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AtkinsRéalis



## Stage 1 Quality Audit

Blackpitts Residence

July 2025

100114189DG0001

# BLACKPITTS STUDENT HOUSING

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# Notice

This document and its contents have been prepared and are intended solely as information for Blackpitts Residence and use in relation to the Stage 1 Quality Audit for the Blackpitts Student Housing.

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This document has 22 pages including the cover.

## Document History

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0	DRAFT	DB	DB	DC	DC	May 2025

## Client signoff

Client	Blackpitts Residence
Project	BLACKPITTS STUDENT HOUSING
Job number	100114189
Client signature/date	



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# 1. Introduction

This report describes the findings of a Stage 1 Quality Audit associated with a proposed student housing complex in Blackpitts, Dublin. This Quality Audit comprises two sections; a Road Safety Audit and an Access, Walking and Cycling Audit.

## 1.1 Background

The development consists of a student accommodation complex located on Donovan Lane and Blackpitts. As part of the development, changes are proposed to footpaths, parking and pedestrian crossings. The development will include 2no. pedestrian accesses and one basement bicycle parking access. The development is exclusively aimed at walking/cycling and therefore includes no parking provision. The existing on-street parking provision (including a disabled parking bay) on Donovan Lane is maintained. See site location below in Figure 1-1.

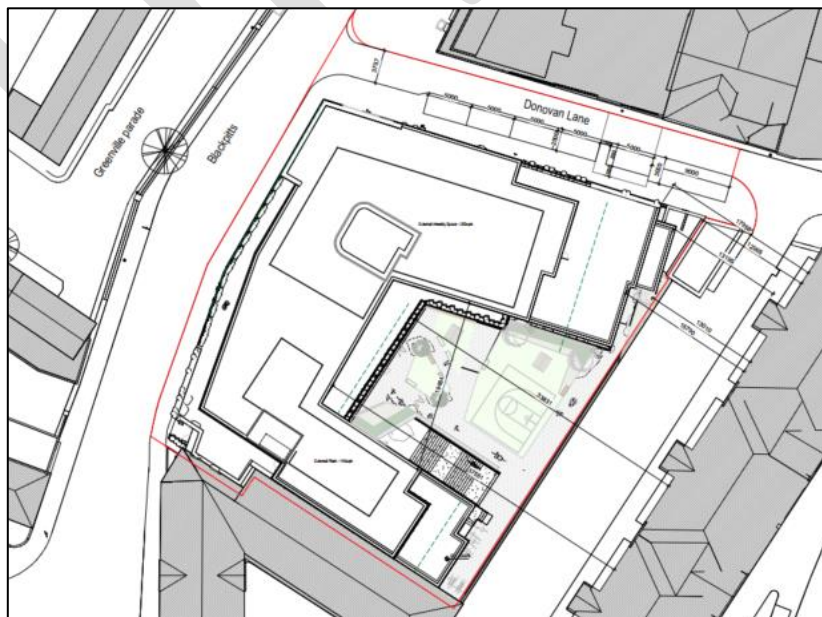


Figure 1-1 – Site Location

This Audit has been completed by AtkinsRéalis on behalf of Blackpitts Residence.

## 1.2 Site Inspection

A site inspection was undertaken during the hours of daylight on 7<sup>th</sup> May 2025 by the Audit Team. Weather conditions during the site inspection were sunny and dry; road surfaces were dry. Pedestrian, cyclist and vehicular traffic volumes were low.

## 1.3 The Team

The Road Safety Audit Team members were as follows:

- **Team Leader:** Dara Crosbie BSc ME CEng MIEI
- **Team Member:** Daire Breen BAI MAI MIEI

## 1.4 Audit Brief

The background to the scheme and reasons for the audit were identified via an Audit Brief provided to AtkinRéalis via email from the design team.

## 1.5 Previous Quality Audits

No previous Quality Audits have been undertaken.

## 1.6 Compliance

This Quality Audit is undertaken in accordance with Section 5.4.2 of the Design Manual for Urban Roads and Streets (DMURS). The UK Department for Transport Traffic Advisory Leaflet (TAL) 5/11 has also been referred to for additional guidance.

