

NAVY BANK PROJECT, POINT ROAD, DUNDALK, CO. LOUTH



Comhairle Contae **Lú**
Louth County Council

ROAD SAFETY AUDIT STAGE 1 / STAGE 2

P. HERR & ASSOCIATES
CIVIL ENGINEERS & BUILDING SURVEYORS

Floor 3, Block 4.
Quayside Business Park
Dundalk, Co. Louth
Tel: (042)9330019
E-Mail: info@pherr.ie

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**NAVY BANK PROJECT AT
POINT ROAD, DUNDALK, CO.LOUTH**

**ROAD SAFETY AUDIT
STAGE 1 / STAGE 2**

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1.0 INTRODUCTION

- 1.1 This report describes a Stage 1 / Stage 2 Road Safety Audit carried out on a proposed public recreational facility at Point Road, Dundalk, Co. Louth. The location of the site within the general Dundalk area is shown on Fig.1.1, while an aerial view of the site and surrounding area is shown on Fig.1.2.
- 1.2 The subject site is rectangular in shape with a total area of c. 1.35Ha. The southern boundary of the site fronts onto the Point Road. The northern portion fronts onto the Navvy Bank/Dundalk Bay. The eastern boundary abuts the Quay Celtic Playing fields while the west boundary abuts onto an access lane linking the Navvy Bank to the Point Road. The site is currently occupied by a pitch and putt facility. A street view of the existing site is shown on Fig. 1.3
- 1.3 The proposed development replaces the pitch and putt course with a public recreational park offering a number of facilities including: mini golf course, children's playground, open play area, RV parking bays, toilets, mobility hub and car parking area. Access to the development shall be via a new single entrance off the Point Road
An extract from the proposed Site Layout , as issued to the Audit Team, is shown on Fig.1.3.
- 1.4 The audit team members are:-

Team Leader:
Eamonn Mc Mahon BE, M.Eng Sc. (Transportation), Dip. (Highways), F.I.E.I.,
HA RSA Cert Comp
Chartered Engineer

Team Member:
Donal Mc Morland (B.Eng (Hons), M.I.E.I
CoC RSA
Chartered Engineer
- 1.5 The audit has been carried out in accordance with the relevant sections of TII Document GE-STY-01024 (Road Safety Audit) and TII Document GE-STY-01027 (Road Safety Audit Guidelines).
- 1.6 The Audit Team examined the drawing (Drg. No. LCC-NVY-DRG-4.1) issued to them by the Designer prior to the site visit. The site was visited by the Audit Team between 11.00-12.00 on 08/04/26. Weather conditions were good during the inspection
- 1.7 The team has examined only those issues within the design relating to the road safety implications of the development and has therefore not examined or verified the compliance of the design to any other criteria.

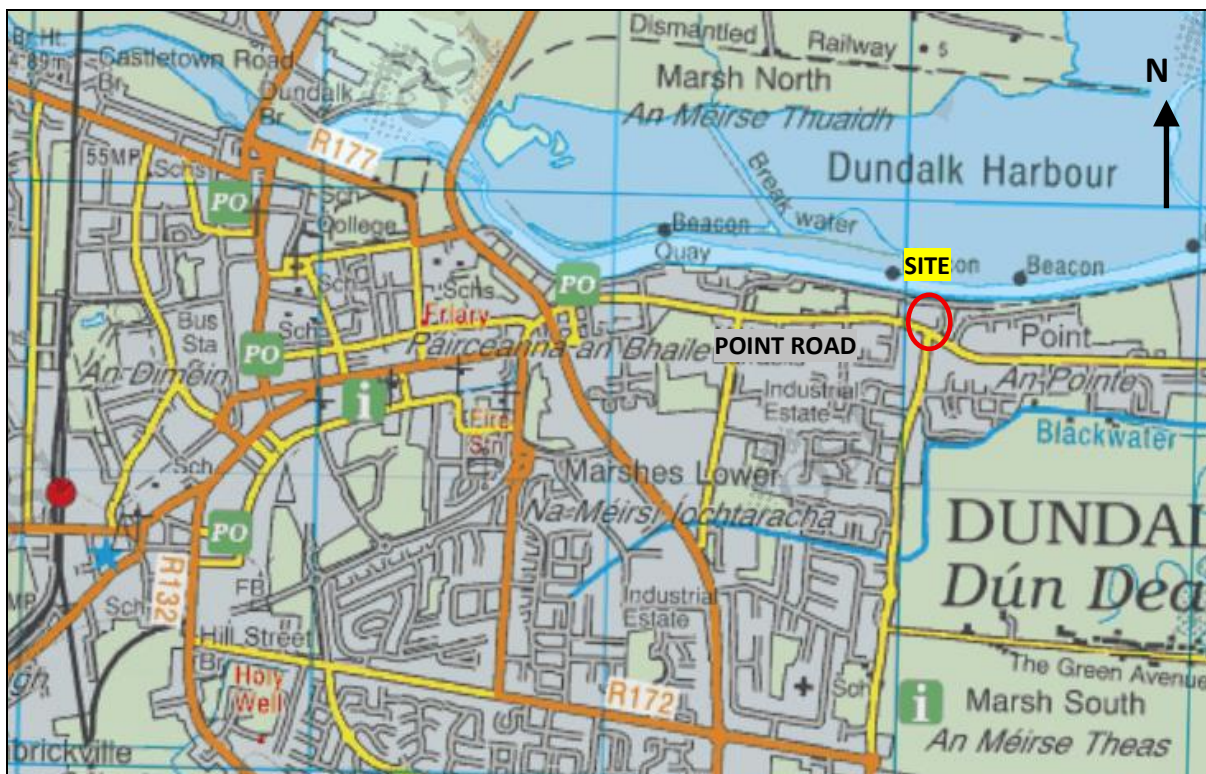


Fig.1.1 – Location Map – General



Fig.1.2 – Aerial View of Site & Surrounding Area



Fig.1.3 – Current View of the Site from Point Road



Fig.1.4 – Proposed Site Layout (Extract from Drg. No. LCC-NVY-DRG-4.1)

2.0 ITEMS RESULTING FROM THE STAGE 1 / STAGE 2 AUDIT

The design features of the proposed development which have been identified by the Audit Team as requiring action to improve the safety of the development are individually set out hereunder together with a recommendation to the design team regarding appropriate mitigation measures.

