

# CONVENT ROAD ACTIVE TRAVEL SCHEME

## QUALITY AUDIT

*03 December 2025*

Wicklow County Council



**Formerly JB Barry & Partners who became part of Egis in 2023.**

# Document Information

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## GENERAL INFORMATION

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# 1 INTRODUCTION

## 1.1 Background

This report results from a Quality Audit including the findings of a Stage 1 Road Safety Audit (RSA) of the proposed development at Convent Road Pedestrian Infrastructure Improvement Scheme located in Delgany, County Wicklow.

Wicklow County Council (WCC), in conjunction with the NTA, are currently working on a series of active travel schemes which aim to provide high quality pedestrian and cyclist routes across County Wicklow. Egis Ireland (formally Barry Transportation) have been commissioned by Wicklow County Council (WCC) to provide technical consultancy services for the design of an improved street environment for vulnerable road users in Delgany, Co. Wicklow.

The works proposed for Convent Road include;

- 5m wide road carriageway for 2 way traffic.
- Footpaths widened both sides of carriageway with min width 1.8m
- 20kph speed limit
- Road is cul-de-saced for motor vehicles at the northern extent to prevent through traffic. (approx. 90% traffic reduction)
- New crossings
- Tightened corner radii at junctions
- Removal of parking except in designated spaces.
- Mini-roundabout to be installed at northern extent to allow vehicles to turn around



FIGURE 1-1: SITE LOCATION

Egis Engineering Ireland commissioned this Quality Audit on behalf of their client, Wicklow County Council. Egis Engineering Ireland prepared the drawings provided for this audit.

A list of the drawings provided for this audit is contained in Appendix 1. A copy of the Feedback Form is contained in Appendix 2.

The audit has been prepared following the requirements of TII GE-STY-01024 (May 2025) - Road Safety Audit. The Audit Team has examined and reported on only the road safety implications of the design submitted by the Design Team and has not examined or verified the compliance of the design to any other criteria.

The members of the Road Safety Audit Team are independent of the Design Team. The Audit Team for the scheme is shown in Table 1-1.

**TABLE 1-1-1: AUDIT TEAM**

AUDIT TEAM LEADER	AUDIT TEAM MEMBER
Mr. Shane Kearns MEng BEng (Hons) RSACert MIEI MTPS	Mr. Tim Delaney BEng CEng MIEI RSA Cert
Auditor ID: SK*364	Auditor ID: TD85307
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## 1.2 Site Visit

The Stage 1 Road Safety Audit site visit was carried out on Tuesday 12<sup>th</sup> of August 2025 during daylight hours by the audit team. The weather was clear during the site visit, and the ground surface was dry. Following this the scheme changed and the site was revisited on Monday the 1<sup>st</sup> of December 2025, when the weather was clear and the road surface was wet.

## 1.3 Road Traffic Collision Data Review

No Road Traffic Collision Data was provided for this audit.

The Road Safety Authority (RSA) website was consulted in order to report on historical fatal, serious and minor injury collisions for the study area. However, the RSA are in the process of reviewing their road traffic collision (RTC) data sharing policies and procedures. Record-level RTC data cannot be shared until this review is complete.

## 2 QUALITY AUDIT CONTENT AND COMPLIANCE

### 2.1.1 Procedure and Scope for Quality Audit Including Stage 1 Road Safety Audit

This Quality Audit has been undertaken in accordance with Section 5.4.2 of the Design Manual for Urban Roads and Streets. The UK Department for Transport Traffic Advisory Leaflet (TAL) 5/11 has also been referred to for guidance.

This Quality Audit consists of the following audit sections:

- Walking, Cycling and Access Audit – focusing on accessibility requirements of vulnerable road users (and in particular, those with visual or mobility impairments), and on the movement and place function requirements of pedestrians and cyclists
- Road Safety Audit – focusing on issues relating directly to road safety

### 2.1.2 Procedure and Scope Specific to the Road Safety Audit

The Road Safety Audit has been carried out in accordance with the procedures and scope set out in TII publication number GE-STY-01024 - Road Safety Audit.

