



**PROPOSED INIS CEALTRA VISITOR
CENTRE TOURISM EXPERIENCE
PROJECT VILLAGE CAR PARK
ENTRANCE JUNCTION ON MAIN
STREET AND VISITOR CENTRE
ENTRANCE JUNCTION ON HARBOUR
ROAD, MOUNTSHANNON, COUNTY
CLARE**

Stage 1 Road Safety Audit

Clare County Council

October 2024

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Project No.	Doc. No.	Rev.	Date	Prepared By	Checked By	Approved By	Status
21760	6036	A	30/10/2024	S Quigley	S Doyle	S Quigley	Draft
21760	6036	A	21/11/2024	S Quigley	S Doyle	S Quigley	Final

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1. Introduction

This report details the findings of a Stage 1 Road Safety Audit carried out on the proposed Inis Cealtra Visitor Tourism Experience Project Village Car Park entrance junction on Main Street and Visitor Centre entrance junction on Harbour Road, Mountshannon, County Clare. The audit was commissioned by Clare County Council.

Audit Team

MWP's Road Safety Auditors carried out the Audit. The Audit Team members were as follows:

Sean Doyle, BE CEng MIEI MWP

Seamus Quigley, BE CEng MIEI MCIHT MWP

MWP inspected the site location on the 30th October 2024, between 10.05 a.m. and 10.35 a.m., on foot and in a car, during dry sunny weather conditions. Record photographs were taken.

Location

The proposed Village Car Park entrance junction is located on the north side of Main Street and the proposed Visitor Centre entrance junction is located on the north side of Harbour Road, within the Mountshannon 50 km/hour urban speed limit zone. A site location map is provided in Figure 1.

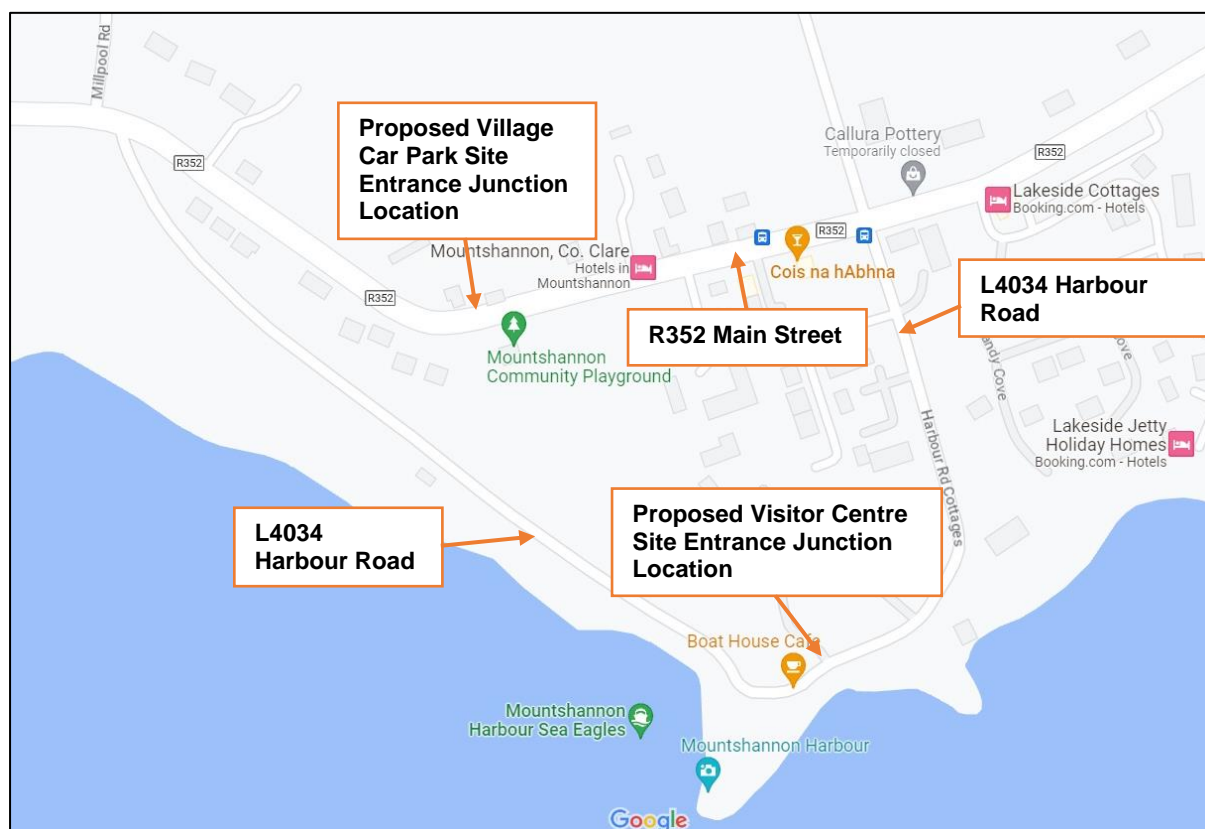


Figure 1: Site Location Map

The proposed Village Car Park entrance junction is located adjacent to the existing site gated access on Main Street, shown in Photograph 1. The existing site for the proposed Village Car Park is an undeveloped greenfield.



Photograph 1: Existing Site for Proposed Village Car Park on Main Street

The proposed Visitor Centre entrance junction is located at the existing Old Rectory site gated access on Harbour Road.

The R352 Regional Road extends along Main Street, through Mountshannon, and links with Ennis and the M18 Motorway in the west, and with Portumna and the N65 National Road in the north east. Access to Mountshannon Harbour is provided by Harbour Road, which is the designated L4034 Local Road.

