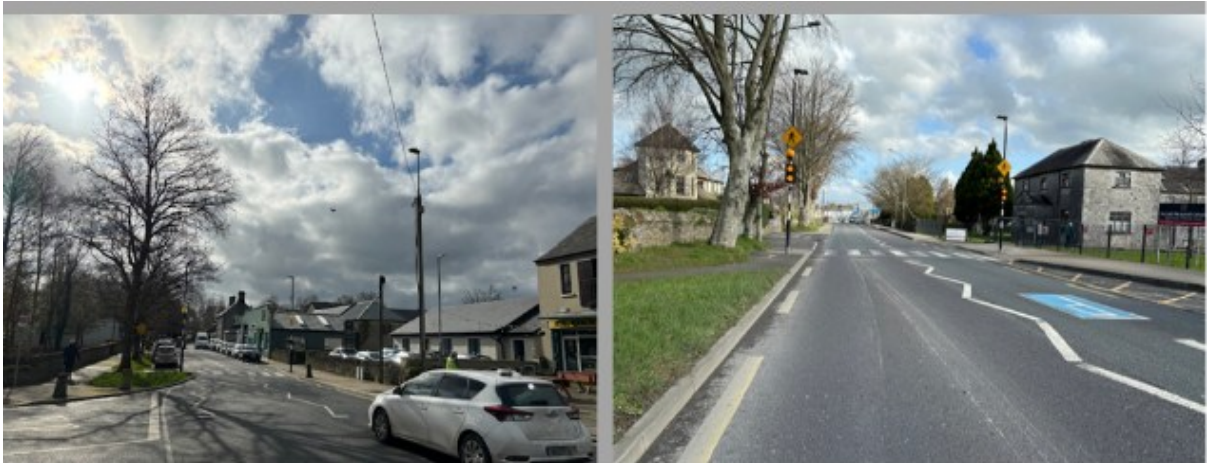


For: Limerick City & County Council

Adare Public Realm Upgrade Project 2026,
Adare, Co. Limerick.



STAGE 1 ROAD SAFETY AUDIT

December 2025



Document Control Sheet

Client	Limerick City & County Council
Project Title	Adare Public Realm Upgrade Project 2026
Project Location	Adare Village, Co. Limerick
Document Title	Stage 1 Road Safety Audit
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M.H.L. & Associates Ltd.

Consulting Engineers

Unit 1B,
The Atrium,
Blackrock,
Cork.

Tel 021-4840214 Fax: 021-4840215

E-Mail: info@mhl.ie

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1 INTRODUCTION

M.H.L. & Associates Ltd. Consulting Engineers have been engaged by Limerick City & County Council to prepare, design and procure the Adare Public Realm Upgrade Project 2026. These urban realm proposals are in anticipation of the 2027 Ryder Cup which is to be hosted in the Adare Manor. After receiving approval from TII, the Road Safety Audit was authorised to be conducted by M.H.L. & Associates Ltd. through an independent internal auditing team.

The internal Audit Team have had no input or association with the proposed design layouts presented to be audited. This RSA is being prepared as part of a Part 8 planning application for the works in Adare Village which largely involves the upgrade of Main Street Adare along with Station Road. The village of Adare is located along the N21, 20km West of Limerick City Centre. The village is located along the main Kerry to Limerick route.

The proposed scheme incorporates the improvement of pedestrian and vehicular movements within the village. The scheme aims to alleviate traffic congestion and improve pedestrian manoeuvrability within the village. This is largely achieved by increasing footpath widths, upgrading facilities for vulnerable road users and narrowing of main street in Adare, to a uniform 6.0m wide carriageway.

This Stage 1 Road Safety Audit has been carried out in accordance with the requirements of TII Publication GE-STY-01024. In accordance with TII Publication GE-STY-01024, the Audit considers the impact of the scheme which results in new road construction or permanent change to the existing road or roadside layout.

