



to highway, traffic management or development schemes, which systematically reviews projects using a series of discrete but linked evaluations and ensures that the broad objectives of a place, functionality, maintenance and safety are achieved."

The Design Manual for Urban Roads and Streets (DMURS) states that; *"the intention of a Quality Audit is not to pass or fail a design rather it is intended as an assessment tool that highlights the strengths and weaknesses of a design and a documented process of how decisions were made."*

DMURS Advice Note No. 4 provides designers with guidance in relation to the preparation and content of Quality Audits in Ireland. The Quality Audit report structure has been compiled in reference to DMURS Advice Note No. 4 and international best practice guidance including, amongst others, the Department for Transport (UK) Traffic Advisory Leaflet 5/11 "Quality Audit", and the CIHT document "Manual for Streets 2". Through the adoption of the guidance detailed within the aforementioned documents, DBFL submit that this Quality Audit complies fully with the requirements introduced in DMURS.



2 CHARACTERISTICS OF PROPOSALS

2.1 OVERVIEW

The subject scheme involves the provision of a new Civic Office building and active travel and vehicular links to the subject lands.

The proposed works will involve :-

- Extending the existing vehicular route on Slí Ógie Uí Dhufaigh along the route of the existing Ulster Canal Greenway for approximately 120m before crossing the River Shambles. The existing greenway will be re-aligned to run parallel to the new carriageway. Carriageway width to be 6m and greenway width to be 3m
- Amendments to existing roadway serving Roosky Vale to form a priority-controlled junction at the interface with the extended Slí Ógie Uí Dhufaigh
- Provision of a new clear span bridge crossing over the River Shambles for the new links
- Provision of approximately 460m of new vehicular and active travel link (Quarry Walk) through the Roosky Lands consisting of 6m vehicular carriageway, 2-way cycle tracks, 1.8m footpath and roadside SuDS swale
- Upgrades to existing lane/pathway to form an active travel link to the town centre at the Diamond Car Park (Davnets Row)
- Provision of surface water attenuation basins
- Provision of new surface water, foul water and watermain infrastructure within the road corridor
- Associated earthworks, utilities, boundary treatments and ancillary works

The purpose of the proposed active travel and vehicular links within the Roosky lands is to provide access to the proposed new Civic Building including improved non-vehicular connectivity to Monaghan Town Centre thereby improving the 10-minute town concept within Monaghan which aims to have all community facilities and services within a 10-minute walk or cycle from homes.

2.2 INTEGRATION WITH EXISTING NETWORK

The subject active travel links within the Roosky lands seek to retain and improve linkages to adjoining infrastructure and trip attractors. Existing linkages to the St Davnets complex to the northeast and Old Cross Square to the southwest have been retained and improved. In addition, an existing link between the Roosky Lands and The Diamond Centre car park (via the Diamond Centre apartments) has been retained and upgraded to a high quality 3.5m wide shared cycle / pedestrian facility.

