

**Title: Stage 1 DMURS Quality Audit Including Stage 1 Road Safety
 Audit,
 For;
 St. Nicholas Quarter Phase 2, Dundalk, Co. Louth.**

Client: NRB Consulting Engineers Ltd

Date: May 2026

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St 1 RSA & QA – St. Nicholas Quarter, Dundalk, Co. Louth

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1.0 Introduction

This report was prepared in response to a request from Seamus Nolan, NRB Consulting Engineers Ltd, for a Stage 1 DMURS Quality Audit including a Stage 1 Road Safety Audit for the Phase 2 works at St. Nicholas Quarter, in Dundalk, Co Louth.

The Audit Team comprised of;

Team Leader: **Norman Bruton**, BE CEng FIEI, Cert Comp RSA.

TII Auditor Approval no. NB 168446

Team Member: **Daniel Pentony**, CEng MIEI PGDipPM

TII Auditor Approval no. DP3383505

The Audits involved the examination of drawings and other material provided and a site visit by both audit team members, together, on the 5th 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. 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**.

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2.0 Background

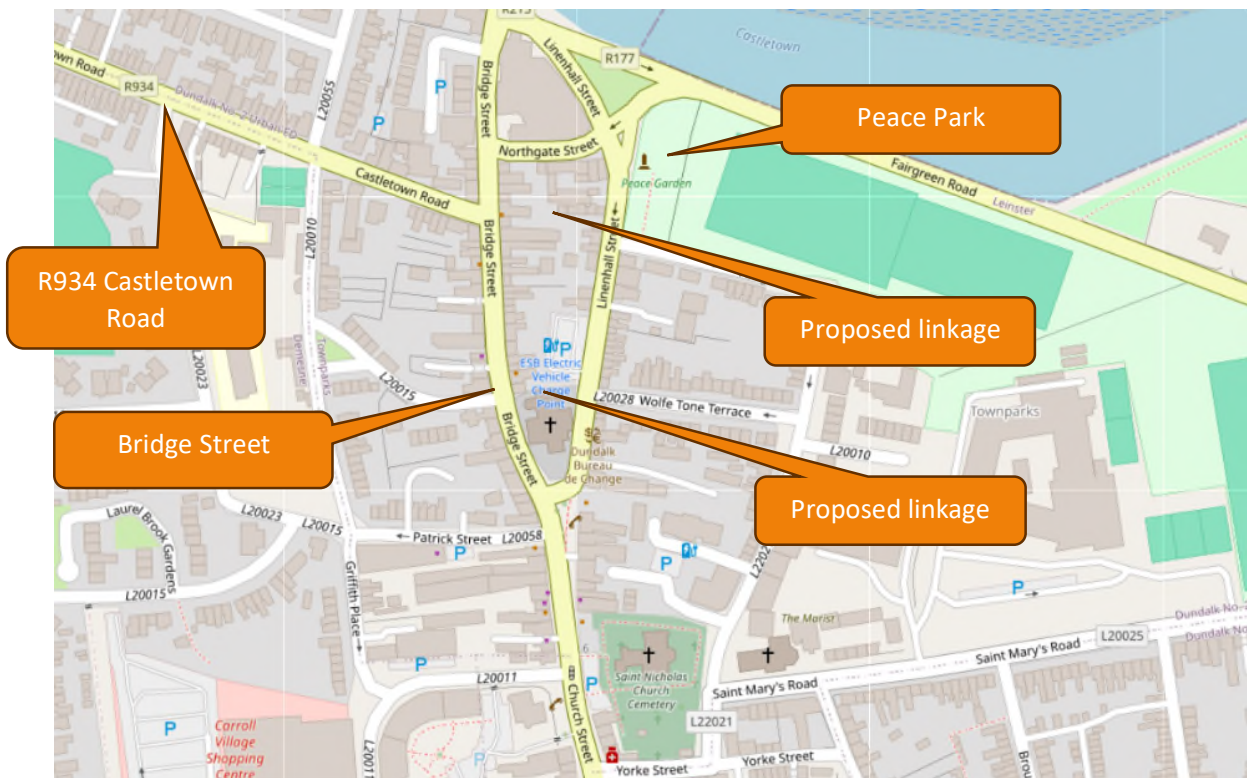
It is proposed to continue developing St. Nicholas Quarter in Dundalk now that Phase 1 works are complete.

