

Phase 3 Residential Development, Ballymastone, Donabate, Co. Dublin

Stage 1 Road Safety Audit

20003-DBF-XXXX-XX-RP-C01-000107

October 2025

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P1	1	02/10/25	Final Issue	Sayed Ahmad Saeed	Thomas Jennings	Thomas Jennings

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1 INTRODUCTION

1.1 BACKGROUND

This report describes a Stage 1 Road Safety Audit (RSA) carried for the Phase 3 Residential Development, Ballymastone, Donabate, Co. Dublin.

The general location of the subject scheme in relation to the surrounding road network is illustrated in **Figure 1-1** below.

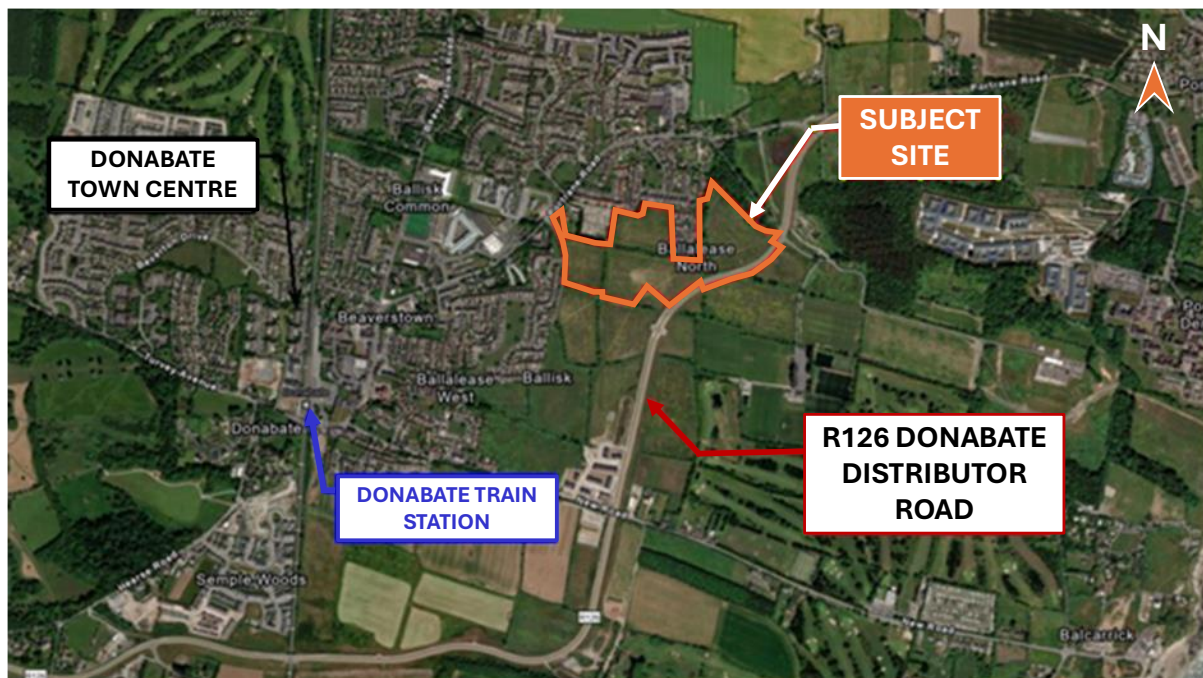


Figure 1-1 Subject Site Location (Source: Google Earth)

1.2 Scheme Description

The subject scheme proposals include the construction of 398 residential units, Creche, and associated infrastructure at Phase 3 Ballymastone, Donabate, Co. Dublin. The proposed development will have one vehicle access directly with the R126 Donabate Distributor Road (as located immediately east of the development) and two vehicle access points with the local classified street The Links (as located immediately to the west of the subject Phase 3 residential development).

1.3 RSA Scope

The geographical scope of this Stage 1 Road Safety Audit considers the extents of all internal transport infrastructure and the subject site access junctions on both the R126 Donabate Distributor Road and the two The Links junctions. The immediate approaches leading to/from this subject access junction is also included in the scope of the RSA. The indicative geographical scope of this Road Safety Audit is illustrated in Figure 1-2 below.

