

Title: **STAGE 1&2 ROAD SAFETY AUDIT**

For;

Proposed Residential Development at Mill Lane, Leixlip.

Client: **Pinnacle Consulting Engineers on behalf of Clúid Housing**

Date: **July 2025**

Report reference: **2058R01- Rev 1**

VERSION: **FINAL (4-7-2025)**

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CONTENTS SHEET

Contents

1.0 Introduction 2

2.0 Background 3

3.0 Issues Identified in This Road Safety Audit. (Original Audit Dec 2023 to Aug 2024)..... 5

 3.1 Problem 5

 3.2 Problem 7

 3.3 Problem 8

 3.4 Problem 9

 3.5 Problem 10

3A Issues Identified in This Road Safety Audit. (July 2025) 10

4.0 Observations 11

 4.1 Observation..... 11

 4.2 Observation..... 11

5.0 Audit Statement..... 11

Appendix A – Problem Location Map – 2023-2024 12

Appendix A – Problem Location Map – 2025 13

Appendix B 14

Appendix C 15

1.0 Introduction

This report was prepared in response to a request from Mr. Shaun O'Reilly, Pinnacle Consulting Engineers, for an update of the Combined Stage 1&2 Road Safety Audit previously carried out of the proposed residential development at Mill Lane, Leixlip on behalf of Clúid Housing.

The Road Safety 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 Road Safety Audit comprised an examination of the drawings provided and a site visit by the Audit Team, together on the 17th of November 2023.

The weather at the time of the site visit was dry and the road surface was also damp.

This Stage 1&2 Road Safety Audit has been carried out in accordance with the requirements of TII Publication Number GE-STY-01024, dated December 2017 & May 2025.

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 this safety audit report 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.

A location map showing where each problem occurs is provided in **Appendix A**.

A list of the documents provided to the Audit Team is provided in **Appendix B**.

The feedback form to be completed by the Design Team Leader is provided in **Appendix C**.

2.0 Background

Clúid housing propose to build a residential housing scheme off Mill Lane in Leixlip. A Stage 1&2 road safety audit was carried out previously and finalised in August 2024. Since then the design has been further developed and the Design Team have requested that the Audit Team review the updated drawings and assess for road safety issues. For completeness the original audit issues have been retained in this report and any new text associated with the updated layout is provided in blue for ease of the reader.

Access to the development will be through an existing access off Mill Lane. The access road will be 5.5m wide. Six car parking spaces plus two disabled parking spaces are to be provided plus 36 no. bicycle parking spaces.

The junction of Mill Lane and Main Street is to be upgraded to provide traffic calming, greater visibility and improved facilities for vulnerable road users. Two on-street parking spaces on Main street are proposed to be removed.

Mill Lane is a narrow two-way street which has on-street parking and an informal shuttle system is used by drivers. There are footpaths on both sides.

The speed limit is 50km/hr.

The changes are mainly associated with the public road and the retention of car parking spaces.

The site location is shown below.

STAGE 1&2 RSA – MILL LANE, LEIXLIP
PINNACLE



Imagery courtesy of Openstreetmap.org

3.0 Issues Identified in This Road Safety Audit. (Original Audit Dec 2023 to Aug 2024)

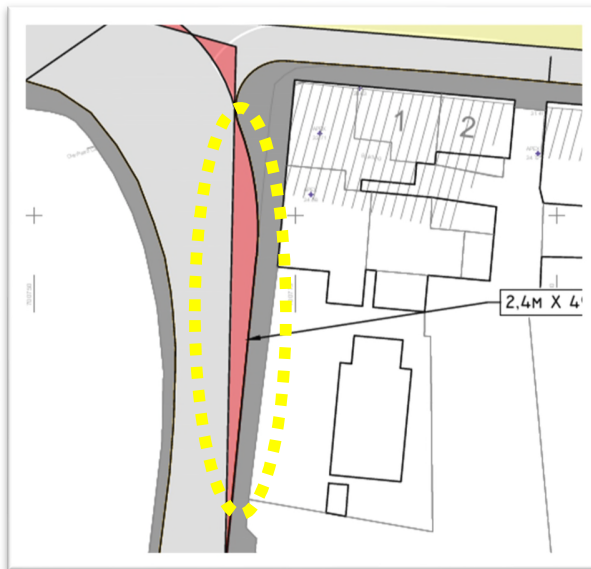
3.1 Problem

LOCATION

Drawing P230400419-PIN-XX-XX-DR-D-101-SI Rev P04, Mill Lane junction visibility.

