

BMCE

Development at Gowan Motors
Site, Naas Road

Walking Audit

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The proposed student accommodation development would be accessed via the Carriglea Industrial Estate Access Road which is currently accessed from an existing signal-controlled junction on the Naas Road. The Bluebell Redline Luas Stop is located approximately 150m (~2mins walking distance) northeast from the pedestrian/cyclist access to the proposed development on the Naas Road.

The Carriglea Industrial Estate Access Road is a two-way single carriageway road approximately 8.5m wide with footpaths provided on both sides of the road and a posted speed limit of 50kph. There is an existing signalised junction on the Naas Road with the Carriglea Industrial Estate Access Road which provides the development with connection to both northbound and southbound traffic on the Naas Road.

The Naas Road is a dual carriageway with a posted speed limit of 50kph. Adjacent to the site of the proposed development, the southeast-bound carriageway has three traffic lanes, two straight-ahead lanes, and a designated left-turn lane into the Carriglea Industrial Estate Access Road, which develops approximately 70m upstream of the junction with the Carriglea Industrial Estate Access Road. The Luas line runs between the two carriageways of the Naas Road.

The proposed development will principally consist of the following:

- The demolition of the existing two-storey office/warehouse building and outbuilding.
- The construction of the new development in two blocks.
 - Block 1 (eastern block) is part 2-storeys to part 15-storeys over a lower ground floor and basement level.
 - Block 2 (western block) is part 9-storeys to part 11-storeys over a basement.
- The development would provide 941 Student Accommodation bedspaces comprised of 871 standard rooms, 47 accessible rooms and 23 studios, with associated facilities, which will be utilised for short-term lets during student holiday periods.
- The standard rooms are provided in 123 clusters ranging in size from 3 bedspaces to 8 bedspaces, and all clusters are served by a communal living, kitchen, and dining room.

The development would also provide:

- Ancillary internal and external communal student amenity spaces and support facilities.
- Cultural and community floor space.
- Commercial floorspace.
- Communal and public open space.
- The 'daylighting' of the culverted River Camac through the site.
- A pedestrian bridge link at first floor level between Blocks 1 and 2.
- Vehicular access at the south-western corner.
- Seven car-parking spaces, including two motorcycle parking and two set down areas to the west and south.
- Bicycle stores at ground and lower ground floor levels comprising space for 941 bicycles and 218 visitor cycle parking spaces.
- Bin stores, substation, hard and soft landscaping, roof gardens, green roofs, boundary treatments, plant, lift overruns, and all associated works above and below ground.

1.3 Existing footways

There are footways along both the Naas Road and the Carriglea Industrial Estate Access Road. The development is well connected to the footways network. At present, Dublin City Centre can be reached within 15-30 minutes' walk as shown in Figure 1-2.

