CONSULTING ENGINEERS

Ross Rd., Killarney, Co. Kerry

Proposed Large Scale Residential Development,
Ross Rd., Killarney, Kerry.

Quality Audit Report

July 2025

MHL & Associates Ltd.
Consulting Engineers




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M.H.L. & Associates Ltd.

Consulting Engineers

Unit 1B,
The Atrium,
Blackpool,
Cork.

Tel 021-4840214 *Fax:* 021-4840215

E-Mail: info@mhl.ie

Table of Contents

Table of Figures

1 INTRODUCTION

1.1 Background

M.H.L. & Associates Ltd. Consulting Engineers have been engaged by Homeland Group to prepare a Quality Audit Report (QAR) to supplement a planning application process for the development of a Large-Scale Residential Development (LRD) in Ross Road, Killarney, Kerry. This DMURS Quality Audit Report aims to assess the scheme from the perspective of the Design Manual for Urban Roads and Streets on aspects of safety, accessibility and streetscape.

The developments comprises of 134 no residential units and a 102 pupil creche.

The Quality Audit site assessment was undertaken on Monday 24th February 2025 and at the time of the survey the weather was dry, and the ground conditions were dry. This Quality Audit will assess how pedestrians, cyclists and other vulnerable road users including the mobility impaired, push chair users and wheelchair users will navigate from the proposed development along perceived desire lines within the proximity of the development by using existing and proposed infrastructure.

The assessment was carried out on three different routes which are deemed to be desire lines to/from local amenities for residents within the development. The assessed routes are provided in following reporting.

The site is located in a particularly favourable location, with an excellent active travel network of services currently available, and with further improvements proposed for the Killarney area, as set out in the Killarney Town Development Plan and Cycle Connects.

1.2 Scope of Quality Audit

The geographical scope of this Quality Audit considers the applicant's development site (extent of proposed new infrastructure works within the site boundary), the proposed/potential site access/egress locations and the immediate pedestrian/cycle/vehicular routes leading to/from the development site.

The audit sets out a critical assessment of public connectivity facilities in the vicinity of the site, along particular desire routes. It is not intended that the applicant should be required to address these issues, but that they should be addressed by the local authority, possibly in collaboration with local developers, possibly using roads contributions to fund some of the necessary improvements.

1.3 Overview

The Access Audit identifies a range of barriers that potentially restrict access for disabled people in the external and internal built environments.

For the purposes of the access assessment, the environment's features have been broken down into its constituent features. Each feature is assessed for conformity against certain access criteria. These criteria are derived from the following range of Best Practice sources, guidelines, standards, publications and legislation:

- The Disability Act 2005 and related Sectoral Plans
- British Standards Institute BS8300:2001 and BS5588
- Building Regulations 2000, Technical Guidance Document M

- Access for People with Disabilities (Department of the Environment, Heritage and Local Government)
- Buildings for Everyone Access and use for all citizens (National Disability Authority)
- Traffic Management Guidelines (Irish Government Publications 2003)
- Design Manual for Urban Road and Streets (Department of Transport, Tourism and Sport)
- Access Auditing of the Built Environment guidelines (National Disability Authority)
- Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (Department of Transport United Kingdom)
- Guidance on the use of Tactile Paving Surfaces: UK Department for Transport

Where a site feature does not conform to this guidance, an explanation as to the potential restriction on access is provided, together with a suggested action and the priority in which such actions should be undertaken.

The Disability Act 2005 and the National Disability Authority's initiatives build on relationships and practices which currently exist among councils, city planners, building professionals and community groups to make services in Ireland more accessible to people with disabilities. In addition to people who use wheelchairs or have restricted mobility, there are many people affected by some degree of hearing loss, learning disability, visual impairment or conditions such as arthritis. This access assessment considers the needs of all potential users from a universal access perspective.

The audit is an organisation's first step in identifying physical barriers that people with disabilities may encounter when engaging with the community, public services and facilities.

1.4 Quality Audit Procedure

The definition of a Quality Audit is provided within the Department for Transport (UK) Traffic Advisory Leaflet 5/11 "Quality Audit", and states:

"QA is a defined process, independent of, but involving, the design team, that through planning, design, construction and management stages of a project, provides a check that high quality places are delivered and maintained by all relevant parties, for the benefit of all end users. QA is a process, applied to highway, traffic management or development schemes, which systematically reviews projects using a series of discrete but linked evaluations and ensures that the broad objectives of a place, functionality, maintenance and safety are achieved."

The design manual for Urban Roads and Streets (DMURS) states:

"The intention of a Quality Audit is not to pass or fail a design rather it is intended as an assessment tool that highlights the strengths and weakness of a design and a documented process of how decisions were made".

Quality Audits are a relatively new process within Ireland and as such no formal detailed guidance has been published here to date. Accordingly, until the publication of such guidance in Ireland, MHL continue to use our internally derived Quality Audit report structure which has been compiled in reference to international best practice guidance including, amongst others, the Department for Transport (UK) Traffic Advisory Leaflet 5/11 "Quality Audit", and the CIHT document "Manual for Streets 2". Through the adoption of the guidance detailed

within the aforementioned documents, MHL submit that this Quality Audit complies fully with the requirements introduced in DMURS.

For developer led schemes, the Quality Audit is an integral element of the development team approach through which all relevant disciplines contribute to the planning process.

The Quality Audit seeks to identify a set of clear, agreed outcomes and recommendations that are set fed back into the design process through discussion and agreement with the relevant parties of the design team (e.g. architects, planners, engineers etc.).

The Quality Audit process can be summarised as follows:

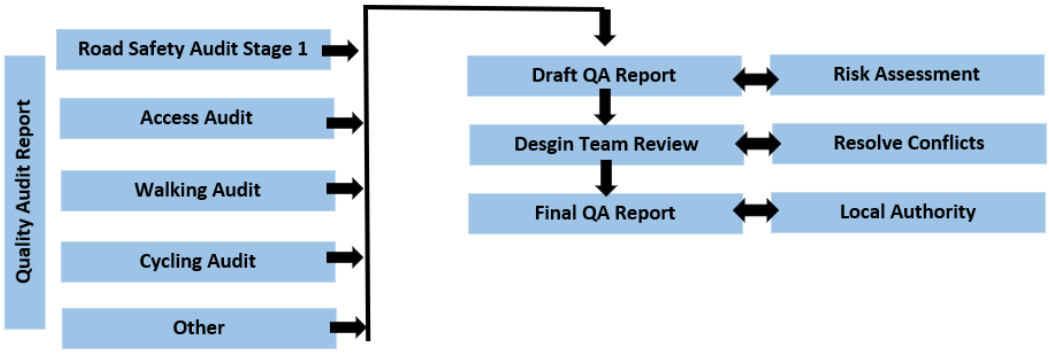


Figure 1.1 Quality Audit Process

The Quality Audit encompasses an Access Audit, Walking Audit and Cycling Audit. The scope of the audit considers the subject development site and the immediate pedestrian/cycle/vehicular routes leading to/from the development site.

The Quality Audit Team was as follows:
Brian Murphy BE C.Eng., MIEI
MHL Consulting Engineers Ltd.

Don O'Connell B.Eng. MIEI
MHL Consulting Engineers Ltd.