The identified items are labelled 2.1 – 2.9 inclusive.

location of each of the identified items is shown on Fig.2.1

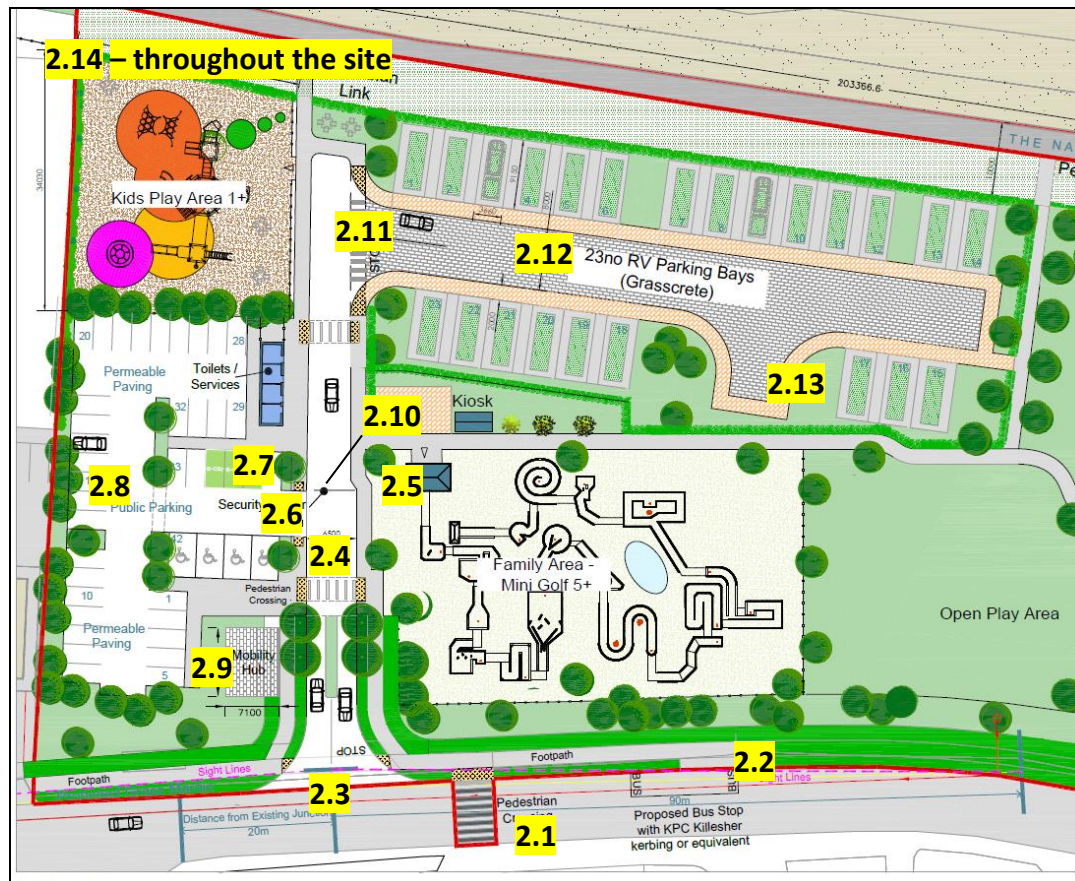


Fig.2.1 – Location of Identified Design Features

2.1 PEDESTRIAN CROSSING OF POINT ROAD

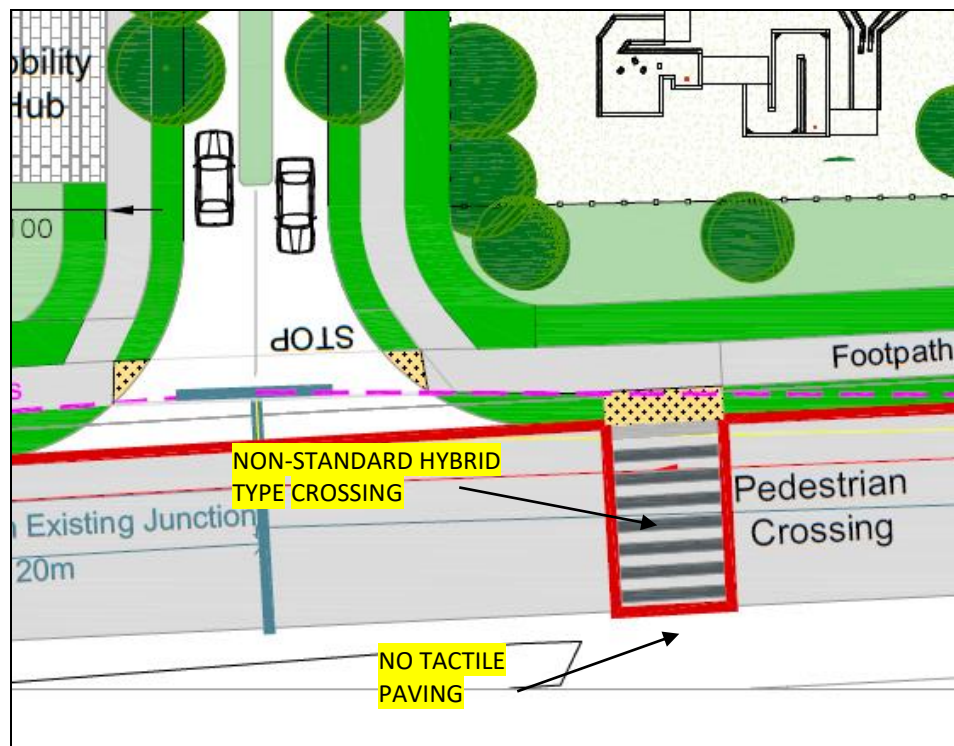
Problem

The crossing type as shown is a non-standard hybrid of a controlled and uncontrolled crossing.

If an uncontrolled crossing; then the provision of zebra stripes is non-standard

If a controlled zebra crossing; then either flashing belisha beacons or alternative signage as TSAN-2024-01 is required

The tactile configuration is incorrect for either case



Recommendation

Decide on appropriate crossing type (controlled or uncontrolled)

Apply correct design features for the selected crossing type.