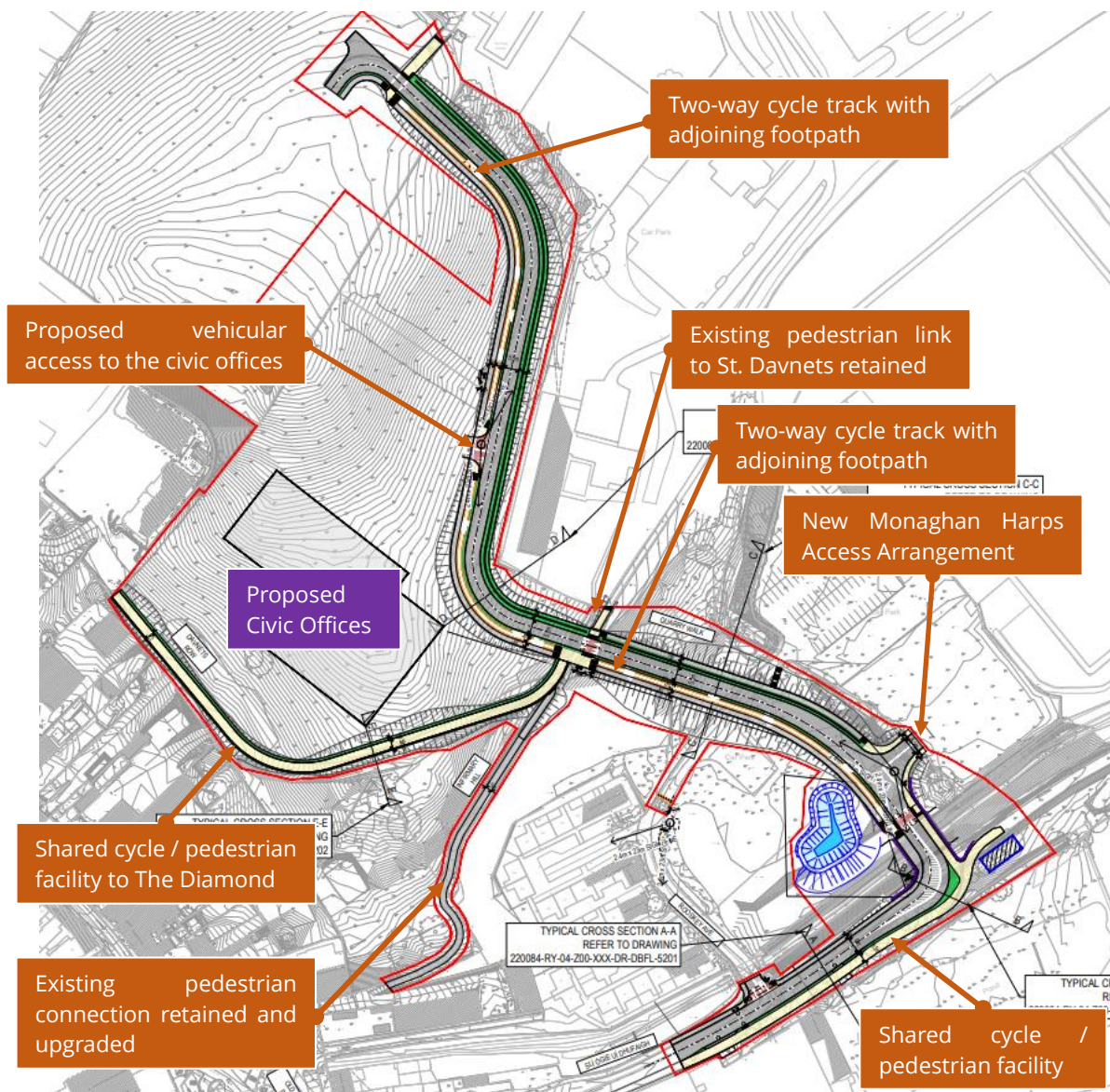


Figure 2-1 Proposed Active Travel Links

3 QUALITY AUDIT CONTEXT

3.1 INTRODUCTION

This section describes the general context of the Quality Audit which encompasses a Walking & Cycling Audit, a Mobility & Visually impaired Audit and an Access Audit. As introduced earlier a separate Stage 1-2 Road Safety Audit was undertaken by independent auditors Bruton Consulting Engineers. The scope of the audit considers the subject development site and the immediate pedestrian/cycle/vehicular routes leading to/from the development site.

This Quality Audit has been carried out to respecting the DMURS requirements of the Walking & Cycling Audit, a Mobility & Visually impaired Audit (incorporating an Access Audit). The problems identified and described in this report are considered by the Audit Team to require action in order to improve accessibility, enhance comfort and safety levels of the scheme.

3.2 COLLISION HISTORY

With the objective of ascertaining the road safety record of the immediate routes leading to/from the subject site, DBFL contacted the Road Safety Authority to obtain the recorded accident information in the area. The information received from the RSA highlighted that 3 no. accidents occurred within the immediate area of influence as presented in **Figure 3-1** below. These accidents occurred between the available years including 2016-2020. At the time of writing the 2021 & 2022 data is being analysed.

