

**Title: Stage 1 Road Safety Audit and Quality Audit,
For;
Proposed Residential Development at, Grace Park Court,
Beaumont Road, Dublin 9.**

**Client: Waterman Moylan Consulting Engineers on behalf of Urban
Life.**

Date: July 2026

Report reference: 2966R02

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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

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St 1 RSA & QA – Beaumont Road

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1.0 Introduction

This report was prepared in response to a request from Barbara Klaumann Lucas, Waterman Moylan Consulting Engineers for a Stage 1 Road Safety Audit and DMURS Quality Audit for a proposed residential development at Grace Park Court, Beaumont Road, Dublin 9.

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 MIEI

TII Auditor Approval no. OO1291756

The Audits involved the examination of drawings and other material provided and a site visit by the Audit Team on the 3rd 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 May 2025.

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 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. those aspects of a Quality Audit carried out independent of the Design Team).

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

The site would be accessed by a two simple priority junctions off the loop road. There is potential for pedestrian access only connecting with the existing cul-de-sac on Ellenfield Road.

Perpendicular parking including one accessibility space are proposed. Bicycle parking is proposed at various locations throughout the site.

The speed limit on the Grace Park Court loop is 30km/hr and the speed limit on Beaumont Road is 50km/hr.

A Stage 1 Road Safety audit was carried out on a previous layout of this scheme earlier this year. This audit is based on updated drawings which addressed issues raised and are therefore not repeated.

The site location is shown below.



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.	✓	✓		
4.5	✓	✓		

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4.0 Items Raised in This Stage 1 Road Safety Audit.

4.1 Problem

Location.

Drawing PRD-WMC-ZZ-XX-DR-C-P2020, Rev - , Southern access.

Problem.

There is no pedestrian route at the southern access. Pedestrians will have to share space with vehicles which could lead to collisions.



Recommendation

It is recommended that a footpath be provided or that the street be changed to a shared use street with all the features expected of one including a pedestrian refuge area.

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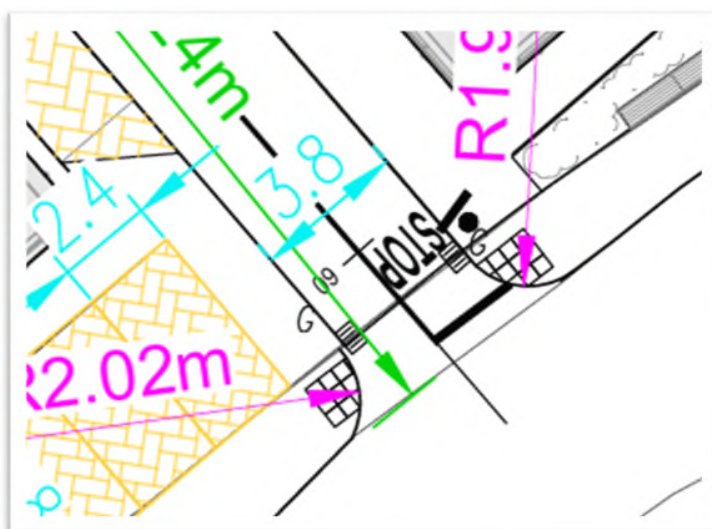
4.2 Problem

Location.

Drawing PRD-WMC-ZZ-XX-DR-C-P2030, Rev - , Northern access.

Problem.

The carriageway width at the mount of the junction is proposed to be 3.8m. This is too narrow for two vehicles to pass and will lead to side-swipe collisions. A delay in getting vehicles into the car park could lead to queuing onto Beaumont Road resulting in rear-end collisions.



Recommendation

It is recommended that a suitable carriageway width be provided to allow vehicles to pass.

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4.3 Problem

Location.

Drawing PRD-WMC-ZZ-XX-DR-C-P2020, Rev - Internal footpath southern block.

Problem.

There will be limited inter-visibility between exiting drivers and pedestrians entering the carriageway at the front of the southern block. This could lead to collisions.



Recommendation

It is recommended that adequate inter-visibility be provided.

