

AtkinsRéalis



**Old Connaught Phase
A1 LRD: Road Safety
Audit Stage 1**

Castlethorn Old Conna ULC

September 2026

012644DG0022

OLD CONNAUGHT PHASE A1 LRD

Notice

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Client signoff

Client	Castlethorn Old Conna ULC
Project	OLD CONNAUGHT PHASE A1 LRD
Job number	100126446

Client
signature/date



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1. Introduction

1.1 Background

This report describes the findings of a Stage 1 Road Safety Audit associated with the proposed Old Connaught Phase A1 development.

The proposed residential development site forms the first phase provided for under the Old Connaught Local Area Plan. The site is generally bounded by agricultural lands to the north, the M11 to the east, Old Connaught Avenue to the south and Festina Lente equestrian centre to the west. The proposed development is referred to as **Old Connaught Phase A1**.

The proposed development comprises **271no. dwellings**, in a mix of houses, duplex units and apartments, **1no. creche** (c.574 sq m), and all associated and ancillary site development, landscape and boundary treatment works.

The proposed housing mix comprises:

103no. houses (22no. 4-bed, 68no. 3-bed and 13no. 2-bed) ranging from 2 to 3 storeys.

162no. apartments and 6no. duplexes accommodated in a terrace and 4no apartment blocks, including:

- **Block 1:** 54no. apartments total (19no. 1-bed, 4no. 2-bed (3-person), 25no. 2-bed (4-person)) in 1no. 1 to 5-storey building and 6no. 3-bed duplex units in a 3-storey terrace.
- **Block 2:** 41no. apartments total (9no. 1-bed, 9no. 2-bed (3-person), 23no. 2-bed (4-person)) in 1no. 1 to 5-storey building.
- **Block 3:** 38no. apartments total (13no. 1-bed, 11no. 2-bed (3-person), 14no. 2-bed (4-person)) and the ground floor creche (574 sqm) with associated outdoor play area (c.225.4 sq m), in 1no. 1 to 5-storey building.
- **Block 4:** 35no. apartments total (8no. 1-bed, 11no. 2-bed (3-person), 16no. 2-bed (4-person)) in 1no. 1 to 4-storey building.

Associated and ancillary site development and infrastructure work, include:

On-site attenuation; hard and soft landscaping and boundary treatment works including **public open space (totalling c. 4,519 sq m)** in 2 areas identified as POS1 (1,232 sq m) and POS2 (3,287 sq m) incorporating the existing veteran Oak tree to be retained; **communal open space (totalling c. 1,154 sq m)** in 3 areas identified as COS1 (253 sq m), COS2 (723 sqm) and COS3 (178 sq m); components of the regional attenuation pond to the north east of the site; 5no. ESB substations. Vehicular site access from Old Connaught Avenue, via a proposed new primary North-South street that includes active travel infrastructure and a 7m wide LUAS reservation corridor running parallel to the east of the primary North-South street. A section of the East-West link road, including active travel, will also be provided for along the northern boundary of the site. A total of **289no. car parking spaces** comprising 241no. surface spaces (inclusive of 11no. visitor spaces, 2no. ESB spaces, 2no. Go-Car (shared) spaces, and 9no. disabled spaces) and 48no. undercroft spaces (inclusive of 2no. disabled spaces), 20% of residential car parking spaces equipped with Electric Vehicle charging points. **435no. bicycle parking spaces**, including 351no. resident spaces and 84no. visitor spaces. 12no. motorbike parking spaces., Ancillary stores serving the houses, duplex units and apartments.



The proposed development also includes the construction of a new pumping station, associated single storey building, twin rising mains extending circa 400m along Old Connaught Avenue under the M11 connecting to the existing gravity foul network on Old Connaught Avenue 125m east of the M11 bridge and associated storage, together with all ancillary site development and reinstatement works required to facilitate these elements

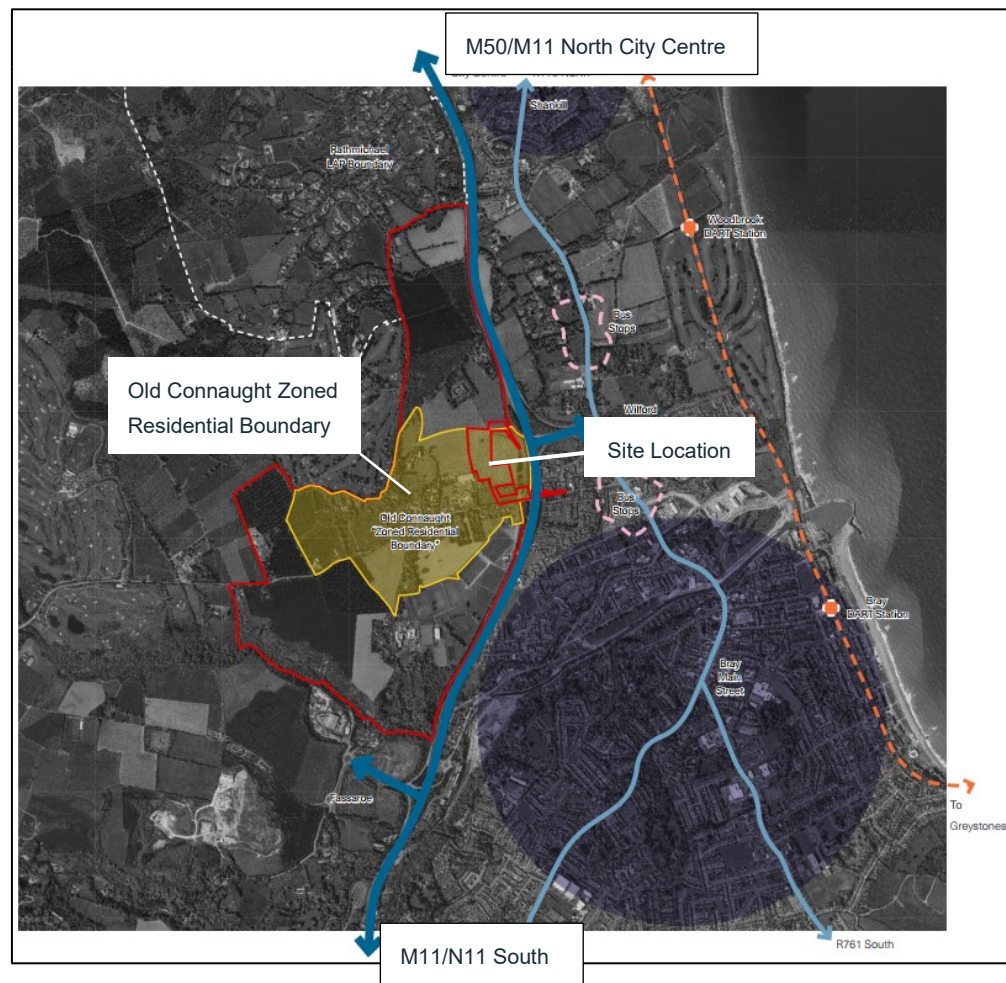


Figure 1-1 – Site Location

1.2 Site Inspection

A site visit was carried out on 19/05/2026 by the Road Safety Audit Team. Weather conditions during the site visit were dry and the road surface was dry. Traffic volumes along Old Connaught Avenue were low, with minimal pedestrian traffic and no cyclist traffic observed.

