



DMURS Report, including DMURS Statement of Consistency

Proposed Development at New Road, Donabate, Co. Dublin

April 2024

Waterman Moylan Consulting Engineers Limited

Block S, East Point Business Park, Alfie Byrne Road, Dublin D03 H3F4
www.waterman-moylan.ie

Client Name: Fingal County Council
Document Reference: 23-129r.004 DMURS Report
Project Number: 23-129

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015 and BS EN ISO 14001: 2015)

Issue	Date	Prepared by	Checked by	Approved by
1	04 April 2024	Lai Shan Lai	Mark Duignan	Mark Duignan
2	04 April 2024	Lai Shan Lai	Mark Duignan	<i>Mark Duignan</i>

Comments

Disclaimer

This report has been prepared by Waterman Moylan, with all reasonable skill, care, and diligence within the terms of the Contract with the Client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the Client.

We disclaim any responsibility to the Client and others in respect of any matters outside the scope of the above.

This report is confidential to the Client, and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.

Content

- 1. Introduction1**
 - 1.1 Background of Report1
 - 1.2 Site Location and Description1
- 2. Roads and Transport Network3**
 - 2.1 Existing Road Layout3
 - 2.2 Proposed Road Layout3
- 3. Design Manual for Urban Roads and Streets (DMURS).....5**
 - 3.1 Background5
 - 3.2 DMURS: Statement of Design Consistency5
 - 3.3 Creating a Sense of Place5
 - 3.4 Key Design Principles8
 - 3.5 Traffic and Transport Assessment.....10
- 4. Quality Audit11**

Figures

- Figure 1 | Site Location Map2**
- Figure 2 | Road Network and Public Transport Infrastructure3**
- Figure 3 | Extract from DMURS Figure 4.76 Showing Parking Bay Dimension7**
- Figure 4 | Extract from DMURS Figure 4.69.....9**

Appendices

- A. Quality Audit

1. Introduction

1.1 Background of Report

This DMURS Report has been prepared by Waterman Moylan as part of the design documentation for a proposed residential development of the lands adjacent to and north of New Road, Donabate, Co. Dublin.

This report assesses the guidelines and design criteria as set out by the Design Manual for Urban Roads and Streets (DMURS) and illustrates how the proposed development is in accordance with such. Also included in this report is the Quality Audit, which also comprises a Road Safety Audit. This Quality Audit has been undertaken independently by Bruton Consulting Engineers.

The development is proposed at this site of 4.72 hectares at New Road, Donabate, Co. Dublin. The site is generally bound by: a site which is currently being developed to the north; Lanestown View residential development to the east; New Road and existing residential dwellings fronting same to the south; and Saint Patrick's Park residential development to the west. The site includes: part of New Road for road junction, cycle track, footpath and water service connection works; and part of the site to the north for water service connection works.

The proposed development will principally comprise the construction of 175 No. residential dwellings (123 No. houses and 52 No. apartments) and a single-storey crèche of 365 sqm (with outdoor play area and external stores). The 123 No. houses, which are part-1-/part-2-storey and 2-storey in height, include 30 No. 2-bed units, 82 No. 3-bed units and 11 No. 4-bed units. The 52 No. apartments include 26 No. 1-bed units, 20 No. 2-bed units and 6 No. 3-bed units and are contained in a single block ranging in height from 1 No. to 4 No. storeys.

The development will also include the following: 2 No. new multi-modal entrances/exits at New Road; 2 No. multi-modal connections to existing and under construction residential developments to the east and north respectively; cycle track and footpath along New Road; 139 No. car parking spaces; 4 No. set down bays; 6 No. motorcycle parking spaces; cycle parking; hard and soft landscaping, including public open space, communal amenity space and private amenity spaces (which include gardens, balconies and terraces facing all directions); boundary treatments; 1 No. sub-station; bin stores; lighting; PV panels atop houses; green roofs, PV panels, lift overruns and plant atop the apartment block; green roofs and PV panels atop the crèche building; and all associated works above and below ground.

1.2 Site Location and Description

The site is located at New Road, Donabate, Co. Dublin, which forms its southern boundary, and is c. 140m west of the R126. It is bound to the west by the St. Patrick Park residential development, to the north by the Ballymastone residential development which is currently under construction and separated by a ditch system, and to the east by the existing Lanestown View residential development.

The site is approx. 4.72ha in area and is currently greenfield in nature.

Topographically, the site is relatively flat, and has a high point of 9.11m OD at the site boundary on the back of footpath on the north side of New Road approx. 24m west of the existing site entrance. The site typically slopes down to the northwest and has a low point of 7.39m OD, approx. 35m east of the northwestern site boundary.