This Quality Audit consists of the following elements:

- **Road Safety Audit** – focusing on issues relating directly to road safety.
- **Access, Walking and Cycling Audit** – focusing on accessibility requirements of vulnerable road users (in particular those who are visually and/or mobility impaired).

It shall be noted that the following, as listed in Section 5.4.2 of DMURS are outside of the scope of this Quality Audit report:

- An audit of visual quality;
- A review of how the street is/may be used by the community;
- A community street audit (in existing streets);
- A place check audit.



## 1.7 The Design

The following drawings were examined as part of the Stage 1 Quality Audit process:

Drawing Number	Drawing Title	Revision
675-HRA-XX-ZZ-DR-A-P000-S3	SITE PLAN/OS MAP	-
675-HRA-XX-ZZ-RD-A-P401-S3	PROPOSED FLOOR PLANS (1 OF 2)	B
675-HRA-XX-ZZ-RD-A-P402-S3	PROPOSED FLOOR PLANS (2 OF 2)	B

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## 2. Road Safety Audit

### 2.1 Road Safety Audit Compliance

#### 2.1.1 Procedure and Scope

The 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 constructed scheme which relate directly to road safety.

#### 2.1.2 Compliance with Design Standards

The road safety audit process is not a design check, therefore verification or compliance with design standards or any other criteria have not formed part of the audit process.

#### 2.1.3 Minimising the Risk of Collision Occurrence

All problems described in the road safety audit 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.

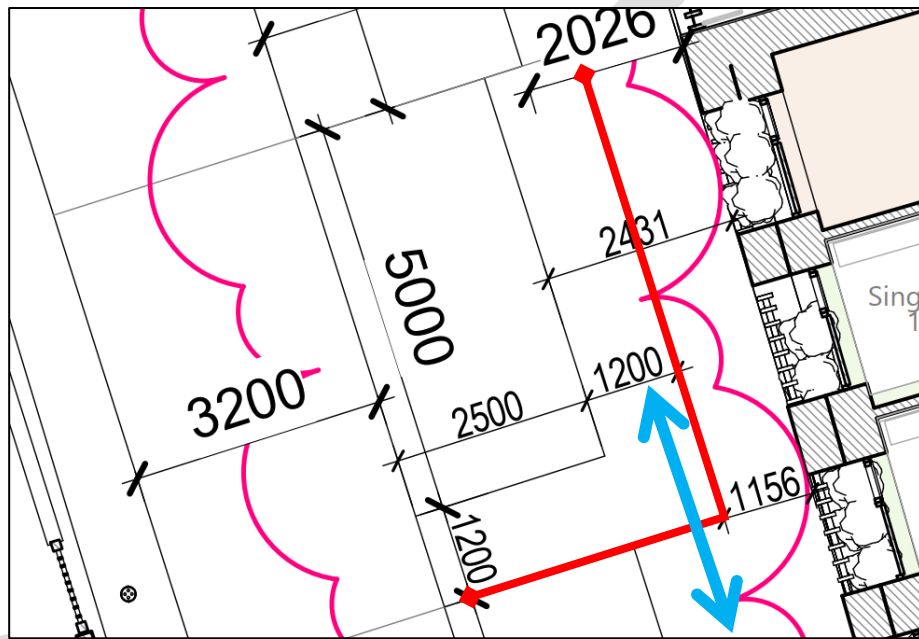


### 3. Road Safety Issues Identified

#### 3.1 Problem: Disabled Parking Arrangement

**Location: Donovan Lane**

The 1200mm disabled parking access zone – intended to provide clear space for users to enter/exit vehicles – is proposed to be painted onto the footpath. This reduces the effective width of the footpath and creates conflict between disabled users and pedestrians. This may lead to conflict between both, especially for visually impaired users.



**Figure 3-1 – Disabled Parking Arrangement**

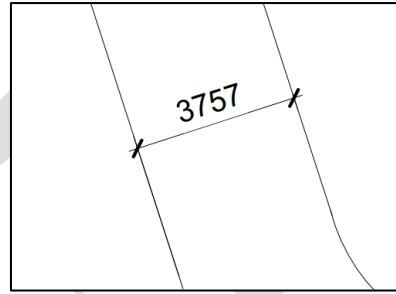
#### **Recommendation**

The Design Team should adjust the arrangement such that the conflict is mitigated or removed between disabled users and pedestrians.

