For: Dipharma Unlimited Company

Residential Development at Countess Rd, Killarney, Co. Kerry



Stage 1 Road Safety Audit

June 2026

MHL & Associates Ltd.

Consulting Engineers






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Contents

DOCUMENT CONTROL SHEET 2

1. INTRODUCTION 4

2. AUDIT ISSUES – STAGE 2 SUBMISSION LAYOUT 8

2.1. PROBLEM: FOOTPATH CONNECTIVITY TO THE EAST AT THE ENTRANCE 8

2.2. PROBLEM: JUNCTION ARRANGEMENTS NOT IN LINE WITH CYCLE DESIGN MANUAL 8

2.3. PROBLEM: PROPOSED CYCLE FACILITIES ALONG COUNTESS ROAD 8

2.4. PROBLEM: SWEPT PATH ASSESSMENT FOR GARBAGE COLLECTION AND FIRE TENDER 9

2.5. PROBLEM: SIGHTLINES AT DEVELOPMENT JUNCTION 9

2.6. PROBLEM: LACK OF ROAD DRAINAGE PROPOSALS. 10

2.7. PROBLEM: NO TACTILE PAVING/DROPPED KERBS SHOWN. 10

2.8. PROBLEM: PUBLIC LIGHTING DESIGN 10

2.9. PROBLEM: SIGNING AND LINING WITHIN THE DEVELOPMENT. 10

3. RE-AUDIT ISSUES – STAGE 3 SUBMISSION LAYOUT 11

4. AUDIT TEAM STATEMENT 12

APPENDIX A – SITE PHOTOGRAPHS 13

APPENDIX B – DRAWINGS & DOCUMENTS SUBMITTED FOR INFORMATION 16

APPENDIX C– RSA FEEDBACK FORM 18

1. INTRODUCTION

M.H.L. & Associates Ltd. Consulting Engineers have been engaged by HW Planning on behalf of Dipharma Unlimited Company to prepare a Stage 1 Road Safety Audit in support of a planning application for a proposed Development located at Countess Rd, Killarney, Co. Kerry.

Dipharma Unlimited Company intend to apply for a 10-Year Planning Permission for a Large-Scale Residential Development (LRD) at Countess Road, Dromhale (townland), Killarney, Co. Kerry

The development will consist of, the construction of a residential development of 259 no. residential units with ancillary single storey creche, landscaping and all associated site development works.

The proposed development includes the demolition of 2 no. existing two-storey semi-detached dwelling houses and an existing ruinous structure on the site and construction of 103 no. two storey houses (3-bed units), comprising of 27 no. terraced units, 62 no. end of terrace units, and 14 no. side entry units, 82 no. courtyard apartment units over 2 no. storeys (42 no. 1-bed units, 40 no. 2-bed units), and 74 no. apartment units (34 no. 1-bed units, 40 no. 2-bed units) in 2 no. part 3 storey and part 4 storey blocks.

Vehicular access to the proposed development will be via one entrance from Countess Road (L3904) to the north, with the entrance design including improvement works on the public road inclusive of a raised crossing point. The design includes pedestrian/cycle infrastructure to/from Countess Road and internally within the development site and to adjoining areas.

Ancillary site works include car parking, provision of bicycle parking and bin storage facilities serving the proposed apartment/courtyard apartment buildings and creche, 2 no. ESB substations, landscaping, water services and drainage infrastructure (including foul and storm network upgrades in Countess Grove), and all associated site development works. The proposed development also provides for the demolition of existing site boundary walls along Countess Road. A Natura Impact Statement (NIS) has been prepared and will be submitted to the Planning Authority with the application.

The development is to be accessed via 1 number priority junction located within the 50kph speed control of Killarney town. See Figure 1.1 Site Location Map. Figure 1.2 shows the site extents on aerial photography and Figure 1.3 shows the site layout for the proposed works.

The Audit Team consists of Brian Loughrey (team leader, TII Ref No. **BL68284**), James Daly (team member, TII Ref No. **JD1351495**) of MHL Consulting Engineers.

The team made a site visit during daylight hours on Friday 17th October 2025. The weather was dry but the ground was wet at the time of the visit.

Following the Stage 2 LRD Submission and Kerry County Council Opinion, a re-audit of the scheme was undertaken by the Audit team of the revised elements. No additional Road Safety Problem were identified in the re-audit.