The Audit comprised a review of the drawings/documents as detailed in this report in addition to an examination of the existing conditions on site. The site was visited on Tuesday 26/02/2025 with the objective of quantifying:

- Existing traffic (pedestrian, cyclist and vehicular) and travel demand characteristics
- The provision of dedicated facilities available for Non Motorised Users (NMU's) and their functionality
- The likely travel desire lines/links to/from the subject site; and
- Any issues that might impact the comfort and safety of NMU's.

This Audit has been carried out in accordance with the DMRB (UK) Section 5 Part 2 HD45/02 Non-Motorised User Audits, the relevant sections of Transport Infrastructure Ireland guidance, in addition to respecting the requirements of the Access Audit, Cycling Audit and Walking Audit.

The problems identified and described in this report are considered by the Audit Team to require action in order to improve accessibility, enhance comfort and safety levels of the scheme and minimise accident occurrence.

2 APPLICANT'S SITE

2.1 Site Location

The site is located just off the Ross Road at Killarney, Kerry.

Location:	Ross Road, Killarney, Kerry
Classification:	Proposed Large-Scale Residential Development
Internal Road Speed Limit:	50kph
Local Authority:	Kerry County Council
Type of Roads:	Town street/ Local Road

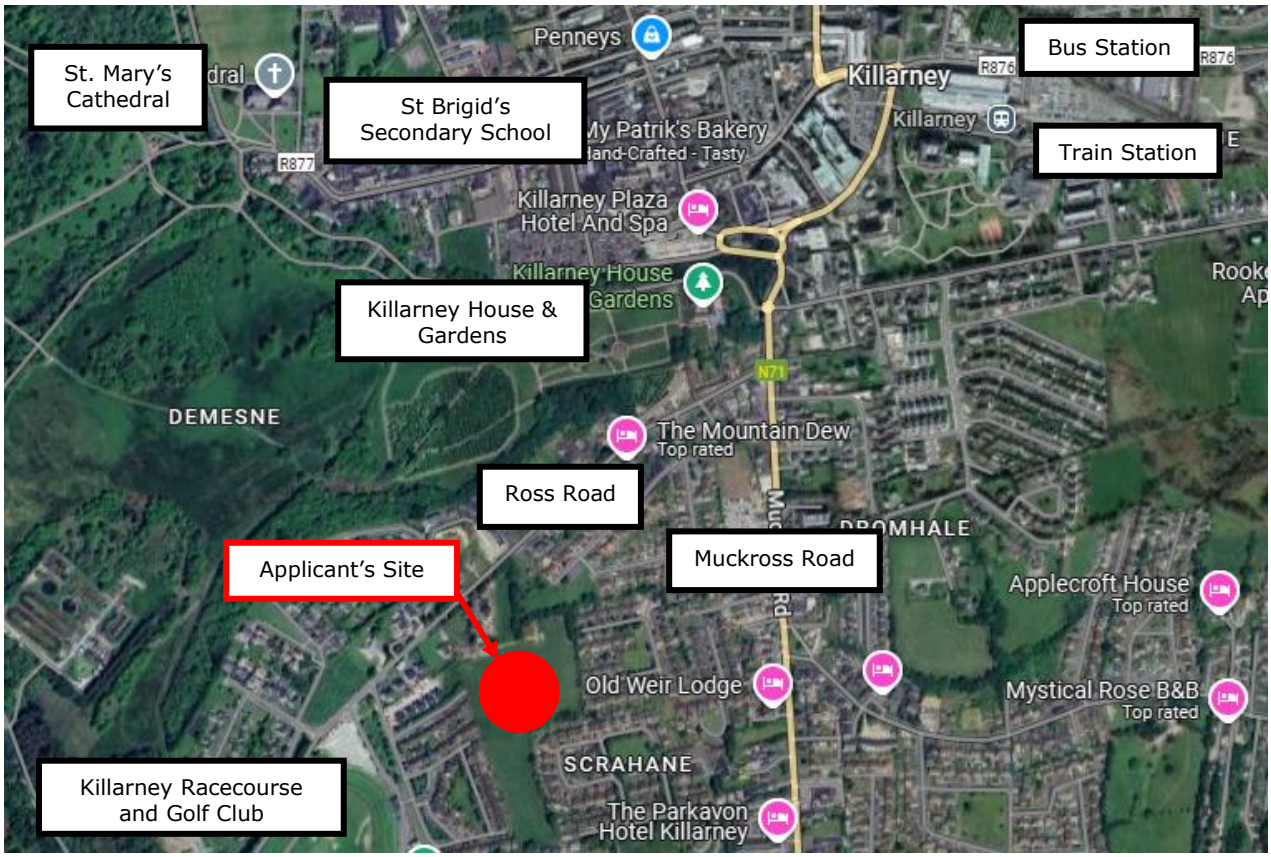


Figure 2.1 Site Location

Figure 2.1 highlights the proximity of the site to the Killarney Town, educational, sport and recreational facilities. It shows that majority of the town's amenities are within a 2km cycle radius of the site, as identified in the Killarney Town Development Plan. The provision of existing pedestrian and public transport facilities in the vicinity of the site also ensure that the uptake of sustainable travel modes can be realised.

The figure below shows the site location proximity to Killarney Town, the adjacent Ross Road and the nearby Muckross Road. These are busy urban routes, with Muckross Road a busy national primary route linking the site to Killarney, to Muckross House which can provide a link to Killarney National Park via the Ross Road and further onto the Muckross Road. Locally the road network links the site to the Town Centre and Ross Castle. The Ross Road allows for two-way traffic flows. The site is currently accessed via a simple priority entrance on Ross Road.