If uncontrolled – omit zebra stripes

If controlled –select either a Type A or Type B configuration as per TSAN-2024-01 (

Audit Team Comment

A Zebra Crossing Type A or Type B should only be installed in locations where 85% speed is < 50km/hr

Observations during the site visit would indicate operational speeds exceed this level

A speed survey would be required to 'prove' that a zebra crossing is appropriate.

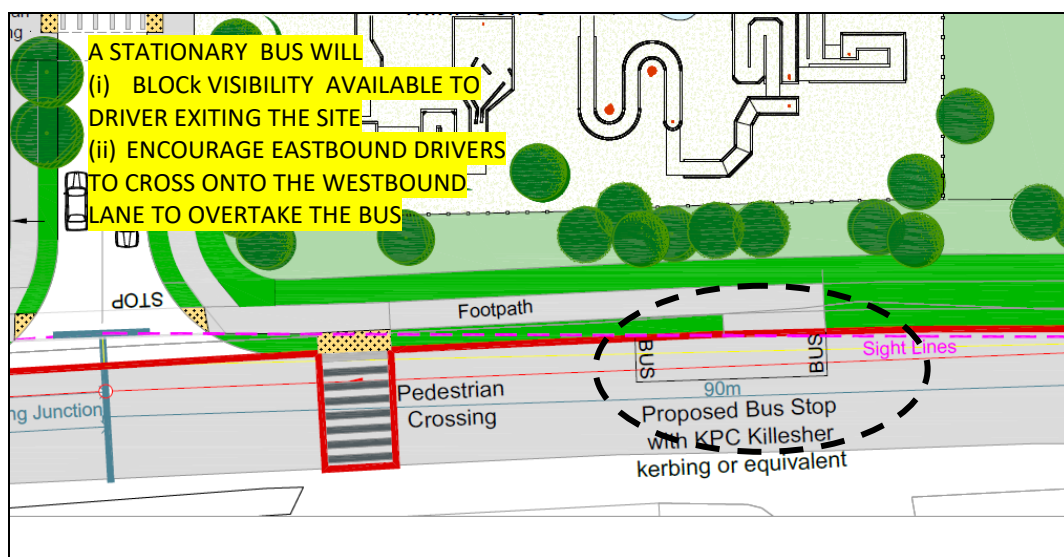
If a controlled crossing is to be provided; a traffic light controlled crossing would represent a better choice.

2.2 BUS STOP

Problem

The 'on-line' Bus Stop configuration, with the bus stop occupying the east bound lane of the Point Road, is sub-optimum for the following reasons:

- (i) A parked bus will obstruct the required 49m x 2.4m visibility splay in this direction for drivers exiting the recreational facility.
- (ii) Drivers shall drive onto the opposing lane in order to 'pass' a stationary bus with resultant risk of collision with an oncoming vehicle.



Recommendation

Avail of the wide grass verge along the north side of the Point Road to create an 'off-line' bus stop or bus lay-by.

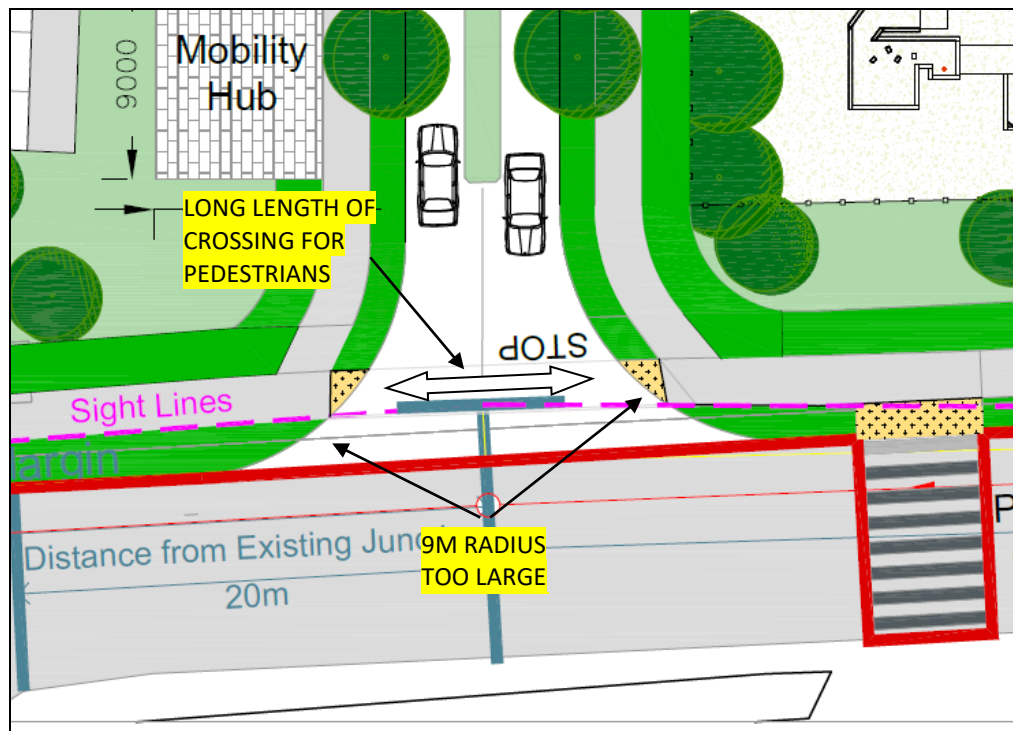
If this is not possible then shift the bus stop circa 10m to the east so that it lies outside of the 49m visibility splay

2.3 SITE ENTRANCE

Problem

The 9m entry/exit radius is excessive for an urban location. The large radius shall:

- (i) Encourage excessive entry and/or exit speeds.
- (ii) Increases the road width to be crossed by pedestrians (13m) with increased exposure to the risk of a collision between a pedestrian and a vehicle entering/exiting the site.



