

25201-01-001

PROPOSED DEVELOPMENT AT BOHERBOY, SAGGART, CO. DUBLIN

Road Safety Audit Stage 1/2

for

KELLAND HOMES LIMITED (KHL)

DECEMBER 2025



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1. INTRODUCTION

- 1.1 This report describes a Stage 1 / 2 Road Safety Audit carried out at the proposed development at Boherboy, Saggart commissioned by Kelland Homes Limited (KHL). The audit was carried out on 21st October 2025 in the offices of Roadplan Consulting, Kilkenny.
- 1.2 The audit team members were as follows:
 - George Frisby, BE CEng MIEI
Auditor Number GF51255
 - Glenn Hingerty, BEngSc ME CEng MIEI MCIIHT
Auditor Number GH3426816
- 1.3 Both audit team members visited the site by day on the 19th October 2025. The audit comprised of an examination of the drawings relating to the scheme supplied by Kelland Homes Limited and an examination of the site.
- 1.4 The speed limit at the proposed works location is 50 km/h.
- 1.5 This Stage 1 / 2 Road Safety Audit has been carried out in accordance with the relevant sections of TII GE-STY-01024. The team has examined only those issues within the design relating to the road safety implications of the scheme and has therefore not examined or verified the compliance of the design to any other criteria.
- 1.6 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 accident occurrence.
- 1.7 Appendix A lists the audited drawings.

2. STAGE 1/2 AUDIT

2. 1 Problem: Visibility Splays

Location: Boherboy Access

Visibility splays from the proposed access onto Boherboy Road may be obstructed by existing trees, and roadside boundaries either side of the access. Road safety risk is increased in situations where inter-visibility between drivers turning out of an access and drivers approaching on the mainline is restricted. Lack of adequate visibility may increase the likelihood of a collision at the access.

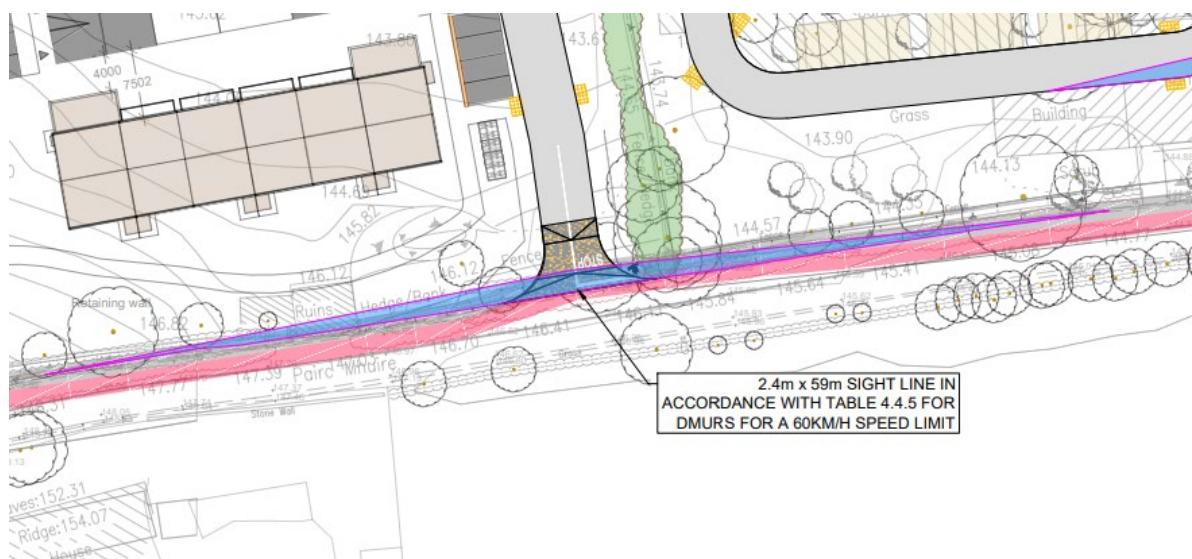


Figure 2.1 – Visibility Splays at Boherboy Access

Recommendation: Ensure that adequate visibility splays are be provided at the access and remove all obstructions within the visibility splays.

2. 2 Problem: Visibility Splays

Location: Internal Junctions

Visibility splays at a number of proposed internal junctions may be obstructed by vehicles parked in the adjacent car parking spaces including but not limited to the locations shown in the image below. Road safety risk is increased in situations where inter-visibility between drivers turning out of an access and drivers approaching on the mainline is restricted. Lack of adequate visibility may increase the likelihood of a collision at these internal junctions.

