Title: **STAGE 1 Quality Audit (Incl. Road Safety Audit, Accessibility Audit, Walking Audit and Cycling Audit)**

For;

Phase 2 of The Proposed Mixed Use Residential Development at the Former Royal Liver Retail Park, Naas Road, Dublin 12.

Client: **Land Development Agency**

Date: **September 2026**

Report reference: **3208R01**

VERSION: **FINAL (18-9-2026)**

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CONTENTS SHEET

Contents

1.0 Introduction 2
2.0 Background 3
3.0 Issues Common to More Audits than the RSA 5
4.0 Items Raised in This Stage 1 Road Safety Audit. 6
4.1 Problem 6
4.2 Problem 7
4.3 Problem 8
4.4 Problem 9
4.5 Problem 10
5.0 Items Raised in This Stage 1 Quality Audit – Accessibility Audit. 11
5.1 Issue 11
5.2 Issue 12
5.3 Issue 13
5.4 Issue 14
5.5 Issue 15
6.0 Items Raised in This Stage 1 Quality Audit – Walking Audit. 15
7.0 Items Raised in This Stage 1 Quality Audit – Cycling Audit 16
7.1 Issue 16
8.0 Audit Statements. 17
Road Safety Audit Statement 17
Quality Audit Statement 17
Appendix A 18
Appendix B 19
Appendix C 22

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1.0 Introduction

This report was prepared in response to a request from Thomas Jennings, DBFL Consulting Engineers, for a Stage 1 Quality Audit including Road Safety Audit of the proposed Phase 2 works associated with the redevelopment of the former Royal Liver Retail Park by the Land Development Agency.

The 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 FIEI

TII Auditor Approval no. OO1291756

The Audits involved the examination of drawings and other material provided and a site visit by both team members, together, on the 6th of February 2026. The weather at the time of the site visit was wet and the road surface was also wet.

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

The Stage 1 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 as updated in June 2019 including Advice Notes. The Quality Audit is composed of a number of distinct audits which include an Accessibility Audit, a Walking Audit and Cycling Audit (i.e. aspects of a Quality Audit carried out independent of the Design Team and generally included as appendices to the overall Audit).

Many issues raised in the Road Safety Audit would also be raised in the various aspects of the Quality Audit, however to avoid repetition items that are common to more than the Road Safety Audit have been included in a table at the start of Section 3.0 of this report.

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 these audits 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.

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

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

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

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The Stage 1 Road Safety Audit for Phase 1 of the development was carried out by the same Audit Team in February 2026 (Report ref 2983R01).

2.0 Background

It is proposed to redevelop the site of the former Royal Liver Retail Park into a mixed use residential development by the Land Development Agency.

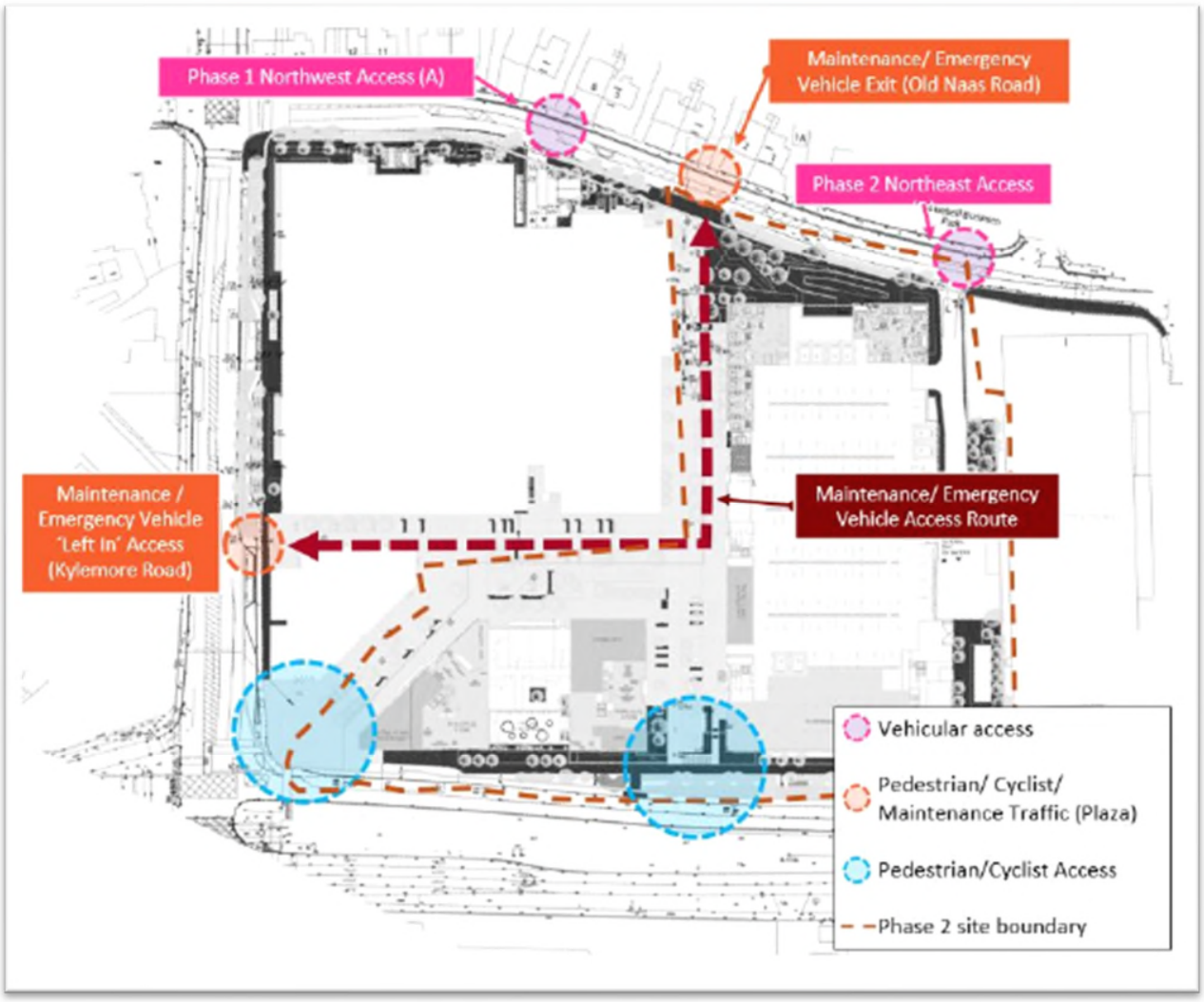
The current planning application process for Phase 2 is based on an amendment to a previous planning and includes an overall of 6 no. residential blocks (B1, B2, C1,C2,D1 & D2) with overall 635 no. residential units.

