

9, 10, 11b, 1

**Proposed Residential Development, St Edmunds
St Loman's Road
Palmerstown
Dublin 20**

**Traffic Report
as part of
Planning Compliance**

**An Bord Pleanala Planning Reference: 305857-19
Condition 11(b)**

**An Bord Pleanala Planning Reference: 312275-21
Conditions 9 and 10**

**Prepared
for
Moykerr Ltd**

November 2022



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1.0 Introduction.

- 1.1 TPS M Moran & Associates as specialist traffic and transportation consultants have been retained by Moykerr Ltd to undertake a review of the planning conditions assigned by An Bord Pleanala to a proposed additional residential apartment development at St Edmunds off St Loman's Road, Palmerstown, Dublin 20.
- 1.2 These planning conditions were assigned by the Bord to the grant of planning permission for a Strategic Housing Development which permitted 252 residential units of which 247 units were apartments and 5 houses within this site under the Bord Planning Reference 305857-19.
- 1.3 This permitted residential apartment proposal also consisted of ancillary facilities which included a crèche of 430sq metres, a retail unit of 269sq metres and a residential amenity space of 419sq metres for use as a gym, communal room and reception.
- 1.4 A subsequent planning application was granted by An Bord Pleanala (ABP) for additional development on this site, which consisted of 313 residential units made up of 137 one-bedroom apartments, 171 two-bedroom apartments and 5 three-bedroom apartments. A residential amenity area of 447sq metres and a crèche of 504sq metres is also proposed. 210 car parking spaces at surface and undercroft level are proposed together with 378 bicycle parking spaces, 2 car club spaces and 5 motorcycle spaces to serve this amended residential development proposal.
- 1.5 This development was granted planning permission by An Bord Pleanala under a Strategic Housing Development reference Number 312275-21.
- 1.6 The location of the proposed development site is arrowed in blue within Map 1.0 below:



Site Location

Map 1.0

- 1.7 From a review of the planning conditions assigned to both these permitted developments, we consider that 3 are specific traffic and transportation related with Planning Condition 11(b) within ABP 305857-19 stating:

Condition 11.

(b) A final Stage 2 (detailed design) and post construction (Stage 3) independent Quality Audit (which should include a Road Safety Audit, Access Audit, Walking Audit and a Cycle Audit) shall be carried out at the developer's expense for the development in accordance with the Design Manual for Urban Roads & Streets (DMURS) guidance and Transport Infrastructure Ireland standards. The Quality Audit team shall be approved by the planning authority and all measures recommended by the auditor should be undertaken unless the planning authority approves any departure in writing. A feedback report should also be submitted providing a response to each of the items.

- 1.8 Planning Conditions 9 and 10 assigned to ABP-312275-21 approval states the following:

Condition 9.

Prior to the occupation of the residential units, a Mobility Management Strategy shall be submitted to and agreed in writing with the planning authority. This shall provide for incentives to encourage the use of public transport, cycling, walking. The mobility strategy shall be prepared and implemented by the management company for all units within the development.

Condition 10.

The car parking facilities hereby permitted shall be reserved solely to serve the proposed development. Prior to the occupation of the development, a Parking Management Plan shall be prepared for the development and shall be submitted to and agreed in writing with the planning authority. This plan shall provide for the permanent retention of the designated residential parking spaces and shall indicate how these and other spaces within the development shall be assigned, segregated by use and how the car park shall be continually managed.

2.0 Compliance with Planning Condition 11(b) of ABP- 305857-19.

Condition 11.

(b) A final Stage 2 (detailed design) and post construction (Stage 3) independent Quality Audit (which should include a Road Safety Audit, Access Audit, Walking Audit and a Cycle Audit) shall be carried out at the developer's expense for the development in accordance with the Design Manual for Urban Roads & Streets (DMURS) guidance and Transport Infrastructure Ireland standards. The Quality Audit team shall be approved by the planning authority and all measures recommended by the auditor should be undertaken unless the planning authority approves any departure in writing. A feedback report should also be submitted providing a response to each of the items.

- 2.1 We have retained Bruton Consulting Engineers Ltd to undertake the Quality Audit.
- 2.2 Bruton Consulting Engineers Ltd has carried out more than 2,500 Audits over the last 15 years where they acted as the Team Leader and/or Team Member. The audits covered all sizes of developments and transport schemes in all stages of progress (feasibility, design, construction, traffic management).
- 2.3 All their auditors are Chartered Engineers through Engineers Ireland, they are approved by Transport Infrastructure Ireland (TII) to carry out road safety audits, and have the necessary qualifications and competence to act as Team Leaders and/or Team members.
- 2.4 The assessments considered within the Quality Audit included the following:
- Stage 1/2 Road Safety Audit
 - Access Audit
 - Walking Audit
 - Non-Motorised User Audit and Cycle Audit.