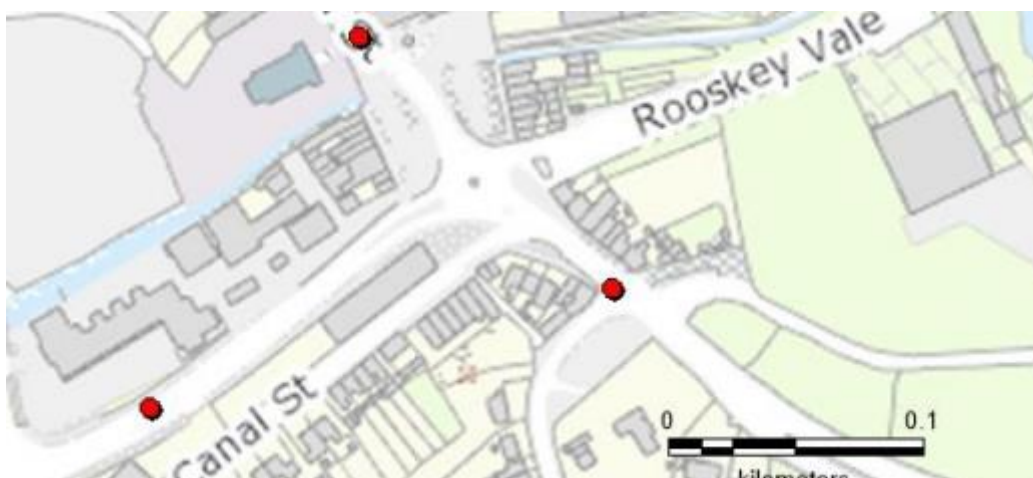


Figure 3-1 Road Safety Record (Source : Road Safety Authority)

4 ITEMS RAISED

4.1 PEDESTRIAN AND CYCLE AUDIT

4.1.1 Problem (PC1) – Proposed Toucan Crossings

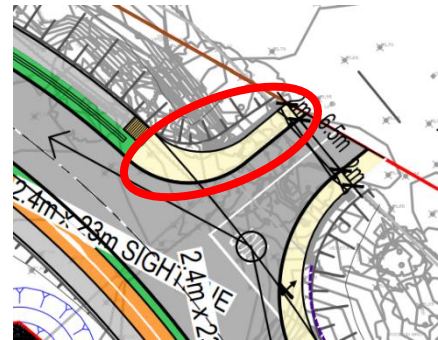
The proposed Toucan crossings do not show vehicular stop lines. Failure to provide appropriate road markings could result in vehicles failing to stop at the crossing resulting in vehicle / pedestrian / cyclist conflicts.

Recommendation:

At detailed design stage ensure appropriate road markings are provided in line with the Traffic Signs Manual / Cycle Design Manual.

4.1.2 Problem (PC2) – Shared Surface at Monaghan Harps Access

The shared surface on the northern side of the proposed new Monaghan Harps access does not connect to cycle facilities on either side of the facility. Cyclists exiting Monaghan Harps may assume this shared facility leads to dedicated cycle infrastructure only to be directed to a footpath or vehicular carriageway.

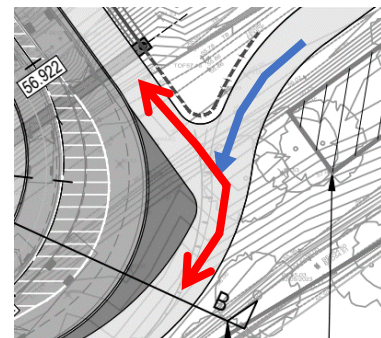


Recommendation:

It is recommended that this facility is for pedestrians only so that it is obvious to northbound cyclists that they must use the shared facility on the southern side of the access which leads to a Toucan crossing and two-way cycle track on the opposite side of the road.

4.1.3 Problem (PC3) – Priority at Greenway Junction

At the tie-in to the existing Greenway, there is no indication as to which direction of travel has priority. Should cyclists be travelling at speed along the Greenway, they could continue into the path of cyclists / pedestrians travelling to / from Quarry Walk leading to potential collisions.



Recommendation: