

Title: **Stage 1 Quality Audit,**
For;
Proposed Residential Development, Confey, Leixlip, Co.
Kildare.

Client: **NRB Consulting Engineers**

Date: **June 2026**

Report reference: **3139R01**

VERSION: **FINAL (10-7-2026)**

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St 1 RSA & QA – Residential Development, Confey, Leixlip

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1.0 Introduction

This report was prepared in response to a request from Paul Burke, NRB Consulting Engineers for a Stage 1 DMURS Quality Audit including Stage 1 Road Safety Audit for a proposed residential development at Confey, Leixlip, Co. Kildare.

The 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 Audits involved the examination of drawings and other material provided and a site visit by the Audit Team on the 26th of May 2026. The weather at the time of the site visit was dry and the road surface was also dry.

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

The Quality Audit has been carried out in accordance with the guidance in the Design Manual for Urban Roads and Streets (DMURS), produced by Department of Transport Tourism and Sport in March 2013 and as updated in June 2019 including Advice Notes. The Quality Audit is composed of a number of distinct audits which include an Accessibility Audit, a Walking Audit and a Cycling Audit (i.e. those aspects of a Quality Audit carried out independent of the Design Team).

Many issues raised in the Road Safety Audit would also be raised in the various aspects of the Quality Audit, however to avoid repetition items that are common to more than the Road Safety Audit have been included in a table at the start of Section 3.0 of this report.

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 these audits 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.

The information supplied to the Audit Team is listed in **Appendix A**. The feedback form is contained in **Appendix B**. A plan drawing showing the problem locations is contained in **Appendix C**.

St 1 RSA & QA – Residential Development, Confey, Leixlip

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2.0 Background

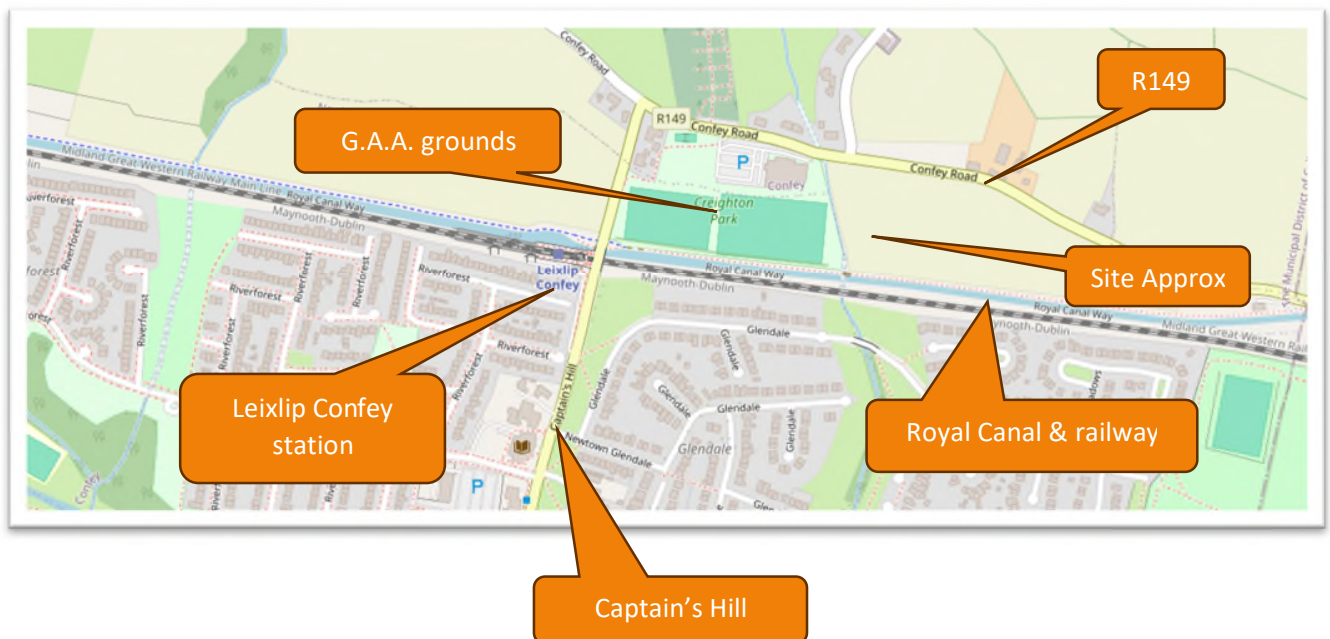
It is proposed to construct a residential development between the Royal Canal and the R149 at Confey, Leixlip, Co. Kildare.