Information provided to assist the Audit consists of the drawings and documents listed in Appendix B. The information provided was considered adequate in terms of detail for the purpose of carrying out a Stage 1 road safety audit.

No previous Road Safety Audit report was provided in relation to the development.

At the time the Audit was carried out, access to road safety data was unavailable as The Road Safety Authority is in the process of reviewing its road traffic collision (RTC) data sharing policies and procedures.

The Audit has been carried out in accordance with the relevant sections of TII Publication GE-STY-01024 (formerly NRA HD 19/15), "Road Safety Audit". The scheme has not been examined or verified for compliance with any other standards or criteria. The team drove the

local road network and walked the road along the site road boundaries and compiled a list of road safety problems and associated recommendations which are presented in this report. Appendix A contains some photographs of the site.

An Audit Team Statement is included at the end of the Report. Appendix C contains the Safety Audit Feedback Form.

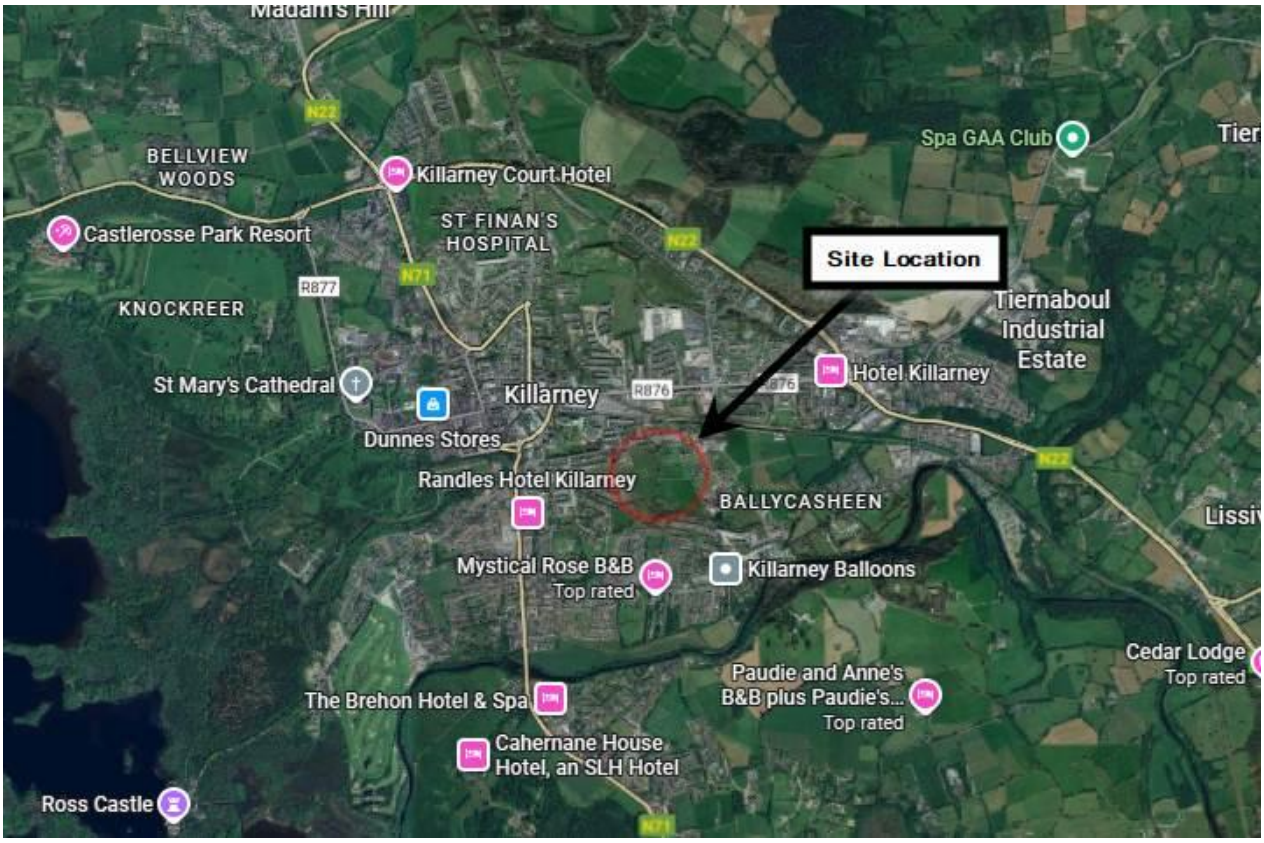


Figure 1.1 – Site Location Map



Figure 1.2 – Site Extents



Figure 1.3 –Proposed Site Layout (Stage 2 Submission)

