Rathcoole Housing

Stage 1 Road Safety Audit

RATH-ACM-XX-XX-RE-OT-000004
October 2026

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Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
A	29/07/2026	Draft	AM	Alan Moriarty	Principal Consultant
B	06/10/2026	Final	AM	Alan Moriarty	Principal Consultant

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Table of Contents

1. Introduction 4
1.1 Overview 4
1.2 Scheme Description 4
1.3 Road Safety Audit 6
1.4 Collision History 7
2. Departures from Standards 8
3. Items Resulting from this Stage 1 Road Safety Audit 9
3.1 Overview 9
3.2 Rathcoole Housing Development 9
4. Audit Team Statement 19
Appendix A Document Copies Submitted to the Audit Team 20
Appendix B Problem Location Map 21
Appendix C Road Safety Audit Feedback Form 22

Figures

Figure 2-1 – Rathcoole Housing Development (Source: Bing Maps) 5
Figure 2-2 – Rathcoole Housing Development (Source: 2430-MET-ZZ-00-A-A-081000) 6
Figure 3-1 Tie in at Mullally's Lane 9
Figure 3-2 Existing Layout at Mullally's Lane 9
Figure 3-3 Unclear if these features will obstruct visibility 10
Figure 3-4 Long straight road 10
Figure 3-5 Tight corner spaces 11
Figure 3-6 Long straight road 11
Figure 3-7 Long straight road 12
Figure 3-8 Obstructed visibility 12
Figure 3-9 Vehicles parked on Greenogue Drive 13
Figure 3-10 Trees at Greenogue Drive 14
Figure 3-11 Existing footpath at Stoney Lane 14
Figure 3-12 Existing pedestrian crossing without tactile paving 15
Figure 3-13 Trees at proposed junction on Coolamber Road 15
Figure 3-14 Parking adjacent to junction at Coolamber Road 16
Figure 3-15 Parking adjacent to junction at Coolamber Drive 16
Figure 3-16 Access on bend on new road 17
Figure 3-17 Existing access track 17

1. Introduction

1.1 Overview

AECOM has been commissioned by the South Dublin County Council (SDCC) to undertake a Stage 1 Road Safety Audit (RSA) of the housing development proposals and associated works at 1 site within the South Dublin County Council (SDCC) administrative area.

This Stage 1 RSA will assess the safety implications for all road users.

The Road Safety Audit Report indicates each of the problems identified, provides outline recommendations for solving the problems, presents the Audit Team Statement, and describes a schedule of documents reviewed. The members of the Audit Team were:

Audit Team Leader:

Alan Moriarty MSc HDip CEng MIEI Cert Comp in RSA

Principal Consultant, AECOM – TII Auditor Ref: **AM225589**

Audit Team Member:

Clíona Murphy, BAI, MAI, MIEI

Engineer, AECOM – TII Auditor Ref: **CM152487**

The audit comprises of an examination of the proposed scheme drawings and onsite inspection. The Audit team visited the site on Wednesday 8th July 2026. During the site visit, the weather was dry, and the road and footpath surfaces were dry. The site visit was undertaken in daylight between the hours of 10:00 and 13:00.

1.2 Scheme Description

The RSA Brief provided by the Design Team states the following:

"*The proposed development comprises 130 residential units, including 42 one-bed units, 45 two-bed units, and 43 three-bed units, provided across a mix of apartments, duplexes, and houses. Building heights range from single storey to five storeys….*

The masterplan adopts a landscape-led approach, with strong physical and visual connections to the surrounding woodland and parkland informing the overall design strategy. Generous landscaped corridors extend through the site, enhancing permeability, strengthening pedestrian and cycle connections, and maintaining continuity with the wider landscape setting. Existing links will be retained and enhanced, with a new pedestrian and cyclist connection proposed via Coolamber Road, while primary vehicular access and a new active travel route will be delivered through a new junction at Mullally's Lane….

The masterplan is structured around a network of tree-lined streets, landscaped spaces and pedestrian-focused routes that promote walkability and social interaction. Terraced housing defines the woodland edge and arrival to the site, while villa blocks frame central open spaces and create a transition toward the adjoining parkland. Across the scheme, homes are carefully arranged to provide strong passive surveillance, clear front and rear relationships, and well-overlooked shared spaces.

Parking is sensitively integrated within landscaped courts and set back from key landscape edges to minimise visual impact and reinforce the pedestrian character of the development. A central link road forms the primary spine through the site, connecting to Mullally's Lane, where wide-frontage homes create a welcoming residential entrance. The proposed GAA pitches and Park Pavilion are designed as an extension of the wider Rathcoole parklands, strengthening the site's recreational and community role."

There is one site under consideration as part of this RSA report as follows:

- Rathcoole Housing Development

A general description of the scheme proposals for the site, as per the audit brief, are detailed below.



Figure 2-1 – Rathcoole Housing Development (Source: Bing Maps)

1.2.1 Rathcoole Housing Development

The scheme comprises the following works:

- Proposed 130 residential units consisting of building heights from single to five storeys
- New central link road connecting to Mullally's Lane
- New streets, landscaped spaces and pedestrian routes
- New pedestrian and cyclist connection via Coolamber Road
- Recreational area including GAA pitches and a park pavilion

This site is an existing mostly greenfield site located within Rathcoole Woodlands. Vehicular access to the proposed development will be gained via a new link at Mullally's Lane/Greenougue Drive. Pedestrian and cyclist access will be gained via Mullally's Lane and a new link to Coolamber Road, as well as through the recreational areas to the eastern side of the development.