The blocks will also contain retail/café/restaurant units, community unit. Creche, supermarket, undercroft parking, bicycle parking etc. as described in detail in the Traffic &Transport Assessment Report.

The image below shows the block locations and the overall phase 2 area within the red dashed line.



The proposals include the following with regards to roads infrastructure;



2 no. vehicle access points will be provided on the Old Naas Road, one as part of Phase 1 and the other as part of Phase 2. An emergency/maintenance access will also be provided which links to a left-out only exist on Kylemore Road. This route will be actively managed with access restricted to permitted vehicles only.

The Phase 2 access would facilitate access to a non-residential podium level car park and residential basement car park via internal ramps

This access would also be used by service vehicles and retail delivery vehicles.

Pedestrian access would be provided at various locations.

A total of 518 (420 residential, 25 no. disabled, 26 no. motorcycle parking) no. car parking spaces are to be provided (337 at basement level, 178 no. at the undercroft/podium and 3 no. external spaces.

The total cycle parking would be 1076 (1016 long stay and 60 short stay).

The speed limit on The Naas Road is 50/60km/hr, on Kylemore Road is 60km/hr and on Old Naas Road is 30km/hr.

3.0 Issues Common to More Audits than the RSA

Below is a summary table of problems raised in the Road Safety Audit that would also be raised in the Quality Audit however are not repeated for clarity and brevity.

Problem Reference	Road Safety Audit	Access Audit	Walking Audit	Cycling Audit
4.1	✓	✓	✓	
4.2	✓			
4.3	✓	✓		
4.4	✓	✓		
4.5	✓	✓	✓	

4.0 Items Raised in This Stage 1 Road Safety Audit.

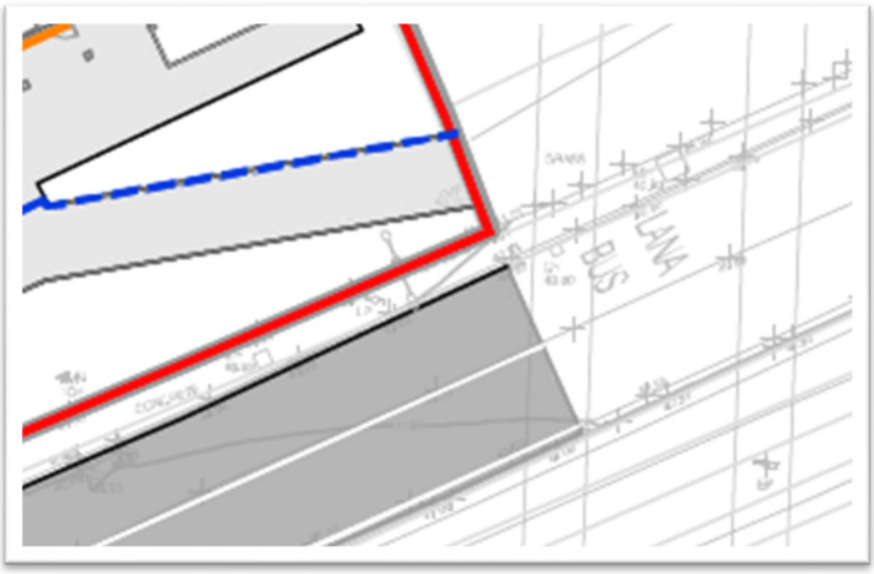
4.1 Problem

Location

Drawing PRL-DBFL-ZZ-ZZ-DR-C-1200 Rev P01, Naas Road.