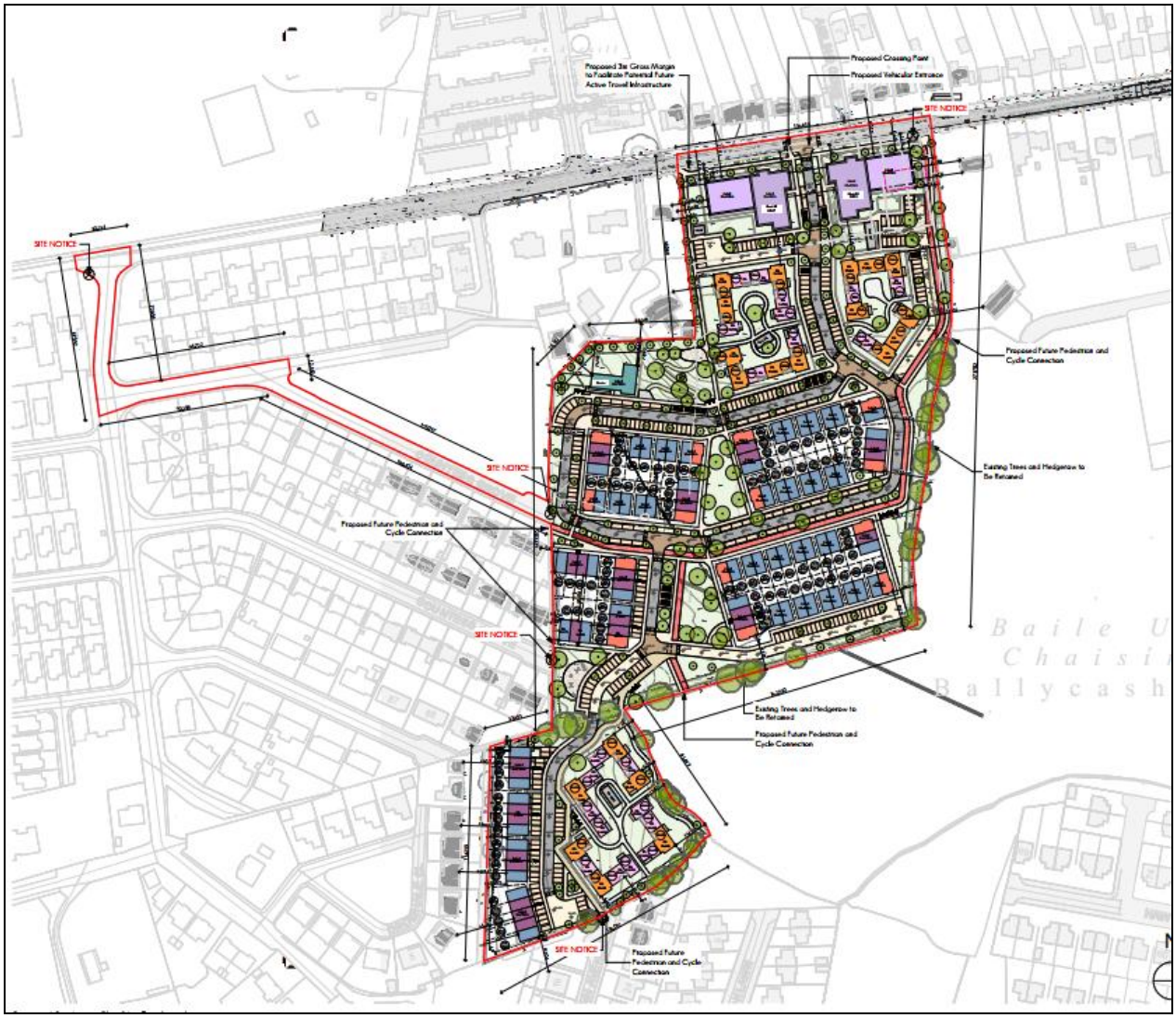


Figure 1.4 –Proposed Site Layout for re-audit

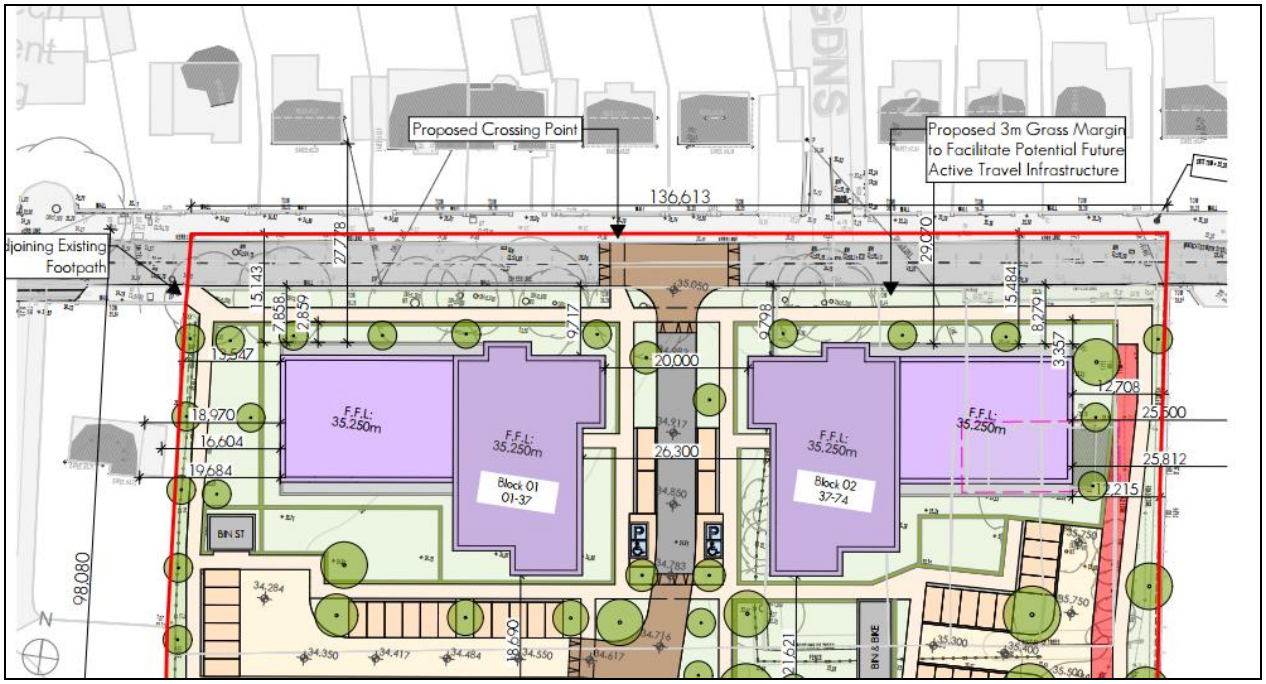


Figure 1.5 –Proposed Site Layout along Countess Rd

2. AUDIT ISSUES – STAGE 2 SUBMISSION LAYOUT

2.1. Problem: Footpath Connectivity to the east at the entrance

From observation on site by the audit team, it can be seen that there is currently no footpath outside the subject site on the southern side of countess road. The proposed design allows for both a footpath and a cycle lane only along the front boundary. Therefore there is no footpath facility to the east of the site on the southern side of Countess rd. Also no specific footpath connection or crossing facilities has been provided to residents who wish to exit the site and travel eastwards along Countess Road. Failure to provide a dedicated Pedestrian connection at this location could lead to pedestrian walking along the roadway to get to there destination and potential collisions with vehicles. Refer to Fig 2.1 and Photo A1 in Appendix A



Figure 2.1

Recommendation 1

The designer should consider including a connections between the new footpath on at the site entrance and the existing footpath on the northern side of countess Rd.

2.2. Problem: Junction Arrangements not in line with Cycle Design Manual

For a review of the drawings, it was observed by the Audit team that junction arrangements do not appear to be inline with the Cycle Design. The drawings show a raised tabletops Arrangement where the cycle lane crosses over the estate road but priority is maintained with the vehicles rather then the vulnerable road users. This junction arrangement could lead to confusion and conflict for both vulnerable road users and vehicle drivers. Refer to Fig 2.2



Figure 2.2

Recommendation 2

The Design team should review the drawings and provide a consistent Junction design approach throughout the site in line with the current standards.