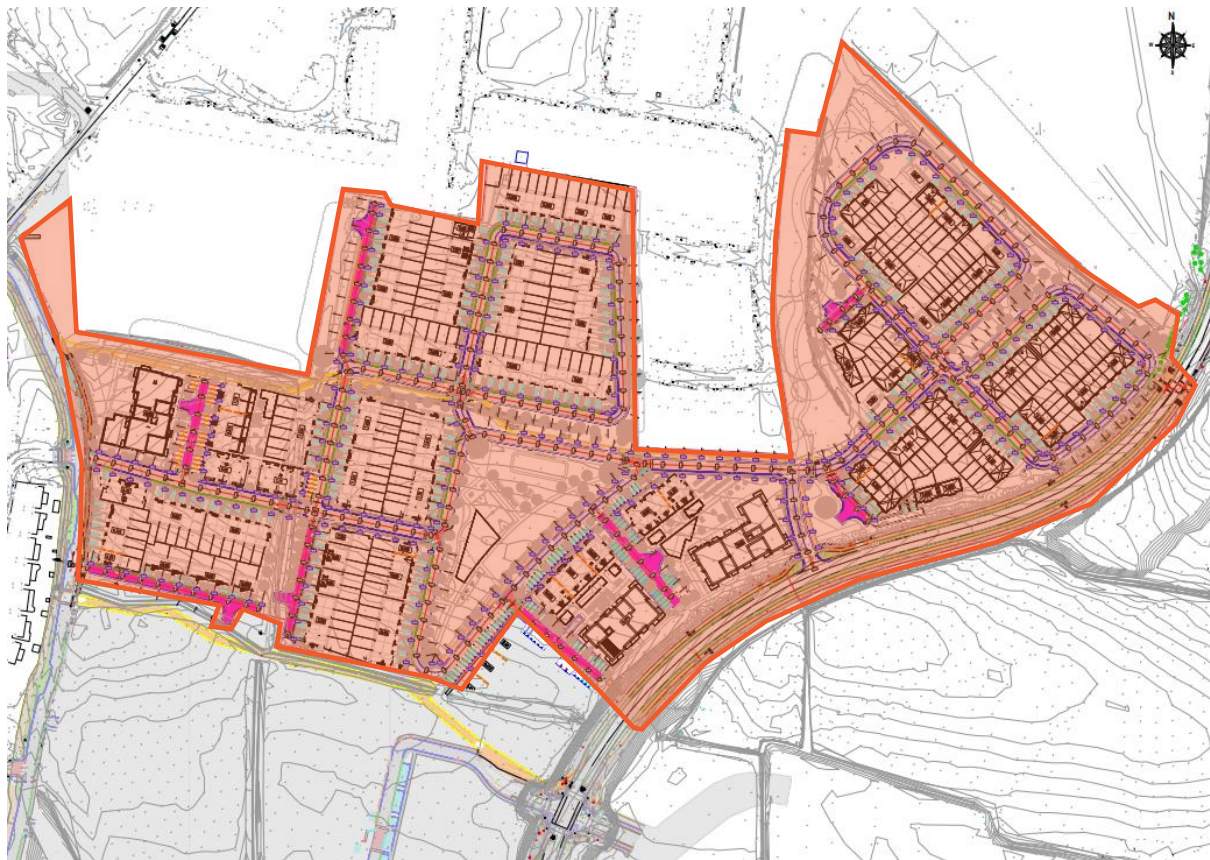


Figure 1-2: Geographical Scope of RSA

The Audit Team membership was as follows:

Team Leader:	Thomas Jennings BEng MSc MIEI MIHT CMILT DBFL Consulting Engineers (Waterford) TII approval number: TJ 135381
Team Member:	Sayed Ahmad Saeed BEng Tech BEng (Hons) MEng CEng MIEI Cert Comp RSA DBFL Consulting Engineers (Dublin) TII approval number: SS 3419515

The Audit comprised a desktop review of the information (listed in Section 4 of this report), in addition to an examination on-site of the existing local road network characteristics. The site was visited on Wednesday the 24th of September 2025 between 11am and 1pm during day light hours. At the time of the site audit the weather was dry with all road/footway surfaces being noted as dry.

This Audit has been carried out in accordance with the relevant sections of the Transport Infrastructure Ireland guidance (TII) guidance GE-STY-01024 (May 2025) for Road Safety Audit.

The Audit Team has examined only those issues within the proposed design relating to the road safety implications of the scheme and has therefore not examined or verified the compliance of the design to any other design criteria. The objective of the site visit was quantifying:

- existing traffic (pedestrian, cyclist and vehicular) and travel demand characteristics,
- the provision of dedicated facilities availability for vulnerable road users,
- the likely travel desire lines/links to/from the subject site, and
- any issues that might impact the safety of non-motorised users (NMU's).

The problems identified and described in this report are considered by the Audit Team to require action in order to improve the safety of the Scheme and minimise collision occurrence.

1.4 Collision History

The Audit Team was not provided with historical road traffic collision data for the study area. The auditors checked the Road Safety Authority website and noted that access to Road Traffic Collision (RTC) data is not available at present. The Road Safety Authority website states the below.

"We are in the process of reviewing our road traffic collision (RTC) data sharing policies and procedures. Record-level RTC data cannot be shared until this review is complete".

2 ITEMS RAISED DURING THIS STAGE 2 ROAD SAFETY AUDIT

2.1 PROBLEMS AT GENERAL OR MULTIPLY LOCATIONS

2.1.1 Location (G1) – Internal Street Lighting

Problem

With the exception of the indicative pole locations included in the landscape drawings, no design details regarding the proposed schemes street lighting have been provided to the audit team. As a result, the audit team cannot comment upon the appropriateness of the proposed schemes street lighting strategy.

Recommendation:

At detail design stage it is recommended that appropriate illumination should be achieved at junctions and across all pedestrians, cycle, and vehicle routes. The positioning of street lighting poles should not restrict pedestrian and cyclists routes and should be coordinated with the street tree planting proposed by the landscape architects. All controlled pedestrian / cycling crossing points should benefit from the appropriate level of streetlighting to ensure the crossing location is conspicuous to vehicle drivers.

2.1.2 Location (G2) - Visibility at Junctions

Problem

It is noted that the extent of available clear unobstructed visibility splay for vehicle drivers at Home Zone (Road 143 & 144) / Link Street junctions could potentially be obstructed by vehicles parked within the proposed adjoining perpendicular car parking bays and tree planting along the Link Street. This may lead to collisions between vehicles, pedestrians, or cyclists.