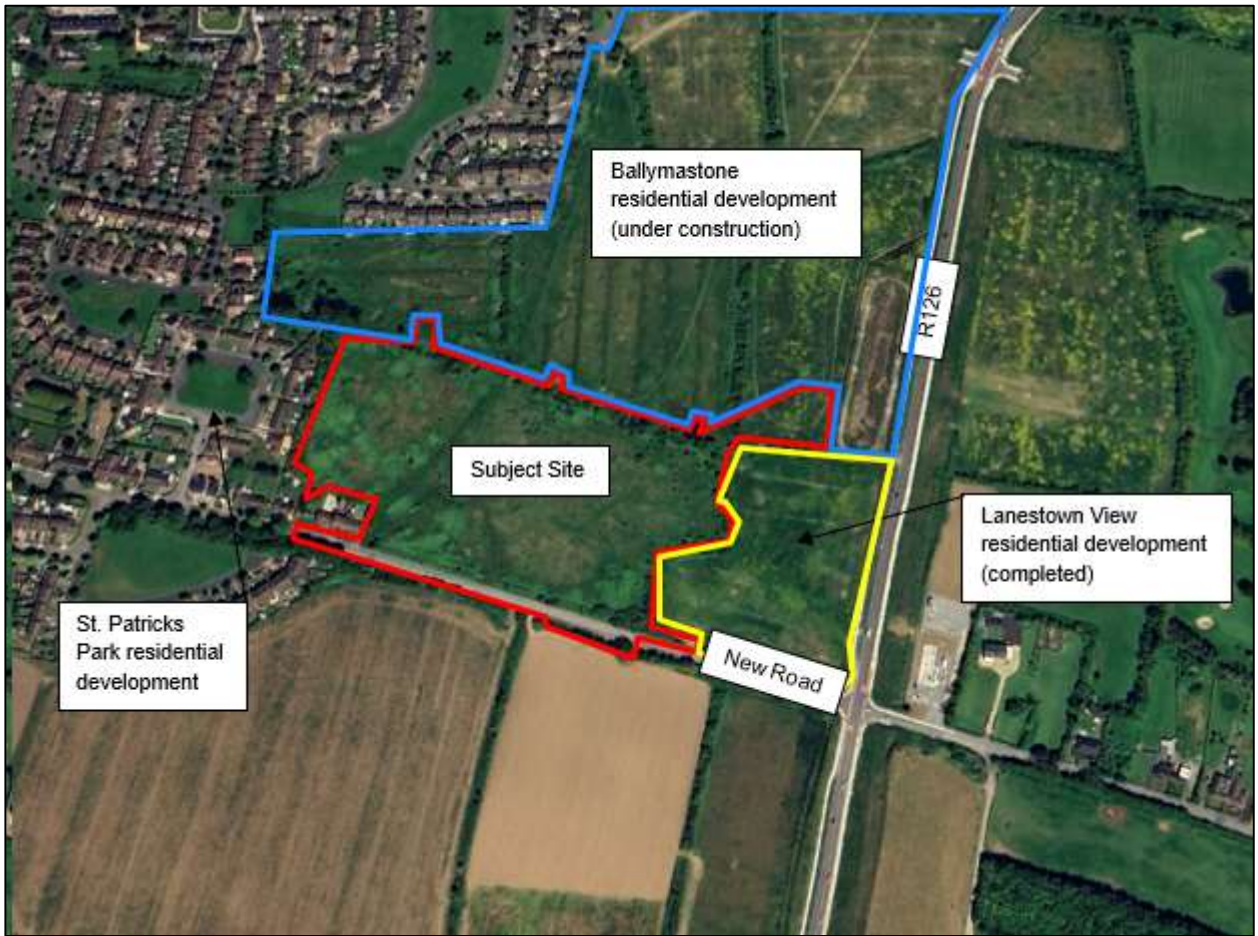


Figure 1 | Site Location Map

The development includes all associated site works, boundary treatments, drainage, and service connections.

2. Roads and Transport Network

This section provides an overview of the existing and proposed road and transportation network in the vicinity of the site. A comprehensive Traffic and Transport Assessment and Travel Plan have been prepared by Waterman Moylan in accordance with the requirements of the Traffic and Transport Assessment Guidelines published by National Roads Authority in May 2014 and accompanies this submission under separate covers.

2.1 Existing Road Layout

New Road (L2170 – also known as Balcarrick Road) forms the southern site boundary. It is a 2-lane carriageway running east-west, with Donabate beach c 1.8km to the east and the Donabate town Rail station C. 0.7km to the west. New Road has a typical width of 5.6m to 6.3m fronting the subject site, narrowing to the west as it approaches the existing residential developments on the outskirts of Donabate town. New Road has a posted speed limit of 50kph fronting the subject site. There is a pedestrian footpath, with a typical width of 2m, fronting the subject site on New Road. The footpath extends along the entirety of New Road on its northern side from Donabate Village to Donabate beach.

New Road's Junction with the R126 is located c. 0.14km to the east of the subject site. The R126 serves Portrane c. 2.2km to the northwest and is connected to the M1 at Junction 4 c. 4.25km to the southwest. The R126 is a 2-lane carriageway and has pedestrian footpaths, dedicated cycle lanes and shared pedestrian and cyclist paths on both sides of the carriageway, extending from its junction with New Road to the north for c. 1.5km and to the south for c. 2.2km.



Figure 2 | Road Network and Public Transport Infrastructure

2.2 Proposed Road Layout

The site is proposed to be accessed from 2 No. new vehicular entrances from New Road with 6m radii. A proposed cycle lane and footpath front New Road in accordance with the Cycle Design Manual (CDM). Vehicular connectivity is further proposed to the Ballymastone residential development, currently under construction, adjacent to the North Road.

Internally the road layout is comprised of 2-lane local access roads with a carriageway width of 5m to 5.5m, and 5m radii bends. 2m pedestrian footpaths are provided on both sides of the development for the majority. Additional pedestrian routes through open green space have been provided along desire lines and for amenity with dropped kerbs and tactile paving as required.

There are 3 No. Homezone areas – one on the Northern Road 1, on Western Road 2 and on Eastern Road 7. The Homezones have entry treatment in the form of a ramp-up and tighter entrance radii to a shared vehicular, pedestrian and cyclist area which is composed of a different material colour and texture to the main access roads to further advise motorists of the change in priority. These homezones are short lengths of road with no delineation, no horizontal deflection/kerbs and are located at the end of cul-de-sacs which further reduce vehicular speeds to 20kph or lower at these locations.

The road layout is shown in the following drawing numbers: P050 Road Surfacing Layout, Road Layout & Levels Drawings P100, Road Cross Sections Drawing P115 & Road Construction Details P190, included as part of the design package.

3. Design Manual for Urban Roads and Streets (DMURS)

3.1 Background

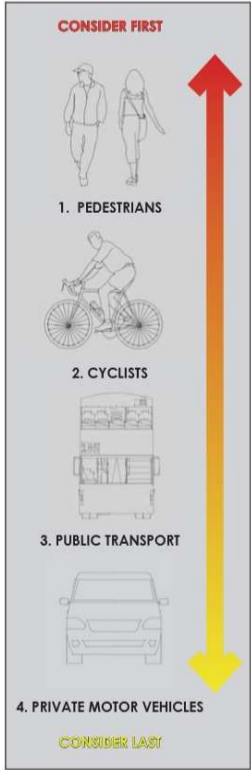
The stated objective of DMURS is to achieve better street design in urban areas. This will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant. It will lower traffic speeds, reduce unnecessary car use, and create a built environment that promotes healthy lifestyles and responds more sympathetically to the distinctive nature of individual communities and places. The implementation of DMURS is intended to enhance how we go about our business, how we interact with each other, and have a positive impact on our enjoyment of the places to and through which we travel.

3.2 DMURS: Statement of Design Consistency

Waterman Moylan Consulting Engineers considers that the proposed road and street design is consistent with the principles and guidance outlined in the Design Manual for Urban Roads and Streets (DMURS). Outlined below are some of the specific design features that have been incorporated within the proposed scheme with the objective of delivering a design that is in compliance with DMURS.

3.3 Creating a Sense of Place

Four characteristics represent the basic measures that should be established in order to create people friendly streets that facilitate more sustainable neighbourhoods. These characteristics are connectivity, enclosure, active edges, and pedestrian activities/facilities.



Connectivity:

“The creation of vibrant and active places requires pedestrian activity. This in turn requires walkable street networks that can be easily navigated and are well connected.”

In order of importance, DMURS prioritises pedestrians, cyclists, public transport, and private cars. This is illustrated in the adjacent image extracted from DMURS.

The proposed development has been designed with pedestrians and cyclists taking precedence over other modes of transport. In this regard, footpaths are provided throughout the development with regular pedestrian crossings along anticipated desire lines. Footpaths within the development will be 2m wide at minimum, which is wide enough to allow 2 wheelchairs to pass each other without inconvenience. Vehicular access to the site is via the entrance from New Road.

Pedestrian crossings have been designed to allow pedestrians to cross the street at grade. ‘Home-zones’ are proposed, which provide a safe space for residents, pedestrians, and cyclists with the dominance of cars reduced. Homezones are similar in design to shared surface style streets but located in residential areas. These can be viewed on the Proposed Surfacing Layout drawing. This drawing indicates the proposed home zones and also identifies the location of pedestrian crossings. All crossings will utilise tactile paving and drop kerbing to facilitate safe crossings at grade, and have been located on elevated road surfaces, such as

raised tables and home-zones. These elevated road surfaces can only be accessed by car via a ramp, which is one of many safety measures implemented throughout the development, and in line with the recommendations of DMURS, to reduce the speed of vehicles. These elevated road surfaces will be of a different colour, and potentially texture, the exact composition of which is to be agreed with Fingal County Council, to further make motorists aware of the change of user priority, this being a change from a vehicle priority road to a pedestrian priority surface.