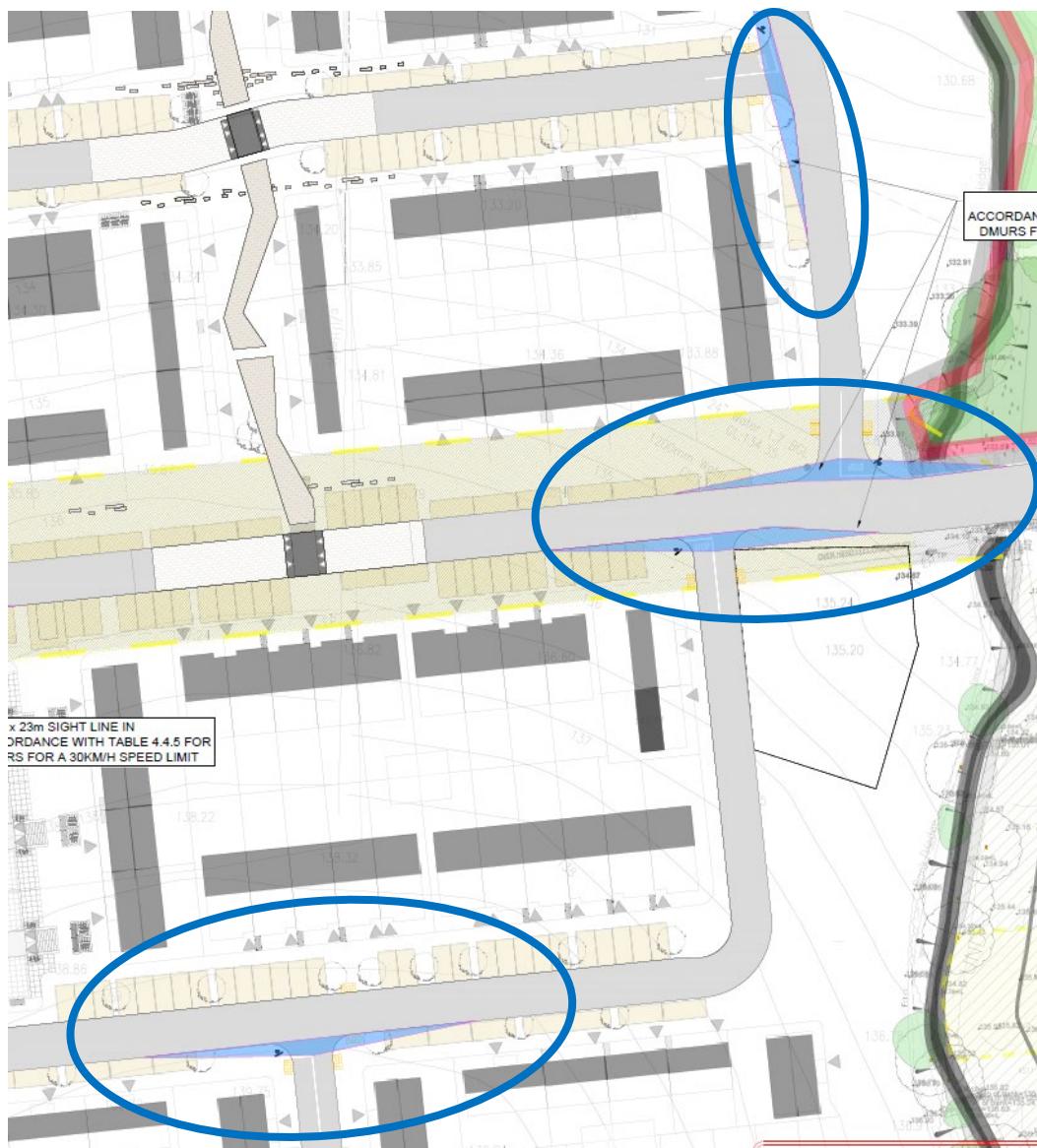


Figure 2.2 –Visibility Splays at internal Junctions

Recommendation: Ensure that adequate visibility splays are be provided at the accesses and remove all obstructions within the visibility splays.

2.3 Problem: Stopping Sight Distance

Location: Various

Two opposing vehicles may have difficulty in passing one another at low radius bends within the proposed development including but not limited to the locations shown in the images below. In addition, stopping sight distance may be restricted by a landscaping and parked vehicles on the inside of bends. A lack of appropriate stopping sight distance may contribute to a collision at these locations.