The speed limit is generally 60km/hr along this section of the R149.

It is proposed to provide two simple T junctions for vehicle access.

A footpath is proposed along the site frontage.

The site location is shown below.



3.0 Issues Common to More Audits than RSA

Below is a summary table of problems raised in the Road Safety Audit that would also be raised in the Quality Audit however are not repeated for clarity and brevity.

Problem Reference	Road Safety Audit	Access Audit	Walking Audit	Cycling Audit
4.1	✓	✓	✓	✓
4.2	✓			
4.3	✓			

St 1 RSA & QA – Residential Development, Confey, Leixlip

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4.0 Items Raised in This Stage 1 Road Safety Audit.

4.1 Problem

Location.

Drawing 2410_Site_0508 Rev - , Proposed Site Layout, TEGOS Architects, R149.

Problem.

It is proposed to provide a footpath along the R149 to the site boundary. There is no footpath to join with at the G.A.A. grounds to allow pedestrians travel onwards to Captain's Hill. This could lead to pedestrians having to travel in the carriageway where they could be struck by passing vehicles.



Recommendation

It is recommended that a continuous footpath be provided to join with the footpath which starts at the traffic signals on Captain's Hill.

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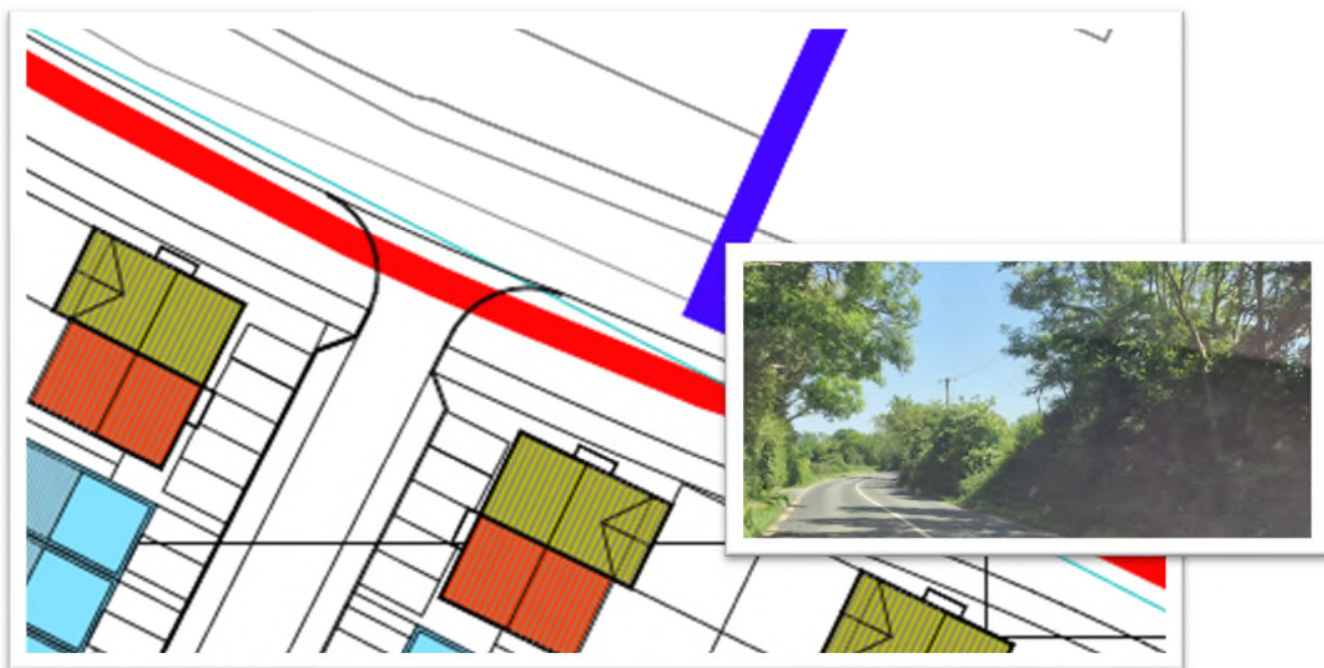
4.2 Problem

Location.