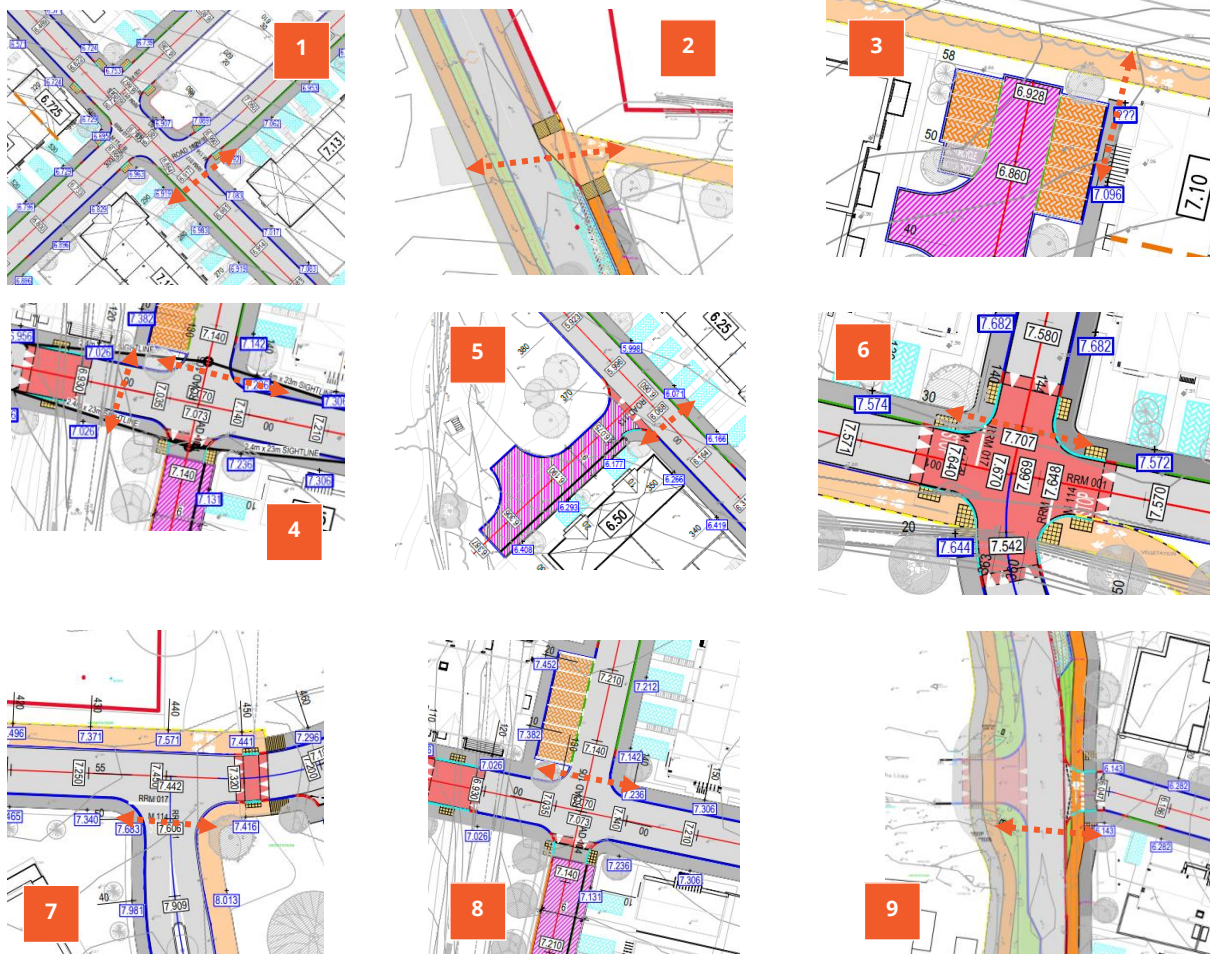
Recommendation:

It is recommended that appropriate visibility splays to approaching vehicles should be provided at all junctions. Ensure that the visibility envelope should be kept clear of any obstruction including landscaping which should be no higher than 0.6m and/or accommodate a tree specified with a small diameter trunk with elevated canopy outside / above of the visibility splay.

2.1.3 Location (G3) - Pedestrians/Cyclists Desire Lines

The auditors identified a number of pedestrians/cyclists desire lines within the residential development which do not seem to have been catered for in the preliminary scheme design. It is also noted that a number of alternative crossing facilities are located further away from the desire line and these may prove unattractive for users due to the longer travel distance required.

The lack of adequate walking and cycling facilities (e.g. connecting paths, dropped kerbs and tactile paving) along key travel the desire lines may lead to pedestrians or cyclists walking/cycling on carriageway who may be struck by vehicles or may trip/fall when accessing to/from footpath with full height kerb.



Recommendation:

It is recommended that the designers investigate the opportunity of implementing additional connections and appropriate pedestrians/cyclists crossing facilities along the identified key desire lines within the development and at site access locations. Appropriate connection widths should be provided responding to the connections function as a footpath or a shared pedestrian cycle path.

Problem

It is recommended that appropriate tactile paving should be provided at all side road crossings points.

Problem

Recommendation:

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2.1.6 Location (G6) - Priority at junctions

Problem

The auditors are unclear that who has priority at the site western site access and internal junctions. No road markings including 'stop line and ' and associated 'stop sign' are provided at the internal junction. Failure to provide the appropriate regulatory signs may result in vehicles failing to stop at the minor arm of junctions which may lead to side impact collisions with vehicles travelling along the major arm through junctions.



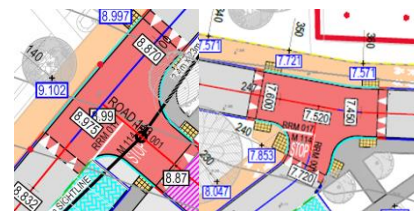
Recommendation:

At detail design stage it is recommended that appropriate STOP road markings and accompanying regulatory 'Stop Sign' are provided at all junctions in accordance with the Traffic Signs Manual.