- 2.5 The Quality Audit is therefore focused on issues such as:
- The design rationale as it related to vehicle, cycle and pedestrian movements
 - Pedestrian movement through the site
 - Access requirements for all modes of transport
 - Access requirements for the disabled and other vulnerable users
 - Any road safety concerns associated with the scheme
 - The scheme as it is experienced by those entering it and moving round within the internal streets, including how this affects road user behaviour and
 - Any other issues considered relevant to each constituent element of the Quality Audit process.
- 2.6 A Quality Audit is a defined process, independent of, but involving, the design team that, through planning, design, construction and management stages of a project provides a check that high quality places are delivered and maintained by all relevant parties, for the benefit of all end users.
- 2.7 Quality Audit are a process, applied to urban roads, traffic management or development schemes, which systematically reviews projects using a series of discrete but linked evaluations and ensures that the broad objectives of place, functionality, maintenance and safety are achieved.
- 2.8 Quality Audits were introduced in the publication Design Manual for Urban Roads and Streets following concerns that in the design of new streets, provisions made for motor vehicles frequently led to a poorly-designed public realm. In an urban area there is a high level of competing demand from different classes of road users.
- 2.9 A well-balanced street will have minimal visual clutter and obstacles; it will use durable materials and most importantly, will encourage a degree of negotiation between road users as they make their way through it.
- 2.10 Quality Audit involves various assessments of the impacts of a street scheme in terms of road safety and the use of streets by the community. Access for disabled people, pedestrians, cyclists and drivers of motor vehicles is considered.
- 2.11 In the context of a Quality Audit, road safety assessment is considered to be an appropriate method of examining road safety issues as it incorporates both the hazard identification techniques used in road safety audit and formal risk assessment techniques.
- 2.12 This allows the opportunity at an early stage for road safety issues to be considered in a more dynamic way within the design process, and to ensure that safety issues are considered as part of the design rather than after design work is completed.
- 2.13 It should be noted that, in a Quality Audit, it is not the intention that suggestions or recommendations would be binding on the design team; they are offered for detailed consideration in the detailed design process.
- 2.14 The recommendations of the Quality Audit have all been incorporated within the development scheme.
- 2.15 The Quality Audit together with a signed feedback form, is attached within Appendix 1.0 to this report.

3.0 Compliance with Planning Condition 9 of ABP-312275-21.

Condition 9.

Prior to the occupation of the residential units, a Mobility Management Strategy shall be submitted to and agreed in writing with the planning authority. This shall provide for incentives to encourage the use of public transport, cycling, walking. The mobility strategy shall be prepared and implemented by the management company for all units within the development.

- 3.1 A Mobility Management Plan (MMP) is a transport demand management mechanism that seeks to provide for the transportation needs of people and goods. It can be applied as a strategic demand management tool or as a site-specific (or area-specific) measure.
- 3.2 The aim is to reduce demand for and the use of cars by increasing the attractiveness and practicality of other modes of transport.
- 3.3 A MMP is a set of measures and procedures tailored to suit the individual circumstances of different locations, but with the common aim of reducing the impacts of travel and transport activity.
- 3.4 It normally brings together a package of measures tailored to the needs of an individual land use site or a collection of land uses. This package generally includes measures to promote and improve the attractiveness of using public transport, cycling, walking, car-sharing, flexible working or a combination of these as alternatives to drive-alone journeys to work or other land uses.
- 3.5 Similarly, the National Transport Authority's publication 'Your Step by Step Guide to Travel Plans' consists of a package of actions to promote more sustainable and cost-effective travel habits among employees, clients, visitors and where possible customers. The publication makes recommendations such as:
- *Survey residents or employees to establish their travel habits and opportunities for change*
 - *Promote more sustainable transport*
 - *Dedicate some personnel resources to the plan*
 - *Monitor change and success*
- 3.6 According to the National Transport Authority, the implementation of a Mobility Management Plan can have the following benefits:
- *Reduced costs associated with car parking*
 - *Reduced absenteeism & enhance residents and employee wellbeing*
 - *Reduced residents downtime spent travelling*
 - *Increased accessibility for residents, visitors and staff*
 - *Reduced carbon/Green House Gas emissions*
 - *Enhanced 'Green' profile*
 - *Reduced pressure on parking spaces so they are available to those with most need*
 - *Compliance with planning conditions*
- 3.7 In order to make recommendations for the MMP we have discussed the existing and future staff with the applicant.
- 3.8 Formally applying the recommendations that form part of a MMP via a Mobility Manager appointed by the Management Company within the proposed residential development site will encourage residents and visitors to:
- *avail of the existing public transport facilities in this area*
 - *consider walking or cycling to the store*
 - *consider car sharing*

- 3.9 As previously discussed, the Mobility Manager, is assigned the task of co-ordination, development and implementation of the plan.
- 3.10 Additional support structures, such as a steering group or working groups, can contribute to a successful plan. It is important that appropriate structures are put in place to deliver the plan and that the promotion of the alternative modes of transport available has to be made on a regular basis to ensure that the momentum is sustained.
- 3.11 The role of the Mobility Manager includes the day-to-day management and co-ordination of the plan.
- 3.12 The Mobility Manager will implement the plan at all levels, which means maintaining communication with existing and new residents via promotion of the plan across the residential development.
- 3.13 They will also be responsible for external communications with local authorities, public transport companies or other organisations engaged in mobility management. An important role for the Mobility Manager is to act as a contact point for the project, both for management, residents and visitors.
- 3.14 This Mobility Manager through this live Plan will seek to optimise the potential to use alternative modes to the private car, such as walking, cycling and public transport.
- 3.15 A key objective being to promote and encourage a high level of permeability to and through the site, in particular for pedestrians and cyclists. The Mobility Manager via the Plan can encourage the following benefits:
- Optimise permeability for walking and cycling
 - Reduced traffic generation compared to similar developments without the same level of pedestrian and cycle connections and access to public transport
 - Reduced car parking demand and reduced congestion on the local road network due to lower demand for private transport and /or more efficient use of private motor cars
 - Improved safety for pedestrians
 - A reduction in car parking and car set down demand, resulting in improved operational efficiency and safety for all residents
 - Improved public image for the development sense of place and a desirable place to live
 - Improved health and well being for residents.
- 3.16 The MMP can include Pedestrian, Cyclist and Public Transport information within the MMP which will provide residents with a series of credible alternatives to car borne trips.