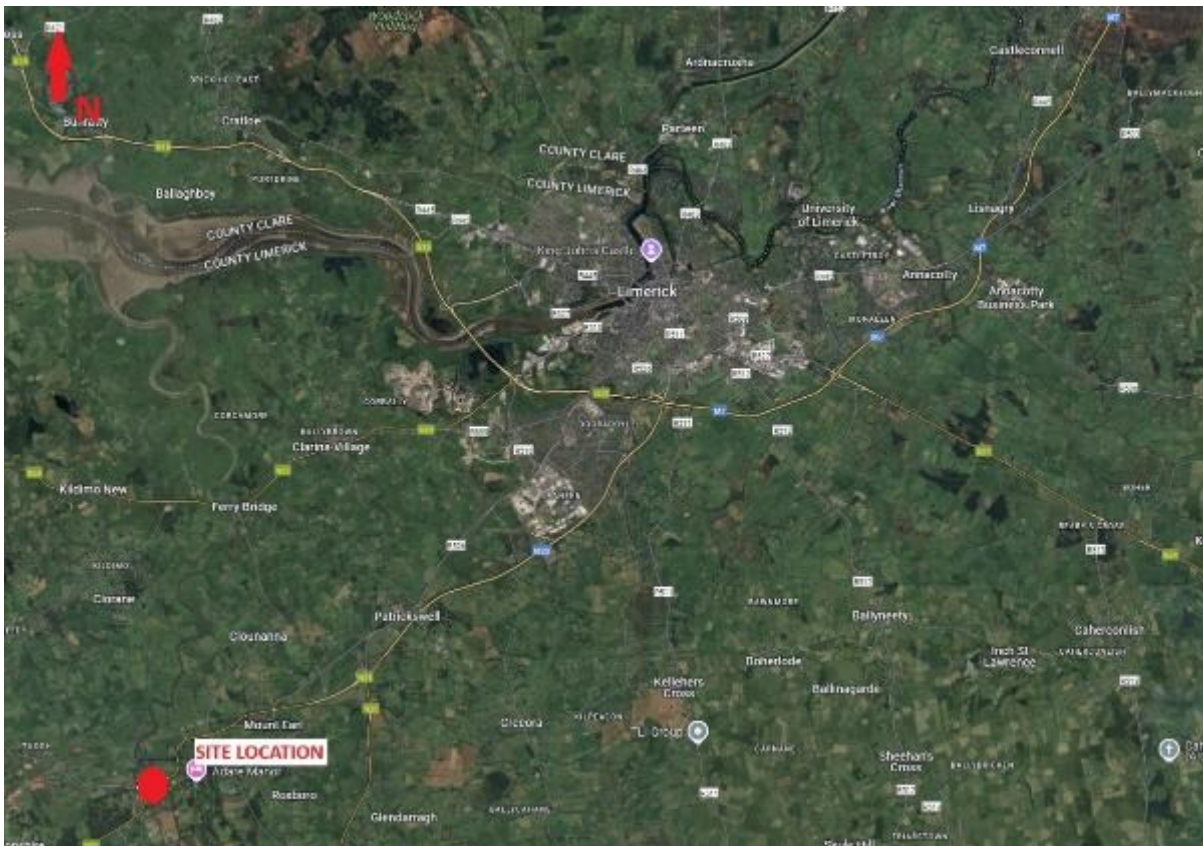


Figure 1.1 Site Location Map

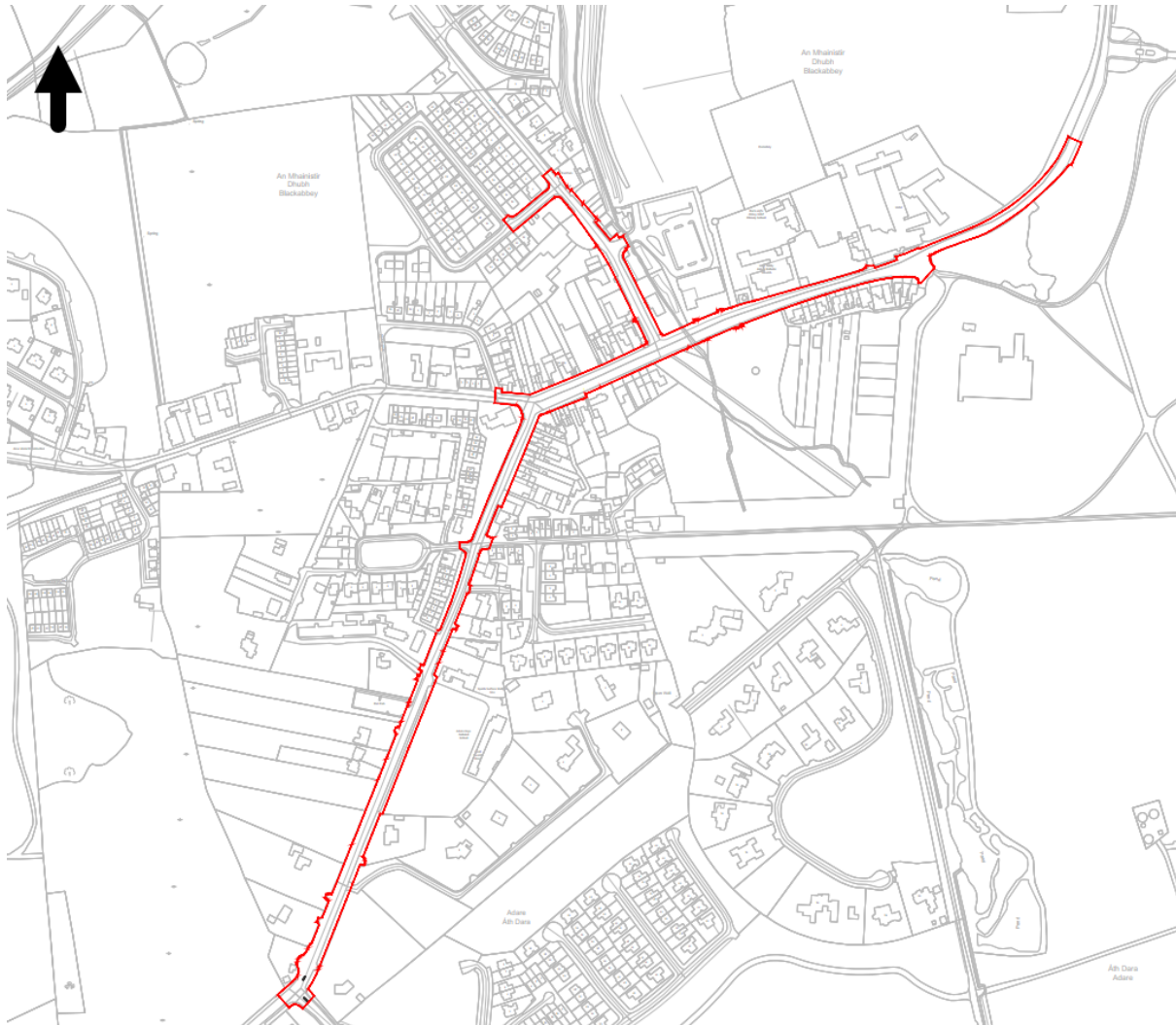


Figure 1.2 Proposed Layout

The Audit Team consists of Brian Loughrey (Team Leader TII Ref No. **BL68284**), James Daly (Team Member TII Ref No. **JD1351495**) and Ian O’Sullivan (Team Member TII Ref No. **IO365089**) of MHL Consulting Engineers. A site visit was undertaken by the Audit Team on Monday April 14th, 2025. The weather at the time of the audit site visit was dry and sunny. The road surface was dry.

Information provided to assist the Audit consists of the drawings and documents listed in Appendix B. The information provided was considered adequate in terms of detail for the purpose of carrying out a Stage 1 Road Safety Audit.

No previous Road Safety Audit reports within the vicinity of the proposed scheme were available to the Audit Team for reference in preparing this report.