2.1.7 Location (G7) - Flushed Kerb at Internal Junctions

Problem

It is noted that raised tables with potentially adjoining flush kerbs (max 6mm) have been provided at a number of internal junctions. The auditors are concerned that vehicles navigating the junctions may enter/encroach onto the adjoining footpath or shared pedestrian / cycle path resulting in collisions between vehicles and pedestrians or cyclists.



Recommendation:

It is recommended that a raised kerb should be provided at the junction. Flushed kerbs (max 6mm) should only be used at the pedestrian crossings. If the height of the raised traffic calming 'table' treatment is lowered to accommodate the above requirement care should be taken to ensure that it still remain sufficiently high in order to perform its traffic calming function. Alternatively, if the above modifications are not achievable; additional traffic management measures should be implemented to ensure that vehicle do not crouch onto the adjoining footpath.

Problem

It is recommended that appropriate and consistent kerb should be provided at the Home Zone locations. If the same surface treatment is to be specified for the shared carriageway and the parallel defensible area then the kerb between these two areas should be constructed flush to remove the trip hazard.

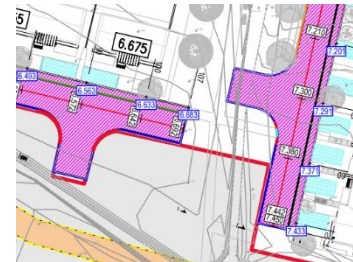
Problem

At detail design stage it is recommended that tactile paving should be repositioned as per design guidance

2.1.10 Location (G10) Vehicle Turning Head

Problem

It is noted that a number of vehicle turning heads are provided within the development. The auditors are concerned in the absence of appropriate regulations and the convenience to adjoining dwellings that residents or visitors may park their vehicles within the proposed turning head thereby restricting the ability of other vehicle drivers to undertake a safe U-turn manoeuvre.



Recommendation:

It is recommended that the design of the turning head is revisited to safeguard its intended function.

2.1.11 Location (G11) Vehicle Turning Head

Problem

It is not clear from the drawings made available for the purpose of this audit if all vehicle turning heads can accommodate a waste collection vehicle.

Recommendation:

It is recommended that at detail design stage a vehicle swept path analysis is undertaken to demonstrate that all vehicle turning heads required to accommodate a waste collection vehicle have been specified appropriately to ensure no conflict with adjoining parked vehicle / landscaping areas arises.

2.1.12 Location (G12) Homezone Carriageways

Problem

Share Surface carriageway widths noted as being 6.0m wide (inclusive of pedestrian defensible area) could encourage higher vehicle speeds along these sensitive streets.

Recommendation:

It is recommended that the designs consider the strategic placement of traffic calming 'pinch' buildouts and/or tree planting within the shared surface area at appropriate locations with the objective of narrowing the carriageway to 4.8m (or less if informal vehicle shuttle arrangement proposed).

2.1.13 Location (G13) EV Parking Areas

Problem

EV Parking areas have a requirement for hard standing space adjoining the parking space to accommodate the EV Charger unit. In the absence of hard standing a trip hazard could be present in addition to accessibility issues for users.

Recommendation:

At detail design stage ensure the design of the EV car parking bays include the provision of the necessary hard standing area to accommodate the EV charger unit whilst still safeguarding the appropriate accessibility requirements.

2.1.14 Location (G14) Tight Radius / Bends on Internal Streets

Problem

A number of the internal streets propose a tight bends may result in private motor cars having to encroach into the opposing traffic lane in order to manoeuvre through the bend. This could contribute to vehicle side collisions.

Recommendation:

At detail design stage a swept path analysis should be undertaken to ensure that opposing private motorcar vehicles can safely travel through the bends in the carriageway at the same time without the need to encroach into the opposing lane. Approved forward visibility for vehicle drivers should be safe guarded through the bend in accordance with DMURS.

2.1.15 Location (G15) Bicycle Parking

Problem

The scheme drawings presented for the purpose of this audit do not seem to detail the provision of visitor (short term) bicycle parking for the 'house' units. In the absence of formal bike parking opportunities visitor bikes might be locked to street furniture in a manner that gives rise to a trip hazard for active travel users.

Recommendation:

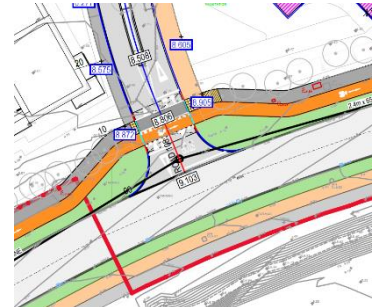
It is recommended that an element of visitor bicycle parking is provided at strategic attractive locations across the residential scheme. The design of this bicycle parking should provide the necessary security characteristics, located in a convenient and accessible location and not give rise to blockages / trip hazards along any adjoining pedestrian / cycle routes.

2.2 PROBLEMS AT SPECIFIC LOCATIONS

2.2.1 Location (S1) –

Problem

It is noted that a set back raised pedestrian and cycle crossing is proposed at the site access. The pedestrian crossing is provided with buff colour tactile paving and yield road markings either side of the crossing. It is not clear who has priority. The buff tactile indicates vehicles have priority whereas the yield road marking indicates that pedestrians have priority. This may confuse road users and may result in collisions between vehicles and pedestrians or cyclists.



Recommendation:

It is recommended that the yield road marking should be removed and the design revisited response to the latest DMURS (Advice Note 6) guidance. Alternatively if the designs which to afford the pedestrian and cyclists priority, appropriate controlled crossing with required design elements should be provided on accordance with DMURS.

2.2.2 Location (S2) - Disabled Car Parking Bays

Problem

It is noted that Disabled Car Parking Bays have been provided within the Home Zone (Road 144), however, the disabled car parking bays have not been provided with dropped kerb and access to footpath. This may restrict wheelchair users access to/from the disabled bay or lead to trip/fall incidents.