1.3 The Team

The Road Safety Audit Team members were as follows:

Team Leader:	Shane Tobin BA BAI CEng MIEI
Team Member:	Anthea Gombart BEng MIEI CEng



1.4 The Design

The following drawings were examined as part of the Stage 1 Road Safety Audit Process:

Table 1-1 - Design Team Drawing List

Drawing Number	Drawing Name	Rev
100126446-ATK-XX-00-DR-CE-900101	GENERAL ARRANGEMENT KEY PLAN (1)	P02
100126446-ATK-XX-00-DR-CE-900102	GENERAL ARRANGEMENT SHEET 1	P02
100126446-ATK-XX-00-DR-CE-900103	GENERAL ARRANGEMENT SHEET 2	P02
100126446-ATK-XX-00-DR-CE-900104	JUNCTIONS AND VISIBILITY SPLAYS KEY PLAN	P02
100126446-ATK-XX-00-DR-CE-900105	JUNCTIONS SHEET 1	P02
100126446-ATK-XX-00-DR-CE-900106	JUNCTIONS SHEET 2	P02
100126446-ATK-XX-00-DR-CE-900107	VISIBILITY SPLAYS SHEET 1	P02
100126446-ATK-XX-00-DR-CE-900108	VISIBILITY SPLAYS SHEET 2	P02
100126446-ATK-XX-00-DR-CE-901000	STREET TYPOLOGY KEY PLAN	P02
100126446-ATK-XX-00-DR-CE-901001	STREET TYPOLOGY SHEET 1	P02
100126446-ATK-XX-00-DR-CE-901002	STREET TYPOLOGY SHEET 2	P02
100126446-ATK-XX-00-DR-CE-901003	ACTIVE TRAVEL PROVISION KEY PLAN	P02
100126446-ATK-XX-00-DR-CE-901004	ACTIVE TRAVEL PROVISION SHEET 1	P02
100126446-ATK-XX-00-DR-CE-901005	ACTIVE TRAVEL PROVISION SHEET 2	P02
100126446-ATK-XX-00-DR-CE-902600	REFUSE VEHICLE TRACKING KEY PLAN	P02



100126446-ATK-XX-00- DR-CE-902601	REFUSE VEHICLE TRACKING SHEET 1	P02
100126446-ATK-XX-00- DR-CE-902602	REFUSE VEHICLE TRACKING SHEET 2	P02

1.5 Road Safety Audit Compliance

1.5.1 Procedure and Scope

This Road Safety Audit has been carried out in accordance with the procedures and scope set out in TII publication number GE-STY-01024 – Road Safety Audit & GE-STY-01027 – Road Safety Audit Guidelines.

As part of the road safety audit process, the Audit Team have examined only those issues within the design which relate directly to road safety.

1.5.2 Compliance with Design Standards

The road safety audit process is not a design check, therefore verification or compliance with design standards has not formed part of the audit process.

1.5.3 Minimizing Risk of Collision Occurrence

All problems described in this report are considered by the Audit Team to require action to improve safety of the scheme and minimise the risk of collision occurrence



2. Road Safety Issues Identified

2.1 Problem: Sight Lines at Entrance

Location: Entrance at Old Connaught Avenue

It is unclear if there are sufficient sight lines to the left and right of the entrance to the development along Old Connaught Avenue. Restricted visibility splays at the development entrance could result in vehicle collisions due to insufficient visibility provisions for motorists entering and exiting the development junction.

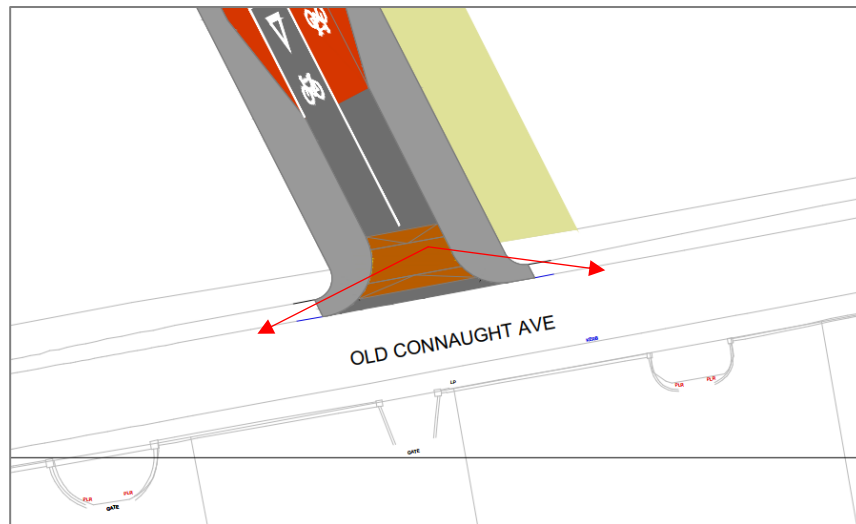


Figure 2-1 – Sight Lines at Entrance

Recommendation:

The designer should provide visibility splays to Standard at the development entrance junction.

2.2 Problem: Vehicle Stacking Length at Entrance

Location: Entrance at Old Connaught Avenue

It is unclear if sufficient stacking distance is provided for vehicles entering the development ahead of the yield markings at the entrance to the development. If the traffic volumes entering the development is high, it might result in vehicles stacking into Old Connaught Avenue, resulting in potential rear-end collisions as a result of vehicles, particularly where there may be visibility issues.

