

**PROPOSED PLAYGROUND  
PROJECT AT  
THE GLEN, ASCAL A TRÍ,  
DROGHEDA, CO. LOUTH**

*LOUTH COUNTY COUNCIL*

**QUALITY AUDIT  
AND  
ROAD SAFETY AUDIT**

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*APRIL 2026*

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**CONTENTS**

1.0	INTRODUCTION
2.0	SCOPE OF THE AUDIT
3.0	DMURS STREET DESIGN AUDIT
4.0	OTHER INDIVIDUAL AUDITS
4.1	PEDESTRIAN AUDIT
4.2	CYCLE AUDIT
4.2	MOBILITY & VISUALLY IMPAIRED AUDITS
4.3	VISUAL AUDIT
4.4	COMMUNITY AUDIT
5.0	ROAD SAFETY AUDIT
	APPENDIX A – DESIGNERS RESPONSE
	APPENDIX B – SAFETY AUDIT FEEDBACK FORM

## 1.0 INTRODUCTION

1.1 Louth Co. Co. propose to provide a playground within the existing open space area at The Glen, Ascal a Trí, Moneymore, Drogheda , Co. Louth. A Location Map is shown on Fig.1.1, while an aerial view of the site and surrounding area is shown on Fig.1.2. Current views of the site are shown on Fig.1.3

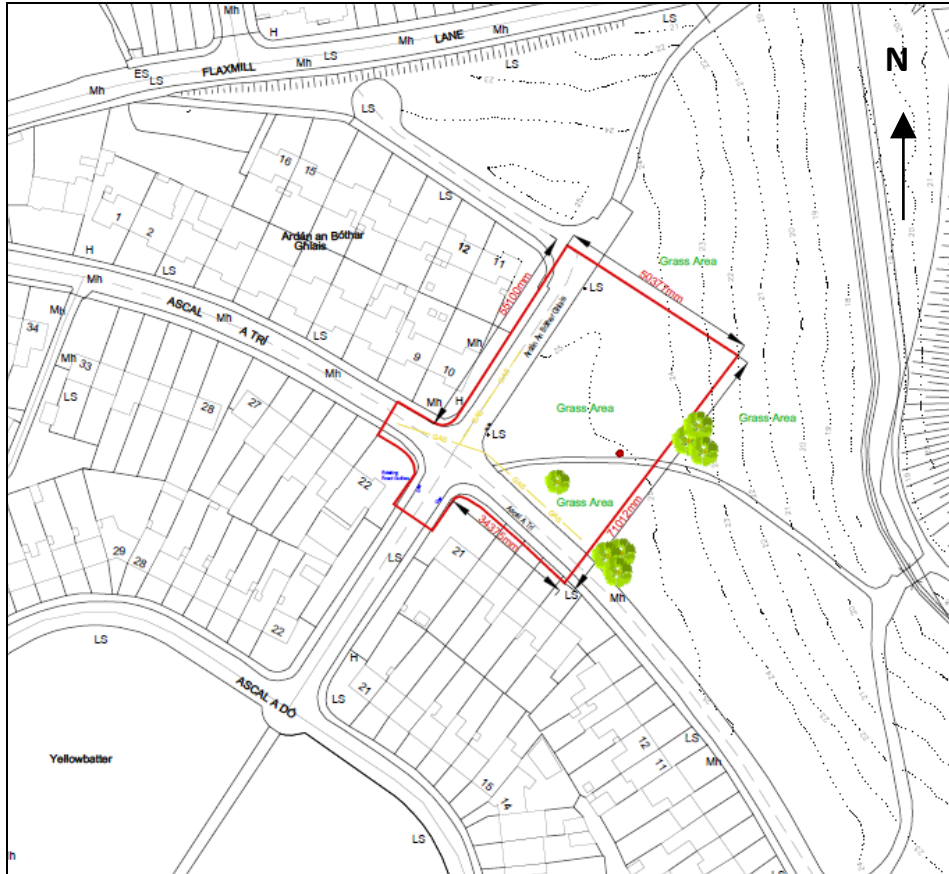
1.2 The proposed works include upgrades to the existing road infrastructure in the vicinity of the playground in line with Active Travel and DMURS principles. These works include