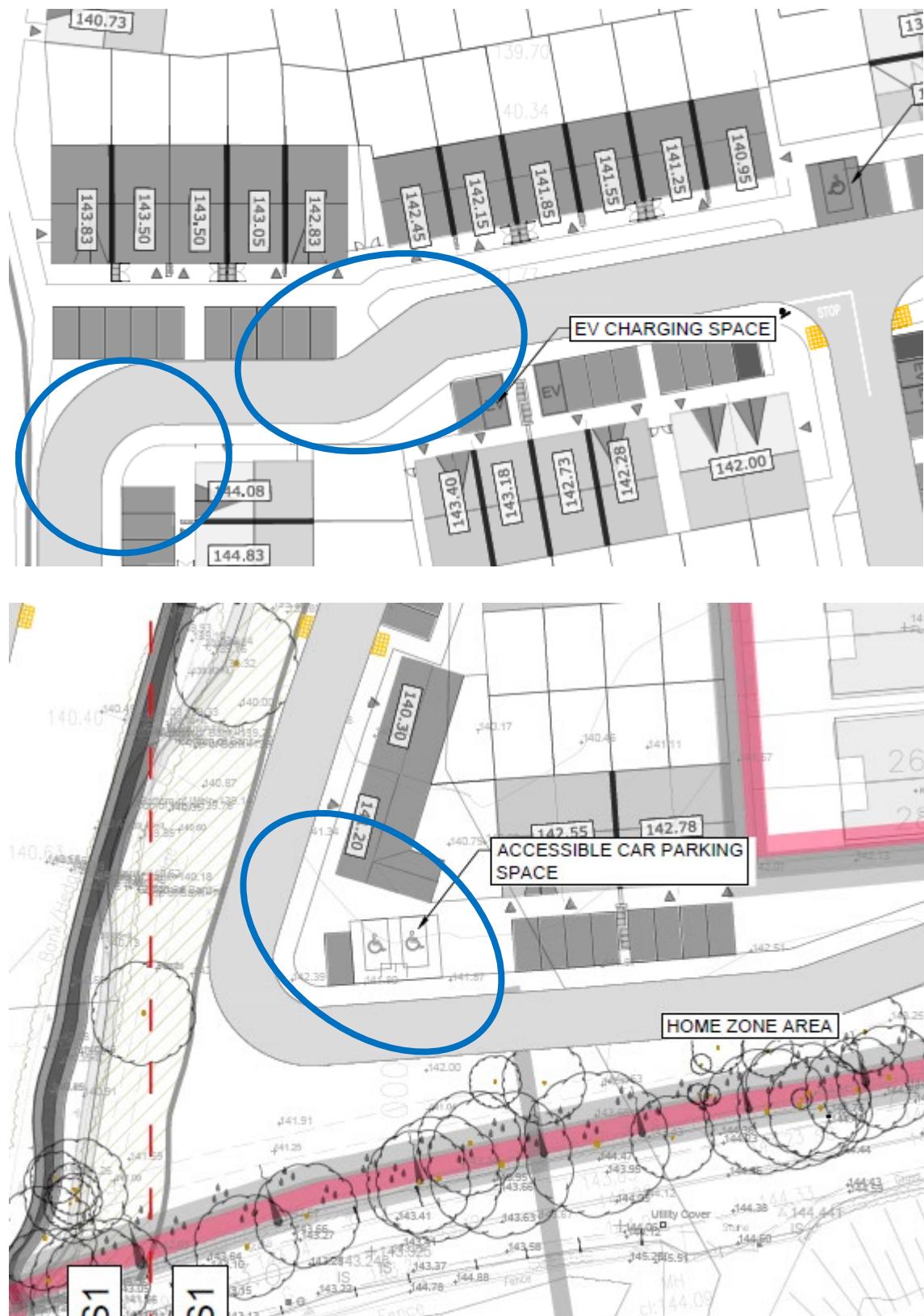


Figure 2.3 – Compromised Stopping Sight Distance

Recommendation: Ensure that two opposing vehicles can pass one another on all low radius bends and ensure that adequate stopping sight distance is available at all locations.

2. 4 Problem: Horizontal Alignment**Location:** Various

At various locations there are deflections in carriageway geometry and narrowing of carriageways including but not limited to those shown in the images below. This may give rise to an increased risk of sideswipe or head-on type collisions, especially in close proximity to junctions where there is an increased presence of conflict points.





Figure 2.4 – Deflection in Carriageway

Recommendation: Ensure that the horizontal alignment of the internal access roads are in line with the minimum curve radii in accordance with Table 4.3 of the DMURS.

2. 5 Problem: Undefined priority at junction**Location:** Internal junction within Corbally Heath

The road within Corbally Heath to which the proposed development is to connect is a short cul-de-sac that connects to the main spine road within Corbally Heath at a three-arm simple junction. Priority is undefined at that junction, but that does not cause a problem at present because it is clear to drivers that the short cul-de-sac is the minor arm. However, the intended connection of the new estate to this cul-de-sac arm may change the traffic balance at the junction and it may not be clear which arm has priority. This may increase collision risk for users of the junction.



Figure 2.5 – Junction Priority

Recommendation: Mark a STOP line and text on the Corbally Lane arm of the three-armed junction.

2. 6 Problem: Long Straight Sections of Access Roads**Location:** Various

Some of the internal access roads are long and straight or nearly straight which may encourage high speeds. No measures are proposed to control speeds along some of the access roads. Collision risk and collision severity both increase with increasing vehicular speed.

Recommendation: Adequate traffic calming measures should be provided along all the access roads to restrict traffic speeds.

2. 7 Problem: Desire Lines for pedestrians**Location:** Various

The extents of the proposed footpaths within the proposed development are unclear. The absence of footpaths along desire lines may lead to pedestrians traveling along the carriageway where they would be at an increased risk of being struck by a passing vehicle.

Recommendation: Ensure all pedestrian desire lines are catered for. Ensure adequate intervisibility at all crossings.

2. 8 Problem: Pedestrian Crossing Facilities**Location:** Various

Pedestrian crossing locations and facilities (dropped kerbs, tactile paving etc.) have not been provided to cater for all pedestrian desire lines within the development. A lack of such facilities may result in trips and falls by those who attempt to cross the carriageway along pedestrian desire lines.

Recommendation: Provide appropriate pedestrian crossing facilities along the pedestrian desire lines throughout the proposed development.

2. 9 Problem: Footpath Width**Location:** Various

Road signs are indicated to be located within the footpath at a number of locations. Road signs located within footpaths may restricted the effective footpath width. A lack of appropriate footpath width may force mobility impaired pedestrians onto the road, where they would be at an increased risk of being struck by a passing vehicle.

Recommendation: All street furniture should be located such that they do not obstruct the footpaths.

2. 10 Problem: Cars Reversing onto Pedestrian Crossings**Location:** Various

At a number of locations, vehicles turning to and from parking spaces will likely traverse tactile paving at pedestrian crossings. Damaged or broken tactile paving may lead to trip hazards for pedestrians.

