Roughan & O'Donovan

Proposed Development at Parkmore Industrial Estate, Robinhood, Co. Dublin

Stage 1 Quality Audit

P·M·C·E

March 2025

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Quality Audit Report

1.1 Background

This report was prepared in response to a request from Mr. Eoin O'Catháin of Roughan & O'Donovan to provide a Stage 1 Quality Audit of the Proposed Development at Parkmore Industrial Estate, Robinhood, Co. Dublin.

Quality Audits consist of a number of overlapping audits, as described in the Design Manual for Urban Roads and Streets (Ireland). Table 1 outlines the transport-related audits undertaken by PMCE and includes a brief overview of the purpose or goal of each report.

TABLE 1: QUALITY AUDIT REPORT CONTENTS

Access Audit	The purpose of the Access Audit is to review the proposed Scheme to assess if it can be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size or disability.
Cycle Audit	The purpose of the Cycle Audit is to review the proposed Scheme/Development to assess if it will cater comfortably for cyclists, of all ages and abilities, and that the needs of cyclists have been prioritised over vehicular traffic.
Walking Audit	The purpose of the Walking Audit is to review the proposed Scheme to assess if it can be readily and comfortably traversed by pedestrians, that the needs of pedestrians have been prioritised over cyclists & vehicles, and that footpaths are continuous and wide enough to cater for the anticipated number of pedestrians.
Street Design Audit	The purpose of the Street Desing Audit is to review the proposed Scheme and ensure that the relevant issues contained within DMURS have been duly considered. It concerns four major aspects, Connectivity, Self-regulating Street Environment, Pedestrian & Cycling Environment and Visual Quality.
Road Safety Audit	The purpose of a Road Safety Audit is to identify problems that may lead to road safety issues, collisions or injuries, and to offer recommendations that would mitigate identified safety risks.
Non-Motorised User Audit[1]	The purpose of the Non-Motorised User (NMU) Audit is to review the proposed Scheme to assess if it will cater comfortably for all non-motorised road users, of all ages and abilities, and that the needs of these vulnerable road users have been prioritised over vehicular traffic.

A Quality Audit is not intended to pass or fail a design, rather it is intended as an assessment tool that highlights the strengths and weaknesses of a design.

1.2 Site Visit

A site visit was undertaken on the 3rd March 2025. At the time of the site visit, the weather was dry, the ground surface was dry and traffic volumes in the vicinity of the proposed scheme/development were moderate. Pedestrian volumes were low, and cyclist volumes were low.

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

1.3 Local Environment

1.3.1 Site Location

A new mixed-use development is proposed east of the junction of Long Mile Road and Robinhood Road in Robinhood, Dublin 12 (see Figure 1).

The development is situated in an existing industrial area within the proposed City Edge redevelopment zone. The project involves demolishing existing industrial units and constructing a mixed-use, residential-led, development consisting of four blocks ranging from 6 to 10 storeys over a semi-basement.

The development will feature three access points to the local road network: one vehicular access onto Parkmore Estate Road, and additional pedestrian/cyclist accesses from Long Mile Road and Robinhood Road.

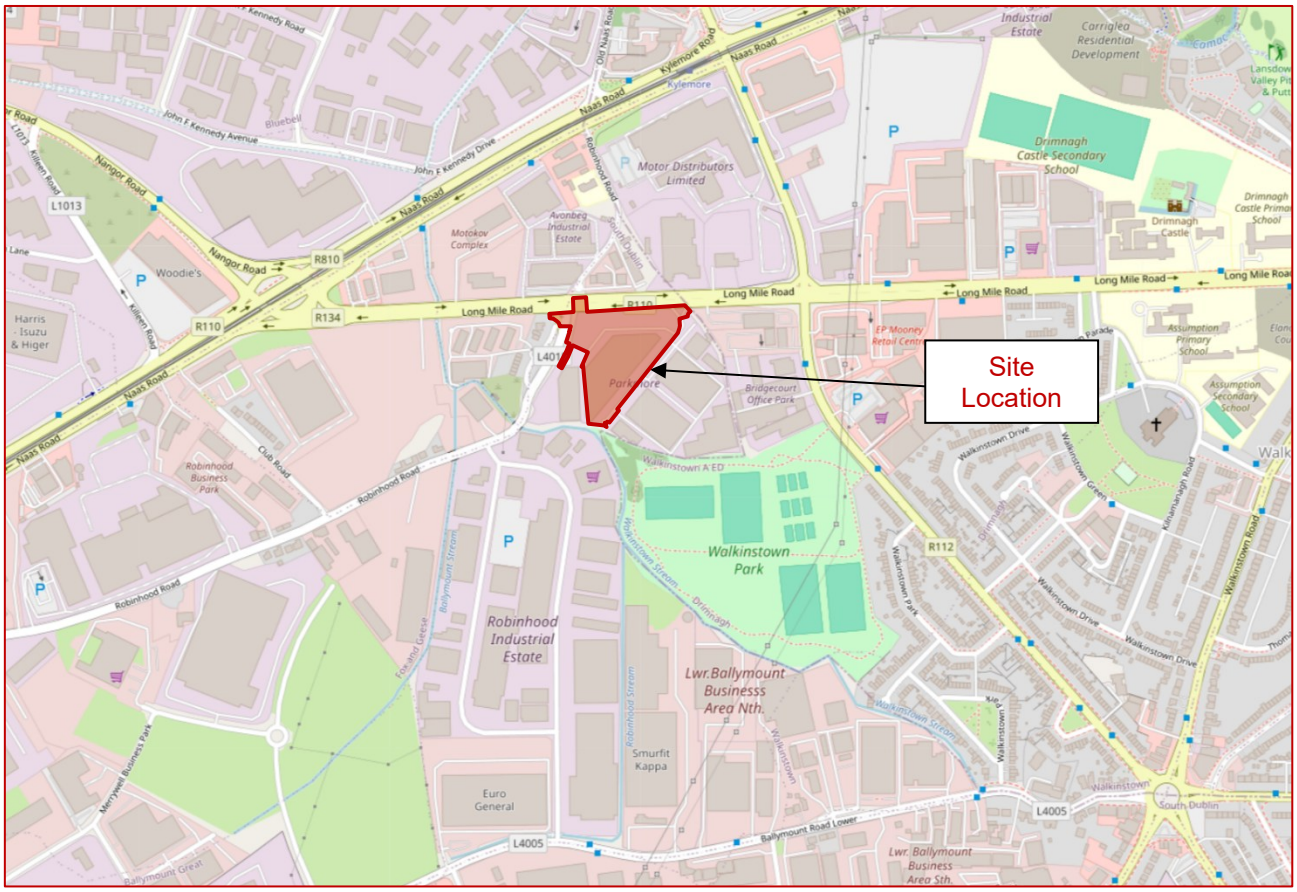

Figure 1: Location Plan (Source: www.openstreetmap.org)

1.4 Public Transport

1.4.1 Bus

Bus stops and associated bus services are available in close proximity to the proposed development (see Figure 2). Existing bus stops along the Long Mile Road provide direct access to the local bus network. Additional bus stops are located on Walkinstown Avenue approximately a 4-minute walk east of the proposed development.

Table 2 lists the nearby bus stops and the bus routes that serve them. Figure 2 indicates the location of these bus stops in relation to the proposed development.

TABLE 2: BUS ROUTES NEAR THE PROPOSED DEVELOPMENT

Bus Stop (Name)	Bus Stop (number)	Route No.	Proximity to the development	Travelling between
Walkinstown Avenue	6142	151	350m	Foxborough (Balgaddy Road) -Docklands (East Road)
Parkmore Estate	6140	151	70m	Foxborough (Balgaddy Road) -Docklands (East Road)
Ep Mooney Park	2775	56A	280m	Ringsend Road. - Tallaght (The Square)
Long Mile Road	2181	56A	650m	Ringsend Road. - Tallaght (The Square)
		151		Foxborough (Balgaddy Road.) -Docklands (East Road.)
		S4		Liffey Valley Shopping Centre - Crumlin - UCD
Walkinstown Parade	2105	56A	450m	Ringsend Rd. - Tallaght (The Square)
		151		Foxborough (Balgaddy Road.) -Docklands (East Road.)
		S4		Liffey Valley Shopping Centre - Crumlin - UCD

