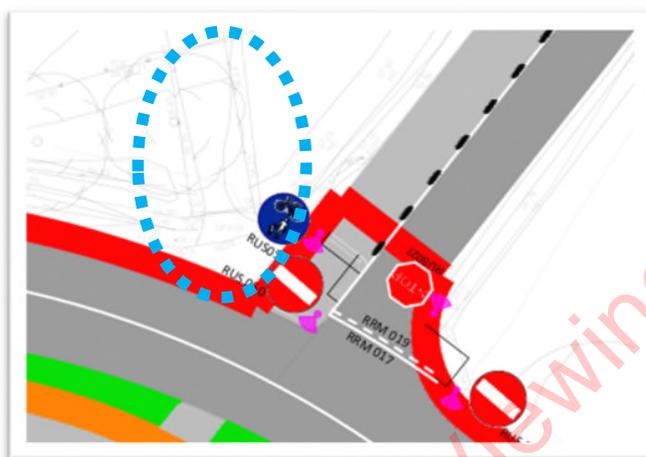
3.8 Issue

LOCATION

Drawing S665-OCSC-1C-MH-DR-C-0114 S4 P04. L2214 Junction.

PROBLEM

There is an agricultural access at the L2214 junction which has limited visibility. It is unclear if vehicles will be able to enter/exit this access safely given the proposed works.



RECOMMENDATION

Ensure the access is accommodated for and that suitable visibility is provided.

4.0 Observations

4.1 Observation

It is assumed that bifurcation road marking arrows will be provided at the detailed design stage.

4.2 Observation

It is assumed that the changing of the L2214 to a one-way road is part of a separate application.

4.3 Observation

It is assumed that the zebra crossing type markings at the side road on the R157 (Drawing S665-OCSC-1C-MH-DR-C-0117 S4 P04) is graphical only and that a zebra crossing will not be provided.

5.0 Quality Audit Statement

This quality Audit has been carried out in accordance with the guidance given in DMURS and takes into consideration the principles approaches and standards of that Manual.

The quality audit has been carried out by the persons named below who have not been involved in any design work on this scheme as a member of the Design Team.

Norman Bruton Signed: 
(Quality Audit Team Leader) Dated: 22-8-2022

Owen O'Reilly Signed: 
(Quality Audit Team Member) Dated: 22-8-2022

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Appendix A

List of Material Supplied for this Quality Audit;

Drawing S665-OCSC-1C-MH-DR-C-0136-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0137-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0138-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0139-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0700-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0701-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0702-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0100-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0105-S4-P01
Drawing S665-OCSC-1C-MH-DR-C-0110-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0111-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0112-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0113-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0114-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0115-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0116-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0117-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0118-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0119-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0120-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0121-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0122-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0123-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0124-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0130-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0131-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0132-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0133-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0134-S4-P04
Drawing S665-OCSC-1C-MH-DR-C-0135-S4-P04

Appendix B

Feedback Form

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QUALITY AUDIT FORM – FEEDBACK ON QUALITY AUDIT REPORT

Scheme: Moygaddy SHD

Quality Audit- Planning

Date Audit(site visit) Completed: 14-2-2022

Paragraph No. in Quality Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative measures accepted by Auditors (Yes/No)
3.1	Yes	Yes	Toucan Crossing to be added with Detailed design on the MOOR north of the junction with the L6219 (Eastern)	Yes
3.2	Yes	No	The red line has been adjusted to take account of verge requirements for forward visibility. Pedestrian and cyclist infrastructure will be provided along this road as part of the future development of this part of the masterplan lands.	Yes
3.3	Yes	No	OCSC notes that there are several suitable solutions that will not affect the extent of works. OCSC will agree a suitable solution in consultation with MCC for this and similar locations at detailed design stage.	Yes
3.4	No	No	The chicanes will not be installed until the MOOR is complete, and the purpose is to deter through vehicles from using the L6219 in favour of the MOOR.	Yes
3.5	Yes	Yes	The current driveway positions are wider than the required minimum as part of Part M. 1.2m access routes will be provided to all front doors as part of the Detailed Design stage of this development.	Yes
3.6	Yes	Yes	Taper length to be adjust as part of detailed design stage to be acceptable for pedestrians.	Yes

3.7	Yes	Yes	OCSC have checked the visibility and are satisfied that subject to low planting only in the landscaped area visibility is maintained appropriately.	Yes
3.8	Yes	No	Field is within the developer owned land. The developer has confirmed that his access is not in-use and will be closed as part of this development. Access will be given through the adjacent field to the west.	Yes

Signed.....
Design Team Leader

Date: 19/08/2022

Signed.....
Audit Team Leader

Date: 19-8-2022

Appendix C

Issue Location Plan.

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