- Creation of a speed table at the 4 arm junction of Ascal A Trí and Ardan An Bothar Ghlais.
- Provide of an at-grade pedestrian crossing n each arm of the junction
- Narrowing of junction turning radii of the minor road arms of the junction.
- Amendments to existing road drainage
- Provision of 4no. standard parallel parking bays
- Provision of 2no. designated parking spaces for less able drivers
- Provision of cycle parking area
- New footpath linking the disabled car park spaces and bicycle parking area to the playground entrance gate

1.3 The full details of the proposed works are shown on the following drawings as prepared by Louth County Council.

Drg. No.	Title	Date	Prepared By
LCC-GLEN- DRG. 1.0	Site Location Map	09/02/26	Louth Co. Co.
LCC-GLEN- DRG. 2.0	Existing Site Layout	23/02/26	Louth Co. Co.
LCC-GLEN- DRG. 3.0	Proposed Site Layout Option 1	09/02/26	Louth Co. Co.
LCC-GLEN- DRG. 4.0	Site Section A-A	23/02/26	Louth Co. Co.
LCC-GLEN- DRG. 5.0	Typical Details	23/02/26	Louth Co. Co.

An extract from LCC-GLEN- DRG. 3.0 is shown on Fig.1.4



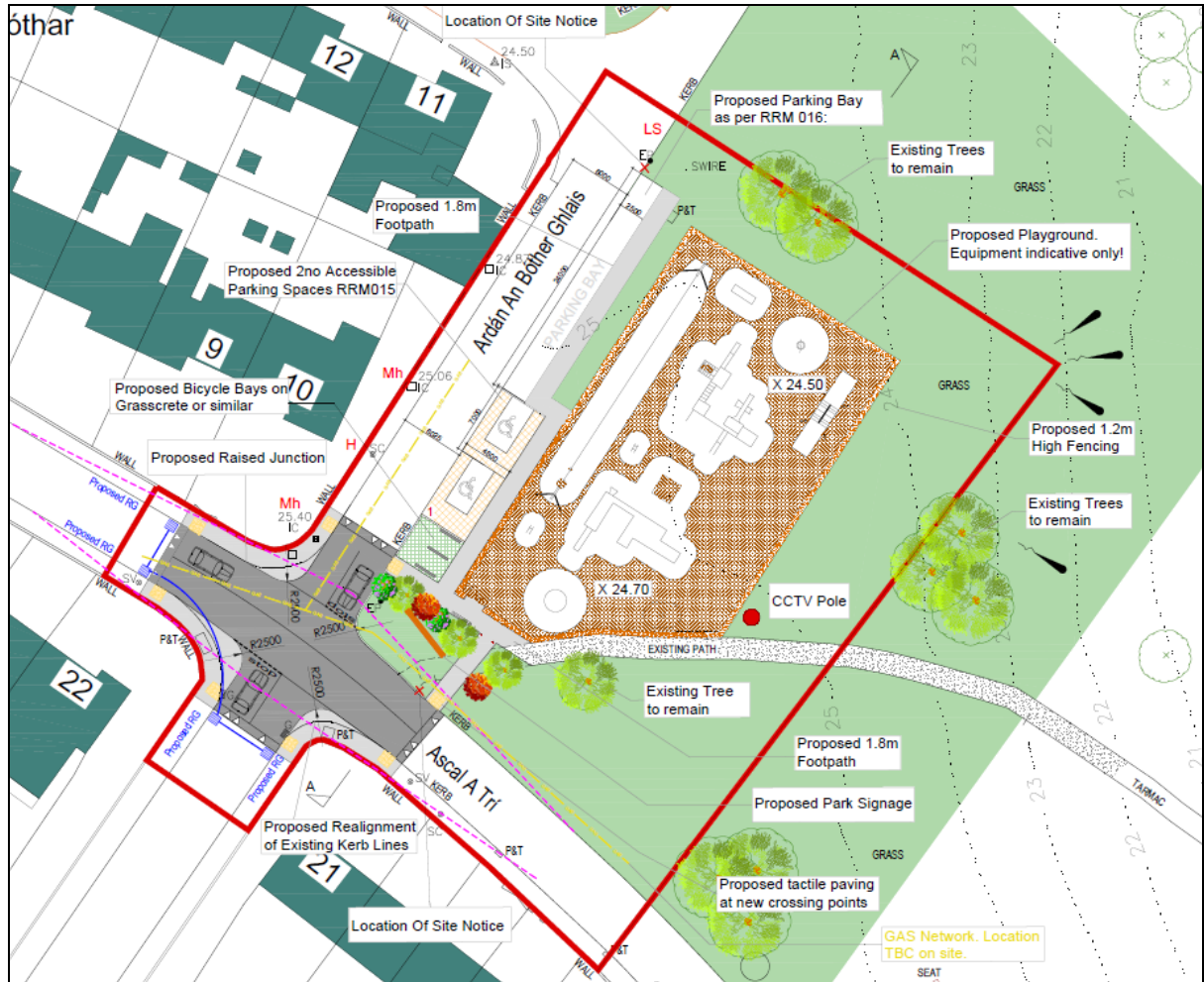
**Fig.1.1 – Location Map – General**



**Fig.1.2 – Location Map – General**



**Fig.1.3 – Current Views of the Site**



**Fig.1.4 – Proposed Site Layout (Extract from LCC-GLEN- DRG. 3.0)**

## 2.0 SCOPE OF THE AUDIT

2.1 This report is a Quality Audit of the current design proposals as set out in the drawings issued to the Audit Team and is generally carried out in accordance with DMURS Advice Note No. 4 and the UK Department for Transport Traffic Advisory Leaflet 5/11- Quality Audits (2011).

2.2 Quality Audits generally consist of two major parts as follows:

- 1) DMURS Street Design Audit
- 2) Other Individual Audits (as required)

2.3 Standard individual audits include:

- Road Safety Audits.
- Pedestrian and cycling audits (e.g., Non-Motorised User Audit, Walkability Audit, Cycle Audit).
- Mobility and visually impaired user's audits (e.g. Access Audit, Universal Design Audit, Wheelchair Audit).
- Visual quality audits
- Community audits.

2.4 The subject project is a playground with associated modest upgrades of the adjoining road network to improve pedestrian facilities and to introduce traffic calming measures within the vicinity of the site. A number of the listed individual audits are therefore not fully applicable or relevant in this case.

2.5 The audit team members are as follows: -

Team Leader:

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

Team Member:

Donal McMorland  
C.Eng (Hons), PgDipPM,  
CoC RSA, .  
MIEI, Chartered Engineer

2.6 The Audit Team examined the drawings and other support material issued to them by the Designer prior to the site visit. The site was visited by the Audit Team between 14.30 and 15.00 on 06/03/26. Weather conditions were sunny and dry during the inspection.

### 3.0 DMURS STREET DESIGN AUDIT

3.1 The Audit follows the format of the DMURS Street Design Audit template as provided on the [www.dmurs.ie](http://www.dmurs.ie) website.

1. Connectivity	
Key Issues	Audit Team Comments
Strategic routes/major desire lines have been identified and are clearly incorporated into the design.	Yes The proposed works include upgrades to existing infrastructure along existing major pedestrian desire lines and improves connectivity between residential units and the subject site
Multiple points of access are provided to the site/place, in particular for sustainable modes.	Yes A single pedestrian access to the playground is proposed as per standard design practice. This entrance is positioned to be accessible from multiple directions with strong segregated linkage to the proposed bicycle parking facility and less able parking spaces.
Accessibility throughout the site is maximised for pedestrians and cyclists, ensuring route choice.	Yes The proposed works shall improve the quality of the existing pedestrian infrastructure through the provision of at-grade pedestrian crossing points at the raised table provision at the junction Ascal A Tri and Ardan An Bothar Ghlais.  The treatment of this junction (raised table, reduced radii) shall reduce vehicular speeds with subsequent benefit to pedestrians and cyclists.  The provision of a bicycle parking area supports the underlying key principle of DMURS to reduce reliance on motorised vehicles in favour of more sustainable transport modes.
Through movements by private vehicles on local streets are discouraged by an appropriate level of traffic calming measures.	NA It is not an objective of the development to reduce through movements along the local road network by externally generated traffic. However the creation of a raised table at the junction of Ascal A Tri and Ardan An Bothar Ghlais shall supplement existing traffic calming features (speed bumps) and assist in discouraging the use of the local street network as a through route by externally generated traffic.