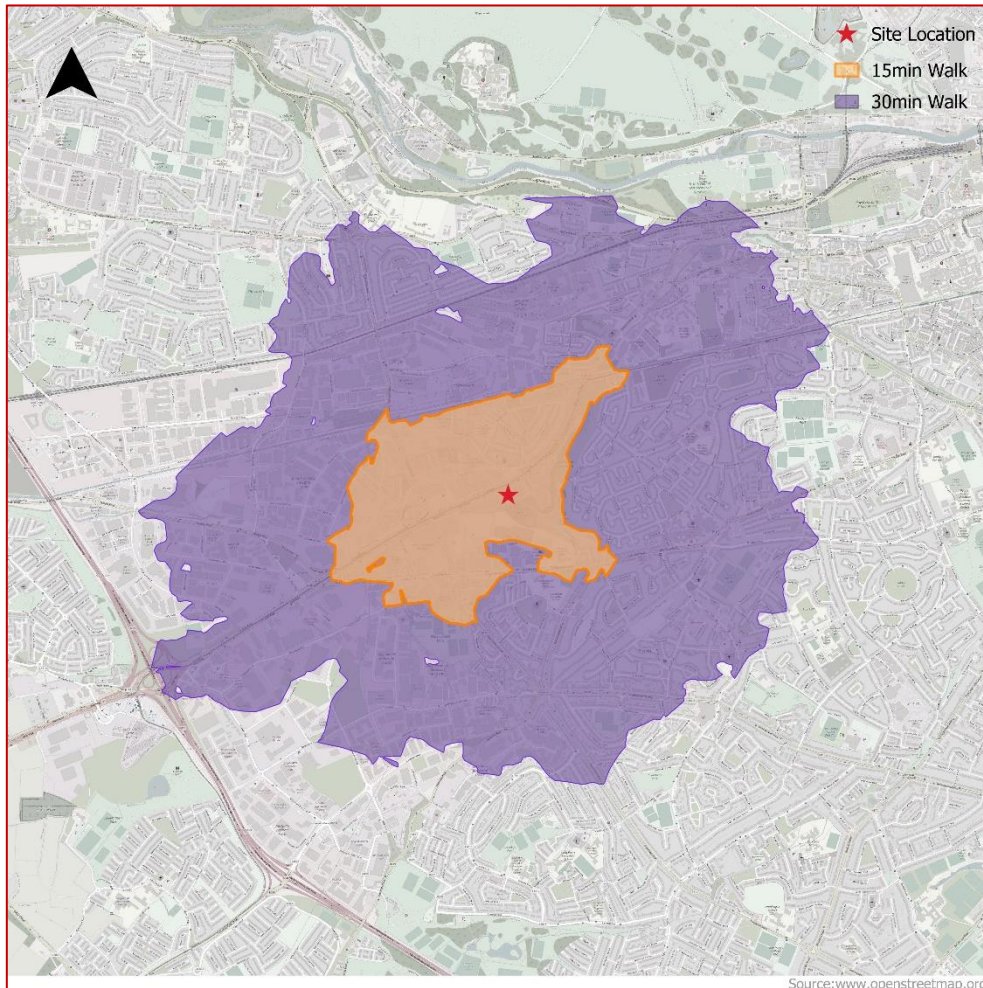


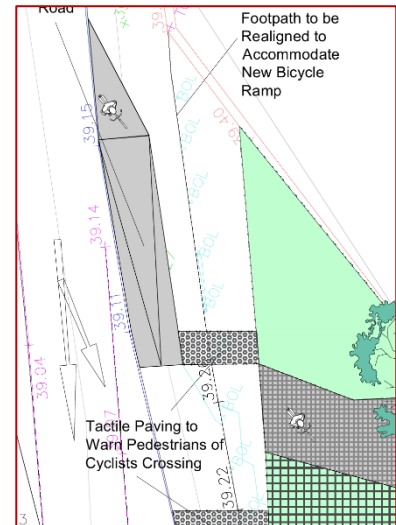
FIGURE 1-2 WALKING ISOCHRONE

2 Walking Audit Findings

2.1 Ladder and Tramline at the start/end of shared facilities.

Tactile paving has been indicated on both sides of the access at the northwest of the proposed development where it is intended that cyclists would travel between the Naas Road and the development's underground Bike Store via this access. A ramp has been indicated at this location to allow cyclists to leave the Naas Road carriageway and enter the development.

Tactile paving has been indicated within the footway on both sides of this access however the type of tactile paving proposed is unclear. Should 'Ladder and Tramline' tactile paving not be provided on the north-eastern side of the access where the footway and cycle track transition to a shared path, this may result in visually impaired pedestrians, travelling northeast, inadvertently descending the ramp and entering the cycle.



In addition, should warning tactile paving not be provided on the south-western side of the access, there is a risk that visually impaired pedestrians may be insufficiently aware that they have entered/exited an area shared with cyclists, increasing the risk of cyclist-pedestrian collisions.

Recommendation

The Cyclist ramp on Naas Road should be removed and dropped kerbs (similar to dwellings vehicular access) should be provided to allow cyclists to access the development.

Should the Cyclist ramp on Naas Road be retained, 'Ladder and Tramline' tactile paving, of an appropriate depth, should be provided on the north-eastern side of the access and warning tactile paving should be provided on the south-western side of the access where the segregated facilities transition to the shared surface.