Problem

The footpath along the southern boundary does not appear to tie-in with the existing footpath at the eastern side. This may lead to a gap in the hardstanding and result in slips and falls.



Recommendation

It is recommended that a continuous footpath be provided.

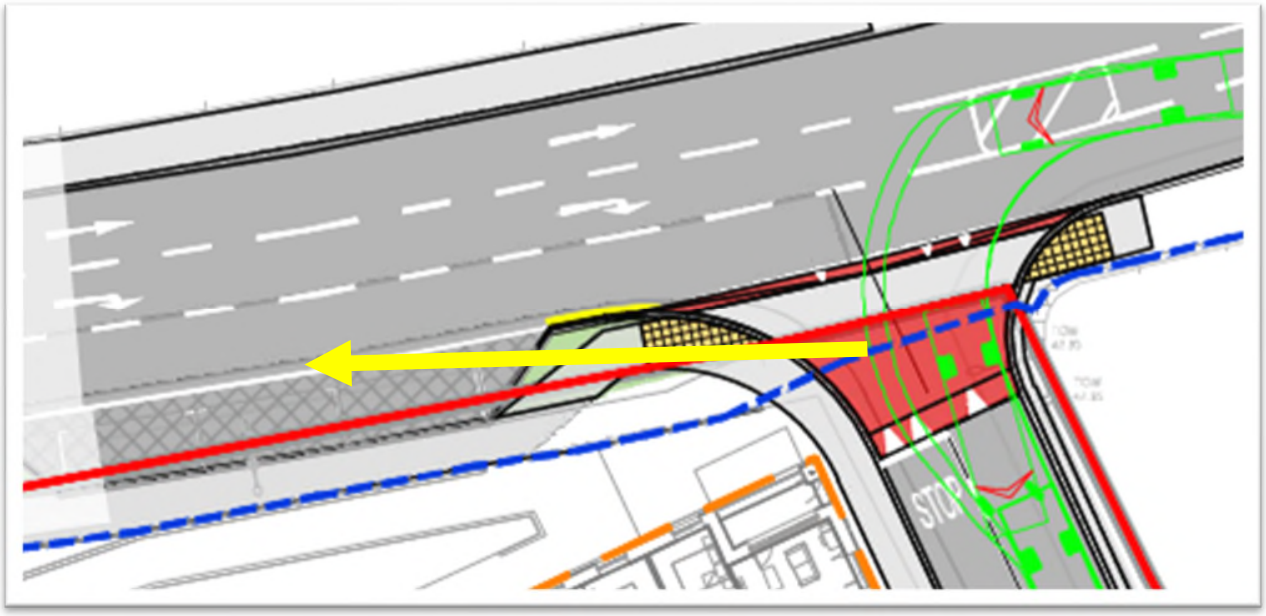
4.2 Problem

Location

Drawing PRL-DBFL-ZZ-ZZ-DR-C-1200 Rev P01, Old Naas Road.

Problem

There is a risk that the on-street parking may obscure visibility to the left for drivers exiting the car parks. This could result in side-impact or rear-end collisions.



Recommendation

It is recommended that the visibility splay be kept clear of obstacles.

4.3 Problem

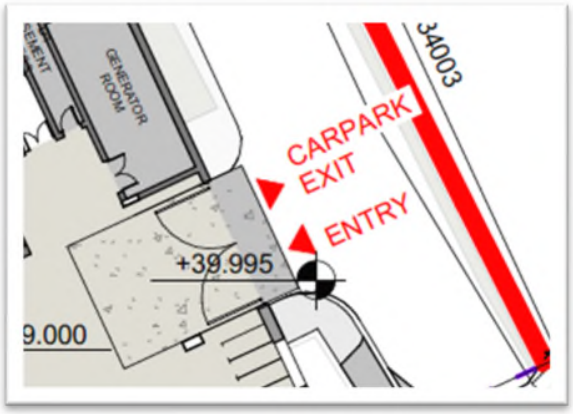
Location

Drawing PRL-HJL-ZZ-B1-DR-A-0010A Rev P2, Residents Car Park in Basement & Cycle Parking.

Problem

The access road to the car park is relatively narrow and the gates reduce the effective width of the entrance. There is a risk that two cars will not be able to pass. This may lead to side-swipe collisions.





Recommendation

It is recommended that a swept path analysis be carried out to ensure that cars can pass when entering and leaving the residents car park.