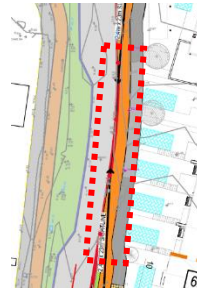
Recommendation:

It is recommend that appropriate dropped kerbs and access to the footpath should be provided at disabled bays.

2.2.3 Location (S3) – Access to Driveways along The Links

Problem

It was observed during the site visit that at the location of driveways along The Links road, the cycle track is provided with flushed kerb and footpath with full height kerb. This raised footpath element may restrict accessibility to/from the proposed private driveways in this area or result in material damage to vehicles.



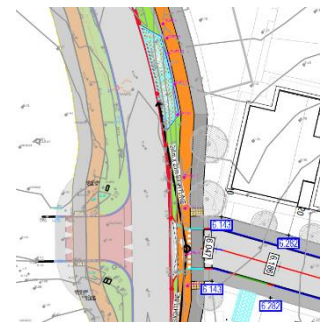
Recommendation:

It is recommend that appropriate dropped kerb or bevel kerb and access to the driveways should be provided.

2.2.4 Location (S4) – Visibility at Site Access along The Links

Problem

The development proposed a site access from The Links road which forms a four arm junction. The auditors note that there is an existing set down area along The Links road adjacent the site access. Vehicles particularly high sided commercial (Van etc) and SUV's parled in the set down area may partially obstruct visibility for vehicle drivers exiting the proposed new site access. This may lead to side swipe collisions.



Recommendation:

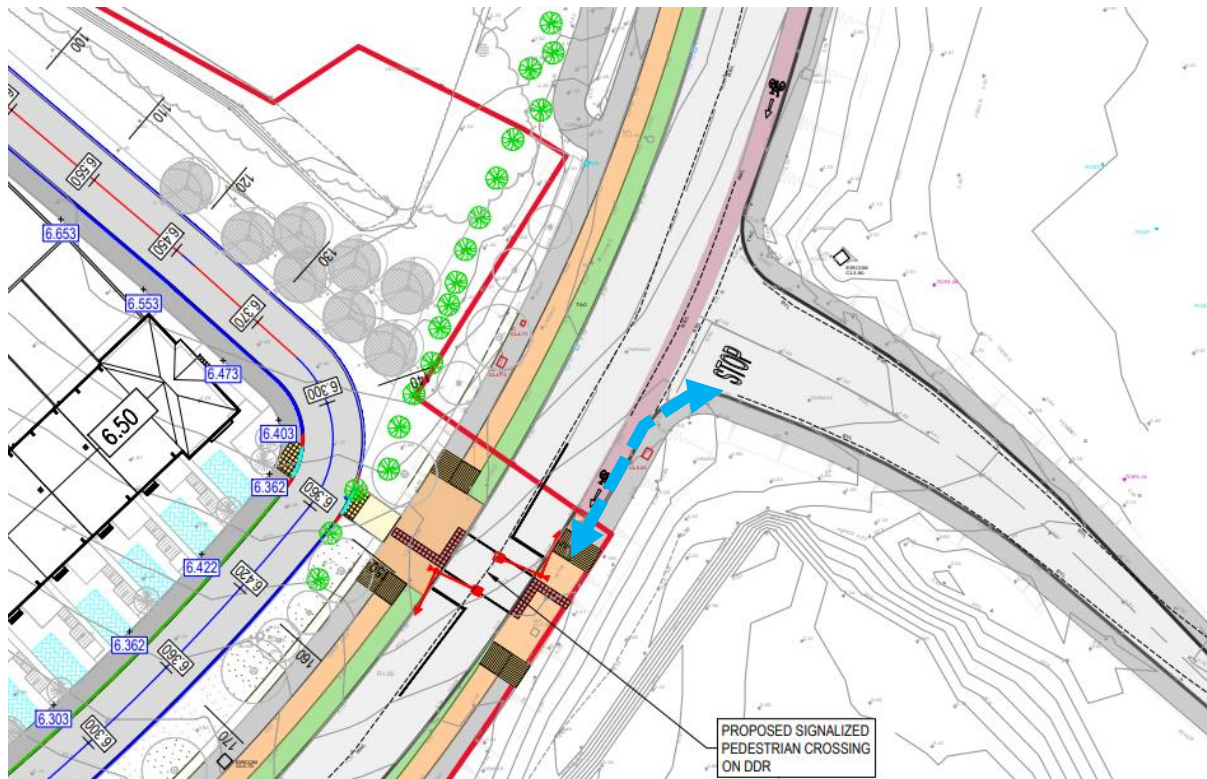
It is recommended that the set down area should be reassigned to bicycle parking or similar so that visibility for the vehicle drivers exiting the subject site will not be obstructed.

2.2.5 Location (S5) – Northbound Cycle Desire Line

Problem

The introduction of the new controlled Pedestrian / Cycle TOUCAN crossing provides a beneficial active travel connection between the subject residential develop and the existing playing fields located to the southeast and access via the junction and associated connection located as short distance to the north of the TOUCAN crossing facility. This new connection generates a new northbound cycle desire line along the eastern side of the distributor road between the new

TOUCAN crossing location and the access action to the playing fields. The introduction of a northbound cycle desire line in this location along either (i) the existing off-site (one-way) cycle track or (ii) the segregated footpath, could give rise to conflicts between active travel users.