Pedestrian Facilities.

- 3.17 The proposed development site is located within an area that is well served by pedestrian, cyclist and public transport facilities.
- 3.18 Footpaths of 2.0 metres in width are provided on both sides of St Loman's Road, along the length of this carriageway. Pedestrian crossings incorporating dropped kerbs and tactile paving are also provided to assist with the visually impaired.
- 3.19 The footpaths along this road connect with footpaths and pedestrian crossings on all road links and junctions surrounding this development. Footpaths are also provided within St Edmunds residential development which connects with the footpaths on St Loman's Road.

- 3.20 These existing pedestrian links enable pedestrians to safely walk from the existing St Edmunds development to surrounding commercial and retail developments, including the Liffey Valley Shopping Centre which is 1.0km (approximately 12-minute walk) to the east of the site.

Cycle Facilities.

- 3.21 Dedicated cycle paths are provided upstream and downstream of St Loman's Road, which incorporate appropriate surfacing, signage, markings and crossings. A cycle path is also provided adjacent to the southbound carriageway of the site access road serving St Edmunds which connects with the cycle path on St Loman's Road.
- 3.22 This cycle proposals can in time be developed to connect with the National Transport Agency, Greater Dublin Area Cycle Network Plan which is a proposal comprising the Urban Network, Inter-Urban Network and Green Route Network for each of the seven Local Authority areas made up of the Greater Dublin Area which includes Dublin City Council, South Dublin County Council, Dun Laoghaire Rathdown County Council, Fingal County Council, Meath County Council, Kildare County Council and Wicklow County Council.
- 3.23 The Irish Government, the NTA and various State Agencies are committed to ensuring that cycling as a transport mode is supported, enhanced and exploited, in order to achieve strategic objectives and reach national goals.
- 3.24 Current policy is set out in various documents produced by the Department of Transport, Tourism & Sport and its Agencies. However, the National Cycle Policy Framework (NCPF) is the key document that sets out 19 specific objectives, and details the 109 individual but integrated actions, aimed at ensuring that a cycling culture is developed in Ireland to the extent that, from 2020 with 10% of all journeys being made by bike.
- 3.25 The NCPF requires that cycle-friendly planning principles be incorporated in all national, regional, local and sub-local plans. These ambitious targets can only be achieved if a much higher proportion of trips by bicycle is undertaken in urban areas, in particular within the GDA, where the use of bicycle for many types of trips is already much more common.
- 3.26 In addition, a strategic cycle network map of the GDA needs to be prepared which will help the NTA in allocating funding towards the implementation of strategically important schemes. Information outlined in this report will allow cycle infrastructure projects to be prioritised in terms of the importance to the strategic network and the likely cycle demand for such a scheme.
- 3.27 It is proposed to provide 378 bicycle spaces within the development site which can connect with the existing cycle lanes on St Edmunds and St Loman's Way.

Public Transport.

- 3.28 The development site is located in proximity to St Loman's Road, which accommodates a bus layby adjacent to the eastbound carriageway of this road.
- 3.29 The site also benefits from being located adjacent to the Lucan QBC located along the N4 to the north of the site which runs from Lucan to the city centre, providing a connection with the Luas, Intercity and suburban rail services at Heuston Station.
- 3.30 This QBC accommodates numerous Dublin Bus services including the following set out within Table 1.0 below:

Bus	Route
40	Finglas To Liffey Valley
40b	Parnel Street to Liffey Valley
76a	Blanchardstown to Liffey Valley
239	Blanchardstown Town Centre to Liffey Valley
25	Merrion Square to Lucan
25a	Lucan to Merrion Square
25b	Adamstown to Merrion Square
25x	Lucan to UCD Bellfield
66	Maynooth to Merrion Square
66a	Leixlip to Merrion Square
66b	Leixlip (Castletown) to Merrion Square
66x	Maynooth to Bellfield
67x	Celbridge to Bellfield