As noted earlier in Section 2.2, DMURS sets out the key condition for the designers when design of any shared surface is that drivers, upon entering the street, recognise that they are in a shared space and react by driving very slowly (i.e. 20km/h or less). To ensure this, the designers should use a variety of materials and finishes that indicate that the carriageway is an extension of the pedestrian domain such as paving as stated in Section 4.2.6. of DMURS, the total carriageway width on local streets where a shared surface is provided should not exceed 4.8m as stated in Section 4.4.1 of DMURS, and for the use of landscaped refuge zones allowing pedestrians to step out of the way to let cars pass as stated in Section 4.3.4 of DMURS.

For Homezones, there should be no delineation on the carriageway between vehicular space and pedestrian space as this is counterpoint to the principle of a Homezones, as the legibility of the space would not be clearly defined for all road users.

DMURS notes that cul-de-sacs should not dominate residential layouts, and their use should be limited. In particular, the number of walkable/cyclable routes between destinations should be maximised. The proposed 3 No. homezones are cul-de-sacs and restrict vehicular passage but do not interfere with pedestrian and cyclist permeability as their passage is facilitated via footpath connectivity to other locations. The proposed cul-de-sacs are safe, with clear, open sightlines and passive surveillance.

Enclosure:

“A sense of enclosure spatially defines streets and creates a more intimate and supervised environment. A sense of enclosure is achieved by orientating buildings towards the street and placing them along its edge. The use of street trees can also enhance the feeling of enclosure.”

The proposed development has been designed with residential units overlooking streets and pedestrian routes throughout. High quality landscaping and tree planting are proposed throughout the scheme which creates a definitive sense of place. Road widths are generally 5.5m to 6m throughout the development and ensure that a strong sense of enclosure is achieved on residential roads.

Active Edge:

“An active frontage enlivens the edge of the street creating a more interesting and engaging environment. An active frontage is achieved with frequent entrances and openings that ensure the street is overlooked and generate pedestrian activity as people come and go from buildings.”

As stated in Section 2.2.1 of DMURS, an active frontage enlivens the edge of the street, creating a more interesting and engaging environment. An active frontage is achieved with frequent entrances and openings. Section 3.4.1 of DMURS further notes that designers should avoid the creation of Dendritic networks, which place heavy restrictions on movement.

The provision of pedestrian crossings will encourage and facilitate pedestrian and cyclist activity. The proposal includes strategically placed raised tables, which will promote lower vehicular speeds while enabling pedestrians to cross the street at grade, in accordance with Section 4.4.7 of DMURS.

There are a number of advantages to more permeable networks in regard to the management of traffic and vehicle speeds. Drivers are more likely to maintain lower speeds over shorter distances than over longer ones. Since drivers are able to access individual properties more directly from Access/Link streets (where speeds are more moderate), they are more likely to comply with lower speed limits on Local streets, as stated in Section 3.4.1 of DMURS.

Section 4.4.7 of DMURS recommends the use of horizontal and vertical deflections on straights where there is more than 70m between junctions. The internal road network of the proposed development has been designed by the Civil Engineers in conjunction with the Architects so as to ensure that this distance of 70m has not been exceeded through the development, or where longer than 70m that a suitable deflection has been introduced. On-street parking separates pedestrians from the vehicle carriageway and, as per DMURS Section 4.4.9, can calm traffic by increasing driver caution, contribute to pedestrian comfort by providing a buffer between the vehicular carriageway and footpath and provide good levels of passive security.

On-street parking has been designed at selected locations to implement the DMURS recommendation. The minimum standard of parallel parking should be 4.2m width and the minimum standard of vertical parking should be 4.8m-5m width as illustrated in Figure 4.

The proposed development has been designed with 2.4m wide x 6.0m long for parallel parking and 2.4m wide x 5m long for perpendicular parking with 0.5m buffer.

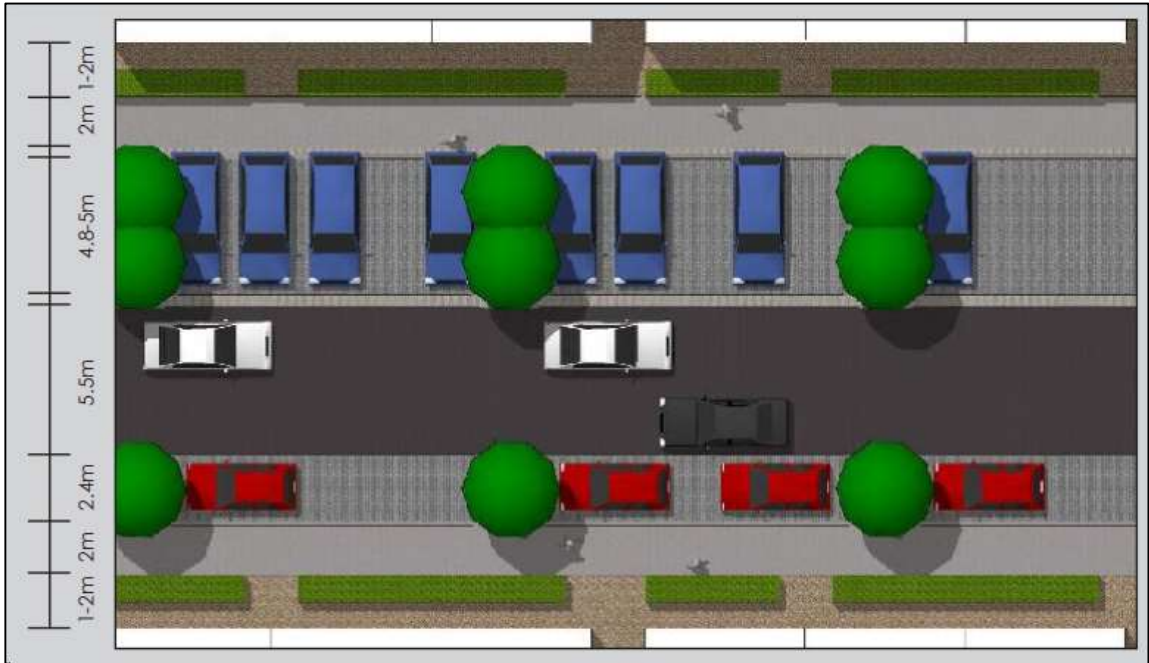


Figure 3 | Extract from DMURS Figure 4.76 Showing Parking Bay Dimension

Suitable sightlines have been provided throughout the development, ensuring that localised planting does not obscure visibility as cars make turning manoeuvres, improving the pedestrian safety at crossing points.

The proposed development has been designed to provide adequate sightlines with 900mm high railings and there will be no planting or walls along New Road which will not obstruct the view for drivers when they are reversing out of these spaces.

Pedestrian Activities/Facilities:

“The sense of intimacy, interest and overlooking that is created by a street that is enclosed and lined with active frontages enhances a pedestrian’s feeling of security and well-being. Good pedestrian facilities (such as wide footpaths and well-designed crossings) also make walking a more convenient and pleasurable experience that will further encourage pedestrian activity.”

As outlined in the items above, the proposed development has been designed to provide excellent pedestrian connectivity, with footpaths providing permeability throughout the site and to the Back Road.