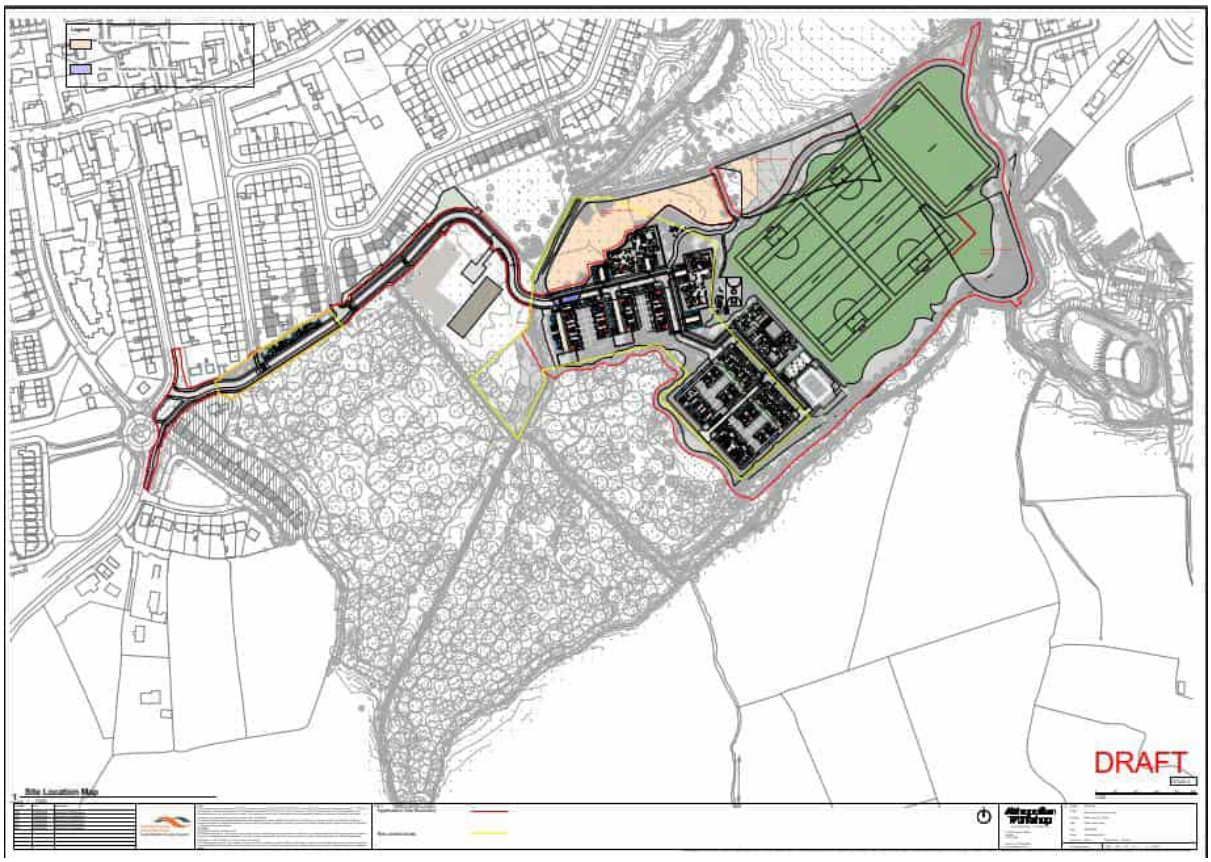


Figure 2-2 – Rathcoole Housing Development (Source: 2430-MET-ZZ-00-A-A-081000)

1.3 Road Safety Audit

This Safety Audit represents the response of an independent Audit Team to various aspects of the scheme. The recommendations contained therein are the opinions of the Audit Team and are intended as a guide to the designers on how the scheme as proposed can be improved to address issues of road safety.

The documents that were provided by the Design Team are shown in **Appendix A**.

The terms of reference of the Audit are as described in TII guidelines GE-STY-01024. The team has examined and reported only on the road safety implications of the scheme as presented and they have not examined or verified the compliance of the design to any other criteria.

The report indicates each of the problems identified together with recommendations to resolve or mitigate the problems, the Audit Team Statement and a schedule of documents reviewed.

All comments and recommendations are referenced to the design drawings and where applicable, the locations of problems are shown in conjunction with the scheme proposals in **Appendix B** where the reference numbers relate to the problems identified in this report.

Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GE-STY-01024, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

The Safety Audit guidelines do not provide a facility for the Audit Team to classify individual problems according to their severity, and hence the level of priority to be attached to each. It is instead the task of the design team and / or their representative to take a view on the validity of each of the recommendations and decide on an appropriate course of action.

The response of the Design Team to the Safety Audit should be prepared in the form of a Safety Audit Feedback Form, accepting the changes proposed by the Audit Team or providing an alternative solution to the problem. The Feedback Form is then returned to the Audit Team for review and verification, or completed through the RSAAS website, https://web.tii.ie/rsa, if the scheme is on a National Road or Motorway. A template for a Safety Audit Feedback Form is included as **Appendix C**.

