



Stage 1 Road Safety Audit

**Proposed Social Housing Development at
Pirn Mill Road, Sligo**

On behalf of Sligo County Council

Prepared By:

CST GROUP

Chartered Consulting Engineers

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February 2025

Civil
Structural
Traffic

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DOCUMENT CONTROL

Revision	R0												
Purpose of Issue: P=Preliminary C=Comment F=Final	C												
Date:	25 02 25												
Originator:	SS												
Checked By:	PJG												
Approved By:	SS												

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1. INTRODUCTION

1.1. This report describes a Stage 1 Road Safety Audit carried out on behalf of Sligo County Council on the interface between a proposed 20-unit strategic housing development (SHD) and the public environment at Pirn Mill Road, Sligo.

1.2. The audit was carried out between 17th – 25th February 2025.

1.3. The audit team were as follows:

Team Leader:

Stuart Summerfield, HNC (Civil) FCIHT FSoRSA
Certificate of Competency in Road Safety Audits (SoRSA, 2015)
TII Auditor Ref. SS73290

Team Member:

PJ Gallagher, BEng M.Inst.A.E.A. MITAI
TII Auditor Ref. PG3425716

1.4. The audit comprised an examination of the drawings relating to the scheme supplied by the design office. A site visit was carried out by both Audit Team members together on 17th February 2025 between the hours of 15:30 – 15:50. Weather conditions during the inspection were raining and the road surface was wet. Traffic conditions were considered busy with cars, light goods and HGVs. Photographs were taken during the inspection.

1.5. This Stage 1 audit has been carried out in accordance with the relevant sections of the Transport Infrastructure Ireland (TII) Publication (Standard) GE-STY-01024 (Dec 2017) 'Road Safety Audit'. The audit team has examined only those issues within the design relating to the road safety implications of the scheme and has therefore not examined or verified the compliance of the design to any other criteria.

1.6. **Appendix A** describes the documents examined by the Audit Team.

Appendix B shows the location of the problems identified by the Audit Team.

Appendix C contains a copy of the TII's approval of the Audit Team.

Appendix D contains the Audit Feed Back Form. The Designer shall consider the Audit Report and prepare a Designer Response to each of the recommendations, using the Feedback Form. The response shall state clearly whether each recommendation is accepted, rejected, or whether an alternative recommendation is proposed. Copies of the Designer Response shall be sent to the Employer and the Audit Team. The Audit Team shall then consider the Designer Response and indicate on the Feedback Form whether the Designer's response to each recommendation is accepted. The completed Report contains the completed Feedback Form with signatures of all three parties involved - Designer, Audit Team Leader and Employer.

1.7. All of the 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 collision occurrence.

2. ITEMS RESULTING FROM PREVIOUS STAGE 1 AUDIT

No previous audit has been offered for reference.

3. ITEMS RESULTING FROM THIS STAGE 1 AUDIT

3.1 Collision Data

Collision data has not been supplied with this scheme.

Road Collision Data is not currently available on the Road Safety Authority Database, therefore no collision trends in the immediate vicinity of the proposed site can be analysed.

3.2 General Problems / Problems at Multiple Locations

3.2.1 Pirn Mill Road – Active Travel Scheme

Problem: The Audit Team have been advised Sligo County Council are due to implement an active travel scheme on Pirn Mill Road. The drawings provided for this audit do not show the proposed active travel scheme.

Hazard: There is concern the interface between this development and the active travel scheme may generate road safety risks.

Recommendation: The Design Team should show the Council's active travel scheme on the proposals drawings and ensure the interface between the two schemes does not generate road safety hazards.

3.2.2 Lynch Place and Lynch Lane

Problem: There is a wide-open public space with an access in excess of 3.5m wide between Pirn Mill Road and Lynch Place and Lynch Lane. There is concern motorised vehicles may drive into Lynch Place and/or Lynch Lane, passing in close proximity to the dwellings gated accesses.

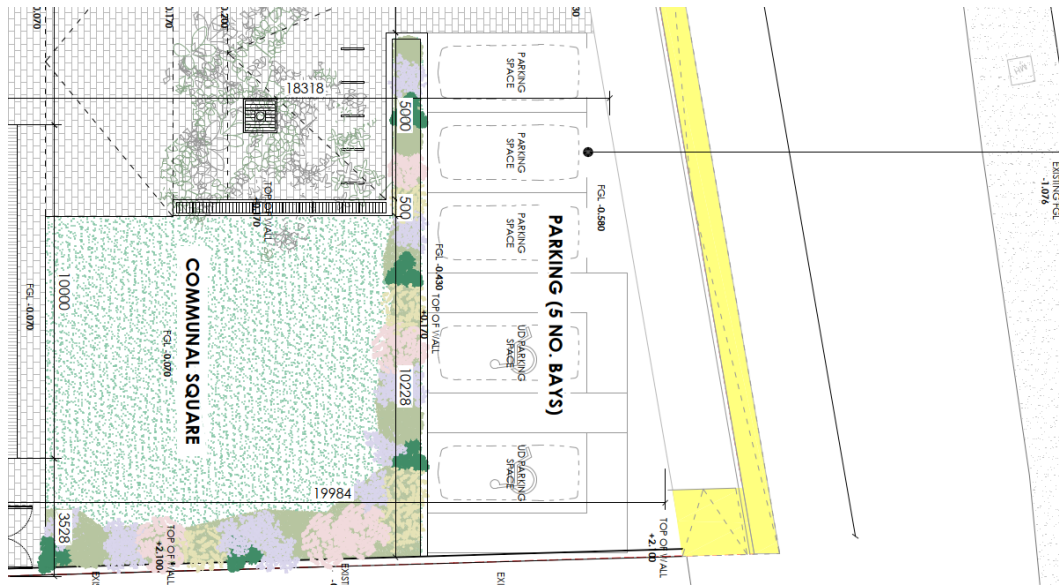
Hazard: Vehicular impact with pedestrians exiting the gates may result.