The R352 Main Street has a typical road carriageway width of 6.4 metres, with footways and recessed on-street parallel parking along both sides, including recessed disabled access parking. A defined uncontrolled pedestrian crossing location with footway buildouts, protective bollards, dished footways and tactile paving, is provided immediately east of the Aistear Park pedestrian access on Main Street.

Harbour Road extends approximately 850 metres from its staggered crossroads junction with the R352, on the west side of Main Street, to its junction with the R352, at the eastern end of Main Street. Harbour Road is one-way, locally, eastbound from its west end junction with the R352, to immediately west of the Harbour Car Park. Harbour Road is two-way between the Harbour Car Park and its east end junction with the R352.

The two-way section of Harbour Road, between the Harbour Car Park and its east end junction with the R352, has a typical road carriageway width of 6.0 metres in the vicinity of The Old Rectory entrance junction. A continuous footway, with intermittent steps, is provided along the north west/west side of the two-way section of Harbour Road, from a location circa 45 metres east of The Old Rectory access. Harbour Road has declining vertical gradients from the R352 to the Harbour Car Park.

Street lighting standards are provided along Main Street, Harbour Road and at the Harbour Car Park.

Mountshannon is served by Bus Éireann Route 346 and by Transport for Ireland (TFI) Local Link bus services, with bus stops on Main Street.

Other Proposed Works

During the audit site inspection, construction works were in progress at the Old Rectory site for the new Old Rectory Interpretive Centre, with construction hoarding at the entrance junction on Harbour Road, as shown in Photograph 2.



Photograph 2: Old Rectory Interpretive Centre Construction Works Entrance Junction on Harbour Road

The proposed works include a new pedestrian gate on the west side of the existing entrance junction on Harbour Road, as shown in Figure 2.

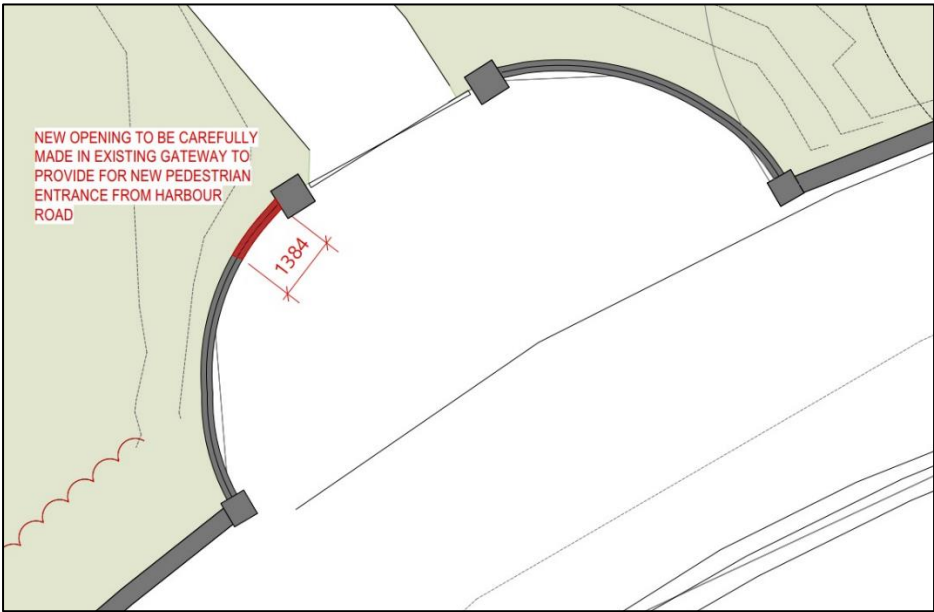


Figure 2: Layout Plan of Proposed Old Rectory Interpretive Centre New Pedestrian Entrance at Existing Entrance Junction

Clare County Council's proposed Mountshannon R352 Main Street Public Realm and Mobility Plan works include enhanced pedestrian facilities on Main Street. The works include provision for the proposed Village Car Park entrance junction and a new controlled pedestrian crossing located on the east side of the proposed Village Car Park site at the Aistear Park pedestrian access, as shown in Figure 3, which will provide access to the permitted Old Rectory Interpretive Centre.

The Main Street Public Realm and Mobility Plan works also include a new pedestrian crossing located circa 60 metres east of the proposed Village Car Park site. Traffic calming raised tables and enhanced pedestrian crossing facilities are proposed at the Main Street/Harbour Road junction, and at the crossing located immediately east of the Aistear Park pedestrian access on Main Street.

The Main Street Public Realm and Mobility Plan construction works are scheduled to commence during late 2024 and to be completed during 2025.