1.4 Collision History

As per the audit brief, no collision data has been obtained or provided to the Audit Team.

2. Departures from Standards

No Departures from Standards have been notified to the audit team.

3. Items Resulting from this Stage 1 Road Safety Audit

3.1 Overview

This Safety Audit has reported on issues relating to the associated works at the proposed housing development in Rathcoole in the South Dublin County Council administrative area. This is classified as a Stage 1 Road Safety Audit, as defined within the TII Road Safety Audit Guidelines.

3.2 Rathcoole Housing Development

3.2.1 Problem

Location:	Mullally's Lane
Drawing:	2430-MET-ZZ-00-A-A-081000
Summary:	Unclear what type of facility is being provided

Description:



Figure 3-1 Tie in at Mullally's Lane



Figure 3-2 Existing Layout at Mullally's Lane

An existing narrow carriageway provides access to Mullally's Lane from the existing roundabout. It is proposed to provide a new cycle facility at the location of the existing narrow carriageway with access to the adjacent houses being provided via a new access road. It is unclear to the audit team, based on the drawings provided, what kind of facility is being provided for cyclists at this location.

If it is intended to utilise the existing carriageway, motorists may misinterpret the facility as a vehicular carriageway resulting in collisions with cyclists.

Additionally, maintaining the existing carriageway and kerblines (marked in blue) at the roundabout may exacerbate this problem.

Recommendation:

Ensure there is clarity at the new facility being provided at the roundabout at Mullally's Lane. Consider physical measures at the new facility if it is intended to utilise the existing carriageway.

3.2.2 Problem

Location:	Rathcoole Woodlands
Drawing:	2430-MET-ZZ-00-A-A-081000
Summary:	Potential obstructed visibility

Description:



Figure 3-3 Unclear if these features will obstruct visibility

It is unclear to the audit team what feature is marked on the drawings at the location shown above. If the feature is car parking, it could restrict visibility for vehicles entering the mainline from the side roads. A driver may not be able to see oncoming vehicles from the right, resulting in side impact collisions with oncoming vehicles.

Recommendation:

Ensure unobstructed visibility of oncoming traffic from both sides is provided at all junctions.

3.2.3 Problem

Location:	Rathcoole Woodlands
Drawing:	2430-MET-ZZ-00-A-A-081000
Summary:	Long straight section of road may encourage speeding

Description:



Figure 3-4 Long straight road

The section of road marked on the drawing above is relatively long and straight. It is unclear to the audit team if any physical speed deterrents such as ramps or raised tables are proposed to be provided as a speed prevention measure. Drivers may be inclined to speed up on this section of road as it is long and straight, which could lead to an increased likelihood of collisions with pedestrians, cyclists or other vehicles. Higher driving speeds also increase the severity of collisions.

Recommendation:

Provide physical speed reduction features such as ramps, raised tables or horizontal deflections.

3.2.4 Problem

Location:	Rathcoole Woodlands
Drawing:	2430-MET-ZZ-00-A-A-081000
Summary:	Unclear if vehicles will be able to access end parking spaces



Figure 3-5 Tight corner spaces

Description:

It is unclear to the audit team if vehicles will be able to access the end parking spaces without colliding with another vehicle or mounting the kerb/grass. The end spaces shown have minimal surrounding space to manoeuvre if all the other surrounding spaces are full. If drivers are finding it difficult to access the space they could be inclined to mount the kerb to get into the space, which could lead to a collision with pedestrians.

Recommendation:

The design team should ensure that all parking spaces can be accessed without the need to mount adjoining footpaths.

3.2.5 Problem

Location:	Rathcoole Woodlands
Drawing:	2430-MET-ZZ-00-A-A-081000
Summary:	Long straight section of road may encourage speeding

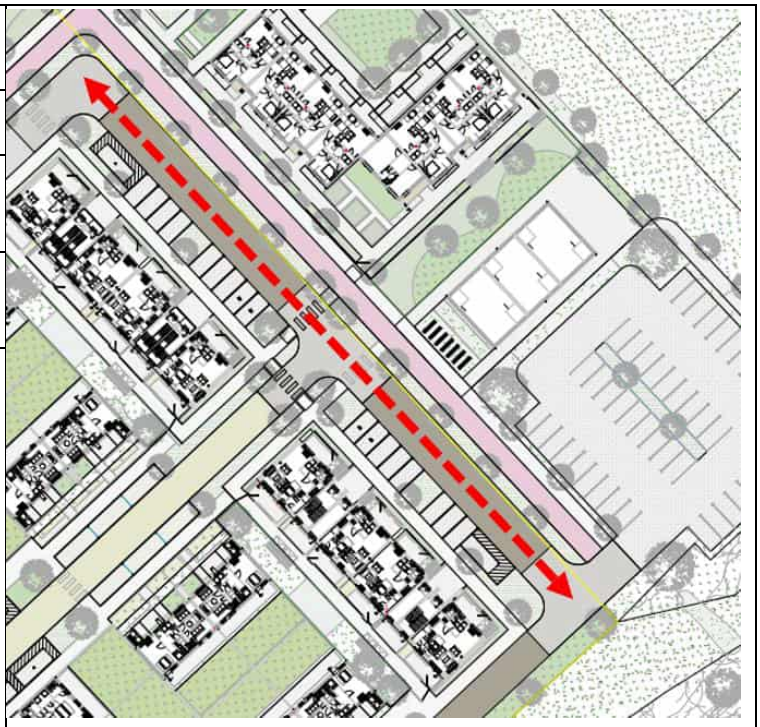


Figure 3-6 Long straight road

Description:

The section of road marked on the drawing above is relatively long and straight. It is unclear to the audit team if any physical speed deterrents such as ramps or raised tables are proposed to be provided as a speed prevention measure. Drivers may be inclined to speed up on this section of road as it is long and straight, which could lead to an increased likelihood of collisions with pedestrians, cyclists or other vehicles. Higher driving speeds also increase the severity of collisions.

Recommendation:

Provide physical speed reduction features such as ramps, raised tables or horizontal deflections.

3.2.6 Problem

Location:	Rathcoole Woodlands
Drawing:	2430-MET-ZZ-00-A-A-081000
Summary:	Long straight section of road may encourage speeding

Description:

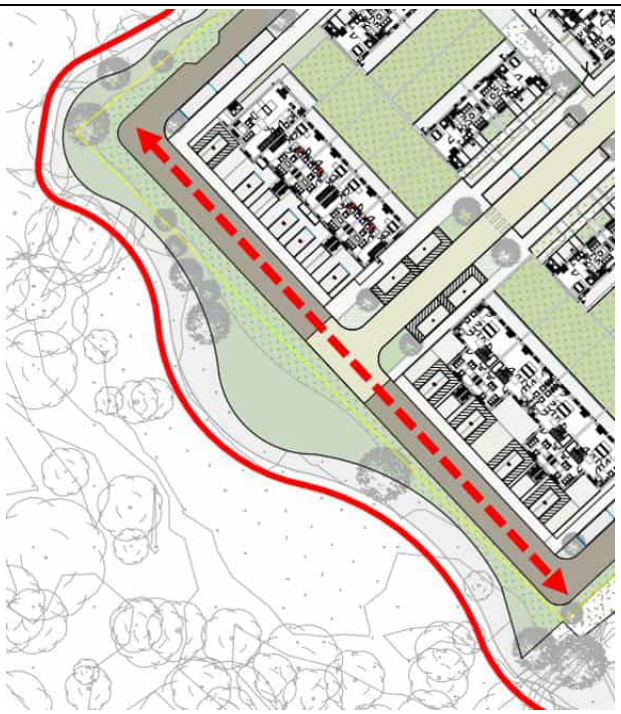


Figure 3-7 Long straight road

The section of road marked on the drawing above is relatively long and straight. It is unclear to the audit team if any physical speed deterrents such as ramps or raised tables are proposed to be provided as a speed prevention measure. Drivers may be inclined to speed up on this section of road as it is long and straight, which could lead to an increased likelihood of collisions with pedestrians, cyclists or other vehicles. Higher driving speeds also increase the severity of collisions.

Recommendation:

Provide physical speed reduction features such as ramps, raised tables or horizontal deflections.

3.2.7 Problem

Location:	Rathcoole Woodlands
Drawing:	2430-MET-ZZ-00-A-A-081000
Summary:	Obstructed visibility

Description:

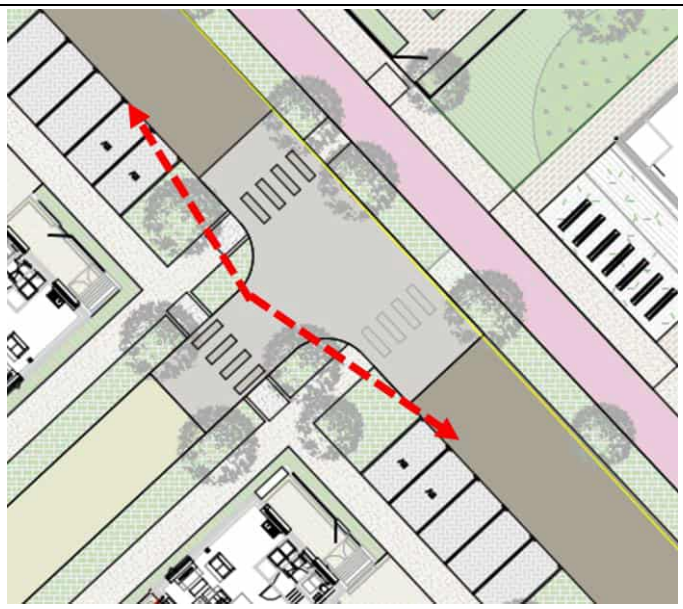


Figure 3-8 Obstructed visibility

Planting is proposed at the internal road junction. It is unclear to the audit team if this proposed planting is located within the visibility splay for the junction, which could restrict visibility for vehicles entering the mainline from the

side roads. A driver may not be able to see oncoming vehicles from the left or right, resulting in side impact collisions with oncoming vehicles.
Recommendation:
Ensure unobstructed visibility of oncoming traffic from both sides is provided at all junctions.