As part of the road safety audit process, the Audit Team have examined only those issues within the design which relate directly to road safety.

### 2.1.3 Compliance with Design Standards

The road safety audit process is not a design check, therefore verification or compliance with design standards has not formed part of the audit process.

### 2.1.4 Minimizing Risk of Collision Occurrence

All problems described in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and minimise the risk of collision occurrence.

## 3 WALKING CYCLING AND ACCESS AUDIT

### 3.1.1 Best Practice Guidance

This Quality Audit has been carried out in accordance with general best practice guidance set out within the following documents:

- The Disability Act 2005
- Building Regulations 2000, Technical Guidance Document M – Access for People with Disabilities (Department of the Environment, Heritage and Local Government)
- Buildings for Everyone Access and use for all citizens (National Disability Authority)
- Access Auditing of the Built Environment Guidelines (National Disability Authority)
- Traffic Management Guidelines (Irish Government Publications 2003)
- Guidance on the use of Tactile Paving Surfaces: UK Department for Transport

### 3.1.2 Objectives of the Walking, Cycling and Access Audit

The objectives of this Walking, Cycling and Access Audit are as follows:

- To ensure a high level of accessibility to the development site for all vulnerable road users and, for visually and mobility impaired users
- To ensure that the current and future access needs within the scheme are recognised and developed
- To ensure that advantage is afforded to walkers and cyclists at every opportunity

### 3.1.3 General Accessibility Recommendations

Following delivery of the Walking, Cycling and Access Audit, the design team should consider all issues raised herein for inclusion into the final design. It is less costly to make the changes now, pre-construction, than later after the scheme has been commissioned.

The client should consider setting up a dedicated access team for the project, responsible for the long-term management of universal access throughout the scheme.

This process should be facilitated by an Access Plan, which is a strategy for improving accessibility developed from the Audit and can ensure that access is an on-going concern and help identify opportunities for change.

The access plan should incorporate planned maintenance programmes, a schedule of works that has been devised to take into account the information in the Audit, processes to allow regular updating of the Audit information and links to maintenance and management procedures.

It should also set out procedures to ensure that when opportunities for access improvement arise, they are recognised.

### 3.1.4 Specific Walking, Cycling and Accessibility Recommendations

A summary of the design features, together with recommended actions to be taken during the relevant stage of the design or operation of the scheme have been detailed in the following table.

**TABLE 3-1: WALKING, CYCLING AND ACCESS AUDIT SUMMARY TABLE**

ID	Location	Feature	Action	When
<b>Recommendations to Encourage Walking</b>				
W1	Footpaths along Convent Road	Pedestrian provision & universal access	Ensure pedestrian environments are logical, continuous, easy to understand and consistent throughout the development	Design Stage
W2	Pedestrian crossing desire lines along Convent Road	Formal road crossing facilities for pedestrians	Pedestrian crossing desire lines should be observed, recorded and facilitated with consistent controlled crossing facilities (a mixture of Zebra & signal control in close proximity will confuse end users)	Design Stage
W3	Pedestrian linkage to public transport serving Convent Road	Pedestrian provision – connections to Bus Stops	Provide seamless connections onto the existing public roads to connect with Bus Stops on Church Road and Bellevue Hill to encourage uptake for bus travel	Design Stage
W4	Footpaths serving Convent Road	Street furniture positioning	Ensure street furniture is carefully positioned to avoid obstruction in footways and to maximise the effective width (the existing footpaths are quite cluttered)	Design & Operational Stages
W5	Footpaths serving Convent Road	Footpaths and crossing points	Ensure footpaths and crossing points are located on all significant desire lines, where they are safe and convenient to use for all vulnerable road users (the proposed layout fails to	Design Stage