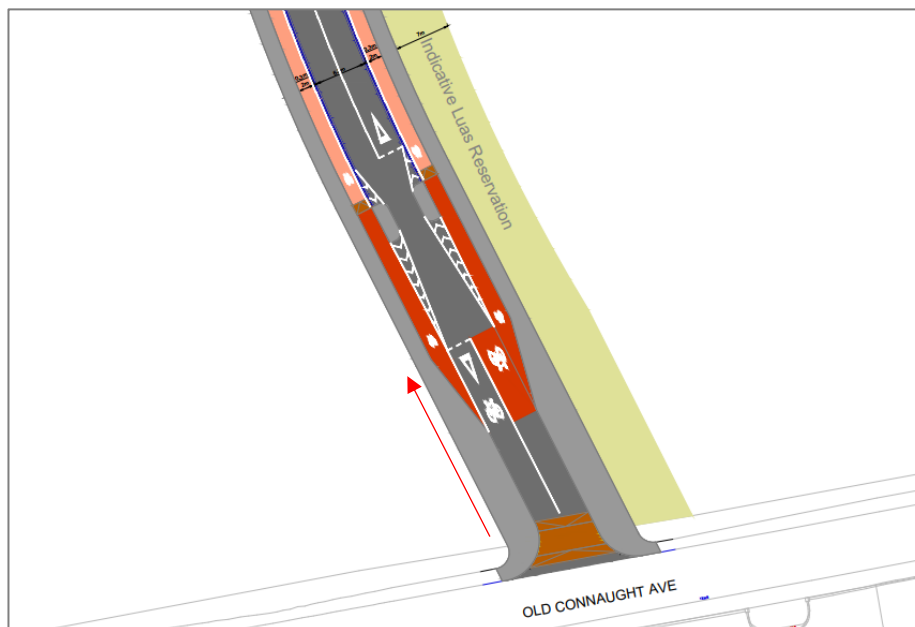


Figure 2-2 – Vehicle Stacking Length at Entrance

Recommendation:

The designer should ensure that a sufficient stacking length is provided ahead of the yield sign for vehicles entering the development.

2.3 Problem: Vehicle Queue Length at Entrance

Location: Entrance at Old Connaught Avenue

It is unclear if sufficient queueing distance is provided for vehicles exiting the development onto Old Connaught Avenue. If the traffic volumes exiting the development is high, it might result in vehicles stacking into the pinch point along NS Road, resulting in potential vehicle conflict.

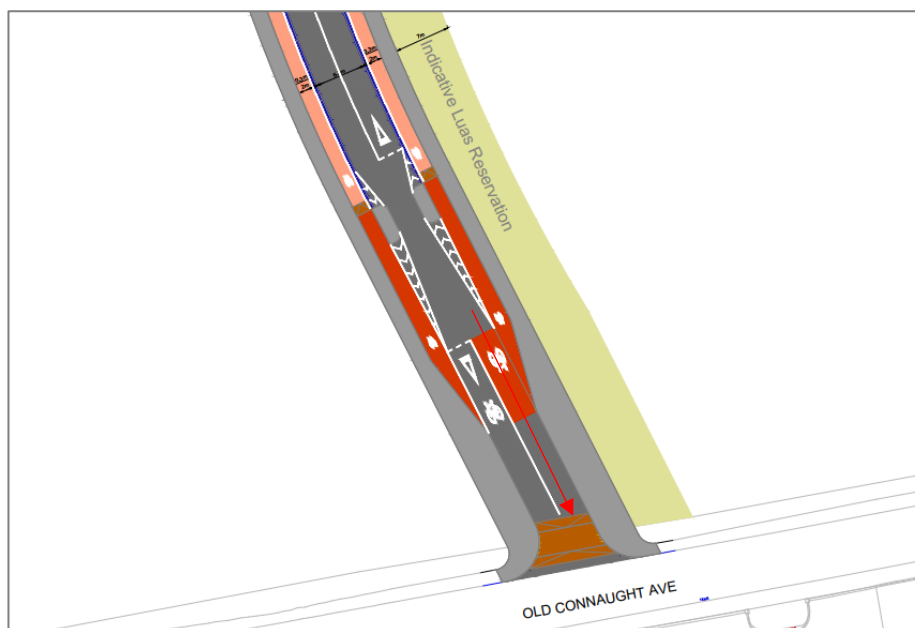


Figure 2-3 – Vehicle Queue Length at Entrance

Recommendation:

The designer should ensure that a sufficient queueing length is provided ahead of the Old Connaught Avenue junction for vehicles exiting the development.

2.4 Problem: Large Corner Radii

Location: Old Connaught Development Throughout

The corner radii at junctions within the development appear to be large, which might encourage higher entry/exit speeds along the development roads. This could result in conflict between motorists and pedestrians.

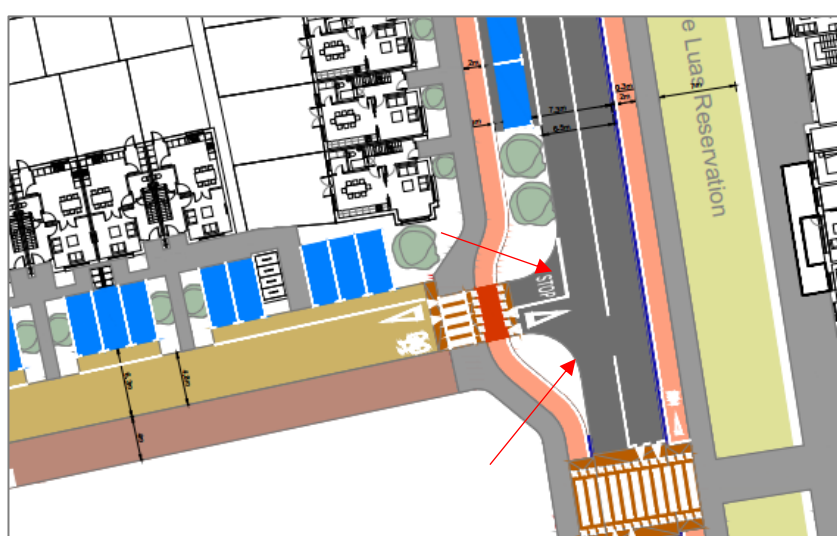


Figure 2-4 – Large Corner Radii

Recommendation:

The designer should ensure that the corner radii at junctions within the development are small enough to slow vehicles down for the safety of all users within the development.

2.5 Problem: Pedestrian Desire Lines

Location: Old Connaught Development NS Road

The desire line for pedestrians traveling between Road 2 and Road 3 is currently not catered for, which could result in conflict between pedestrians and vehicles.



Figure 2-5 – Pedestrian Desire Lines

Recommendation:

The designer should provide a crossing facility for pedestrians traveling from Road 2 to Road 3.