Drawing 2410_Site_0508 Rev - , Proposed Site Layout, TEGOS Architects, R149.

Problem.

It is unclear if the boundary hedging/trees are to be removed as part of the development works. Without adequate clearance, visibility for drivers exiting the development would be limited by that vegetation and could result in side-impact or rear-ends collisions.



Recommendation

It is recommended that the visibility splays be kept clear of obstacles.

St 1 RSA & QA – Residential Development, Confey, Leixlip

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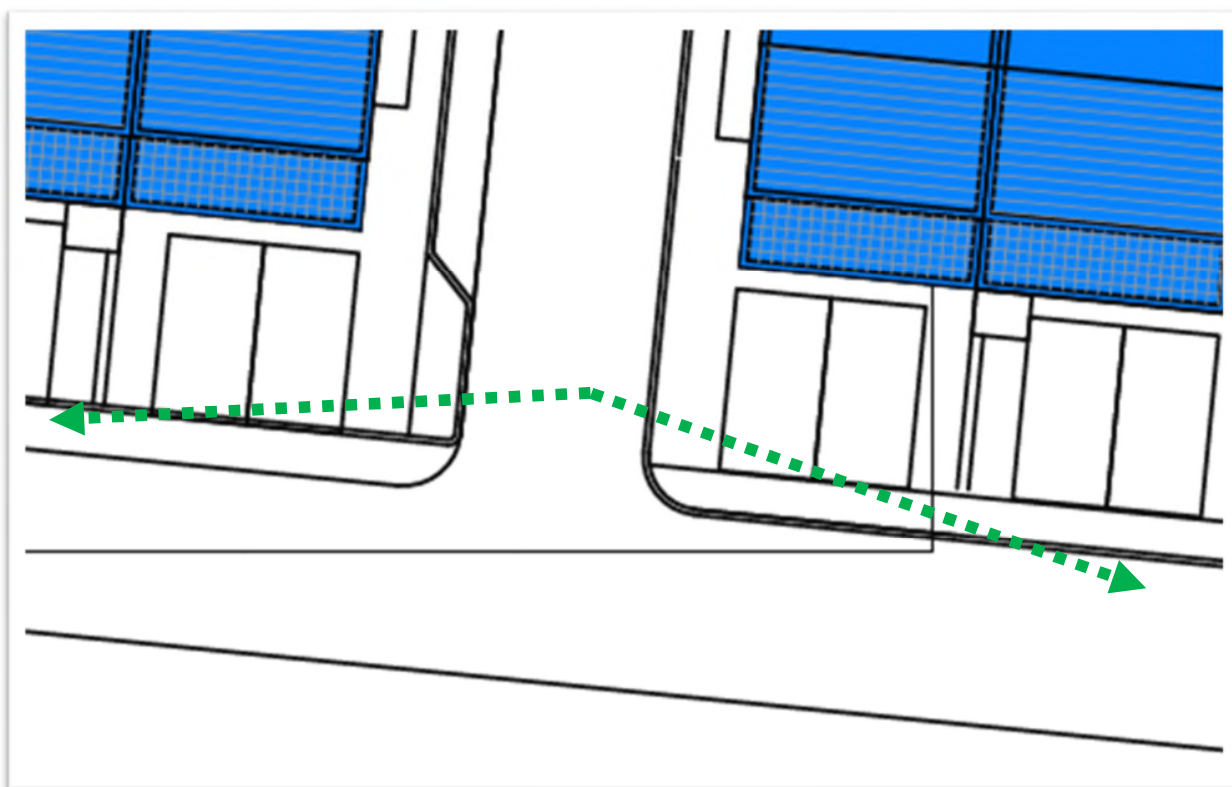
4.3 Problem

Location.

Drawing 2410_Site_0508 Rev - , Proposed Site Layout, TEGOS Architects, Internal junctions.

Problem.

Car parking spaces may obscure visibility at internal junctions. This could lead to side-impact or rear-end collisions.



Example only

Recommendation

It is recommended that the visibility splays be kept clear of obstacles and that the stopping sight distance envelopes at sharp bends be kept clear of obstacles including parking spaces and boundary hedging/fencing.

St 1 RSA & QA – Residential Development, Confey, Leixlip

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5.0 Items Raised in This Quality Audit – Accessibility Audit.

