

20118-01-003

**Proposed Community College  
Development at  
Kishogue Cross, Griffeen,  
Lucan , Co. Dublin**

**ROAD SAFETY AUDIT STAGE 1**

May 2021

**ROADPLAN**

CONSULTING

7, Ormonde Road  
Kilkenny.  
R95 N4FE

Tel: 056 7795800  
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## 1. INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed Community College Development at Kishogue Cross, Griffeen, Lucan, Co Dublin on behalf of Waterman Moylan. The audit was carried out on 20<sup>th</sup> April 2021 in the offices of Roadplan Consulting, Kilkenny.
- 1.2 The audit team members were as follows:-
- Harry Cullen, BE CEng MIEI  
Auditor Number HC1333178
  - George Frisby, BE CEng MIEI.  
Auditor Number GF51255
- 1.3 The audit comprised a site visit on the 8<sup>th</sup> April 2021 and an examination of the drawings relating to the scheme supplied by Waterman Moylan.
- 1.4 The site is located at Kishogue Cross, Griffeen, Lucan, Co. Dublin. See Figure 1 below.



**Figure 1 – Site Location Map**

- 1.5 The main access to the site is located to the north, off a roundabout at the junction of Griffeen Avenue and Griffeen road. The site is bounded on the east by the R136, a very important and heavily trafficked orbital route for Dublin City, which connects the N7 to the N4. See Figure 1 above.

- 1.6 The main access to the school is off a roundabout on Griffeen Avenue (gate closed on day of site visit). See Figure 2 below.



**Figure 2 – Main access to school off a roundabout on Griffeen Avenue**

- 1.7 There are bus stops on Griffeen Avenue, on both sides of the road near the school, for the No. 25 and 25A buses. There are also bus stops about 200m away on the R136 arterial road for the 151 bus.
- 1.8 There are footpaths and cycleways on both sides of the Griffeen Avenue in the vicinity of the school, as well as footpaths and cycleways on both sides of the R136 road. Footpaths are approximately 1.8m in width and cycleways 1.5m wide. Figure 3 - Griffeen Avenue and Figure 4 - R136.



**Figure 3 – Footpaths and Cycleways near the School Site on Griffeen Avenue**



**Figure 4 – Footpaths and Cycleways near the School Site on R136**

- 1.9.1 The drawings provided show two separate entrances to the school. The entrance off the roundabout on Griffeen Avenue caters for vehicles,

pedestrians and cyclists. The entrance off the R136 is to cater for pedestrians and cyclists.

- 1.10 The drawings of the school show set down facilities for parents to drop off and collect their children after school time. There are also set down areas for buses and some disabled parking. There is staff and visitor parking for up to 40 vehicles. See Figure 5.



**Figure 5 – Proposed parking arrangements at the school**

- 1.11 Autotrack drawings for fire tender, refuse truck and school bus have been provided.

- 1.12 Bicycle parking for up to 540 bicycles is being provided on the school grounds. See Figure 6 highlighted in red.

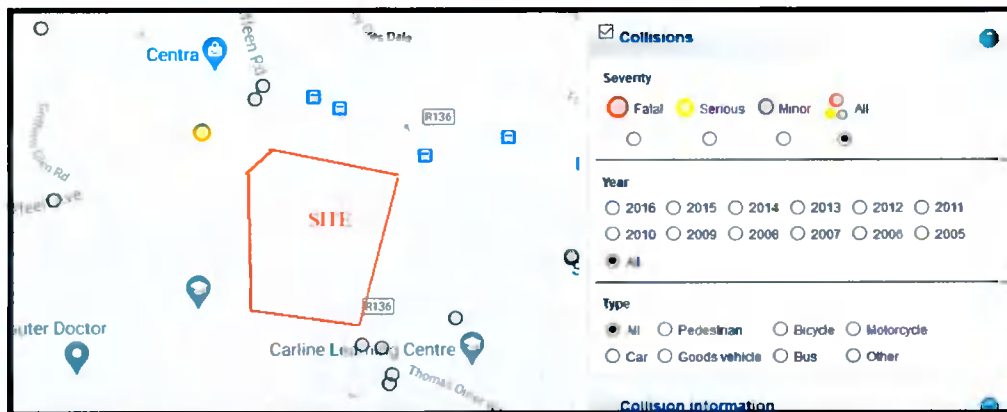


**Figure 6 – Bicycle parking arrangements in the school grounds.**

- 1.13 There is Traffic Route Lighting on the roadways outside the school.