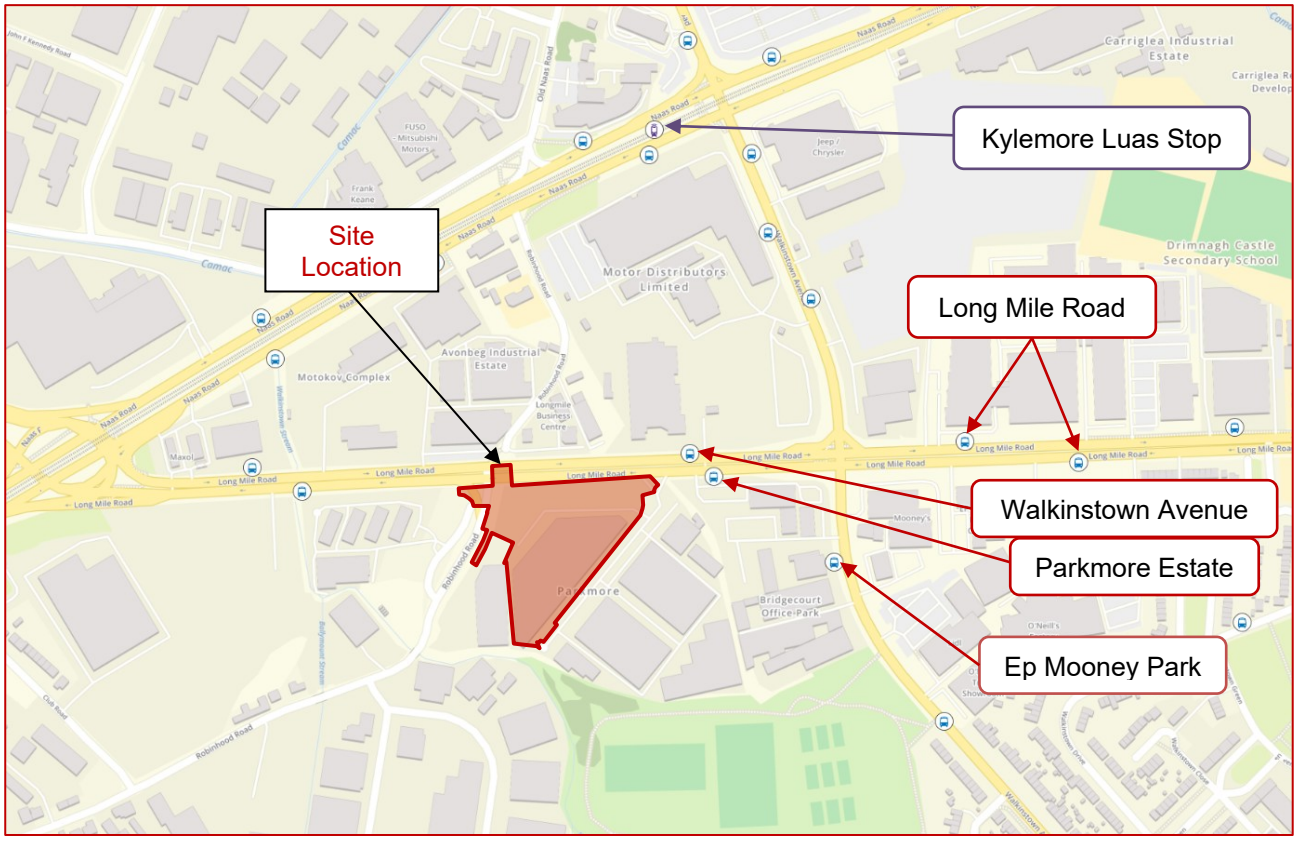

FIGURE 2: NEARBY BUS STOPS AND LUAS STOP

1.4.2 Luas

The Kylemore Luas Stop is located to the north of the proposed development (see Figure 2) and can be accessed within an 8-minute walk from the proposed development.

This Luas Stop connects the proposed development to densely populated areas in Dublin City, providing further connectivity to other local destinations, as well as regional destinations to the east and north.

1.5 Proposed Scheme/Development Description

The proposed scheme is a Residential development, and includes the following key design elements:

- 436 apartments (182 studios/1-beds; 158 2-bed units and 96 3-bed units) with commercial/ employment units, creche, café and library.
- 158 resident car parking spaces, including 32 EV parking spaces, 8 accessible parking spaces.
- 12 non-resident space for commercial and library, and 3 spaces for creche.
- 786 long-term bicycle parking spaces and 218 short-stay bicycle parking spaces, including 14 cargo bike spaces and 28 electric bike spaces.
- Removal of the left turn slip from the Long Mile Road to Robinhood Road.
- New loading / short term parking lay-by interspersed by trees along the Long Mile Road.
- Widened landscaped pedestrian realm along the Long Mile Road.
- Enhancement of cycle facilities along Long Mile Road site frontage to match BusConnects proposals to the east.

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1.6 Summary of Individual Audit Findings

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

#					Summary of Audit Issue	Design Team Response/Action
1	A.1.1			E.3.6	Tactile Paving Provision	Appropriate edge definition will be provided – in particular by the provision of a 60mm step between the cycle track and the surrounding features. The parking and set down area will be set 70mm-150mm below the general footpath / verge area level in line with urban design standards for kerb heights.
2	A.1.2				Absence of Hazard Tactile Paving at the Steps	Detail of all tactile paving will be added at detailed design stage, to include addressing all requirements of Part M and the Guidance on the Use of Tactile Paving.
3	A.1.3				Absence of Ramped Access	Reviewed and signed off by DAC consultant. Residents are able to use the lift between levels within the adjoining amenity space.
4	A.1.4				Unbound Path Surface	Access to the exercise area can be clearly defined with different hard surface finishes and edging that are accessible to all. This will be detailed in the design phase.
5	A.1.5			E.3.8	Travelling between Set Down Area and Footpath	It had not been intended to provide a specific mobility impaired parking space within the parking / set down area, but appropriate provision for these users will be agreed with the Local Authority and appropriate crossings will be added at detailed design stage to suit. Mobility impaired parking is provided for within the underground car park, with full accessibility to the upper levels provided via lifts.
6	A.1.6				Absence of Seating	Seats can be added in detailed design; however, there is an informal play and seating area with wooden logs nearby, providing a natural feel.

#					Summary of Audit Issue	Design Team Response/Action
7	A.1.7				Details of Benches	Refer to L1-804 and the Hard Materials Palette in the design statement, which indicate a bench with a solid stand and backrest. An armrest can be added and will be detailed in the final design.
8	A.1.8				Bicycle Stands along the Pedestrian Route	For the bike stands on Long Mile Road, they can be placed on different hard surface finishes with proper edging to ensure they do not pose an issue for visually impaired users.
9			C.1.3	E.3.13	No formal pedestrian crossing has been indicated on the Spined Road at its junction with the Long Mile Road between the development and the bus stops to the east.	This is intended to be a pedestrian priority crossing, with crossing vehicles yielding to pedestrian
10			C.1.2	E.3.14	Absence of Crossings on Robinhood Road.	It is intended to add a signalised crossing of Robinhood Road in consultation with the Local Authority.
11		B.1.1			Bicycle Parking Provision	The Design Team considers that the parking provision does comply with the SDCC requirements but that the volume of visitor parking provided for the residential parking is sufficient to cater for the other uses (the peak demand for which will generally occur at different times) and that the provision of a greater amount of bicycle parking would lead to visual clutter to the overall detriment of the development. The Developer will monitor the situation during operation and additional bicycle parking will be provided should the proposed provision be exceeded.
12		B.1.2			Bicycle Store Door	Electronic access control will be provided.
13		B.1.3			Cargo Bike Parking Space for Visitor	The site has sufficient Sheffield stands and space. At the detailed design stage, some will be replaced with cargo stands as required.

#					Summary of Audit Issue	Design Team Response/Action
14		B.1.4			Shower and Changing Facilities	These facilities will be provided by each tenant when they carry out their own fitout of their individual tenancy.
15		B.1.5			Trees Canopy	Trees will all be pruned to maintain a clear stem of 3m.
16		B.1.6			Bike Store Headroom	The internal height is 2.8m.
17		B.1.7		E.3.6	Clear and legible transitions required between shared and segregated paths.	These will be provided at detailed design stage in line with the prevailing design standards.
18		B.1.8		E.3.7	Width of Internal Path	All internal paths in the courtyard have a minimum width of 2000mm, with some areas widened to enhance dispersal. This ensures sufficient space for both cyclists and pedestrians in the gated communal area.
19			C.1.1	E.3.5	Insufficient Width of Crossing at the Robinhood Road/Long Mile Road Junction	The existing crossing width is considered to be sufficient, however, the Applicant is open to widening it in consultation with South Dublin County Council if the Council agrees with the recommendation, and has included the junction within the red line to permit same.
20				E.3.1	Narrowed section of bus lane on the Long Mile Road may result in buses encroaching into the adjacent traffic lane and possible side-swipe collisions	It is proposed to amend the road markings to maintain a minimum bus lane width of 3m, which is in line with current design standards, and swerve arrows have been added to the layout. It is also noted that BusConnects intends to remove bus services from this section of the Long Mile Road.
21				E.3.2	Should general traffic be expected to turn left onto Robinhood Road from the general traffic lane, this could result in vehicular/cyclist collisions with straight-ahead cyclists within the cycle lane.	That is not proposed. Left turns will be from the bus lane.

#					Summary of Audit Issue	Design Team Response/Action
22				E.3.3	The proximity of the set-down area to the Robinhood Road junction may result in large vehicles within the set-down area impeding visibility to the signals.	Subject to agreement with the Local Authority, the loading area will be located at the eastern end, with the rest marked as parking to avoid this eventuality.
23				E.3.4	The proximity of the set-down area to the Robinhood Road junction may result in unsafe exiting manoeuvres from the set-down area.	The Applicant is open to amending this element in consultation with South Dublin County Council if the Council agrees with the recommendation.
24				E.3.9	Potential for inappropriate vehicular access to the proposed 'pedestrian link'.	The detailed design will incorporate measures to control access into this space. It is noted that limited access is required for refuse vehicles and emergency services. Site management will be able to take measures to address any further errant vehicle behaviour during the operational phase.
25				E.3.10	Planting at the access to the underground car parks may impede inter-visibility increasing the risk of vehicle/NMU or side-on collisions.	Planting will be maintained to ensure that this does not arise.
26				E.3.11	Bin staging area may require refuse vehicle to be driven through the pedestrian link resulting in potential for conflicts.	Refuse vehicle movements will be marshalled by staff within the development.
27				E.3.12	Potential for development traffic wishing to travel eastward, towards the city centre, undertaking unsafe manoeuvres	Access towards the city for a small volume of development traffic will be via the existing turning facility before the "hamburger" junction of the Long Mile Road and the Naas Road.
28				E.3.15	It is unclear if large vehicles will be able to enter/exit the Spine Road without encroaching into the opposing traffic lane.	Autotrack indicates that this is not the case.
29				E.3.16	It is unclear if there is sufficient space to safely accommodate the swept path of vehicles entering/exiting some of the parking spaces within the underground car park.	Access to car parking spaces is confirmed as being possible.