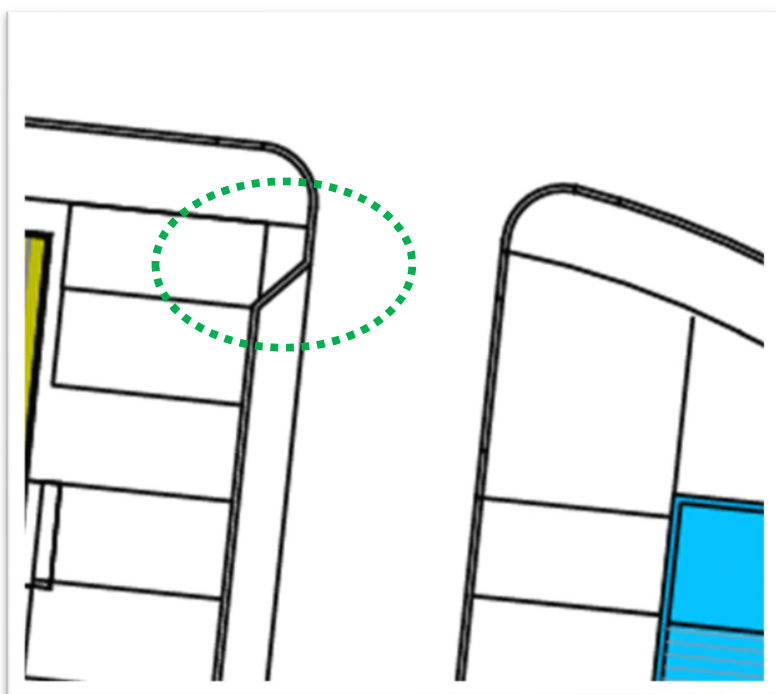
5.1 Issue

Location.

Drawing 2410_Site_0508 Rev - , Proposed Site Layout, TEGOS Architects, Internal junctions.

Problem.

The footpaths do not appear to be continuous on some internal roads. This could lead to pedestrians having to step into the carriageway.



Example only

Recommendation

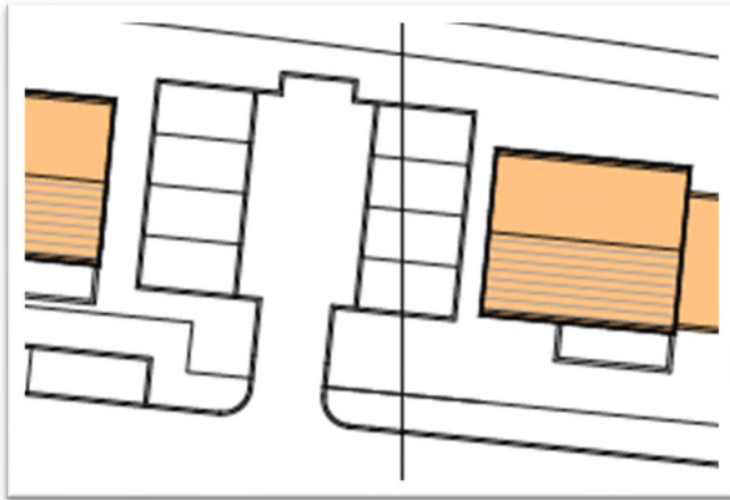
It is recommended that continuous footpaths be provided.

St 1 RSA & QA – Residential Development, Confey, Leixlip**NRB****5.2 Issue****Location.**

Drawing 2410_Site_0508 Rev - , Proposed Site Layout, TEGOS Architects, street widths.

Issue.

It is unclear if the carriageway/parking space lengths are sufficient to allow vehicles easily enter/exit perpendicular parking spaces. A lack of space could lead to inaccessibility.

**Recommendation**

It is recommended that the combination of parking space length and carriageway widths be such that parking can easily be carried out.

St 1 RSA & QA – Residential Development, Confey, Leixlip**NRB****5.3 Issue****Location.**

Drawing 2410_Site_0508 Rev - , Proposed Site Layout, TEGOS Architects, Accessibility for refuse and emergency vehicles.

Issue.

There are a number of tight radius bends and traffic calming buildouts throughout the scheme. There is a risk that refuse vehicles or emergency vehicles may not be able to undertake some manoeuvres without mounting the footpaths and putting pedestrians at risk.



Example only

Recommendation

It is recommended that a swept path analysis be carried out to ensure such movements can be readily carried out.