<b>2. Pedestrian and Cycling Environment</b>	
<b>Key Issues</b>	<b>Audit Team Comments</b>
The built environment contributes to the creation of a safe and comfortable pedestrian environment.	Yes The proposed works augments and improves the existing pedestrian infrastructure with strong linkage to/from the proposed playground facility and remaining open area within the Glen
Junctions been designed to ensure the needs of pedestrians and cyclists are prioritised.	Yes The Ascal A Tri and Ardan An Bothar Ghlais junction has been amended to better comply with the design principles of DMURS. These amendments prioritise the needs of pedestrians and cyclists by incorporating reduced corner radii, speed control raised tables and improved pedestrian crossing facilities.
Footpaths are continuous and wide enough to cater for the anticipated number of pedestrian movements.	Yes The proposed works further improve the footpath infrastructure within the locality. The works shall ensure that proposed footpaths are continuous and wide enough (> 1.8m) for the quantum of existing and future pedestrian movements.
The particular needs of visually and mobility impaired users been identified and incorporated in the design.	Yes The absence of appropriate crossing points for visually and mobility impaired users within the existing pedestrian infrastructure has been identified and addressed through the provision of number of raised pedestrian crossing points, which incorporate tactile paving, at key locations. 2no. designated car parking spaces are being provided for mobility impaired persons. There is a direct and segregated link between these spaces and the entrance to the proposed playground.
Cycling facilities will cater for cyclists of all ages and abilities.	Yes A bicycle parking facility, with capacity for 6no. bicycles, is being provided under this project  The promotion of a low speed environment within the vicinity of the development shall help create a suitable and safe environment for cyclists

<b>3. Self-Regulating Street Environment</b>	
<b>Key Issues</b>	<b>Audit Team Comments</b>
A suitable range of design speeds have been applied with regard to context and function.	Yes The proposed works are located within a residential area. The proposed measures shall encourage self-regulating low speeds (<30km/hr) that are appropriate for a residential environment.
The street environment will facilitate the creation of a traffic calmed environment via the use of 'softer' or passive measures.	Yes The proposed road infrastructure works can be classified as 'softer' traffic calming measures humps with flat topped raised tables.
A suitable range of design standards/measures have been applied that are consistent with the applied design speeds.	Yes The modest nature of the proposed works somewhat limits the ability to provide a range of different design standards/measures. However, all proposed works to the road infrastructure fully comply with current best standards and are appropriate to create a self-regulating low speed street

4. Visual Quality	
Key Issues	Audit Team Comments
<p>The landscape plan responds to the street hierarchy and the value of the place.</p>	<p>Yes</p> <p>Preliminary proposals with respect to landscaping are shown on the Proposed Site Layout drawing (LCC-GLEN-DRG-3.0) and the General Details drawing (LCC-GLEN-DRG-5.0)</p> <p>The Audit Team note the following positive features of the preliminary design from a landscape/streetscape perspective:</p> <ul style="list-style-type: none"> <li>• Retention of existing trees</li> <li>• Restriction of height of fencing) around the playground (1.2m</li> <li>• Use of Rubber mulch bonded playground surface</li> <li>• Use of HRA with red chippings to create the raised table</li> <li>• Use of stainless steel bicycle stands</li> </ul> <p>The Audit Team approve the preliminary design proposal to avoid excessive screening of the playground with landscape features. It is important that there is full visibility of the playground from the surrounding area.</p> <p>The Audit Team note that the proposed landscaping does not obstruct visibility splays</p> <p>The proposals regarding landscaping of the development would need to be developed further at the detailed design stage of the project.</p>
<p>Street furniture is orderly placed.</p>	<p>NA</p> <p>No proposed street furniture or seating is shown on the preliminary design drawings issued to the Audit Team.</p> <p>The provision of seating within the playground should be considered by the design team at the detailed design stage.</p>
<p>The use of signage and line marking has been minimised.</p>	<p>Yes</p> <p>Signage and road marking has been restricted to the replacement of the existing Stop Sign and associated road markings on the minor arms of the at the Ascal a Tri and Ardan An Bothar Ghlais junction</p> <p>The proposed signage for the playground is appropriately located.</p>
<p>Materials and finishes used throughout the scheme have been selected from a limited palette and respond to the value of the place?</p>	<p>Yes</p> <p>The proposal to construct new footpaths in concrete shall ensure full match with the existing footpath construction type throughout the Ascal a Tri estate</p> <p>The construction of raised tables in HRA with red chippings shall offer a good visual contrast with the existing road surface.</p>