3.2.8 Problem	
Location:	Rathcoole Woodlands
Drawing:	2430-MET-ZZ-00-A-A-081000
Summary:	Parking at junction could cause visibility issue
Description:	

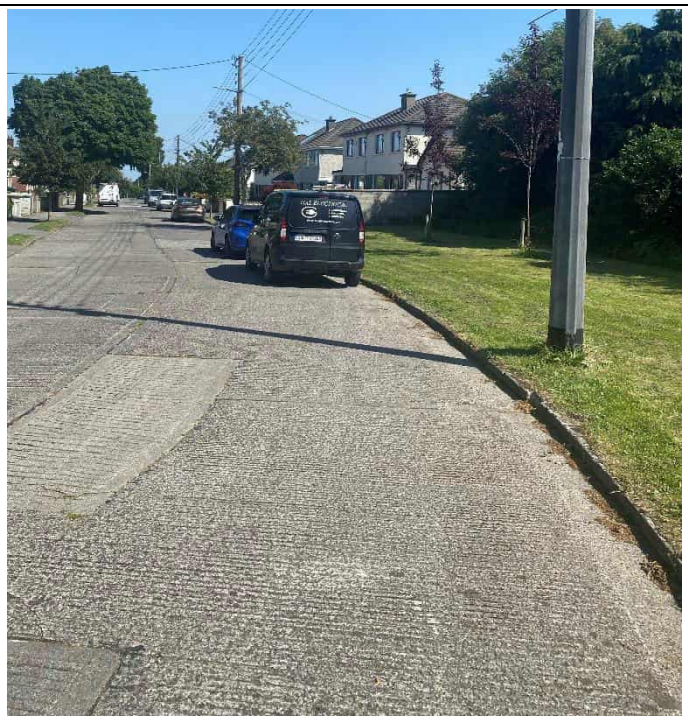


Figure 3-9 Vehicles parked on Greenogue Drive

The proposed design includes a new access junction for the proposed development in Greenogue Drive. Parking was observed along the carriageway edge during the site visit. There are no parking prevention measures currently on Greenogue Drive, and there are no parking prevention measures shown on the proposed design. If vehicles are permitted to park at the edge of carriageway on either side of the new junction, it could restrict visibility at the junction. This could lead to side-on collisions.
Recommendation:
Parking restrictions should be provided on either side of the new junction.

3.2.9 Problem	
Location:	Rathcoole Woodlands
Drawing:	2430-MET-ZZ-00-A-A-081000
Summary:	Unclear treatment of existing trees

Description:



Figure 3-10 Trees at Greenogue Drive

The proposed design includes a new access junction for the proposed development in Greenogue Drive. There are existing trees which will be adjacent to the new road and junction. The treatment of the existing trees is not noted on the design drawings. The trees could restrict visibility if they remain in place, and they could cause drainage issues if the leaves fall and block gullies/drains.

Recommendation:

Consider the treatment of the existing trees and check visibility spays at the junction.

3.2.10 Problem

Location:	Rathcoole Woodlands
Drawing:	2430-MET-ZZ-00-A-A-081000
Summary:	Unclear how cycle track transitions to existing infrastructure

Description:



Figure 3-11 Existing footpath at Stoney Lane

It is unclear to the audit team how the proposed cycle track design ties in with the existing conditions on Stoney Lane to the south of the roundabout. The proposed design shows segregated cyclist and pedestrian facilities joining the road, but there is no detail how this ties in to the existing footpath. There is no existing cycle track on the east side of the road at this location. Lack of clarity for cyclists/pedestrians could cause confusion and could lead to collisions between cyclists and pedestrians, or with vehicular traffic.

Recommendation:

Ensure the design of the proposed cycle and pedestrian facility tie-in with the existing facilities is clear to all road users.

3.2.11 Problem

Location:	Rathcoole Woodlands
Drawing:	2430-MET-ZZ-00-A-A-081000
Summary:	No tactile paving on existing crossing

Description:



Figure 3-12 Existing pedestrian crossing without tactile paving

The existing pedestrian crossing on the north side of Stoney Lane has no tactile paving. This could cause confusion for visually impaired pedestrians trying to cross the road, and could lead to a collision with a vehicle. The increased number of pedestrians, cyclists and cars in the area due to the new development will increase usage of this crossing point, and will increase the likelihood of collisions.

Recommendation:

Ensure appropriate tactile paving is provided at all pedestrian crossing points.

3.2.12 Problem

Location:	Rathcoole Woodlands
Drawing:	2430-MET-ZZ-00-A-A-081000
Summary:	Proposed trees at junction may obscure visibility

Description:

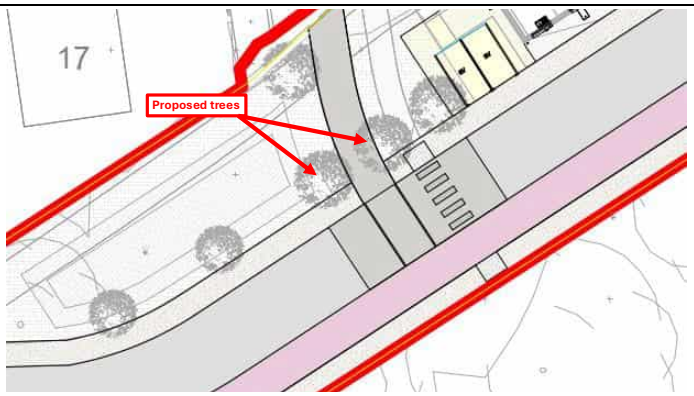


Figure 3-13 Trees at proposed junction on Coolamber Road

The proposed junction connecting the new development with Coolamber Road features trees planted either side of the junction. It is not clear to the audit team if this junction is intended for pedestrians/cyclists only, or also for vehicles. If the junction facilitates vehicles, it is unclear to the audit team if this proposed planting is located within the visibility splay for the junction, which could restrict visibility for vehicles entering the mainline from the side roads. A driver may not be able to see oncoming vehicles from the left or right, resulting in side impact collisions with oncoming vehicles.