St 1 RSA & QA – Residential Development, Confey, Leixlip

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6.0 Items Raised in This Quality Audit – Walking Audit.

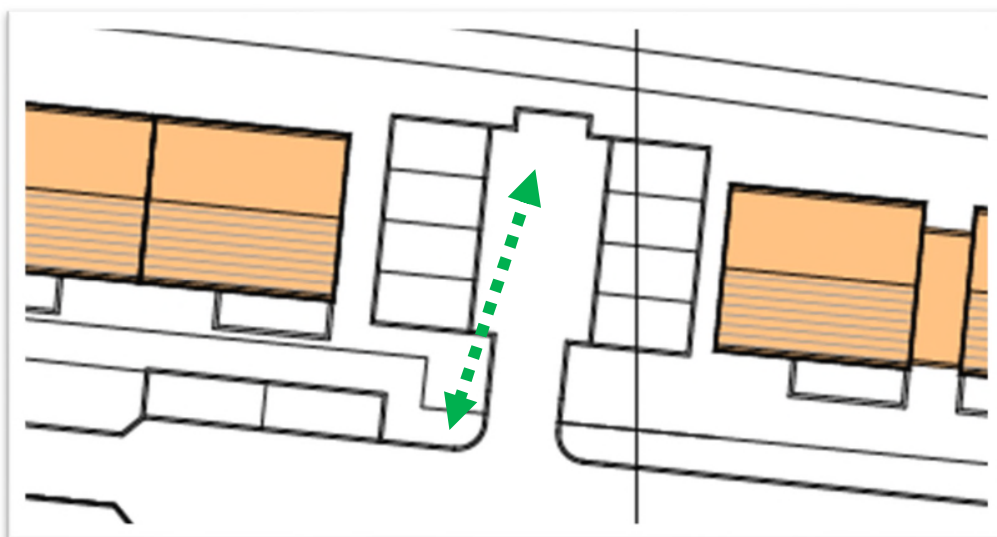
6.1 Issue

Location.

Drawing 2410_Site_0508 Rev - , Proposed Site Layout, TEGOS Architects, parking areas.

Issue.

There appears to be a lack of footpath provision between the parking spaces and the front doors of the adjacent residential units. Pedestrians will have to share space with vehicles. If this area is intended to be a shared use space no pedestrian refuge is shown and the area is not shown to be raised or to have a colour contrast with non-shared spaces.



Example only

Recommendation

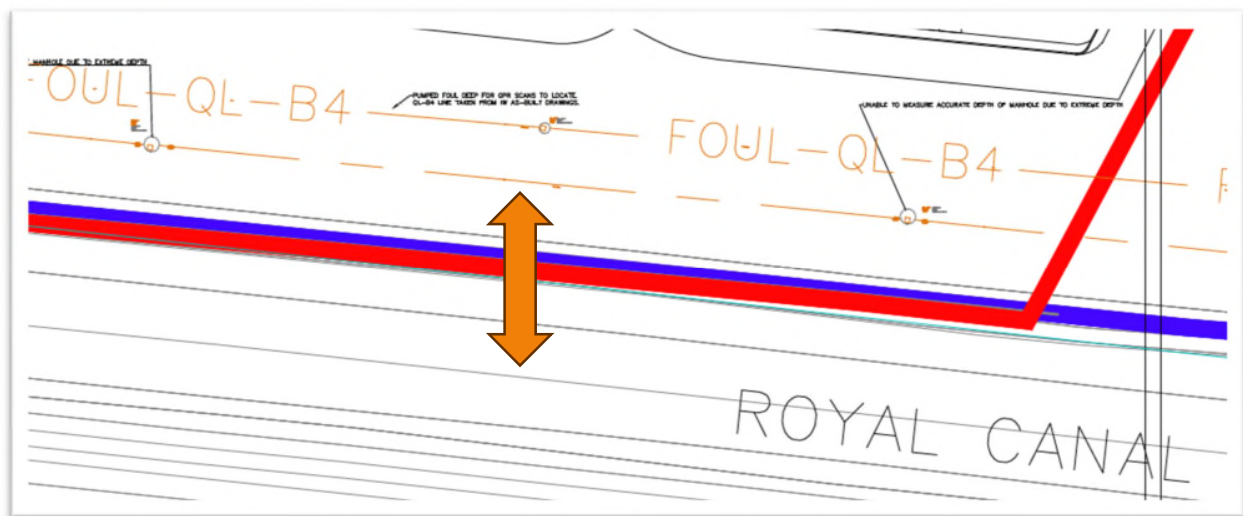
It is recommended that continuous segregated footpaths be provided for residents from the car parking areas to their houses.