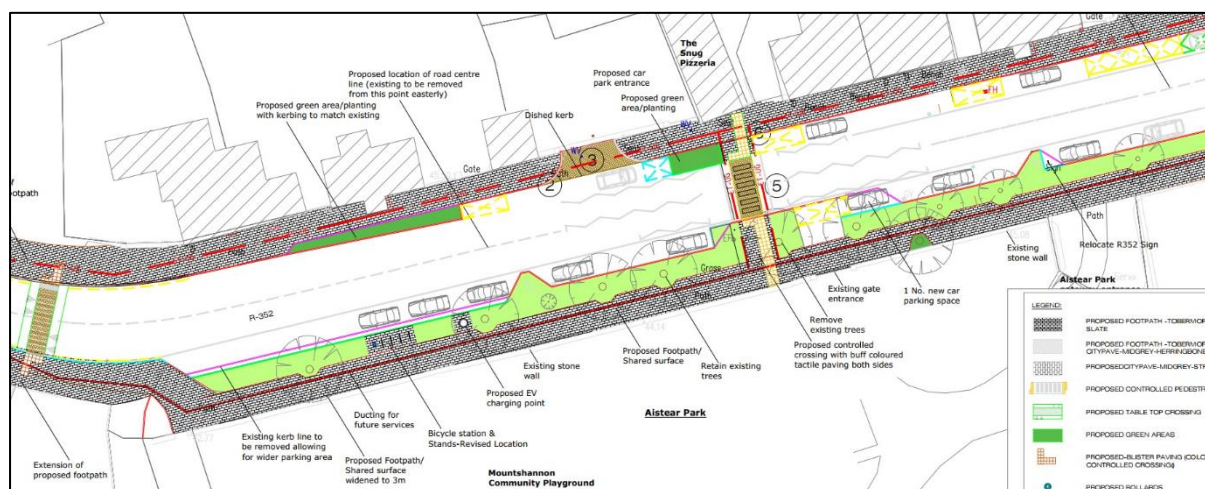


Figure 3: Layout Plan of Proposed Main Street Public Realm Works at Proposed Village Car Park Entrance Location

Proposed Scheme

The proposed Village Car Park will be a public daytime car park, with a total of 169 car parking spaces, six coach/bus parking spaces and 40 bicycle parking spaces. The 169 car parking spaces include 11 accessible spaces, 105 standard spaces and 53 overflow spaces. EV charging points will be provided. Access to the car park will be restricted by barrier out of hours, prohibiting overnight parking.

The proposed Village Car Park entrance junction includes a single carriageway entrance road with footways provided along the west side of the entrance road and site and along the east side of the site.

The proposed Visitor Centre entrance junction includes the existing single carriageway entrance road with a new footway along its east side. It is proposed to retain the west side pedestrian gate to be provided as part of the Old Rectory Interpretive Centre works. The proposed Visitor Centre includes a proposed footway, locally on both sides of the entrance, along the north side of Harbour Road. The proposed Visitor Centre will retain the proposed Old Rectory Interpretive Centre's 12 car parking spaces, a vehicle set-down space and 20 bicycle parking spaces.

The proposed Village Car Park entrance junction and proposed Visitor Centre entrance junction are shown in Figures 4 and 5, respectively.