- 1.14 It is assumed that the school grounds will be lit.

- 1.15 The speed limit on the R136 near the school is 60 kilometres per hour, and the speed limit on Griffeen Avenue is 50 kilometres per hour. There is currently no reduction in speed limit on the access road to the school.
- 1.16 The collision statistics for the years 2005 to 2016 inclusive on the Road Safety Authority database are highlighted in Figure 7 below. There were three collisions involving pedestrians at and near the roundabout on Griffeen Avenue, one a serious injury and the other two minor injury collisions. There were also a number of minor injury collisions on the roundabout south of the school site on the R136.



**Figure 7 –Collisions in the vicinity of the school site**

- 1.17 This Stage 1 Audit has been carried out in accordance with the relevant sections of TII GE-STY-01024. The 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.
- 1.18 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 accident occurrence.
- 1.19 Appendix A contains copies of the audited drawings.

## 2. STAGE 1 AUDIT

### 2.1 Problem

The main access to the school is off a roundabout on Griffeen Avenue. Students will be accessing this roundabout from the housing estates on all sides.

There are uncontrolled pedestrian crossings on all the legs of the roundabout, with median islands. The kerbs are dropped on all the legs of the roundabout, but there is no tactile paving in evidence. See Fig 8.

A number of pedestrian collisions have been noted in the Road Safety Authority collision database in the vicinity of this roundabout. With the increased footfall expected from this new community school, an increase in pedestrian collisions is to be expected if measures are not taking to improve the pedestrian facilities at this roundabout.



**Figure 8 Griffeen Av roundabout at school entrance – poor pedestrian facilities**

### Recommendation

In view of the expected increase in pedestrian traffic in the vicinity of this roundabout, provide for an appropriate pedestrian crossing type (zebra or signal controlled if warrant) on all the legs of this roundabout in conjunction with the local authority, including tactile paving.

Additional traffic signage to alert motorists to the new school should also be provided.

## 2.2 Problem

The Mobility Management Plan for the school has not been made available to the auditors. However, it would be expected that a large number of the school students would cycle to and from the school.

There are cycleway facilities on both sides of the road on Griffeen Avenue, and on both sides of the road on the R136.

However, there is no cycleway on the left hand side of the road from the Griffeen Avenue roundabout to the school entrance. Although there is a cycleway on the opposite side of the road, it is not to be expected that children will cross the road twice in order to use this cycleway to get to school – there will try to cycle on the roadway. See Figure 9 below.

There is an Educate Together National School at the end of this roadway, and the accumulated traffic at peak times to and from the schools would increase the likelihood of cyclist collisions, if cyclists have to travel on this roadway.



**Figure 9 – No cycleway on left hand side of the access road to the school entrance**

### Recommendation

Provide for a continuation of the cycleway from Griffeen Avenue on the left hand side of the road, all the way down to the school entrance.

### 2.3 Problem

The access road to the proposed new school is shared with another school further on down along this roadway.

Students, whether they be pedestrians or cyclists, who are travelling on the footpath or cycleway opposite the school access will have to cross this roadway to access the new school. See Figure 10 below.

At peak traffic times it is to be expected that this roadway would be quite busy with traffic to and from the school's. Students attempting to cross the road would have an increased risk of collisions at this location.



**Figure 10 – No facilities for pedestrians and cyclists to cross the access road to the school entrance.**

### Recommendation

Provide for an uncontrolled pedestrian crossing at the entrance to the new school, to make it safer for students crossing the road at this location.