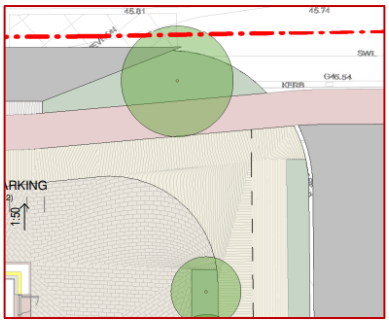
#					Summary of Audit Issue	Design Team Response/Action
30				E.3.17	Priority within the car park is unclear.	A signage strategy will be developed to confirm priority at detailed design stage.

Appendix A: Access Audit

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

A.1 List of Access Issues

A.1.1 Tactile Paving Provision



It is proposed to provide shared paths on either side of the Spine Road and along the eastern side of the Robinhood Road. Along the Long Mile Road there appears to be a separate footpath and cycle lane.

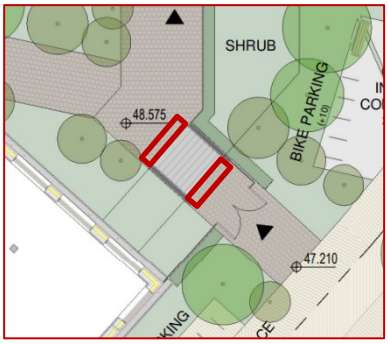
However, the transitions between the shared paths and the segregated NMU facilities, as well as between the cycle lane on the Long Mile Road and the shared paths, are not clearly defined at this stage in the design process.

As the design progresses, should insufficient definition at the transitions be proposed, this may result in visually impaired pedestrians being unaware that they have entered an area shared with other road users.

Recommendation

Provide clear and distinct surface treatments at the transition points between shared and segregated paths. This can be achieved by using tactile paving and contrasting colours to alert visually impaired pedestrians of the change in surface.

A.1.2 Absence of Hazard Tactile Paving at the Steps



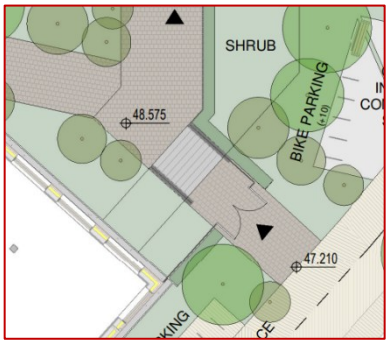
Steps have been indicated adjacent to the Creche. At this stage in the design process, hazard tactile paving has not been indicated at the top and bottom of these steps.

As the design progresses, should hazard tactile paving not be provided at the top/bottom of the steps, this may lead to visually impaired pedestrians being insufficiently aware of steps and not being able to access their destination independently.

Recommendation

Hazard tactile paving should be provided at the top and bottom of steps within the proposed development.

A.1.3 Absence of Ramped Access

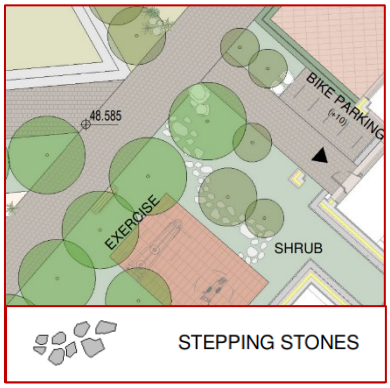


Steps have been indicated adjacent to the Creche on a proposed pedestrian route to/from the Spined Road. The absence of a ramp at this access may prevent mobility-impaired pedestrians, particularly wheelchair users, from accessing their destination.

Recommendation

Ramps should be provided at this pedestrian access to ensure accessibility for mobility impaired users. If appropriate, handrails should also be provided. The ramps should have a gradient suitable to allow mobility impaired users to traverse comfortably.

A.1.4 Unbound Path Surface



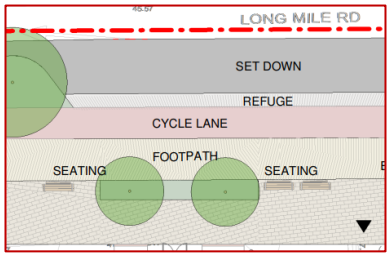
It is proposed to provide unbound "stepping stone" path for the internal footpath to the exercise court adjacent to the Creche.

The proposed stepping stone path could create difficulties for the mobility-impaired and wheelchair users, who would be unable to access the exercise court.

Recommendation

A path with a surface capable of being traversed by all users should be provided at this location.

A.1.5 Travelling between Set Down Area and Footpath



It is unclear from the drawings provided if there will be a level difference between the footpath, cycle lane, pedestrian refuge strip and set-down area along Long Mile Road.

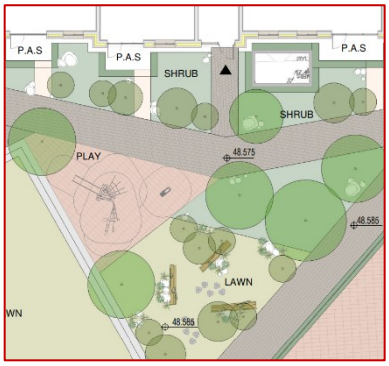
The absence of vertical separation could lead to pedestrians entering the cycle lane or cyclists entering the footpath, increasing the risk of conflicts between these road users.

Should a kerb be provided between the set-down area and the pedestrian refuge strip, and between the refuge and the cycle lane, there may be difficulties for mobility-impaired vehicle occupants traveling to/from the footpath and the set-down areas.

Recommendation

Ensure appropriate kerb heights are provided between the footpath, cycle lane, pedestrian refuge strip and set-down areas. In addition, crossing points between the footpath and set-down areas should be provided capable of being traversed by all users safely.

A.1.6 Absence of Seating

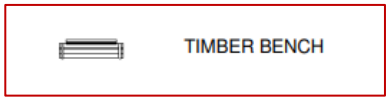


No seating or benches have been indicated within play area to the west of the Creche. The elderly or mobility impaired accompanying children to the play area may have difficulties standing for lengthy periods while children play.

Recommendation

Seating should be provided around the play area.

A.1.7 Details of Benches

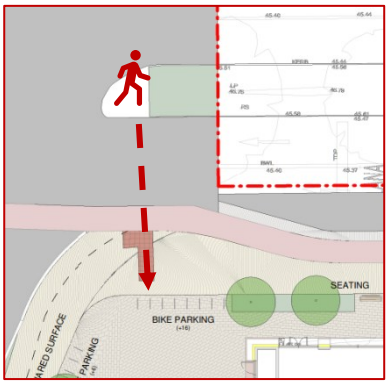


Timber benches are indicated across the proposed development. It is, however, unclear if the proposed benches will be accessible to a wide variety of users. Benches whose bases are narrower than the rest of the bench can create difficulties for long-cane users in detecting and avoiding colliding with the bench.

Recommendation

To accommodate the widest possible mix of disabilities a mixture of benches with & without armrests should be provided. The benches should have solid bases and no part of the bench should protrude beyond the extents of the base.

A.1.8 Bicycle Stands along the Pedestrian Route



A number of bicycle stands are indicated adjacent to the southern side of the signalised crossing on the Long Mile Road. These may present obstacles/hazards for pedestrians using this crossing, particularly visually impaired pedestrians who follow the stem of tactile paving and may be guided into the bicycle stands.

Recommendation

Relocate the bicycle stands outside the pedestrian route to/from the crossing.

Appendix B: Cycle Audit

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

B.1 List of Cycle Issues

B.1.1 Bicycle Parking Provision

Table 12.23 "Minimum Bicycle Parking / Storage Rates" of the South Dublin County Council Development Plan 2022-2028 outlines the parking requirements for both short-stay (i.e. visitor) and long-stay (i.e. resident or employee) bicycle parking.

The drawings indicate 218 bicycle parking spaces on the ground floor designated as short-stay bicycle parking spaces. The TIA report (PIE-ROD-HGN-SW_AE-RP-CH-30001) indicates 786 bicycle parking spaces as long-term bicycle parking. However, these spaces have not been shown on the drawings, which makes it unclear whether they meet the requirements for long-term parking.

The following tables outline the bicycle parking requirements identified in the Development Plan and compares these requirements with the bicycle parking provision proposed in the development.

TABLE 3: SHORT-STAY BICYCLE PARKING PROVISIONS

Land Use	Short Stay Requirement	Quantum	Short Stay Requirement	Short Stay Provision
Residential Apartment	1 per 2 apartments	436 apartments	218	218
Creche	1 per 10 children	Not Specified	Unclear if Met	
Library	1 per 100 sqm GFA	Not Specified	Unclear if Met	
Commercial	1 per 50-150 sqm GFA	Not Specified	Unclear if Met	
Employment	1 per 200 sqm GFA	Not Specified	Unclear if Met	
Cycle Parking Space in total			218	218

TABLE 4: LONG-TERM BICYCLE PARKING PROVISION

Land Use	Long Term Requirement	Quantum	Long Term Requirement	Long Term Provision
Residential Apartment	1 per 1 bedroom	786 (182 studios/1-beds; 158 2-bed units and 96 3-bed units)	786	786
Creche	1 per 5 staff	Not Specified	Unclear if Met	
Library	1 per 5 staff	Not Specified	Unclear if Met	
Commercial	1 per 5 staff	Not Specified	Unclear if Met	
Employment	1 per 200 sqm GFA	Not Specified	Unclear if Met	
Cycle Parking Space in total			786	786

The level of detail provided has not permitted a full assessment of the proposed bicycle parking provision within the entire development, including the creche, library, commercial unit and employment unit. As shown in the tables above, the proposed development falls below the Development Plan's long-term and short-stay parking requirements.