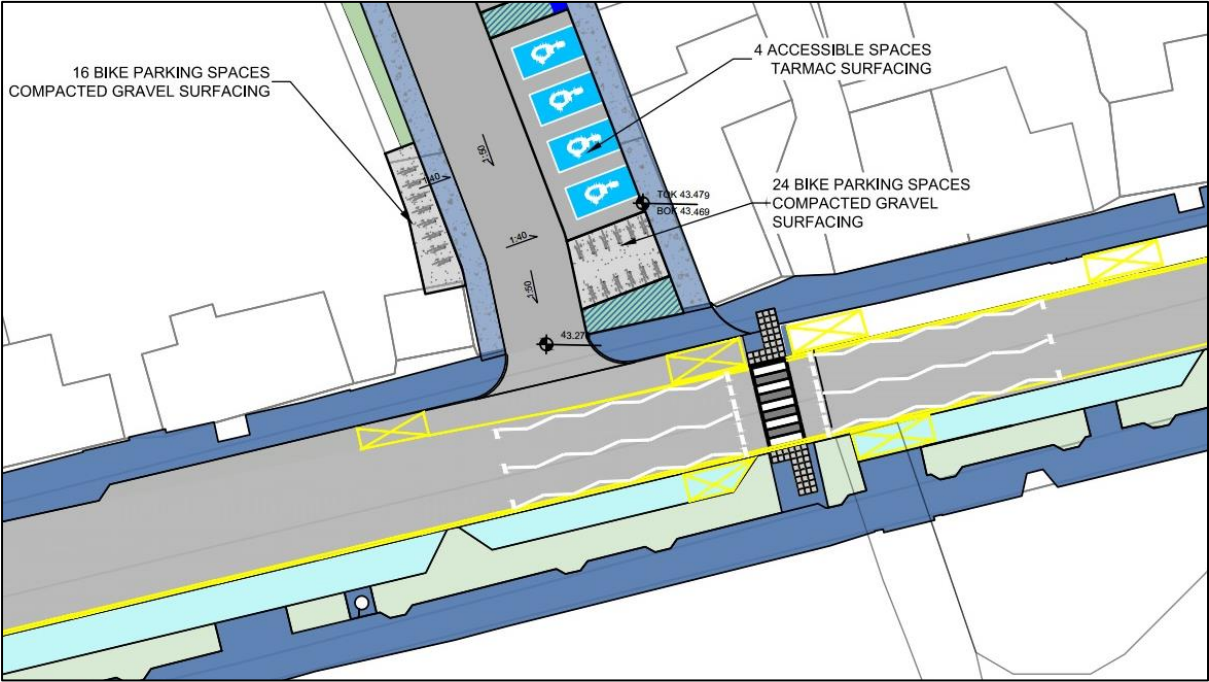


Figure 4: Proposed Village Car Park Entrance Junction Layout Plan

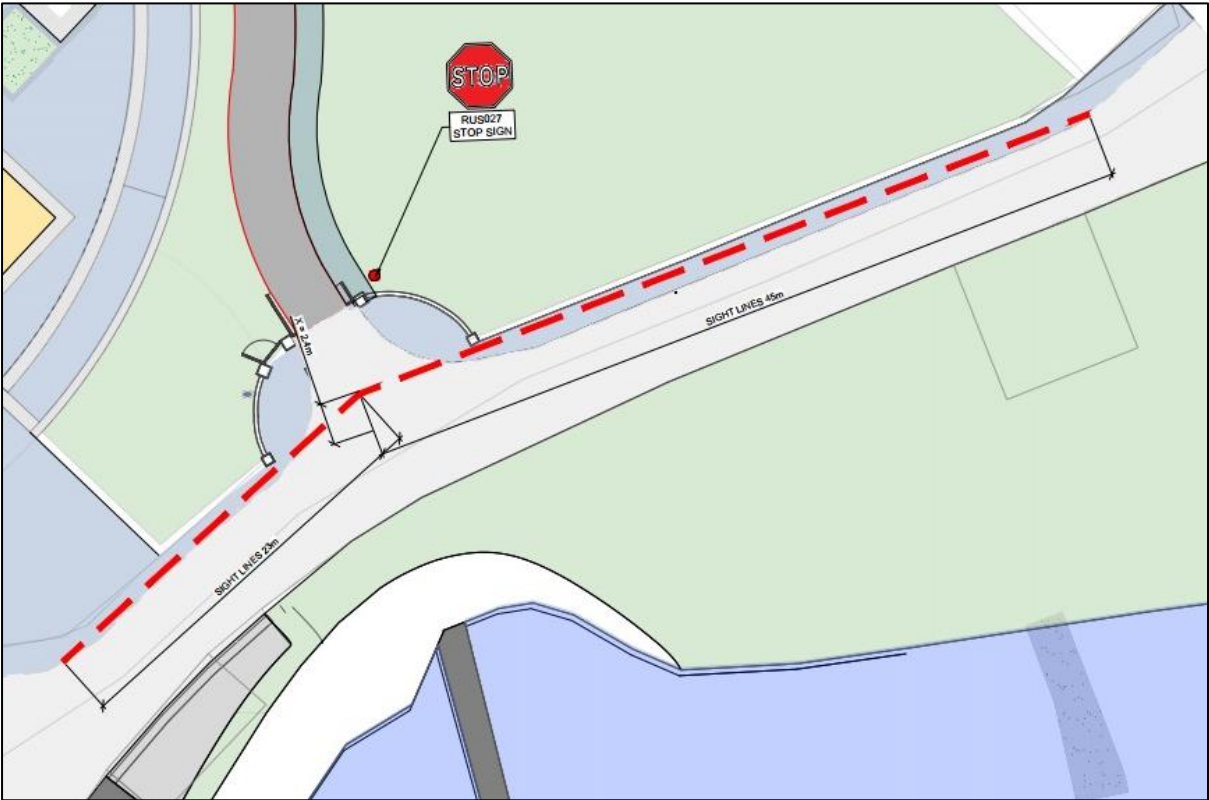


Figure 5: Proposed Visitor Centre Entrance Junction Layout Plan

Audit Information

The Road Safety Authority (RSA) are in the process of reviewing their road traffic collision (RTC) data sharing policies and procedures. Record-level RTC data cannot be shared until this review is complete. Accordingly, RSA collisions data for the existing local road network, immediately in the vicinity of the proposed scheme, was unavailable for the preparation of this Audit.

The documents provided to carry out the Audit are listed in Appendix A.

This Audit has been carried out in the context of the relevant sections of the TII Road Safety Audit GE-STY-01024 December 2017 and TII Road Safety Audit Guidelines GE-STY-01027 December 2017, and in accordance with the Government's Design Manual for Urban Roads and Streets (DMURS). The Auditors have examined and reported only on those features of the design considered to have road safety implications and have not examined or verified the compliance of the scheme to any other criteria.

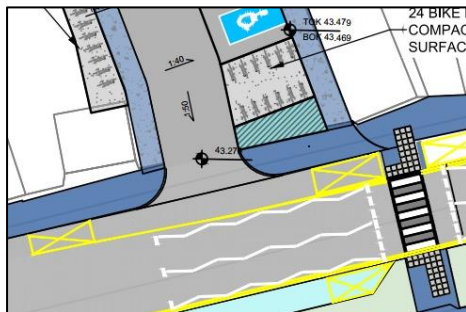
Sections 2 and 3 of this report present the findings of the Stage 1 Road Safety Audit on the proposed Innis Cealtra Visitor Tourism Experience Project Village Car Park entrance junction on Main Street and Visitor Centre entrance junction on Harbour Road, respectively, at Mountshannon, County Clare. The Designer's Feedback is provided in Appendix B.

2. Findings of the Stage 1 Road Safety Audit of the Proposed Village Car Park Entrance Junction

Vulnerable Users

2.1 Problem – No Details of Footway Treatments at Junction Crossing Location

The existing footway along the north side of Main Street is continuous, with priority for pedestrians, along the existing site boundary for the proposed Village Car Park. It is proposed to discontinue the Main Street north side footway on either side of the proposed Village Car Park entrance road junction, with no priority measures (raised at-grade crossing surface) for pedestrians. There are no details of footway treatments for pedestrians at the junction, including for mobility and visually impaired users. Lack of appropriate treatments for vulnerable users could put them at increased risk of trips, falls, conflicts, vehicle impacts and injuries.

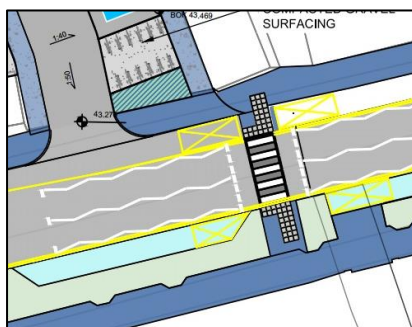


Recommendation:

It is recommended that appropriate facilities should be provided for pedestrians, with reference to DMURS and the DoT Traffic Management Guidelines.

