

Confey Lands 1A LRD

Combined Stage 1 & 2 Road Safety Audit

Ballymore Ireland Contracting Services Limited

April 2026

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Document History

JOB NUMBER: 260026			DOCUMENT REF: 260026RPT001_RSA1&2_R1			
1	Final Issue	SK	MD	SK	MD	29 Apr 2026
0	Draft Issue	SK	MD	SK	MD	23 Mar 2026
Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date

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1. Introduction

1.1 Report Context

This report describes the findings of a Combined Stage 1 & 2 Road Safety Audit associated with Confey Lands 1A LRD.

The Audit has been completed by Traffico on behalf of Ballymore Ireland Contracting Services Limited.

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Tuesday 10 th March 2026	Daylight	Sunny with dry road pavements.

Table 1.1 – Site Inspection Details

1.3 The Road Safety Audit Team

The members of the Road Safety Audit Team have been listed following:

Status	Name / Qualifications	TII Auditor Reference No:
Audit Team Leader (ATL)	Martin Deegan BEng(Hons) MSc CEng FIEI	MD101312
Audit Team Member (ATM)	Shane Kearns MEng BEng (Hons), RSACert, MIEI, MTPS	SK*364

Table 1.2 – Audit Team Details

1.4 Design Information Examined as Part of the Audit Process

The following design information was examined as part of the Road Safety Audit (RSA) process:

Drawing No.	Drawing Title	Rev.
2423-DOB-XX-SI-DR-C-0500	Proposed Site Layout	P05
2423-DOB-XX-SI-DR-C-0550	Proposed Exit Sightlines	P03
2423-DOB-XX-SI-DR-C-0700	Ex., Interim & Long Term Captains Hill Arrangement Sh. 1	P03
2423-DOB-XX-SI-DR-C-0710	Ex., Interim & Long Term Captains Hill Arrangement Sh. 2	P01
2423-DOB-XX-SI-DR-C-1100	Proposed Typical Siteworks Details	S2.P04
2423-DOB-XX-SI-DR-C-1150	Proposed Typical Toucan Crossing	S2.P04
KE 2401-01-PLA	Landscape Masterplan Phase 1	00

Table 1.3 – Designers Drawing List

1.5 Road Safety Audit Compliance

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.

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.

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.

Minimizing Risk of Collision Occurrence

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

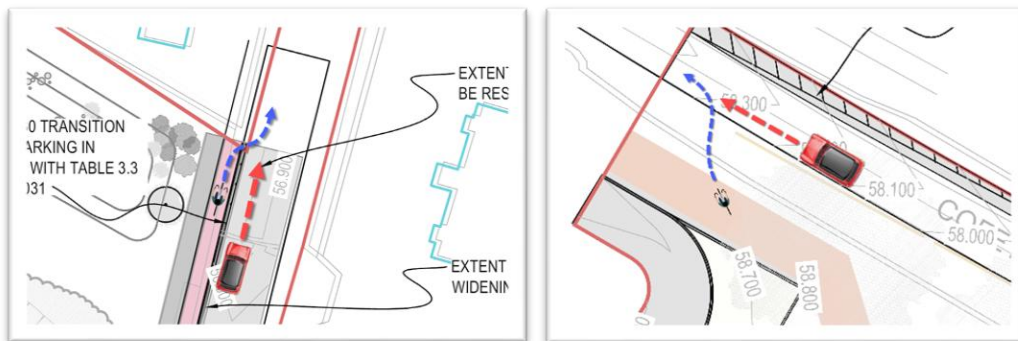
2. Road Safety Issues Identified

2.1 Problem: Cyclists Rejoining Traffic Lanes Suddenly

Location: Cycle Tracks on R149 Captains Hill and L1015 Confey Road

When cyclists reach the end of the segregated cycling tracks, they will merge into adjacent traffic lanes unexpectedly, which could increase the risk of them being struck from behind by approaching vehicles.

Figure 2.1 – Locations of Where Cyclists Will Be Required Transition Back into Traffic Lanes