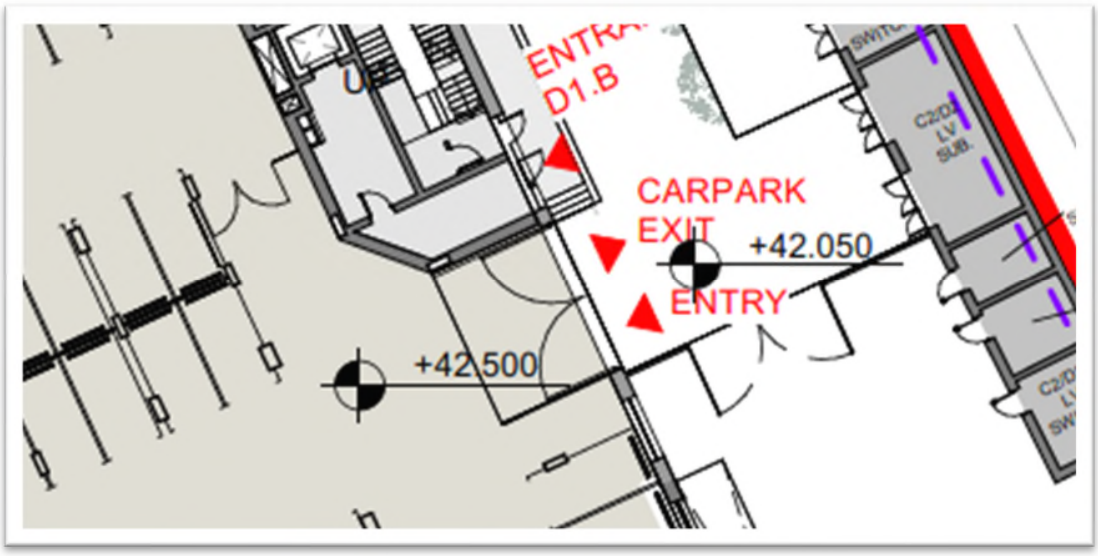
4.4 Problem

Location

Drawing PRL-HJL-ZZ-B1-DR-A-0011A Rev P1, Level 00 car park.

Problem

The access road to the car park is relatively narrow and the gates plus the steps to the footpath reduce the effective width of the entrance. There is a risk that two cars will not be able to pass. This may lead to side-swipe collisions.



Recommendation

It is recommended that a swept path analysis be carried out to ensure that cars can pass when entering and leaving the Level 00 car park and along the access road to the public road.

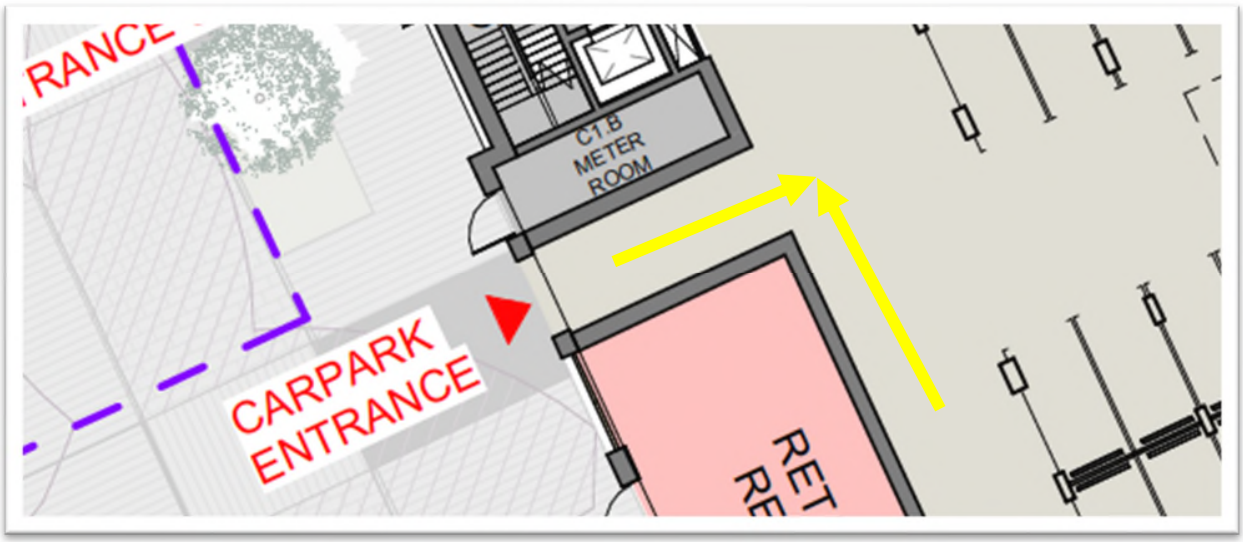
4.5 Problem

Location

Drawing PRL-HJL-ZZ-B1-DR-A-0011A Rev P1, Level 00 car park.

Problem

There is a risk that pedestrian entering the car park from the plaza area may not be expected by circulating drivers and there will be insufficient stopping sight distance given the presence of the back wall of the Retail/Café unit.



Recommendation

It is recommended that warning be provided for drivers and traffic calming to reduce the required stopping sight distance.

5.0 Items Raised in This Stage 1 Quality Audit – Accessibility Audit.

5.1 Issue

Location

Drawing PRL-HJL-ZZ-B1-DR-A-0010A Rev P2, Residents Car Park in Basement & Cycle Parking.

Issue

Car parking spaces where structural columns are on both sides of the space may be difficult for drivers to get into and out of.