2.2 Comment – Stems of L-Shaped Tactile Paving Not Extended To Back of Footways

A controlled crossing is proposed on Main Street, immediately east of the proposed Village Car Park entrance junction. The stems of the L-shaped tactile paving on both sides of the crossing are not shown extended to the back of the footways, with reference to the DoT Traffic Management Guidelines. This could reduce awareness of the controlled crossing for visually impaired users, putting them at increased risk of conflicts, trips, falls, collisions and injuries. Although located outside the extent of the entrance junction scheme for audit, it is envisaged that the proposed Village Car Park would increase pedestrian demand at the proposed controlled crossing, potentially increasing the foregoing risks. It is recommended that the stems of the L-shaped tactile paving should be extended to the back of the footways, with reference to the DoT Traffic Management Guidelines, in consultation with Clare County Council.

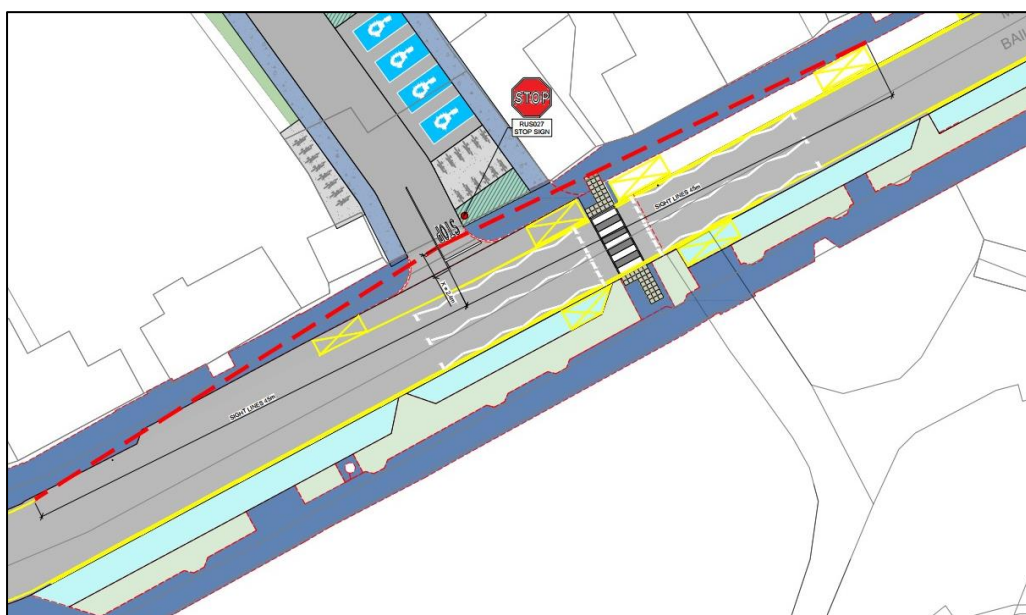


Layout and Visibility

2.3 Problem – Potential Restricted Junction Visibility Splay

The *Village Car Park Sight Lines* drawing provided for audit shows the proposed entrance junction visibility splays for a distance of 45 metres along Main Street, both east and west of the junction. This is shorter than the 49 metres recommended by DMURS for a 50 km/hour urban design speed, along streets with a bus route. Main Street includes Bus Éireann and TFI Local Link bus routes and stops. The east side entrance junction visibility splay is shown to the nearside of the recessed on-street parking, and not to the nearside of the road traffic carriageway. The entrance junction visibility splays' set-back distance along the centre of the entrance road carriageway is shown from the nearside of the recessed on-street parking, and not from the nearside of the road traffic carriageway.

The proposed entrance junction visibility splays could be restricted by vehicles parked in the recessed on-street car parking spaces provided along the north side of Main Street, including high sided vans. This could increase the risk of exiting vehicles pulling out into the path of vehicles on Main Street, putting them at risk of side impact collisions, material damage and consequent injuries for vehicle occupants. Eastbound vehicles could cross the centre of the Main Street road carriageway to avoid protruding vehicles at the entrance junction, into the path of opposing vehicles, putting them at risk of head on collisions and injuries for vehicle occupants.



Recommendation:

It is recommended that clear visibilities should be provided for all locations within the entrance junction visibility splays, for the appropriate Main Street urban design speed, with reference to DMURS, in consultation with Clare County Council.

Note: The build out of the footways, locally, and the removal of recessed car parking would relocate the Stop location and could facilitate an enhanced arrangement for pedestrians along the Main Street footway, including a raised surface across the junction, at-grade with the footway.

2.4 Comment – Incomplete Layout for Vehicle Swept Path Analysis

The proposed Village Car Park includes coach/bus parking spaces. The *Village Car Park Bus Swept Path Analysis Eastern Approach* drawing provided for audit does not include the proposed controlled pedestrian crossing on Main Street, located immediately east of the proposed entrance junction. The swept path analysis shows a left turn exiting bus crossing the centre of the Main Street carriageway. It is recommended that the vehicle swept path analysis should be rechecked for the expected Main Street layout, with the proposed controlled pedestrian crossing and entrance junction in place. Refer also to item 2.3 above.



Landscaping

2.5 Comment – Potential Restrictions by Tree Planting/Growth

The proposed scheme includes a landscaping design. Tree planting is shown proposed on the immediate east side of the entrance road junction, with a plan extent/overhang shown within the Main Street footway. This could restrict clear widths and heights for pedestrians; and restrict the east side visibility splay of the entrance junction for exiting vehicle drivers. It is recommended that landscaping should be located clear of user facilities and visibilities.