Recommendation

Ensure sufficient long term and short stay bicycle parking stands are proposed in each unit, in accordance with the South Dublin County Council Development Plan 2022-2028.

B.1.2 Bicycle Store Door

It is unclear from the information provided whether the bicycle store door is manually operated or electrically powered. Manually operated doors may present difficulties for cyclists accessing/egressing the long-term bicycle parking.

Recommendation

Doors used by residents with their bicycle should be at least 1.2m wide, preferably operated electronically by automatic detection or with the push button within 3m of the door.

B.1.3 Cargo Bike Parking Space for Visitor

It is unclear what the dimension of the proposed bicycle stands in the long-stay and short-stay bicycle parking areas is to be. It is also unclear if the bicycle stands proposed can accommodate a mix of bicycle types/sizes. It is likely that a percentage of the parking provision will be required for E-Bike and Cargo Bike.

Recommendation

In the interests of accessibility, the proposed bicycle parking should be able to accommodate a mix of different bicycle sizes/types. The proposed bicycle stands should accommodate a mix of bicycles in order to cater for the widest possible mix of cyclists (e.g. electric bicycles, cargo bicycles, hand-operated bicycles, etc.).

B.1.4 Shower and Changing Facilities

No information related to shower and changing facilities have been provided within the proposed development. In accordance with the SDCC Development Plan 2022-2028, the requirement for non-residential developments is that all new commercial developments that have the capacity to accommodate in excess of ten employees or ten students (or a combination of both) shall be required to provide shower and changing facilities.

Recommendation

Showers, lockers and changing rooms should be provided for both the commercial unit and creche employees in accordance with the South Dublin County Council Development Plan 2022-2028.

B.1.5 Tree Canopy

Trees are indicated adjacent to the cyclist routes within the proposed development. At this stage in the design development it is unclear if the trees would provide sufficient vertical clearance for cyclists.

Recommendation

Sufficient vertical clearance for cyclists (a minimum of 2.5m) should be provided beneath tree canopies within the development, where these overhang the proposed cycle paths.

B.1.6 Bike Store Headroom

Two-tier racks have been indicated within the basement bike store. Information regarding the ceiling height of bike store has not been provided to the Audit Team. It is unclear, therefore, if the bike store includes sufficient vertical clearance for two-tier racks.

Recommendation

Two-tier stands require a ceiling height of at least 2.7m in accordance with Cycle Design Manual.

B.1.7 Delineation between Cycle Lane and Footpath on Long Mile Road

It is unclear from the information provided if it is intended to have a level difference between the footpath, the cycle lane, the refuge & the set down area along the Long Mile Road. An absence of vertical separation could result in pedestrians entering the cycle lane, increasing the risk of conflicts between these road users.

Recommendation

The adjacent footpath and cycle track on the Long Mile Road should be vertically segregated by an appropriate height kerb, with crossing points between the footpath and set-down areas provided as necessary.

B.1.8 Width of Internal Path

It is not clear from the drawings provided whether the proposed internal paths are intended to be shared paths. Some of these paths lead to bicycle parking spaces, suggesting that they are intended to be shared paths and for use of both pedestrians and cyclists. The paths appear to be narrow at some locations which may lead to conflicts between pedestrians and cyclists.

Recommendation

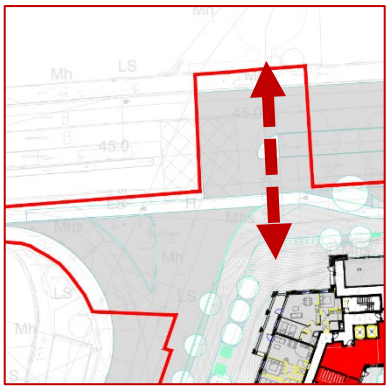
Paths serving both pedestrian and cyclist facilities should be of sufficient width.

Appendix C: Walking Audit

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

C.1 List of Walking Issues

C.1.1 Insufficient Width of Crossing at the Robinhood Road/Long Mile Road Junction



It is proposed to retain the existing signalised crossing on Long Mile Road at its junction with the Robinhood Road, which is currently for pedestrians only, and relatively narrow.

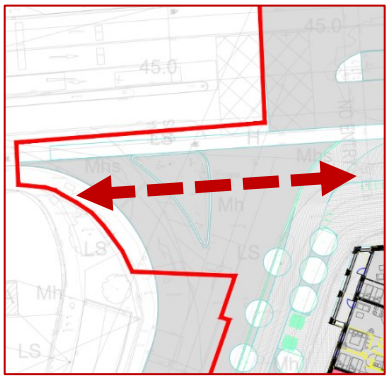
It is likely that this would be too narrow to accommodate the peak volumes of pedestrians following construction of the scheme, and would be insufficiently wide to accommodate both pedestrians and cyclists.

Recommendation

A toucan crossing with a minimum width of 4m should be provided at this location.

C.1.2 Absence of Crossings on Robinhood Road

No changes have been indicated to the existing pedestrian crossing arrangements of Robinhood Road at its junction with the Long Mile Road for pedestrians travelling east/west along the southern side of the Long Mile Road.



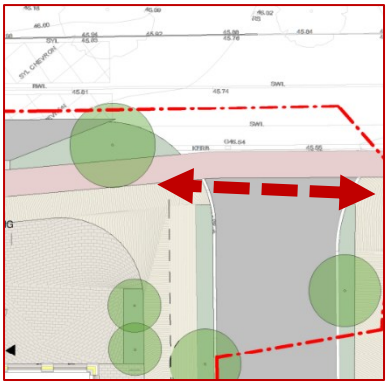
It is likely that pedestrian desire lines will exist between the proposed development and the neighbouring area(s) to the west. The existing crossing arrangements are uncontrolled crossings, of a relatively wide carriageway, which cannot be used independently by the visually-impaired.

The combination of the expected increased numbers of pedestrians wishing to cross, the length of the crossing and the absence of a controlled crossing could create difficulties for NMU travel to/from the development and the areas to the west.

Recommendation

The need, or otherwise, for improved pedestrian crossing facilities of Robinhood Road, including a possible controlled crossing, should be assessed and provided if required.

C.1.3 Absence of Crossings to Bus Stops on Long Mile Road



At this early stage in the design process no details on the pedestrian crossing of the Spine Road have been indicated. Should an uncontrolled crossing be provided (retained) at this location, this would require visually-impaired pedestrians travelling independently who wish to access bus services towards the city, or to access the Luas, to travel via the existing signalised crossing at the Robinhood Road junction, potentially resulting in an increased length of journey.

Similarly, other residents & users of the proposed development must do so either at the signalised crossings of the Long Mile Road at the Robinhood Road junction or at the Walkinstown Avenue junction.

Given the expected pedestrian volumes to be generated by the development and the relatively lengthy route via the signalised crossings at the Robinhood Road and Walkinstown Avenue junctions, some pedestrians may choose to cross directly to/from the existing bus stops away from the crossings, placing them at increased risk of being struck by a vehicle.

In addition, pedestrian traveling to and from the Parkmore Estate Bus Stop (Stop ID: 6140) will be required to cross the Spine Road junction with the Long Mile Road. At this early stage in the design process, it is unclear if the crossing of the Spine Road will be controlled or if pedestrians will have priority. The provision of uncontrolled crossings may present a barrier to visually impaired pedestrians wishing to access the development from this bus stop.

Recommendation

The need for a mid-block controlled pedestrian should be assessed, and if deemed necessary provided at a location along the expected pedestrian crossing desire line.

In addition, an accessible crossing of the Spine Road for visually impaired pedestrians travelling to/from the bus stop on the southern side of the Long Mile Road should be provided.

Appendix D: Street Design Audit

The purpose of this Street Desing Audit is to review the proposed Scheme/Development to ensure that the relevant issues contained within DMURS have been duly considered. It concerns four major aspects, Connectivity, Self-regulating Street Environment, Pedestrian and Cycling Environment and Visual Quality.

DMURS Compliance Statement

Date: 13th March 2025
Ref: 23.111.10
Re: Proposed Residential Development at Parkmore, Long Mile Road, Dublin 12
Subject: DMURS Compliance Statement

To whom it concerns,

Roughan & O'Donovan [ROD], Reddy Architecture and Urbanism [Reddy] and Niall Montgomery and Partners [NMP] have assisted the design team for the above development in the preparation of the planning application to ensure that the development layout conforms with the requirements and achieves the aspirations of the Design Manual for Urban Roads and Streets [DMURS]. These requirements encompass urban design and environmental considerations in addition to movement and transport concerns. In this regard, we confirm that the design was conceived and developed by a multi-disciplinary design team, and that environmental and placemaking considerations were considered at all stages of the design process.

Place

Pages 26 and 27 of DMURS identify the following considerations in ensuring a space becomes a place:

1) Connectivity;
2) Enclosure;
3) Active Edge;
4) Pedestrian Activity / Facilities.

These are addressed in turn below:

1) Connectivity

Connected green infrastructure lies at the heart of the design for the proposed development. The site is primarily residential in nature, incorporating ancillary creche, civic / employment and amenity elements. The site is very well served by public transportation, with a Luas station situated within 7 minutes' walk, and various bus services along the Long Mile Road. The site also offers an opportunity to increase connectivity and permeability through the wider area for pedestrians and cyclists. New linkages are proposed from Robinhood Road to the Parkmore Estate Road, and future linkages to Walkinstown Avenue Park are possible at a later stage, which will connect the wider City Edge development to the park. The ultimate delivery of this connection will require the cooperation of Dublin City Council, which controls Walkinstown Avenue Park, and the Applicant will diligently support South Dublin County Council to ensure that this can be realised.