This Phase 2 of works includes:

- a new, re-invigorated, public park at the Peace Park,
- new east - west pedestrian-friendly linkages through the urban block at Meeting House Lane and Linenhall Carpark,
- improved public realm,
- new community arts facility with associated accommodation,
- new parallel; parking spaces and loading bay.

The roads in proximity to the development have speed limits of 50km/hr and 30km/hr (around the church) with footpaths on both sides. Phase 1 of these works has been completed with new pedestrian crossings provided in various locations in close proximity.

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	✓		✓	

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4.0 Items Raised in This Stage 2 Road Safety Audit.

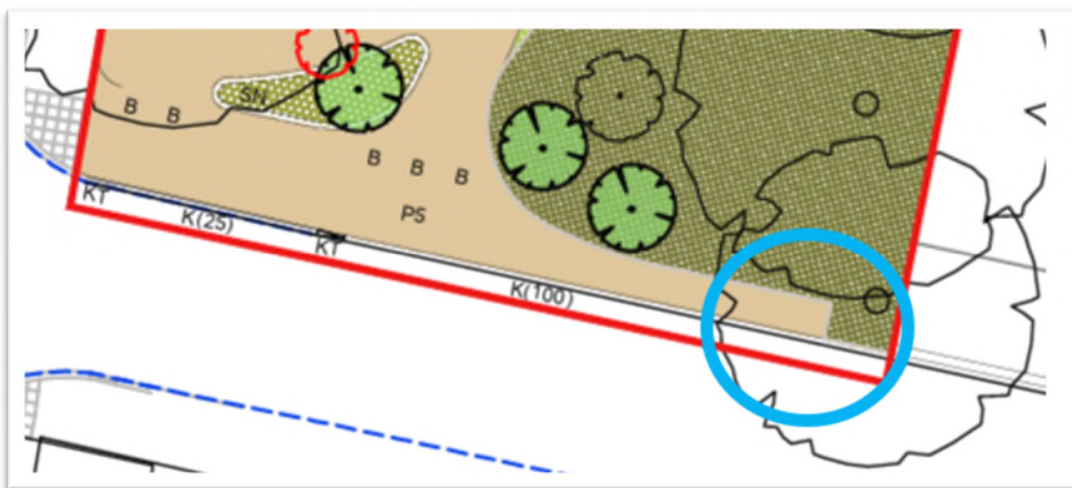
4.1 Problem

Location.

Drawing SNQ-2A-LA-Landscape General Arrangements Plan

Problem.

The proposed footpath terminates at a dead end on the south-east corner of the park (on Fairgreen Row) with no crossing to the opposite footpath provided. A lack of pedestrian crossing on desire lines may increase the likelihood of pedestrians crossing at unsafe locations resulting in vehicular/pedestrian collisions.



Recommendation

It is recommended that an appropriate safe crossing point be provided which may require extension of the footpath proposed along Fairgreen Row and a break in the on street parking on the opposite side of the street.

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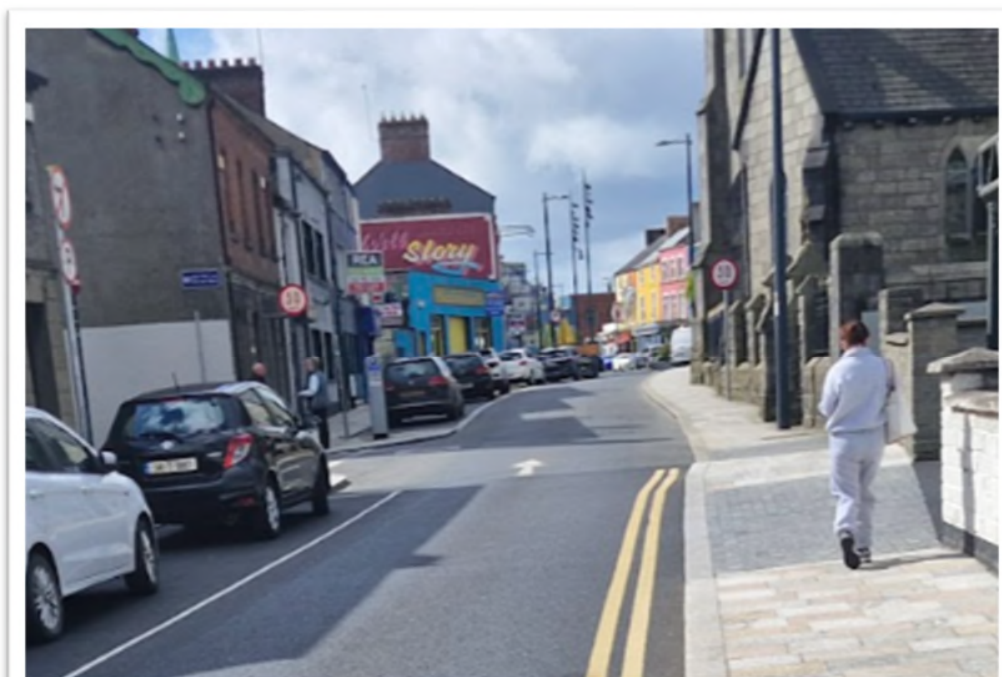
4.2 Problem