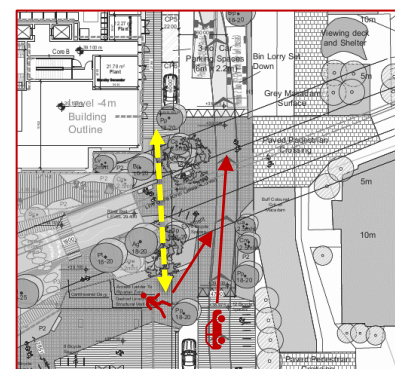
The profile of the Ladder and Tramline, and warning, tactile paving should be in accordance with, "Guidance on the Use of Tactile Paving Surfaces (2021)."

2.2 Discontinuous footway

A shared surface which would be traversed by vehicles, cyclists, and pedestrians has been indicated within the proposed development, however, a designated footway has not been provided for visually impaired pedestrians where they can travel without having to share space with motorised vehicles. The absence of a segregated footway may lead to visually impaired pedestrians being unable to safely and independently navigate the development.

Recommendation

A continuous segregated footway should be provided.



2.3 Benches

Benches are indicated within the development. However, information regarding the type of benches to be provided has not been provided and it is therefore unclear if they will be accessible to a wide variety of road users. Benches whose bases are narrower than the rest of the bench can create difficulties for long-cane users in detecting and avoiding collision with the bench.

Recommendation

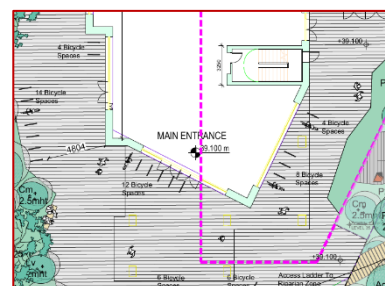
To accommodate the widest possible mix of disabilities a mixture of benches with & without armrests should be provided. The benches should have solid bases and no part of the bench should protrude beyond the extents of the base.

2.4 Blocked Building Access

Cycle parking stands have been indicated in front of the main entrance to Block 2. Bicycles stands and bicycles may block the access to the building.

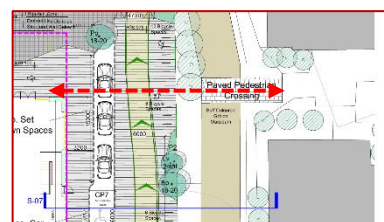
Recommendation

The bicycle parking stands should be relocated.



2.5 The absence of continuous pedestrian accesses/links to Carriglea

Pedestrians accessing Carriglea via the crossing between Blocks D and L may be unlikely to circumnavigate the parallel car park south of block 2 when wishing to gain entry to the southern development, preferring instead to walk through the landscaped area or emerge from between the cars. The creation of an informal pedestrian route may lead to the deterioration of the grassed area, resulting in ponding and uneven/unstable ground.



Recommendation

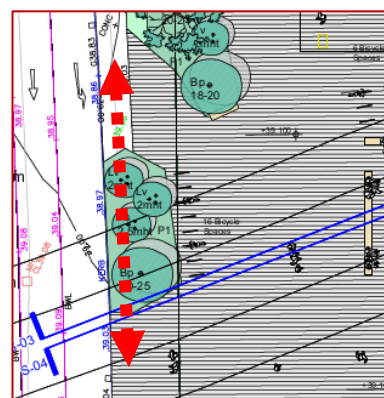
A direct and continuous pedestrian route should be provided to cater for the desire line.

2.6 Tree Pit within Existing Footway

A tree pit has been indicated within the existing footway on the Naas Road to the southwest of the proposed development. This would obstruct the desire line of pedestrians travelling along the existing footway on the Naas Road and may lead to pedestrians travelling over the tree pit, rather than diverting around it and into the development.

Recommendation

The tree pit should be removed or relocated such that the pedestrian desire line along the footway is not obstructed.



2.7 Street furniture on footway.

The existing lighting column, signal head and sign column are located in the middle of the footway along the Naas Road. This may create difficulties for vulnerable road users travelling within the footway.