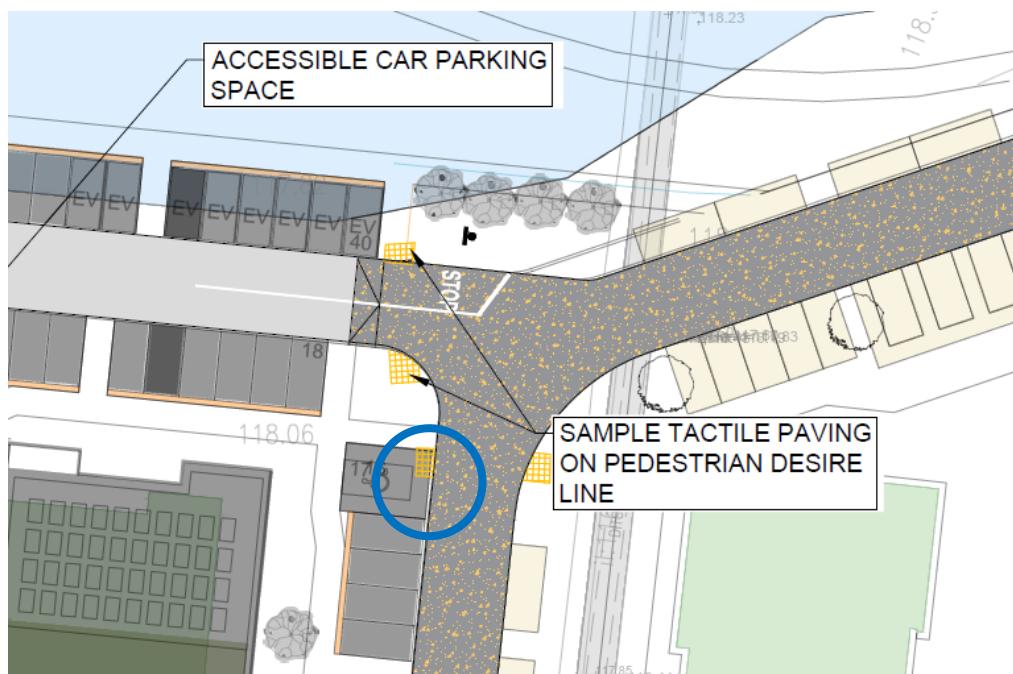


Figure 2.6 – Tactile paving location

Recommendation: Relocate pedestrian crossings away from locations where vehicles will be turning to and from parking spaces.

2.11 Problem: Pedestrian-Vehicular Intervisibility

Location: Various

Intervisibility between pedestrians crossing pedestrian crossings and drivers of vehicles approaching the crossings may be restricted by vehicles parked in adjacent car parking spaces at a number of pedestrian crossing locations including but not limited to those shown in the image below. A lack of adequate intervisibility may contribute to a collision at these locations.