Throughout the site, pedestrian routes are 2m wide which, as mentioned previously, provides adequate space for two wheelchairs to pass one another. DMURS identifies a 1.8m wide footpath as being suitable for areas of low pedestrian activity and a 2.5m footpath as being suitable for low to moderate pedestrian activity. It is considered that a 2m wide footpath is appropriate for the proposed development.

3.4 Key Design Principles

DMURS sets out four core design principles which designers must have regard to when designing roads and streets. These four core principles are set out below together with a commentary establishing how these design principles have been incorporated into the design of the proposed development.

Design Principle 1: Pedestrian Activity/Facilities:

“To support the creation of integrated street networks which promote higher levels of permeability and legibility for all users and in particular more sustainable forms of transport.”

Streets have been designed in accordance with the alignment and curvature recommendations set out in DMURS Section 4.4.6. The road layout is generally orthogonal. Section 3.3.1 of DMURS notes that street networks that are generally orthogonal in nature are the most effective in terms of permeability (and legibility). Staggered junctions along with raised pedestrian tables/crossings at main pedestrian desire lines will encourage reduced driving speeds.

Design Principle 2: Multi-Functional Streets:

“The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment.”

The road hierarchy typically comprises Local Access roads and home-zones. The local access streets comprise of 5.5m to 6m wide carriageways (i.e., 2.75m - 3m wide vehicle lanes) with 2m footpaths.

The proposed home-zones are streets designed primarily to meet the needs of pedestrians, cyclists, children, and residents, where the speeds and dominance of cars is reduced.

It is proposed to utilise a buff-coloured chipping / macadam or similar approved surfacing at home-zones, subject to Fingal County Council Roads and Transportation approval – Fingal County Council Roads and Transportation are currently preparing a Taking-in-Charge manual specifying allowable surface materials. Use of a shared-surface buff coloured chipping/macadam and flush kerb indicates to both drivers and

pedestrians/cyclists that the road is a shared space. As stated in Section 4.4.2 of DMURS, paving materials combined with embedded kerbs can encourage a low vehicle speed shared environment.

Entry treatment to home-zones is provided in the form of a ramp up, which helps announce that a driver is entering into a home-zone. The ramp up and narrowing of the road width is to be in accordance with Figure 4.44 in Section 4.3.3 of DMURS.

It is stated in Section 4.3.4 of DMURS that shared surface streets and junctions are highly desirable where movement priorities are low and there is a high place value in promoting more liveable streets (i.e., home-zones), such as on Local Streets within Neighbourhoods and Suburbs.

Design Principle 3: Pedestrian Focus:

“The quality of the street is measured by the quality of the pedestrian environment.”

The design of the scheme has placed a particular focus on the pedestrian. Connectivity throughout the scheme is heavily weighted towards the pedestrian. There are excellent pedestrian links to New Road and its associated public transport services and amenities.

Raised tables are provided at the internal junctions, which allow pedestrians to continue at grade. The raised tables also promote lower vehicle speeds. Stop signs and road markings will be provided prior to the raised table, to give pedestrians priority.



Figure 4 | Extract from DMURS Figure 4.69

Design Principle 4: Multi-Disciplinary Approach:

“Greater communication and co-operation between design professionals through promotion plan led multidisciplinary approach to design.”

The design of the proposed scheme has been developed through the design team working closely together. The proposed development design is led by Fingal County Council working together with multiple disciplines including Waterman Moylan Consulting Engineers.

Public areas fronting and within the proposed development have been designed by a multidisciplinary design team to accommodate pedestrians and cyclists in accordance with the appropriate principles and guidelines set out in DMURS. In particular the vehicular access and public footways within the remit of the development will incorporate the relevant DMURS requirements and guidelines as set out above.

3.5 Traffic and Transport Assessment

As noted above, a comprehensive Traffic and Transport Assessment, and a Travel Plan, has been prepared by Waterman Moylan and accompanies this submission under separate covers.

4. Quality Audit

Accompanying this report is an independent Quality Audit in accordance with the guidance set out in DMURS.

The Quality Audit, which incorporates a Road Safety Audit, has been undertaken by Bruton Consulting Engineers included as Appendix A.

All accepted recommendations have been incorporated into the proposed internal design. It is proposed to review the requirements for speed ramps / speed table at the entrances to the site on New Road with Fingal County Council Roads department and Road Maintenance department as part of any tie in works onto New Road. The proposed design has incorporated raised pedestrian and cycle crossings at both entrances which will reduce vehicular speeds.

Appendices

A. Quality Audit

**Title: Stage 1 DMURS Quality Audit,
Incl. Stage 1 Road Safety Audit
For;
Proposed Residential Development, New Road, Donabate,
Co. Dublin.**

Client: Waterman Moylan Consulting Engineers.

Date: March 2024

Report reference: 2208R01

VERSION: FINAL (3-4-2024)

Prepared By:

Bruton Consulting Engineers Ltd

Glaspistol

Clogherhead

Drogheda

Co. Louth.

Tel: 041 9881456

Mob: 086 8067075

E: admin@brutonceng.ie

W: www.brutonceng.ie

CONTENTS SHEET

Contents

1.0	Introduction.....	2
2.0	Background.....	3
3.0	Issues Common to More Audits than RSA.....	4
4.0	Items Raised in This Stage 1 Road Safety Audit.....	5
4.1	Problem	5
4.2	Problem	5
4.3	Problem	7
4.4	Problem	7
5.0	Items Raised in This Stage 1 Quality Audit – Accessibility Audit.	8
5.1	Problem	8
5.2	Problem	9
5.3	Problem	10
5.4	Problem	11
6.0	Items Raised in This Stage 1 Quality Audit – Walking Audit.....	12
6.1	Problem	12
7.0	Items Raised in This Stage 1 Quality Audit – Cycling Audit	13
7.1	Problem	13
7.2	Problem	14
8.0	Observations	14
8.1	Observation.....	14
8.2	Observation.....	14
9.0	Audit Statements.....	15
	Road Safety Audit Statement	15
	Quality Audit Statement.....	15
	Appendix A.....	16
	Appendix B.....	17
	Appendix C.....	21

1.0 Introduction

This report was prepared in response to a request from Mr. Mark Duignan, Waterman Moylan Consulting Engineers for for a Stage 1 Quality Audit including Stage 1 Road Safety Audit for a proposed residential housing scheme off New Road in Donabate on behalf of Fingal County Council.

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. OO 1291756

The Audits involved the examination of drawings and other material provided and a site visit by both team members, together, on the 26th of March 2024. 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 December 2017.

The Stage 1 (Preliminary Design) 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 a 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**.

2.0 Background

It is proposed to construct a large residential scheme off New Road in Donabate.

There would be two (simple priority junction) vehicular accesses off New Road plus vehicle connection points to the development to the north and east.

New Road is a single carriageway road which links to the town centre and to the R126 Donabate Distributor Road.

The speed limit is 50km/hr. It is assumed that the speed limit with the development will be 30km/hr.

There is a footpath on the development side and it is proposed to provide a cycle lane along the site frontage along with a new footpath.

The housing units between the two access points will have on-curtilage parking spaces.

The internal roads have a combination of parallel and perpendicular parking. There are also some home zone cul-de-sac roads.