Recommendation

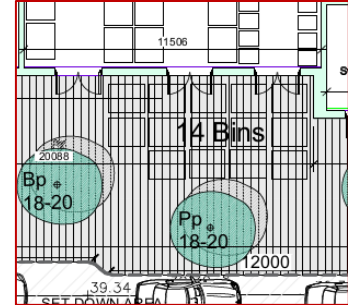
All street furniture should be located/relocated to the rear of the footway and outside the pedestrian desire walking lines.

2.8 Obstacles within Internal Paths

Space for the storage of fourteen bins has been indicated within the development's shared surface at the edge of the Carriglea Industrial Estate Access Road such that they would block access/egress to/from Block 2.

Recommendation

The bin storage area should be relocated where it would not block access, or present obstacles, for non-motorised road users.



2.9 Dropped Kerb at Mobility Parking Space

A mobility impaired parking space has been indicated within the proposed development to the east of Block 2. Cross-section 'S-07' indicates that a kerb would be located to the rear of the parking space between the space and the adjacent shared surface. No dropped kerb has been indicated adjacent to the mobility parking space. This would lead to mobility-impaired vehicle occupants having to travel within the area shared with motorised vehicles to find a suitable access location.

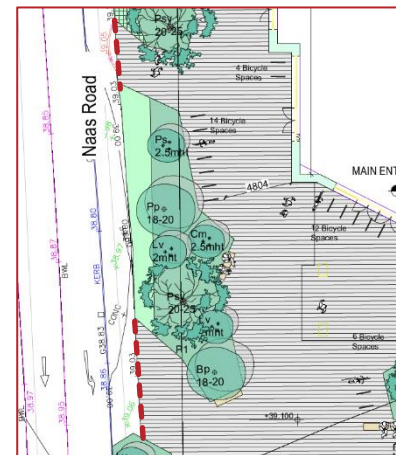
Recommendation

A dropped kerb, and associated tactile paving, should be provided adjacent to the mobility impaired parking space.

2.10 Transition between Public Footway and the Development's Shared Surface

The proposed development would be accessible to pedestrians traveling along the eastern side of the Naas Road at a number of locations. It is unclear if measures to delineate the development's shared surface from the public footway would be provided where the footway on the Naas Road intersects the shared surface within the development. Should none be provided, this may lead to visually impaired pedestrians inadvertently entering the shared surface within the development where they are at risk of being struck by a cyclist.

Recommendation



Delineation measures, such as warning tactile paving or contrasting surface material/colour, should be provided to advise visually impaired pedestrians, travelling on the Naas Road, of the development's shared surface.

Appendix A –Designers Responses

TABLE 2-1: DESIGN TEAM RESPONSE/ACTION

Walking Audit Reference	Summary of Issue	Design Team Response/Action
2.1	Ladder and Tramline at the start/end of shared facilities	The cyclist ramp at this location has been removed, and the footpath is now continuous along the side of the Naas Road.
2.2	Discontinuous footway	Site Layout has been revised to provide a continuous footway at this location
2.3	Benches	The issue has been passed on to the Landscape Architect and will be picked up in their layouts
2.4	Blocked Building Access	Bicycles have been relocated to avoid any blockages
2.5	The absence of continuous pedestrian accesses/links to Carriglea	Future Potential linkages to Carriglea are now indicated on the landscaping drawing.
2.6	Tree Pit within Existing Footway	Footway along the Naas Road has been realigned to provide a continuous path, with no obstructions.
2.7	Street furniture on footway.	The footway along the Naas Road has been realigned 1.5m away from the current line of the kerb, which will provide a continuous, unobstructed path.
2.8	Obstacles within Internal Paths	The area indicated is a temporary bin staging area for a very short period when the bins are being collected. The bins are typically stored internally in the bin store room.
2.9	Dropped Kerb at Mobility Parking Space	A continuous 2m wide route has also been provided adjacent to the kerb for pedestrians.
2.10	Transition between Public Footway and the Development's Shared Surface	Dropped kerbs have been added to the site layout.