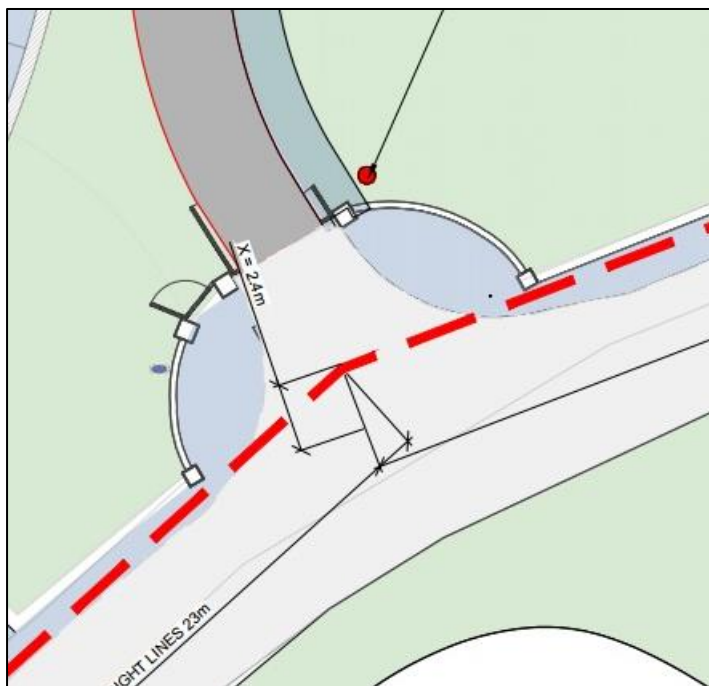
No issues.

3. Findings of the Stage 1 Road Safety Audit of the Proposed Visitor Centre Entrance Junction

Vulnerable Users

3.1 Problem – No Details of Footway Treatments at Junction Crossing Location

It is proposed to discontinue the proposed Harbour Road local north side footway on either side of the proposed Visitor Centre entrance road junction, with no priority measures (raised at-grade crossing surface) for pedestrians. There are no details of footway treatments for pedestrians at the junction, including for mobility and visually impaired users. Lack of appropriate treatments for vulnerable users could put them at increased risk of trips, falls, conflicts, vehicle impacts and injuries.

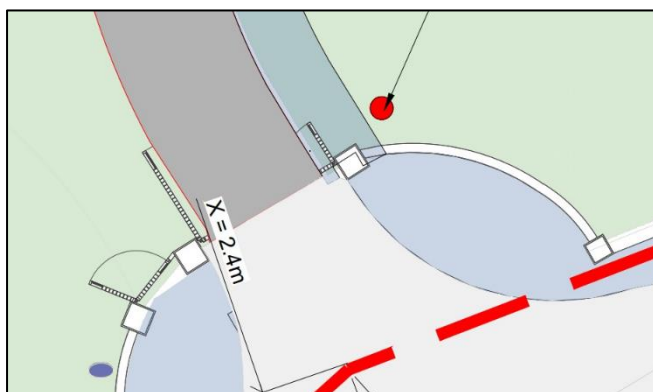


Recommendation:

It is recommended that appropriate facilities should be provided for pedestrians, with reference to DMURS and the DoT Traffic Management Guidelines.

3.2 Problem – Possible Restricted Footway Access and Width

A footway is proposed along the east side of the Visitors Centre access road. The footway tie-in access and width at the entrance junction with Harbour Road are unclear; and may be restricted by the pillar and gate arrangement, and less than the 1.8 metres width identified by DMURS. This could result in possible conflicts for pedestrians, including pedestrians stepping out into the road carriageway, putting them at risk of vehicle collisions and injuries.

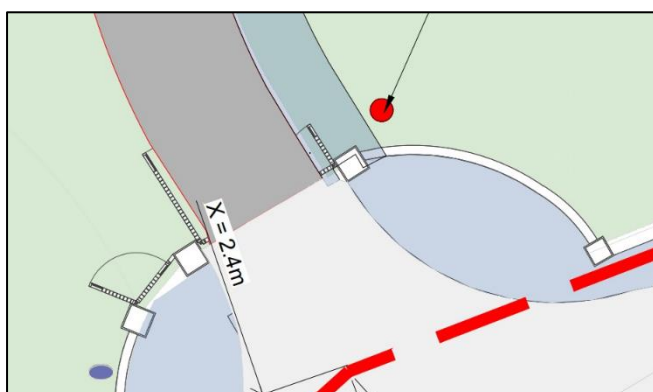


Recommendation:

It is recommended that appropriate facilities should be provided for pedestrians, with reference to DMURS and the DoT Traffic Management Guidelines.

3.3 Problem – Potential Conflicts for Pedestrians

The Old Rectory Interpretive Centre works, under construction during the site inspection, include a new pedestrian gate on the west side of the entrance road, with no internal footway link proposed as part of the Old Rectory Interpretive Centre works, or as part of the proposed Visitor Centre and entrance junction. Pedestrians using the west side pedestrian gate could cross the entrance road, to use the east side footway, immediately north (inside) the gated pillared entrance; and inbound (northbound) vehicle drivers may not have adequate visibilities to them, putting pedestrians at risk of vehicle impacts and injuries. Mobility and visually impaired users could be at risk of trips, falls and injuries by a lack of appropriate facilities.