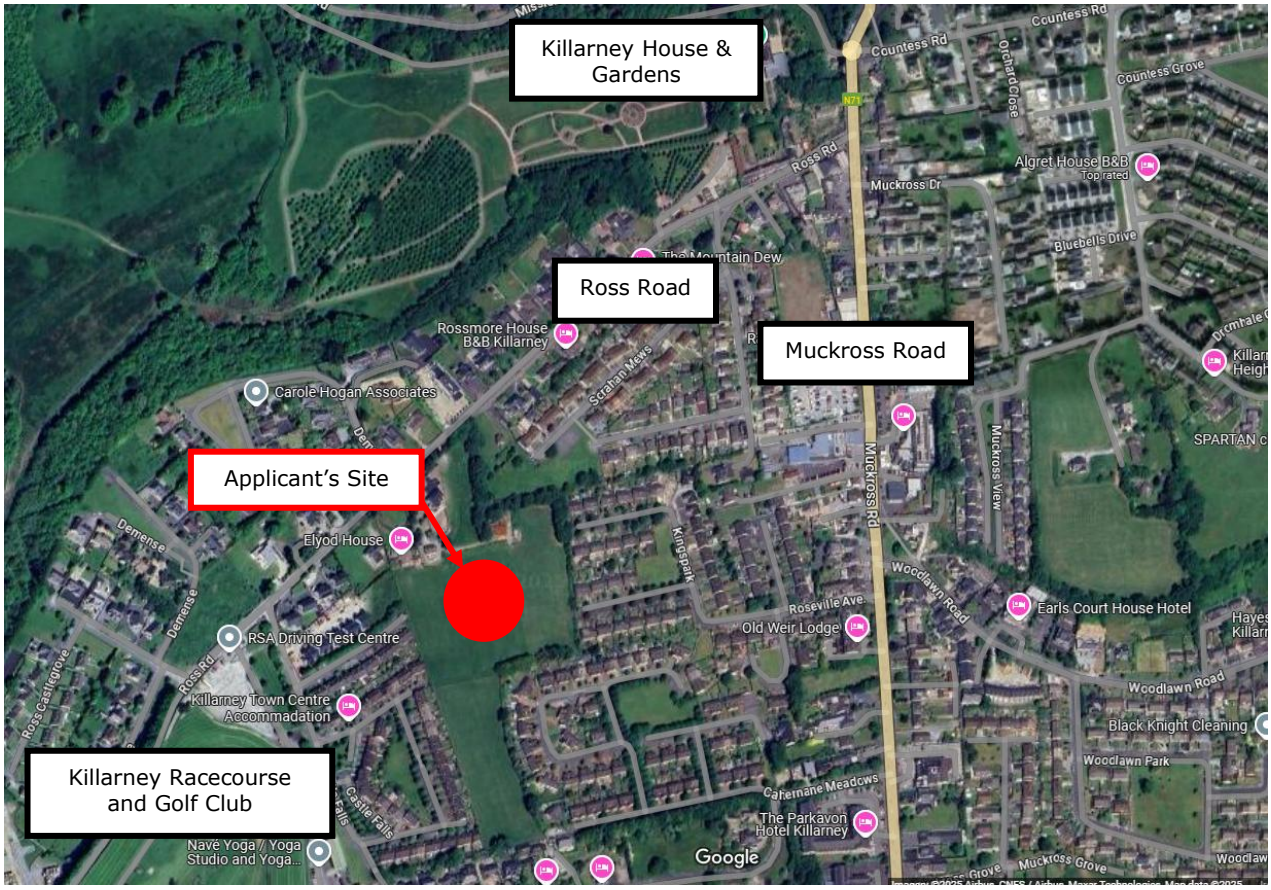


Figure 2.2 Site Location

2.2 The proposed Development

The proposed development will consist of a largescale residential development (LRD), comprising of 134no. residential dwellings as follows: 65no. houses consisting of 10no. 4-bed dwellings and 55no 3-bed dwellings; 51no. townhouses consisting of 32no. 3-bed units and 19no. 2-bed units; and 18no. apartments consisting of 12no. 2-bed units and 6no. 1-bed units.

The proposed development also includes crèche (585sqm) with capacity to accommodate 102no. children, and all ancillary site development works including 2no. vehicular and pedestrian accesses onto the Ross Road.

A total of 235 no. surface car parking spaces, including 5 no. visitor car parking spaces, 2 no. car parking spaces per 4-bed unit, 2 no. car parking spaces per 3-bed end townhouse, semi-detached & detached units, and 1 no. parking space per 2-bed unit, 3-bed mid-townhouse unit, 1-bed apartment unit & 2-bed apartment unit. There are also 7 no. parking spaces for the creche where 2 no. are accessible parking spaces, 1 no. is an EV. Parking space and 2 no. drop-off spaces.

Bicycle parking is proposed comprising of 113 no. spaces in total, comprising 1 no. space per bedroom per 2/3-bed mid-townhouse unit, 12 no. spaces within secure shelter at the rear of the creche and 20 no. visitor spaces. It is noted that the 1/2-bed detached and semi-detached apartment units will not need bike spaces the tenants will have direct access to their private amenity space are bike storage or else a bike store.

Figure 2.3 Applicant's Development Site

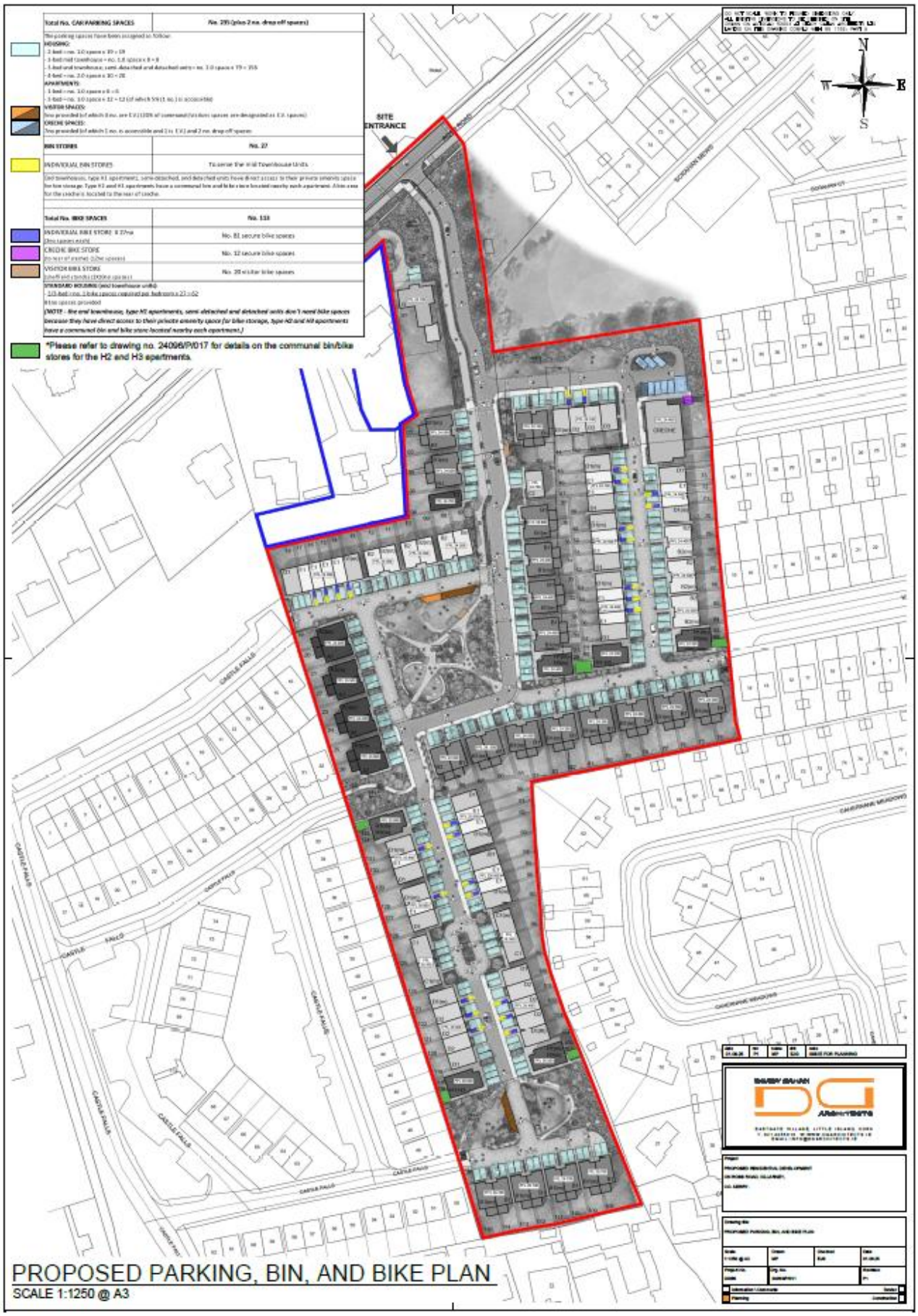


Figure 2.4 Applicant's Development Site's Parking Provisions

3 EXISTING SITE TRANSPORT

3.1 Existing Modal Split

This section describes the current level of modal split (the use of sustainable modes of travel) based on available data and compares these to national targets.