### 2.4 Problem

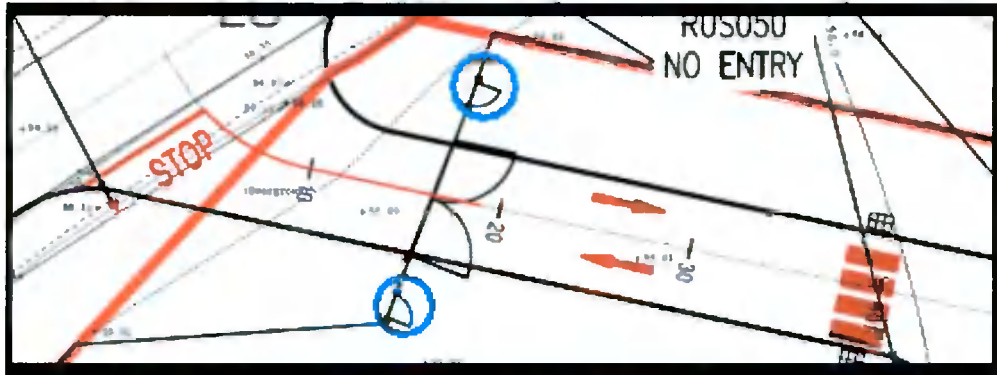
The main entrance to the school off the roundabout on Griffeen Avenue caters for vehicles, with separate shared entrances for cyclists and pedestrians. See Figure 11 and small gateways highlighted in blue

If pedestrians and cyclists enter via the same narrow entrances, this will increase the risk of collisions between cyclists and pedestrians at this location.

Footpaths and Cycleways are not highlighted in any detail on the drawings. However, it does not appear that there is a dedicated cycleway from the entrance to the school to this cycle storage areas shown on the plans.

Without this dedicated cycleway there is a risk of collisions and injuries between cyclists and pedestrians in this part of the school.





**Figure 11 Shared entrances for cyclists and pedestrians**

### Recommendation

Provide for separation of cyclists and pedestrians at the entrance to the school, and wherever possible, continue this separation within the school grounds.

### 2.5 Problem

The drawings for the school site contain detailed set-down areas for parents to drop off and collect their children from school, along with uncontrolled pedestrian crossings for the students in the school grounds.

Detailed set down / collection area for school buses are also included. See Figure 12 below.



**Figure 12 Proposed pedestrian/cyclists entrance off R136**

There is also a separate pedestrian/cyclist access to the school grounds from the R136. See entrance circled in red on Figure 12 above.

The Mobility Management Plan and Catchment Area Plan for the school has not been made available to the auditors.

However, from the maps of the area it would appear that there is very little housing in the vicinity of the R136 that would merit a separate entrance to the school at this time for pedestrians and cyclists. See Figure 13 below.



**Figure 13 Little or no development off R136**

The provision of a pedestrian/cyclist access to the school grounds from the R136 at this location may, despite the best efforts by the school administration (and the authorities), may lead to parents stopping in the bus lane to drop off their children at this entrance. See Figure 14 below.



**Figure 14 Proposed entrance off R136 for cyclists and pedestrians**

Motorists weaving in and out of a bus lane on a very busy road may lead to an increased risk of collisions at this location.

### **Recommendation**

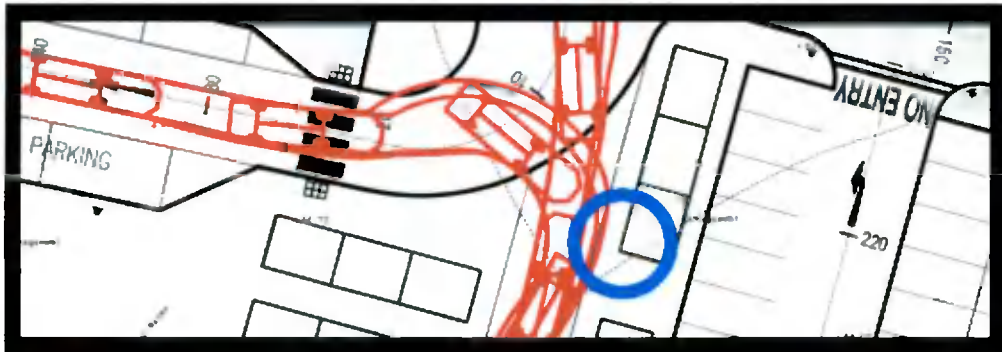
The need for this entrance, with its associated safety risks, should be reviewed and if not required omitted.

## **2.6 Problem**

Autotrack drawings have been provided for School Buses, Refuse trucks and Fire tenders.

On the autotrack drawing for the Fire Tender, there is a slight overhang onto a footpath adjacent to a pedestrian footpath – see area coloured in blue in Fig 15 below.

This could lead to collisions with pedestrians on the footpath, causing injuries.



**Figure 15 Overhang on Fire Tender Autotrack**

#### **Recommendation**

Ensure that all vehicles can negotiate the bends on internal roads with ease, can set down without the need to reverse, and would not overhang footpaths when travelling through the school site.