Raised tables are proposed at internal junctions and at uncontrolled/courtesy crossing points for pedestrians.

A creche is proposed at the eastern side of the site including a drop-off zone.

The site location is shown in the map below.



Image courtesy of Openstreetmap.org

3.0 Issues Common to More Audits than 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	✓			

4.0 Items Raised in This Stage 1 Road Safety Audit

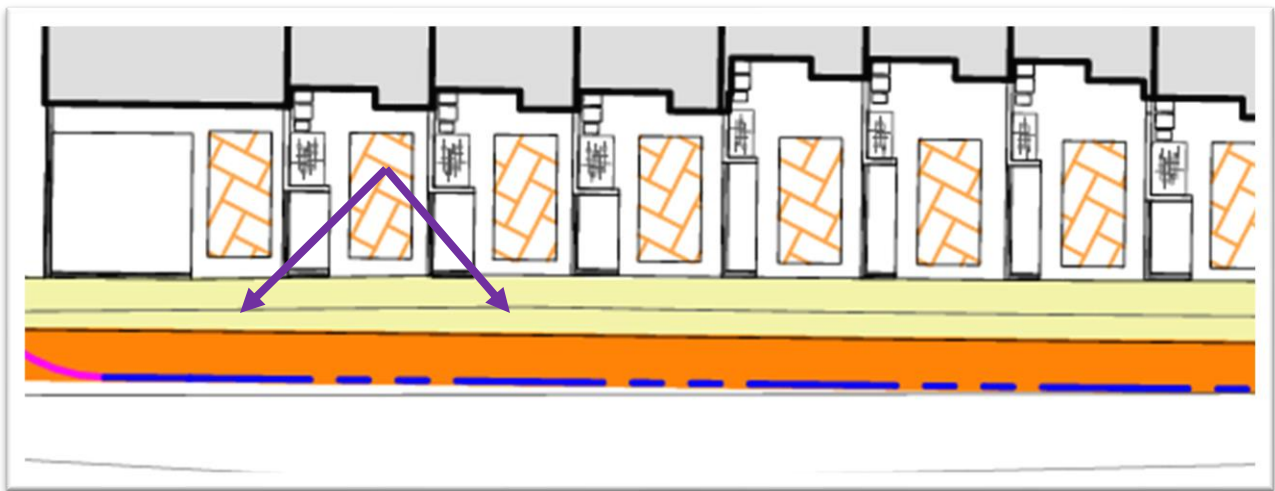
4.1 Problem

LOCATION

Drawing NWR-WMC-ZZ-XX-DR-C-P110 Rev -, New Road.

PROBLEM

It is unclear if reversing drivers from the houses with on-curtilage parking along New Road will have sufficient visibility to crossing pedestrians on the footpath. The storage area/boundary fencing may obstruct visibility.



RECOMMENDATION

It is recommended that suitable visibility be provided for drivers reversing out of these spaces.

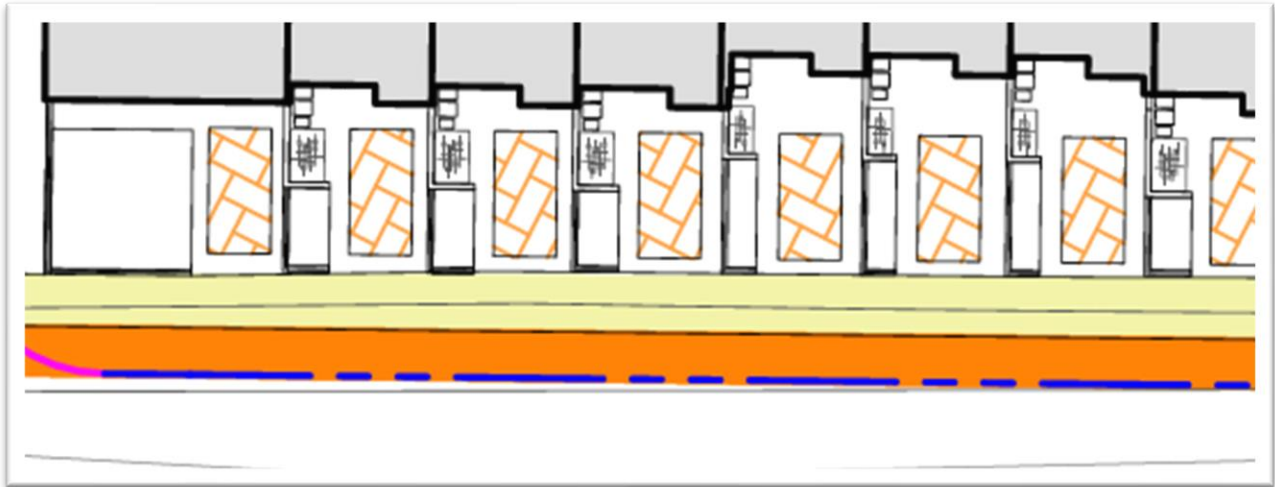
4.2 Problem

LOCATION

Drawing NWR-WMC-ZZ-XX-DR-C-P110 Rev -, New Road.

PROBLEM

On the town centre section of New Road there are traffic calming road humps for 700m. These terminate at the old 50.kmhe gateway signage. The New road alignment to the R126 signalised junction is flat and straight. There is a risk of high speed which could lead to collisions with vehicles reversing out of the on-curtilage parking spaces.



RECOMMENDATION

It is recommended that additional traffic calming features be provided on New road to ensure slow speeds.

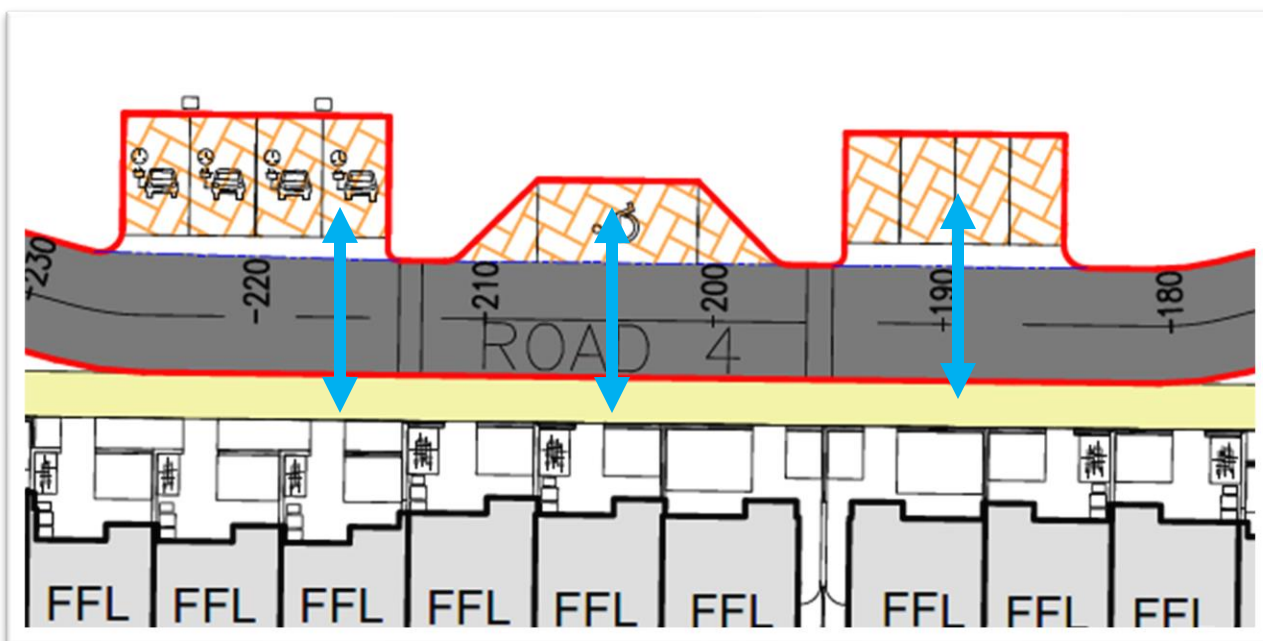
4.3 Problem

LOCATION

Drawing NWR-WMC-ZZ-XX-DR-C-P110 Rev -, Road 4.