St 1 RSA & QA – Residential Development, Confey, Leixlip**NRB****6.2 Issue****Location.**

Drawing 2410_Site_0508 Rev - , Proposed Site Layout, TEGOS Architects, Royal Canal.

Issue.

It is unclear if the site extends to the towpath of the Royal Canal. There will be a desire line to access the towpath and future greenway from the development. Without a formal link, informal links may develop over time that may not be accessible for all and may not have sufficient hard standing.

**Recommendation**

It is recommended that suitable permeability links be provided to the canal towpath/future greenway.

St 1 RSA & QA – Residential Development, Confey, Leixlip**NRB****6.3 Issue****Location.**

Drawing 2410_Site_0508 Rev - , Proposed Site Layout, TEGOS Architects, R149.

Issue.

It is proposed to provide a footpath along the site frontage . Notwithstanding the problem raised in Section 4.1 above there will be desire lines to access this footpath from multiple locations throughout the site. The lack of a formal connections could lead to slips and falls in landscaped areas or breaks in boundary fencing/walls.

**Recommendation**

It is recommended that links be provided between the R149 path and the internal footpath network.

St 1 RSA & QA – Residential Development, Confey, Leixlip

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7.0 Items Raised in This Quality Audit – Cycling Audit.

7.1 Issue

Location.

Drawing 2410_Site_0508 Rev - , Proposed Site Layout, TEGOS Architects, R149.

Issue.

There are no dedicated cycle facilities along the R149. It is unclear if the proposed path is to be a footpath only or a shared use facility and the Royal Canal greenway is not yet constructed to the rear of this development. The current R149 is not a suitable environment for most cyclists however the proximity of the train station would be ideal for cycling being part of a commute.

Recommendation

It is recommended that provision for cycling to the train station and beyond be included in the proposed scheme.

8.0 Audit Statements.

Road Safety Audit Statement

We certify that we have examined the information provided and the site. The examination 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 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.

Quality Audit Statement

We certify that we have carried out this audit in accordance with DMURS for those areas independent of the Design team.

Norman Bruton

(Audit Team Leader)

Signed: 

Dated: 10-7-2026

Owen O'Reilly

(Audit Team Member)

Signed: 

Dated: 10-7-2026

St 1 RSA & QA – Residential Development, Confey, Leixlip

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Appendix A

List of Material Supplied for this Road Safety Audit and Quality Audit;

- Drawing 2410_Site_0508 Rev - , Proposed Site Layout, TEGOS Architects

Appendix B

Feedback Forms (Road Safety Audit & Quality Audit)

SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT

Scheme: Residential development Confey

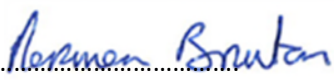
Stage: 1 Road Safety Audit

Date Audit (Site Visit) Completed: 26-5-2026

Paragraph No. in Safety Audit Report	Issue accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative measures accepted by Auditors (Yes/No)
4.1	Y	Y - these lands are not within the applicants control, however this footpath is to be made continuous as part of the R149 upgrade works.		
4.2	Y	Y - visibility splays to be cleared.		
4.3	Y	Y - visibility splays to be cleared.		


Signed.....
Design Team Leader

Date 09/07/2026


Signed.....
Audit Team Leader

Date...10-7-2026.....


Signed.....
Signed p.p. on behalf of the
Employer/Developer

Date 09/07/2026

St 1 RSA & QA – Residential Development, Confey, Leixlip
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QUALITY AUDIT – FEEDBACK FORM

Scheme: Residential Development, Confey

Quality Audit- Stage 1 (Planning)

Date Audit (site visit) 26-5-2026

Paragraph No. in Quality Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative measures accepted by Auditors (Yes/No)
5.1	Y	Y - this is a 1.2m wide step in space on a shared street.		
5.2	Y	Y - spaces are 5m deep and aisle is 6m wide.		
5.3	Y	Y - swept path analysis will be carried out and any amendments required implemented.		
6.1	Y	Y - areas to be adjusted to suit.		
6.2	Y	Y - will be reviewed at detailed design stage.		
6.3	Y	Y - footpath links will be provided where levels are acceptable.		
7.1	Y	Y - cycle facilities will be provided as part of the R149 upgrade works.		