Existing Bus Routes

Table 1.0

- 3.31 The Lucan to City Centre QBC is identified by the National Transport Authority within their Bus Connects Report of 2018 as a core bus route with the objective *"to fundamentally transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable in addition to radically enhancing our cycling infrastructure."*
- 3.32 Bus Connects Dublin is a programme of integrated actions which, together, will deliver a bus system that will enable more people to travel by bus than ever before, and allow bus commuting to become a viable and attractive choice for employees, students, shoppers and visitors. Many of these initiatives are already underway including the core bus corridor project and the Dublin area bus network review. But it is not just the bus system that will be transformed under Bus Connects Dublin.
- 3.33 The Lucan to City Centre QBC is within the National Transport Agency Liffey Valley to Dublin City Centre Bus Connect Route 6 which, specific, to the location of the development site proposes improved public transport links to the existing bus corridor on the N4 bus stop location adjacent to Liffey Valley Shopping Centre.
- 3.34 The latest proposals include a significant improvement to the bus stop provision in the vicinity of the Liffey Valley Shopping Centre. The bus stops themselves are moved some 150m further west, segregated from the adjacent N4 carriageway and increased in length.
- 3.35 To better serve the increased bus stop capacity a new footbridge is proposed adjacent to the new bus stop locations, some 200m further west from the existing footbridge. The position of this new bridge aligns with the proposed public transport interchange within the Liffey Valley Shopping Centre.
- 3.36 The relocation of the bus stops allows for an increased weaving length for all eastbound traffic approaching the M50 interchange and for all westbound traffic exiting the M50 interchange. The existing foot/cycle bridge will be retained with improved connections to the new two-way cycle track along Old Lucan Road.
- 3.37 In addition, as part of the Bus Connect Route 7 Liffey Valley to City Centre it is proposed to commence this bus corridor at a new bus interchange facility (now under construction) on the northern boundary of the Liffey Valley Shopping Centre.
- 3.38 Priority for buses is provided along the entire route, consisting primarily of dedicated bus lanes in both directions with alternative measures proposed at particularly constrained locations.

Car Club.

3.39 It is also proposed to operate a Car Club within this site. The Car Club operator would most likely be Go Car with 2 dedicated car club layby type parking spaces provided within a dedicated car club parking area within to the site for residents and other car club members within the Liffey Valley area.

3.40 Go Car was launched in Cork City in 2008 and the company

....."sees itself as part of the mobility solution to creating sustainable parking-less developments in Ireland and have already engaged on a number of developments in which car sharing club vehicles have been used to offer sustainable transport options. With this in mind, we're highlighting that car sharing is just part of the solution in creating sustainable transport in the city and encouraging people to move from car ownership to using multi modal mobility".....

3.41 Go Car research identified the following:



3.42 Research by Go Car indicates that 80% of their Irish members do not own a car. This research also identified that 29% of members commute to work by bicycle, with 28% travelling to work on foot.

3.43 Over 60% of Go Car members use public transport at least once a week and 50% cycle at least once a week supporting the international research that moving to a car sharing scheme

3.44 Go Car research also identified that their vehicles are used for just 1 to 2 hours a day. Therefore, enabling multiply trips where such a facility would have numerous benefits over the adopted dedicated parking provision model, which includes a reduction in car ownership, reduced unnecessary vehicular travel and a reduction in car ownership.

3.45 We would expect the MMP to be implemented following say 40% to 45% of the proposed residential development being occupied with a phased series of objectives and targets which are set out within Table 2.0 below.

Objectives	Year	Target Year
Appoint Mobility Manager	1	Ongoing
Select a Steering Committee	1	Ongoing
Register the MMP reporting criteria	1	Ongoing
Appoint Liaison Personnel	1	Annually
Appoint specific MMP Groups	1	Annually
Set out MMP Targets	1	1 to 5
Review of MMP Targets	1	1 to 5

MMP Objectives and Targets.

Table 2.0

3.46 In addition, to the above, the following informal activities could also be included as incentives and promote togetherness for residents.

1. Encourage a series cycle to work day, bike breakfast meetings and bike checks.
2. Arrange events such as a walk to work day or weekly walks in the area with incentives such voucher as prizes
3. Take part in the Irish Heart Foundation challenge and Journey Logger.
4. Raise awareness of the Profile the health benefits of walking through a dedicated web page or a series of social events.
5. Establish a car sharing scheme as part of the national website: carsharing.ie
6. Designated School related cycle and walk days.

3.47 Table 3.0 below also indicates the projected percentage in the reduction of resident undertaking car related trips based on census data which could be targeted under the MMP within this residential site.

Mode of Transport	Trip as a %	MMP Target
Car	76%	64%
Bus	7%	11%
Rail	2%	2%
Cycle	5%	7%
Motorcycle	1%	1%
Walk	5%	9%
Car Share	4%	6%
Total	100%	100%

Projected MMP Targets

Table 3.0

3.48 The modal shift projections are at the lower end of the objectives set out within the MMP and as greater emphasis is placed on non car trips, especially as the cost of these trips is likely to continue to increase we would expect these targets to be overtaken in time.

4.0 Compliance with Planning Condition 10 of ABP-312275-21.

Condition 10.

The car parking facilities hereby permitted shall be reserved solely to serve the proposed development. Prior to the occupation of the development, a Parking Management Plan shall be prepared for the development and shall be submitted to and agreed in writing with the planning authority. This plan shall provide for the permanent retention of the designated residential parking spaces and shall indicate how these and other spaces within the development shall be assigned, segregated by use and how the car park shall be continually managed.