PROBLEM

125mm high kerbs are proposed along Road 4 opposite the parking bays. This could lead to inaccessibility for some to the footpath on the opposite side resulting in falls.



RECOMMENDATION

It is recommended that a suitable crossing area with dropped kerbs/raised table be provided.

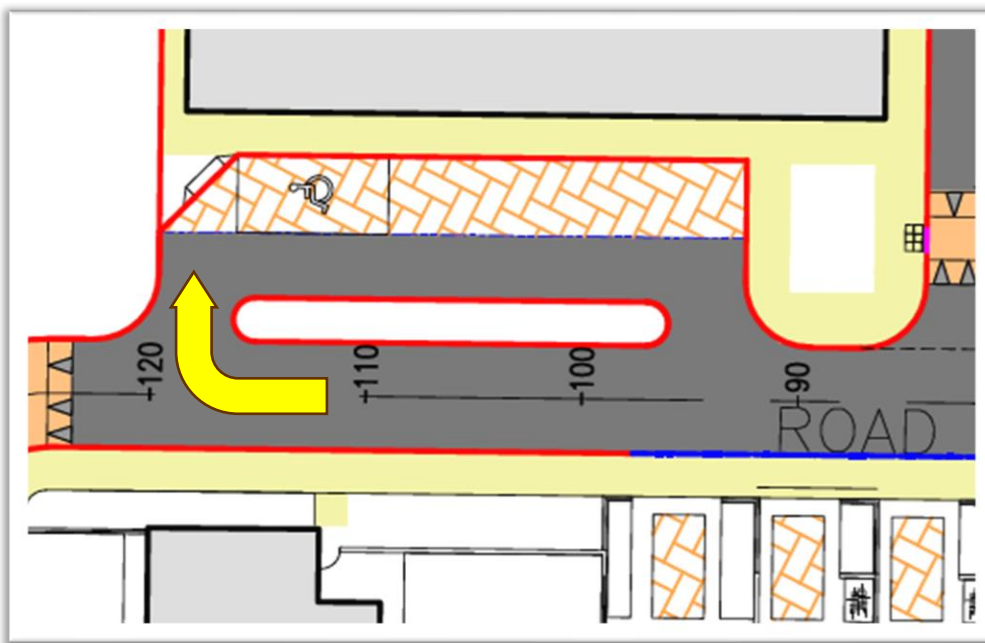
4.4 Problem

LOCATION

Drawing NWR-WMC-ZZ-XX-DR-C-P110 Rev -, Road 4.

PROBLEM

It is unclear if the layout of the set down at the creche can cater for the swept path of cars approaching from Road 4 access from New Road. A lack of space could lead to material damage of vehicles/street furniture or result in drivers from outside the development entering at the western access and travelling unnecessarily through residential areas to get to the creche.



RECOMMENDATION

It is recommended that a swept path analysis be carried out for large family cars to ensure the layout is able to accommodate the manoeuvre.

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

5.1 Problem

LOCATION

Drawing NWR-WMC-ZZ-XX-DR-C-P110 Rev -, Road 1

PROBLEM

There is no connection to the development at the north for pedestrians or cyclists at the end of Road 1. This reduces the permeability of the adjacent developments



RECOMMENDATION

It is recommended that the potential to create a pedestrian/cyclist link be explored.

5.2 Problem

LOCATION

Drawing NWR-WMC-ZZ-XX-DR-C-P110 Rev -, Road 4

PROBLEM

There is no hard standing area shown adjacent to the electric vehicle charging spaces. This may lead to users having to walk in a grassed areas or travel over kerbs when using the charging units.



ST 1RSA & QA—NEW ROAD DONABATE
WM

RECOMMENDATION

It is recommended that suitable hard standing be provided.

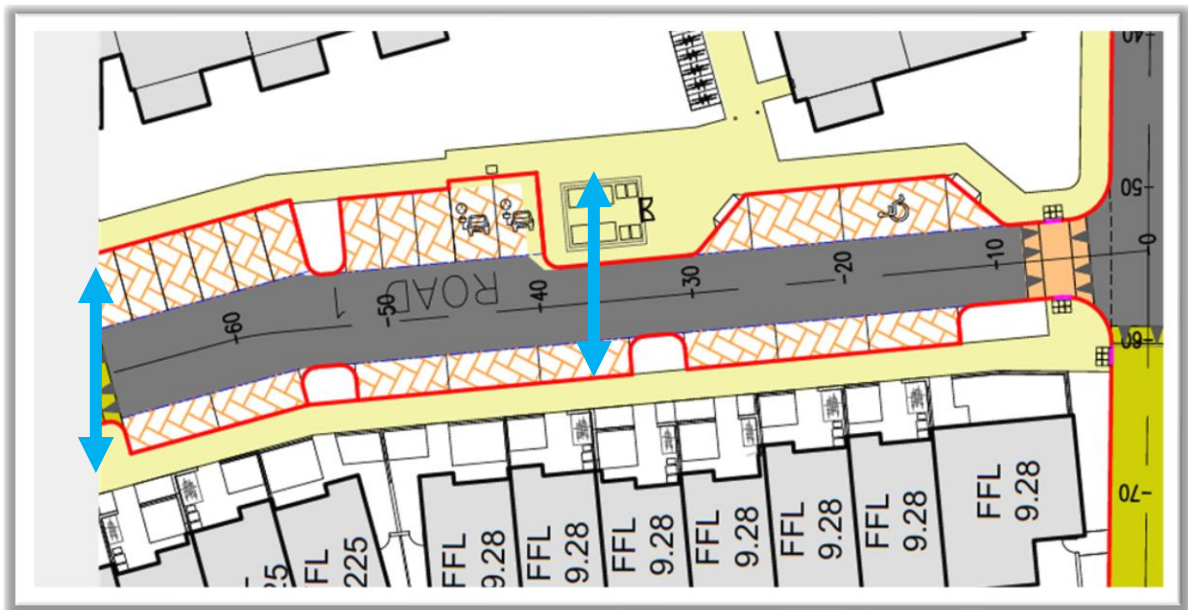
5.3 Problem

LOCATION

Drawing NWR-WMC-ZZ-XX-DR-C-P110 Rev -, Road 1

PROBLEM

It is proposed to have high kerbs on both sides of Road 1 for a long distance. There will however be pedestrian desire lines to cross.