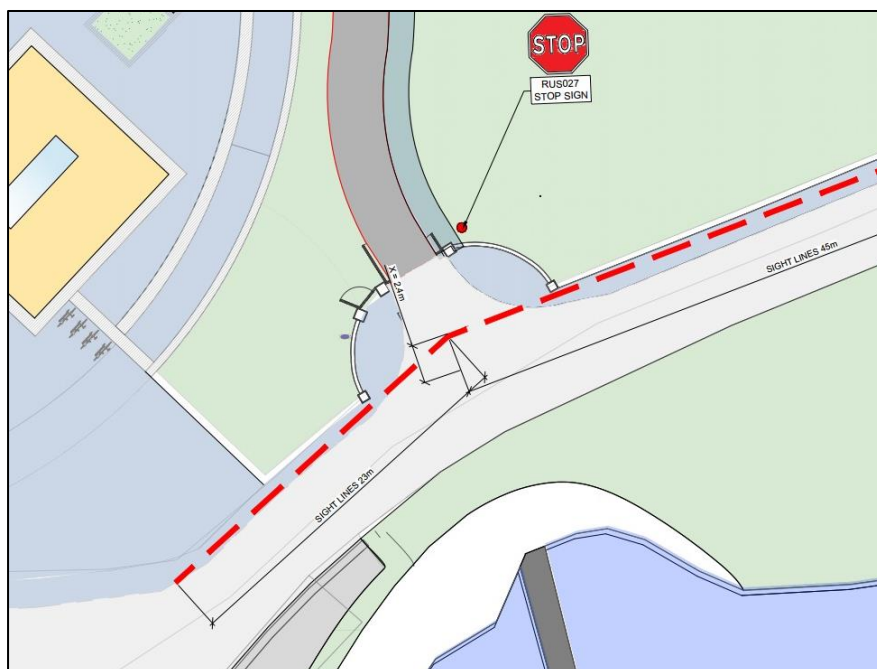
Recommendation:

It is recommended that appropriate facilities should be provided for pedestrians, with reference to DMURS and the DoT Traffic Management Guidelines.

Layout and Visibility

3.4 Problem – Potential Excessive Vehicle Speeds

The *Harbour Sight Lines* drawing provided for audit for the proposed Visitor Centre entrance junction shows a proposed entrance junction west side visibility splays for a distance of 23 metres along Harbour Road, consistent with DMURS for a 30 km/hour urban design speed. During the site inspection, the existing speed limit was 50 km/hour. The *Civil Utilities Planning Report* provided for this audit indicates that the speed limit will be reduced. The proposed new speed limit is unclear. Excessive vehicle speeds, including up to 50 km/hour, could increase the risk and severity of potential collisions and injuries involving vehicles and pedestrians using the proposed entrance junction.



Recommendation:

It is recommended that an appropriate speed limit should be provided, with reference to DMURS and the DoT Traffic Signs Manual, with commensurate stopping sight distances and visibility splays for the proposed entrance junction.

Drainage

No issues.

Landscaping

No issues.

4. Audit Team Statement

We certify that we have inspected the site and examined the information listed in Appendix A of this report. The inspection and examination have been carried out for 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 comments we have identified are noted in the report, together with suggestions for improvement, which we recommend should be studied for implementation.

Signed: Sean Doyle

Date: 21/11/2024

Sean Doyle BE CEng MIEI
Audit Team Member
For and on behalf of MWP
Engineering and Environmental Consultants
Reen Point
Blennerville
Tralee
County Kerry

Signed: Seamus Quigley

Date: 21/11/2024

Seamus Quigley, BE CEng MIEI MCIHT
Audit Team Member
For and on behalf of MWP
Engineering and Environmental Consultants
Park House
Mahon Technology Park
Blackrock
Cork

Appendix A

List of Documents Provided for Audit

Drawings:

McCullough Mulvin Architects

The Rectory

Entrance Gates Demolition

Drawing Number: INC-D2-002 Revision B

Date: 05.05.2023

Clare County Council

Public Realm & Mobility Plan For Mountshannon

Revised Layout A - Mountshannon

Drawing Number: 23-1018-01

Date: 28-11-23

Mitchell + Associates

Visitor Car Parking Layout and Sections

Job Number: LINI002

Drawing Number: 120 Rev: 03

Date: 13/09/2024

MWP

Inis Cealtra Visitor Tourism Experience Project

Proposed Site Layout Northern Car Park

Drawing Number: 21760-MWP-00-00-DR-C-0100 Rev: P01

Date: 11/09/24

MWP

Inis Cealtra Visitor Tourism Experience Project

Village Car Park Site Levels And Road Layout (Sheet 2 of 2)