Recommendation:

Ensure adequate visibility is provided to oncoming pedestrians, cyclists and vehicles at the new junction at Coolamber Road.

3.2.13 Problem

Location:	Rathcoole Woodlands
Drawing:	2430-MET-ZZ-00-A-A-081000

Summary:	Proposed parking at junction may obscure visibility

Description:

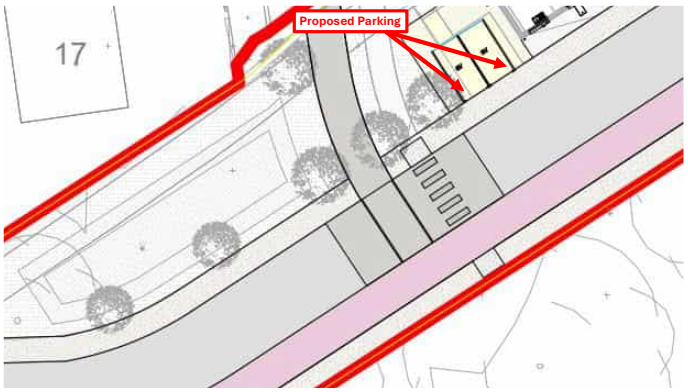


Figure 3-14 Parking adjacent to junction at Coolamber Road

The proposed junction connecting the new development with Coolamber Road features parking bays to the east of the junction. It is not clear to the audit team if this junction is intended for pedestrians/cyclists only, or also for vehicles. If the junction facilitates vehicles, it is unclear to the audit team if these proposed parking bays is located within the visibility splay for the junction, which could restrict visibility for vehicles entering the mainline from the side roads. A driver may not be able to see oncoming vehicles from the left or right, resulting in side impact collisions with oncoming vehicles.

Recommendation:

Ensure adequate visibility is provided to oncoming pedestrians, cyclists and vehicles at the new junction at Coolamber Road.

3.2.14 Problem

Location:	Rathcoole Woodlands
Drawing:	2430-MET-ZZ-00-A-A-081000
Summary:	Obstructed visibility

Description:

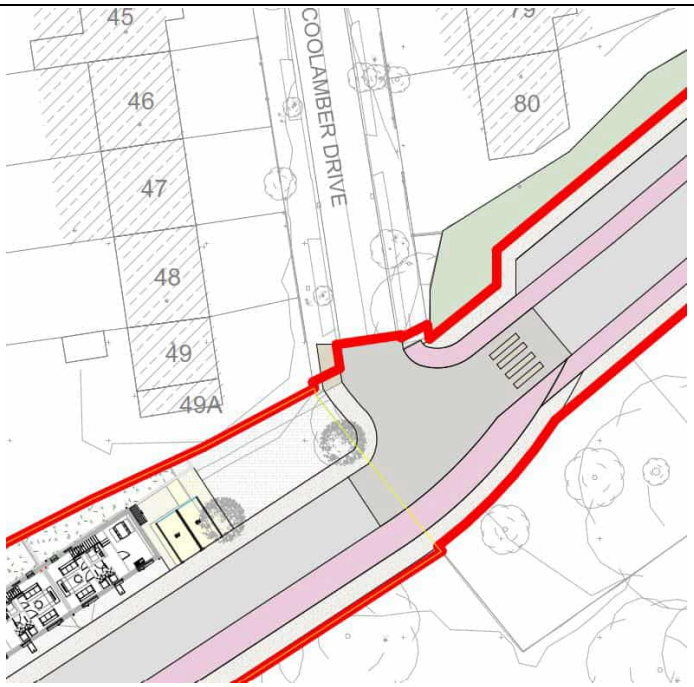


Figure 3-15 Parking adjacent to junction at Coolamber Drive

Planting is proposed at the Coolamber Drive junction. It is unclear to the audit team if this proposed planting is located within the visibility splay for the junction, which could restrict visibility for vehicles entering the mainline from the side roads. A driver may not be able to see oncoming vehicles from the left or right, resulting in side impact collisions with oncoming vehicles.

Recommendation:

Ensure adequate visibility is provided to oncoming pedestrians, cyclists and vehicles at the new junction at Coolamber Drive.