The development layout is designed to prioritise pedestrian and cycle movements, with cars and service vehicles facilitated where necessary. With its configuration as active travel focussed development, the proposed development will foster a culture of green, connected living. The green movement corridor through the centre of the site will encourage and enhance community, and will allow for safe circulation for people of all ages and abilities. The green spaces within the development will provide for walking, cycling, amenity functions, drainage and biodiversity.

The site also enjoys high accessibility by road, which will benefit construction traffic and service vehicles. It is accessed immediately from the Long Mile Road, and is located less than 2km from the M50 and the national road network.

2) Enclosure

The design of buildings and the landscaped spaces between them have achieved a balance of natural light entry and a secure sense of enclosure. This has allowed the creation of a new community enclosed by natural features with discrete links to the outside. These latter links will allow permeability through the site by active travel modes, while maintaining the sense of enclosure within the site.

3) Active Edge

The development is primarily residential in nature but includes a creche and civic / employment elements, including play areas. The landscaping has focussed the movement axes towards the central green space, which will act as the focal point of the community. The civic / commercial elements are focussed on the Long Mile Road to create an active edge along the major arterial road network. It is envisaged that this will ultimately be complemented by similar development along the Long Mile Road as part of the City Edge development that will change its character from an industrial distributor road to an urban boulevard. The design team considers that the design, including on-street parking / loading and complementary landscaping, will catalyse the reimagination of the Long Mile Road and its surroundings.

4) Pedestrian Activity / Facilities

The proposed development has a pedestrian and cyclist centric focus. The internal layout includes amenity areas that incorporate green elements and water features, play areas, socialising and resting areas. The green spaces and amenity facilities will be connected by a pedestrian spine that will include provision for future connectivity to Walkinstown Avenue Park to the south.

Placemaking

Placemaking is fundamental to the success of large-scale developments and this is an important aspect of the creation of a successful community at the proposed development. Pages 28 and 29 of DMURS describe the key design principles required to underpin the successful creation of sense of place, and the proposed development is considered against these in turn:

1) Connected Networks;
2) Multi-functional streets;
3) Pedestrian focus; and
4) Multi-disciplinary approach.

1) Connected Networks

Refer to Connectivity (point 1) above. The scheme was designed around connectivity, green infrastructure and sustainable modes of transport as a fundamental starting point.

2) Multi-functional streets

The key functions of movement, drainage, biodiversity and amenity are captured in the design of internal pedestrian street, while also creating a safe and attractive neighbourhood for residents.

3) Pedestrian Focus

Refer to Pedestrian Activity / Facilities (point 4) above. The proposed development has been designed around the needs of the pedestrian. All buildings directly address the pedestrian spaces. Full footpath connectivity will be provided within and around the site. As a result, the pedestrian environment will be welcoming, safe, comfortable, and attractive.

4) Multi-disciplinary approach

As highlighted at the outset of this statement, the design of the proposed development has been undertaken by a full multi-disciplinary team comprising architects, landscape architects, civil engineers, structural engineers, transport advisors, ecologists, quantity surveyors, planners and a range of specialist disciplines (e.g. lighting, noise, archaeology, etc). The combined expertise of this multi-disciplinary team has been brought to bear on the design of the development, including the streetscapes therein.

Conclusion

Following careful and deliberate consideration by the multi-disciplinary design team, we are pleased to commend this development as being compliant with DMURS and its vision for attractive, liveable places. This Statement is accompanied by a suite of independent audit of pedestrian and cycle facilities undertaken by PMCE Consultants, and together this comprises the Quality Audit required by DMURS. The Quality Audit including Road Safety Audit has been submitted with the planning application.

Yours faithfully,

Eoin Ó Catháin
Chartered Engineer
Director
Roughan & O'Donovan

Appendix E: Road Safety Audit

The purpose of a Road Safety Audit is to identify problems that may lead to road safety collisions, material damage or personal injury, and to offer recommendations that mitigate identified safety risks.

Roughan & O'Donovan

Proposed Development at Parkmore Industrial Estate

Stage 1 Road Safety Audit

P·M·C·E

March 2025

Roughan & O'Donovan

Proposed Development at Parkmore Industrial Estate

Stage 1 Road Safety Audit

Document Ref:	P25020-PMCE-XX-XX-RP-SA-3_0001

Rev	Prepared By	Reviewed By	Approved By	Issue Date	Reason for Revision
2.0	PJM	MAH	PJM	13th March 2025	Final
1.0	MAH	PJM	PJM	7th March 2025	Draft Report

P·M·C·E

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Table of Contents

1 Introduction

1.1 General

This report results from a Stage 1 Road Safety Audit on the proposed Residential Development at Parkmore Industrial Estate, Co. Dublin, carried out at the request of Mr. Eoin O'Catháin of Roughan & O'Donovan.

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

Mr. Peter Monahan
(BE, MSc, CEng, FIEI, RSACert)
Road Safety Audit Team Leader

Mr. Mazen Al Hosni
(BE(Hons), MSc, RSACert, MIEI)
Road Safety Audit Team Member

The Road Safety Audit took place during March 2025 and comprised an examination of the documents provided by the designers (see Appendix A). In addition to examining the documents supplied the Road Safety Audit Team visited the site of the proposed measures on the 3rd March 2025. Weather conditions during the site visit were dry and the road surface was dry. Traffic volumes during the site visit were moderate, pedestrian and cyclist volumes were low and traffic speeds were considered to be generally within the posted speed limit.

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

This Stage 1 Road Safety Audit has been carried out in accordance with the requirements of GE-STY-01024 - Road Safety Audit (December 2017), contained on the Transport Infrastructure Ireland (TII) Publications website.

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

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

1.2 Items Not Submitted for Auditing

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

- Personal Injury Collision data
- Vehicle swept paths
- Visibility splays
- Public Lighting

2 Project Description

A new residential development is proposed just east of the junction of Long Mile Road and Robinhood Road in Robinhood, Co. Dublin (see Figure 2.1). The development is situated in an industrial area within the proposed City Edge redevelopment zone. The project involves demolishing existing industrial units and constructing a mixed-use, residential-led development consisting of four blocks ranging from 6 to 10 storeys over a semi-basement. The development will feature three access points to the local road network consisting of a vehicular access onto the Parkmore Estate Road and pedestrian/cyclist accesses from the Long Mile Road and Robinhood Road.

The proposed scheme includes the following key design elements: -

- 436 apartments (182 studios/1-beds, 158 2-bed units and 96 3-bed units) with commercial/employment units, creche, café and library.
- 158 resident car parking spaces, including 32 EV parking spaces and 8 accessible parking spaces.
- 12 non-resident parking spaces for commercial and library, and 3 parking spaces for creche.
- 786 long-term bicycle parking spaces and 218 short-stay bicycle parking spaces, including 14 cargo bike spaces and 28 electric bike spaces.
- Removal of the left turn slip from the Long Mile Road to Robinhood Road.
- New loading / short term parking lay-by interspersed by trees along the Long Mile Road.
- Widened landscaped pedestrian realm along the Long Mile Road.
- Enhancement of cycle facilities along Long Mile Road site frontage to match BusConnects proposals to the east.

The Long Mile Road in Dublin is an urban arterial route providing connectivity between the city centre and the southwestern suburbs, serving a mix of residential, commercial and industrial areas with significant vehicular, pedestrian and cyclist traffic. The road consists of a dual carriageway with two lanes in each direction, separated by a central median comprising raised kerbs. In the vicinity of the proposed development the nearside lanes in both directions are bus lanes between 7am and 7pm, Monday to Saturday. The traffic lanes are approximately 3.5 metres wide and there are footpaths on either side of the Long Mile Road, approximately 2.0 metres wide. Dedicated cycle lanes, 1.5 metres wide, are provided on both sides of the road, delineated by road markings. The speed limit of the Long Mile Road in the vicinity of the proposed development is 60 km/h.

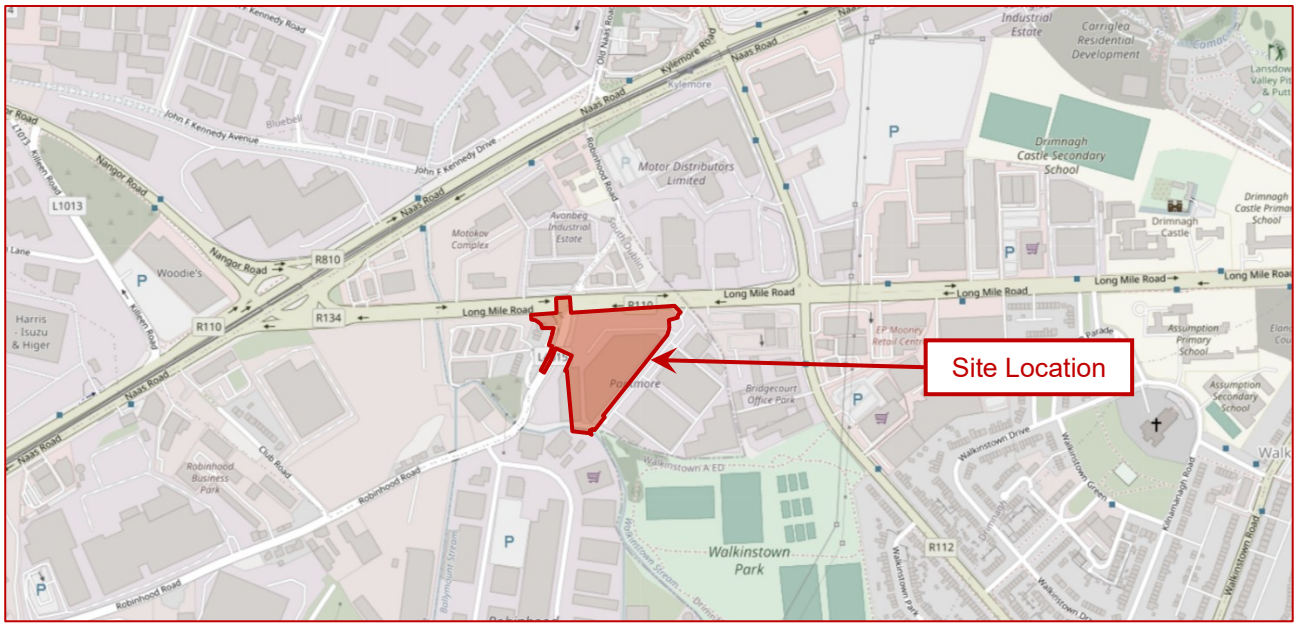


FIGURE 2.1: LOCATION PLAN (SOURCE: WWW.OPENSTREETMAP.ORG)