2.6 Problem: Vehicle Turning Requirements

Location: Old Connaught Development Throughout

There is no turning facility provided for vehicles traveling towards:

- The stopped end of Road 2
- The stopped end of EW Road
- The stopped end of NS Road

This could result in multi-point turning or reversing manoeuvres by vehicles attempting to turn around, increasing the likelihood of collision with other road users.





Figure 2-6 – Example stopped end

Recommendation:

The designer should provide a turning facility for vehicles to turn around at the stopped ends of the roads within the development.

2.7 Problem: Provisions for Visually Impaired Pedestrians

Location: Old Connaught Development Throughout

There are no tactile paving provisions on footpaths throughout the development, which could lead to confusion for visually impaired pedestrians along the scheme. This could result in pedestrians coming into conflict with cyclists and motorists.

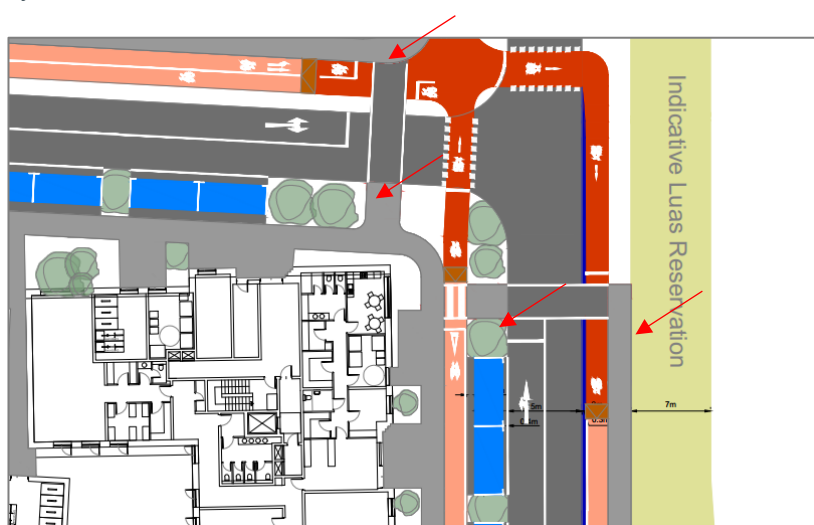


Figure 2-7 – Example of lack of provisions for Visually Impaired Pedestrians

Recommendation:

The designer should provide tactile paving to standard, for visually impaired pedestrians.

2.8 Problem: Abrupt End to Footpath

Location: Old Connaught Development NS Road Northern End

The eastern footpath at the northern end of NS Road ends abruptly with no indications for further pedestrian movement. This could result in pedestrian confusion, especially visually impaired users, resulting in potential conflict between pedestrians and cyclists/vehicles.

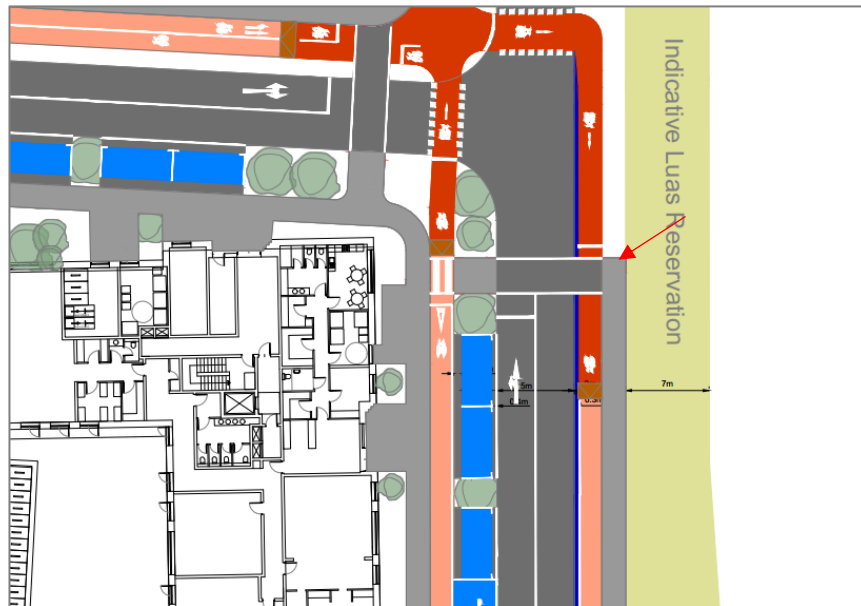


Figure 2-8 – Abrupt End to Footpath

Recommendation:

The designer should provide clear indications of the travel direction and provide adequate measures to assist visually impaired pedestrians in navigating the stopped end of the footpath.

2.9 Problem: Cycle Path Alignment

Location: Old Connaught Development NS Road Cycle Path Northern End

The northbound cycle path at the northern end of NS Road is aligned in a manner that could result in cyclists moving northward (after crossing EW road) coming into conflict with cyclists traveling southbound along the cycle path at the northern end of NS Road, and vice versa.

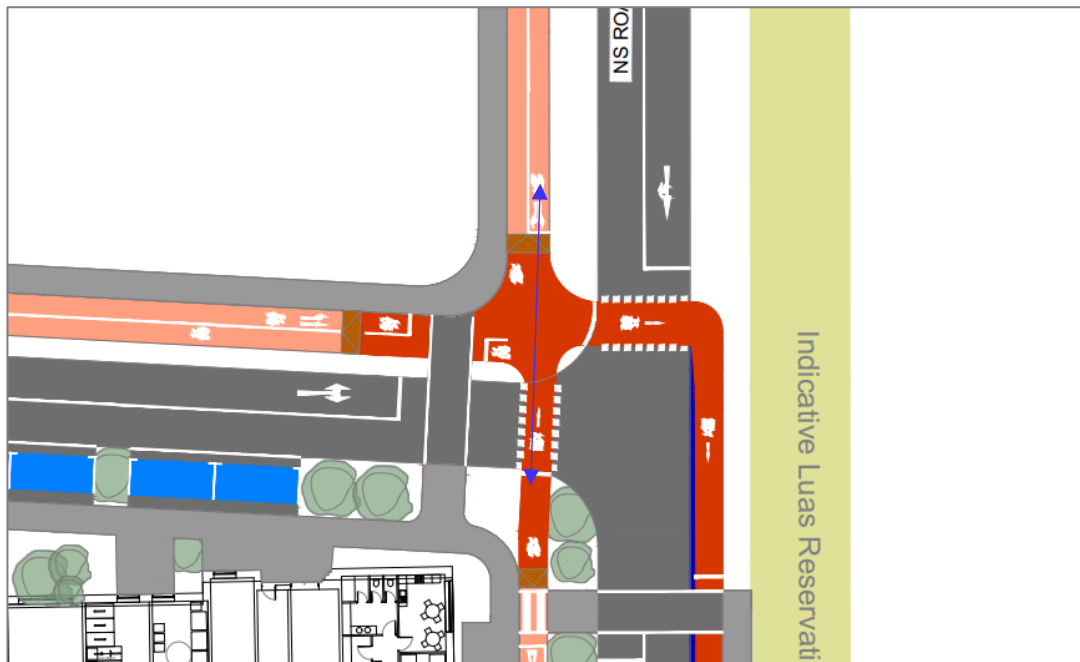


Figure 2-9 – Cycle Path Alignment

Recommendation:

The designer should align the northern cycle path in a way which ensures that the northbound cycle path is aligned throughout (before and after crossing the junction).

2.10 Problem: Pedestrian Provisions in Western Homezone

Location: Western Homezone

There is a lack of consistency between streets within the western Homezone (i.e. the white line indicating a pedestrian area is not shown along the western leg of Road 1. This could cause confusion as drivers may not be able to anticipate where pedestrians would be, increasing chance of collisions.



Figure 2-10 –Pedestrian Provisions in Western Homezone

Recommendation:

The design team should ensure that the consistent pedestrian facilities are provided within Homezones.

2.11 Problem: Design of Temporary Ends of Scheme

Location: Temporary Ends of the Scheme Throughout

It is unclear if the temporary ends of the scheme have been designed to cater for all road users. This could lead to unsafe turning manoeuvres by road users of all types.

Recommendation:

The design team should ensure that temporary ends of the scheme have been designed to cater for all road users.

2.12 Problem: Road Markings for the NS Road / Old Connaught Avenue

Location: NS Road / Old Connaught Avenue Junction

Road markings for the NS Road / Old Connaught Avenue are not indicated. This results in uncertainty about pedestrian/vehicular priority at the junction. There is no indication that vehicles should Stop for Old Connaught Avenue traffic, which could result in collisions.

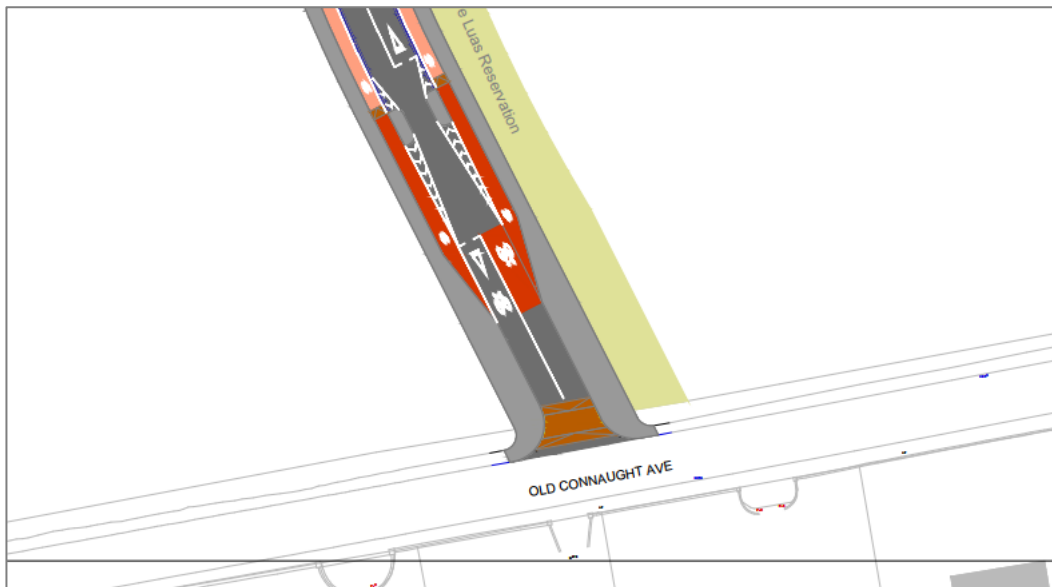


Figure 2-11 – Road Markings for the NS Road / Old Connaught Avenue

Recommendation:

The design team should ensure that road markings for the NS Road / Old Connaught Avenue are provided to indicate pedestrian/vehicular priority and that vehicles should Stop for Old Connaught Avenue traffic.

2.13 Problem: Cyclist Access to Crossing

Location: NS Link Street / Phase A1 Road 1 Southern Link

The current layout of the NS Link Street / Phase A1 Road 1 Southern Link junction requires cyclists traveling along the active travel area to traverse pedestrian and oncoming cyclist facilities in order to cross NS Link Street to access the southbound cycle lane along NS Link Street. Additionally, northbound cyclists wishing to turn left into or out of the active travel area have no provision. This could result in collisions between cyclists and pedestrians/other cyclists.

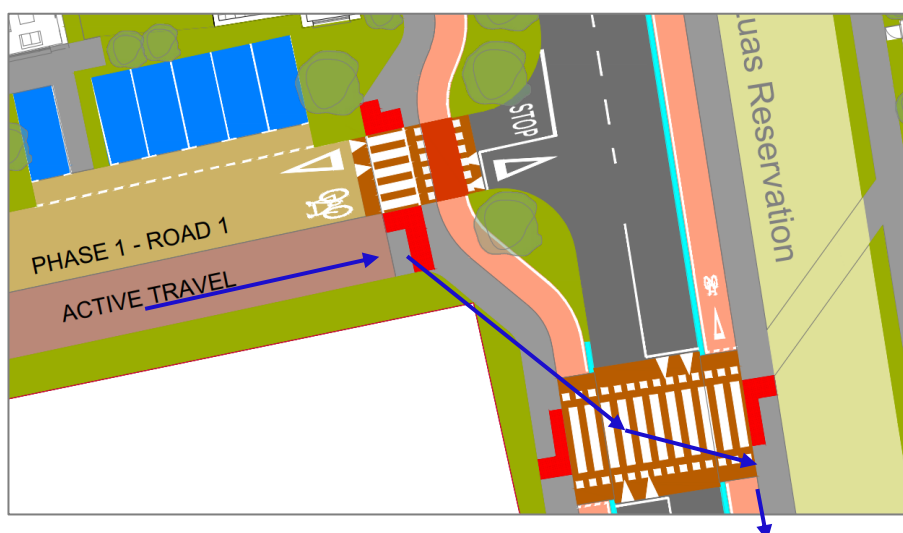


Figure 2-12 – Cyclist Access to Crossing

Recommendation:

The design team should ensure that a suitable arrangement is provided to safely facilitate all movements.