RECOMMENDATION

It is recommended that suitable crossing points be provided to allow accessibility for all.

ST1RSA & QA—NEW ROAD DONABATE
WM

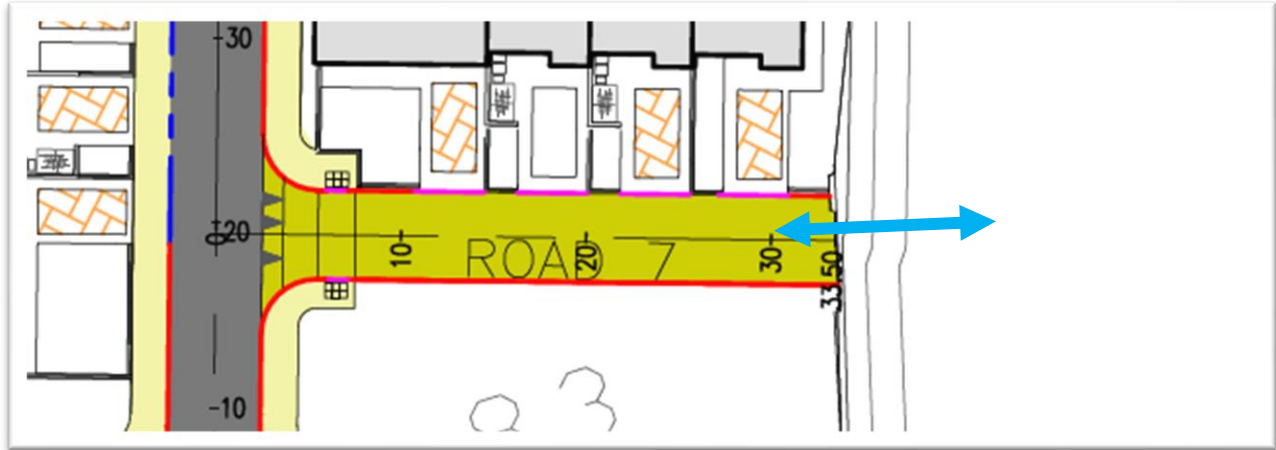
5.4 Problem

LOCATION

Drawing NWR-WMC-ZZ-XX-DR-C-P110 Rev -, Road 7

PROBLEM

It is unclear if there is to be a vehicular or pedestrian/cyclist link from the end of Road 7 to the corresponding cul-de-sac in the adjacent development to the east.



RECOMMENDATION

It is recommended that a pedestrian/cyclist link be provided to increase permeability.

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

6.1 Problem

LOCATION

Drawing NWR-WMC-ZZ-XX-DR-C-P110 Rev -, Road 6

PROBLEM

There is no southern footpath shown on Road 6. There is however a southern footpath in the connecting development. A discontinuity in the footpath could lead to slips and falls in the grassed areas.



RECOMMENDATION

It is recommended that a continuous footpath be provided.

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

7.1 Problem

LOCATION

Drawing NWR-WMC-ZZ-XX-DR-C-P110 Rev -, Apartment Block.

PROBLEM

It is proposed to provide two areas of bicycle parking at the apartment block. It is unclear what route cyclists at the western side are intended to take to get to the parking and if they will share space with pedestrians.



RECOMMENDATION

It is recommended that suitable space (width) be provided for cyclists to get from on-road cycling to the parking spaces.

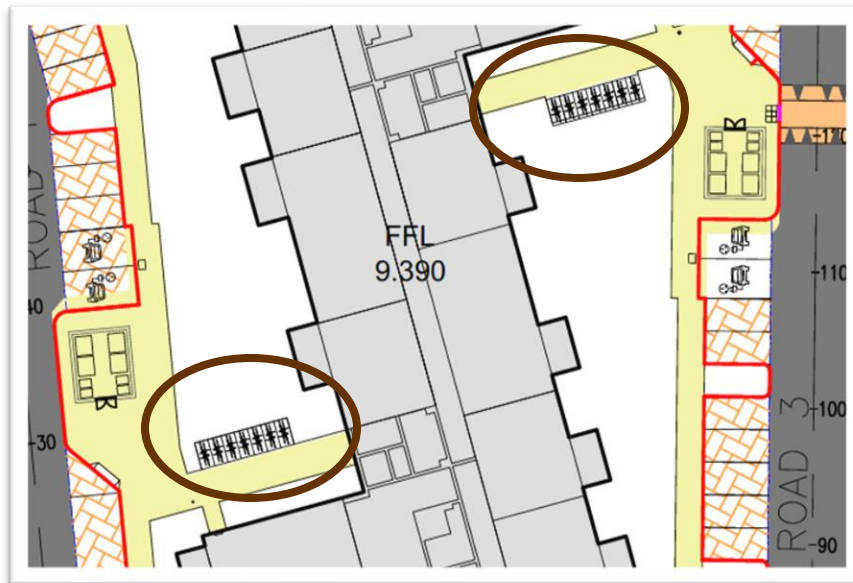
7.2 Problem

LOCATION

Drawing NWR-WMC-ZZ-XX-DR-C-P110 Rev -, Apartment Block.

PROBLEM

It is unclear if the proposed bicycle parking areas are to be covered. Open bicycle parking leads to wet bicycles and less favorable conditions for users to switch from car to bicycle.



RECOMMENDATION

It is recommended that sheltered and secure bicycle parking be provided.

8.0 Observations

8.1 Observation

It is assumed that suitable transition kerbs will; be provided between the full height kerbs and the lower vehicular and flush kerbs.

8.2 Observation

A lighting column will need to be relocated at the eastern tie in on new Road.



9.0 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: *Norman Bruton*

(Audit Team Leader)

Dated: 4-4-2024

Owen O'Reilly

Signed: *Owen O'Reilly*

(Audit Team Member)

Dated: 4-4-2024

Appendix A

List of Material Supplied for this Road Safety Audit and Quality Audit;

- Drawing NWR-WMC-ZZ-XX-DR-C-P110 Rev -,
- Drawing NWR-WMC-ZZ-XX-DR-C-P100 Rev -,

Appendix B

Feedback Forms (Road Safety Audit & Quality Audit)

SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT

Scheme: Residential Development, New Road, Donabate

Stage: 1 Road Safety Audit

Date Audit (Site Visit) Completed: 26-03-2024

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	We confirm the front garden boundaries are 900mm high railings which will not obstruct the view.	
4.2	Yes	Yes	We now propose 2 new raised tables, one at each entrance to the site on New Road to ensure slow speeds.	
4.3	Yes	Yes	We now propose 3 No. dropped kerbs.	
4.4	Yes	Yes	Swept path analysis is carried out for large family cars. Please refer to the attached P151 drawing. We are now proposed no U-turn signage.	