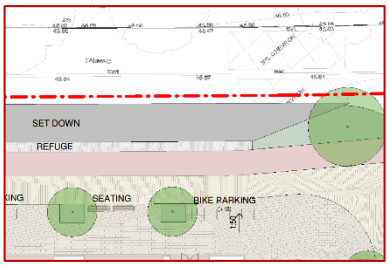
3 Items Arising from the Audit

3.1 Traffic Lane Widths on Long Mile Road

Location: *General Arrangement Plan – Sheet 1 of 2, L1-100-1 Rev. 03*
General Arrangement Plan – Sheet 2 of 2, L1-100-2 Rev. 03

Summary: *Narrowed section of bus lane on the Long Mile Road may result in buses encroaching into the adjacent traffic lane and possible side-swipe collisions.*

It is proposed to amend the road layout on the Long Mile Road, including providing a set-down area in front of the proposed development.



The proposed set down area has been indicated as partly encroaching into the adjacent bus lane, which could result in the residual bus lane width being too narrow, leading to buses travelling within the bus lane encroaching into the adjacent traffic lane resulting in possible side-swipe collisions, or to buses colliding with vehicles within the set-down area.

Recommendation

The lane configuration on the Long Mile Road should be reviewed to ensure that the amended road layout can safely accommodated the expected volumes & type of vehicles using them, and the likely manoeuvres being undertaken.

3.2 Left turns from Long Mile Road onto Robinhood Road

Location: *General Arrangement Plan – Sheet 1 of 2, L1-100-1 Rev. 03*
General Arrangement Plan – Sheet 2 of 2, L1-100-2 Rev. 03

Summary: *Should general traffic be expected to turn left onto Robinhood Road from the general traffic lane, this could result in vehicular/cyclist collisions with straight-ahead cyclists within the cycle lane.*

It is proposed to amend the road layout on the Long Mile Road, including removing the existing left-turn lane on the Long Mile Road westbound approaching the junction with Robinhood Road.

It is unclear whether the existing bus lane will be amended to allow left-turning general traffic to turn onto Robinhood Road from the bus lane, or if left-turning drivers will be expected to turn left from the general traffic lane.

Should traffic be expected to turn left from the general traffic lane, amendments to the signal phasing will be required to accommodate this arrangement.

However, there is a risk that left-turning drivers under this arrangement would fail to be sufficiently aware of a straight-ahead cyclist on the cycle lane wishing to continue westbound on the Long Mile Road, possibly resulting in vehicular/cyclist collisions.

Recommendation

The road layout on the approach to the Robinhood Road/Long Mile Road junction should be amended to allow left-turning vehicles to use the bus lane for turning left.

3.3 Set-Down Area Proximity to Signalised Junction

Location: *General Arrangement Plan – Sheet 1 of 2, L1-100-1 Rev. 03*
General Arrangement Plan – Sheet 2 of 2, L1-100-2 Rev. 03

Summary: *The proximity of the set-down area to the Robinhood Road junction may result in large vehicles within the set-down area impeding visibility to the signals.*

The westernmost terminal of the proposed set down area is indicated in close proximity to the Long Mile Road/Robinhood Road signalised junction.

Large vehicles within the set-down area may impede a westbound driver's visibility towards the signals, leading to drivers being insufficiently aware of a red signal on approach to the junction, resulting in them failing to stop at the stop line and overshooting into the junction, increasing the risk of side-on collisions.

Recommendation

The proposed amended road layout should be reviewed, and if necessary amended, to ensure that drivers & cyclists approaching the signalised junction have an unimpeded view of the signals at the junction.

3.4 Exiting Manoeuvres from Set-Down Area Close to Junction

Location: *General Arrangement Plan – Sheet 1 of 2, L1-100-1 Rev. 03*
General Arrangement Plan – Sheet 2 of 2, L1-100-2 Rev. 03

Summary: *The proximity of the set-down area to the Robinhood Road junction may result in unsafe exiting manoeuvres from the set-down area.*

The westernmost terminal of the proposed set down area is indicated in close proximity to the Long Mile Road/Robinhood Road signalised junction.

There is a concern that vehicles exiting from the westernmost portion of the proposed set-down area, unless they are buses, would need to weave across the bus lane, including left-turning vehicles using the bus lane, to enter the general traffic lane westbound.

Undertaking this manoeuvre at this location, coupled with the number of possible conflicting manoeuvres, would increase the likelihood of unsafe exits and possible side-on collisions, in particular where a bus within the bus lane impedes an exiting driver's view of traffic within the general traffic lane.

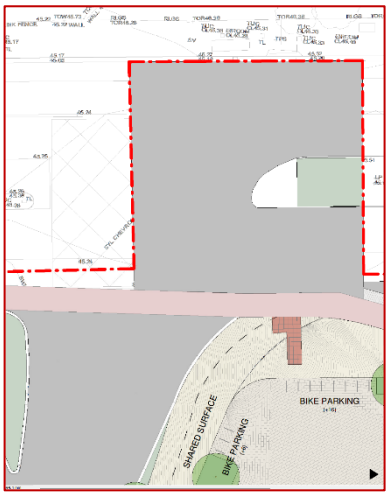
Recommendation

The proposed amended road layout should be reviewed, and if necessary amended, to ensure that drivers exiting the proposed set-down area can do so safely.

3.5 Crossing Width

Location: *Long Mile Road*

Summary: *Existing controlled crossing may be too narrow to accommodate the increased volumes of users.*



The existing signalised pedestrian crossing of the Long Mile Road at its junction with Robinhood Road is indicated as being retained. A new shared path has been indicated along the eastern side of the Robinhood Road, terminating at the existing signalised pedestrian crossing.

The existing crossing is not, however, a toucan crossing and may therefore not be sufficient to accommodate the expected/likely volumes of both pedestrians and cyclists crossing. Should there be insufficient capacity within the crossing, there is a risk of conflicts between cyclists and pedestrians when waiting at, and using, the crossing.

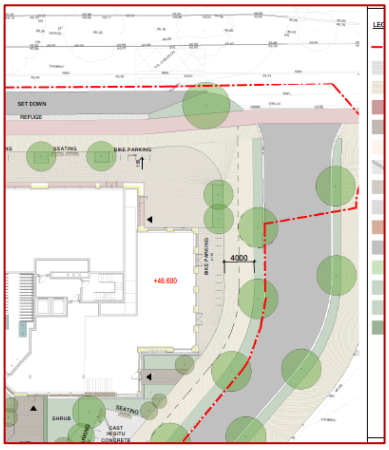
Recommendation

The existing signalised pedestrian crossing should be amended to be a Toucan crossing, including pedestrian and cyclist signal heads and push button units and should be a minimum of 4m wide.

3.6 Transitions between Shared and Segregated Paths

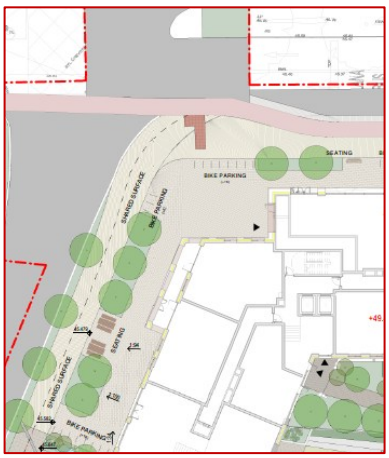
Location: *Internal paths, Spine Road, Robinhood Road, Long Mile Road*

Summary: *Clear and legible transitions required between shared and segregated paths.*



It is proposed to provide shared paths internally within the proposed development, on either side of the Spine Road and along the eastern side of Robinhood Road, and to provide a segregated footpath and cycle lane along Long Mile Road.

At this early stage in the design process the details at the transitions between shared and segregated areas is not included. During the design development, should the transitions not include appropriate measures to advise visually impaired pedestrians and cyclists of the changes between the types of path, this could result in difficulties for these road users in safely & independently navigating the new road layout.



It is also unclear from the drawings provided if there would be a level difference between the cycle track and the proposed footway along Long Mile Road. The absence of a level difference may cause visually impaired pedestrians to inadvertently enter the cycle track, increasing the risk of collisions with cyclists.

Recommendation

During the design development ensure that appropriate measures provided at the transitions between shared and segregated paths. This could be achieved by using tactile paving and contrasting colours to alert visually impaired pedestrians of the change in surface.