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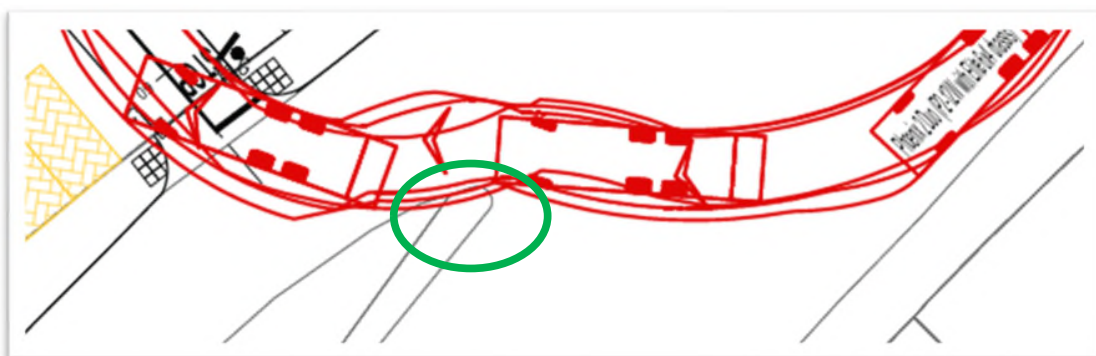
4.4 Problem

Location.

Drawing PRD-WMC-ZZ-XX-DR-C-P2052, Rev -, Swept path for refuse vehicle.

Problem.

The swept path shows that a refuse vehicle may strike the utility pole at the access to Grace Park Court Loop from Beaumont Road. This could lead to material damage of the utility pole.



Recommendation

It is recommended that the layout be modified to ensure there is a clear gap between the utility pole and the overhang of the swept path.

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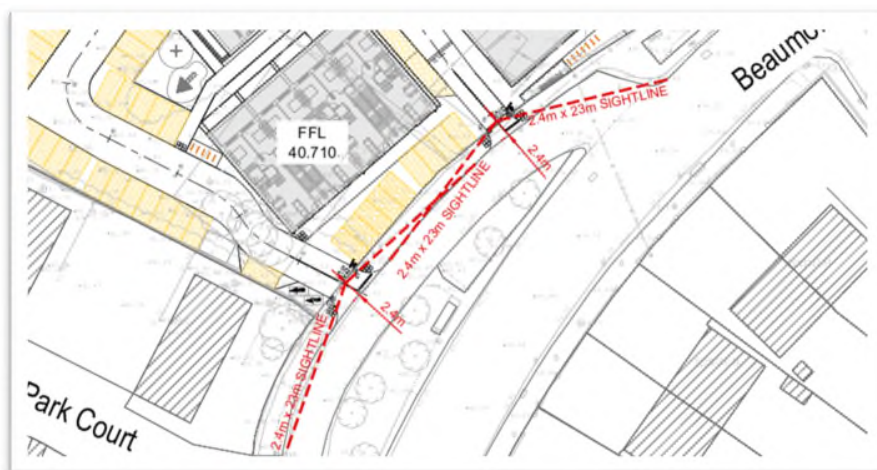
4.5 Problem

Location.

Drawing PRD-WMC-ZZ-XX-DR-C-P2016, Sightlines.

Problem.

It was observed that parking takes place along the loop road. If this practice continues this could lead to the blocking of sightlines and side-impact or rear-end collisions.



Recommendation

It is recommended that a double yellow line be provided along the extent of the sightlines after the pavement works are complete.

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5.0 Items Raised in This Quality Audit – Accessibility Audit.

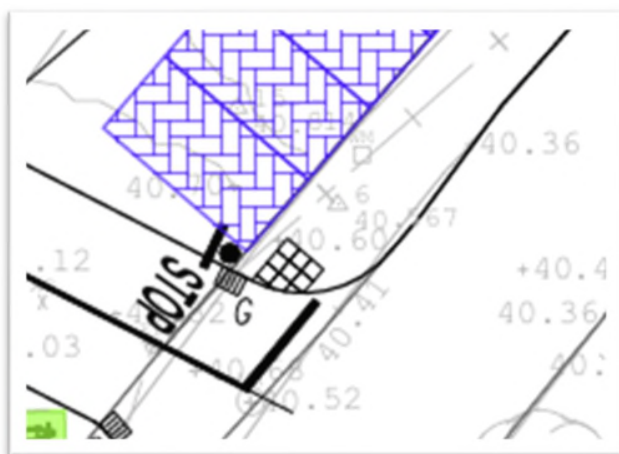
5.1 Issue

Location.