Example only

Recommendation

It is recommended that adequate space be provided or that restrictions be placed on the type of vehicles that can use narrow parking spaces.

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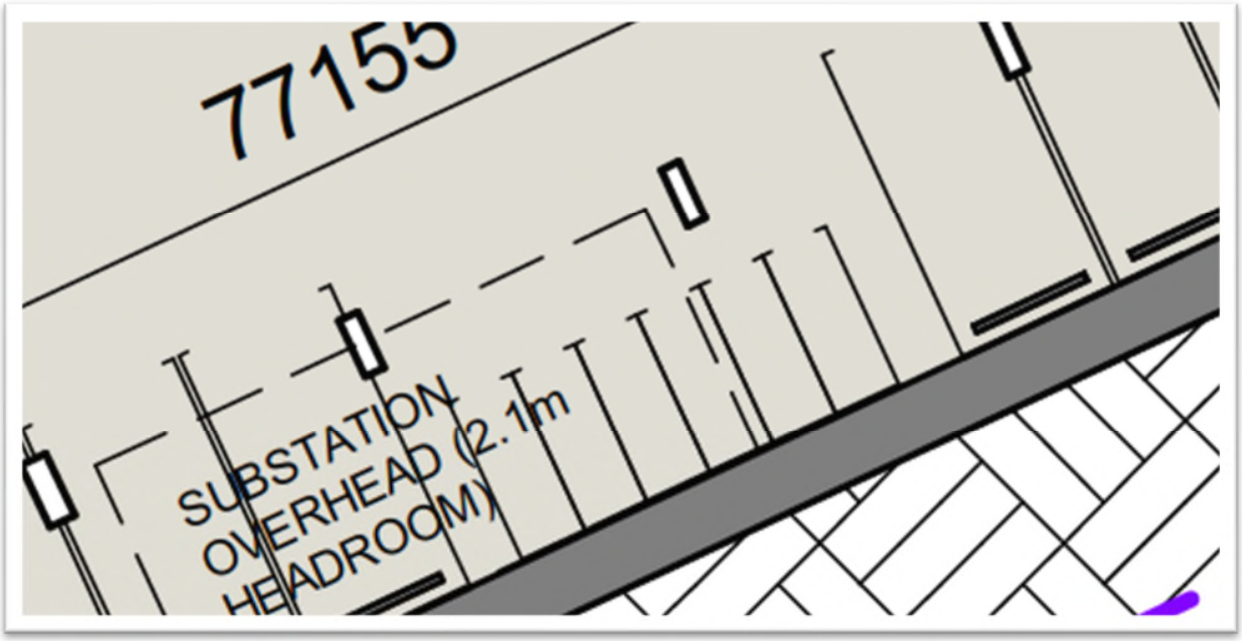
5.2 Issue

Location

Drawing PRL-HJL-ZZ-B1-DR-A-0010A Rev P2, Residents Car Park in Basement & Cycle Parking.

Issue

There is a structural column to the rear of a motorcycle parking space. It may be difficult to access/egress from this space when the adjacent spaces are occupied.



Recommendation

It is recommended that suitable access be provided to all parking spaces.

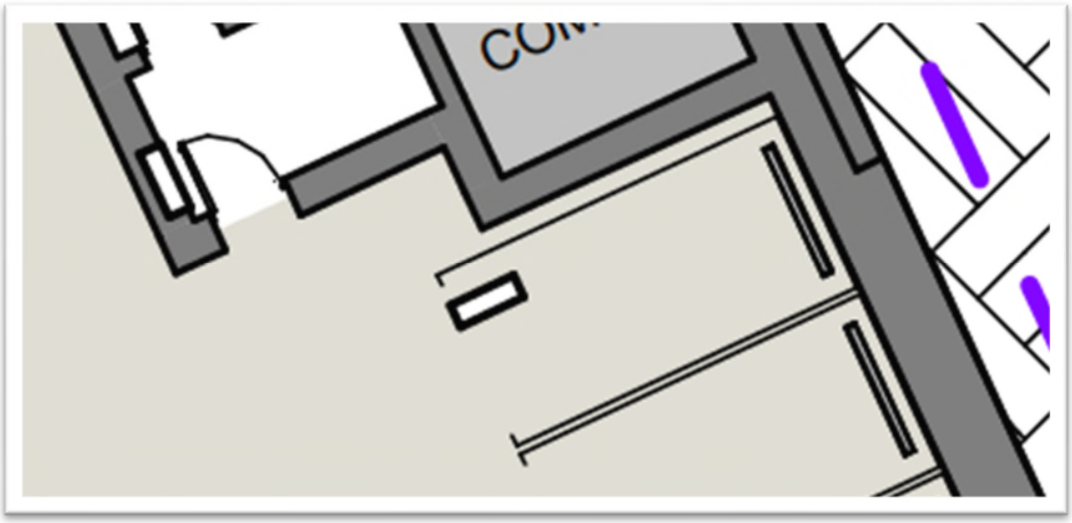
5.3 Issue

Location

Drawing PRL-HJL-ZZ-B1-DR-A-0010A Rev P2, Residents Car Park in Basement & Cycle Parking.