3.2.15 Problem

Location:	Rathcoole Woodlands
Drawing:	2430-MET-ZZ-00-A-A-081000
Summary:	Obstructed visibility

Description:

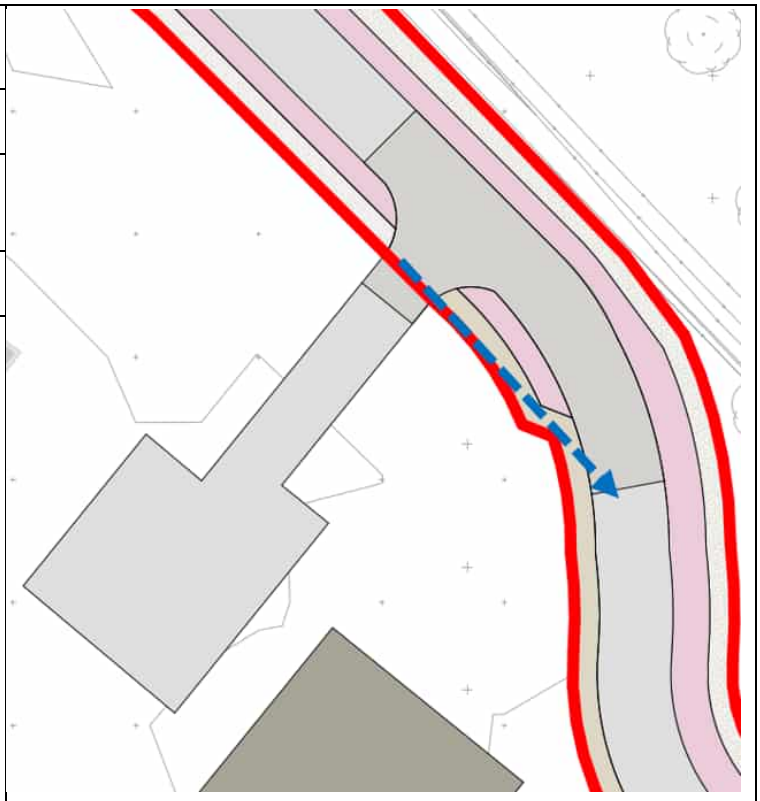


Figure 3-16 Access on bend on new road

There is an internal entrance proposed on the bend of the new access road to the housing development as shown above. Vehicles pulling out of the entrance may have restricted visibility to the right due to the bend in the road. This could lead to collisions with oncoming vehicles.

Recommendation:

Ensure adequate visibility is provided at the proposed junction

3.2.16 Observation

Location:	Rathcoole Woodlands
Drawing:	2430-MET-ZZ-00-A-A-081000
Summary:	Consider providing path where there is an existing informal track and access point

Description:



Figure 3-17 Existing access track

There is an existing informal track and access point to the southeast of the site. The track runs alongside a small stream and pedestrians were observed using the access. There is no proposal on the designs to provide a

formalised path in this part of the site. If pedestrians continue to use the informal path, there is a risk they could slip and fall especially in wet or icy conditions. The design team should consider providing a footpath at this location.

4. Audit Team Statement

We certify that the site was visited and that this audit has been carried out in accordance with the TII Road Safety Audit Guidelines GE-STY-01024-08 and Standard GE-STY-01027-02.

The Road Safety 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 scheme. No one on the audit team has been involved with the scheme design.

Audit Team Leader: Senior Road Safety Auditor

Name: Alan Moriarty

Position: Principal Consultant **Signed:** 

Organisation: AECOM **Date:** 27/07/2026

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Audit Team Member: Road Safety Auditor

Name: Clíona Murphy

Position: Engineer **Signed:** 

Organisation: AECOM **Date:** 27/07/2026

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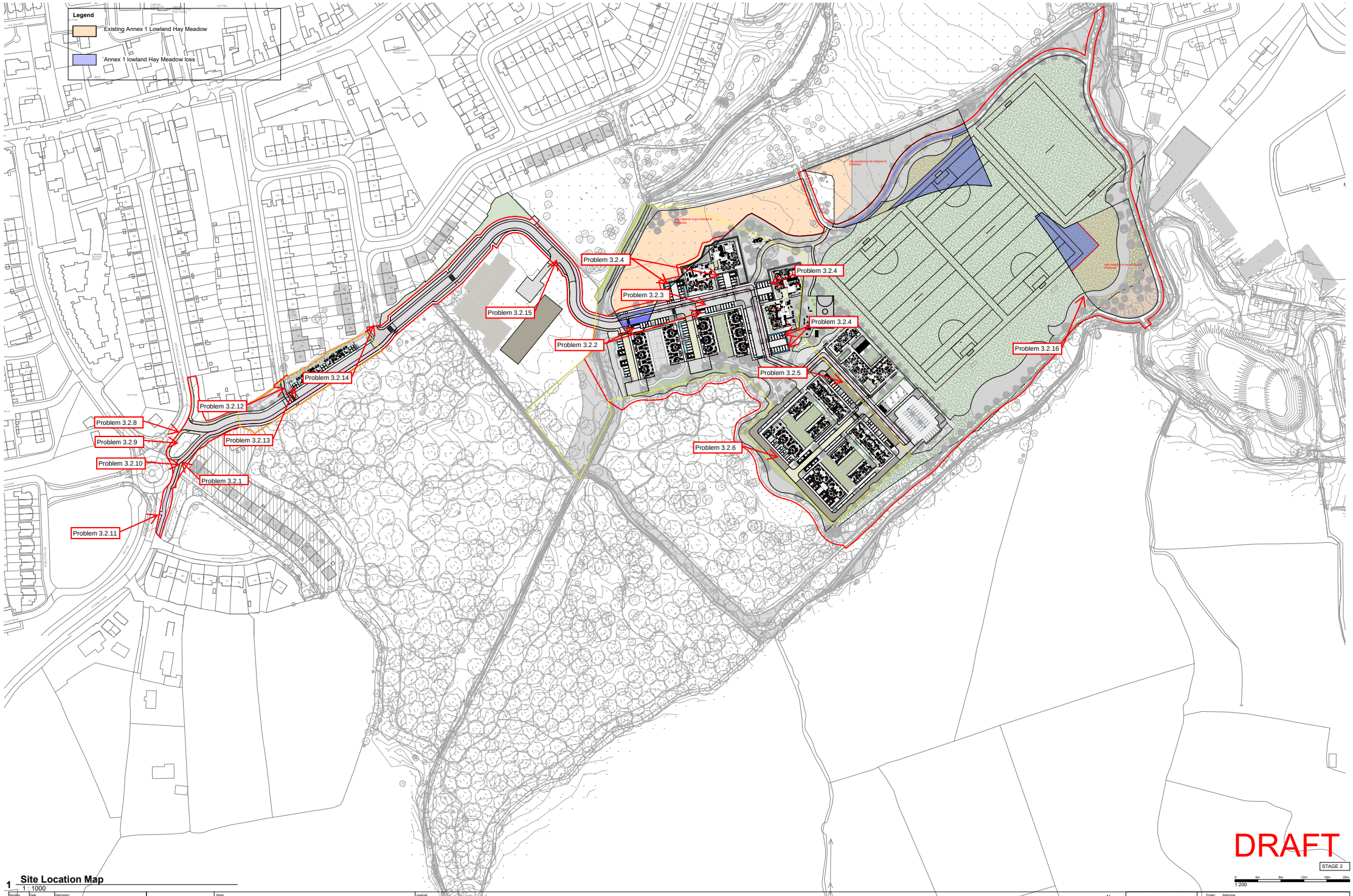
Dublin 4