Recommendation

Decrease the entry/exit radius to a maximum of 4.5m

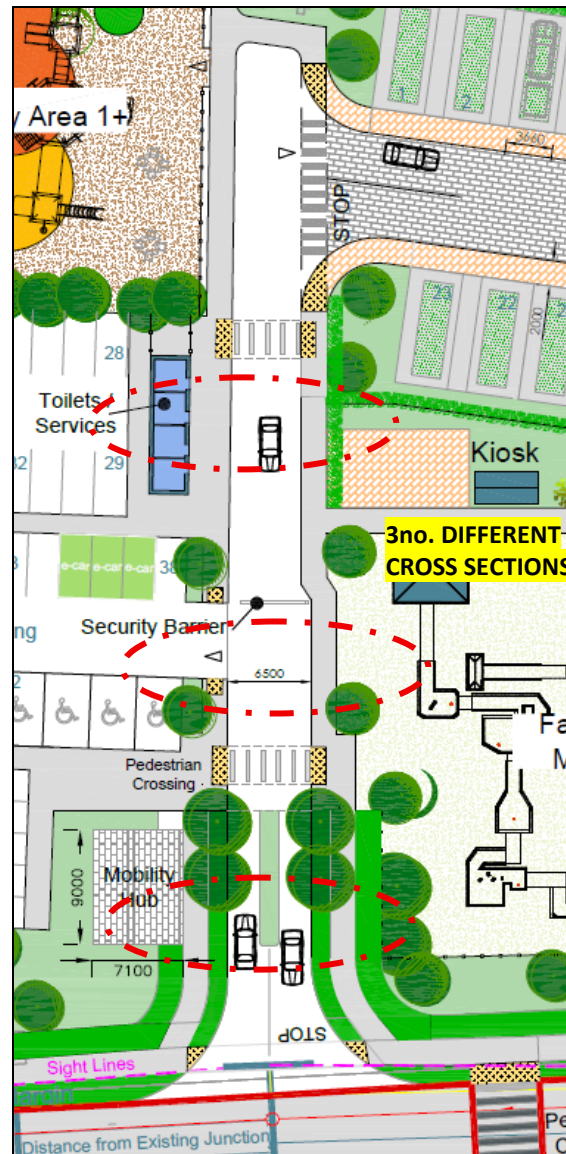
2.4 INTERNAL ACCESS ROAD – CROSS SECTION

Problem

The site access road has a variable cross section with a mix of divided and undivided carriageways and a carriageway width switching from 6.5m to 5.5m.

The inconsistent cross section shall confuse drivers and lead to inconsistent driver behavior.

The 6.5m wide carriageway is inappropriate for a low speed environment



Recommendation

Retain a consistent road cross section/carriageway width along the entire length of the access road.

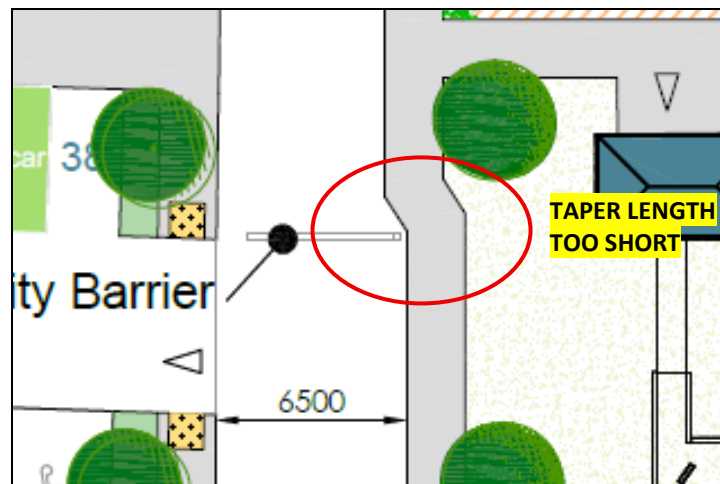
It is the view of the Audit Team that a 5.5m undivided carriageway represents the optimum choice.

2.5 ROAD WIDTH TRANSITION / TAPER LENGTH

Problem

The proposed transition between a 6.5m carriageway width to a 5.5m carriageway width occurs over too short a taper (1m)

Drivers shall not be able to adjust their line of travel within this short distance



Recommendation

Taper should be at least 5m long (1 in 5 taper)

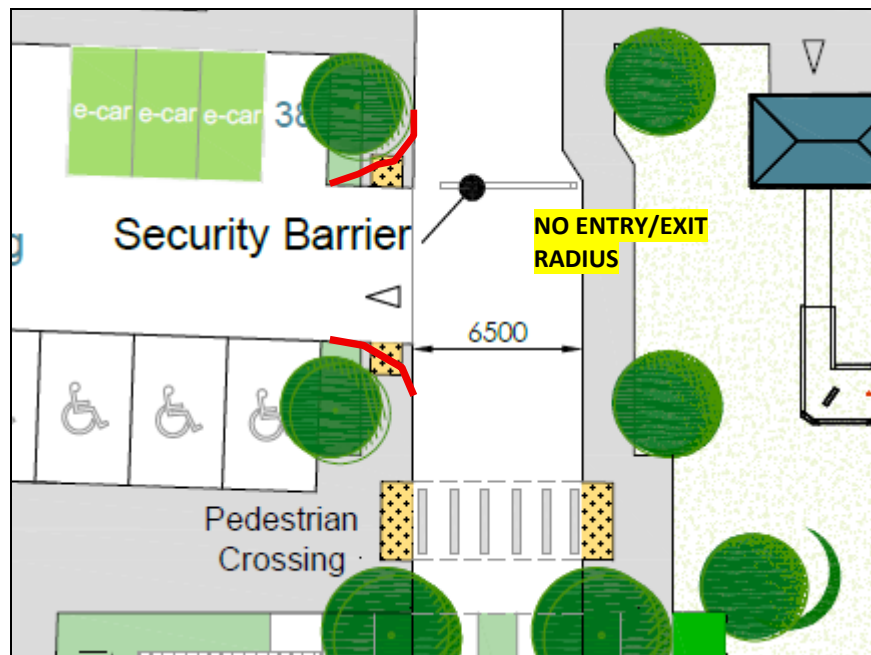
Audit Team Note: The recommended selection of a consistent carriageway width (Item 2.4) shall eliminate this problem.

2.6 CAR PARK ENTRANCE

Problem

No entry /exit turning radius are provided at the car park entrance.