2.14 Problem: Visibility of Signal Heads at Crossings

Location: Junction 7 & Junction 6 Crossings

The current tree provisions at the EW Link Street / NS Link Street Crossing as well as the Phase A1 – Road A / NS Link Street Crossing could potentially restrict the visibility of motorists along EW Link Street and NS Link Street to observe the crossing signal heads at both crossings. This could result in motorist/pedestrian collisions.

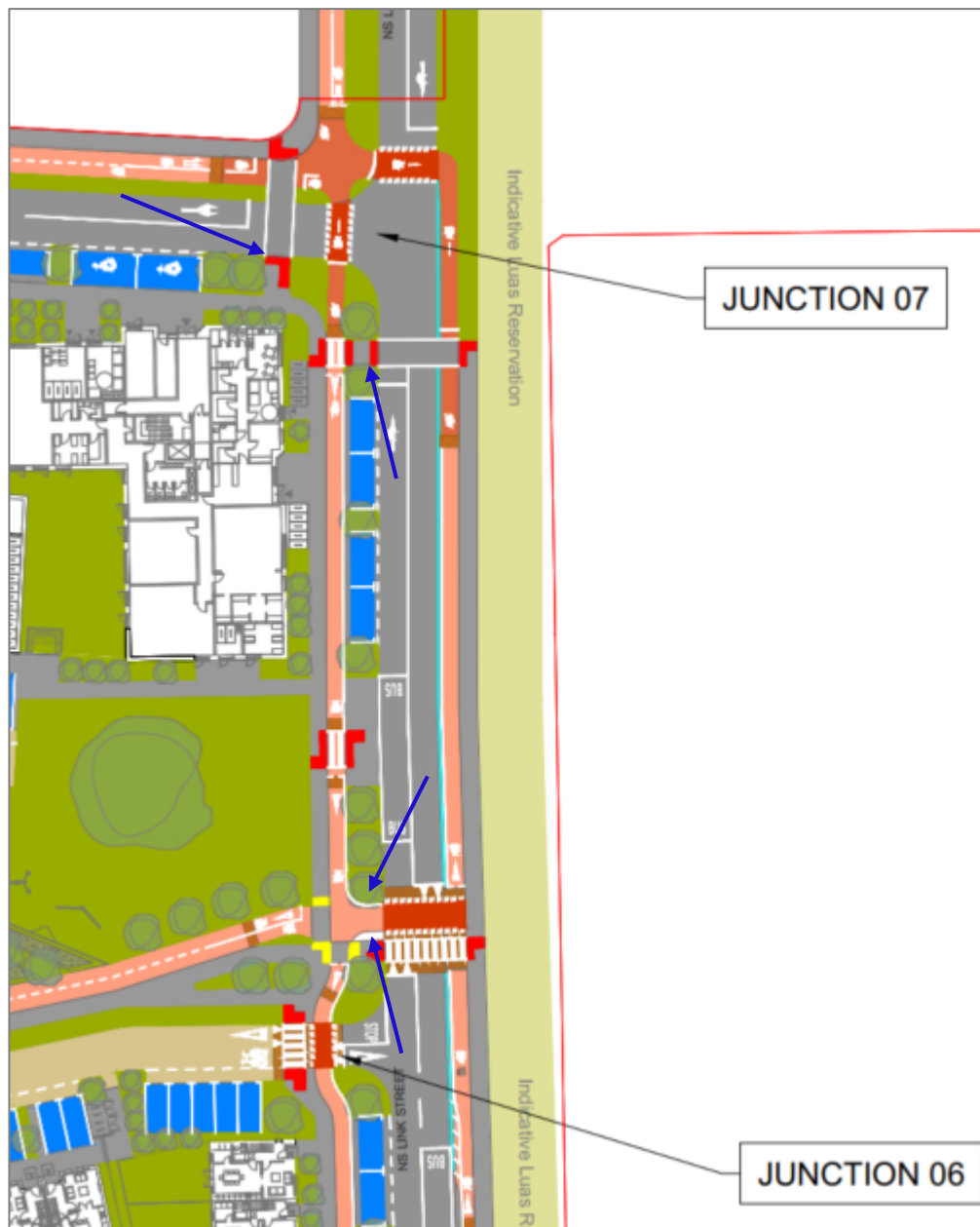


Figure 2-13 – Visibility of Signal Heads at Crossings



Recommendation:

The design team should ensure that visibility to signal heads is to standard for motorists approaching crossings.

2.15 Problem: Visibility of Pedestrians/Cyclists at Crossing

Location: Junction 6 Crossing

The current tree provisions at the Phase A1 – Road A / NS Link Street Crossing could potentially restrict the visibility of motorists along NS Link Street to observe cyclists and pedestrians approaching the crossing. This could result in motorist/pedestrian collisions.

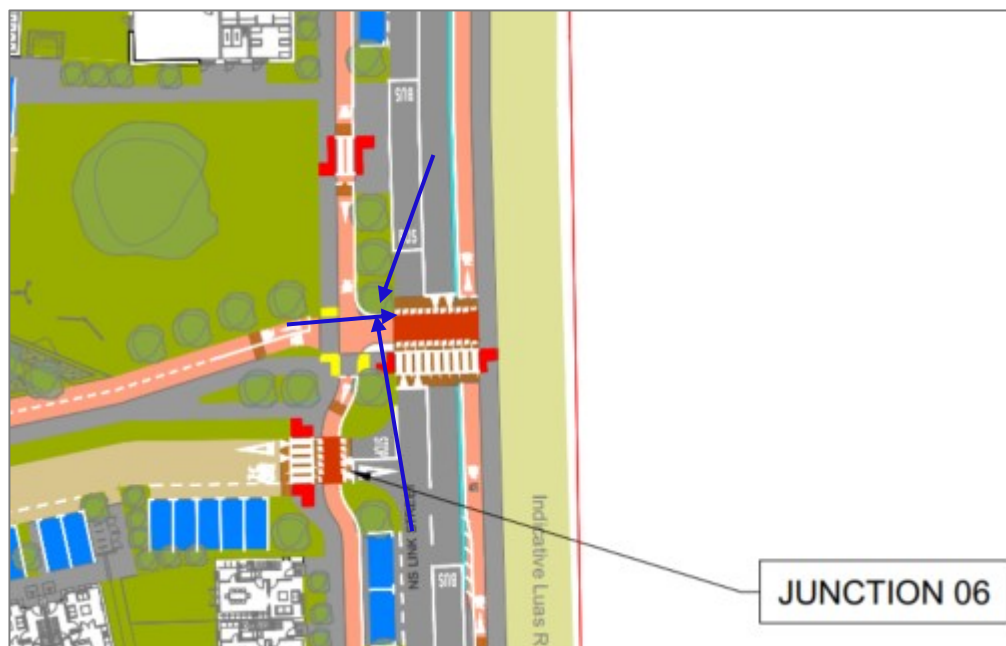


Figure 2-14 – Visibility of Pedestrians/Cyclists at Crossing

Recommendation:

The design team should ensure that pedestrians and cyclists approaching the crossing are visible to motorists approaching crossings over a distance to Standard.