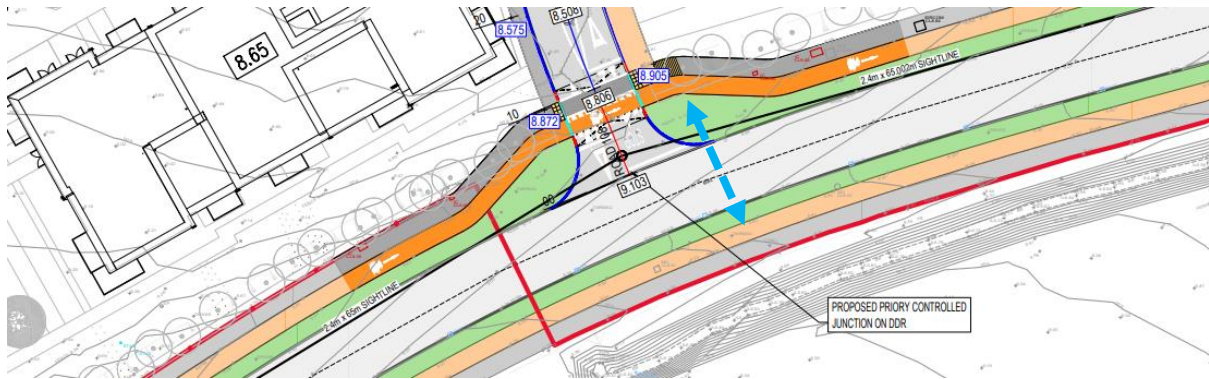
Recommendation:

It is recommended that the new northbound cycle desire line is formally accommodated over this short length along the eastern side of the distributor between the TOUCAN crossing and the playing fields site access unless another more convenient active travel access to the playing fields is to be provided.

2.2.6 Location (S6) – Vehicle Access on Distributor Road

Problem

The introduction of a new site access gives rise to a new travel design line for both pedestrians and cyclists to cross the distributor road carriageway in the general area of the site access junction (to access the footpath and southbound cycle track). In the absence of a Pedestrian and Cycle connection active travellers are required to cross the grass verge and raised kerbs which represent both a trip and slip type hazard.



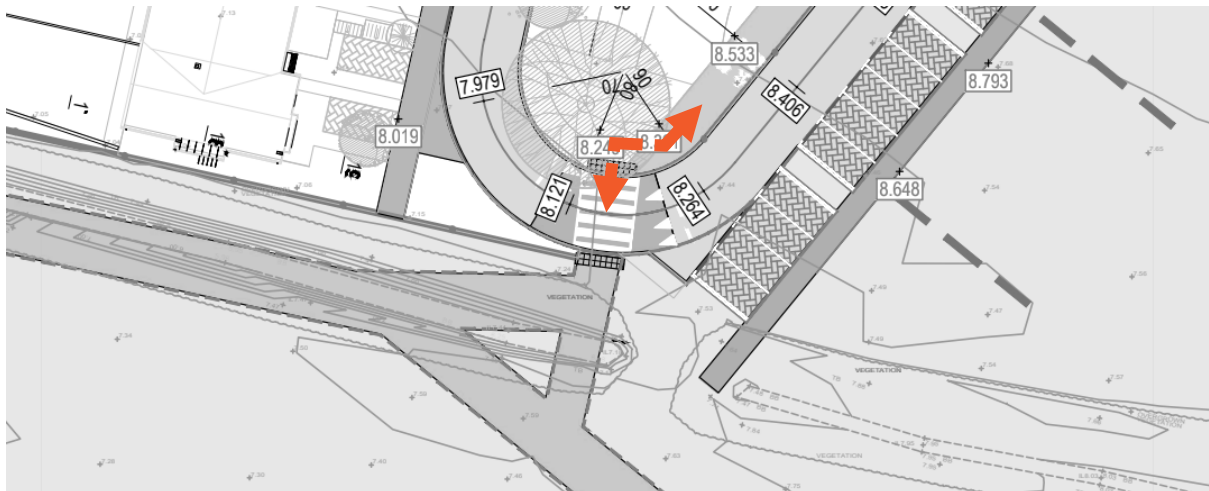
Recommendation:

The design of the new site access junction with the existing distributor road should accommodate the active travel desire line across the distributor road carriageway in this general location.

2.2.7 Location (S7) – Shared Path to Zebra Crossing

Problem

The shared ped/cycle path does not seem to extend / tie-in with the proposed Zebra crossing. In the absence of a continued path a trip hazard may be present.



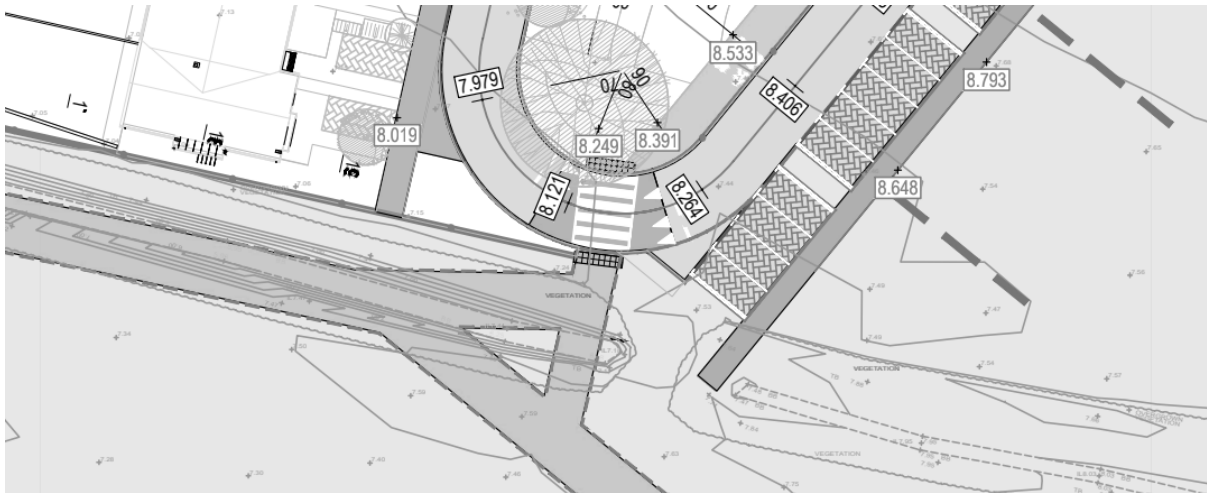
Recommendation:

The scheme designers are asked to confirm that the shared path extends all the way to/from the proposed zebra crossing.