In looking more closely at the site location a review of the CSO "Small Area" population statistics (CSO Ref: Sa2022_ A077102005, Sa2022_ A077102026) presents information of the population in the immediate vicinity of the site. The two small areas cover a small area along the Ross Road toward Muckross Road in Killarney where the mean amounts will also be determined.

Means of Travel	Usually resident by means of travel to work (Number)	Usually resident by means of travel to school, college or childcare (Number)	Usually resident by means of travel to work, school, college or childcare (total) (Number)
On Foot	27	8	35
Bicycle	2	1	3
Bus, minibus or coach	1	3	4
Train, DART or LUAS	1	0	1
Motorcycle or scooter	0	0	0
Car Driver	59	1	60
Car passenger	1	35	36
Van	3	0	3
Other (incl. lorry)	0	0	0
Work mainly at or from home	19	0	19
Not stated	4	4	8
Total	117	52	169

Figure 3.1 2022 Census online SAP data Small Area A077102005– CSO Small Area

Means of Travel	Usually resident by means of travel to work (Number)	Usually resident by means of travel to school, college or childcare (Number)	Usually resident by means of travel to work, school, college or childcare (total) (Number)
On Foot	19	9	28
Bicycle	7	5	12
Bus, minibus or coach	33	1	34
Train, DART or LUAS	1	3	4
Motorcycle or scooter	0	1	1
Car Driver	107	7	114
Car passenger	12	59	71
Van	8	0	8
Other (incl. lorry)	1	0	1
Work mainly at or from home	10	0	10
Not stated	7	9	16
Total	205	94	299

Figure 3.2 2022 Census online SAP data Small Area A077102026– CSO Small Area

Means of Travel	Usually resident by means of travel to work (Number)	Usually resident by means to travel to school, college or childcare (Number)	Usually resident by means of travel to work, school, college or childcare (Number)
On foot	46	17	63
Bicycle	9	9	15
Bus, minibus or coach	34	4	38
Train, DART or LUAS	2	3	5
Motorcycle or scooter	0	1	1
Car driver	166	8	174
Car passenger	13	94	107
Van	11	0	11
Other (incl. lorry)	1	0	1
Work Mainly at or from home	29	0	29
Not stated	11	13	24
Total	321	149	468

Figure 3.3 Total 2022 Census online SAP data Small Areas A077102005 & A077102026 Combined– CSO Small Area

These statistics cover a population a total of 468no. residents and reports that 24.8% of commuters travel by sustainable modes (walking/cycle/bus). The private vehicle dominated the current modal shift in the area with 60% of people taking the car as either a driver or passenger.

3.2 Modal Split Targets

The national policy document on sustainable transport Smarter Travel: A Sustainable Transport Future, 2009 – 2020 sets out a long-term objective to reduce the percentage of car-based commuter trips to 45%, therefore a proposed mode share assigned to sustainable travel modes of 55%.

The Kerry County Development Plan Volume Two – Town Development Plans, Kerry County Council are committed to develop Killarney to be in line with Killarney Town Model / Traffic Management Study and the future Local Transport Plan for Killarney Town which will be consistent with the national policy and design guidelines.

Killarney Town Traffic Model / Traffic Management Study and the Killarney Local Transport Plan Objectives It is an objective of the Council to:	
KA 74	Facilitate the proposed traffic management measures, as contained in the Killarney Town Traffic Model / Traffic Management Study and the future Local Transport Plan for Killarney Town.
KA 75	Develop a Local Transport Plan for Killarney Town.

Figure 3.4 Objectives for Kerry Co. Co. regarding Killarney Town Traffic Model / Traffic Management Study and the Killarney Local Transport Plan Objectives.

The key to improve the connectivity of cycle lanes and Green linkages, Safety School Accesses while promoting Park and Stride through a necklace of carparks through many carparks with strong pedestrian links to the town centre.

Active Travel Objectives It is an objective of the Council to:	
KA 76	Develop and promote a more cycle and pedestrian friendly network and ancillary infrastructure throughout Killarney, having regard to environmental designations in the area.
KA 77	Facilitate the development of a cycling network strategy for Killarney Town and provide cycle lanes throughout the town at appropriate locations.
KA 78	Develop cycling and walking linkages between Killarney town centre, key strategic public amenities and residential neighbourhoods in the town, having regard to environmental designations in the area.

Figure 3.5 Objectives for Kerry Co. Co. regarding Active Travel.

Kerry County Council are committed to facilitate the sustainable implementation if the recommendations of the Killarney Town Traffic Model / Traffic management Study to relieve the traffic pressures to sustainably benefit Killarney. Kerry County Council have also committed to facilitating a Transport & Mobility Plan that will sustainably, economically and inclusively benefit Killarney. For this to happen, there will need to be an increase for the town's permeability and accessibility to alternative and more sustainable models of transport.

Roads & Infrastructure Objectives It is an objective of the Council to:	
KA 79	Facilitate the enhancement of Killarney as a 10-minute town.
KA 80	Facilitate improvement of existing footpaths and road network and support future projects for footpaths and roads with the provision of amenity areas at appropriate locations.
KA 81	Provide an inner relief road linking Bohereen Na Goun and Monsignor O'Flaherty road.
KA 82	Support the development of the inner relief road from Deerpark to Loreto Road.

Figure 3.6 Objectives for Kerry Co. Co. regarding the Road & Infrastructure.

Public Transport Objectives It is an objective of the Council to:	
KA 83	Liaise with the NTA, Bus Eireann and private Bus companies to provide bus set-down areas bus shelters and bicycle parking at strategic locations in the town centre area.
KA 84	Facilitate and support the development of a pedestrian link between the Bus Station and rai Station.

Figure 3.7 Objectives for Kerry Co. Co. regarding Public Transport.

As seen in the above figures, there are no approx. figures for the improvement for sustainability. What was stated by Kerry County Council are the lift of objective that they have committed to follow through with to improve the transport for the Killarney Town. The existing modal split for residents in the immediate vicinity of the subject site do not reflect national / Kerry County modal split targets. The statistics point to the local infrastructure not being suitable for promoting sustainable travel modes. Improving this infrastructure along the Ross Road should result in an increased level of walking and cycling to the nearby facilities.

3.3 Motorised Users

The Ross Road connects the site to the adjoining town road infrastructure and artery roads, for commuters to/from the Town Centre to the site and surrounding areas. During the site visit traffic flows were generally observed to be high in the town centre and moderate along the Ross Road. Pedestrian and cycle numbers were low.

The speed limit on the Ross Road around the proposed site is 50kph. From site observations it appears that this speed limit is generally obeyed. There are no proposals shown to further reduce the speed limit for the development roads.

3.4 Pedestrians and Cyclists

An existing footpath is provided on the western side of the Ross Road which runs from the Ross Castle entrance as far as the Ross Road/Muckross Road Junction. These is an existing one-way cycle lane on Ross Road running on the development side.

On the day of the site visit pedestrian numbers were moderate, and there were some cyclists observed in the area. The intended residential development in the area is likely to significantly increase pedestrian and cycle numbers locally. There is one bus stop for the Dublin bus on the Mission Road at Least 1km from the proposed development access. The

closest bus stop for Bus Eireann would be the bus station in Killarney which is approximately 2km from the site.