## **4.0 OTHER INDIVIDUAL AUDITS**

### **4.1 Pedestrian Audit**

The proposed works shall improve the quality of the existing pedestrian infrastructure within the Ascal a Tri estate

### **4.2 Cycling Audit**

The proposed development provides a safe segregated bicycle parking area for users of the playground. The provision of any further cycle infrastructure ( cycle tracks/cycle lanes) is not considered to be warranted given the nature of the development and the lack of any existing cycle infrastructure along the adjoining public road network.

The provision of further and the promotion of a low speed environment within the development through a range of traffic calming measures

### **4.3 Mobility & Visually Impaired Audit**

The scheme includes the provision of a series of new pedestrian crossing points which incorporate design features to assist Mobility & Visually Impaired persons

The scheme includes the provision of 2no. designated car park spaces for mobility impaired persons

### **4.4 Visual Quality Audit**

The preliminary design details include a number of strong visual quality features including:

- Retention of existing trees
- Restriction of height of fencing around the playground (1.2m)
- Use of high quality material for proposed new surfaces and equipment

The preliminary drawings show small areas of new trees/shrubs distributed in small cluster throughout the site. The proposals for these areas would need to be developed further at the detailed design stage of the project.

The Audit Team approve the preliminary design proposal to avoid excessive screening of the playground with landscape features. It is important that there is full visibility of the playground from the surrounding area.

### **4.5 Community Audit**

The proposed development represents a strong community benefit to residents of the surrounding residential estates and shall help promote a strong community culture amongst residents.

## **5.0 ROAD SAFETY AUDIT**

### **AUDIT TEAM COMMENT**

The Road Safety Audit is limited to considering the road infrastructure elements of the proposed development.

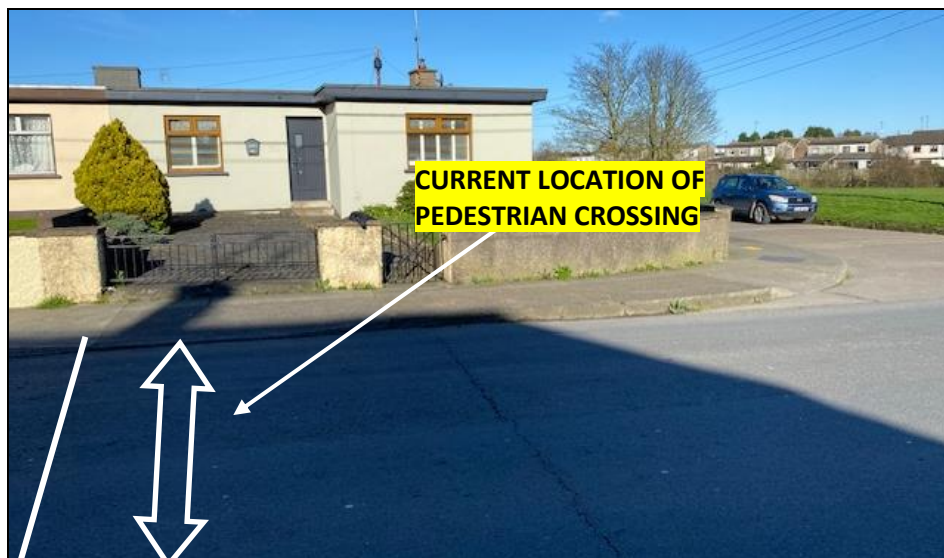
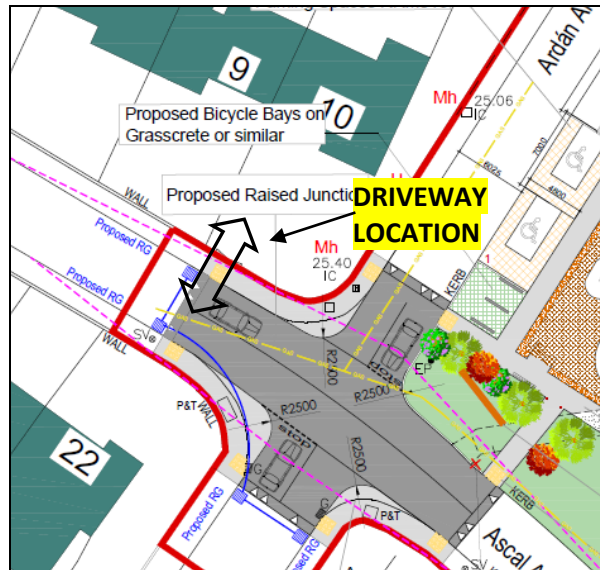
It does not consider the safety elements of the playground facility such as surface type, surface depth or issues related to critical fall height. These issues are outside of the scope of a Road Safety Audit