Signed.....
Design Team Leader

Date 09/07/2026


Signed.....
Audit Team Leader

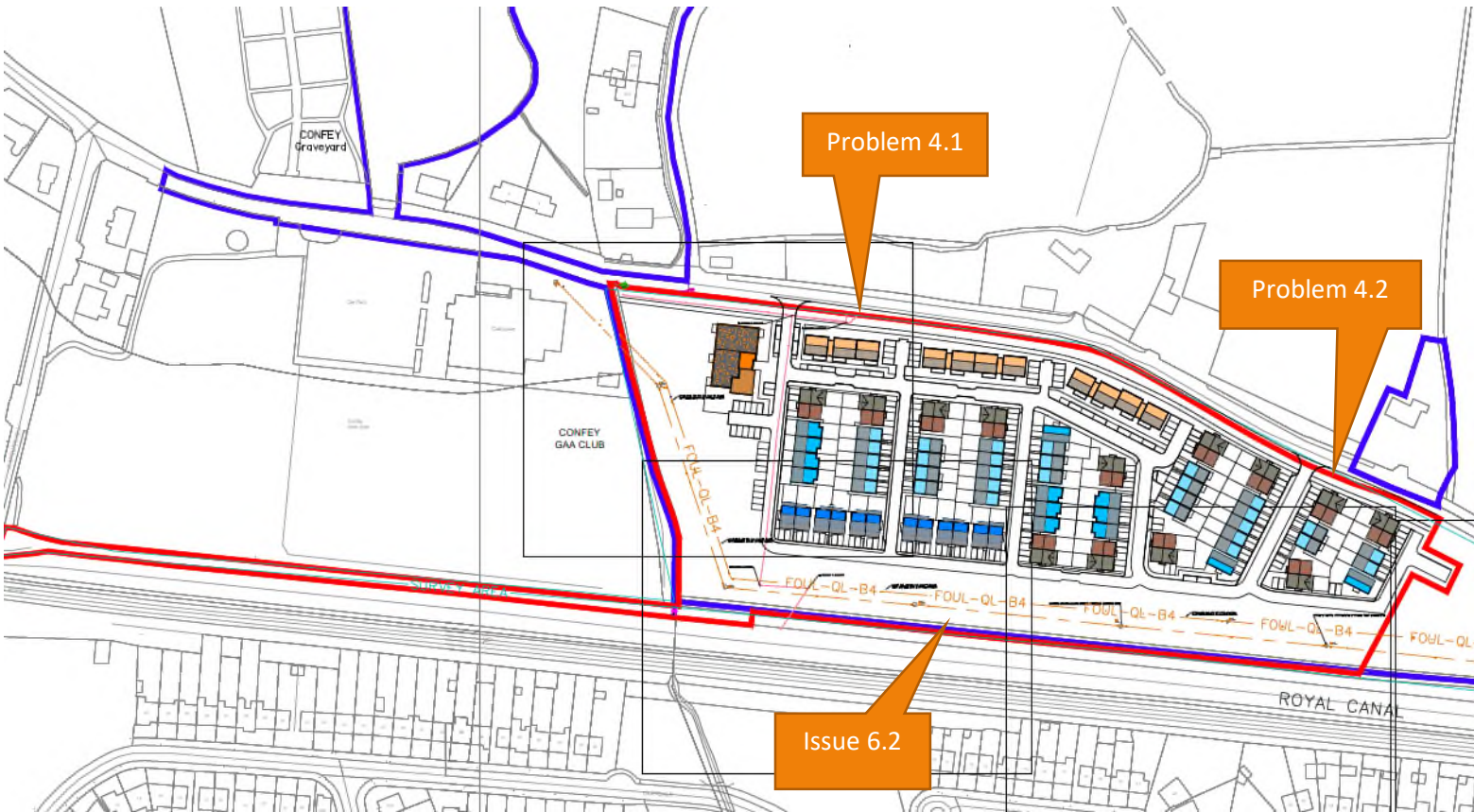
Date...10-7-2026.....


Signed.....
**Signed p.p. on behalf of the
Employer/Developer**

Date 09/07/2026

Appendix C

Problem Location Plan.



Other problems and Issues are general issues throughout the scheme