Figure 3.8 Bus Stop closest to the proposed site at Ross Road.

3.5 Street Lighting

Public lighting is provided along Ross Road as well as Muckross Road on both sides of the road at regular intervals. The site visit was undertaken in daylight hours and therefore, the performance of the lighting was not observed.

3.6 Collisions

No specific road accident data was provided to the audit team. Collision data was not available on the Road Safety Authority collisions map due to GDPR reasons.

3.7 Paths and Pavements in Streets, Roads and Public Areas

The site is located in the Killarney area. The area is partially served with a network of footpaths across from the site where there are no footpaths along the entrance of the site so there is a need for footpaths to be constructed before the development is complete. It is also shown that cycle facilities are scarce in many areas around the site. The development of the Killarney transport network will be guided by the Kerry Development Plan 2022-2028 and Killarney Municipal District Local Area Plan 2023-2029.

As set out in the Killarney Town Development Plan:

"Connectivity and mobility both within and from Killarney has improved considerably in recent years. Significant public realm improvements on Main Street have prioritised pedestrians and cyclists over private cars."

The location of this site will provide future residents and users a high quality active travel connectivity to local services and to the Town Centre, including a new Urban Secondary Cycle route as set out the NTA Draft Cycle Connect Document for Killarney Town.

4 WALKING AND CYCLING ASSESSMENT AND REVIEW

4.1 WCAR Methodology

The Walking and Cycling Assessment and Review (WCAR) is a way to assess the quality of the walking and cycling environment. This WCAR comprises the following stages:

- Definition of the Study Area
- On-Street Evaluation
- Display and Review of Outputs

The study area can be sub-divided and assessed on different aspects of each route. Mainly, any footpath, shared surface or footway along a perceived desire route. In addition, as any designated or undesignated crossing in which pedestrians or cyclists interact with a trafficked roadway.

This WCAR shall specifically consider key routes to commercial/leisure/school areas within the vicinity of the site. Although links and crossings shall not be assessed individually, all of the criteria shall be taken account of as part of the routes.

4.2 Assessment Parameters

The assessment was carried out on the basis of pedestrian and cyclists in mind and the following parameters were taken into account when assessing each route individually.

- Directness
- Road Safety
- Personal Security
- Quality of Environment
- Legibility
- Rest Points

4.3 WCAR Routes

The assessment was carried out on three different routes which are deemed to be desire lines to/from local amenities for residents within the development. The assessed routes are provided in Figure 4.1. The chosen routes were:

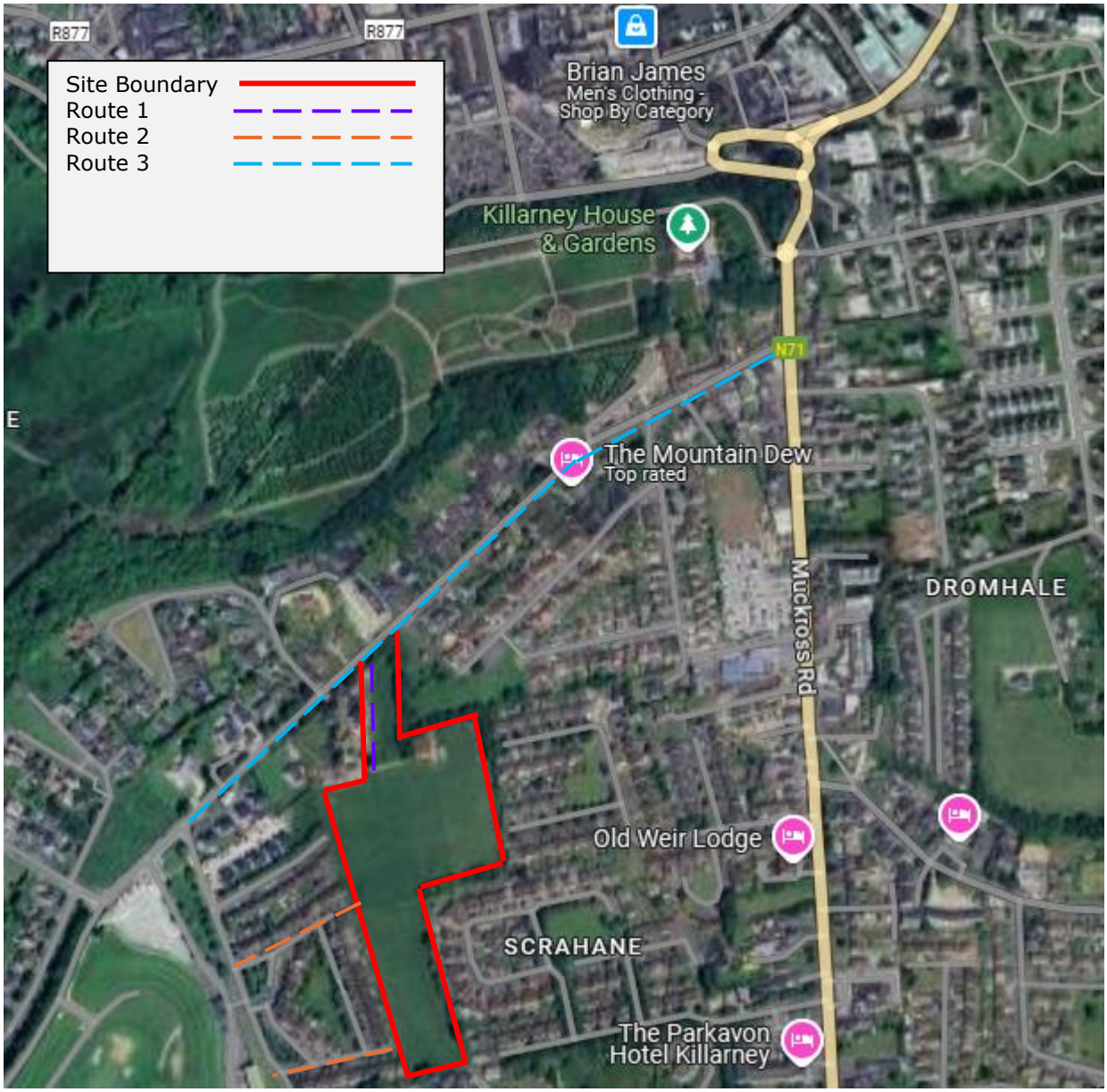


Figure 4.1 WCAR Assessment Routes.

4.3.1 Route 1: Applicant's Site to Ross Road

Access from the proposed Development as far as Ross Road.

4.3.2 Route 2: Potential Connectivity from Development through Castle Falls Estate to Flesk Cycle & Walkway

As part of the proposed development works, provision have been made for potential future access to adjacent residential neighbourhoods. This potential (Not Proposed) route assesses the pedestrian and cyclist connectivity through Castle Falls Estate onto the newly completed Flesk Cycle & Walkway.

4.3.3 Route 3: Flesk Cycle & Walkway / Ross Road Junction – Ross Road

Connectivity from the Castle Falls / Ross Road junction (Flesk Cycle & Walkway) up to the Ross Road / Muckross Road junction.