ID	Location	Feature	Action	When
			facilitate a number of key crossing desire lines)	
W6	Pedestrian linkage to existing sites along Convent Road	Linkage to existing retail and commercial locations	Access points from the project road which connect with key destinations (existing and future) should link seamlessly with footpaths to accommodate universal access and pedestrian progression wherever it may be in demand	Design & Operational Stages
<b>Recommendations to Encourage Cycling</b>				
C1	Extents of Convent Road	Consistency of cycle facilities	Short sections of cycle infrastructure should be avoided and replaced with legible, comfortable and consistent cycling provisions.	Design Stage
C2	Extents of Convent Road	Streets where car and cycling use is integrated	Upon entering shared streets (if this approach is to be adopted), drivers should immediately recognise that they are in a shared space where their behaviour should be adjusted to suit the environment. To achieve this, appropriate measures should be prescribed which might make it abundantly clear to drivers that the movement of cyclists takes precedence over vehicles. This might be achieved with gateway treatment, lane narrowing, surface materials or in-lane cycle logos	Design Stage
C3	Shared walking and cycling areas along Convent Road	Pedestrian and cyclist facilities	Conflicts can arise where different modes of transport share the same space. Ensure cycle environments are logical, continuous, and legible throughout the development. Where cyclists are encouraged to share with pedestrians, ensure that sufficient width and end user information are provided	Design Stage
C4	Formal Road Crossings along Convent Road	Continuity and crossings	Ensure continuity for cyclists and pedestrians are provided at key crossing points, and that crossing points are located with good forward stopping sight distance for approaching vehicles (these should not be obscured with landscaping features)	Design Stage

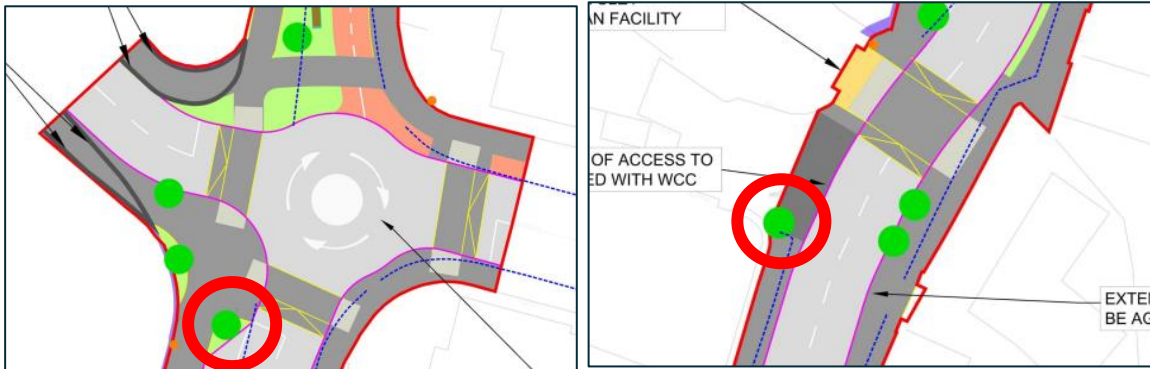
ID	Location	Feature	Action	When
C5	All cycling provision along Convent Road	Street furniture positioning	Ensure street furniture is carefully positioned to avoid obstruction on cycle infrastructure, including shared surfaces, and to maximise the effective width available to cyclists	Design & Operational Stages
C6	Cycle provision along Convent Road	Commencements and terminations	Where cycle infrastructure commences, including shared surfaces, measures to allow ease of access for cyclists should be included. Where cycle infrastructure terminates, then termination points should be carefully designed to optimise and safety for cyclists	Design Stage
C7	Cycle parking areas along Convent Road	Cycle parking and security	To encourage use and safeguard security, position cycle parking away from isolated areas and close to building entrances which are well lit and have natural passive surveillance. Consider providing cover over the cycle parking to protect cyclists from the elements where possible	Design Stage
<b>Recommendations to Provide for Universal Access and Accessibility</b>				
A1	Footpaths serving Convent Road	Dropped kerbs & tactile paving	Ensure appropriate dropped kerbs and tactile paving are provided at key crossing points	Design Stage
A2	Delineation between footpaths and traffic lanes.	Provision of raised kerb.	A flush connection between the footpath and the adjoining traffic lanes should be avoided as it creates confusion for vision impaired pedestrians which can lead to conflicts with vehicles. A combination of stepped kerb provision and contrasting material finishes should be used here instead	Design Stage.
A3	Footpaths serving Convent Road	Universal Access – footpath types and finishes	Ensure consistency in the types of footpath surface utilised and ensure that the surface provides appropriate contrast with the adjacent road pavement	Design Stage
A4	Footpaths serving Convent Road	Universal Access – material contrast	Ensure contrasting colours/materials are used to define areas which are meant for sole use by vulnerable road users	Design Stage