PROBLEM

The drawing shows the visibility to the left for drivers exiting Mill Lane onto Main Street. There is a risk that parked vehicles will obscure the sightline resulting in side-impact or rear-end collisions.



It is recommended that parking be prohibited or that the visibility splay take into account any proposed parking arrangements.

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STAGE 1&2 RSA – MILL LANE, LEIXLIP PINNACLE

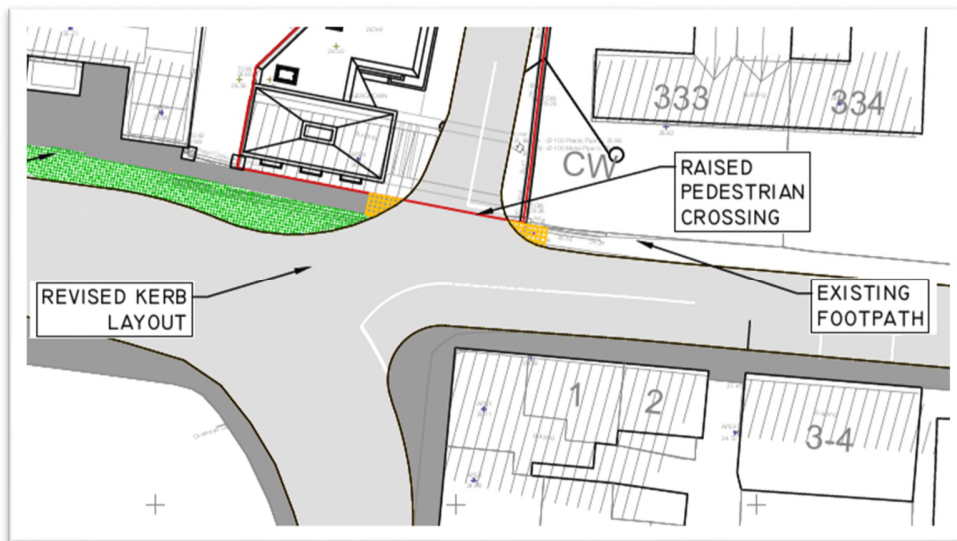
3.2 Problem

LOCATION

Drawing P230400419-PIN-XX-XX-DR-D-101-SI Rev P04, Mill Lane junction, Pedestrian desire line.

PROBLEM

There will be a pedestrian desire line to cross the Mill Lane junction with Main Street. Without adequate crossing facilities there could be trips and falls on the high kerbs or slips on the landscaped area.



RECOMMENDATION

It is recommended that a crossing be provided along the desire line.

A crossing has been provided in the July 2025 update – This problem is therefore resolved.