- 4.1 The permitted development will operate with 210 car parking spaces at surface and undercroft level together with 378 bicycle parking spaces, 2 car club spaces and 5 motorcycle spaces to serve this residential development.
- 4.2 In order to manage the parking facilities the Management Company will be operating a Car Park Management Plan.
- 4.3 This Car Park Management Plan will also consider the parking operation within the adjacent residential estates and apartment complexes. In addition, the newly adopted car parking pricing policy which is in operation within the Liffey Valley Shopping Centre will also be considered to deter parking overspill from these land uses.
- 4.4 Residents will be advised there is only 210 available parking spaces, which can be acquired for an additional premium where purchasing an apartment. These controlled parking spaces will then be assigned to the specific apartment.

- 4.5 Each parking space will be numbered and the Management Company will police compliance.
- 4.6 No parking will be permitted within the development site outside of these designated parking spaces.
- 4.7 Visitor parking spaces will be allocated via email or a text service with visitors booking an available space prior to arrival. If no visitor space is available, they will be advised to travel by an alternative mode.
- 4.8 The Car Club spaces will be operated by GoCar who can made these cars available to residents through online membership who can book a vehicle via the website or mobile phone. Members unlock the car by phone or GoCar phob. Fuel, car insurance and maintenance is included within the rental agreement.
- 4.9 Delivery vehicles and collection of goods or services to and from these apartments will also be monitored by the Management Company.
- 4.10 The 378 bicycle parking spaces and 5 motorcycle spaces to serve this residential development proposal are located within designated areas in each of the 4 residential apartment blocks.
- 4.11 Each of the bicycle storage areas are secured and can only be accessed by residents or visitor by key code.
- 4.12 The 5 motorcycle spaces will be allocated by the Management Company and policed in a similar manner to the allocated car parking spaces.
- 4.13 This above car park management is further confirmed within correspondence from the future development owners which is attached within Appendix 2.0 of this planning compliance submission.
- 5.0 Conclusion.**
- 5.1 We consider that the above addresses Planning Condition 11 as set out within the Bord Pleanala ABP 305857-19 and also addressed Planning Conditions 9 and 10 assigned to the Bord Pleanala grant of planning set out within 312275-21

Title: **Stage 2 Quality Audit (Including Road Safety Audit , Access Audit, Cycle Audit and Walking Audit) for,
St. Edmunds – Phase 3 Residential Development, Fonthill.**

Client: **TPS M Moran & Associates.**

Date: **October 2022**

Report reference: **1644R01**

VERSION: **FINAL (10-11-2022)**

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1.0 Introduction

This report was prepared in response to a request from Mr. Michael Moran of TPS M Moran & Associates Consulting Engineers. for a Stage 2 (Detailed Design) Quality Audit of the proposed St Edmunds Phase 3 residential development at Fonthill.

This Stage 2 Quality Audit has been carried out in accordance with the guidance in the Design Manual for Urban Roads and Streets (DMURS), produced by Department of Transport Tourism and Sport in March 2013 and updated in June 2019. The Road Safety Audit element has been carried out in accordance with TII standards, dated Dec 2017.

This Quality Audit includes a road safety audit, an access audit, a walking audit and a cycling audit.

The Road Safety and Quality Audit Team comprised of;

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

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

The Quality Audit involved the examination of drawings and other material provided by TPS and a site visit by both team members, together on the 13th of October 2022.

The weather at the time of the site visit was dry and the road surface was also dry.

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

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

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

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

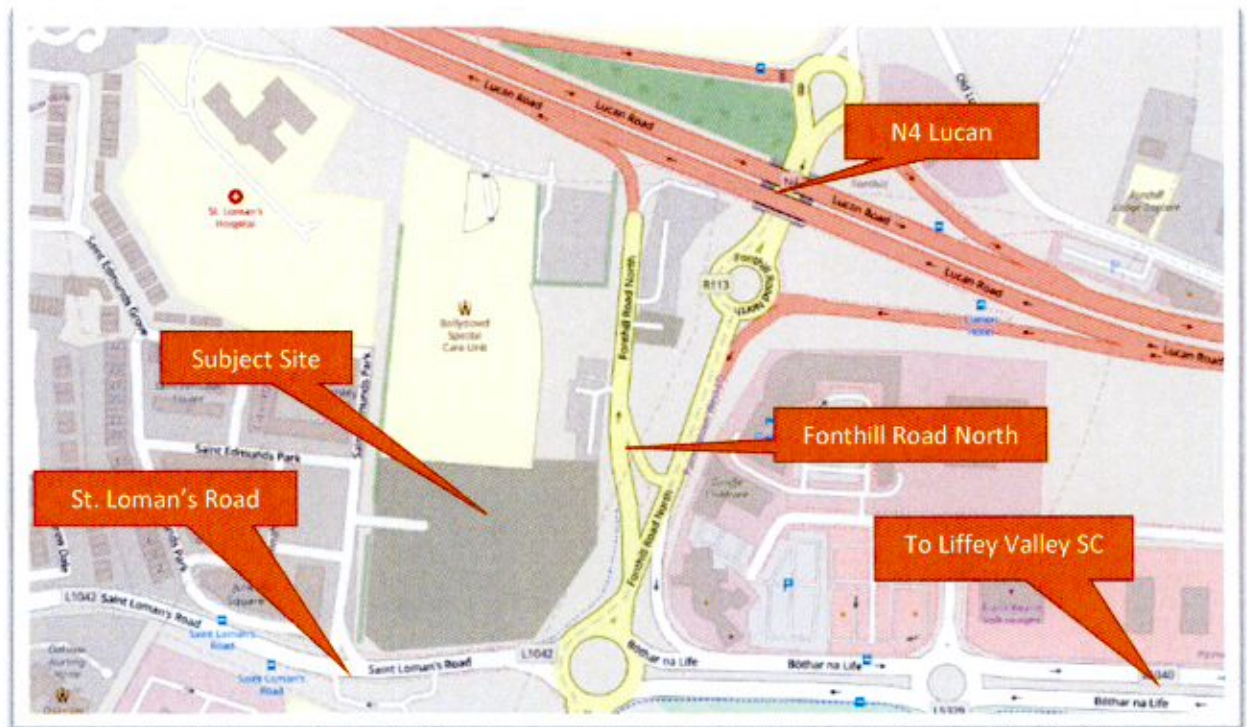
A plan drawing showing the problem locations is contained in **Appendix C**.