## 5.1 Conflict with Existing Driveway

### Problem

The west arm of the raised table extends to the boundary between No.9 and No.10 Ascal a Trí. This creates a conflict with the existing driveway to No.10. In particular the proposed pedestrian crossing point is directly in line with the driveway entrance.

The current layout creates a conflict between vehicles entering/exiting the driveway and pedestrians using this crossing



### Recommendation

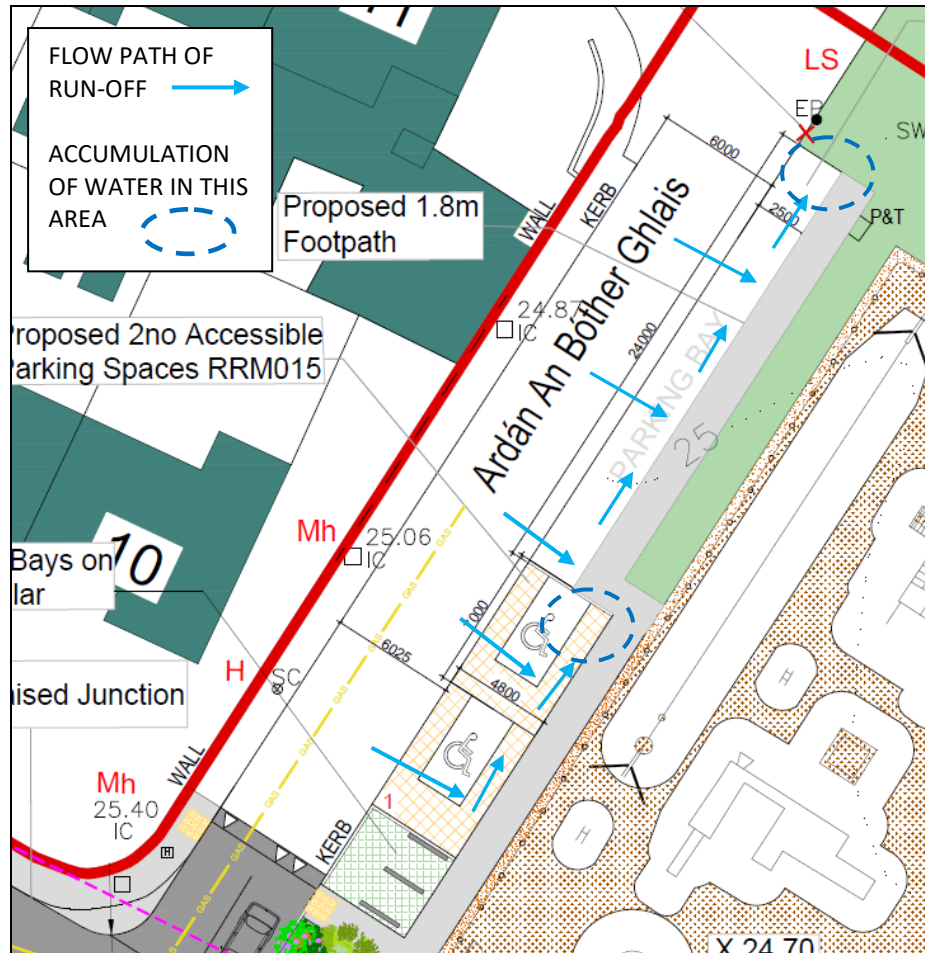
Reduce length of the west leg of the raised table to avoid conflict with the driveway

## 5.2 Drainage of Car Park Areas

### Problem

No provision has been made to cater for surface water run-off from the proposed car park areas.