ID	Location	Feature	Action	When
A5	Footpaths serving Convent Road	Universal Access – footpaths	Ensure that measures are taken to actively maintain and police errant car parking on footpaths which might impact negatively upon pedestrian progression	Design Stage & Operational Stage
A6	Footpaths serving Convent Road	Definition of footpath edges & terminations	Ensure footpath edges are clearly defined and ensure that appropriate termination details are provided when footpaths end	Design Stage
A7	Footpaths serving Convent Road	Steps - legibility	Ensure steps are legible and easy to define by providing step nosings with contrasting colour	Design Stage
A8	Building structures – Convent Road	Building Entrances & Key Destinations	Ensure clear sight lines to pedestrian entrances are provided from all approaches to the key destinations including prominent retail, commercial and civic spaces. Trees and street furniture should not block these	Design Stage
A9	Footpaths serving Convent Road	Street Lighting	Ensure public lighting is located where pedestrian movement decisions are required (i.e. at crossing points, entrances and in shared street areas)	Design Stage
A10	External Landscaped areas serving Convent Road	Drainage gaps	Ensure any break in surface or gap (such as a drainage gully) is no greater than 10mm and is perpendicular to line of travel. Locate drainage features both away from (and up gradient from) crossing points	Design Stage
A11	External Landscaped areas serving Convent Road	Drainage / pavement gradients	Ensure access routes are constructed with even and gentle falls to allow proper drainage and prevent the formation of puddles. The cross-fall gradient to any access route should not exceed 1 in 50, except when associated with a dropped-kerb.	Design Stage
A12	External Landscaped areas serving Convent Road	Obstructions from Street Furniture or landscaping	Ensure street furniture / landscaping do not encroach on the clear width of pathways.	Design Stage
A13	External Landscaped areas Convent Road	Street Furniture – visually impaired	Ensure that boundary treatment and street furniture contrasts in colour with the surrounding pavement surfaces.	Design Stage

## 4 STAGE 1 ROAD SAFETY AUDIT PROBLEMS

### 4.1 Obstructed Intervisibility at Junctions

At a number of junctions and private accesses there are trees shown close to the corner of the junctions. This could block intervisibility between vehicles and pedestrians who are attempting to cross the road. The trees could also reduce sight lines at the junction. This could lead to collisions between pedestrians and vehicles. In the case of poor sight lines, this could result in collisions between vehicle emerging from the side roads and a car passing the junction on the main road.