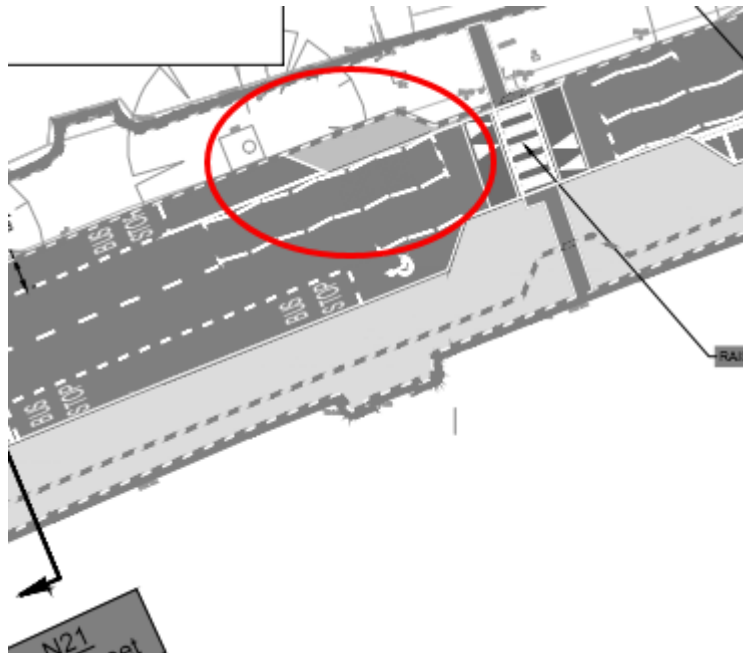
No specific Road Collision data was provided to the Audit Team. The Road Safety Authority Road Collision database was not available at the time of preparation of the audit due to GDPR restrictions.

The Audit has been carried out in accordance with the relevant sections of TII Publication GE-STY-01024 “Road Safety Audit”. The scheme has not been examined or verified for compliance with any other standards or criteria. An Audit Team Statement is included at the end of the Report. A Feedback Form is included in Appendix C.

2 ITEMS ARISING FROM THE AUDIT

2.1 Problem 1: An existing entrance not incorporated within design

An existing vehicular entrance to the public car park does not appear to be incorporated into the proposed design. Failing to retain or incorporate existing entrances into design proposals can lead to conflicts between vehicles and pedestrians, as well as the potential removal of access. The proposed controlled pedestrian crossing, as identified, is also located in close proximity to the existing entrance.

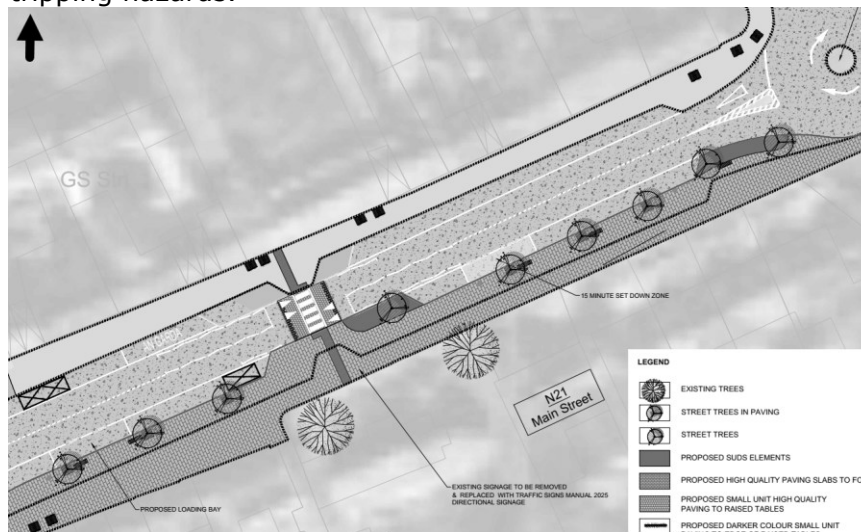


Recommendation 1

Clarity should be provided by the design team if the identified existing entrance is being retained within the proposed design. If the existing access is being retained within the proposed scheme, the design team should consider the possibility of moving the proposed crossing away from this existing access. This measure would reduce potential conflict of traffic emerging from existing crossing and interacting with pedestrians accessing proposed crossing.

2.2 Problem 2: Potential hazard to vulnerable road users

Non-linear landscape designs along Main Street could pose a potential risk to vulnerable road users. Such irregular planting may create confusion for these users and increase the likelihood of tripping hazards.