2.0 Background

It is proposed to construct a residential development at St Edmunds Fonthill. Planning permission has been granted (planning ref ABP-312275-21) and condition 11(b) requested that a Stage 2 and Stage 3 Quality Audit be carried out.

The speed limit on St Loman's Road is 60km/hr at the roundabout and reduced to 50km/hr on approach to the vehicular access to the site and Saint Edmunds Park.

The location of the site is shown below.



Site Location Map (courtesy of openstreetmap.org).

3.0 Main Report

Summary Table of Problem Categories

Problem Reference	Access Audit	Walking Audit	Cycling Audit	Road Safety Audit	Quality Audit
3.1	✓	✓			✓
3.2			✓	✓	✓
3.3	✓	✓	✓	✓	✓
3.4				✓	✓
3.5	✓	✓	✓	✓	✓

3.1 Problem

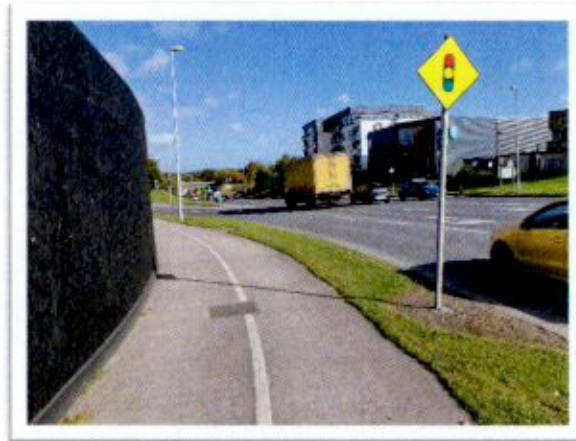
LOCATION

Drawing 18025.2 WD02 Rev G – Site Plan.

PROBLEM

The drawing shows a proposed footpath from the development to the existing footpath on Fonthill Road North, just north of the roundabout. There is a steep gradient on the embankment at this location and the footpath would not be accessible for all users.





RECOMMENDATION

It is recommended that the footpath have suitable gradients so as to be accessible by all.

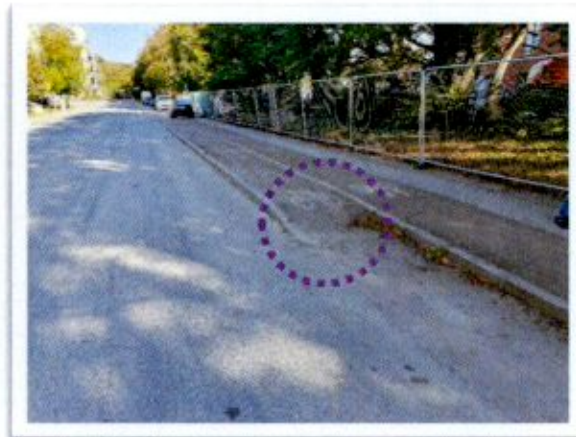
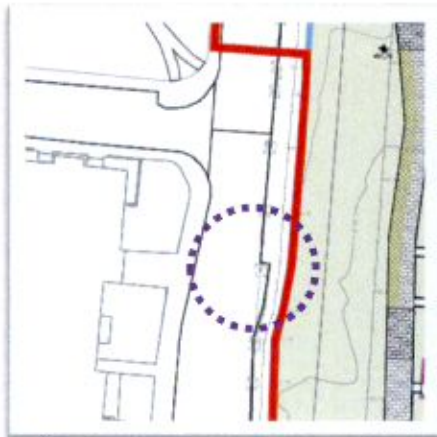
3.2 Problem

LOCATION

Drawing 18025.2 WD02 Rev G – Site Plan.

PROBLEM

A two-way cycle track commences with St. Edmunds Park on the eastern side. There is no crossing facility for cyclists to access this cycle track. This could lead to collisions with passing vehicles.



RECOMMENDATION

It is recommended that a crossing facility for cyclists be provided or that an on-road cycle track be provided on the western side of St Edmund's Park.