## 3.2 Problem: Provision of Uncontrolled Pedestrian Crossing

**Location: Donovan Lane**

An existing uncontrolled pedestrian crossing is present at the junction of Donovan Lane and Blackpitts. The drawings indicate the proposed narrowing of the existing carriageway however they do not detail provision of a new or amended pedestrian crossing. The absence of a crossing on this pedestrian desire line may lead to the risk of pedestrians entering the carriageway without warning and when not safe to do so, which may result in conflict with drivers.



**Figure 3-2 – Uncontrolled Pedestrian Crossing**

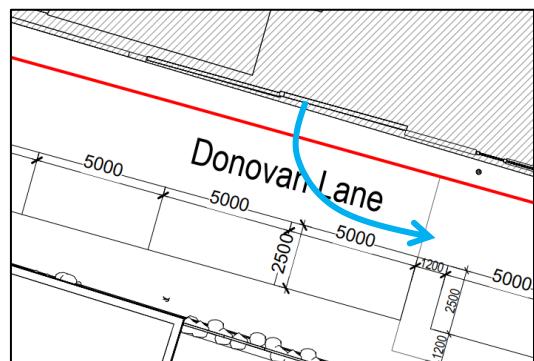
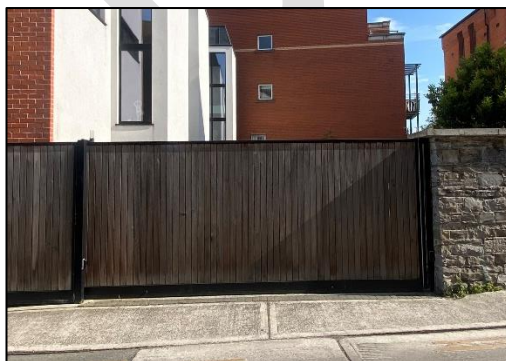
**Recommendation:**

The Design Team should include for a new or amended uncontrolled crossing with the necessary tactiles and dished kerbing to facilitate safe crossing of the carriageway for pedestrians.

## 3.3 Problem: Vehicle Entrance Turning Movements

**Location: Donovan Lane**

An existing vehicular entrance exists opposite the proposed build out and parking spaces. Due to the proposed reduction in carriageway width, this may result in inadequate turning radii for vehicle ingress/egress which may lead to the risk of side swipe collisions with parked vehicles or conflict with cyclists using the carriageway.



**Figure 3-3 – Vehicle Entrance Turning Movements**

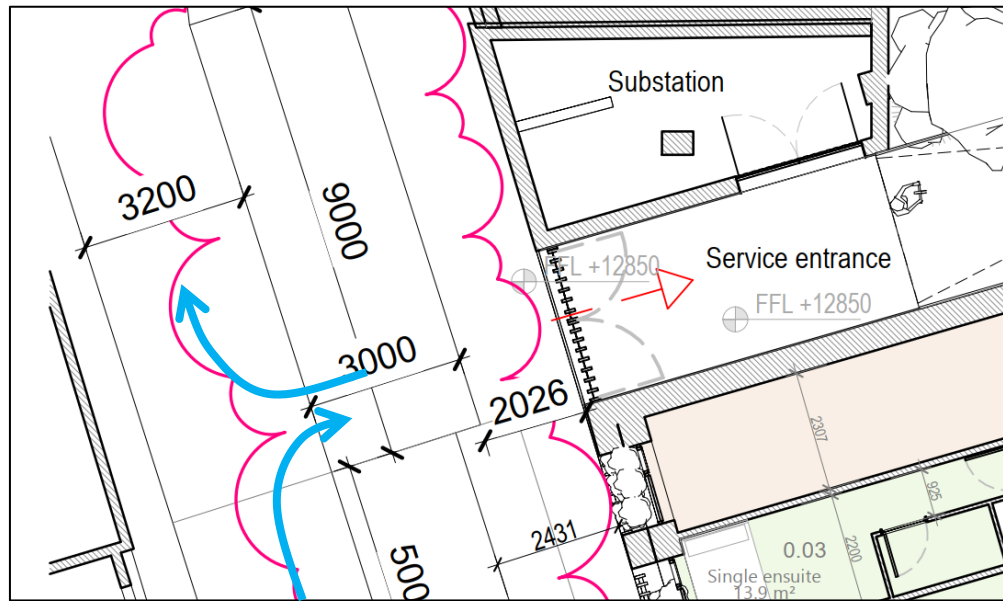
**Recommendation:**

The Design Team should conduct a vehicle tracking analysis to ensure that adequate clearance exists for vehicle turning movements.