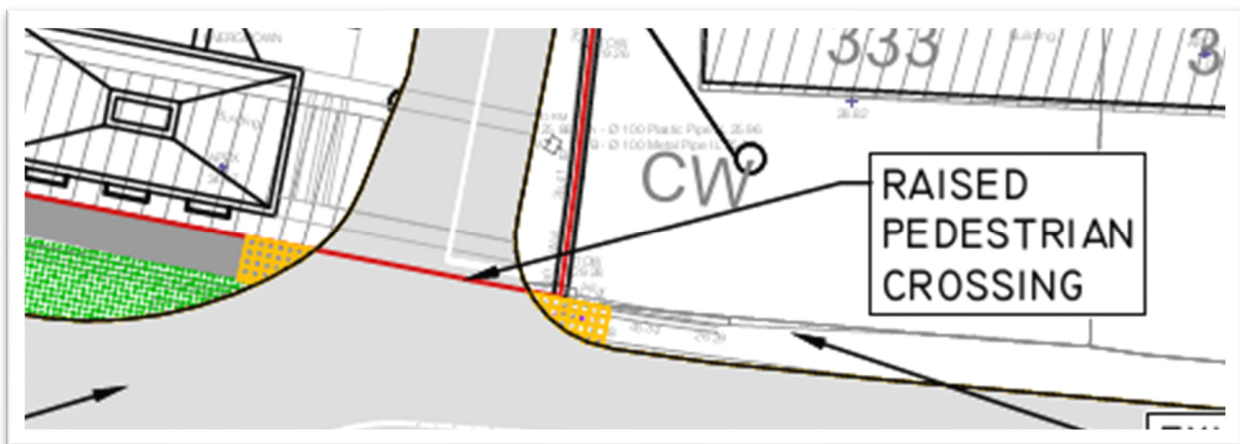
3.3 Problem

LOCATION

Drawing P230400419-PIN-XX-XX-DR-D-101-SI Rev P04, Mill Lane junction, Access junction.

PROBLEM

The drawing indicates a raised pedestrian crossing at the access junction into the development. There is a risk that given the fixed footpath location that to raise the crossing would lead to a steep taper which could result in grounding of vehicles or a narrow crossing point which could lead to inaccessibility for some pedestrians and loss of balance/falls on the steep crossfall of the taper.



RECOMMENDATION

It is recommended an at-grade crossing be provided with additional warning for drivers of the need to stop by providing STOP road marking text and a stop sign.

[This issue has been resolved in the 2025 update.](#)

STAGE 1&2 RSA – MILL LANE, LEIXLIP PINNACLE

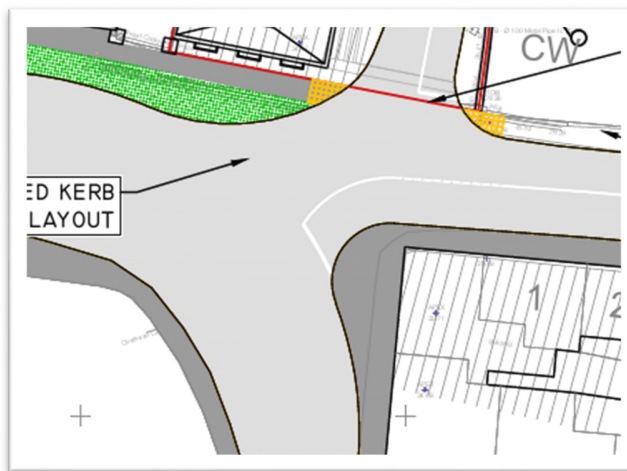
3.4 Problem

LOCATION

Drawing P230400419-PIN-XX-XX-DR-D-101-SI Rev P04, Main Street, yellow box.

PROBLEM

It is unclear if the existing yellow box on Main Street is to be retained. Without this yellow box drivers may not get much opportunity to exit from Mill Lane given how busy Main Street is. This could result in drivers attempting to take small gaps in traffic leading to side-impact or rear-end collisions.



RECOMMENDATION

It is recommended that the yellow box (and high friction surfacing) be retained.

The Yellow box is shown to be retained. It is unclear if the high friction surfacing is to be retained.

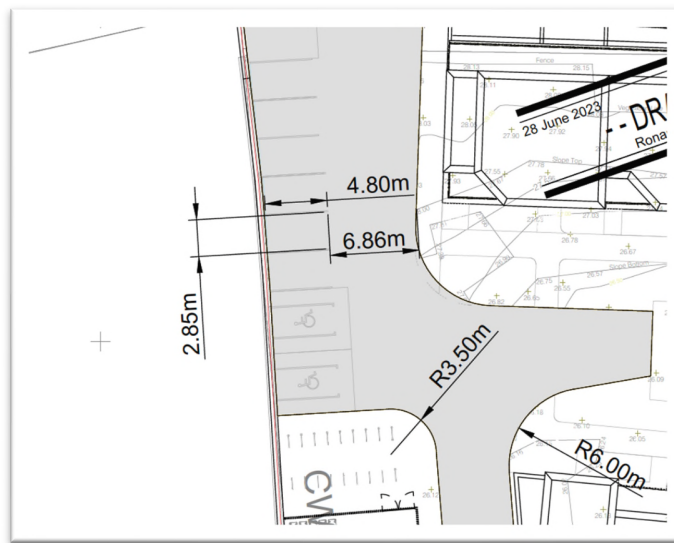
3.5 Problem

LOCATION

Drawing P230400419-PIN-XX-XX-DR-D-101-SI Rev P14, Internal footpaths.