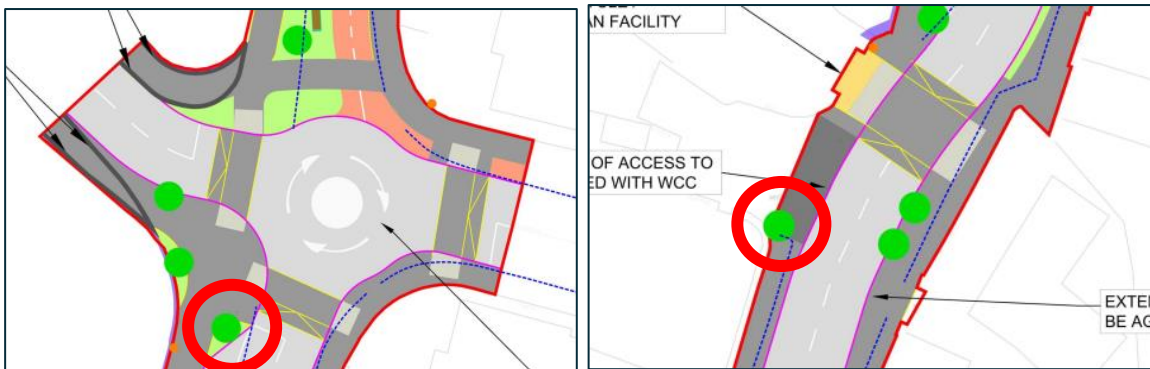


#### Recommendation

The proposed trees should be located so as not to impact intervisibility or should be of a type which will not impact on visibility splays.

### 4.2 Priority Control at Roundabout

There are currently no priority control markings for cyclists at this roundabout, this could lead to cyclists failing to yield on their return to the carriageway and could result in collisions between vehicles and cyclists.



#### Recommendation

A safe transition to and from the two way cycle track for cyclists and clear priority control should be provided to all road user at this junction

### 4.3 Unregulated Parking

There is the possibility that vehicles may partially park on the footpath for a short period while visiting a shop or similar for example. This would most likely occur near dished accesses or at the junction heads. This unregulated parking would be unsafe for all road users especially pedestrians on the footpath or at the crossings.