Recommendation 2

Provide suitable landscape proposals that are designed for all road users and do not create potential hazards to vulnerable road users. Any redesign and repositioning of landscaping to the forefront of footpath should align with RSA Problem 2 listed previously.

2.3 Problem 3: Incorrect road markings at raised crossings

The design layouts issued to the Audit Team appear to have incorrect/incomplete road markings at the proposed raised crossings locations throughout the scheme. Failure to provide the appropriate road markings as per Traffic Sign Manual (TSM) can lead to confusion regarding "right of way" between vehicles and pedestrians and lead to potential collisions.

Recommendation 3

Ensure that all pedestrian crossing road markings are compliant and as per current standards.

2.4 Problem 4: Conflict between proposed general arrangement and landscaping proposals

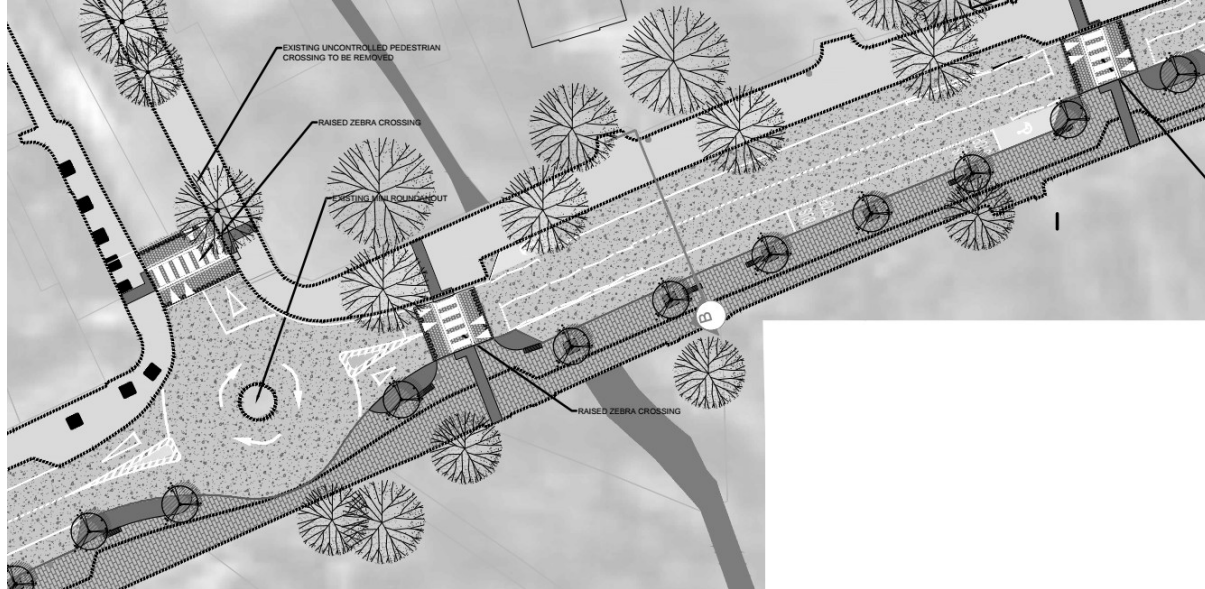
It is evident from the drawing issued that a conflict has occurred within the Proposed Parking Layouts and the Proposed Landscape Plans. There seems to be a conflict with proposed parking bays and proposed softscape areas. This may lead to illegal parking within softscape areas which overtime may become unsightly.

Recommendation 4

Review proposed scheme layouts & landscape plans to ensure conflicts between softscape areas and parking bays do not occur within the scheme.

2.5 Problem 5: Forward visibility to pedestrian crossing

Proposed pedestrian locations under tree canopies can result in pedestrians not being seen by passing vehicles. Failure to have a direct and obvious line of sight to pedestrians may lead to misunderstanding between pedestrians and vehicles, which may result in a collision between pedestrians using the crossings and vehicles travelling along the main street.