### 3.4 Problem: Service Entrance

**Location: Donovan Lane**

A proposed service vehicle entrance is located behind a proposed loading bay and adjacent to a disabled parking space. This arrangement may result in the service entrance being blocked or inadequate turning radii for service vehicles which may result in side shunt / swipe collisions between vehicles.



**Figure 3-4 – Service Entrance**

**Recommendation:**

The Design Team should provide for a yellow box in front of the service vehicle entrance and should conduct vehicle tracking analysis to ensure adequate clearance exists for vehicle turning movements.

## 4. Access, Walking and Cycling Audit

### 4.1 Access Audit (General)

#### 4.1.1 Best Practice Guidance

This Access Audit has been carried out in accordance with general best practice guidance set out within the following documents:

- The Disability Act 2005
- British Standards Institute BS8300:2001
- 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)
- Access Auditing of the Built Environment Guidelines (National Disability Authority)
- Traffic Management Guidelines (Irish Government Publications 2003)
- Guidance on the use of Tactile Paving Surfaces: UK Department for Transport

#### 4.1.2 Objectives

The objectives of the Access Audit section of this report are as follows:

- To ensure a high level of accessibility to the proposed development site for all vulnerable road users and in particular visually and mobility impaired users.
- To ensure that the access infrastructure in relation to the external built environment is in accordance with current best practice.
- To ensure that the current and future access needs within the scheme are recognised and developed.

#### 4.1.3 Accessibility Recommendations

In terms of progression, following delivery of the Accessibility Audit, the design team should consider all issues raised herein for inclusion into the final design. It is less costly to make the changes now, pre-construction, than later after the scheme has been commissioned.

#### 4.1.4 General Accessibility Recommendations

A summary of the design features, together with recommended actions to be taken during the relevant stage of the design or operation of the scheme have been detailed in the following table and should be given consideration by the design team.

**Table 4-1 - Access Audit Findings Summary Table**

I.D.	Location	Feature	Action	When
01	Public Footpath	Pedestrian Provision	Ensure pedestrian environments are logical and clear to understand reducing the need for way finding / signage.	Design Stage



I.D.	Location	Feature	Action	When
02	External Site & Public Footpath	Pedestrian Provision	Ensure contrasting colours/materials are used to define the pedestrian provision and also the street fronting the buildings across the site.	Design Stage
03	External Site & Public Footpath	Pedestrian Provision	Ensure footpath edges are clearly defined without the creation of trip hazards.	Design Stage
04	External Site & Public Footpath	Pedestrian Provision	Ensure defined pedestrian clear zone is free from street furniture and excessive clutter that could hamper progress for partially sighted users.	Design & Operational Stages
05	Public Footpath	Pedestrian Provision	The existing pedestrian footway where interacting with the proposed site has been in service for some time; and is showing signs of general wear and tear. Ensure safe pedestrian footway is provided during and after construction.	Design Stage & Operational Stages
06	External Site & Public Footpath	Pedestrian Provision	Ensure steps are legible and contrasting colour nosings are provided.	Design Stage
07	Public Footpath	Pedestrian Provision	Ensure appropriate drop kerbs and tactile paving is provided at crossing points.	Design Stage
08	External Site & Public Footpath	Street Lighting	Ensure street lighting is specifically located where pedestrian movement decisions are required (i.e. at crossing points, entrances and junctions).	Design Stage
09	General	Drainage	Ensure any break in surface or gap (such as a drainage gully) is no greater than 10mm and is perpendicular to line of travel. Locate drainage features outside of crossing points, but adjacent to (to capture surface water before the crossing).	Design Stage
10	General	Drainage	Ensure access routes are laid to even falls to allow proper drainage and prevent ponding. The cross-fall gradient to any access route should not exceed 1 in 50, except when associated with a dropped-kerb.	Design Stage
11	External Site & Public Footpath	Provision of Street Furniture	Ensure furniture does not encroach on the clear width of pathways and minimum clear widths are provided.	Design Stage
12	External Site & Public Footpath	Provision of Street Furniture	Ensure street furniture contrasts in colour with the background and is identified with a 75-100mm marking.	Design Stage
13	External Site & Public Footpath	Provision of Street Furniture	Ensure that any pedestal mounted items are fitted with a tapping rail 250mm above the ground, contrasting in colour with the pavement.	Design Stage