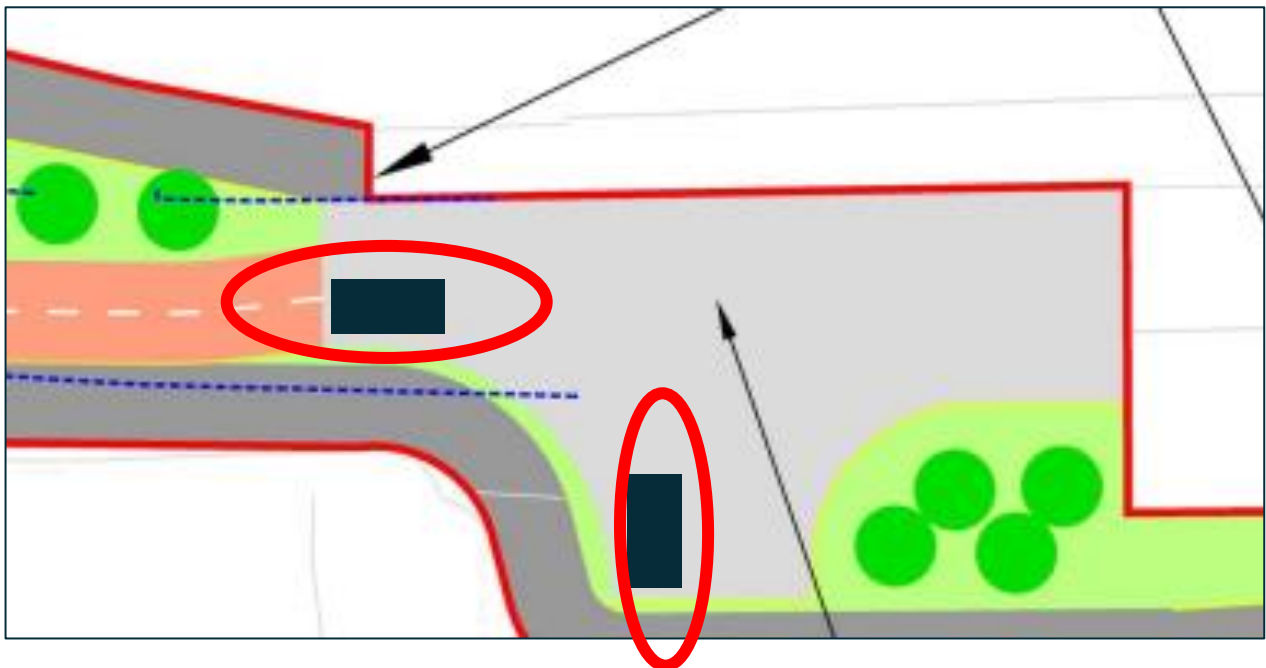


**Recommendation**

The designer should incorporate measures into the scheme to prevent unsafe parking practices, particularly at critical areas of the scheme such as near accesses or at the raised tabletop junctions.

**4.4 Unregulated Parking**

There is the possibility that vehicles parkin the turning head at the north of this scheme This unregulated parking would be unsafe for all road users especially cyclists transitioning back to the carriageway from the two way cycle track.



**Recommendation**

The designer should incorporate measures into the scheme to prevent unsafe parking practices.

## 4.5 Steep Downhill Approach to Junction of Convent Road and Church Road

There is a steep downhill descent on the approach to the junction of Convent Road and Church Road from the north. In wet or icy weather this could become slippery and could lead to loss of control type collisions and vehicles overshooting the stop line at the junction and at the pedestrian crossing.



### Recommendation

The designer should employ a suitable surface with a high skid resistance with good drainage to mitigate this risk as described above.

## 4.6 Reduced Sightlines at Convent Road and Church Road Junction

Trees are proposed to the west of the junction of Convent Road and Church Road. These trees could reduce the necessary sight distances at the junction and this could lead to side swipe or rear end shunt type collisions.



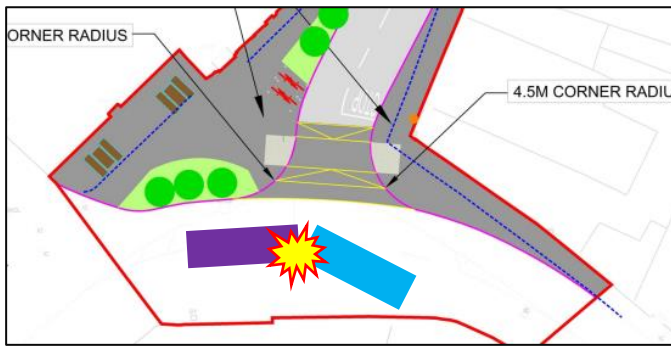
### Recommendation

The designer should provide adequate visibility between vehicles at this junction.

## 4.7 Reduced Sightlines at Convent Road and Church Road Junction

Trees are proposed to the west of the junction of Convent Road and Church Road. These trees could reduce the necessary sight distances at the junction and this could lead to side swipe or rear end shunt type collisions.

There is poor forward visibility for vehicles turning right onto Convent Road from Church Road. This could lead to side swipe or head on collision types between eastbound vehicles on Church Road and right turning vehicles onto Convent Road.