2.16 Problem: Trees Restricting Visibility Splays

Location: Junctions 3, 5, 6, 9, 10, 11

The current tree provisions at the junctions 3, 5, 6, 9, 10 and 11 restrict the y-distance visibility splays of motorists exiting the junctions. This could result in vehicle collisions.



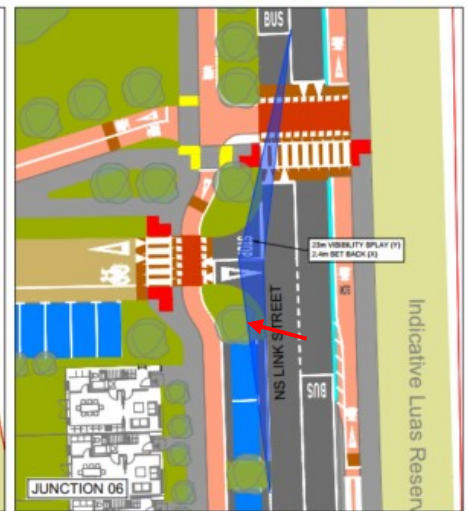
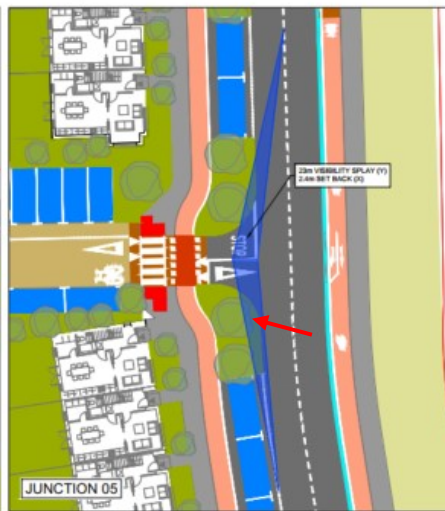
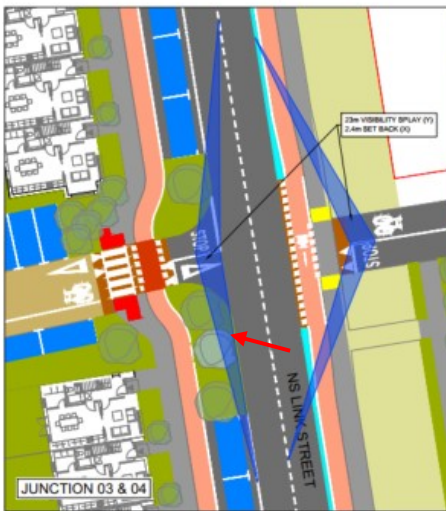
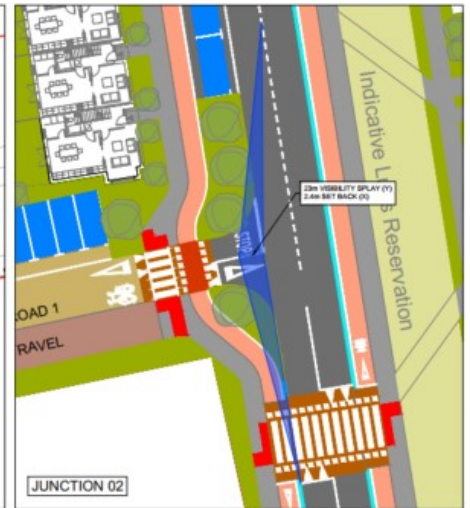
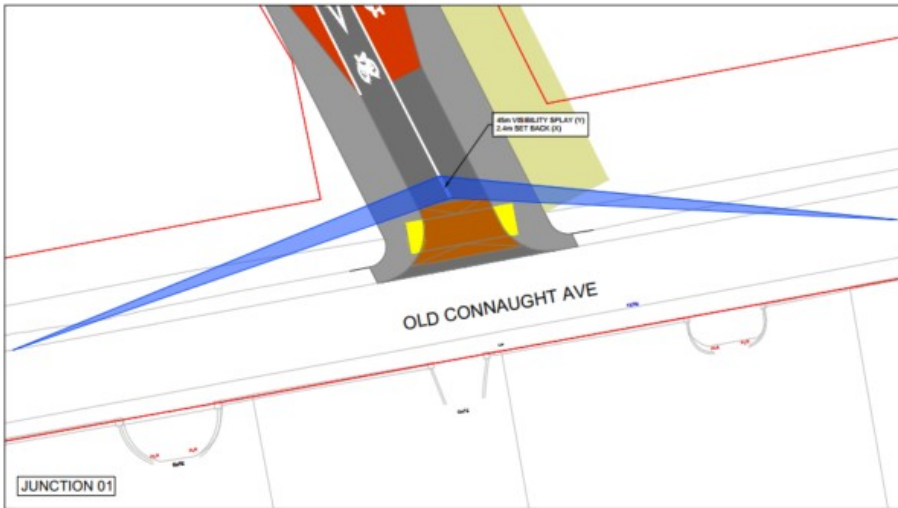




Figure 2-15 – Trees Restricting Visibility Splays

Recommendation:

The design team should ensure tree provisions do not restrict the visibility splays of vehicles within all junctions and that visibility splays at junctions throughout are to Standard.

3. Observations

3.1 Observation: Undesignated Area

Location: Area Between Homes to the West of Road 6

The area between homes to the West of Road 6 appears to be undesignated.



4. Audit Team Statement

4.1 Certification

We certify that we have examined the drawings and documents listed in Chapter 1 of this Report.