2.3. Problem: Proposed Cycle Facilities along Countess Road

As part of these works, it is proposed to provide a new cycle Facility and footpath along the site frontage onto Countess Rd. It appears that the cycle infrastructure will terminate at site extents. By providing this cycle infrastructure with the current end points may lead to cyclist entering the road in an unsafe manor and could lead to collisions with vehicles using Countess Rd. Refer to Photos A2 and to fig 2.3

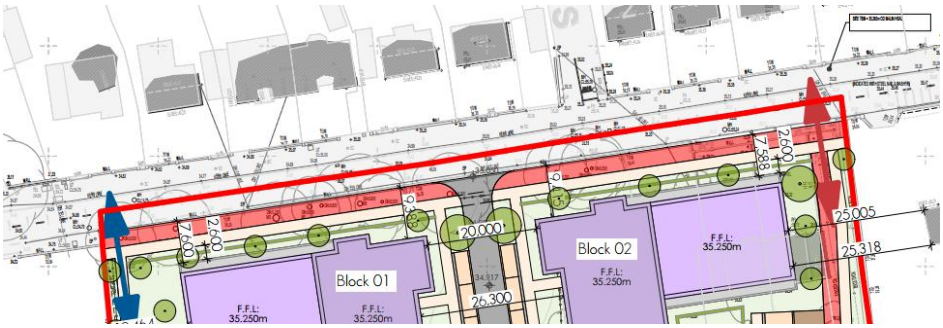


Figure 2.3

Recommendation 3

The Design team should review this layout and an appropriate access and egress arrangement will need to be provided for cyclists .

2.4. Problem: Swept Path Assessment for Garbage Collection and Fire Tender

The drawing issed to the Audit team show Garbage Bins are locatated at a number of locations throughtoyt the site and at individual propoerties. No swept path analysis details have been provided to the auidt team. There may be conflict between a vehicle parked at or close to the turning bays and garbage trucks. Multiple manoeuvres of traffic with varying destinations within the site could lead to conflict and potential collisions.

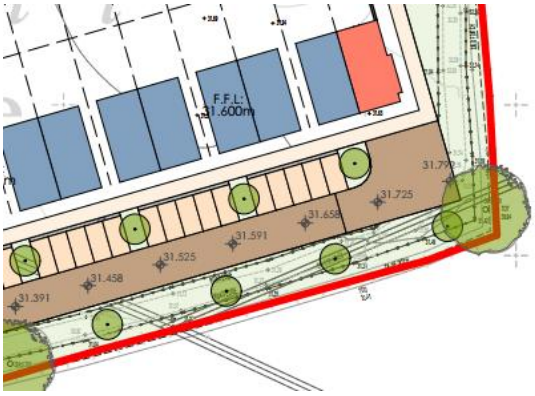


Figure 2.4

Recommendation 4

A swept path assessment for garbage trucks entering and leaving the development and at the turning heads should be carried out to ensure that the required design vehicles can enter and leave in a safe manner. Indicate clearly the routing paths for vehicles within the site.

2.5. Problem: Sightlines at Development Junction

The proposed entrances to the proposed development are within the posted speed limit of 50Km/hr. The sightlines as set out in the Design Manual for Urban Road & Streets (DMURS) and the Cycle Design Manual should be provided at the junction and internally within the development. Inadequate sight lines at an entrance may lead to collisions between vehicles/cyclists passing by on Countess Road and vehicles exiting the development.

Recommendation 5

An entrance arrangement with an adequate visibility envelope is required, in accordance with the relevant standards for the road design speed. The visibility envelope should be kept clear of all obstructions such as wall, hedges, fences, signs etc and vegetation over 600mm in height.

2.6. Problem: Lack of Road Drainage Proposals.

Road surface water drainage proposals are not shown on the drawings provided to the audit team. Lack of road surface drainage could lead to surface water ponding on the road carriageway. This could result in collisions between vehicles or vehicles and pedestrians due to aquaplaning on water ponds following heavy rainfall.

Recommendation 6

Provide road surface water drainage provisions along the site frontage at the proposed entrance onto the Public road and internally within the development.

2.7. Problem: No Tactile Paving/Dropped kerbs shown.

No details of tactile paving and/or dropped kerbs are shown within the development. Failure to provide appropriate crossing point and tactile paving may lead to pedestrians and visually impaired users misinterpreting priority at junctions resulting in collisions with vehicles.