Issue

There is a structural column located in the parking space beside the comms room at the eastern perimeter of the car park. This space may only be usable by a motorcycle.



Recommendation

It is recommended that the space be discounted as a car parking space or that the column be relocated.

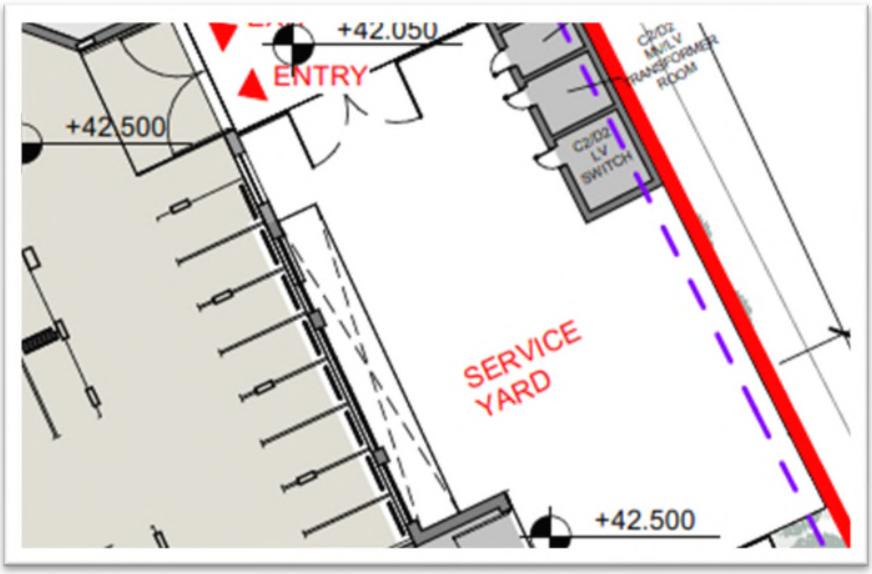
5.4 Issue

Location

Drawing PRL-HJL-ZZ-B1-DR-A-0010A Rev P2, Service Yard.

Issue

It is unclear if there is enough space for service vehicles to turn in the service yard.



Recommendation

It is recommended that a swept path analysis be carried out for the largest vehicles (including refuse vehicles) expected to use the service yard.

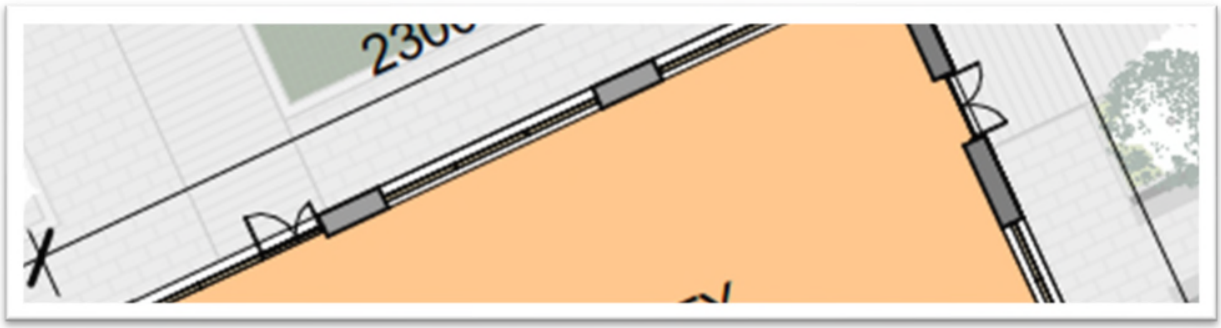
5.5 Issue

Location

Drawing PRL-HJL-ZZ-B1-DR-A-0011A Rev P1, Plaza area.

Issue

There are many opening out doors onto the pedestrian routes in the plaza area. Without adequate warning these could be hazards for blind or partially sighted pedestrians.



Recommendation

It is recommended that adequate tapping rails etc. are provided and doors that can opened inwards (and in compliance with Building Regulations) should do so.

6.0 Items Raised in This Stage 1 Quality Audit – Walking Audit.

No additional items identified.