Drawing Number: 21760-MWP-00-00-DR-C-0102 Rev: P01

Date: 13.09.2024

MWP

Inis Cealtra Visitor Tourism Experience Project

Proposed Visitors Centre Fire Truck Swept Path Analysis Western Approach

Drawing Number: 21760-MWP-00-00-DR-C-0150 Rev: P01

Date: 11/09/24

MWP

Inis Cealtra Visitor Tourism Experience Project

Proposed Visitors Centre Fire Truck Swept Path Analysis Eastern Approach

Drawing Number: 21760-MWP-00-00-DR-C-0151 Rev: P01

Date: 11/09/24

MWP

Inis Cealtra Visitor Tourism Experience Project

Village Car Park Bus Swept Path Analysis Eastern Approach

Drawing Number: 21760-MWP-00-00-DR-C-0153 Rev: P01

Date: 11/09/24

MWP

Inis Cealtra Visitor Tourism Experience Project

Village Car Park Bus Swept Path Analysis Western Approach

Drawing Number: 21760-MWP-00-00-DR-C-0154 Rev: P01

Date: 11/09/24

MWP

Inis Cealtra Visitor Tourism Experience Project

Proposed Visitors Centre Refuse Truck Swept Path Analysis - Western Approach

Drawing Number: 21760-MWP-00-00-DR-C-0155 Rev: P01

Date: 11/09/24

MWP

Inis Cealtra Visitor Tourism Experience Project

Proposed Visitors Centre Refuse Truck Swept Path Analysis Eastern Approach

Drawing Number: 21760-MWP-00-00-DR-C-0156 Rev: P01

Date: 11/09/24

MWP	
Inis Cealtra Visitor Tourism Experience Project	
Site Drainage Details Sheet 1	
Drawing Number: 21760-MWP-00-00-DR-C-0402 Rev: P01	Date: None
MWP	
Inis Cealtra Visitor Tourism Experience Project	
Roads, Paths & Kerbs Build Up Details	
Drawing Number: 21760-MWP-00-00-DR-C-0410 Rev: P01	Date: 11/09/24
MWP	
Inis Cealtra Visitor Tourism Experience Project	
Village Car Park Sight Lines	
Drawing Number: 21760-MWP-00-00-DR-C-0500 Rev: P01	Date: 11/09/24
MWP	
Inis Cealtra Visitor Tourism Experience Project	
Harbour Sight Lines	
Drawing Number: 21760-MWP-00-00-DR-C-0501 Rev: P01	Date: 11/09/24
MWP	
Inis Cealtra Visitor Tourism Experience Project	
Roads Markings And Signage Northern Car Park	
Drawing Number: 21760-MWP-00-00-DR-C-0502 Rev: P01	Date: 11/09/24
MWP	
Inis Cealtra Visitor Tourism Experience Project	
Village Car Park Proposed Gully Layout	
Drawing Number: 21760-MWP-00-00-DR-C-2000 Rev: P01	Date: 13.09.24

MWP

Inis Cealtra Visitor Tourism Experience Project

Proposed Car Park Storm Drainage Layout

Drawing Number: 21760-MWP-00-00-DR-C-2120 Rev: P02

Date: 23.08.24

MWP

Inis Cealtra Visitor Tourism Experience Project

Proposed Visitor Centre Drainage Layout

Drawing Number: 21760-MWP-00-00-DR-C-2130 Rev: P01

Date: 23.08.24

MWP

Inis Cealtra Visitor Tourism Experience Project

Site Lighting Layout

Drawing Number: 21760-MWP-ZZ-ZZ-DR-E-9100 Rev: P02

Date: 13.09.24

MWP

Inis Cealtra Visitor Tourism Experience Project

Proposed Visitors Centre Lighting Layout

Drawing Number: 21760-MWP-ZZ-ZZ-DR-E-9101 Rev: P01

Date: 13.09.24

Other Documents:

MWP

Inis Cealtra Visitor Tourism Experience Project

Civil Utilities Planning Report

Document Number: 21760-MWP-ZZ-ZZ-PP-C-6034 Rev: PP

Date: 13/09/2024

MWP

Inis Cealtra Visitor Tourism Experience Project

EIAR Traffic and Transport Chapter

Date: October 2024

Appendix B

Designer's Feedback

ROAD SAFETY AUDIT FEEDBACK FORM



PROPOSED INIS CEALTRA VISITOR TOURISM EXPERIENCE PROJECT VILLAGE CAR PARK ENTRANCE JUNCTION ON MAIN STREET AND VISITOR CENTRE ENTRANCE JUNCTION ON HARBOUR ROAD, MOUNTSHANNON, COUNTY

SCHEME: CLARE

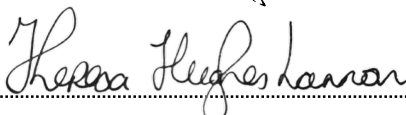
ROUTE(S): R352 MAIN STREET AND L4034 HARBOUR ROAD

AUDIT STAGE: STAGE 1 **DATE AUDIT COMPLETED:** OCTOBER 2024

Paragraph No. in Safety Audit	To Be Completed By Designer			To Be Completed by Audit Team Leader
	Problem Accepted (Yes/ No)	Recommended Measure Accepted (Yes/ No)	Describe Alternative Measure(s). Give Reasons for Not Accepting Recommended Measure	Alternative Measures Accepted by Auditors (Yes/ No)
2.1	Yes	Yes	Tactile paving and drop kerbs will be indicated on the proposed design to facilitate pedestrians. pppropriate	
2.2	Yes	No	Outside scope of this design package. Clare County Council will be notified to advise their public realm designers of this.	Yes
2.3	Yes	No	Outside scope of this design package. Clare County Council will be recommended to implement the recommendation with their public realm designers.	Yes
2.4	Yes	Yes	Pertinent drawing will be updated to include the proposed layout being constructed by Clare County Council in the public realm works.	
2.5	Yes	Yes	Landscaping will be adapted to implement the recommendation.	
3.1	Yes	Yes	Tactile paving and drop kerbs will be indicated on the proposed design to facilitate pedestrians.	
3.2	Yes	Yes	A footpath will be added to the north of the pedestrian gate with tactile paving provided to provide pedestrian linkages to the path going north along the east of the driveway to the Rectory.	
3.3	Yes	Yes	A footpath will be added to the north of the pedestrian gate with tactile paving provided to provide pedestrian linkages to the path going north along the east of the driveway to the Rectory.	
3.4	Yes	Yes	A 30km/hr share surface is proposed in the Harbour Carpark and speed limit signage will be erected to that effect.	

SIGNED: D CAGNEY (ON BEHALF OF MWP) **DESIGNER** **DATE:** 21/Nov/2024

SIGNED:  **AUDIT TEAM LEADER** **DATE:** 21/11/2024

SIGNED:  **EMPLOYER** **DATE:** 29.11.24