QUALITY AUDIT – ST EDMUNDS – PHASE 3 - ST 2
TPS

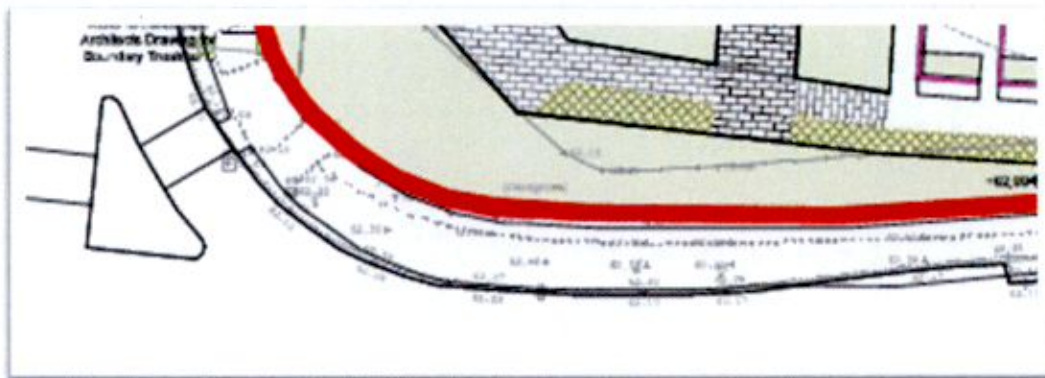
3.3 Problem

LOCATION

Drawing 18025.2 WD02 Rev G – Site Plan & Site Observation.

PROBLEM

The effective width of the footpath along St. Loman's Road is reduced by the vegetation from the hedging. This could lead to pedestrians stepping into the cycle track or carriageway where they would be at greater risk of being struck by cyclists or passing vehicles.



RECOMMENDATION

It is recommended that the hedge be removed.

QUALITY AUDIT – ST EDMUNDS – PHASE 3 - ST 2

TPS

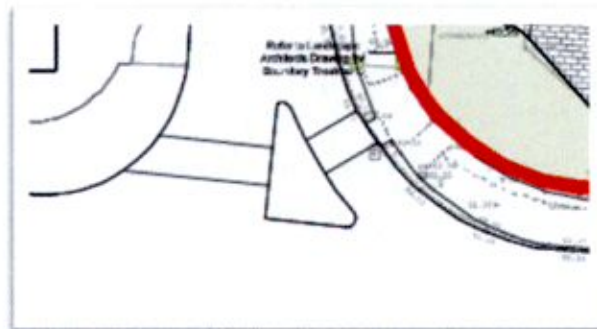
3.4 Problem

LOCATION

Drawing 18025.2 WD02 Rev G – Site Plan & Site Observation.

PROBLEM

The road markings arrow on St. Loman's Road at the access to St Edmund's Park and the site is somewhat confusing as it is positioned well in advance of the stop line and drivers may travel the wrong way into the left-turn exit lane. This could lead to head-on collisions.



RECOMMENDATION

It is recommended that the road markings be altered.

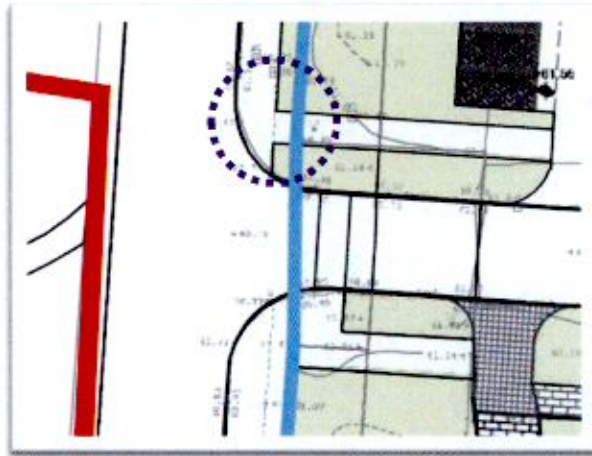
3.5 Problem

LOCATION

Drawing 18025.2 WD02 Rev G – Site Plan & Site Observation.

PROBLEM

The internal footpath on the northern side of the access road is shown to join the two-way cycle track along St Edmund's Park. The mixing of pedestrians and cyclists could lead to collisions.



RECOMMENDATION

It is recommended that a footpath be provided along St Edmund's park and that a shared use area be provided at the junction with suitable tactile paving. Crossing facilities should also be provided to the green area of St. Edmund's Park.

4.0 Observations

4.1 Observation

Public Lighting, drainage, signage, road markings and landscaping drawings have not been provided to the Audit Team.

4.0 Quality Audit Statement

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

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

Norman Bruton

Signed: *Norman Bruton*

(Quality Audit Team Leader) Dated: 9-11-2022

Owen O'Reilly

Signed: *Owen O'Reilly*

(Quality Audit Team Member) Dated: 9-11-2022

Appendix A

List of Material Supplied for this Quality Audit;

- Drawing 18025.2 WD02 Rev G – Site Plan.