5 WALKING, CYCLING, ACCESS ASSESSMENT & REVIEW

5.1 Assessed Streets

For the purposes of this audit, the audit team assessed the existing walking, cycling and access arrangements from the development site via desire paths as indicated.

Each route, as listed, in proximity to the site extents were assessed.

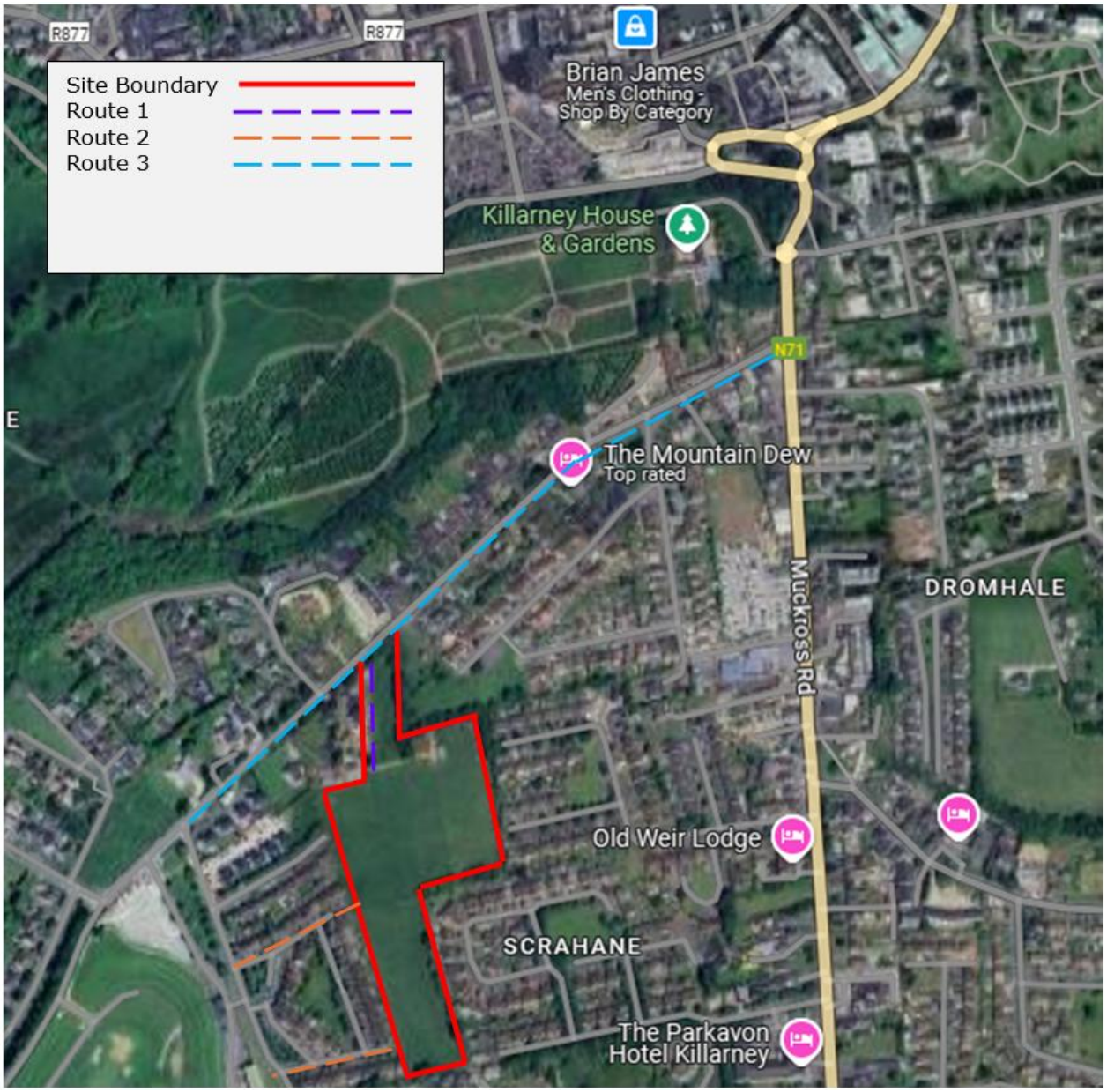


Figure 5.1 Assessed QAR Route Map

6 ROUTE 1: APPLICANTS SITE TO ROSS ROAD

The development's access road is a carriageway of approximately 6m width as far as the junction with the Ross Road where a short. A 2m wide footpath runs along the southern extent of the ross road to within approximately 50m short of the proposed development entrance. Another 1.5 to 2m wide footpath is provided on the norther side if Ross Road.

Demand from the proposed development to the east of the site will mainly be driven by residents commuting to and from the town centre. Pedestrian facilities to the junction with the Ross Road will need to be accommodated by a raised uncontrolled crossing. Existing public lighting is located along the Ross Road across from the site at regular intervals. In time, overhead light will need to be procured before the development is complete.