Location.

Desire line to Drawing SNQ-2A-LA-Landscape General Arrangements Plan

Problem.

A pedestrian desire line may develop from the new pedestrian street connecting Bridge Street to Linenhall Street across to the existing Wolfe Tone Terrace.



Recommendation

It is recommended that if a desire line with a greater number of users develops as a result of the proposed works then a more formal crossing be provided for pedestrians.

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5.0 Items Raised in This Stage 2 Quality Audit – Accessibility Audit.

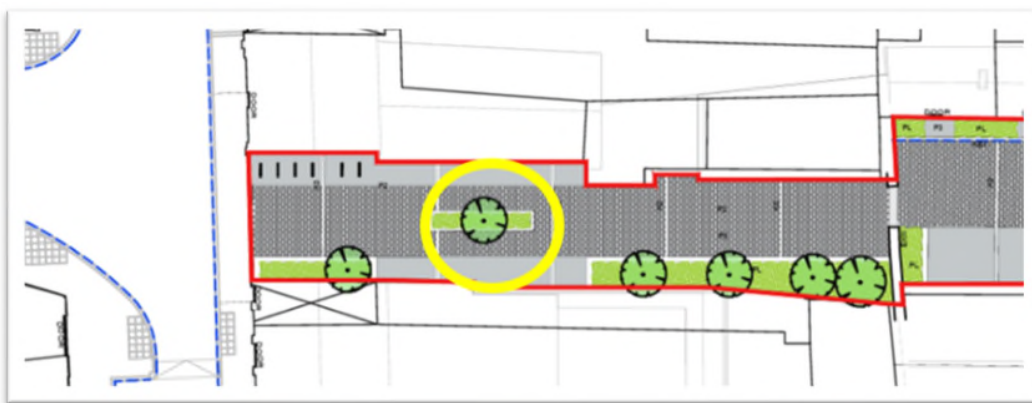
5.1 Issue

Location.

New link between Meeting House Lane and Bridge Street.

Problem.

Landscaping is shown in the centre of the new link. It is unclear if there is sufficient room for an emergency vehicle such as a fire brigade or ambulance to pass by.



Recommendation

It is recommended that an appropriate width is left to allow emergency vehicles pass by the landscaping object if required by the emergency services to have access to that area.

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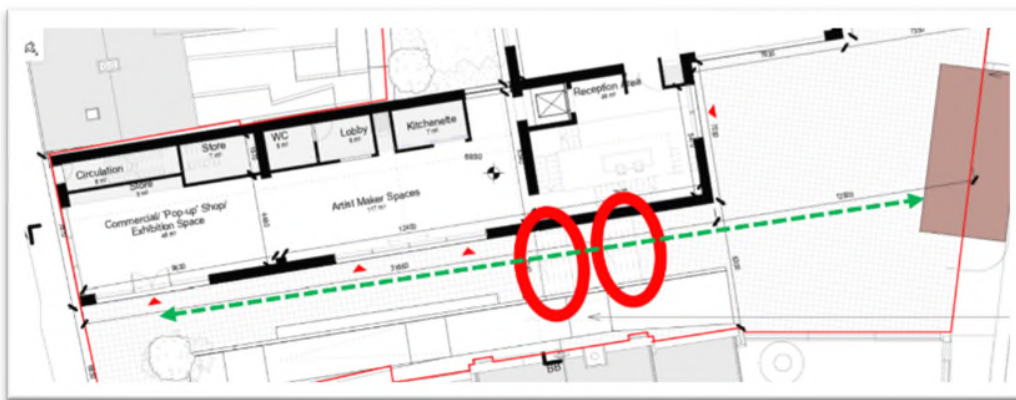
5.2 Issue

Location.

