

Michael Fitzpatrick Architects

Mill Street, Maynooth

Walking and Cycling Audit



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Document Control

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1. Introduction

This is a Walk and Cycle Audit which examines the implications of the Proposed Residential Development off Mill Street in Maynooth, and its connection to the existing road network. The audit was requested by David Reilly of Michael Fitzpatrick Architects and has been produced in line with the DMURS Statement provided by ILTP consulting.

The proposed development will consist of 4 residential blocks with apartment units; a childcare facility; and retail options. The development also includes an associated undercroft car park.

The development is situated to the north of Maynooth town centre immediately opposite the Manor Mills Shopping Centre, between and existing residential development and the St Marys Church.

This Walk and Cycle Audit is based upon drawings provided by the design team, as included at Appendix A

This Audit specifically examines the accessibility aspects of the proposed development. It is not an appraisal of policy or strategic issues associated with the planning of the development and it does not examine or verify the compliance of the design to any other design criteria or guidelines. The designer and all concerned stakeholders must therefore defend all actions taken on the basis that such care was taken, as was in all circumstances reasonably required, to ensure that the roadway was not unsafe for road users. It is important, therefore that where possible the recommendations in this report are acted upon.

The feedback form for this report is included at Appendix B.

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2. Items resulting from this Walking and Cycling Audit

Walking

The proposed development is proposed to be largely traffic free with the exception of the short access road connecting from Mill Street to the undercroft car park. The site will be provided with shared cycle and footway facilities throughout.

The proposed residential development is to be well connected to the wider pedestrian network with direct footway links to the footpath facilities on Mill Street and a traffic signal pedestrian crossing immediately to the south of the site.

The development also provides for the construction of a section of new footpath connecting to the river.

This footway linkage provides direct access to Mill Street, providing connections to a frequent bus service and local facilities including the main town centre and the adjacent shopping centre both within very easy walking distance.

Cycling

It is noted that there are formal cycle parking facilities within the site to promote cycle connections to the wider network.

The proposed development is proposed to be largely traffic free with the exception of the short access road connecting from Mill Street to the undercroft car park. The site will be provided with shared cycle and footway facilities throughout.

There is an existing on carriageway cycle track along Mill Street that fronts the site and provides a direct connection into Maynooth town centre.

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3. Issues raised at this Walking and Cycling Audit

PROBLEM 1

Pedestrian route across the top of the undercroft car park ramp.

The information provided for audit shows that the pedestrians route through the site crosses the access road at the top of the access ramp for the undercroft car park. Pedestrian visibility and tactile guidance at the top of the ramp. There are details provided of tactile paving to guide pedestrians with visual impediments. Without appropriate tactile paving pedestrians may cross in an inappropriate manner into the path of oncoming traffic.

RECOMMENDATION

It is recommended that the design team include tactile paving at this location to guide pedestrians.

PROBLEM 2

The interface of the site with the existing highway network.

The information provided for audit shows the site to be provided with a network of shared cycle and pedestrian facilities. However there is no clear guidance on how cyclists are to gain access to this network from the on carriageway cycle route within the existing network, or how they will integrate with that network upon egressing the site onto the existing network. Without appropriate guidance and facilities cyclist may continue to progress, mounted, along the existing footway, bringing them into direct conflict with pedestrians. When attempting to enter the site, cyclist may undertake inappropriate movements in the path of traffic when attempting to join the new facilities or join at locations that other vulnerable road users may not be anticipating.

RECOMMENDATION

It is recommended that the design team provide correct facilities for cyclist to leave, or join, the existing highway network that gives them clear guidance where to go, and how to use the facilities correctly.

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4. Audit Team Statement

We certify that the drawings and documents provided with the Audit Brief have been examined. The examination has been carried out with the sole purpose of identifying any features of the scheme that could be improved or modified in order to improve the safety of the scheme. The problems that we have identified have been noted in the report, together with suggestions for improvement, which we recommend should be considered for implementation.

Audit Team Leader

Mark Andrews MCIHT MIHE

Principal Consultant

HyTraS Ltd.

Signed:



Date: 19/04/2023

Audit Team Member

Ludmila Santos

Associate Consultant

HyTraS Ltd.

Signed:



Date: 19/04/2023

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Appendix A – List of audited documents

Documents provided for Audit:

- 2071-DOB-XX-SI-DR-C-0450-S2.P05_Pr. Combined Services
- 2071-DOB-XX-SI-DR-C-0600-S2.P01_Pr. Road Mark & Sign
- 6529-L-100 Landscape Proposals REVH
- ComerMayn 008 (A) Rev 001 AutoTURN Access
- ComerMayn 008 (B) Rev 001 AutoTURN Egress
- PL-16-164-003 Site Layout Plan
- DMURS Statement - ILTP

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Appendix B – Walking and Cycling Audit Feedback Form

Road Safety Audit Reference 20230401 02 Walking and Cycling Mill Street, Maynooth

Audit Stage Stage 1

Date Road Safety Audit Completed 14th April 2023

Problem	Problem Accepted (Y/N)	Recommendation Accepted (Y/N)	Comments / Alternative Measures (Describe)	Alternative Measures Accepted by Auditor? (Y/N)
1	Yes	Yes	The designer has provided a strip of tramline tactile paving at the intersection of the pedestrian zone and shared raised table top surface along with permanent planters to the top of the ramp to guide pedestrians away from walking too close to the top of the ramp.	Y
2	Yes	Yes	The Engineer designer has updated their drawings site layout drawing 2071-DOB-XX-SI-DR-C-0500 and the road markings and signage drawing 2071-DOB-XX-SI-DR-C-0600 to address this problem. Firstly, cyclists entering the development shall do so on road until they reach the raised shared tabletop crossing. At this point, they will be afforded the opportunity to assert priority over the raised shared junction to access the cycle facilities to the south-east or shared surface to the east in accordance with DMURS, a raised shared junction is integrated where pedestrians, cyclists and vehicles share the main carriageway. The raised shared tabletop has been provided with a change in material and finish which indicates that the carriageway is an extension of the pedestrian domain to assist in lowering speeds. The tabletop is defined via a change in surface material and vertical deflection which allows pedestrians and cyclists to informally assert a degree of priority and is used in lower speed environments. Appropriate signage has been provided to guide cyclists to the various shared surfaces. Secondly, cyclists existing the development can either use the road or use the off-road shared pedestrian and cycle surface. Appropriate ramped	Y

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Problem	Problem Accepted (Y/N)	Recommendation Accepted (Y/N)	Comments / Alternative Measures (Describe)	Alternative Measures Accepted by Auditor? (Y/N)
			facilitates incorporating tramline tactile paving and signage have been provided for cyclists who choose to use the off-road cycle track.	Y
Signed 				
Design Team Leader Date <u>28/04/2023</u> (Please Complete and return to the Auditor)				
Employer: Ladas Property Limited. Date <u> / / </u> 28/04/23 (Please Complete and return to the Auditor)			 Lorcan McWilliams	
Safety Audit Signed Off; Road Safety Audit Team Leader Date <u>28/04/23</u>				