Recommendation

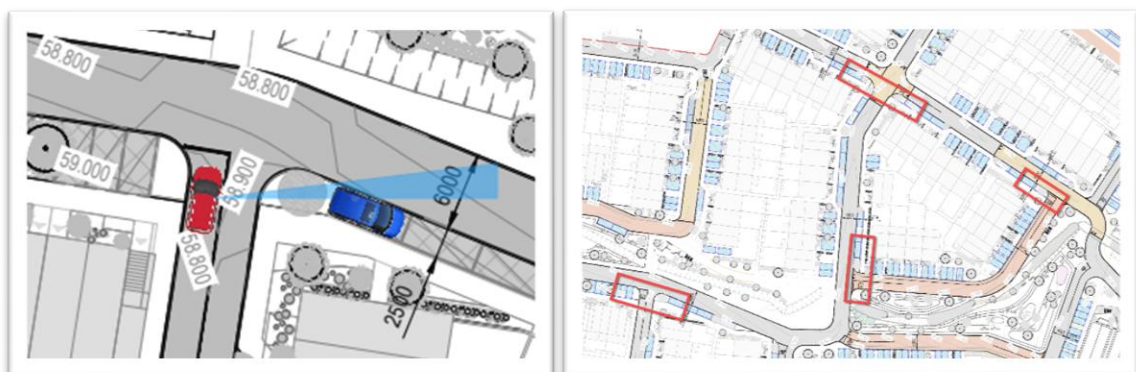
Cyclists should be provided with a safe and appropriate means to transition back into the adjacent traffic lane. The measures should highlight to drivers the location where cyclists will be re-entering the traffic lane in front of them.

2.2 Problem: Parking Beside Junctions Obscuring Lines of Sight

Location: Various Junctions within the Development Internal Streets

Parking bays positioned too close to internal junctions may reduce visibility splays, increasing the risk of side impact type collisions on the internal streets.

Figure 2.2 – Examples of Internal Junctions with Parking Close By Which Might Impact on Sightlines



Recommendation

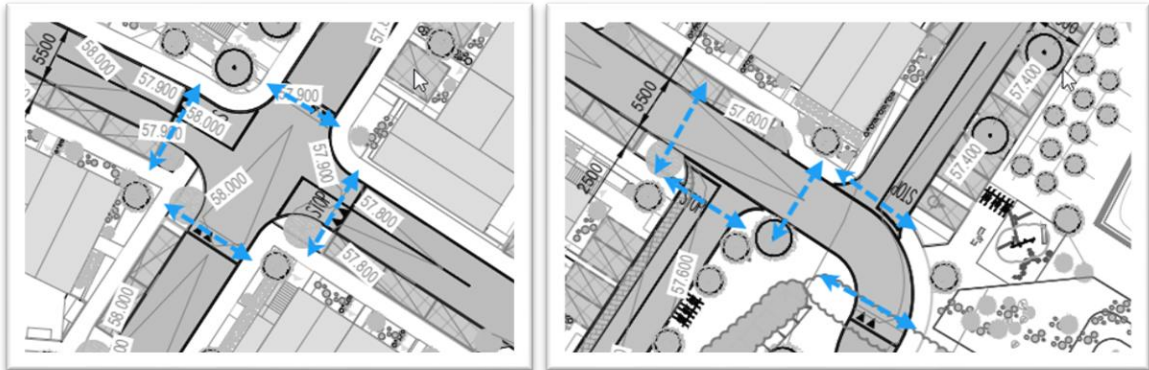
Sightlines for all internal junctions with parking close by should be examined, with the parking arrangements modified as appropriate to achieve suitable sightlines.

2.3 Problem: Uncatered Pedestrian Crossing Desire Lines

Location: Various Junctions within the Development Internal Streets

At a number of internal junctions there appears to be an absence of crossing facilities. This could lead to pedestrians attempting to cross the road at unsuitable locations placing them in conflict with vehicles.

Figure 2.3 – Uncatered Pedestrian Crossing Desire Lines at Internal Junctions



Recommendation

Suitable raised pedestrian crossings should be provided in all locations where pedestrians are likely to want to cross the internal streets.

2.4 Problem: Missing Footpath Link on Key Walking Dires Lines

Location: Internal Junction Near Access to Captains Hill

The absence of suitable footpath connections here could lead to pedestrians stepping into the adjacent traffic lane without warning. It could also lead to slips and trips for pedestrians attempting to walk in the grass to reach the nearest available footpath connection.

Figure 2.4 – Missing Footpath Links Near Main Pedestrian Access to Captains Hill / Train Station



Recommendation

Suitable footpath links should be provided here, including raised crossings where required.

2.5 Problem: Impact on Visibility Splays for House Access

Location: Existing House Entrance on L1015 Confey Road

The location of the proposed roadside parking on L1015 Confey Road may reduce visibility for drivers emerging from the house access. This could lead to a collision between vehicles on L1015 Confey Road and a vehicle attempting to leave the house access.

Figure 2.5 – House Access onto L1015 & Location of Roadside Parking to Wset



Recommendation

The Designer should ensure that the proposed roadside parking does not reduce visibility for drivers emerging from the house access.

3. Audit Team Statement

3.1 Certification & Purpose

We certify that we have examined the drawing(s) listed in Chapter 1 of this Report.

Sole Purpose of the Road Safety Audit

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 road safety aspects of the scheme.

3.2 Implementation of 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 be studied with a view to implementation.

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.