I.D.	Location	Feature	Action	When
14	External Site & Public Footpath	Provision of Street Furniture	Ensure provision of seating (rest area) is provided where steep gradients exist or long sections or walkways.	Design Stage
15	General	Disabled Parking Provision	Ensure that sufficient disabled car parking provision is provided and to an appropriate geometric standard, located in a well-lit environment in close proximity to building entrances.	Design Stage

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## 4.2 Access, Walking and Cycling Issues Identified

### 4.2.1 Problem: Bicycle Parking Entrance

**Location:** Blackpitts

It was noted on site that vehicles were parked along the on-street parking bays adjacent to the proposed basement bicycle parking access. The presence of parked vehicles may impede cyclists in using the access effectively, and obligate them to cycle on the footpath to use the access, which may lead to conflict with pedestrians.



**Figure 4-1 – Bicycle Parking Entrance**

**Recommendation:**

The Design Team should facilitate access for cyclists to the carriageway from the proposed bicycle parking access.

### 4.2.2 Problem: Pinch Point at Disabled Parking Bay

**Location:** Donovan Lane

The intention of the proposed 1200mm disabled parking access zone requires clarification. Depending on how the 1200mm access zone is proposed to be marked out onto the footpath, this may create a the impression of pinch point for pedestrians walking along Donovan Lane.



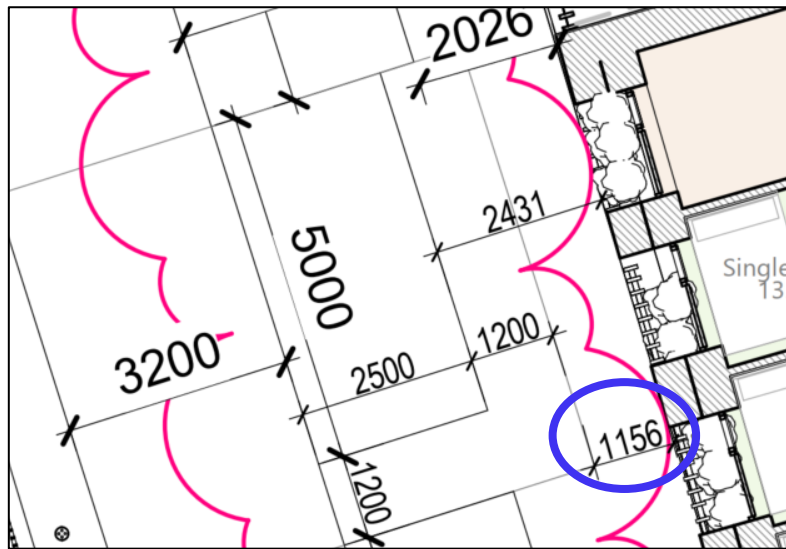


Figure 4-2 - Possible Pinch Point

**Recommendation:**

The Design Team should design the proposed disabled parking access zone such that it does not create the impression of a pinch point for pedestrians along Donovan Lane.

## 5. Audit Team Statement

### 5.1 Certification

We certify that we have examined the drawings listed in Chapter 1 of this Report.

### 5.2 Sole Purpose

The Quality Audit 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 road safety aspects and user experience aspects of the scheme.

### 5.3 Implementation of Quality Audit Recommendations

The problems identified herein have been noted in the Report together with their associated recommendations for safety and quality improvements. We (the Audit Team) propose that these recommendations should be studied with a view to implementation.

### 5.4 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.

### 5.5 Quality Audit Team Sign-Off

**Dara Crosbie**

Audit Team Leader  
Road Safety Engineering Team  
**AtkinsRéalis**

Signed:



Date:

19 May 2025

**Daire Breen**

Audit Team Leader  
Road Safety Engineering Team  
**AtkinsRéalis**

Signed:



Date:

19 May 2025

## 6. Designers Response

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

When completed, this form should be signed by the Designer and returned to the Audit Team.