7.0 Items Raised in This Stage 1 Quality Audit – Cycling Audit

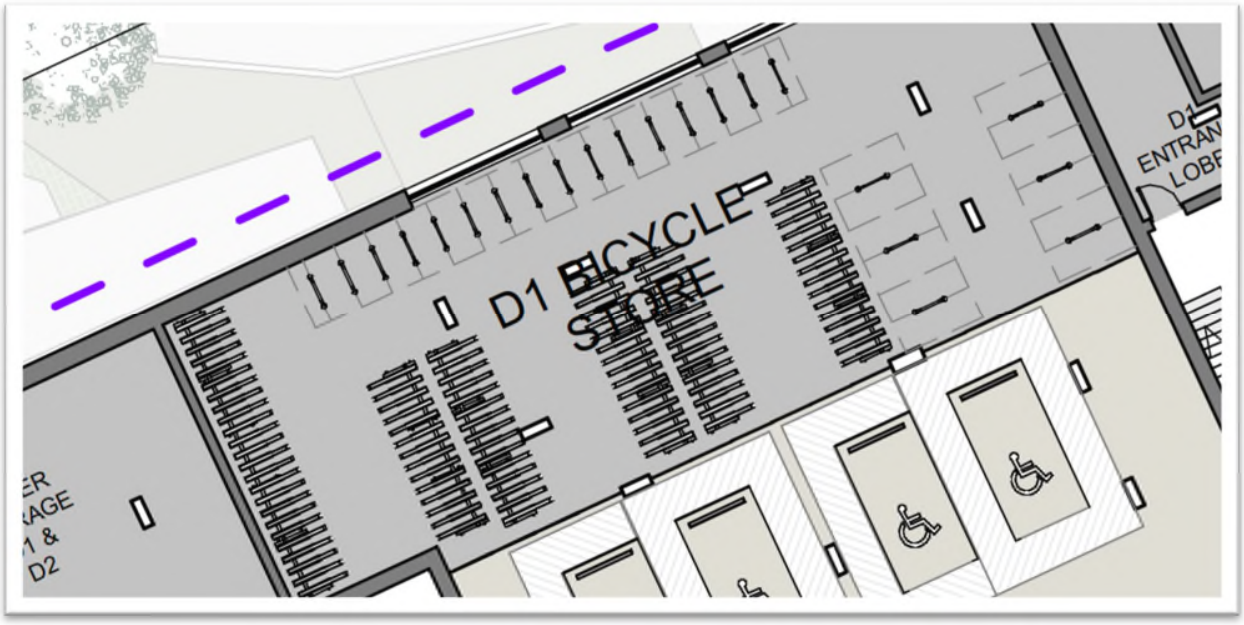
7.1 Issue

LOCATION

Drawing PRL-HJL-ZZ-B1-DR-A-0010A Rev P2, Residents Car Park in Basement & Cycle Parking.

ISSUE

Some structural columns appear to be in the way of accessing bicycle in the storage area. This may lead to damage to bicycles injury to cyclist



RECOMMENDATION

It is recommended that the cycle parking layout takes into account the location of the structural columns.

8.0 Audit Statements.

Road Safety Audit Statement

We certify that we have examined the information provided and the site. The examination has been carried out with the sole purpose of identifying any features of the design which 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. 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.

Quality Audit Statement

We certify that we have carried out this audit in accordance with DMURS for those areas independent of the Design team.

Norman Bruton **Signed:** _____

(Audit Team Leader) **Dated:** ___18-9-2026_____

Owen O'Reilly **Signed:** _____

(Audit Team Member) **Dated:** ____18-9-2026_

Appendix A

List of Material Supplied for this Road Safety Audit & Quality Audit

Drawing PRL-DBFL-ZZ-ZZ-DR-C-1200 Roads Layout
Drawing PRL-HJL-ZZ-00-DR-A-0011A-Site Layout Plan - Level 00 - Proposed
Drawing PRL-HJL-ZZ-B1-DR-A-0010A-Site Layout Plan - Basement Level Proposed
Drawing 260024-X-90-X-XXX-RP-DBFL-CE-0001_P3.1 WIP

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Appendix B

Feedback Forms (Road Safety Audit & Quality Audit)

SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT

Scheme: Royal Liver, Phase 2
Stage: 1 Road Safety Audit
Date Audit (Site Visit) Completed: 6-2-2026

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)
4.1	Yes	Yes		
4.2	Yes	Yes	The proposals along Old Naas Road include the introduction of a central hatched area (with the occasional physical raised island) within which two right turning pockets / lanes are provided to service the masterplans two vehicle access junctions . As a result, it is not anticipated that eastbound vehicles will ever need to utilize the westbound general traffic lane (such as overtaking maneuvers etc.) . As a result, even with a vehicle parked in the nearest kerb side parallel bays; visibility splays to the left of exiting vehicle drivers at the Phase 2 site access junction have been safeguarded as follows; • Y-distance of 65m to the centre of the westbound lane (1.65 in from the kerb edge). • Y-distance in excess 65m to the southern edge of the right turn lane road markings, and • Y-distance of in excess 65m to the southern edge of the eastbound lanes road markings For the adopted 50 kph design speeds these Y-distance values exceed the minimum 45m required by DMURS	Yes
4.3	Yes	Yes		
4.4	Yes	Yes		
4.5	Yes	Yes	Addressed at Detailed Design Stage	Yes