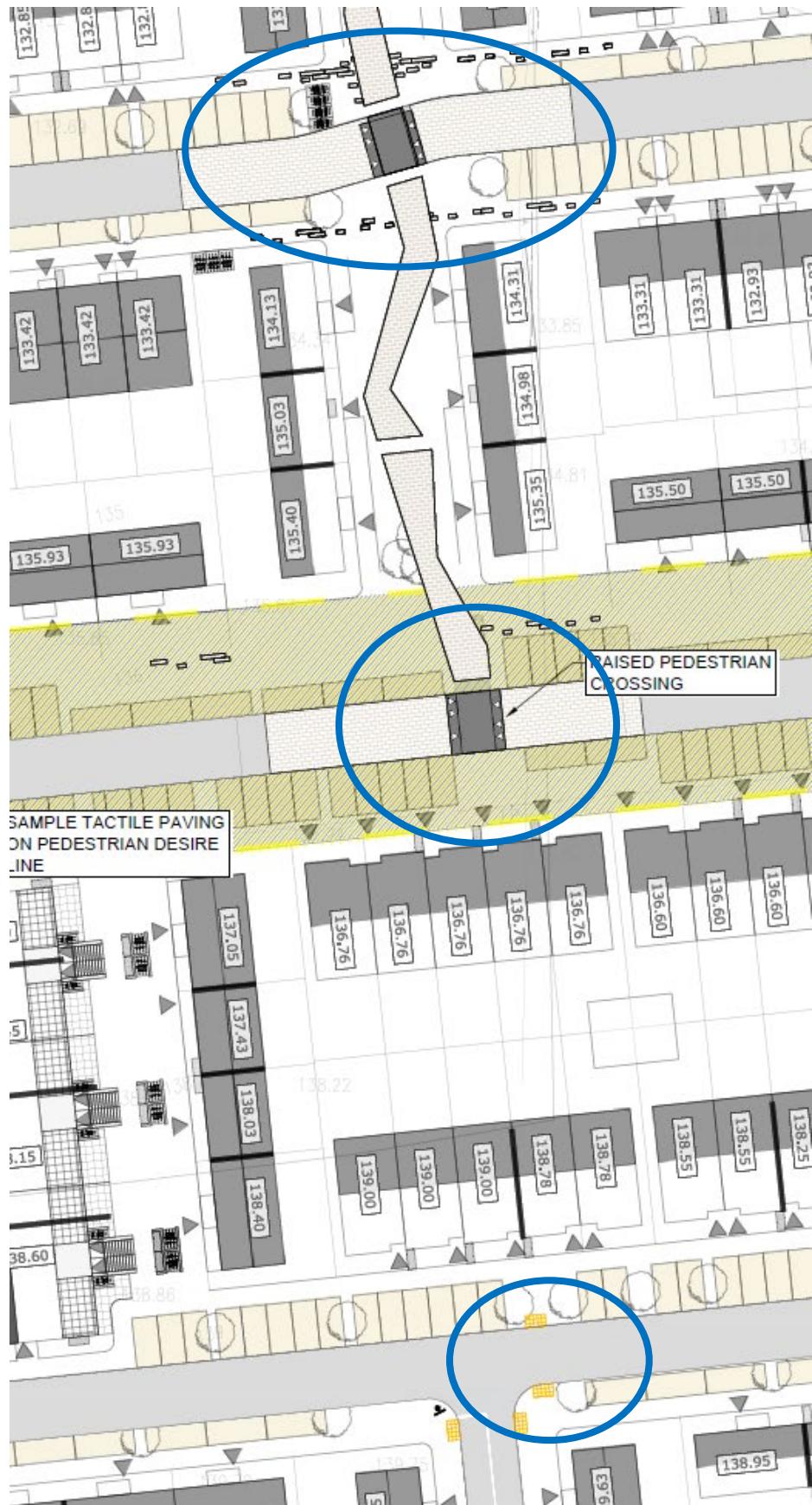


Figure 2.7 – Compromised pedestrian – Motorist Intervisibility

Recommendation: Ensure that adequate intervisibility is provided between pedestrians and drivers of vehicles approaching all pedestrian crossing locations.

2.12 Problem: Grade Separation between pedestrian and vehicular areas

Location: Various

It is unclear what, if any, grade-seperation will exist between footways and vehicular carraigeways where raised streets/tables are proposed. This may lead to navigation challenges for white cane users, who may become disoriented and wander out onto the carriageway in front of moving vehicles.

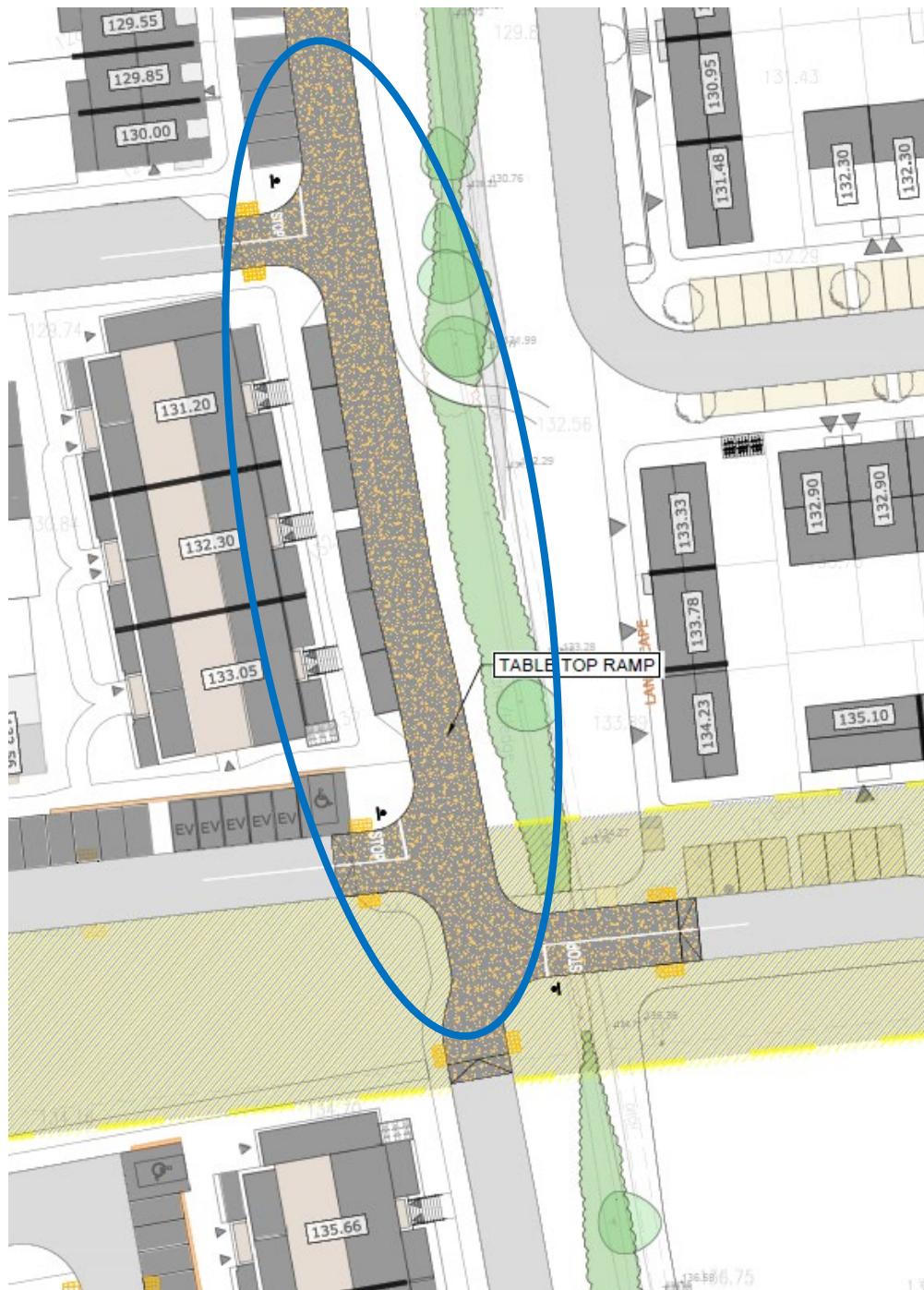


Figure 2.8 – Raise Table

Recommendation: Ensure adequate grade separation between footways and carriageways at all locations. Alternatively, consider Tactile Paving delineators.