Please return the completed Quality Audit Feedback Form attached in Appendix A to:

Road Safety Engineering Team,  
AtkinsRéalis,  
AtkinsRéalis House,  
150 Airside Business Park,  
Swords,  
Co Dublin,  
Ireland.

Tel: 00 353 (0)1 810 8000

Email: [dara.crosbie@atkinsrealis.com](mailto:dara.crosbie@atkinsrealis.com)

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

Where the Designer and the Audit Team cannot agree on an appropriate means of addressing an underlying safety issue identified as part of the audit process, an Exception Report must be prepared by the Designer on each disputed item in the audit report.

# APPENDICES

# Appendix A. Quality Audit Feedback Form

**Scheme:** Blackpitts Student Housing

**Audit Stage:** Stage 1 Quality Audit

**Date Audit Completed:** 7<sup>th</sup> May 2025

	To be completed by the Designer			To be completed by the Audit Team
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)
3.1				
3.2				
3.3				
3.4				
4.2.1				
4.2.2				

**Signed by the Designer:**

**Date:**

**Signed by the Audit Team Leader:**

**Date:**

**Signed by the Employer:**

**Date:**



## Appendix B. Auditor Approval

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## Crosbie, Dara

---

**From:** TII Systems Notification <noreply@tii.systems>  
**Sent:** 2023-11-30 11:00  
**To:** Crosbie, Dara  
**Cc:** roadsafetyaudits@nra.ie; Fiona.Bohane@corkrdo.ie; Alastair.DeBeer@TII.ie; Bryan.kennedy@TII.ie; LCurtis@Kerrycoco.ie; Kevin.O'Flynn@tii.ie; Damian.Chojnacki@tii.ie  
**Subject:** RSAAS - Road Safety Audit Approvals System - Auditor Approval DC1316184  
**Importance:** High

*Dara Crosbie  
Atkins House  
150 Lakeside Drive  
Airside Business Park  
Swords, Co.Dublin*

Date: 30/11/2023

Ref: DC1316184

### re: APPROVAL AS ROAD SAFETY AUDITOR

Dear Dara Crosbie,

You meet the qualification and experience requirements for Road Safety Audit as follows:

Scheme Category	Audit Team Status	Team Leader Expiry Date
Road Scheme	Team Leader	30/04/2026
Development Scheme	Team Leader	30/04/2026

The above assessment is based on information supplied and the qualification and experience requirements of National Roads Authority in accordance with HD 19 "Road Safety Audit". Further approval through RSAAS must be sought for the proposed road safety audit team for each audit undertaken on a National Road.

Yours sincerely,

Lucy Curtis

*Regional Road Safety Engineer*  
[roadsafetyaudits@tii.ie](mailto:roadsafetyaudits@tii.ie)



## Breen, Daire

---

**From:** TII Systems Notification <noreply@tii.systems>  
**Sent:** 2021-12-20 09:07  
**To:** Breen, Daire  
**Cc:** roadsafetyaudits@nra.ie; Fiona.Bohane@corkrdo.ie; Alastair.DeBeer@TII.ie; Bryan.kennedy@TII.ie; LCurtis@Kerrycoco.ie  
**Subject:** RSAAS - Road Safety Audit Approvals System - Auditor Approval DB7442152  
**Importance:** High

*Daire Breen  
Atkins House  
150 Lakeside Drive  
Airside Business Park  
Swords, Co.Dublin*

Date: 20/12/2021

Ref: DB7442152

### **re: APPROVAL AS ROAD SAFETY AUDITOR**

Dear Daire Breen,

You meet the qualification and experience requirements for Road Safety Audit as follows:

Scheme Category	Audit Team Status	Team Leader Expiry Date
Road Scheme	Team Member	
Development Scheme	Team Member	

The above assessment is based on information supplied and the qualification and experience requirements of National Roads Authority in accordance with HD 19 "Road Safety Audit". Further approval through RSAAS must be sought for the proposed road safety audit team for each audit undertaken on a National Road.

Yours sincerely,

Lucy Curtis

*Regional Road Safety Engineer*  
[roadsafetyaudits@tii.ie](mailto:roadsafetyaudits@tii.ie)

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