Recommendation 5

Ensure that the adequate forward visibility to all pedestrian crossing have been provided throughout the scheme. All proposed and existing landscaping should not obstruct, obscure or inhibit motorists from seeing pedestrians in locations where pedestrians have priority.

2.6 Problem 6: Lack of road drainage

Road surface water drainage proposals were not clearly indicated on the drawings provided to the Audit Team. Lack of road surface drainage could lead to surface water ponding on the road surface. This could lead to collisions between vehicles or vehicles and pedestrians due to aquaplaning on water ponds following periods of heavy rainfall or icy road and footpath surface conditions during cold weather periods which could result in slip/trip/fall accidents for pedestrians and cyclists.

Recommendation 6

It is recommended that an effective road surface water drainage system be provided to prevent water ponding on the carriageway. The road should be designed with adequate crossfall (camber) and longitudinal gradient to ensure rapid runoff of surface water toward the road edges. Side drains or kerb-and-gutter systems should be installed, as appropriate to the road environment, to safely collect and convey runoff to suitable outlets. Gully inlets and catch pits should be provided at low points and regular intervals to prevent water accumulation, and all drainage elements should be adequately sized, well-maintained, and kept free of debris to ensure continuous and safe operation during heavy rainfall events.

2.7 Problem 7: Lack of public lighting design

No details have been provided of any proposed lighting or of alterations to the existing street lighting scheme have been shown in the drawings provided to the Audit Team. Failure to provide adequate public lighting along footpaths, at proposed crossings and at junctions, presents a safety hazard for pedestrians at night time.

Recommendation 7

Ensure an adequately designed public lighting scheme is provided.

2.8 Problem 8: Forward Visibility at Station Rd. / Main Street Junction

Ensure sufficient forward visibility is provided to vehicles at all emerging roads and junctions. Forward visibility at the proposed junction of Station Rd. / Main Street appears to be obstructed by existing Landscape. Failure to provide adequate sighting distances to vehicles can result in drivers not allowing adequate time or distance to oncoming traffic which may result in collisions with vehicles.

Recommendation 8

Ensure that adequate sighting distances are provided based upon the proposed speed limit within the village.

2.9 Problem 9: Potential obstruction to junction sightlines

Junction visibility splays have not been shown on the drawings provided to the Audit Team. Both the Proposed and existing Landscape features appear to be potential obstructions to forward visibility splay emerging from Heritage Centre Car Park onto Station Rd. Failure to provide adequate forward visibility at junctions can result in conflict between emerging traffic from junctions and lead to collisions.

Recommendation 9

Ensure adequate forward visibility splays are not obstructed by proposed or existing street furniture and are in accordance with the current standards.

2.10 Problem 10: No 'STOP' road markings at junctions

No 'STOP' road marking has been provided at a number of Junctions emerging onto Station Road and Main Street throughout the scheme. Failure to provide correct road markings can lead to potential confusion with motorists and rights of way which may result in collisions.

Recommendation 10

Review Overall Design and Road Marking Layout and ensure all Road Markings are present as per the current standards.

2.11 Problem 11: Poor forward visibility emerging from Centra car park

Limited forward visibility was noted for vehicles exiting the Centra Car Park onto Station Road. This limitation in visibility creates a hazard for both vehicles and pedestrians. Failure to provide adequate forward visibility at this junction may result in collisions between vehicles and motorists.

Recommendation 11:

To reduce the risk of potential collisions, ensure sufficient forward visibility is provided for vehicles emerging from the location