2.2.8 Location (S8) – Zebra Crossing Design

Problem

Zebra crossing road markings provided but incorrect tactile details and no beacon / signs provided. Potential confusion regarding who has right of way leading to potential conflict between active travel users and moving vehicles on the crossing point.



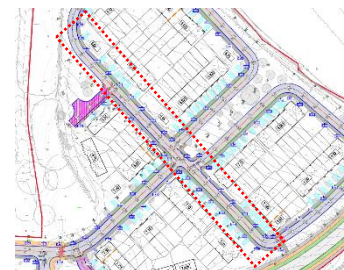
Recommendation:

Clarification regarding the intended crossing type. Design Zebra crossing as per appropriate guidance with correct tactile and signage provided. Ensure that appropriate clear unobstructed forward visibility is provided between vehicle drivers (approaching the crossing) and active travel users about to step onto the Zebra crossing.

2.2.9 Location (S9) – Long Straight Road

Problem

The development proposed a long straight section of road located north east of the site access along Donabate Distributor Road. This may encourage high speed leading to collisions between vehicles, pedestrians or cyclists.



Recommendation:

It is recommended that appropriate traffic calming measure should be implemented.

2.3 COMMENTS

2.3.1 Location (C1) – Zebra Crossing along The Links

It was observed during the site visit that the Zebra Crossing along The Links adjacent Road 114 is missing Belisha Beacons/signages. The zebra crossing should be provided with appropriate Belisha Beacons/signages.



2.3.2 Location (C2) – Bespoke Signages at The Links

It was observed during the site visit that Bespoke signages (Shared Space) at Zebra Crossing along The Links adjacent Road 114 which is confusing. Appropriate standard signages should be provided.



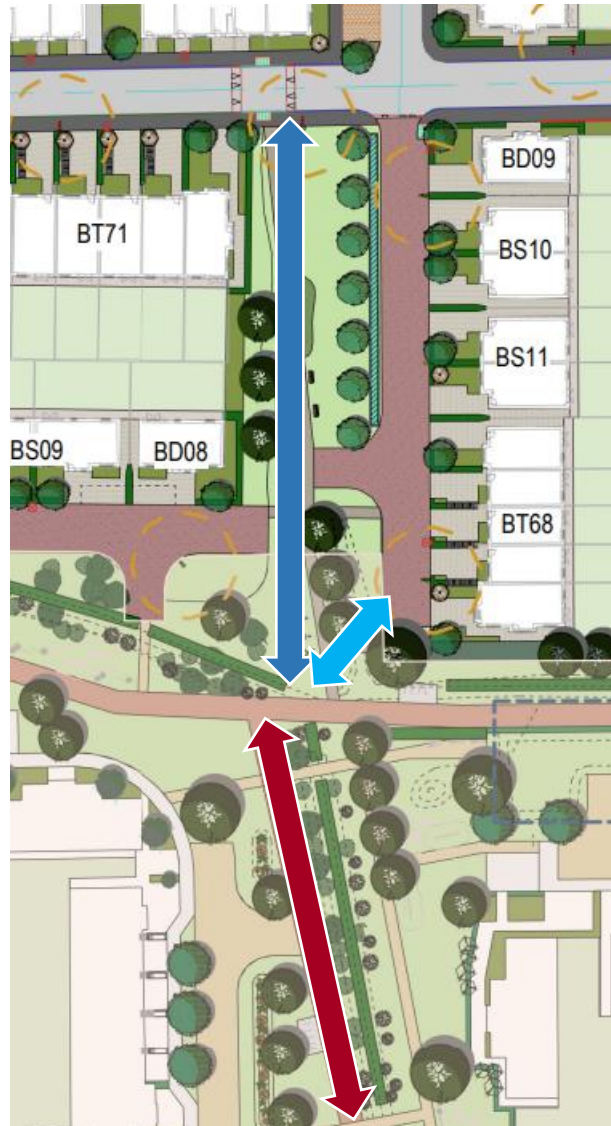
2.3.3 Location (C3) – Separation of Greenway (Shared Path) and Carriageway

The east-west active travel greenway could potentially provide very attractive particularly for children traveling to/from schools to the northwest and/or the playing fields to the east. The positioning of the shared ped/cycle path immediately adjoining the internal road carriageway results in the absence of a forgiving edge area along sections of the active travel greenway corridor. As a result any active travel user either experiencing a wobble on their bicycles or children playacting as they walk could unintentionally fall onto the adjoining road carriageway. The provision of a verge treatment between the road edge and the shared ped/cycle path would offer a safer and more attractive route for active travel users. If the verge area was provided at least 1.5m in width then street tree planting could be accommodated within the verge area which would offer an importance traffic calming benefits (e.g. enclosure of the road carriageway).