Drivers entering the car park will have to encroach onto the car park exit lane in order to enter the car park with resulting risk of a collision between a car entering and a car waiting to exit the car park



Recommendation

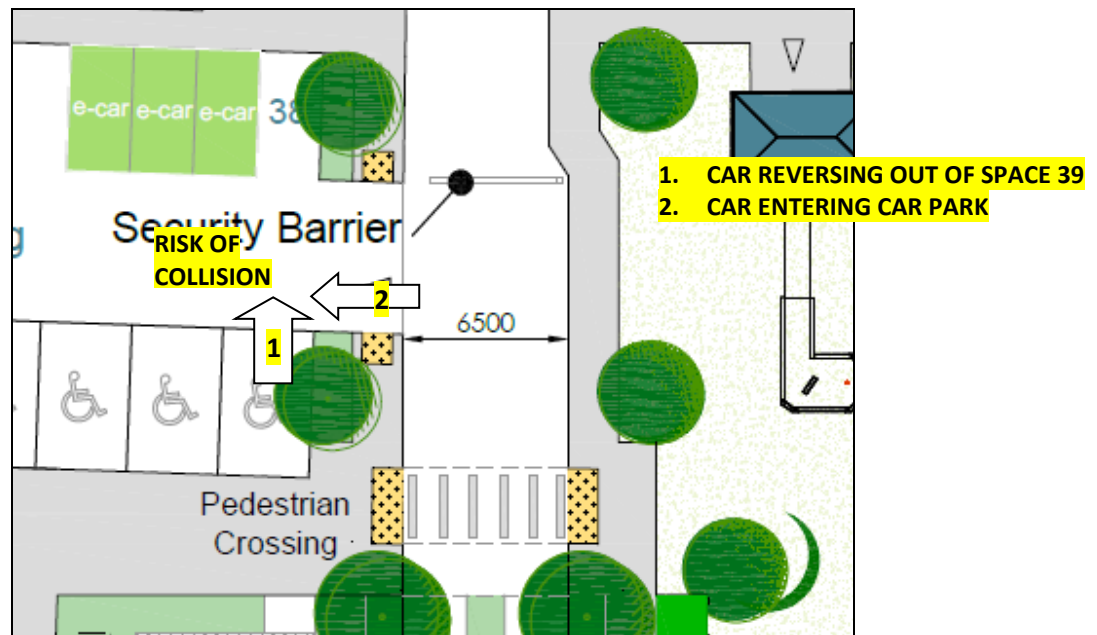
Provide entry and exit radius of 2m – 3m

2.7 PROXIMITY OF PARKING SPACES TO CAR PARK ENTRANCE

Problem

Car park spaces 38 and 39 are located within 3m of the car park entrance/exit.

There is a resulting high possibility of a collision between a vehicle reversing into/out of these spaces and a vehicle entering/exiting the car park.



Recommendation

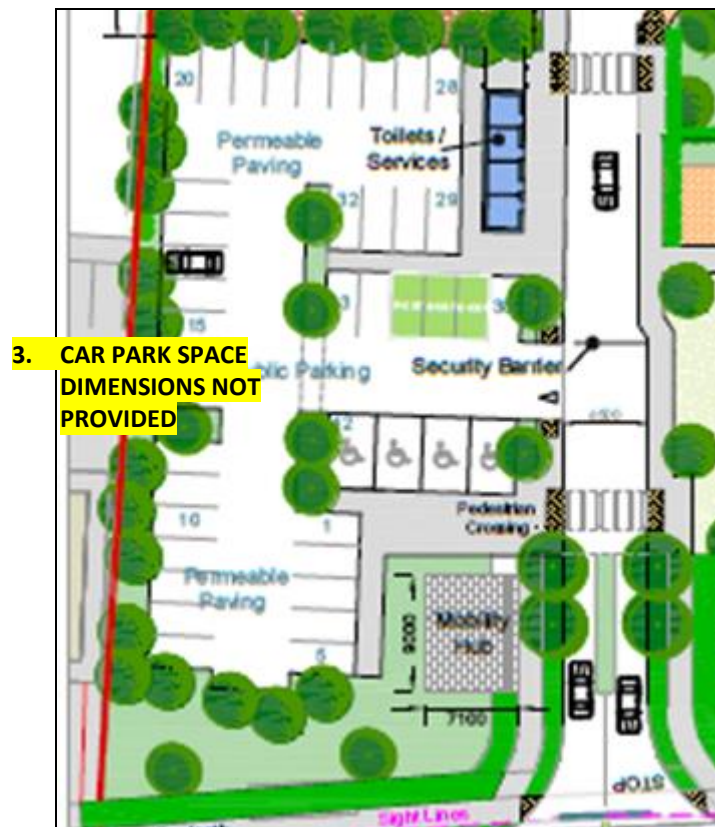
Omit car park spaces 38 and 39 and replace with small landscape areas/bioretention areas

2.8 CAR PARK SPACES – DIMENSIONS

Problem

No dimensions are provided for the width or depth of the car parking spaces (standard, e-charging and mobility impaired type). It was not possible to accurately determine the dimensions by scaling off the design drawing.

It is therefore not possible to confirm whether the dimensions comply with the design standards set out in Table 13.9 of the Louth County Development Plan 2021-2027.



Recommendation

Ensure that all parking space types have the appropriate dimensions

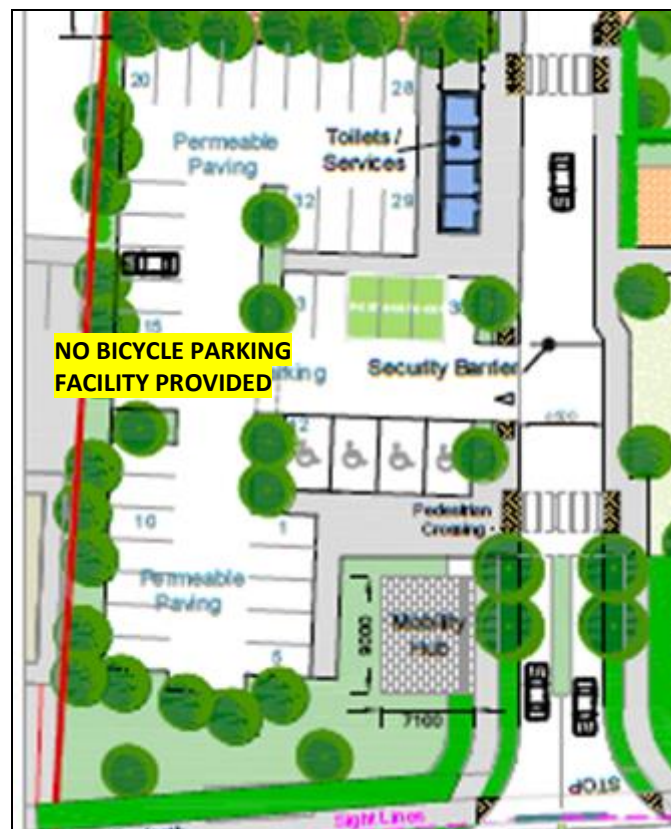
2.9 BICYCLE PARKING

Problem

No facility is shown on the design drawing for bicycle parking.