PROBLEM

It is unclear where access points are for pedestrians to the access road and car parking including the disabled spaces. A lack of dropped kerbs could lead to falls at the high kerbs.



RECOMMENDATION

It is recommended that dropped kerbs be provided at suitable access points to the access road and parking.

3A Issues Identified in This Road Safety Audit. (July 2025)

No new problems identified.

4.0 Observations

4.1 Observation

The location of the Stop sign for the revised Mill lane junction has not been shown on the drawings.
[Shown on July 2025 drawing.](#)

4.2 Observation

The following details have not been provided to the Audit Team

- Drainage
- Signage ([Provided July 2025](#))
- Landscaping
- Lighting
- Vertical alignment
- Internal pedestrian crossing points

5.0 Audit Statement

We certify that we have examined the site on the 17th of November 2023. The examination has been carried out with the sole purpose of identifying any aspects of the design which could be added, 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.

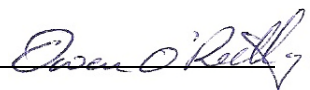
Norman Bruton

Signed: 

(Audit Team Leader)

Dated: [4-7-2025](#)

Owen O'Reilly

Signed: 

(Audit Team Member)

Dated: [4-7-2025](#)

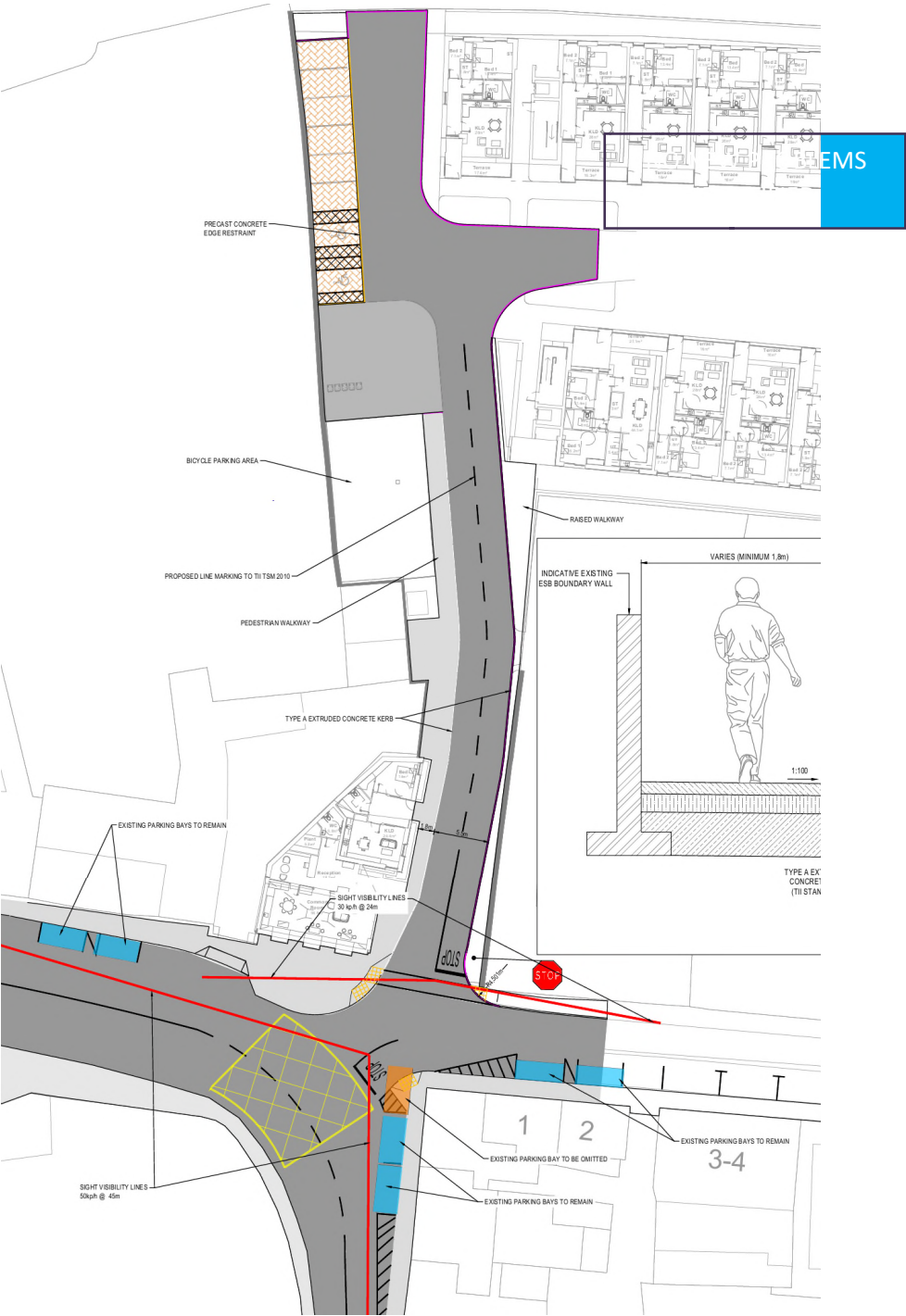
The site plan shows a building complex with several key features and dimensions:

- Problem 3.1:** Located at the bottom left, near a parking area and a building footprint.
- Problem 3.2:** Located at the bottom center, near a parking area and a building footprint.
- Problem 3.3:** Located in the center-right, near a building footprint and a parking area.
- Problem 3.4:** Located at the bottom right, near a parking area and a building footprint.
- Problem 3.5:** Located at the top right, near a building footprint and a parking area.

Other features and dimensions include:

- Dimensions:** 4.80m, 6.86m, 2.85m, 5.50m, 7.80m, 1.33m, 7.26m, 10.05m, 2.49m.
- Radii:** R3.50m, R6.00m, R16.35m.
- Labels:** "DRAFT", "26 June 2023", "Rohan Kiyas", "Express S", "CW", "FW", "RCW", "333", "334", "3-4".
- Other:** "FINISHING AND LANDSCAPING ACCORDING TO LANDSCAPE ARCHITECT'S DESIGN" (green hatched area).

Appendix A – Problem Location Map –2025



Appendix B

Information Supplied to the Audit Team

- Drawing P230400419-PIN-XX-DR-D-102-S1-P03-General Layout -Option 2 - Tracking-A1
- Drawing P230400419-PIN-XX-DR-D-103-S1-P03-General Layout -Option 2 - Parking-A1
- Drawing P230400419-PIN-XX-DR-D-104-S1-P01-Geometric Layout -Option 2-A1
- Drawing P230400419-PIN-XX-DR-D-101-S1-P04-General Layout -Option 2-A1

For Information

- P230400419-PIN-RP-00-C001-V2-Traffic & Transport Assessment

Information Supplied to the Audit Team – July 2025

- Drawing 80169-NOD-01-XX-DR-C-08601 Rev P03

Appendix C

Feedback Form

SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT

Scheme: Mill Lane, Leixlip

Stage: 1&2 Road Safety Audit

Date Audit (Site Visit) Completed: 17-11-2023

Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative measures accepted by Auditors (Yes/No)	Nicholas O'Dwyer Response
3.1	Yes	Yes		Yes	KCC to approve recommendation
3.2	Yes	Yes		Yes	KCC to approve recommendation
3.3	Yes	Yes		Yes	Crossing revised to at-grade crossing
3.4	Yes	Yes		Yes	KCC to approve recommendation
3.5	Yes	Yes		Yes	Drawing updated

Signed.....

Design Team Leader

Date..... 2024-08-02

Signed.....

Audit Team Leader

Date..... 16-8-2024

Signed.....

Developer/ Employer

Date.....

NO FEEDBACK FORM REQUIRED FOR JULY 2025 UPDATE