2.12 Problem 12: Excessive crossing widths at heritage centre

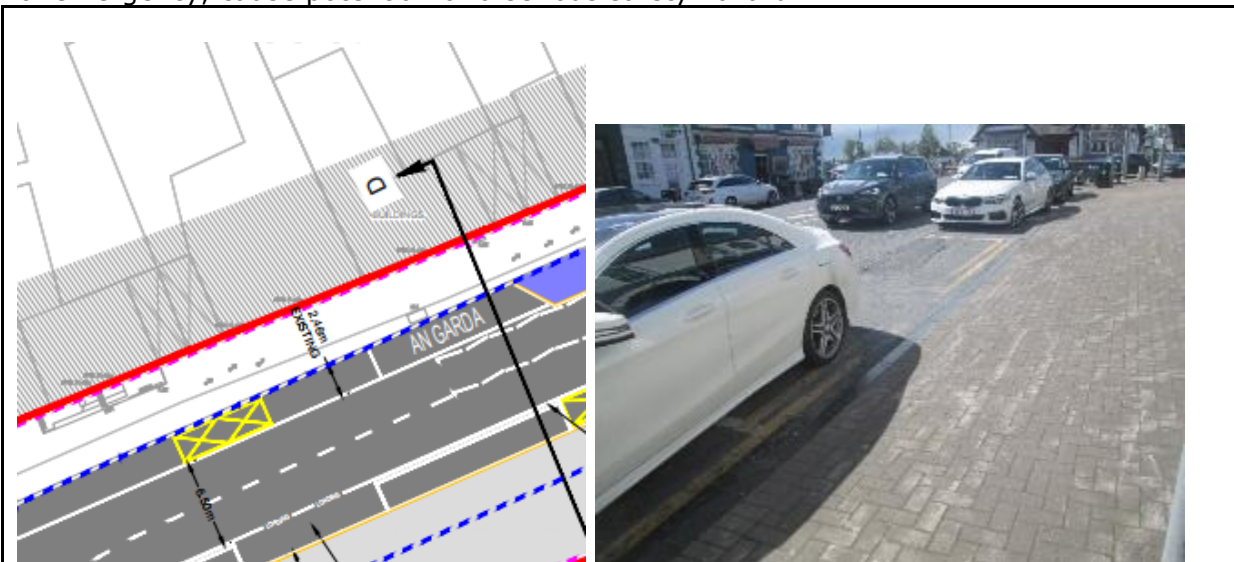
Existing pedestrian crossing widths were observed at the entrance/exit from Heritage Centre car park. Excessive entrance/exit carriageway widths can promote high entry and exit speeds from vehicles at the junction. Excessive speeds and crossing widths can create a major hazard and result in potential collisions between cars/buses and pedestrians.

Recommendation 12

The design team should consider reducing the junction radii at this location and/or consider the possibility of introducing a raised entry treatment to reduce traffic speeds and increase the safety of pedestrians.

2.13 Problem 13: Double yellow line road marking on Main Street

At present there is an existing double yellow line that signifies a no parking area along Main Street as shown on the figure below. This parking control area has not been shown on proposed design layouts and has been replaced by parking spaces. Failure to provide restriction at parking areas where necessary can create traffic congestion and also in case of emergency, cause potential for a serious safety hazard.



Recommendation 13

The design team should review location along Main Street where existing parking prohibition road markings are present and confirm if they are to be retained in the proposed design.

2.14 Problem 14: Bellisha Beacons not incorporated at proposed controlled crossings

From the drawings issued to the Audit Team, it would appear that Bellisha Beacons have not been provided within the proposed design at controlled raised pedestrian crossings. Failure to provide Bellisha Beacons at crossings can result in motorists not being adequately warned of an approaching pedestrian crossing. This may result in right-of-way confusion between pedestrians and motorists which could lead to collisions.

Recommendation 14

Review design of the crossing points and ensure all Controlled Pedestrian crossings contain the correct advanced warning signals along with sufficient public lighting.

3 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in the Appendix to this Report. The examination has been carried out with the sole purpose of identifying any features of the design that 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 recommend should be studied for implementation. The auditors have not been involved in the design of the scheme.