2. 13 Problem: Footway Widths**Location:** Various

It is unclear what the proposed footway widths in the development will be, relative to likely demand. Where they are too narrow, pedestrians may need to walk on roadways to pass each other, increasing the risk of being struck by moving vehicles.

Recommendation: Ensure Adequate level of service on footways.

2. 14 Problem: Rat Running**Location:** Existing Residential Street Network

The proposed development will open up vehicular permeability in the wider development, potentially giving rise to rat-running on the proposed and existing residential street network it ties in to, particularly for LUAS access. This may increase risk of vehicle collisions, especially with high traffic volumes, on narrow streets.



Figure 2.9 – Existing Residential Streets

Recommendation: Restrict vehicle permeability throughout the development. Include traffic calming measures on existing streets.

2.15 Problem: Swept Path Analyses

Location: Existing Residential Street Network

Based on proposed Swept Path Analyses, it is unclear if all required manouevres can be completed without colliding with other vehicles or mounting footways and potentially injuring pedestrians.

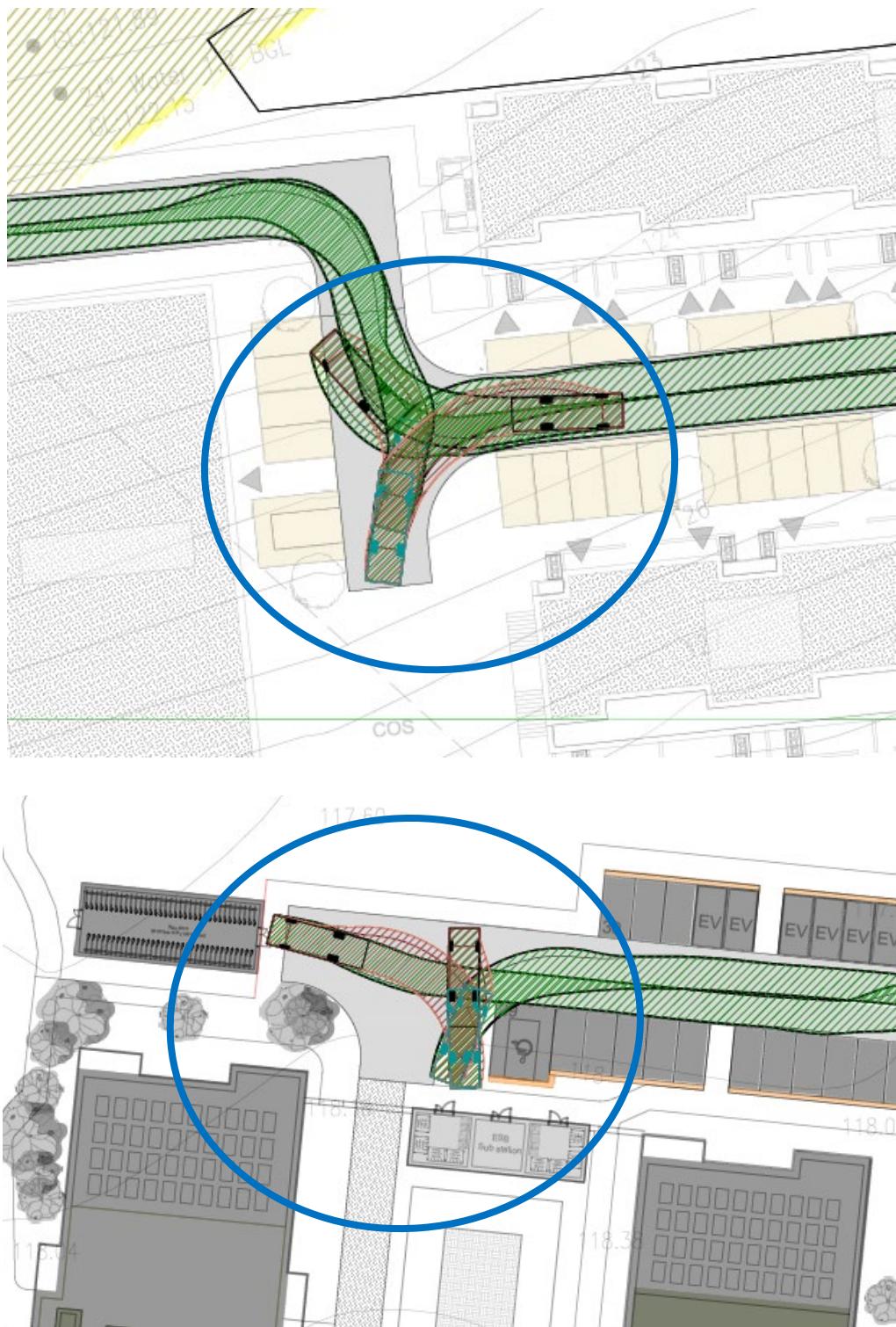


Figure 2.10 – Proposed Swept Path Analyses

Recommendation: Ensure adequate manoeuvring space. Redesign roads as required.

2. 16 Problem: Colour differential between Buff Tactiles and road surfacing**Location:** Existing Residential Street Network

It is unclear what the proposed finished colour surface will be on raised carriageways. Where it is too close to buff colour tactile paving, this may cause confusion for white cane users due to the lack of colour contrast. These users may become disorientated and wander out on front of moving vehicles.