It is Louth Co. Co policy to promote active travel and it is considered that a significant number of persons shall cycle to the facility.

The absence of a cycle parking area shall result in cyclists parking their bike in haphazard fashion and in inappropriate areas blocking pedestrian routes and being a trip hazard



Recommendation

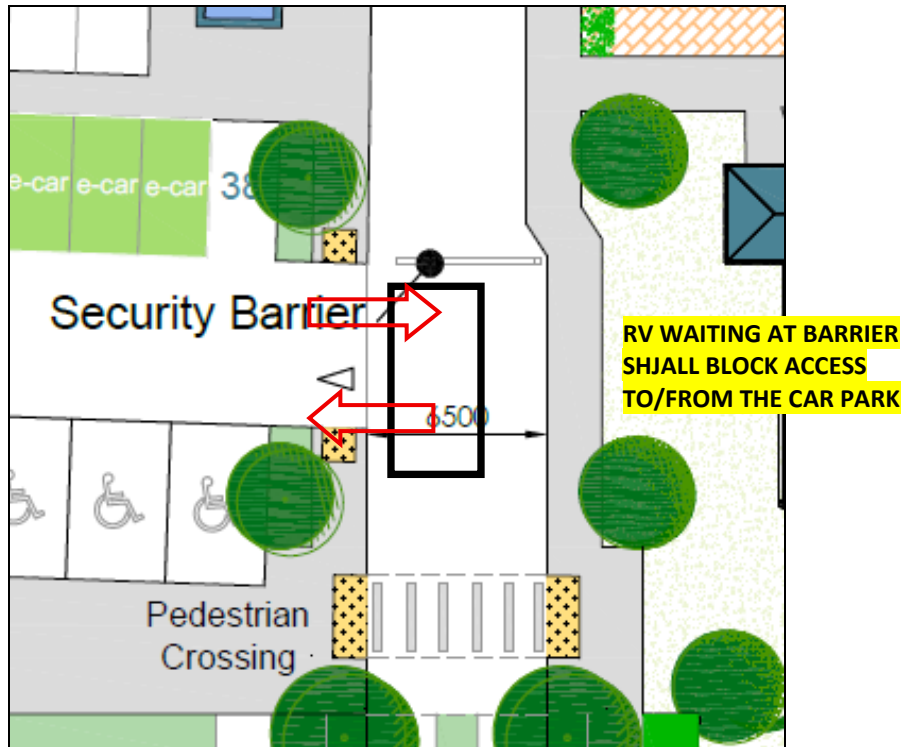
Provide a cycle parking facility is provided within the site.

2.10 LOCATION OF ACCESS BARRIER TO RV PARKING AREA

Problem

The barrier is located very close to the car park entrance.

A RV waiting for barrier to open will block entry/exit to the car park



Recommendation

Move barrier at least 10m to the north so that a waiting RV shall not block the car park entrance

2.11 ENTRANCE TO RV PARKING AREA

Problem

The entrance configuration matches that of a non-priority T type between a main road and a minor road. In this case the main road is the Site Access Road and the minor road is the RV Access Road.

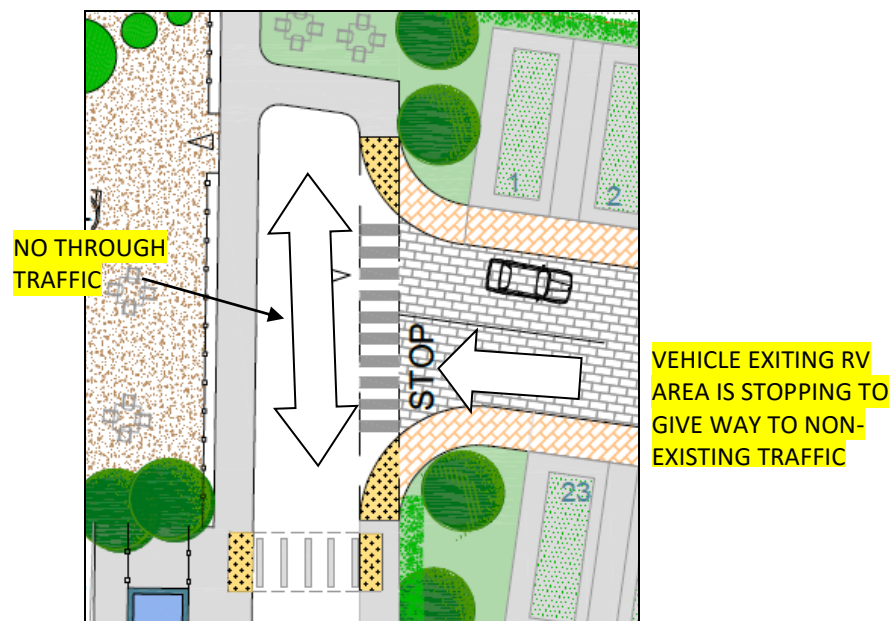
The protocol at a simple priority junction is for minor road traffic to stop at the junction and wait for a gap in main road traffic before proceeding to turn onto the main road.

However, this protocol is not applicable in this case as the main road terminates immediately after the junction (i.e. no through traffic) while the traffic flow is exclusively between the access road (main road) and the RV access road (minor road).

In other words, the current configuration creates an ineffective T junction with traffic entering/exiting the RV parking area required to give way to non-existent traffic on the main access road.

Drivers shall, under these circumstances, fail to follow the standard T junction protocol and shall instead enter/exit the RV area in a continuous movement with no stopping

The junction entry/exit turning radius (6m) is not large enough to cater for this 90° turning movement except at very low speeds. There is a risk of a RV overturn if a driver attempts to make this turn at too high a speed.



