

Title: **QUALITY AUDIT  
INCLUDING**

**BRUTON  
CONSULTING  
ENGINEERS**

**Road Safety Audit, Access Audit, Cycle Audit and Walking  
Audit.**

**For;**

**Stepaside Park Phase 3**

Client: **DBFL Consulting Engineers**

Date: **June 2022**

Report reference: **1507R01**

VERSION: **FINAL**

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## 1.0 Introduction

This report was prepared in response to a request from Mr. Brendan Manning, DBFL Consulting Engineers, for a Quality Audit of the proposed Stepside Phase 3 residential scheme.

The 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.

This portion of the Quality Audit is a design stage audit and includes a Stage 1 Road Safety Audit (in accordance with TII Publication GE-DTY-01024, dated December 2017), an access 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 Quality Audit)

The Road Safety and Quality Audit Team comprised of;

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

**TII Road safety Auditor approval number:** NB 168446

Team Member: **Jane Hennaghan** BEng (Hons), CEng MIEI

**TII approval number:** JH 1343493

This portion of the Quality Audit involved the examination of drawings and other material and a site visit by the Audit Team, on the 3<sup>rd</sup> of June 2022. The weather at the time of the site visit was dry and the road surface was also dry.

The problems raised in this Quality Audit may belong to more than one of the categories of Audit named above. A table has been provided at the start of Section 3 of this report detailing which category of audit each problem is associated with.

Recommendations have been provided to help improve the quality of the design with regard to the areas described above. A feedback form has also been provided for the designer to complete indicating whether or not he/she will accept those recommendations or provide alternative recommendations for implementation.

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

A 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 an extension of the existing Stepside park residential development. The extension scheme is known as Stepside Phase 3. The extension will be accessed by extensions of the existing internal road network. The scheme will involve the partial construction of the proposed loop road however this loop road is not planned to be constructed before this development is occupied. Some temporary arrangements will be required in the interim.

The site location map is shown below.



Site Location Map (image courtesy of openstreetmap.org)

The Road Safety Authority’s website ([www.rsa.ie](http://www.rsa.ie)) was not available at the time of writing as the policy on providing collision historic data was being reviewed.

### 3.0 Issues Identified in the Stage 1 Quality Audit

Summary Table of Problem Categories

Problem Reference	Access Audit	Walking Audit	Cycling Audit	Road Safety Audit	Quality Audit
3.1	✓	✓		✓	✓
3.2		✓		✓	✓
3.3				✓	✓
3.4		✓		✓	✓
3.5		✓	✓	✓	✓
3.6	✓	✓	✓	✓	✓

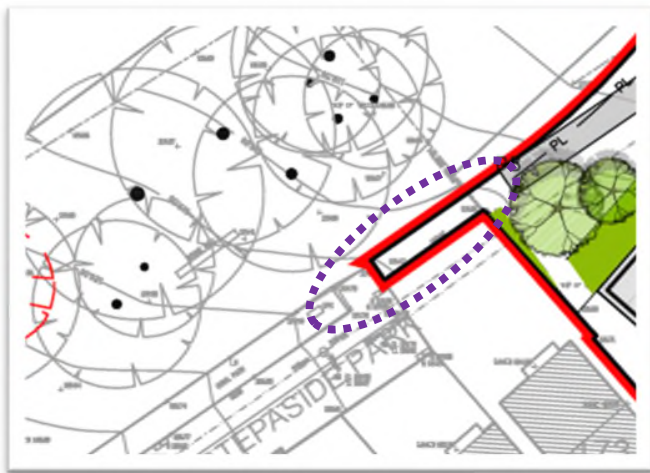
#### 3.1 Problem

*LOCATION*

Drawing 200165-X-04-Z00-DTM-DR-DNFL-CE-1201 Rev 0.

*ISSUE*

The proposed footpath link at the north eastern corner will have a discontinuity. This could lead to trips and falls.



*RECOMMENDATION*

It is recommended that the footpath be made continuous and that its effective width be made sufficiently wide to cater for the future demand. This may require the cutting back of the vegetation. The footpath link should also ensure that pedestrians do not conflict with turning vehicles in the hammer head.