In addition, the adjacent cycle track and footway on the Long Mile Road should be vertically segregated.

3.7 Shared Path Widths

Location: *General Problem*

Summary: *Narrow shared paths could result in conflicts between pedestrians and cyclists*

It is not clear from the drawings provided whether all of the proposed internal paths are intended to be shared paths. Some of these paths lead to bicycle parking spaces, suggesting that they are intended to be shared paths and for use of both pedestrians and cyclists.

Some of the paths appear to be narrow at some locations which may lead to conflicts between pedestrians and cyclists.

Recommendation

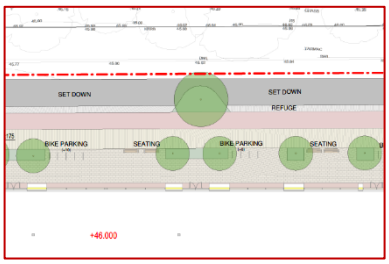
Paths serving both pedestrian and cyclist facilities should be of sufficient width for the expected type and volumes of users.

3.8 Set-Down Area Crossings

Location: *General Arrangement Plan – Sheet 1 of 2 L1-100-1 Rev. 03*

Summary: *Lack of edge definition between footpath, cycle lane, pedestrian refuge strip, and set-down areas could result in*

At this early stage in the design process it is unclear if it is proposed to have a level difference between the footpath, cycle lane, pedestrian refuge strip, and set-down area along Long Mile Road.



Where kerbs are provided between the set-down area and the pedestrian refuge strip, and between the refuge and the cycle lane, there may be difficulties for mobility-impaired vehicle occupants traveling to/from the footpath and the set-down areas.

Recommendation

During the design development appropriate crossing arrangements should be included to cater for travel between the footpath and the set-down areas.

3.9 Pedestrian Link

Location: *General Arrangement Plan – Sheet 1 of 2 L1-100-1 Rev. 03*

Summary: *Potential for inappropriate vehicular access to the proposed 'pedestrian link'.*

The proposed pedestrian link between the buildings is assumed to be not intended vehicle use, with the exception possibly of emergency vehicle access during emergencies.

As the link is wide it may be inappropriately accessed by vehicles, resulting in potential collisions with pedestrians and cyclists.

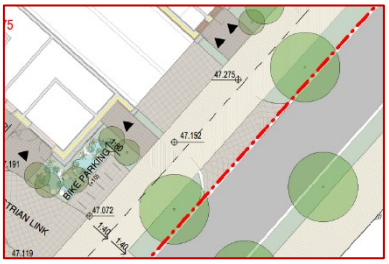
Recommendation

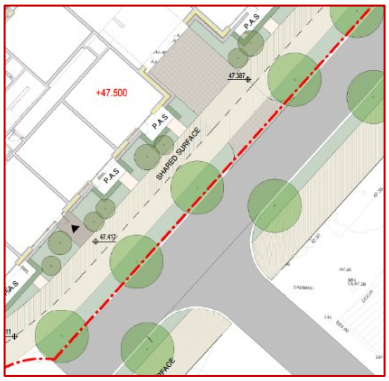
During the design development measures should be included to prevent unauthorised entry of vehicular traffic to the "pedestrian".

3.10 Visibility Splays

Location: *General Arrangement Plan – Sheet 1 of 2 L1-100-1 Rev. 03*
General Arrangement Plan – Sheet 2 of 2 L1-100-2 Rev. 03

Summary: *Planting at the access to the underground car parks may impede inter-visibility increasing the risk of vehicle/NMU or side-on collisions.*





Planting indicated either side of the at the accesses to the underground car parks. At this early stage in the design process it is unclear exactly what type/species of planting is proposed, and consequently it is unclear if this planting could impede inter-visibility between drivers exiting the car parks and pedestrians/cyclists on the adjacent shared path or with drivers of vehicles on the adjacent carriageway.

Insufficient inter-visibility could result in unsafe exiting manoeuvres leading to vehicular/NMU or side-on collisions.

Recommendation

During the design development ensure that adequate inter-visibility is available between drivers of vehicles exiting the car parks and pedestrians/cyclists/drivers on the adjacent Spine Road.

3.11 Bin Staging Area

Location: *Drawings: General Arrangement Plan – Sheet 1 of 2 L1-100-1 Rev. 03*

Summary: *Bin staging area may require refuse vehicle to be driven through the pedestrian link resulting in potential for conflicts.*

A 'bin staging area' has been indicated within them and, accessed from the pedestrian link. There is a concern that bin collection may require bin trucks to be driven frequently within the pedestrian link leading to possible conflicts between vehicles and pedestrians/cyclists. In addition, it is unclear from the drawings provided if there would be sufficient space for refuse vehicle to safely undertake U-turn manoeuvres within the space available. This could result in refuse vehicles undertaking reversing manoeuvres on, into or out of, the pedestrian link. Reversing is an inherently unsafe manoeuvre, and drivers would have reduced visibility when reversing towards pedestrians or cyclists travelling on the pedestrian link resulting in the potential for collisions.

Recommendation

The bin staging area should be located where it can be accessed safely be refuse vehicles.

3.12 Eastbound Development Traffic

Location: *Report: Transport Impact Assessment Report PIE-ROD-HGN-SW_AE-RP-CH-30001 Rev. 3*

Summary: *Potential for development traffic wishing to travel eastward, towards the city centre, undertaking unsafe manoeuvres.*

Vehicular access to the proposed development is via a left-in/left-out junction between the Spine Road and the Long Mile Road.

As no right-turn exists for westbound traffic on the Long Mile Road at the Naas Road junction, this could result in development traffic wishing to travel eastbound undertaking unsafe u-turn manoeuvres at other locations along the Long Mile Road, for example at the Robin Hood Road junction or at the gap in the median for access to the nearby service station at the Naas Road junction.

Recommendation

The proposed access/egress arrangements for development traffic should safely accommodate travel eastward, towards the city, as well as towards the west.

3.13 Likely New Pedestrian Crossing Desire Line

Location: *Long Mile Road*

Summary: *A likely new pedestrian crossing desire line to/from eastbound bus stop may result in unsafe crossings.*

A proportion of trips generated by the development (142 trips during the morning peak hour) are assumed to use the existing bus service along Long Mile Road. The existing eastbound bus stop (towards the city) is located on the opposite side of the Long Mile Road, close to the Spine Road junction.

Pedestrians using the Spine Road would be required to take a relatively lengthy route via the Long Mile Road/Walkinstown Avenue junction or the Long Mile Road/Robinhood Junction, which could add up to 400m of additional journey distance/time. There is a risk that some pedestrians will choose to cross the Long Mile Road on a more direct route, away from the existing crossings, increasing their risk of being struck by a vehicle.

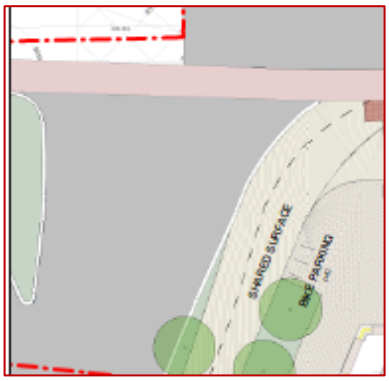
Recommendation

A controlled pedestrian crossing should be provided of the Long Mile Road along the likely/expected crossing desire line between the development and the existing eastbound bus stop.

3.14 Pedestrian Crossings of Robinhood Road

Location: *General Arrangement Plan – Sheet 1 of 2 L1-100-1 Rev. 03*

Summary: *No existing or proposed signalised pedestrian crossing of Robinhood Road.*



There is no existing signalised crossing, or tactile paving at the dropped kerbs, on Robinhood Road for pedestrians traveling east/west and the crossing width is relatively long.

The drawings indicate that the existing traffic island is to be grassed and it is unclear if it intended to provide an alternative crossing location. There is a likely pedestrian desire line to/from the Naas Road.

The absence of a suitable crossing at this location could increase the risk of a vehicle/pedestrian collision.

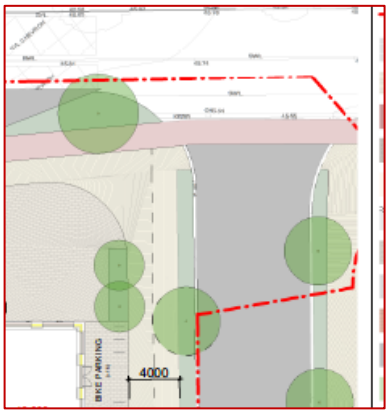
Recommendation

A signalised crossing of Robinhood Road should be provided.

3.15 Junction Swept Path

Location: *Spine Road/Long Mile Road Junction*

Summary: *It is unclear if large vehicles will be able to enter/exit the Spine Road without encroaching into the opposing traffic lane.*



It is assumed that the existing land use on the eastern side of Spine Road will remain as it currently is, and that high volumes of HGV using the Spine Road will continue. It is unclear if large vehicles can turn into/out of the amended Spine Road junction layout without encroaching into the opposing traffic lane.

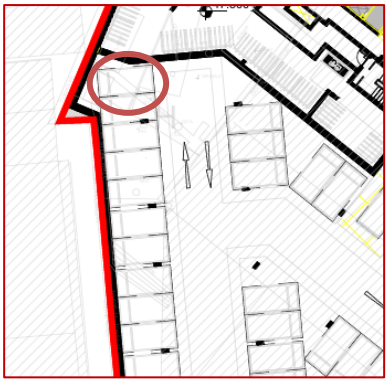
Recommendation

A swept path analysis should be carried at the proposed Spine Road junction with the Long Mile Road and, if necessary, the proposed road layout amended to safely accommodate the swept paths of large vehicles.