PRD-WMC-ZZ-XX-DR-C-P2020, perpendicular parking space.

Issue.

Access to the last perpendicular parking space will be across the tactile paving and very close to the stop sign. This will be a hazard for pedestrians crossing the access.



St 1 RSA & QA – Beaumont Road**WM****5.2 Issue****Location.**

PRD-WMC-ZZ-XX-DR-C-P2020, perpendicular parking spaces.

Issue.

It is unclear what height of kerb upstand is proposed at the perpendicular parking along the loop road. The existing kerb is full height and may lead to bounce back of wheels. Too low of a kerb may not be detected by visually impaired pedestrians and they may inadvertently stray into the carriageway.

**Recommendation**

It is recommended that a suitable height kerb be provided for vehicle access.

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6.0 Items Raised in This Quality Audit – Walking Audit.

6.1 Issue

Location.

Drawing PRD-WMC-ZZ-XX-DR-C-P2020, Rev - , two accesses.

Issue.

There are two accesses proposed within a short distance and they will have relatively low traffic movements in and out due to the small amount of car parking. Pedestrians on the footpath however have to give way to traffic twice and higher priority is given to vehicular traffic in this quiet loop road.



Recommendation

It is recommended that continuous footpaths be provided at the access points as per the details provided in Advice Note 6 of DMURS.

7.0 Items Raised in This Quality Audit – Cycling Audit.

No further issues identified.

8.0 Observations

8.1 Observation

The following were not available for audit at this early stage of the design process

- Lighting design

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.

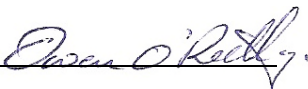
Norman Bruton

Signed: 

(Audit Team Leader)

Dated: 10-7-2026

Owen O'Reilly

Signed: 

(Audit Team Member)

Dated: 10-7-2026

St 1 RSA & QA – Beaumont Road**WM****Appendix A****List of Material Supplied for this Road Safety Audit and Quality Audit;**

Drawing 20-048-P2051-Swept Path Analysis- Fire Tender-.

Drawing 20-048-P2052-Swept Path Analysis- Refuse Vehicle-.

Drawing 20-048-P2090-Proposed Road Construction Details.-.

Drawing 20-048-P2010-Site Location Map-Layout1

Drawing 20-048-P2011-Proposed Road Layout & Levels-.

Drawing 20-048-P2015-Proposed Road Marking and Signage-.

Drawing 20-048-P2016-Proposed Entrance Sightlines-.

Drawing 20-048-P2020-Parking Layout-.

Drawing 20-048-P2030-DMURS Drawing-.

Drawing 20-048-P2050-Swept Path Analysis-Standard Vehicle-.

Appendix B

Feedback Forms (Road Safety Audit & Quality Audit)

SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT

Scheme: Grace Park Court Beaumont.

Stage: 1 Road Safety Audit

Date Audit (Site Visit) Completed: 3-2-2026

Paragraph No. in Safety Audit Report	Issue 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		
4.3	Yes	Yes		
4.4	Yes	Yes		
4.5	Yes	Yes		

Signed.....
Design Team Leader

Date.....

Signed.....
Audit Team Leader

Date.....10-7-2026

Signed.....
Employer/Developer

Date.....

QUALITY AUDIT – FEEDBACK FORM

Scheme: Grace Park Court, Beaumont

Quality Audit- Stage 1 (Planning)

Date Audit (site visit) 3-2-2026

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			
5.2	yes			
6.1	yes			

Signed.....*Barbara Lucas*.....
Design Team Leader

Date 10-7-26

Signed.....*Norman Branton*.....
Audit Team Leader

Date: ...10-7-2026...

Signed.....*B. Gallagher*.....
Employer/Developer

Date.....10/7/26

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Appendix C

Problem Location Plan.