The road gradient means that run-off from these car park areas and part of the adjoining road shall accumulate in the north-east corner of each car park area. The absence of a road gully at these locations shall result in ponding of water within these areas with resultant inconvenience and hazard to drivers and pedestrians.



### Recommendation

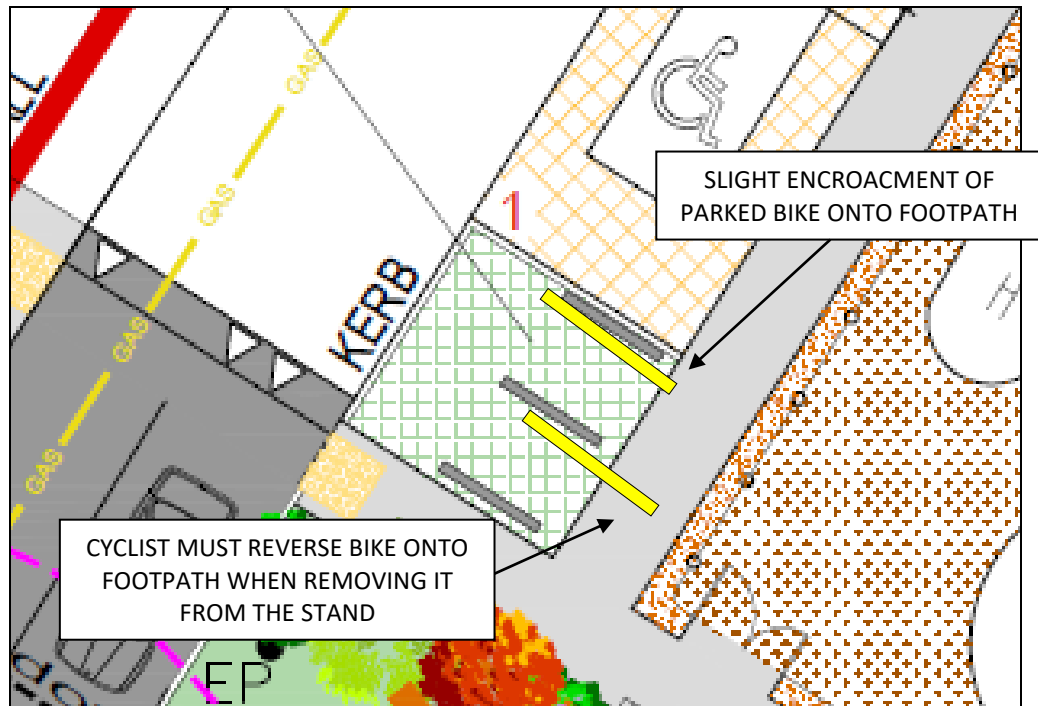
Provide road gully in the north-east corner of each car park area and link into existing SW network.

### 5.3 Bicycle Parking Configuration

#### Problem

The location of the bicycle stands means that there shall be some encroachment of a parked bicycle onto the footpath. This encroachment shall increase when a cyclist is placing or removing a bike from the stand.