3.16 Parking Spaces Swept Path

Location: *Drawing: Proposed Junction LayoutsPIE-ROD-HML-SW_AE-DR-CH-30010 Rev. P04*

Summary: *It is unclear if there is sufficient space to safely accommodate the swept path of vehicles entering/exiting some of the parking spaces within the underground car park.*



There are a number of locations where it is unclear if there is sufficient space to safely accommodate the swept path of vehicles entering/exiting proposed parking spaces.

Should there be insufficient room to complete these manoeuvres this could increase the likelihood of material damage collisions.

Recommendation

A swept path analysis should be undertaken to ensure sufficient space is available at all proposed car parking spaces, or the layout should be adjusted accordingly.

3.17 Car Park Priority

Location: *Proposed Junction LayoutsPIE-ROD-HML-SW_AE-DR-CH-30010 Rev. P04*

Summary: *Priority within the car park is unclear.*

A combination of one-way and two way travel for vehicles has been indicated within the underground car park. At this early stage in the design process not all signs or roadmarkings have not been indicated within the car park. Should signs/road markings not be included to advise drivers of the correct direction of travel and/or priority where aisles meet, this could result in driver confusion and the potential for two vehicles to proceed simultaneously leading to low-speed side-on collisions.

Recommendation

During the design development ensure that the direction of travel within the carpark, and the priority at internal junctions between aisles, is clearly indicated.

4 Observations

4.1 Trees have been indicated, with canopies extending over the proposed footpaths, cycle lanes & shared paths.

At this early stage in the design process it is unclear what the clearance to the tree canopies would be, however if sufficient vertical clearance is not provided this could present hazards to pedestrians, in particular visually-impaired pedestrians, or to cyclists resulting in personal injuries or avoidance manoeuvres.

4.2 It is unclear from the information provided where loading/deliveries will be undertaken in connection with the proposed commercial units.

If loading/delivery areas are required but not provided, there is a potential for delivery vehicles to park in haphazard locations creating possible safety issues.

5 Audit Team Statement

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

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

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

ROAD SAFETY AUDIT TEAM LEADER

Peter Monahan Signed: Peter J. Monahan

Dated: 13th March 2025

ROAD SAFETY AUDIT TEAM MEMBER

Mazen Al Hosni Signed: Mazen Al Hosni

Dated: 13th March 2025

6 Road Safety Audit Feedback Form

Road Safety Audit Feedback Form

Scheme: Residential Development at Parkmore Industrial Estate

Route No.: R110 (Long Mile Road)

Audit Stage: 1 **Date Audit Completed:** 7th March 2025

	To be Completed by Designer			To be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	**Problem Accepted (Yes/No)**	**Recommended Measure(s) Accepted (Yes/No)**	**Describe Alternative Measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted**	**Alternative Measures or Reasons Accepted by Auditors (Yes/No)**
3.1	Yes	No	It is proposed to amend the road markings to maintain a minimum bus lane width of 3m, which is in line with current design standards.	Yes
3.2	Yes	Yes		
3.3	Yes	Yes		
3.4	Yes	No	The Applicant is open to amending this element in consultation with South Dublin County Council if the Council agrees with the recommendation.	Yes
3.5	Yes	No	The existing crossing width is considered to be sufficient, however, the Applicant is open to widening it in consultation with South Dublin County Council if the Council agrees with the recommendation, and has included the junction within the red line to permit same.	Yes
3.6	Yes	Yes		
3.7	Yes	Yes		
3.8	Yes	Yes		
3.9	Yes	Yes		
3.10	Yes	Yes		

Road Safety Audit Feedback Form

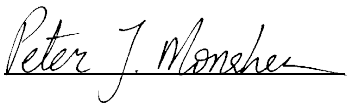
Scheme: Residential Development at Parkmore Industrial Estate

Route No.: R110 (Long Mile Road)

Audit Stage: 1 **Date Audit Completed:** 7th March 2025

	To be Completed by Designer			To be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	**Problem Accepted (Yes/No)**	**Recommended Measure(s) Accepted (Yes/No)**	**Describe Alternative Measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted**	**Alternative Measures or Reasons Accepted by Auditors (Yes/No)**
3.11	Yes	No	Refuse vehicle movements will be marshalled by staff within the development.	Yes
3.12	Yes	No	Access towards the city for a small volume of development traffic will be via the existing turning facility before the "hamburger" junction of the Long Mile Road and the Naas Road.	Yes
3.13	Yes	Yes		
3.14	Yes	Yes		
3.15	Yes	Yes		
3.16	Yes	No	Access to car parking spaces is confirmed as being possible.	Yes
3.17	Yes	Yes		

Signed:  Designer **Date** 13th March 2025

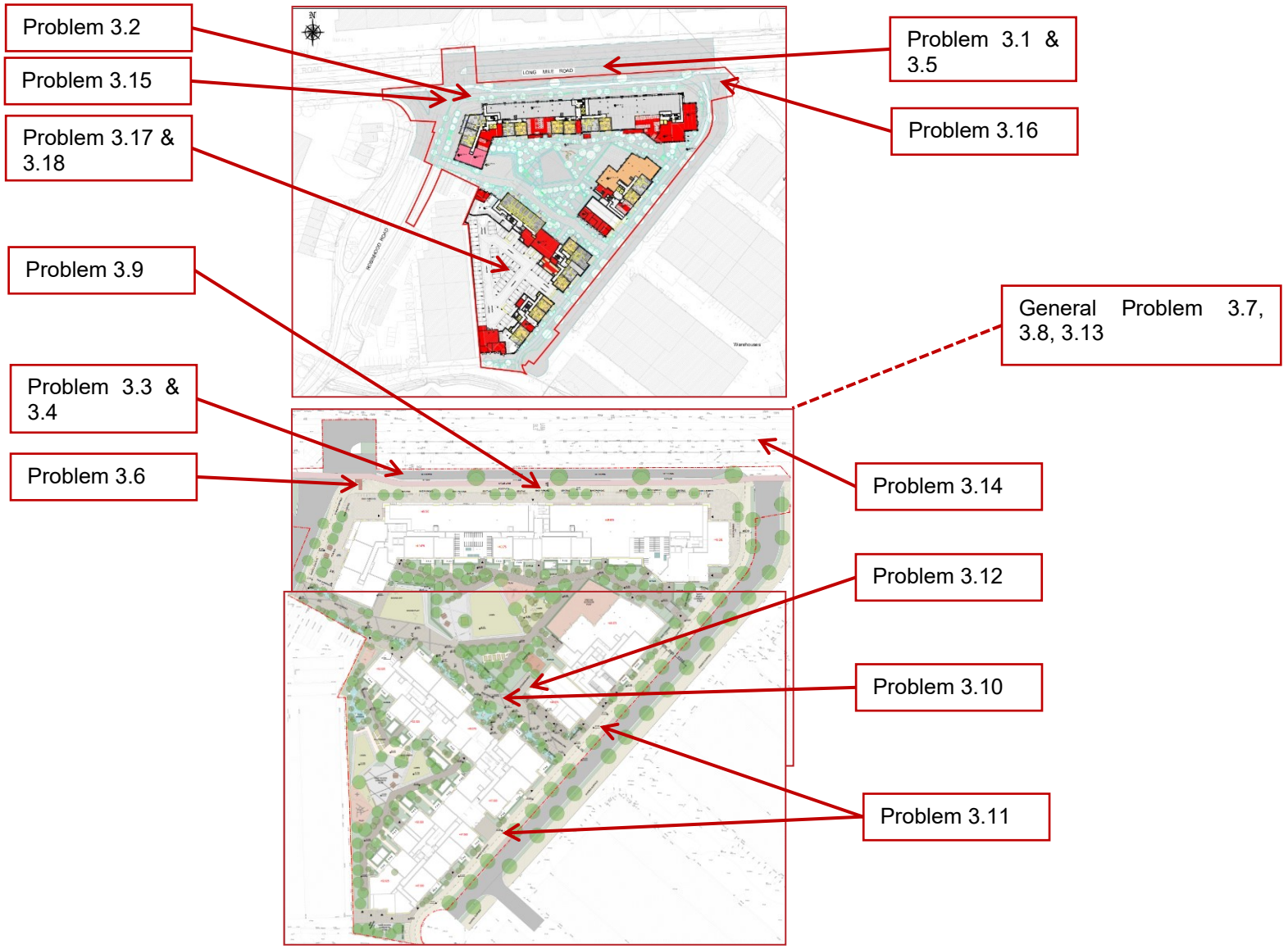
Signed:  Audit Team Leader **Date** 13th March 2025

Signed: Niall Sheehan Employer **Date** 13/03/25

Appendix A - Documents Submitted to the Road Safety Audit Team

DOCUMENT/DRAWING TITLE	DOCUMENT/DRAWING NO.	REVISION
General Arrangement Plan – Sheet 1 of 2	L1-100-1	03
General Arrangement Plan – Sheet 1 of 2	L1-100-2	03
Parkmore Residential Development, Long Mile Road, Dublin 12 Transport Impact Assessment Report	PIE-ROD-HGN-SW_AE-RP-CH-30001	3
Proposed Junction Layouts	PIE-ROD-HML-SW_AE-DR-CH-30010	P04

Appendix B – Problem Locations


Problem 3.2
Problem 3.15
Problem 3.17 & 3.18
Problem 3.9
Problem 3.3 & 3.4
Problem 3.6
Problem 3.1 & 3.5
Problem 3.16
General Problem 3.7, 3.8, 3.13
Problem 3.14
Problem 3.12
Problem 3.10
Problem 3.11