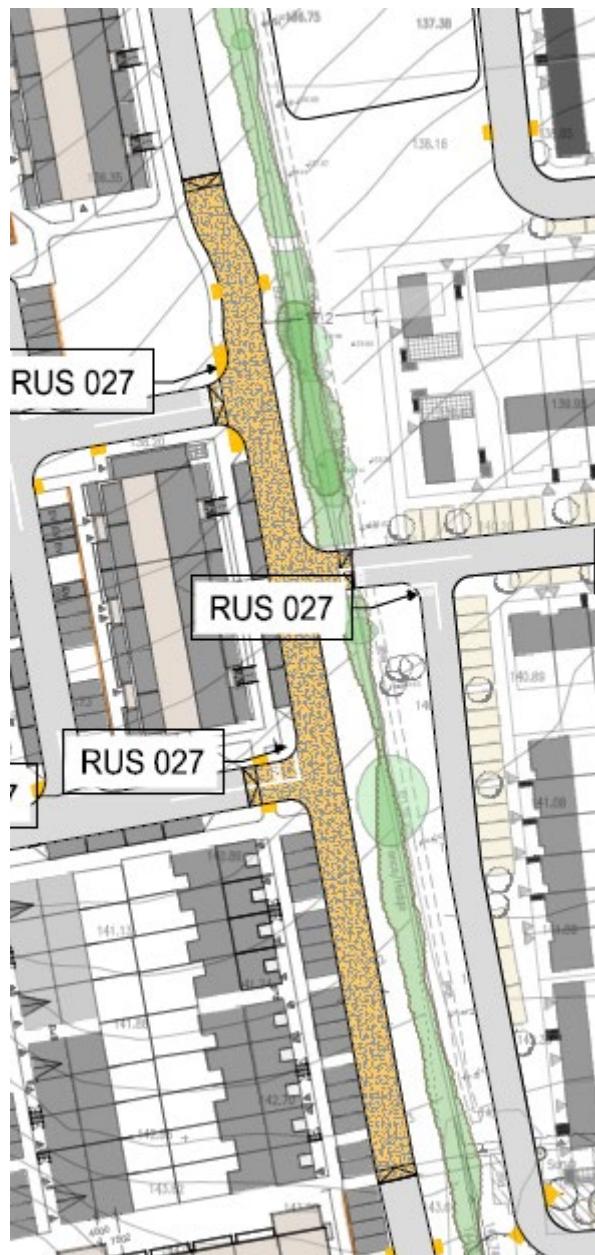


Figure 2.11 – Colour Contrast

Recommendation: Ensure Adequate colour contrast between tactile paving and surrounding surfaces.

2.17 Problem: Tactile Paving Compromised by Chamber lids**Location:** Existing Residential Street Network

It is unclear where proposed chamber lids (services/comms etc) will be located relative to tactile paving. Any interruptions to tactile paving can cause confusion for white cane users who may become disorientated and wander out on front of moving vehicles.

Recommendation: Ensure Adequate separation between tactile paving and chamber lids. Consider recessed drainage lids to ensure continuity of tactile paving.

2.18 Problem: Drainage at Grade Transitions**Location:** Various

Various locations feature grade transitions between carriageways and raised streets/tables/crossings. It is unclear if drainage measures will be adequate and ponding of water and associated silting may result in slipping hazards for cyclists.

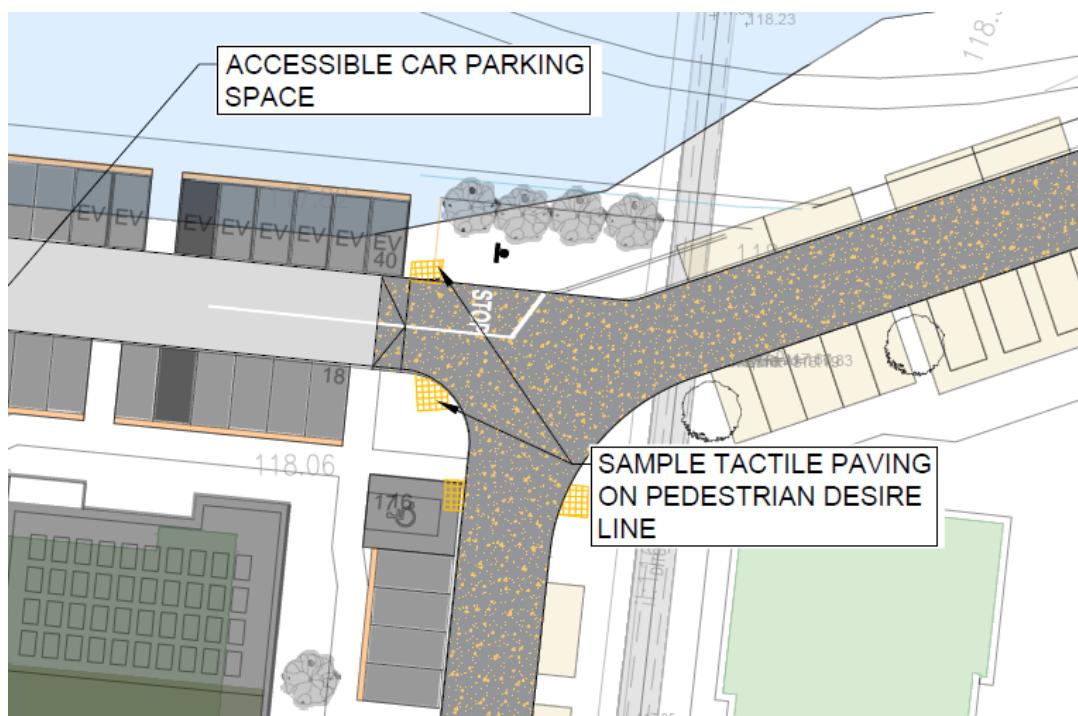


Figure 2.12 – Drainage

Recommendation: Ensure Adequate drainage that is sympathetic to the needs of cyclists.