2.3.4 Location (C3) – Continuation of Greenway (Shared Path) Northwards

To the south of subject Phase 3 development a north-south active travel greenway is being provided through the Phase 2 lands. This north-south greenway connects with an east-west aligned greenway along the northern extends of the Phase 2 lands (and located immediately south of the subject Phase 3 lands). Influenced by the Phase 2 proposals a potential desire line for cyclists

could extend north-south into the Phase 3 development (to the west of internal ROAD 104). Whilst a pedestrian path is provided along the general alignment of this extended north-south cycle travel desire line (Indicated PURPLE route in Figure below) this path is not sufficiently wide to accommodate both pedestrians and cyclists. Consideration should be given to extending the Phase 2 north-south greenway northwards into the Phase 3 lands and either upgrading the proposed (PURPLE) footpath or providing a onwards cycle connection (BLUE) with Road 104.



3 AUDIT TEAM STATEMENT

3.1 AUDIT TEAM STATEMENT

I certify that I have examined the drawings and other information listed in Chapter 4. This Audit has been carried out with the sole purpose of identifying any features of the Design that could be removed or modified to improve the safety of the Scheme. The problems that I have identified have been noted in the report, together with suggestions for improvement which we recommend should be studied for implementation.

Audit Team Leader: Thomas Jennings *BEng MSc MIEI MIHT CMILT*

DBFL Consulting Engineers (Waterford)

Signed:



Date: 01/10/2025

Audit Team Member: Mr. Sayed Ahmad Saeed *BEng Tech BEng (Hons) MEng CEng MIEI Cert Comp RSA*

DBFL Consulting Engineers (Dublin)

Signed:



Date: 01/10/2025

4 LIST OF INFORMATION RECEIVED

Items Received		Yes/No	Details
1	Scheme Description	Yes	Information was provided in an email
2	Project Brief	No	
3	Scheme / Project Drawings	Yes	• 20003-DBF-XXXX-XX-RP-C01-000107 • 20003-DBF-XXXX-XX-DR-C01-123001 Proposed Road Layout Sheet 1 • 20003-DBF-XXXX-XX-DR-C01-123002 Proposed Road Layout Sheet 2 • 19164-2-3101-Landscape Masterplan • 23010-MDO-ZZZZ-XX-DR-A01-050000-PROPOSED SITE LAYOUT PLAN - PHASE 3 • 23010-MDO-ZZZZ-XX-DR-A01-050004-PROPOSED SITE LAYOUT PLAN - PLANNING ZONE 4 • 23010-MDO-ZZZZ-XX-DR-A01-050005-PROPOSED SITE LAYOUT PLAN - PLANNING ZONE 5 • 23010-MDO-ZZZZ-XX-DR-A01-053303-DEVELOPMENT PHASING - PHASE 3 • 23010-MDO-ZZZZ-XX-DR-A01-053303-DEVELOPMENT PHASING - PHASE 3 • 23010-MDO-ZZZZ-XX-DR-A01-053303-DEVELOPMENT PHASING - PHASE 3
4	Departures from Standard	No	
5	Traffic Signal Information	No	
6	Road Signs & Road Marking Details	No	
7	Traffic Count Information	No	
8	Speed Survey Data	No	
9	Collision Data	No	
10	Previous Road Safety Audit Reports	No	
11	Relevant Design Standards	No	
12	Public Transport Information	No	
13	Other Information	No	

Table 4-1 Information Received as basis for Road Safety Audit

Appendix A : Problem Location Map



Appendix B : Feedback Form

STAGE 1 ROAD SAFETY AUDIT FEEDBACK FORM

Scheme: Phase 3 Residential Development, Ballymastone, Donabate, Co. Dublin

Audit Stage: Stage 1

Date Audit Completed: September 2025

To be Completed By Designer				To be Completed by Audit Team Leader
Problem No. in Road Safety Audit Report	Problem accepted (yes/no)	Recommended measure 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)
G1	Yes	Yes		
G2	Yes	Yes		
G3	Yes	Yes		
G4	Yes	Yes		
G5	Yes	Yes		
G6	Yes	Yes		
G7	Yes	Yes		
G8	Yes	Yes		

To be Completed By Designer				To be Completed by Audit Team Leader
Problem No. in Road Safety Audit Report	Problem accepted (yes/no)	Recommended measure 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)
G9	Yes	Yes		
G10	Yes	Yes		
G11	Yes	Yes		
G12	Yes	Yes		
G13	Yes	Yes		
G14	Yes	Yes		
G15	Yes	Yes		
S1	Yes	Yes		
S2	Yes	Yes		
S3	Yes	Yes		
S4	Yes	No	Layout of the set down area has been reviewed to ensure appropriate visibility splays can be achieved.	Yes

To be Completed By Designer				To be Completed by Audit Team Leader
Problem No. in Road Safety Audit Report	Problem accepted (yes/no)	Recommended measure 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)
S5	Yes	No	The recommended cycle track connection northwards from the Toucan crossing towards the playing fields site access is outside of the proposed development red line boundary. However, the Local Authority will be made aware of the proposed recommendation.	Yes
S6	Yes	Yes		
S7	Yes	Yes		
S8	Yes	Yes		
S9	Yes	Yes		

 Signed: 

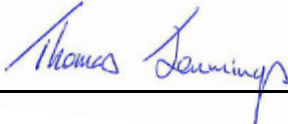
 Designer: Aimee Dunne

 Date: 02 / 10 / 2025

 Signed: Anthony Perrin

 Employer: Anthony Perrin

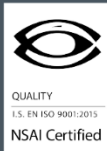
 Date: 02/10/25

 Signed: 

 Audit Team Leader: Thomas Jennings

 Date: 02 / 10 / 2025

Please complete and return to safety auditor.



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