Mr Brian Loughrey, BE CEng MIEI

Signed: *Brian Loughrey*
19/12/2025

Mr James Daly BEng CEng MIEI

Signed: *James Daly*
19/12/2025

4 APPENDIX A – DRAWINGS & DOCUMENTS SUBMITTED FOR INFORMATION

DRAWINGS BY: MHL & Associates Ltd. Consulting Engineers			
Ref.	Rev.	Drawing Title	Scale
Layout Drawings			
24105TT-AA-PL101	0	AutoTurn Analysis	1:250@A1
24105TT-AA-PL102	0	AutoTurn Analysis	1:250@A1
24105TT-AA-PL103	0	AutoTurn Analysis	1:250@A1
24105TT-AA-PL104	0	AutoTurn Analysis	1:250@A1
24105TT-AA-PL105	0	AutoTurn Analysis	1:250@A1
24105TT-AA-PL106	0	AutoTurn Analysis	1:250@A1
24105TT-PL-P101	0	Proposed Layout	1:250@A1
24105TT-PL-P102	0	Proposed Layout	1:250@A1
24105TT-PL-P103	0	Proposed Layout	1:250@A1
24105TT-PL-P104	0	Proposed Layout	1:250@A1
24105TT-PL-P105	0	Proposed Layout	1:250@A1
24105TT-PL-P106	0	Proposed Layout	1:250@A1
24105TT-PL-P107	0	Proposed Layout	1:250@A1
24105TT-PL-P108	0	Proposed Layout	1:250@A1
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24105TT-PL-P110	0	Proposed Layout	1:250@A1
24105TT-PL-P101	0	Proposed Landscape	1:250@A1
24105TT-PL-P102	0	Proposed Layout	1:250@A1
24105TT-PL-P103	0	Proposed Layout	1:250@A1
24105TT-PL-P104	0	Proposed Layout	1:250@A1
24105TT-PL-P105	0	Proposed Layout	1:250@A1
24105TT-PL-P106	0	Proposed Layout	1:250@A1
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24105TT-PL-P108	0	Proposed Layout	1:250@A1
24105TT-PL-P109	0	Proposed Layout	1:250@A1
24105TT-PL-P110	0	Proposed Layout	1:250@A1

5 APPENDIX B – SITE VISIT PHOTOGRAPHS



Figure 5.1 Photo 1 Station Road (North)



Figure 5.2 Photo 2 Station Road (South)



Figure 5.3 Photo 3 Station Road / Limerick to Foynes Railway Interchange



Figure 5.4 Photo 4 Heritage Centre Car Park Entrance



Figure 5.5 Photo 5 Station Road / Main Street Existing Junction



Figure 5.6 Photo 6 Main Street Adare Village (South)



Figure 5.7 Photo 7 Blackabbey Road, Adare



Figure 5.8 Photo 8 Existing Pedestrian Crossing at Scoil Naomh Iósaf



Figure 5.9 Photo 9 Main Street Adare Village (North)



Figure 5.10 Photo 10 Existing Roundabout at Main Street / Station Road Junction



Figure 5.11 Photo 11 Existing Footpath Widths, Main Street



Figure 5.12 Photo 12 Existing Footpath Widths, Main Street



Figure 5.13 Photo 13 Existing Uncontrolled Crossing Main Street / Station Road Junction



Figure 5.14 Photo 14 Existing Linear Drainage Kerb and Footpath

6 APPENDIX C – RSA FEEDBACK FORM




Road Safety Audit Feedback Form

Scheme: Adare Public Realm Upgrade Project 2026

Audit Stage: Stage 1

Date Audit Completed: 17/12/2025

Paragraph No. in Safety Audit Report	To be completed by the Designer			To be Completed by Audit Team Leader
	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Describe alternative measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted	Alternative measures or reasons accepted by auditors (yes/no)
2.1	Y	Y		
2.2	Y	Y		
2.3	Y	Y		
2.4	Y	Y		
2.5	Y	Y		
2.6	Y	Y		
2.7	Y	Y		
2.8	Y	Y		
2.9	Y	Y		
2.10	Y	Y		
2.11	Y	Y		
2.12	Y	Y		
2.13	Y	Y		
2.14	Y	Y		

DESIGNER			
Signed:		Date:	21/01/2026
AUDIT TEAM LEADER			
Signed:		Date:	21/01/2026
EMPLOYER			
Signed:		Date:	22/01/2026



OFFICES:

CORK
Unit 1B,
The Atrium,
Blackpool,
Cork.

KERRY
HQ Tralee,
Abbey Street,
Tralee,
Kerry
Tel: +353 (0) 21484021

E: info@mhl.ie
MHL & Associates Consulting Engineers
Registration Number: 311279
Visit us at: www.MHL.ie