Recommendation: The Design Team should ensure motorised vehicle access into Lynch Place and Lynch Lane is physically restricted.

3.3 Problems at Specific Locations

3.3.1 Off Road Car Parking

Problem: Car parking is located to the rear of the Pirn Mill Road footpath. Users attempting to reverse out of the parking bay may have sight of pedestrians on the footpath restricted by adjacent parked vehicles.




Hazard: Impact with pedestrians may result.

Recommendation: The Design Team should set back the parking bays so there is sufficient unobstructed intervisibility between vehicle drivers in the process of exiting the parking spaces and pedestrians on the public footpath.

4. AUDIT TEAM STATEMENT

We certify that we have examined the drawings and other information listed in Appendix A. This examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme. The problems that we have identified have been noted in the report, together with suggestions for improvement which we recommend should be studied for implementation. No one in the Audit Team has been involved with the scheme design as shown in Appendix A.

Signed 
Stuart Summerfield
Audit Team Leader

Date 25/05/2025

Signed 
PJ Gallagher
Audit Team Member

Date 25/02/25

APPENDIX A LIST OF DOCUMENTS EXAMINED

DOCUMENT REF / NAME:	RECEIVED FROM:	DATE:
PA100 Rev 00 SITE PLAN - EXISTING	TAKA architects	10/02/25
PA100 Rev 00 CONTIGUOUS ELEVATIONS - EXISTING	TAKA architects	10/02/25
PA111 Rev 01 CONTIGUOUS ELEVATIONS - EXISTING	TAKA architects	10/02/25
PA200 Rev 00 SITE PLAN PROPOSED	TAKA architects	10/02/25
PA210 Rev 00 - CONTIGUOUS ELEVATIONS - PROPOSED	TAKA architects	10/02/25
PA211 Rev 00 - CONTIGUOUS ELEVATIONS - PROPOSED	TAKA architects	10/02/25
112_Xref 100 Site Plan – Landscape – Ground Floor Proposed	TAKA architects	10/02/25

APPENDIX B TII APPROVAL OF RSA TEAM

[+ Add Scheme Client](#)

Audits

Stage 1 Stage 2 Stage 3

Team & Briefs

Submitted: Yes
 Approved: Yes

Team Members

Auditor email	Date added	Leader
ssummerfield@cstgroup.ie	03/04/2025	Yes
PJGallagher20@hotmail.com	03/04/2025	No

[+ Add to Team](#)

APPENDIX C RSA FEEDBACK FORM

ROAD SAFETY AUDIT FEEDBACK FORM

CST Group Chartered Consulting Engineers
1, O'Connell Street, Sligo, F91 W7YV, Ireland

Scheme: Proposed Social Housing Development at Pirn Mill Road, Sligo

Audit Stage: 1 Date Audit Completed: 25/02/2025 Route No. N16 Our Ref :124237|R0


TO BE COMPLETED BY DESIGNER				TO BE COMPLETED BY AUDIT TEAM LEADER
Paragraph No. in Safety Audit Report	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)
3.2.1	Y	N	The active travel/road realignment for Pirn Mill Road is under review/revision by the Docklands Masterplan Design Team. TAKA have been liaising with Sligo CoCo, Sligo CoCo Roads Department and the Masterplan Design Team to ensure that the new active travel proposal will integrate with the proposed housing scheme. The masterplan team have not finalised the scheme for Pirn Mill Road and so drawings are unavailable to TAKA Architects to include on the drawings	Yes. The proposals should be subject to a further road safety audit once the active travel scheme drawings are available.
3.2.2	Y	N	The Design Team will add removable traffic bollards which restrict access onto Lynch Place and Lynch Lane but still provide Fire Tender on the new access routes as required by the Fire Officer	Yes
3.3.1	Y	N	The current provision of shared open space in the scheme is marginally above the minimum required by the Sligo CoCo Development Plan. Setting back the parking spaces (substantially) further into the site will result in a loss of shared open space making the development non-compliant with development standards. Are there other mitigation measures which can be explored, such as reverse-in only spaces?	Yes. Reverse in spaces will be an improvement on the current proposals but may be difficult to enforce. It is suggested the proposals should be subject to a further road safety audit once the active travel scheme drawings are available and where this potential problem may be resolved.


Signed: Aoife Burke Design Team Leader
Aoife Burke
TAKA architects

Date: 05/03/2025

ROAD SAFETY AUDIT FEEDBACK FORM

CST Group Chartered Consulting Engineers
1, O'Connell Street, Sligo, F91 W7YV, Ireland

Signed:  Audit Team Leader Date: 05/03/2025
Stuart Summerfield
CST Group Chartered Consulting Engineers

Signed:  Employer Date: 21.03.2025
For Sligo County Council