3.3 Road Safety Audit Team Sign-Off

Martin Deegan

Audit Team Leader

Road Safety Engineering Team

traffico

Signed:



Date:

23rd March 2026

Shane Kearns

Audit Team Member

Road Safety Engineering Team

traffico

Signed:



Date:

23rd March 2026

4. Designers Response

4.1 Using the Feedback form to Respond to the Road Safety Audit

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

When completed, this form should be signed by the Designer and the Client and returned to the Audit Team for consideration. See flow-chart following for further description.



Figure 4.1 – Road Safety Audit Sign-Off and Completion Process

4.2 Returning the Completed Feedback Form

The Designer should return the completed Road Safety Audit Feedback Form attached in Appendix A of this report to the following email address:

- Email address: martin@traffico.ie
- Telephone: 01 699 1551

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

4.3 Triggering the Need for an Exception Report

If the Designer and Audit Team cannot agree on how to address a safety issue identified as part of the road safety audit process, then the Designer must prepare an Exception Report for each disputed item in the audit report.

Refer to *GE-STY-01027 Road Safety Audit Guidelines, Section 3.4.3 Exception Report* for further guidance.

Appendix A

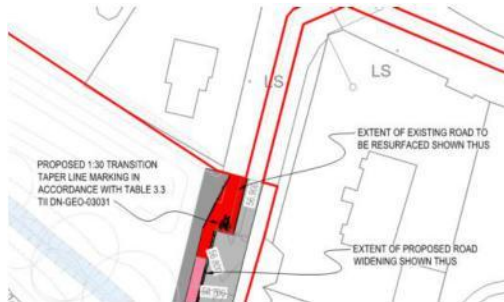
A.1 Road Safety Audit Feedback Form

Road Safety Audit Feedback Form

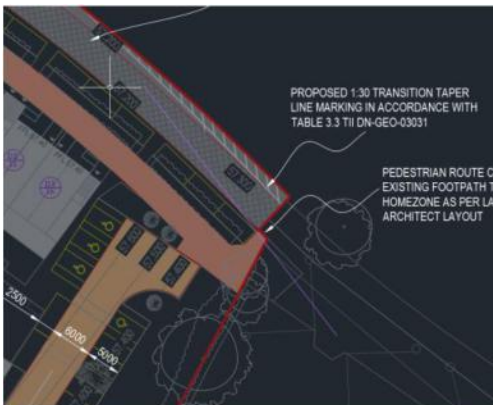
Scheme: Confey Lands 1A LRD

Audit Stage: Combined Stage 1 & 2 Road Safety Audit

Audit Date: 23rd March 2026

Problem Reference (Section 2)	Designer Response Section			Audit Team Response Section
	Problem Accepted (yes / no)	Recommended Measure Accepted (yes / no)	Alternative Measures or Comments	Alternative Measures Accepted (yes / no)
2.1	YES	YES	Along the East of the site, a transition arrangement in accordance with The Cycle Design Manual is provided in the interim, prior to the completion of the Confey Masterplan and associated future road upgrade. Upon completion of the masterplan, dedicated cyclist and pedestrian facilities will be developed further.  Similarly, In the Interim and prior to the Confey Masterplan being completed, a shared surface with tactile paving and dropped kerb is provided for a transition to the carriageway. 	Comment noted.
2.2	YES	YES	Parallel Parking along carriageways have been relocated/ amended to accommodate suitable visibility splays	Comment noted.

Problem Reference (Section 2)	Designer Response Section			Audit Team Response Section
	Problem Accepted (yes / no)	Recommended Measure Accepted (yes / no)	Alternative Measures or Comments	Alternative Measures Accepted (yes / no)
			given the slower speeds through the internal road network 	
2.3	YES	YES	Additional Pedestrian Crossing points have been added where pedestrians will cross internal streets. 	Comment noted.
2.4	YES	YES	Landscaped connection has been provided from the units to the eastern portion of the site 	Comment noted.

Problem Reference (Section 2)	Designer Response Section			Audit Team Response Section
	Problem Accepted (yes / no)	Recommended Measure Accepted (yes / no)	Alternative Measures or Comments	Alternative Measures Accepted (yes / no)
2.5	YES	YES	A Splay of 45m to centre of carriageway is provided in line with DMURS Table 4.2. The proposed Parallel parking is located such that there is no obstruction with Sightlines. 	Comment noted.

**The Designer should complete the Designer Response Section above, then fill out the designer details below and return the completed form to the Road Safety Audit Team for consideration and signing.*

Designer's Name:

Martin Coffey

Designer's Signature:

Date: 24.04.2026

Audit Team's Name:

Martin Deegan

Audit Team's Signature:

Date: 29.04.2026

Client's Name:

Client's Signature:

Date:



traffico

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e: hello@traffico.ie