Both of these scenarios represent a hazard to pedestrians



#### Recommendation

Centrally locate the bike stands within the parking area

## 5.4 Treatment of Level Difference Along West Boundary of the Playground

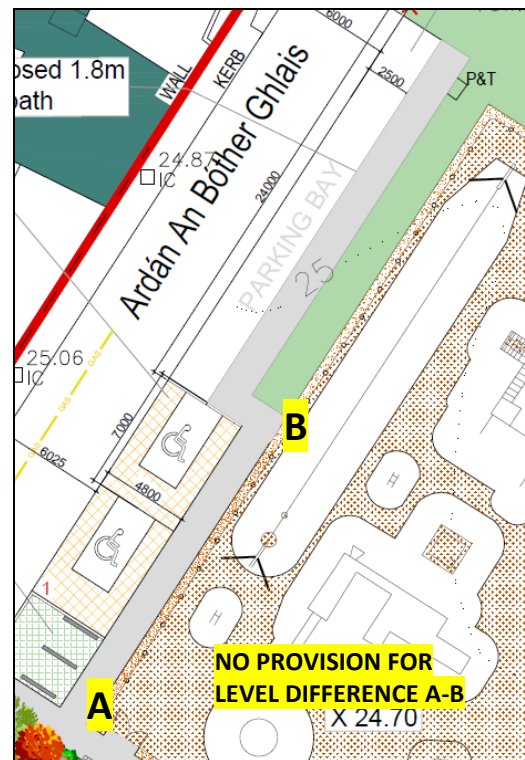
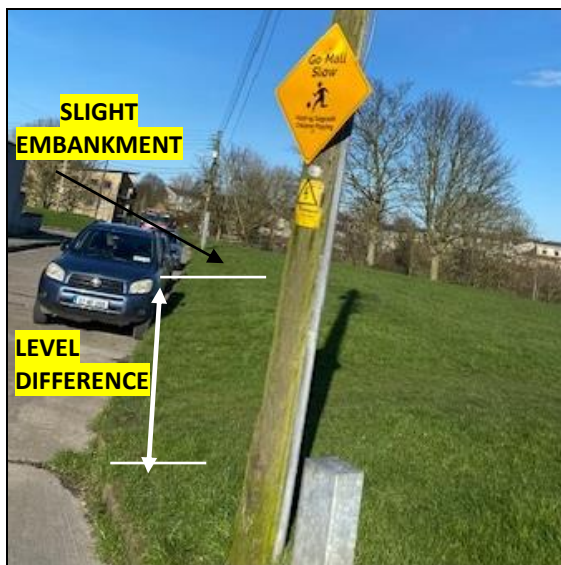
### Problem

The site of the proposed playground is slightly elevated relative to existing road levels along Ardán An Bother Ghlais.

This level difference is currently catered for by a slight sloped embankment running along the west boundary of the open space area.

The provision of the proposed car parking spaces and adjoining footpath along Ardán An Bother Ghlais shall cause the removal of this embankment.

The level difference can be accommodated within the grass strip being provided between the footpath and playground along the standard car park spaces. However, no such buffer is provided between the playground and the footpath running along the rear of the less able car parking spaces.



### Recommendation

Option 1 – Provide low retaining wall to rear of footpath

Option 2 – Move Playground slightly towards the east to create a sloped grass embankment as a buffer zone between the footpath and playground

## 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: 09/04/26

Signed: 

Donal Mc Morland

C.Eng (Hons), PgDipPM,

CoC RSA, .

MIEI, Chartered Engineer

Audit Team Member


Date: 09/04/26

**APPENDIX A - DESIGNERS RESPONSE**

**PROPOSED DEVELOPMENT: PLAYGROUND PROJECT AT THE GLEN, ASCAL A TRÍ, DROGHEDA, CO. LOUTH**

**AUDIT STAGE: STAGE 1/ STAGE 2**

<b>Item Ref.</b>	<b>Identified Problem</b>	<b>Designers Response</b>
5.1	Conflict with Existing Driveway	Length of west arm of raised table reduced Refer to Drg. No. LCC-GLEN-DRG -3.1 (16/03/26)
5.2	Drainage of Car Park Areas	Additional Road Gullies provided Refer to Drg. No. LCC-GLEN-DRG -3.1 (16/03/26)
5.3	Bicycle Parking	Bicycle stands now centrally located Refer to Drg. No. LCC-GLEN-DRG -3.1 (16/03/26)
5.4	Level Difference along West Boundary of Play Ground	Option 2 Applied Refer to Drg. No. LCC-GLEN-DRG -3.1 (16/03/26)


**Signed:**  Designer. **Date:** 09/04/26

**APPENDIX B - ROAD SAFETY AUDIT FEEDBACK FORM**

**PROPOSED DEVELOPMENT:** PLAYGROUND PROJECT AT THE GLEN, ASCAL A TRÍ, DROGHEDA, 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)
5.1	YES	YES		
5.2	YES	YES		
5.3	YES	YES		
5.4	YES	YES		

**Signed:**  Designer. **Date:** 09/04/26

**Signed:**  Audit Team Leader. **Date:** 09/04/26