Proposed Pedestrian street connecting Bridge Street to Linenhall Street.

Problem.

The proposed loading Bay is a considerable distance away from the proposed commercial 'pop up shop'/exhibition space, with steps/ramps to navigate making it a potentially long journey on foot with heavy equipment.



Recommendation

It is recommended that if required that an additional loading bay be provided close to the commercial pop up shop unit at the Bridge Street side.

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6.0 Items Raised in This Stage 2 Quality Audit – Walking Audit.

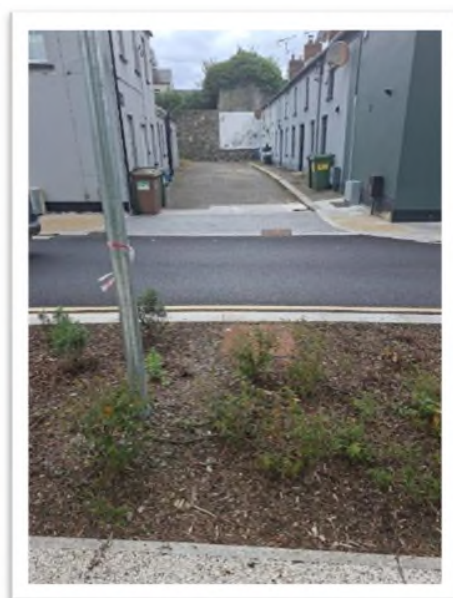
6.1 Issue

Location.

Meeting House lane junction with Linenhall Street.

Problem.

The proposed pedestrian friendly link will increase usage on the desire line to the park, however it requires usage of the offset uncontrolled crossing.



Recommendation

It is recommended that a raised crossing with appropriate signage (such as RUS066) be provided.

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7.0 Items Raised in This Stage 2 Quality Audit – Cycling Audit.

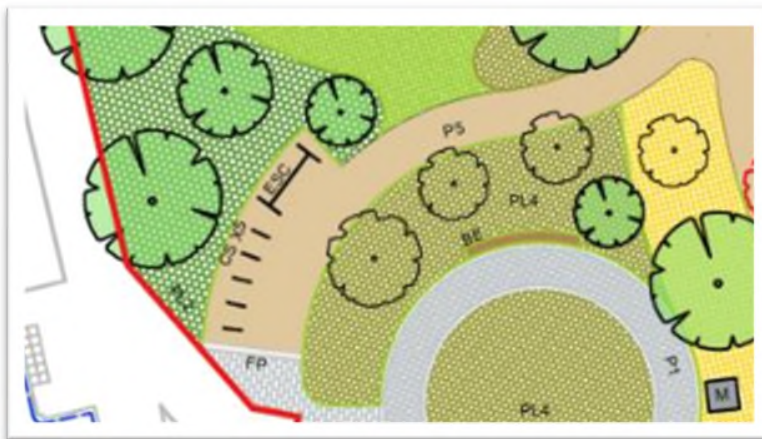
7.1 Issue

Location.

Peace Park, Bicycle parking.

Issue.

The distance between the rows of parked bicycles appear to not indicate that they are wide enough for any cargo bikes. There is a risk cargo bikes could impede the footpath.



Recommendation

It is recommended that adequate space be provided for some cargo bikes.