6.1.1 QAR Problem Route 1 Ref. No.1

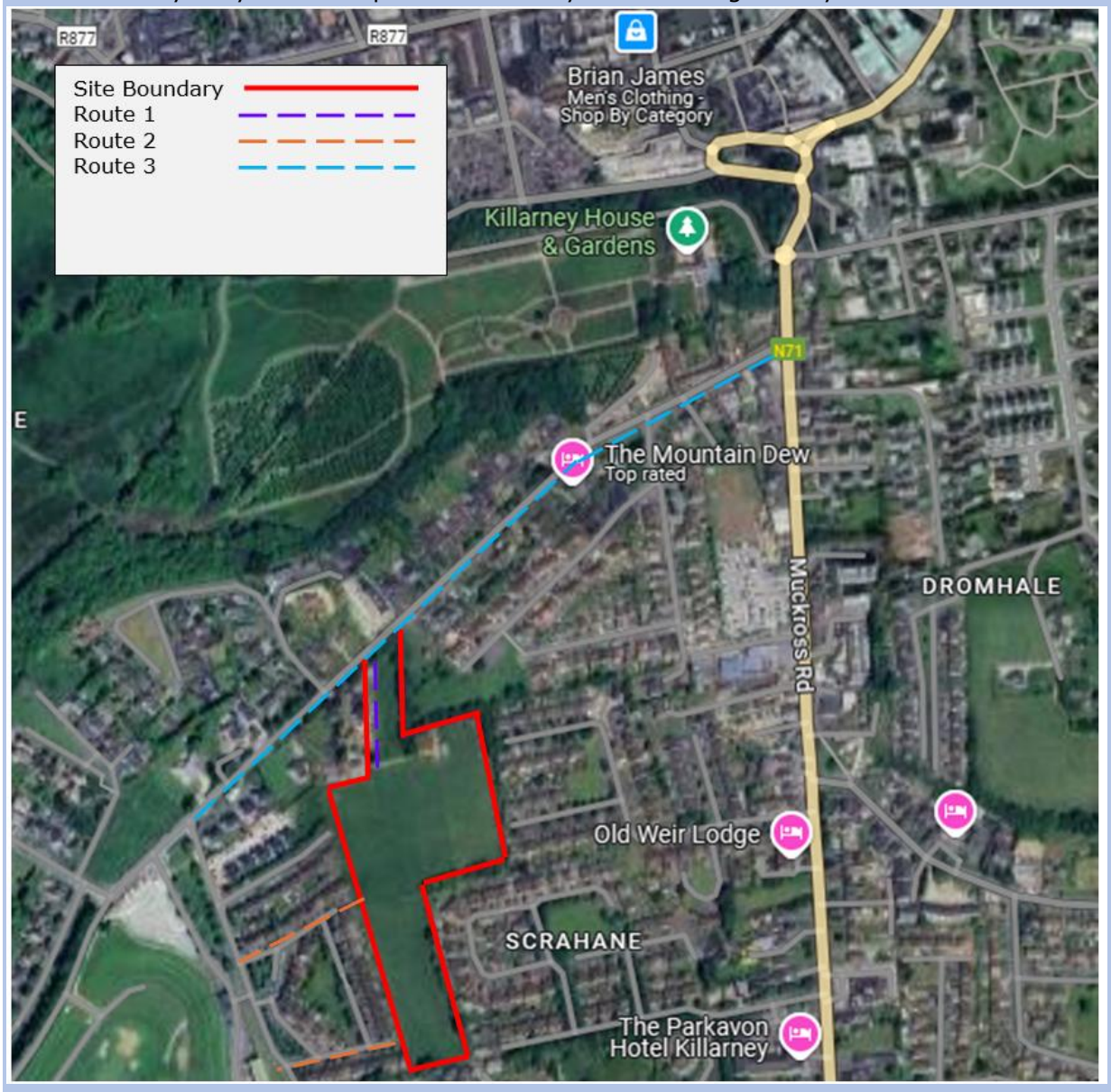
Figure 6.1 Photo Direction A

Issue: there is no footpath along the entrance of the site. Pedestrians will be unable to walk along Ross Road unless they cross the road where there is oncoming traffic. The nearest pedestrian crossing is at the Killarney Racecourse. This would involve pedestrian walking along the public road and could result in pedestrians being involved in a collision with a vehicle.

Recommendation: Provide a crossing and continuous footpath along the southern side of Ross road as proposed as part of this development. Ensure that all crossings incorporate either dropped kerbs or raised crossing tables to ensure that vulnerable road users are accommodated.

7 ROUTE 2: POTENTIAL PEDESTRIAN CONNECTIVITY FROM DEVELOPMENT TO CASTLE FALLS ESTATE

Castle Falls Estate has an access footpath of approximately 2m wide. This footpath connects pedestrians from the front door to the Flesk Cycle & Walking Facility and onwards to Ross Road. Crossing the Ross Road will be facilitated by the existing controlled Toucan crossing. This new section of the shared facility for both Pedestrians and Cyclists have recently be constructed by Kery Co Co as part the Flesk Cycle & Walking Facility.



The potential Route 2 links the development and the Flesk Cycle & Walking Facility via Castle Falls Estate. This is also a potential pedestrian connection from the development to Ross Road and onward to the National Park/Ross Castle/ Killarney Racecourse/Muckross Road. The desire line for this route are appropriate with respect to safety, security and quality of environment for most of the route. This desire line would act as a direct link to the Flesk Cycle & Walking Facility and directly to Killarney National Park/Southern end of Muckross Road.

Usage of this potential route through Castle falls could be used by residents seeking to gain access to and from the Flesk Cycle & Walking Facility, Ross Castle and the Killarney

Racecourse. Pedestrian facilities to the junction with the Ross Road are provided by a controlled Toucan crossing. Existing public lighting is located through Castle Falls at regular intervals.

7.1.1 QAR Problem Route 2 Ref. No.1

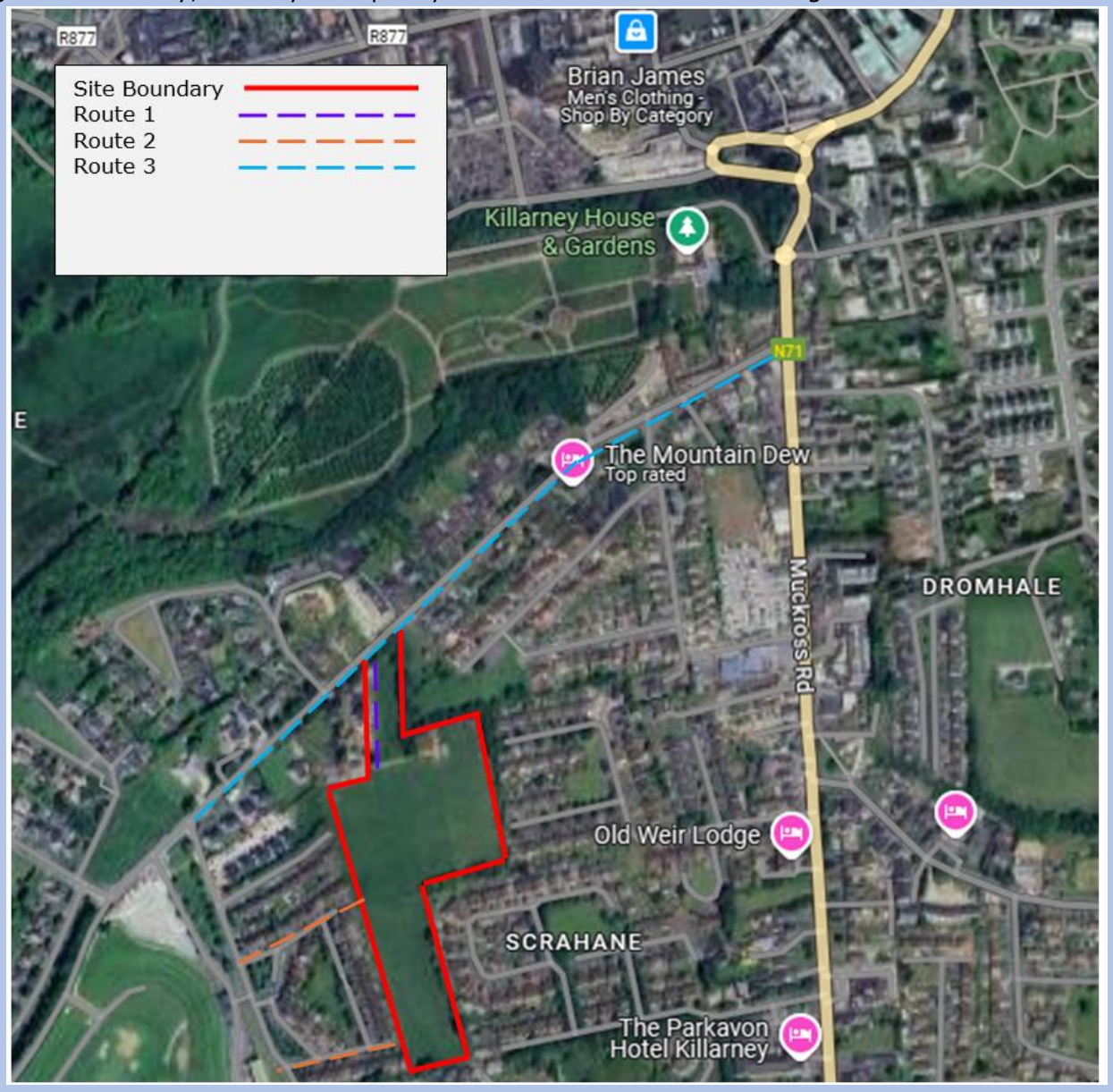
Figure 7.1 Photo Direction B

Issue: Pedestrian connectivity restricted due to no crossing, drop kerbs or tactile paving provided. Unregulated pedestrian crossings could lead to collision, injury with passing traffic.