Recommendation

Omit the T junction entrance to the RV Parking Area.

Link the main access road and the RV parking access road with a small radius horizontal curve to provide a direct route into/out of the RV Parking Area .

Ensure that the radius of the horizontal bend is large enough for the driver of a RV to negotiate without undue steering effort when travelling at an appropriate speed (20km/hr) – i.e. min. radius (centreline) to be 13m.

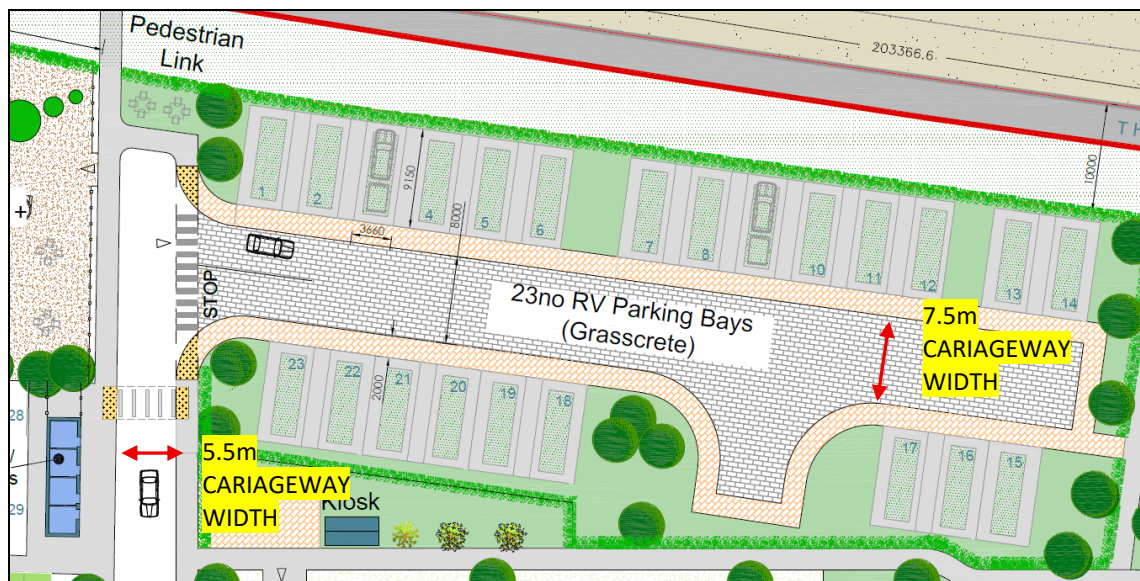
2.12 RV PARKING – CARRIAGEWAY WIDTH

Problem

It is not clear why carriageway width within the RV parking area is 7.5m in comparison to the 5.5m width of the main access road.

The use of inconsistent carriageway widths throughout the same development is poor design and will confuse drivers.

The 7.5m carriageway width shall encourage inappropriate high speeds along this section of road.



Recommendation

Reduce the carriageway width to 5.5m to offer consistency with the remaining sections of the access road.

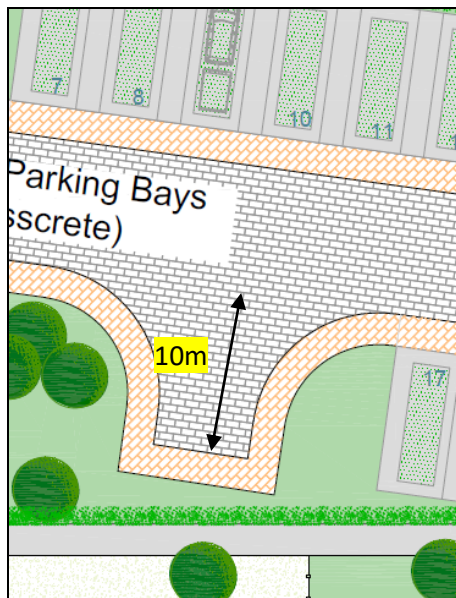
It may be that the 7.5m width has been provided to provide sufficient road width to allow a RV reverse into/out of the parking bay. If this is the case; then increase the depth of each parking bay by 1m and run a 1m buffer strip along the front of each parking bay to compensate for the loss of reversing space due to reducing the carriageway width to 5.5m

Audit Team Comment - the value of running a footpath along both sides of the RV Access Road is questionable given that each footpath shall require dropped kerbing along its entire length to allow a RV access a parking area.
The need for a footpath along both sides of the RV access road should be re-assessed given the low traffic volume within this enclosed area

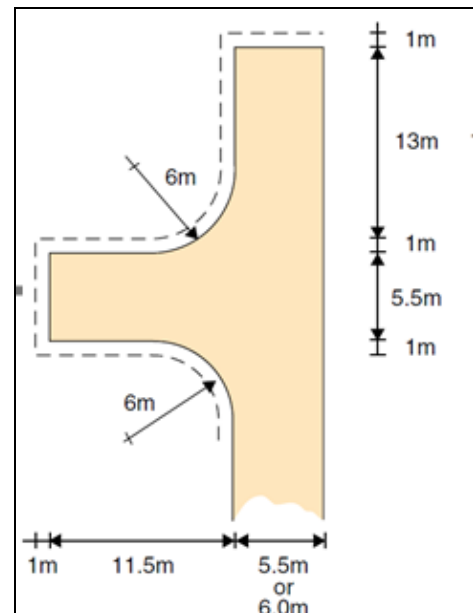
2.13 TURNING HEAD WITHIN THE RV PARKING AREA

Problem

The turning bay as shown is a non-standard variant of Turning Head Type (ii). In particular, the depth (10m) of the turning arm is too short to accommodate the turning movement of a large vehicle (including a RV)