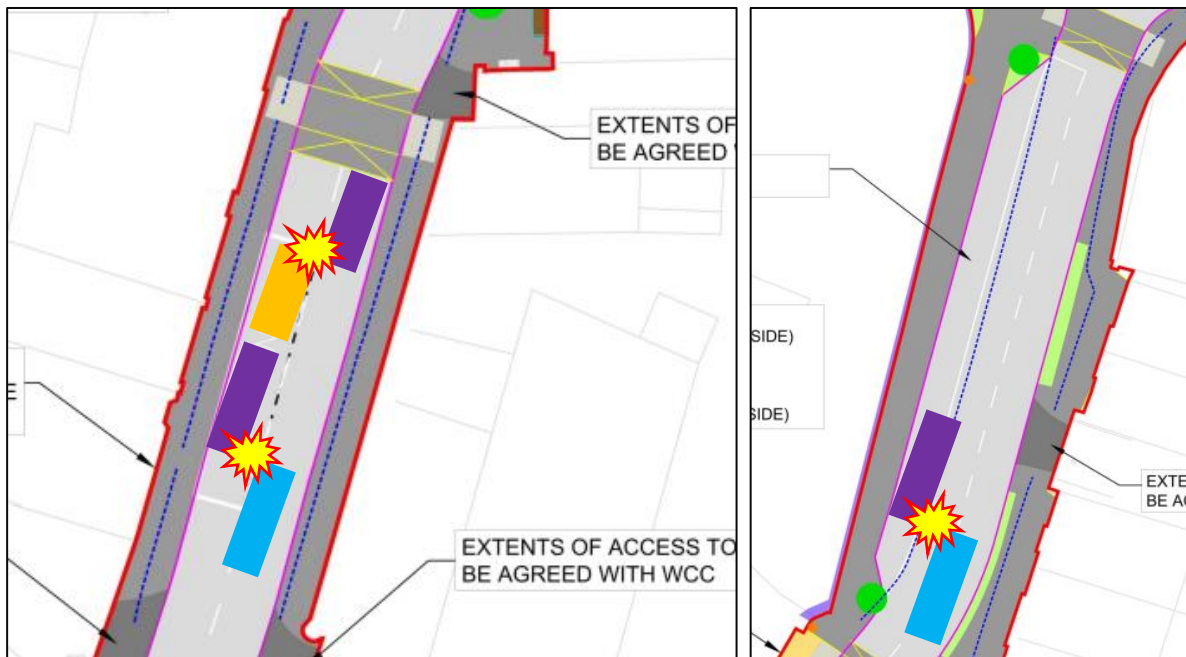


### Recommendation

The designer should provide adequate visibility between vehicles at this junction.

### 4.8 Narrow Carriageway

The carriageway appears to be narrow between the loading bay and the parking bays towards the north of the scheme. This could lead to side swipe collisions between vehicles and poorly parked vehicles in the loading and parking bays. This issue could be particularly problematic for emergency vehicles and refuse trucks.



### Recommendation

The designer should confirm that all necessary manoeuvres by all vehicles can be accommodated and provide additional space where required. Ensure that the minimum carriageway width for fire tender access is provided.

## 5 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in the appendices to this report.

The examination and subsequent report were made with the sole purpose of identifying any features of the scheme that could be removed or modified in order to improve the safety of the proposals.

The problems identified have been noted in this report together with associated safety improvement suggestions, which we recommend should be studied for implementation.

No one on the Audit Team has been involved in the initial scheme design.

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Date: 03.12.2025



### ASSESSMENT TEAM MEMBER

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Signed: 

Date: 03.12.2025





## APPENDIX 2 FEEDBACK FORM

### APPENDIX 2 FEEDBACK FORM

Scheme: CONVENT ROAD ACTIVE TRAVEL SCHEME

Audit Stage: Stage 1

Date Audit Completed: 03 December 2025

Paragraph No. in Report	To Be Completed by the Design Team			To Be Completed by the Audit Team
	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Designer's Response / Alternative measures (describe)	Designer's Response / Alternative Measures accepted by Auditors (yes/no)
4.1	Y	Y	To be addressed at detailed design stage	Y
4.2	Y	Y	To be addressed at detailed design stage	Y
4.4	Y	Y	To be addressed at detailed design stage	Y
4.5	Y	Y	To be addressed at detailed design stage	Y
4.6	Y	Y	To be addressed at detailed design stage	Y
4.7	Y	Y	To be addressed at detailed design stage	Y
4.8	Y	Y	To be addressed at detailed design stage	Y

Signed: Conridge Designer

Date: ...05/12/2025

Signed: Dave Kenna Audit Team Leader

Date: ...05/12/2025

Signed: F O G Client

Date: ...06/02/2026....

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