Recommendation 7

Provide the appropriate details of tactile paving and/or dropped kerbs at all proposed pedestrian crossing locations in accordance with the relevant guidelines and standards.

2.8. Problem: Public Lighting Design

No details have been provided of any proposed lighting scheme for the proposed development. Failure to provide adequate public lighting presents a road safety hazard for pedestrians falling at night or not being seen by passing vehicles. Refer to Photo A3 & A4 in Appendix A

Recommendation 8

Ensure an adequately designed lighting scheme to the appropriate standard is provided for both the development junction with the public road and internally within the development. The existing Public Lighting along Countess road will need to be incorporated into any design

2.9. Problem: Signing and Lining within the development.

No details have been provided of any proposed Signing and Lining for the development. Failure to provide adequate Signing and Lining within the development may lead to vehicles failing to stop at the junctions and may result in side impact collisions.

Recommendation 9

Provide the appropriate Signing and Lining at all junctions, in accordance with the relevant standards.

3. RE-AUDIT ISSUES – STAGE 3 SUBMISSION LAYOUT

No additional Road Safety Audit issues identified by the Audit Team

4. AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in the Appendix to 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 recommend should be studied for implementation. The Auditors have not been involved with the scheme design.

Mr Brian Loughrey BE CEng MIEI

Signed: Brian Loughrey ……..

Date: 10/03/2026

Mr James Daly, BEng MIEI

Signed: James Daly ……..

Date: 10/03/2026

Appendix A – Site Photographs



Photo A1 –No Footpath to the east of the subject site.



Photo A2 –Existing footpath westbound towards the town centre



Photo A3 –Existing Public Lighting Columns along Countess Rd



Photo A4 –Existing Public Lighting along Countess Rd

Appendix B – Drawings & Documents Submitted for Information

Drawings AND DOCUMENTS submitted for information – Stage 2 Submission.

DRAWINGS BY: Meicheal Architects			
Ref.	**Date**	**Drawing Title**	**Scale**
251010-MA-SW-XX-DR-A-00004-08	14/10/25	Proposed Site Layout Plan	1/1000
251010-MA-SW-XX-DR-A-11003-P16	13/02/26	Proposed Site Layout Plan (Unit Technologies)	1/1000
251010-MA-SW-XX-DR-A-00001-P02	13/02/26	Proposed Site Layout Plan (Site Frontage)	1/500

Additional Drawings AND DOCUMENTS submitted for information – Stage 3 Submission.

DRAWINGS BY: DOSA Engineering			
Ref.	**Date**	**Drawing Title**	**Scale**
7334-0010 – Rev E		Proposed Internal Road Layout & Levels (1 of 2)	As Shown
7334-0011 – Rev E		Proposed Internal Road Layout & Levels (2 of 2)	As Shown
7334-0014 - Rev A		Proposed Speed Control Measures (Sheet 1 of 2)	As Shown
7334-0015 – Rev A		Proposed Speed Control Measures (Sheet 2 of 2)	As Shown
7334-0016 – Rev A		Speed Control Measure Details	As Shown
7334-0020 – Rev F		Proposed Stormwater & Foul Sewer Layout - Option 1 (1 of 3)	As Shown
7334-0021 – Rev G		Proposed Stormwater & Foul Sewer Layout - Option 1 (2 of 3)	As Shown
7334-0022 - Rev G		Proposed Stormwater & Foul Sewer Layout - Option 1 (3 of 3)	As Shown
7334-0050 – Rev E		Autotrack Analysis - Refuse Truck	As Shown
7334-0051 – Rev F		Autotrack Analysis - Fire Tender	As Shown

Appendix C– RSA Feedback Form

Appendix C– RSA Feedback Form

Road Safety Audit Feedback Form

Scheme: Proposed Development at Countess Road, Killarney, Co. Kerry
Audit Stage: 1
Date Audit Completed: 17/10/2025

	To be completed by the Designer			To be Completed by Audit Team Leader
Paragraph No. in 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)
2.1	Yes	Yes		
2.2	Yes	Yes		
2.3	Yes	Yes		
2.4	Yes	Yes		
2.5	Yes	Yes		
2.6	Yes	Yes		
2.7	Yes	Yes		
2.8	Yes	Yes		
2.9	Yes	Yes		

Signed: Stephen O' Grady Designer Date 27th April 2026

Signed: Brian Loughrey Audit Team Leader Date 27/04/2026

Signed: Employer Date 30/4/2026