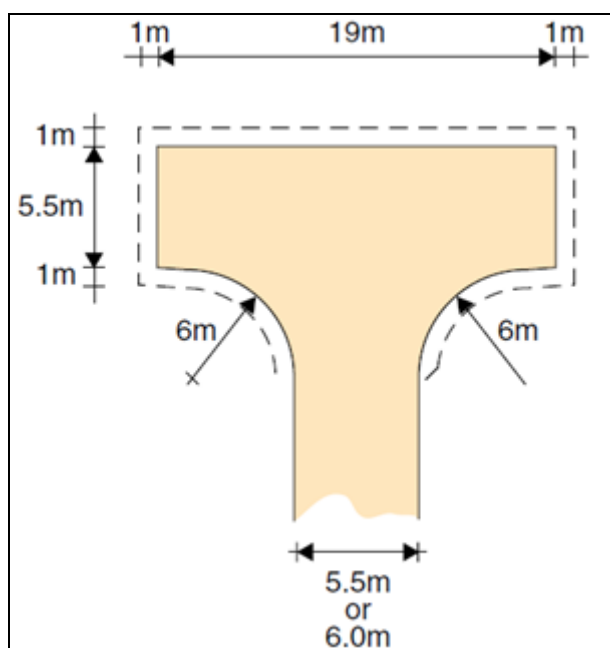
Proposed Turning Head



Standard Type (ii) Turning Head

Recommendation

- (i) Increase depth of the turning head to 11.5m , or
- (ii) Consider an alternative option of providing a Type (i) Turning Head at the east end of the RV access road



Type (i) Turning Head

2.14 PUBLIC LIGHTING

Problem

No public lighting is shown on the drawings issued to the Audit Team. The absence of lighting shall increase the risk of collision between vehicles, between vehicles and vulnerable road users and increase the risk of trips by pedestrians.

Recommendation

The detailed design proposals for the development should include for public lighting with LED technology in accordance the British Standard Code of Practice for the Design of Road Lighting (BS5489) or other suitable design code as approved by Louth Co. Co. should be provided throughout the site and at the site entrance to ensure that vehicular and pedestrian/cyclist routes are sufficiently illuminated. Care should be taken to ensure that the position of lighting columns do not impede pedestrian routes.

AUDIT TEAM STATEMENT

We certify that we have visited the completed development and carried out a Stage 1 & 2 Road Safety Audit in accordance with TII Design Manuals GE-STY-01024 (Road Safety Audit) and TII Document GE-STY-01027 (Road Safety Audit Guidelines).

The 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 development. The problems that we have identified have been noted in the report, together with suggestions for improvements which we recommend should be studied for implementation.

Signed  _____

Eamonn Mc Mahon

M.Eng Sc. (Transportation), Dip. (Highways),

HA RSA Cert

F.I.E.I., Chartered Engineer

Audit Team Leader

Date: 23/04/26

Signed:  _____

Donal Mc Morland

C.Eng (Hons), PgDipPM,

CoC RSA, .

MIEI, Chartered Engineer

Audit Team Member

Date: 23/04/26

APPENDIX A - DESIGNERS RESPONSE

PROPOSED DEVELOPMENT: NAVVY BANK PROJECT AT POINT ROAD, DUNDALK, CO.LOUTH

AUDIT STAGE: STAGE 1/ STAGE 2

Item Ref.	Identified Problem	Designers Response
2.1	Pedestrian Crossing of Point Road	Uncontrolled Crossing Point now provided with dropped kerb and tactile paving on each side of road Refer to Drg. No. LCC-NVY-DRG-3.0 (29/04/26)
2.2	Bus Stop	On-line Bus Stop now replaced by a Bus Lay-by Refer to Drg. No. LCC-NVY-DRG-3.0 (29/04/26)
2.3	Site Entrance	Entry and Exit radius at entrance reduced at 4.5m Refer to Drg. No. LCC-NVY-DRG-3.0 (29/04/26)
2.4	Internal Access Road – Cross Section	Standard 5.5m wide undivided carriageway cross section provided along the entire length of the Access Road. Refer to Drg. No. LCC-NVY-DRG-3.0 (29/04/26)
2.5	Road Width Transition/Taper Length	Design Response to Item 2.4 eliminates need for taper Refer to Drg. No. LCC-NVY-DRG-3.0 (29/04/26)
2.6	Car Park Entrance	Entry / exit radius now provided at car park entrance Refer to Drg. No. LCC-NVY-DRG-3.0 (29/04/26)
2.7	Proximity of Car Park Spaces to Car Park Entrance	Car Park Spaces 38 & 39 now omitted and replaced by landscape area Refer to Drg. No. LCC-NVY-DRG-3.0 (29/04/26)
2.8	Car Park Spaces - Dimensions	All car park spaces comply with standards set out in Table 13.9 of the LCDP 2021-2027 Refer to Drg. No. LCC-NVY-DRG-3.0 (29/04/26)
2.9	Bicycle Parking	Designated bicycle parking area now provided within car park area Refer to Drg. No. LCC-NVY-DRG-3.0 (29/04/26)
2.10	Access Barrier to RV Area	Access Barrier re-located to avoid clash with car park entrance Refer to Drg. No. LCC-NVY-DRG-3.0 (29/04/26)
2.11	Entrance to RV Parking Area	T-Junction configuration now replaced, Main Access road now links to RV access road via short horizontal bend (R = 13m) Refer to Drg. No. LCC-NVY-DRG-3.0 (29/04/26)

2.12	Carriageway Width – RV Parking	Carriageway width reduced to 5.5m 1.0m buffer zone provided in front of each RV parking bay Refer to Drg. No. LCC-NVY-DRG-3.0 (29/04/26)
2.13	Turning Head – RV Parking Area	Type (i) turning head now provided at eastern end of RV Access Road R Refer to Drg. No. LCC-NVY-DRG-3.0 (29/04/26)
2.14	Public Lighting	A detailed Public Lighting Design Proposal shall be prepared at the detailed design stage

Signed:  **Designer.** **Date:** 30/04/26

APPENDIX B - ROAD SAFETY AUDIT FEEDBACK FORM

PROPOSED DEVELOPMENT: NAVVY BANK PROJECT AT POINT ROAD, DUNDALK, CO.LOUTH

AUDIT STAGE: STAGE 1 / STAGE 2

	To be Completed by Designer			To be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem accepted. (yes/no)	Recommended measures accepted. (yes/no)	Describe alternative measure(s). Give reasons for not accepting recommended measures. Only complete if recommended measure(s) is not accepted	Alternative measures or reasons accepted by auditors (yes/no)
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		

Signed:  Designer. **Date:** 09/05/26

Signed:  Audit Team Leader. **Date:** 09/05/26