4.2 Sole Purpose

The Road Safety Audit has been carried out with the sole purpose of identifying any features of the design which could be removed or modified to improve the safety aspects of the scheme.

4.3 Implementation of the RSA Recommendations

The problems identified herein have been noted in the Report together with their associated recommendations for road safety improvements. We (the Audit Team) propose that these recommendations should have a view to implementation.

4.4 Audit Team's Independence to the Design Process

No member of the Audit Team has been otherwise involved with the design of the measures audited.

Shane Tobin
Audit Team Leader
Road Safety
Engineering Team
AtkinsRéalis

Signed:



Date:

16/06/2026

Anthea Gombart
Audit Team Member
Road Safety
Engineering Team
AtkinsRéalis

Signed:



Date:

23/30/05/2026



5. Designer's Response

5.1 Preparing a Response to the Road Safety Audit

The Designer should prepare an Audit Response for each of the recommendations using the Road Safety Audit Feedback Form attached in Appendix A.

5.2 Returning the Feedback Form

Please return the completed Road Safety Audit Feedback Form attached in Appendix A of this report to the following email or postal address:

Email Address: Shane.Tobin@atkinsrealis.com

Postal Address: Road Safety Engineering Team
AtkinsRéalís
150 Airside Business Park
Swords
Co. Dublin
K67 K5W4

Telephone 00 353 (0)1 810 8000

The Audit Team will consider the Designers response and reply indicating acceptance or otherwise of the Designers response to each recommendation.

5.3 Triggering the Need for an exception Report

Where the Designer and the Audit Team cannot agree on an appropriate means of addressing an underlying safety issue identified as part of the Audit process, an Exception Report must be prepared by the Designer on each disputed item listed in the audit report.



APPENDICES



Appendix A. Road Safety Audit Feedback Form

Scheme: OLD CONNAUGHT PHASE A1 LRD

Audit Stage: Stage 1 Road Safety Audit

Date Audit Completed: 16/06/2026

To be completed by the Designer				To be completed by the Audit Team
Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures or comments	Alternative Measures accepted by Auditors (yes/no)
2.1	Yes	Yes		-
2.2	Yes	No	A 24 m stacking length has been provided within the current design to accommodate anticipated vehicle demand while reducing the length of shared carriageway used by both cyclists and vehicles. This arrangement is proposed as an interim measure and will be superseded by a signal-controlled junction incorporating dedicated cycling facilities as part of the ultimate scheme.	Yes
2.3	Yes	No	A 24 m queue length has been provided within the current design to accommodate anticipated vehicle demand while reducing the length of shared carriageway used by both cyclists and vehicles. This arrangement is proposed as an interim measure and will be superseded by a signal-controlled junction incorporating dedicated cycling facilities as part of the ultimate scheme.	Yes
2.4	Yes	No	The junctions have been designed with 4.5 m corner radii, which are in accordance with DMURS recommendations for local streets, to provide a low-speed environment while accommodating service, refuse and emergency vehicles.	Yes
2.5	Yes	Yes	An uncontrolled pedestrian crossing will be provided south of the Road 2/Road 3 junction on the North-South Link Road during the detailed design stage.	-
2.6	Yes	Yes	Continuous connectivity will be provided through the subsequent development phases. Should the	-



To be completed by the Designer				To be completed by the Audit Team
Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures or comments	Alternative Measures accepted by Auditors (yes/no)
			delivery of the subsequent phases be delayed, appropriate interim measures will be implemented to maintain connectivity for all three streets.	
2.7	Yes	Yes		-
2.8	Yes	Yes		-
2.9	Yes	No	Road markings will be revised to provide clearer guidance to cyclists and direct them into the appropriate lane arrangement.	Yes
2.10	Yes	No	- The carriageway surface within the Home Zone street will be differentiated through the use of contrasting materials, texture, and colour in accordance with Section 4.4.2 of DMURS, thereby distinguishing it from other street typologies. - The carriageway width is 4.8 m, which is the minimum recommended width for a Home Zone street as set out in Section 4.4.1 of DMURS. The reduced carriageway width contributes to lower vehicle speeds and improved pedestrian priority. - Shared Street Symbol Markings (M133), in accordance with Chapter 7 of the Traffic Signs Manual, will be provided along the Home Zone street. The markings will be installed at the commencement of the Shared Street and repeated after each junction. Where spacing between junctions exceeds 100 m, additional markings will be provided at intervals of 50–100 m.	Yes
2.11	Yes	Yes	Continuous connectivity for all road users will be achieved through the subsequent development phases. Should these phases be delayed, suitable	-



To be completed by the Designer				To be completed by the Audit Team
Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures or comments	Alternative Measures accepted by Auditors (yes/no)
			interim measures will be implemented to maintain connectivity.	
2.12	Yes	Yes		-
2.13	Yes	Yes	During the detailed design stage, the existing segregated facility located between the Active Travel facility and the pedestrian crossing on the North–South Link Road will be upgraded to a shared surface arrangement.	-
2.14	Yes	Yes	During the detailed design stage, the proposed tree planting will be reviewed to ensure that adequate visibility is maintained. Trees of appropriate size will be selected or relocated/removed where necessary to achieve the required visibility standards.	-
2.15	Yes	Yes	During the detailed design stage, the proposed tree planting will be reviewed to ensure that adequate visibility is maintained. Trees of appropriate size will be selected or relocated/removed where necessary to achieve the required visibility standards.	-
2.16	Yes	Yes	During the detailed design stage, the proposed tree planting will be reviewed to ensure that adequate visibility is maintained. Trees of appropriate size will be selected or relocated/removed where necessary to achieve the required visibility standards.	-

Signed by the Designer: 

Date: 08/07/2026

Signed by the Audit Team Leader: 

Date: 08/07/2026



Signed by the Employer:

Date:



Appendix B. Auditor Approval

User
First Name: Shane
Last Name: Tobin
Email: shane.tobin@atkinsrealis.com
Auditor Ref No.: ST273743
Organisation: Atkins
Registered: Yes
Eligible as team member: Yes
Eligible as team leader: Yes
Client: Yes
Auditor: Yes
Team Member Approval Date: 02/01/2025
Team Leader Approval Date: 02/01/2025
Leader Expiry Date: 12/04/2027

User
First Name: Anthea
Last Name: Gombart
Email: anthea.gombart@atkinsrealis.com
Auditor Ref No.: AG129451
Organisation: Atkins
Registered: Yes
Eligible as team member: Yes
Eligible as team leader: No
Client: Yes
Auditor: Yes
Team Member Approval Date: 06/08/2025



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