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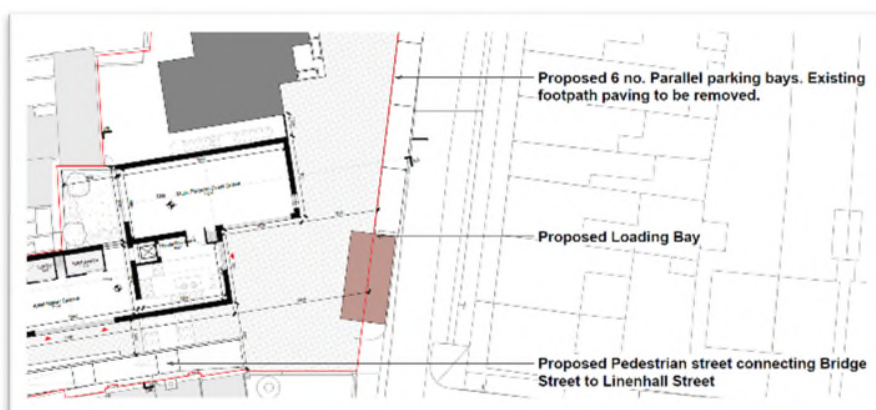
7.2 Issue

Location.

Bicycle parking

Issue.

No bicycle parking is indicated in the new public realm area.



Recommendation

It is recommended that adequate bike parking be provided.

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8.0 Observations

- It is assumed that the refuse collection process on Meeting House Lane will remain the same
- It is assumed that through traffic will not be permitted on Meeting House lane and that appropriate signage will be erected.

9.0 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.

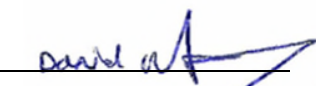
Norman Bruton

Signed: 

(Audit Team Leader)

Dated: 14-7-2026

Daniel Pentony

Signed: 

(Audit Team Member)

Dated: 14-7-026

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Appendix A

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

- Drawing SNQ-BDP-A-ZZ-PL-100001-Proposed Site Plan
- Drawing SNQ - 2A - LA - Landscape General Arrangements Plan-PL
- Drawing SNQ P2-BDP-ST-00-PL-L-941011-Peace Park
- Drawing SNQ P2-BDP-ST-00-PL-L-941012-St Nicholas Church
- Drawing A-PL-00- 2000-Proposed Site Plan
- Drawing SNQ P2-BDP-ST-00-PL-L-941013-Meeting House Lane –
- Drawing A-EL-00- 3001--Proposed East West Connection Elevation,
- Drawing A-EL-00- 3000-Bridge Street & Linenhall Street Elevation

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Appendix B

Feedback Forms (Road Safety Audit & Quality Audit)

SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT

Scheme: St Nicholas Quarter, Dundalk, Co Louth

Stage: 1 Road Safety Audit

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

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	Yes	No	Footpath to be stopped earlier to encourage users to cross at the existing crosswalk	Yes
4.2	Yes	Yes		

Signed.....
Design Team Leader

Date...16.06.2026.....

Signed.....
Audit Team Leader

Date.....17-6-2026.....

Signed.....
Employer/Developer
P.P.
Emma Sharkey
Louth County Council

Date.....13.07.2026.....

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QUALITY AUDIT – FEEDBACK FORM

Scheme: St Nicholas Quarter, Dundalk, Co Louth

Quality Audit- Stage 1 (Planning)

Date Audit (site visit) 5-5-2026

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	Yes	No	The Meeting House Lane connection is proposed to be a pedestrian link only. In cases of emergency, vehicular access can be gained from Meeting House Lane.	Yes
5.2	No	No	Materials can be transferred from the proposed loading bay on Linenhall Street with standard lifting devices. Given the proximity of the John Street junction and the existing layout of on-street parking on Bridge Street there is insufficient space to the front of the Bridge Street Unit to provide a loading bay.	Yes
6.1	Yes	No	Introducing a pedestrian crossing on the desire line would create a conflict as vehicular access is still required to Meeting House Lane. A non-raised offset crossing can be provided to co-ordinate to existing paving levels.	Yes
7.1	Yes	Yes		
7.2	Yes	Yes		

Signed.....
Design Team Leader

Date ...16.06.2026...

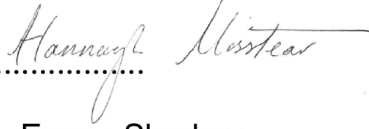
Signed.....
Audit Team Leader

Date: 17-6-2026

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BRUTON
CONSULTING
ENGINEERS

Signed..... P.P. 
Employer/Developer Emma Sharkey
Louth County Council

Date..... 13.07.2026

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Appendix C

Problem Location Plan.