Signed *Mark Duignan*
Design Team Leader

Date 04-04-2024

Signed *Norman Bowton*
Audit Team Leader

Date 4-4-2024

Signed *[Signature]* (on behalf of FCC Housing Dep)
Employer

Date 04/04/2024

QUALITY AUDIT FORM – FEEDBACK ON QUALITY AUDIT REPORT

Scheme: Residential Development, New Road, Donabate

Quality Audit- Stage 1

Date Audit (site visit) 26-03-2024

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	Please refer to the attached Landscape Drawing Layout. There are now two footpaths on the northern side of the open space and a main road that are connecting to the development to the north. We note that these connection points have been co-ordinated with the development to the north which is already under construction.	
5.2	Yes	Yes	Please refer to the attached Landscape Drawing Layout. We have requested the Landscape Architect to remove the hedge around electric vehicle spaces to allow pedestrians to access the footpath.	
5.3	Yes	No	Please refer to the attached Landscape Drawing Layout. Pedestrian at the start Cul-de-sac is 35m away. We do not require another at chainage 32 as it is a quiet neighborhood cul-da-sac.	Yes
5.4	Yes	Yes	We now propose pedestrian connectively from Road 7 to the adjacent development footpath.	
6.1	Yes	Yes	We now propose the northern footpath on Road 6 to connect to the adjacent development footpath.	
7.1	Yes	No	We now propose the cyclist to come off the road at the set down bay at chainage 31 which has now been provided with a drop kerb. It is closer to the bike parking and more open.	Yes
7.2	Yes	No	These are short stay bicycle spaces only (visitors). The Fingal Development Plan defines this as: <i>“Short-Stay Bicycle Parking: These are designed for ease of use by the general public and visitors to a development. Such bicycle parking spaces should be located in highly visible areas with good passive</i>	Yes

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)
			<p><i>surveillance, which are easy to access and well lit. They should ideally be situated no further than 15m from the main entry points. There is no requirement for short stay to be sheltered or secured."</i></p> <p>There are additional long stay secure and sheltered bicycle parking provided within the footprint of the apartment block.</p>	

Signed *Mark Duignan*
Design Team Leader

Date 04-04-2024

Signed *Norman Bawton*
Audit Team Leader

Date: ...4-4-2024.....

Signed *[Signature]* (on behalf of FCC Housing Dep)
Employer

Date...04/04/2024.....

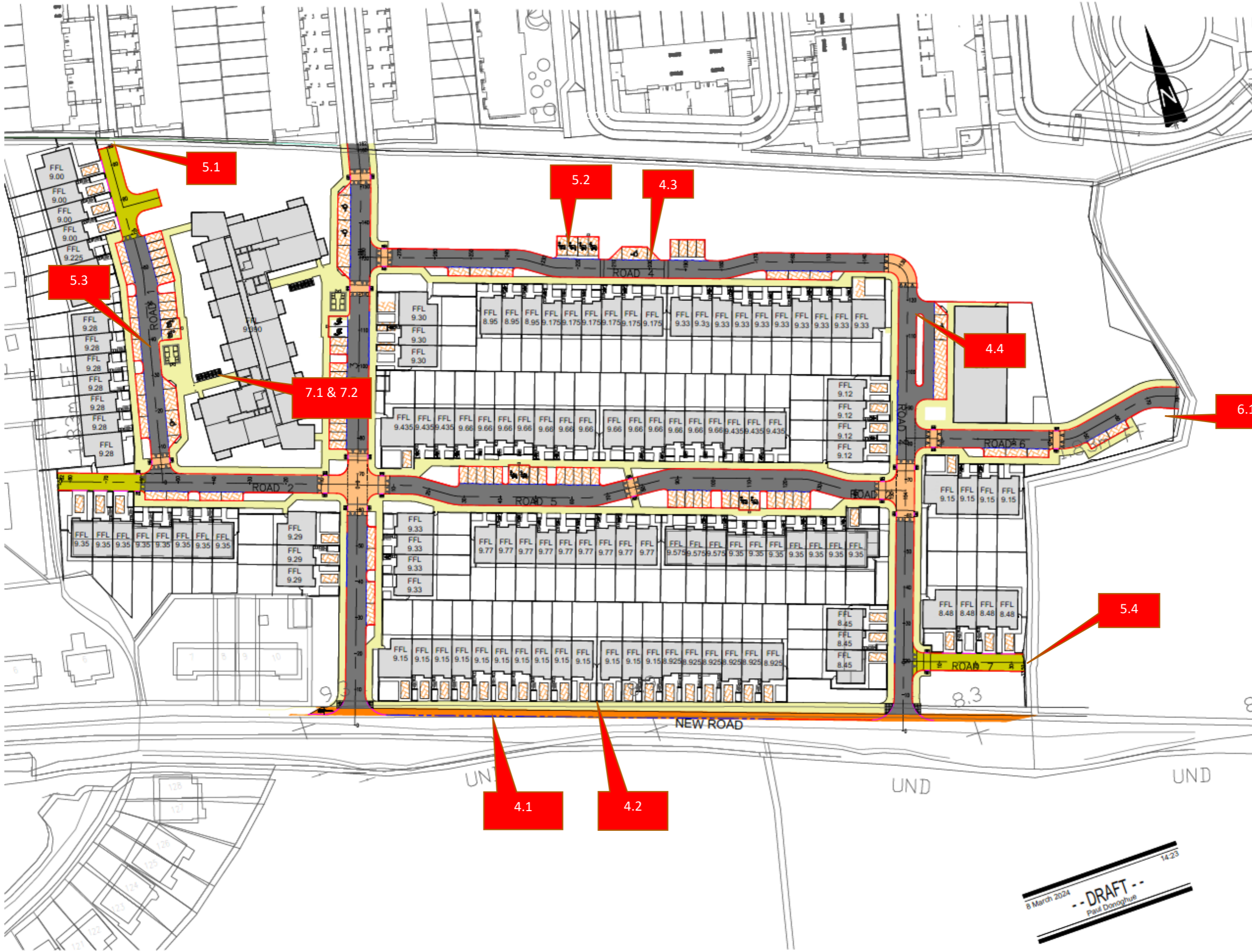
Appendix C

Problem Location Plan.

- NOTES:
- DO NOT SCALE. USE DIMENSIONS ONLY.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS.

LEGEND

- PROPOSED BLACKTOP ROAD CONSTRUCTION
- PROPOSED CONCRETE FOOTPATH CONSTRUCTION
- PROPOSED RANDED TAIL
- PROPOSED CYCLETRACK
- PROPOSED HAZEZONE
- PROPOSED PERMEABLE PAVING
- PROPOSED 125mm HIGH KERB
- PROPOSED 25mm HIGH KERB
- PROPOSED FLUSH KERB



No.	Date	Description	By	CHK

PROPOSED RESIDENTIAL DEVELOPMENT - AT NEW ROAD, DONABATE,
 PROPOSED SURFACING LAYOUT
 FINGAL COUNTY COUNCIL HOUSING DEPARTMENT



BLOCK 5, EASTPOINT BUSINESS PARK, ALFIE BYRNE ROAD, DUBLIN D03 H3F4 IRELAND. Tel: (01) 694 8900
 Email: info@waterman-moylan.ie www.waterman-moylan.ie

FOR PLANNING ONLY

Project No:	RW	Approved:	MD	Waterman Ref:	23-129
Client:	CF	Date:	FEB 2024	Scale @:	1:500
Project:	Designation:	Volume:	Level:	Type:	Sheet Number
NWR - WMC - ZZ - XX - DR - C - P110					-

8 March 2024
 -- DRAFT --
 Paul Donoghue 14.23

UK and Ireland Office Locations