Appendix B

Feedback Form

QUALITY AUDIT FORM – FEEDBACK ON QUALITY AUDIT REPORT

Scheme: St Edmund's Phase 3

Quality Audit Stage – Pre Construction (Stage 2)

Date Audit (site visit) Completed: 13-10-2022

Paragraph No. in Quality Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative measures accepted by Auditors (Yes/No)
3.1	Yes	Yes		
3.2	Yes	Yes	To be undertaken by others as this land area is outside the control of the applicant.	Yes
3.3	Yes	Yes	To be undertaken by others as this land area is outside the control of the applicant.	Yes
3.4	Yes	Yes	To be undertaken by others as this land area is outside the control of the applicant.	Yes
3.5	Yes	Yes	To be undertaken by others as this land area is outside the control of the applicant.	Yes

Signed 
Design Team Leader

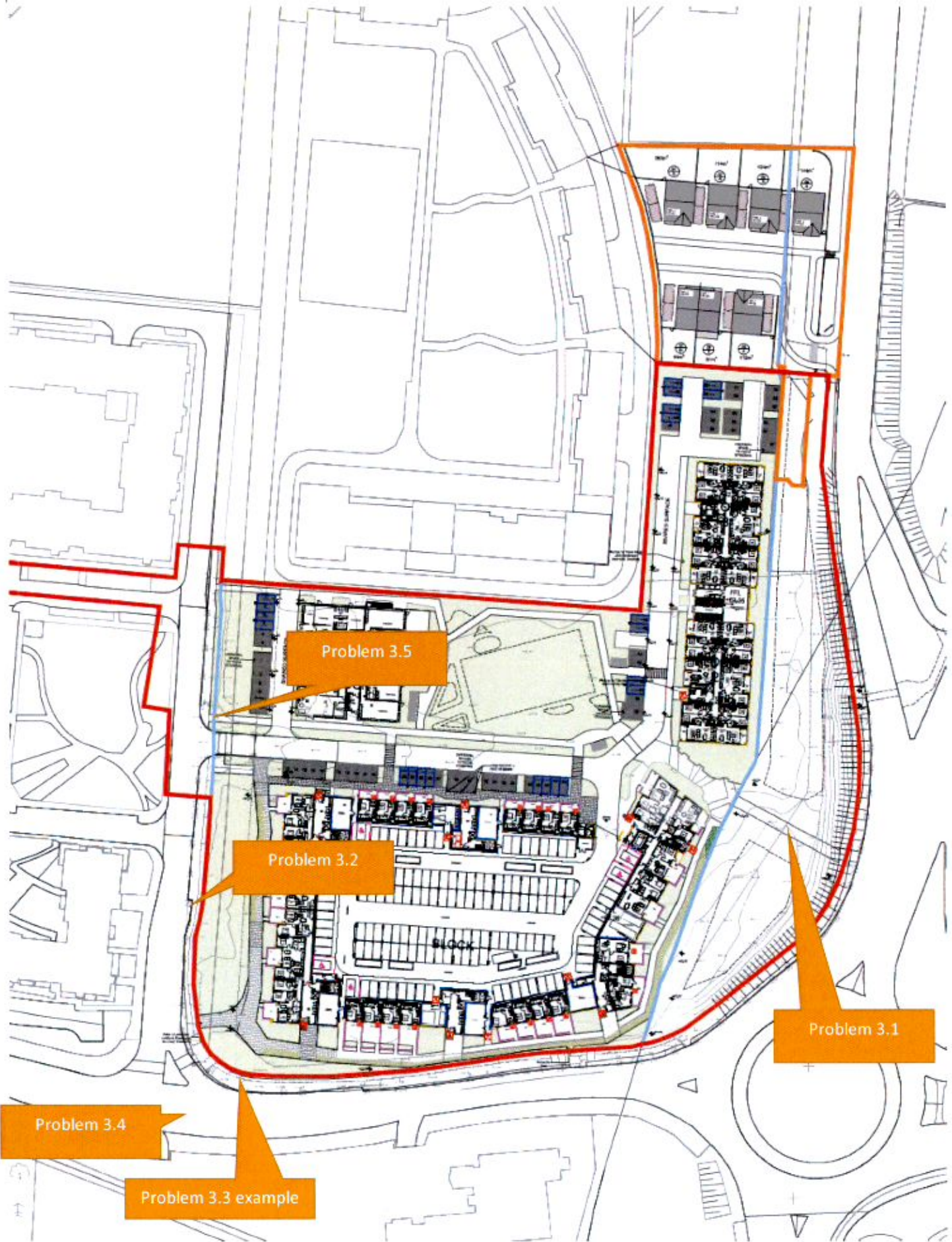
Date 26th October '22

Signed 
Audit Team Leader

Date: 9-11-2022

Appendix C

Problem Location Plan.



Problem 3.5

Problem 3.2

Problem 3.1

Problem 3.4

Problem 3.3 example

Ardstone Correspondence.

Appendix 2.0



Daryl Skelly
Montane Developments (Ir) Ltd
Unit J 1d, Maynooth Business Campus
Maynooth
Co. Kildare
W23 D343

Re: Parking Management – St. Edmunds Avenue

Dear Mr. Skelly,

We refer to recent query on parking management at St. Edmunds Avenue.

The property will be managed by a property agent who will have responsibility for the day to day operations at St. Edmunds including parking management.

Each space in the development will be numbered and resident's allocated a specific space for use. Visitor and car sharing spaces will also be subject to parking restrictions i.e. registered and authorised by the management company.

Each resident will have a permit and this will be enforced via a parking management contract. Signage will be in place throughout the estate to reflect this.

Parking will not be permitted on roadways, footpaths or on yellow lines within the development.

We trust this information is sufficient, however should further clarification be required do let us know.

Regards

Donal Ashe

Donal Ashe
Senior Operations Manager
48 Fitzwilliam Square
Dublin D02 EF89