Appendix A Document Copies Submitted to the Audit Team

The following documents were submitted to the Audit Team:

Document No.	Rev.	Description	Date
2430-MET-ZZ-00-A-A-081000	P04	Site Location Map	29/06/2026
2430-MET-ZZ-00-DR-A-101100	P01	Proposed Masterplan – Ground Floor	19/06/2026

Appendix B Problem Location Map



1 Site Location Map

1 : 1000

DRAFT

STAGE 2

1:200

Revision	Date	Description
P00	10/05/2026	Issued for Coordination
P01	19/05/2026	Issued for Coordination
P02	22/05/2026	Issued for Coordination
P03	03/06/2026	Issued for Coordination
P04	29/06/2026	Issued for coordination

Notes
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Legends
Application Site Boundary
Res zoned lands

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Project:	Rathcoole
Client:	South Dublin County Council
Location:	Rathcoole, Co. Dublin
Title:	Site Location Map
Date:	29/06/2026
Scale:	As indicated @ A0
Drawn By:	Author
Checked By:	Checker
Drawing Number:	2430 - MET - ZZ - 00 - A - A - 081000

S0/3 NZ Suitability Codes: 01- AC, Av, etc. – Approved and accepted as Stage Complete; 81- BC, Bv, etc. - Partially signed-off; C/R – As Construction Record Annotation/doc; D1– Suitable for Costing; D2– Suitable for Tender; D3– Suitable for Contractor Design; D4– Suitable for Manufacture/Procurement; S0 - Initial status or WIP; S1 - Suitable for Co-ordination; S2 – Suitable for Information; S3 - Suitable for Review & Comment; S4 - Suitable for Stage Approval; S6Suitable for PIM Authorisation (Information Exchanges 1-5); S6- Suitable for AIM Authorisation (Information Exchange 6)

Appendix C: Road Safety Audit Feedback Form

	Scheme: Rathcoole Housing Audit Stage: Stage 1 Date Audit Completed: 27.07.26			
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**	**Alternative Measures or reasons accepted by auditors (Yes / No)**
3.2.1	Yes	Yes		
3.2.2	Yes	Yes		
3.2.3	No	Yes	Raised tables are already proposed at junctions	Yes
3.2.4	Yes	Yes	Swept path analysis completed	Yes
3.2.5	No	Yes	Raised tables are already proposed at junctions	Yes
3.2.6	No	Yes	Raised tables are already proposed at junctions	Yes
3.2.7	Yes	Yes		
3.2.8	Yes	Yes		
3.2.9	Yes	Yes		
3.2.10	Yes	Yes		
3.2.11	No	No	It is assumed that this dropped kerb is intended to allow cyclists to enter the carriageway from the cycle path, rather than being a pedestrian crossing point as there is no dropped kerb on the opposite side	Yes
3.2.12	No	No	No vehicle access to/from Coolamber Road	Yes
3.2.13	No	No	No vehicle access to/from Coolamber Road	Yes
3.2.14	Yes	Yes		
3.2.15	Yes	Yes		

Signed _____ **Designer** _Michael Bell_____ **Date** 01/10/2026

Signed _____ **Audit Team Leader** Alan Moriarty **Date** 06/10/2026

Signed _____ **Employer** _Therese Pender on behalf of SDCC__ **Date** 06/10/2026