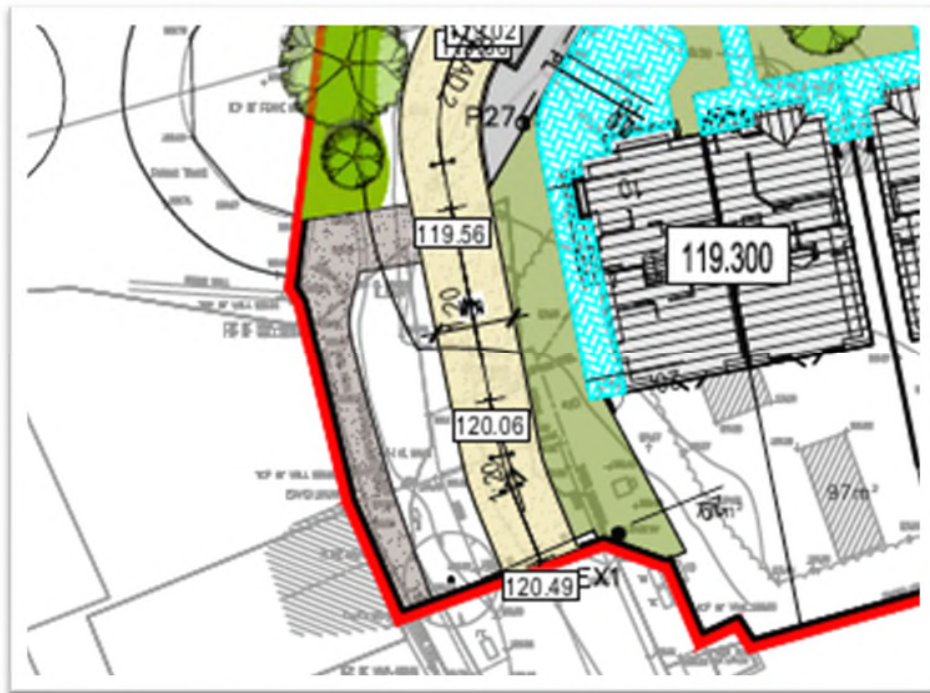
### 3.2 Problem

*LOCATION*

Drawing 200165-X-04-Z00-DTM-DR-DNFL-CE-1201 Rev 0.

*ISSUE*

A short section of homezone is proposed at the connection to the existing road network. This will be a busy section of carriageway until the future Loop Road is constructed. The lack of segregated pedestrian areas at this point may increase the likelihood of a collision.



## QUALITY AUDIT – STEP ASIDE PH3

*RECOMMENDATION*

It is recommended that the segregated footpaths on both sides of the carriageway as per the existing cross section be maintained throughout this section.

### 3.3 Problem

*LOCATION*

Drawing 200165-X-04-Z00-DTM-DR-DNFL-CE-1201 Rev 0.

*PROBLEM*

It is proposed to provide a new footpath on one side of the connection with the existing road network. The existing boundary wall of the Earls Court estate restricts visibility for drivers exiting the car park. When the road is extended the usage across this access will increase thereby increasing the risk of a collision with a pedestrian.

*RECOMMENDATION*

It is recommended that a footpath on the opposite side of the carriageway also be provided.

### 3.4 Problem

*LOCATION*

Drawing 200165-X-04-Z00-DTM-DR-DNFL-CE-1201 Rev 0.

*ISSUE*

It is unclear what the gradient will be from the new access road to the playground. If the gradient is too steep it may not be accessible to the mobility impaired including those pushing buggies and those in wheelchairs.



*RECOMMENDATION*

It is recommended that a suitable gradient be provided to the playground and to the road at existing house no. 187.

3.5 Problem

*LOCATION*

Drawing 200165-X-04-Z00-DTM-DR-DNFL-CE-1201 Rev 0, Road 4.



*ISSUE*

It is unclear what the proposed surface finish is to be on Road 4. The material used in the existing estate road represent a homezone and a slow moving environment.



*RECOMMENDATION*

It is recommended that the proposed surface be similar in colour and nature to the existing road it is tying into.

3.6 Problem

*LOCATION*

Drawing 200165-X-04-Z00-DTM-DR-DNFL-CE-1201 Rev 0, Road 4.

*ISSUE*

It is proposed to provide 4no. disabled parking spaces along the Loop Road adjacent to the cycle track. This may lead to conflict to those users and cyclists if they need additional time to access/egress from their vehicles



*RECOMMENDATION*

It is recommended that a wider buffer zone be provided to avoid blocking of the cycle track.

### 3 Observations

#### 4.1 Observation

It is assumed that full details of road markings and signage will be provided at the detailed design stage.

#### 4.2 Observation

Swept path analysis for refuse vehicles and emergency vehicles has not been provided to the Audit Team.


#### 4.3 Observation

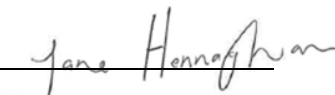
It is assumed that temporary measures will be provide at the tie-in points of the Loop Road.

## 4 Quality Audit Statement

This portion of the Quality Audit has been carried out in accordance with the guidance given in DMURS and takes into consideration the principles approaches and standards of that Manual.

The quality 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:   
**(Quality Audit Team Leader)**    Dated: 5/7/2022

**Jane Hennaghan**                Signed:   
**(Quality Audit Team Member)** Dated: 5/7/2022

## Appendix A

### List of Material Supplied for this Quality Audit;

- Drawing 200165-X-04-Z00-DTM-DR-DNFL-CE-1201 Rev 0.
- Drawing 200165-X-04-Z00-DTM-DR-DNFL-CE-1301 Rev 0.

## Appendix B

### Feedback Form

**QUALITY AUDIT FORM – FEEDBACK ON QUALITY AUDIT REPORT**

Scheme: Stepside Ph3  
 Quality Audit- Stage 1 - Planning  
 Date Audit (site visit) Completed 3-6-2022

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)
3.1	Y	Y		
3.2	N		This section in question is actually for pedestrians and cyclists. Removable bollards are going to be provided for emergency vehicle access only here over this short section	Yes
3.3	N		Removable bollards will be provided at the site boundary for emergency vehicle access. Pedestrian / cycle access is provide here in this shared zone	Yes
3.4	Y	Y		
3.5	Y	Y		
3.6	Y	Y		

Signed *Brendan Harring*  
 Design Team Leader

Date 5/07/2022

Signed *Asim Banton*  
 Audit Team Leader

Date: ...5/7/2022.....

## Appendix C

### Problem Location Plan.