Recommendation: Appropriate uncontrolled pedestrian crossing facilities to be provided at links between Castle falls & the Flesk Cycle & Walking Facility

8 ROUTE 3: ROSS RD TO MUCKROSS RD. JUNCTION

Route 3 begins at the entrance to Castle Falls (Flesk Cycle & Walking Facility) and passes the entrance of the site. Connecting to the local footpath network on Ross Road proceeding east before reaching the junction with Muckross Road. The desire lines for this route are generally good with safety, security and quality of environment available along most of the route.



Ross Road is a narrowed two-way carriageway with an at grade one-way cycle lane provided along the south side of the road. On the Northern side of the Ross Road, there is a raised footpath.

8.1.1 QAR Problem Route 3 Ref No.1

Figure 8.1 Photo Direction C

Issue: The southbound cycle lane is not provided with safety measure for cany potential cyclists. No Northbound Cycle lane is provided along the route. This can cause collisions between cyclists and vehicles.

Recommendation: Provide a raised cycle Track through the new junction with the development.

8.1.2 QAR Problem Route 3 Ref No.2

Figure 8.2 Photo Direction D

Issue: The current footpath that is on the northbound on Ross Road is uneven which may be a tripping hazard for wheelchair users and pedestrians.

Recommendation: Resurface the footpath to ensure that the footpath is even and safe for it to be used.

8.2 Assessment Schedule

Ref	Feature	Conforms	Comment
All routes	Are the footways a minimum width of 1.5m (1.8-2.0m in high volume areas)	No	One footpath width does not meet standard design width in high volume areas.
All routes	Is the main footway clear of obstructions that would impede wheelchair users or be a trip hazard to sight impaired users?	No	The existing footways contain cracks in places resulting in trip hazards to sight impaired users
All routes	Are all surface water gullies / slot drains outside of the desire line or less than 13mm wide and set at right angles to the line of traffic?	Unknown	No obstacles indicated on the drawings
All routes	Are all paving materials suitable for the passage of sight impaired and arthritic and wheelchair users.	Unknown	No materials indicated on the drawings
All routes	Is the footpath clear of obstacles mounted more than 300mm above ground and protruding into the footpath by more than 100mm	Yes	----
All routes	Is the footway route to an acceptable gradient of less than 1:20	Yes	No gradients shown on drawings but site observations indicate compliance.
All routes	Is the footway route clear of abrupt changes in level with crossfalls less than 2.5%	Unknown	No gradients shown on the drawings
All routes	Is the footway clear of physical obstructions or windows, doors, and gates that open onto the access route?	Yes	No obstacles indicated on the drawings
All routes	Are the footway routes clear of headroom hazards (2.1m or 2.3m if shared with cyclists)	Yes	----
All routes	Is the footway route clear of any slip, trip hazards for sight impaired users?	No	Large number of dropped kerbs missing at uncontrolled crossings
All routes	Is the footpath clear of and advertising 'A' boards	Yes	----
All routes	Is the footway shared with cyclists or abutting a cycle lane where cyclists may encroach?	No	Footpath and Cycle lane are at opposite sides of the road.
All routes	Is the footway or public area adequately illuminated for night time use?	Unknown	Audit carried out during daytime hours. Public lighting poles placed at regular intervals.
All routes	Is suitable tactile surfacing provided at all pedestrian crossing locations	No	Large number of tactile paving missing at uncontrolled crossings.

Figure 8.3 Assessment Schedule

9 SUMMARY

The existing pedestrian facilities at the location are mostly good however are substandard in locations. Ross Road has an existing cycle lane on the southern side of the road from the site to the Junction of Ross Road/Muckross Road. However, there are very little cycle facilities provided after Ross Road as far as Killarney Town Centre. At a number of locations along Ross Road, pedestrians are required to pass side road but Pedestrian crossings, dropped kerbs and tactile paving are not present on numerous occasions resulting in trip hazards and dangerous crossing locations for vulnerable road users. Providing a DMURS compliant design with upgrades to the footpath and road space will result in a significant improvement to road safety conditions at these location, leading to enhanced connectivity to the Town Centre

Some minor audit issues are highlighted in this audit, predominately related to footpath continuity.

The site is very well located in terms of connectivity to the wider commuter network. Its close proximity to services and the town centre means that sustainable travel modes are viable and offer significant advantages to prospective residents compared to private car travel.

9.1 Summary Assessment

9.1.1 Route 1

Photo Ref	Route	Item	Mitigation	Reason/ Proposal
A	Route 1	No Footpath Present	Yes	Provide a raised table crossing at the site entrance and procure a footpath along both sides of access road.

Figure 9.1 Summary Assessment R1

9.1.2 Route 2

Photo Ref	Route	Item	Mitigation	Reason/ Proposal
B	Route 2	Pedestrian crossing facilities	Yes	Provide appropriate uncontrolled pedestrian crossing facilities at this location to ensure continuity of the footpath network.

Figure 9.2 Summary Assessment R2

9.1.3 Route 3

Photo Ref	Route	Item	Mitigation	Reason/ Proposal
C	Route 3	Cycle lane unsafe with no footpath	Yes	Provide raised cycle facilities at the southbound of Ross Road to provide safety for the cyclists and to implement a footpath along the cycle lane to provide safety for the pedestrians.
D	Route 3	Northbound Footpath uneven	Yes	Resurface the footpath to ensure it is level and even.

Figure 9.3 Summary Assessment R3

10 QUALITY AUDIT TEAM STATEMENT

I certify that I have examined the drawings and other information listed in this report. This Audit has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the development proposals. The problems that I have identified have been noted in the report, together with suggestions for improvement which we recommend should be studied for implementation.

Mr Brian Murphy, BE CEng MIEI

Date: 29/09/2023

Mr Don O'Connell, BEng MIEI

Date: 29/09/2023

11 REFERENCES

- The Disability Act 2005 and related Sectoral Plans
- British Standards Institute BS8300:2001 and BS5588
- Building Regulations 2000, Technical Guidance Document M
- Access for People with Disabilities (Department of the Environment, Heritage and Local Government)
- Buildings for Everyone Access and use for all citizens (National Disability Authority)
- Traffic Management Guidelines (Irish Government Publications 2003)
- Design Manual for Urban Road and Streets (Department of Transport, Tourism and Sport)
- Access Auditing of the Built Environment guidelines (National Disability Authority)
- Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (Department of Transport United Kingdom)
- Guidance on the use of Tactile Paving Surfaces: UK Department for Transport
- CSO data
- CCC Bus Connects
- CMATS
- The Department for Transport (UK) Traffic Advisory Leaflet 5/11 "Quality Audit
- DMRB (UK) Section 5 Part 2 HD45/02 Non-Motorised User Audits

CONSULTING ENGINEERS

OFFICES:

CORK
Unit 1B,
The Atrium,
Blackpool,
Cork.

KERRY
HQ Tralee,
Abbey Street,
Tralee,
Kerry
Tel: +353 (0) 214840214
E: info@mhl.ie

MHL & Associates Consulting Engineers
Registration Number
311279

Visit us at:
www.mhl.ie