3. AUDIT TEAM STATEMENT

- 3.1 We certify that we have examined the drawings listed in Appendix A and have inspected the site. This examination has been carried out with the sole purpose of identifying any features of the scheme that could be removed or modified to improve the safety of the scheme.

Signed.....



George Frisby

Date 21st October 2025.....

Signed.....



Glenn Hingerty

Date 21st October 2025.....

4. SAFETY AUDIT FEEDBACK FORM

Scheme: Proposed Development at Boherboy, Saggart, Co. Dublin

Document Number: 25201-01

Audit Stage: Stage 1 / 2 RSA

Date Audit Completed: 21st October 2025

Paragraph No. in Safety Audit Report	To Be Completed By Designer			To Be Completed by Audit Team Leader
	Problem accepted (yes/no)	Recommended measure Accepted (yes/no)	Describe alternative measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted.	
2.1	Yes	Yes	-----	-----
2.2	Yes	Yes	-----	-----
2.3	Yes	Yes	-----	-----
2.4	Yes	Yes	-----	-----
2.5	Yes	Yes	-----	-----
2.6	Yes	Yes	-----	-----
2.7	Yes	Yes	-----	-----
2.8	Yes	Yes	-----	-----
2.9	Yes	Yes	-----	-----
2.10	Yes	Yes	-----	-----
2.11	Yes	Yes	-----	-----
2.12	Yes	Yes	-----	-----
2.13	Yes	Yes	-----	-----
2.14	Yes	Yes	-----	-----
2.15	Yes	Yes	-----	-----
2.16	Yes	Yes	-----	-----
2.17	Yes	Yes	-----	-----
2.18	Yes	Yes	-----	-----

Safety Audit *Shaun O'Reilly*
 Signed off Design Team Leader
 *Shaun O'Reilly*

Print Name Date 9/12/2025

Safety Audit 
Signed off Employer

Print Name BRIAN CUMMINS

Date 9/12/2025

Safety Audit 
Signed off Audit Team Leader

Print Name George Frisby

Date 9/12/2025

Please complete and return to: Roadplan Consulting,
7, Ormonde Road
Kilkenny
E-mail: info@roadplan.ie

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Safety Audit
Signed off **Design Team Leader**

Print Name

Date

Safety Audit

Signed off **Employer**

Print Name

Date

Safety Audit

Signed off **Audit Team Leader**

Print Name

Date

Please complete and return to:

Roadplan Consulting,
7, Ormonde Road
Kilkenny
E-mail: info@roadplan.ie

APPENDIX A

List of Drawings Examined

The following drawings have been provided electronically in PDF format by Kelland Homes Limited (KHL) and are appended here.

Drawing Number	Rev	Drawing Title
P230400423_PIN-XX-DR-D-145-S1	P02	RCD Kerb Details
P230400423_PIN-XX-DR-D-144-S1	P02	RCD Ramp Details
P230400423_PIN-XX-DR-D-143-S1	P02	Signage + Road Markings
P230400423_PIN-XX-DR-D-142-S1	P02	Buff Tactile Paving Construction Details
P230400423_PIN-XX-DR-D-141-S1	P02	Joints
P230400423_PIN-XX-DR-D-120-S1	P02	Sight Lines – Sheet 1 of 3
P230400423_PIN-XX-DR-D-121-S1	P02	Sight Lines – Sheet 2 of 3
P230400423_PIN-XX-DR-D-122-S1	P02	Sight Lines – Sheet 3 of 3
P230400423_PIN-XX-DR-D-118-S1	P02	Autotrack Layout – Refuse Vehicle Sheet 4 of 4
P230400423_PIN-XX-DR-D-117-S1	P02	Autotrack Layout – Refuse Vehicle Sheet 3 of 4
P230400423_PIN-XX-DR-D-116-S1	P02	Autotrack Layout – Refuse Vehicle Sheet 2 of 4
P230400423_PIN-XX-DR-D-115-S1	P02	Autotrack Layout – Refuse Vehicle Sheet 1 of 4
P230400423_PIN-XX-DR-D-110-S1	P02	Autotrack Layout – Fire Tender Sheet 1 of 4
P230400423_PIN-XX-DR-D-111-S1	P02	Autotrack Layout – Fire Tender Sheet 2 of 4
P230400423_PIN-XX-DR-D-112-S1	P02	Autotrack Layout – Fire Tender Sheet 3 of 4
P230400423_PIN-XX-DR-D-113-S1	P02	Autotrack Layout – Fire Tender Sheet 4 of 4
P230400423_PIN-XX-DR-D-107-S1	P02	General Layout – Corbally Glade Connection
P230400423_PIN-XX-DR-D-108-S1	P02	General Layout – Boherboy Connection
P230400423_PIN-XX-DR-D-106-S1	P02	General Layout – Corbally Heath Connection
P230400423_PIN-XX-DR-D-105-S1	P02	General Layout – Carrickmore Connection
P230400423_PIN-XX-DR-D-101-S1	P02	General Layout – Sheet 1 of 4
P230400423_PIN-XX-DR-D-102-S1	P02	General Layout – Sheet 2 of 4
P230400423_PIN-XX-DR-D-103-S1	P02	General Layout – Sheet 3 of 4
P230400423_PIN-XX-DR-D-104-S1	P02	General Layout – Sheet 4 of 4