

Title: STAGE 1&2 ROAD SAFETY AUDIT

For;

**Proposed Large Scale Residential Development, 2A Faussaugh
Avenue, Cabra , Dublin 7.**

Client: Lohan & Donnelly Consulting Engineers

Date: November 2025

Report reference: 2899R01

VERSION: FINAL (8-1-2026)

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1.0 Introduction

This report was prepared in response to a request from Gordon Poynty, Lohan & Donnelly Consulting Engineers on behalf of R&D Developments Ltd (In receivership), Grant Thornton, for a Combined Stage 1& 2 Road Safety Audit for a large scale residential development at 2A Faussaugh Avenue, Cabra Dublin 7.

The Road Safety Audit Team comprised of;

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

TII Auditor Approval no: NB 168446

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

TII Auditor Approval no. OO1291756

The Road Safety Audit comprised an examination of the drawings and other information provided and a site visit by the Audit Team, on the 14th of November 2025.

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

This Stage 1&2 Road Safety Audit has been carried out in accordance with the requirements of TII Publication Number GE-STY-01024, dated May 2025.

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. 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 for road users.

If any of the recommendations within this 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 Observation are intended to be for information only. Written responses to Observations are not required.

A location map showing where each problem occurs is provided in **Appendix A**.

A list of the documents provided to the Audit Team is provided in **Appendix B**.

The feedback form provided in **Appendix C**.

STAGE 1&2 RSA – 2A FAUSSAUGH AVENUE &D

2.0 Background

It is proposed to construct a large residential development (LRD) at 2A Faussaugh Road. Dublin City Council has issued notice of LRD Opinion. Part of that notice related to a road safety audit. The exact wording is taken from Part 3 section j and is as follows,

j) Clarification on how the vehicles will interact with pedestrians and cyclists, this will require a Stage 1 / 2 Road Safety Audit

This defines the scope of the audit and the Audit Team include interaction with all aspects of the street environment for all road users.

One disabled parking space is to be provided and no other car parking. A set-down area is also to be provided.

The site location is shown below.



3.0 Issues Raised in This Road Safety Audit.

3.1 Problem

LOCATION

Drawing 24227-LDE-ZZ-ZZ-Dr-Sc-1T01 Rev I2

PROBLEM

There is a risk that vehicles associated with the adjacent funeral home or school will park in the plaza area at busy periods possibly blocking routes for emergency vehicles or access to the disabled parking space.



RECOMMENDATION

It is recommended that suitable physical measures, signage and management be put in place to prevent such parking.

3.2 Problem

LOCATION

Drawing 25D06-DR-1000 Rev -, Vehicular access.

PROBLEM

The refuse vehicles and emergency vehicles have to cross the existing footpath to access the internal routes. Although the footpath is currently crossed by vehicles it is not clear if it can withstand vehicular loading which could lead to it breaking up and providing trip hazards.



RECOMMENDATION

It is recommended that the Design Team confirm that the footpath can withstand vehicular loading and if not that a section be replaced with suitable construction.

STAGE 1&2 RSA –2A FAUSSAUGH AVENUE L&D

3.3 Problem

LOCATION

Drawing 25D06-DR-1000 Rev -, Vehicular access.

PROBLEM

Drivers who need to access the development may not be sure where to access without clear indication as there a number of similar sized gaps in the landscaping/features. This could lead to sudden braking and rear-end collisions.



RECOMMENDATION

It is recommended that some indication of the correct access point be provided. This could include the use of tactile paving at either side of the continuous footpath and specific alighting at the access point.

3.4 Problem

LOCATION

Drawing 25D06-DR-1000 Rev -, Set down area.

PROBLEM

The set down area is not clearly defined. Taxi drivers or delivery drivers may not know where to set down and may block the public footpath which could be a hazard for pedestrians.

RECOMMENDATION

It is recommended that the set-down area be clearly defined and be fully set back from the public footpath.

4.0 Audit Statement

We certify that we have examined the material provided and the site. The examination has been carried out with the sole purpose of identifying any aspects of the design which could be added, 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. The 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.

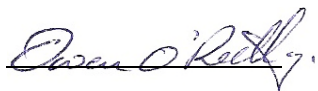
Norman Bruton

Signed: 

(Audit Team Leader)

Dated: 8-1-2026

Owen O'Reilly

Signed: 

(Audit Team Member)

Dated: 8-1-2026

Appendix A



Appendix B

Information Supplied to the Audit Team

- Drawing 25D06-DR-1000 Rev -,
- Drawing 24227-LDE-ZZ-ZZ-Dr-Sc-1T01 Rev I2
- MRCL Mobility Management Plan
- Copy of LRD Opinion

Appendix C

Feedback Form

SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT

Scheme: LRD Faussaugh Avenue

Stage: 1&2 Road Safety Audit

Date Audit (Site Visit) Completed: 14-11-2025

Paragraph No. in Safety 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	Removable bollards have been included within the landscape layout to prevent this.	Yes
3.2	Yes	Yes	A note has been included in drawing 1T01 by L&D that indicates that the existing footpath will be upgraded to be able to withstand the additional loadings from the emergency vehicles.	Yes
3.3	Yes	Yes	Tactile paving has been added to the landscape layout clearly indicating the access point to the site.	Yes
3.4	Yes	No	No set-down area provided. Delivery vehicles can access the courtyard. Assume Taxi's stop kerbside as they do throughout Dublin city, even if a taxi does block the footpath it would not be there any longer than 2 minutes.	Yes (enforcement issue if footpaths are blocked)

Signed Shane Horace
Design Team Leader

Date: 5th January 2026

Signed Norman Bruton
Audit Team Leader

8-1-2026
Date.....

Signed Andrew Anderson
Developer/Employer

06/01/26
Date.....