Signed……. **Date** 17th September 2026
Design Team Leader

Signed…… **Date**……18-9-2026…
Audit Team Leader

Signed…… …….. **Date**: 18th September 2026
Employer/Developer

QUALITY AUDIT FORM – FEEDBACK ON QUALITY AUDIT REPORT

Scheme: : Royal Liver, Phase 2

Quality Audit- Stage 1
Date Audit (site visit) 6-2-2026

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)
5.1	Yes	Yes	Subject car parking bay and adjoining 2 no. motorcycle bays are to be swapped to ensure sufficient width is provided to all parking spaces	Yes
5.2	Yes	Yes	Shift two motorcycle spaces circa 400mm to right to facilitate access requirements	Yes
5.3	Yes	Yes	Column relocated	Yes
5.4	Yes	Yes		
5.5	Yes	Yes	Addressed at Detailed Design Stage	Yes
7.1	Yes	Yes		

Signed..... **Date:** 17th September 2026
Design Team Leader

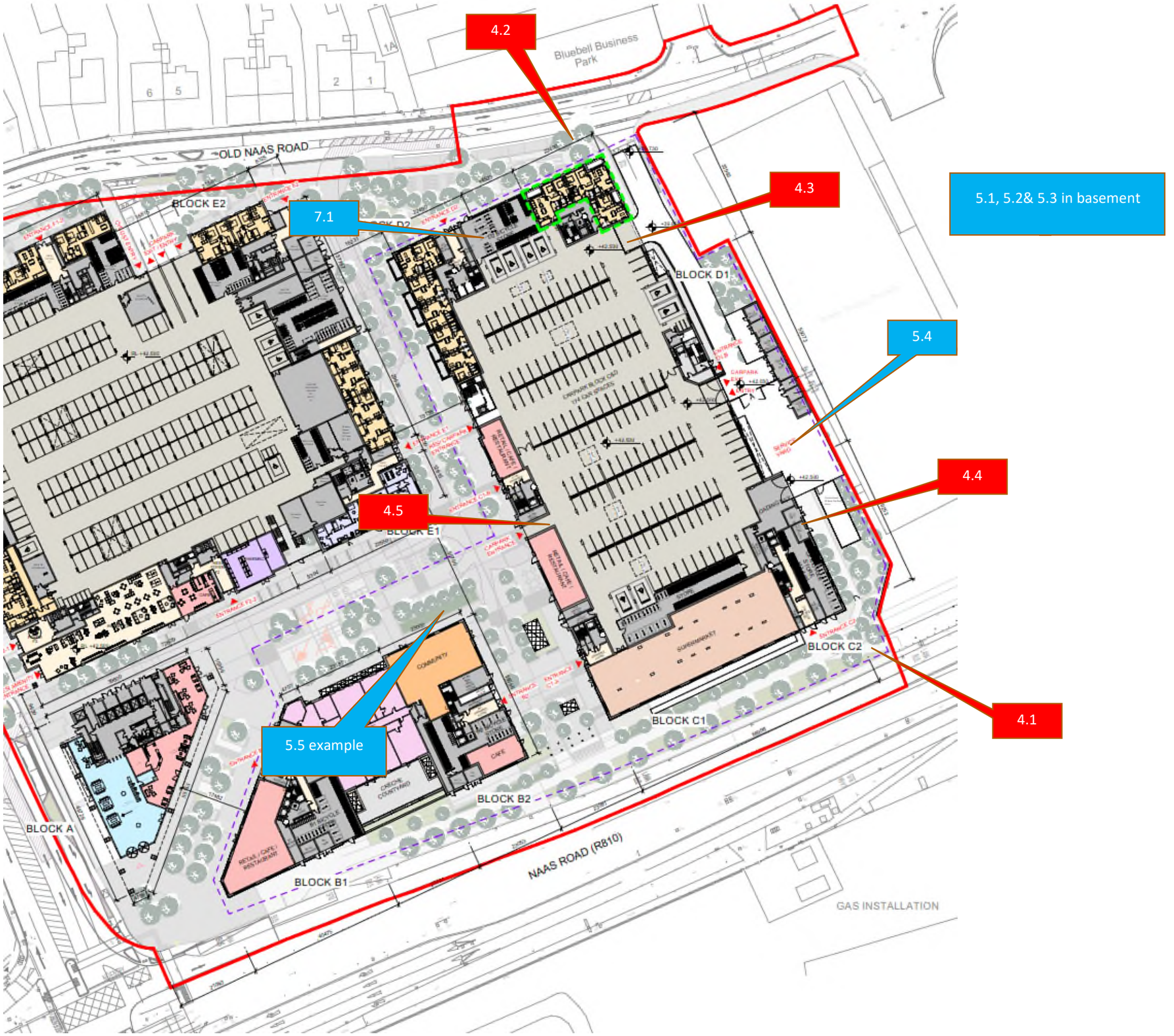
Signed... ... . **Date**: …18-9-2026
Audit Team Leader

Signed..... **Date**: 18th September 2026

Employer/Developer

Appendix C

Problem Location Plan.


4.2
4.3
5.1, 5.2& 5.3 in basement
7.1
5.4
4.4
4.5
5.5 example
4.1
OLD NAAS ROAD
Bluebell Business Park
BLOCK E2
BLOCK D1
BLOCK E1
BLOCK C2
BLOCK C1
BLOCK B2
BLOCK B1
BLOCK A
NAAS ROAD (R810)
GAS INSTALLATION