#### **2.7 Problem**

The speed limit on Griffeen Avenue is 50 kilometres per hour. There does not appear to be any signs showing a change in speed limit on the roadway down to the Educate Together School and the proposed new Community School. See Figure 16 below.



**Figure 16 No change in speed limit on access road to school.**

This means that in theory motorists can drive at 50 kilometres an hour on the roadway to the school, where there will be a lot of children in the vicinity at peak times.

This could lead to an increased risk of collisions between vehicles and pedestrians or cyclists on this roadway.

#### Recommendation

Consideration should be given to liaising with the local authority to install periodic speed limits on this roadway, to govern speeds at school opening and closing times.

### 2.8 Problem

A number of pedestrian crossings are proposed along the school access road. Visibility at some of these proposed pedestrian crossings may be restricted by vehicles stopped in the set-down areas in the vicinity of the proposed crossings.

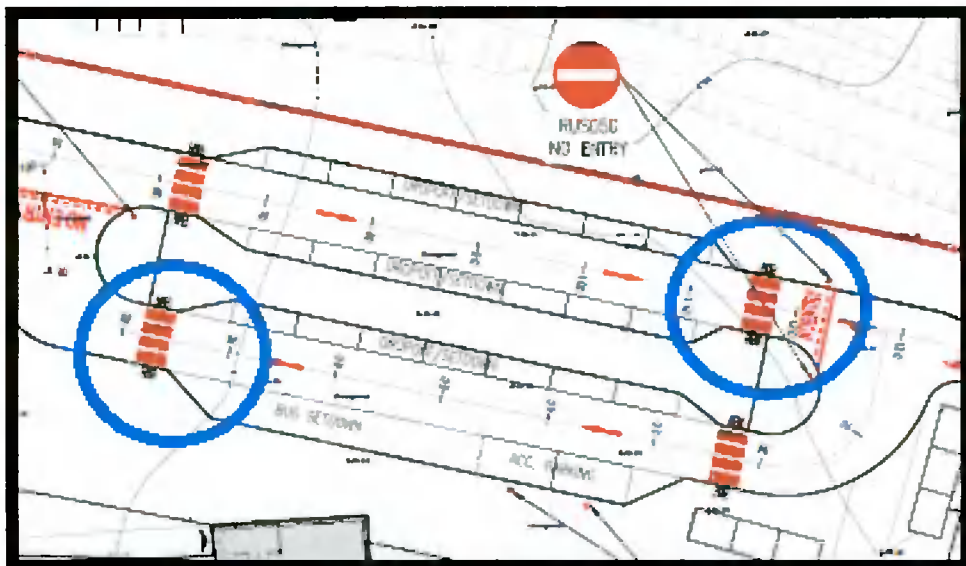


Figure 17 Visibility as Pedestrian Crossing.

#### Recommendation

Ensure adequate visibility splays are provided at all the pedestrians crossing locations.

### 2.9 Problem

A number of pedestrian crossings are proposed along the school access road. The type of pedestrian crossing proposed is unclear; zebra bar markings are proposed but they appear to be uncontrolled crossings. This may lead to confusion between drivers of vehicles approaching the crossing and pedestrians at the crossing which may contribute to a collision.

#### Recommendation

Either provide fully controlled zebra crossings with belisha beacons or remove the bar markings and provide uncontrolled pedestrian crossings.

**3. AUDIT TEAM STATEMENT**

3.1 We certify that we have examined the drawing listed in Appendix A and have inspected the site. 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.

Signed.....  ..... Harry Cullen

Date .....20<sup>th</sup> April 2021.....

Signed.....  ..... George Frisby

Date ..... 20<sup>th</sup> April 2021.....

**APPENDIX A****List of Drawings Examined:**

The following drawings were provided electronically in PDF format by Waterman Moylan.

<b>Drawing Number</b>	<b>Drawing Title</b>
19-037-21 - P110	Proposed Road Markings & Signage
19-037-21 - P111	Proposed Sightlines
19-037-21 - P150	Proposed Swept Path Analysis - Fire Tender
19-037-21 - P151	Proposed Swept Path Analysis - School Bus
19-037-21- P152	Proposed Swept Path Analysis - Refuse Vehicle
P19-073_GriffeenCC	Proposed Site Layout

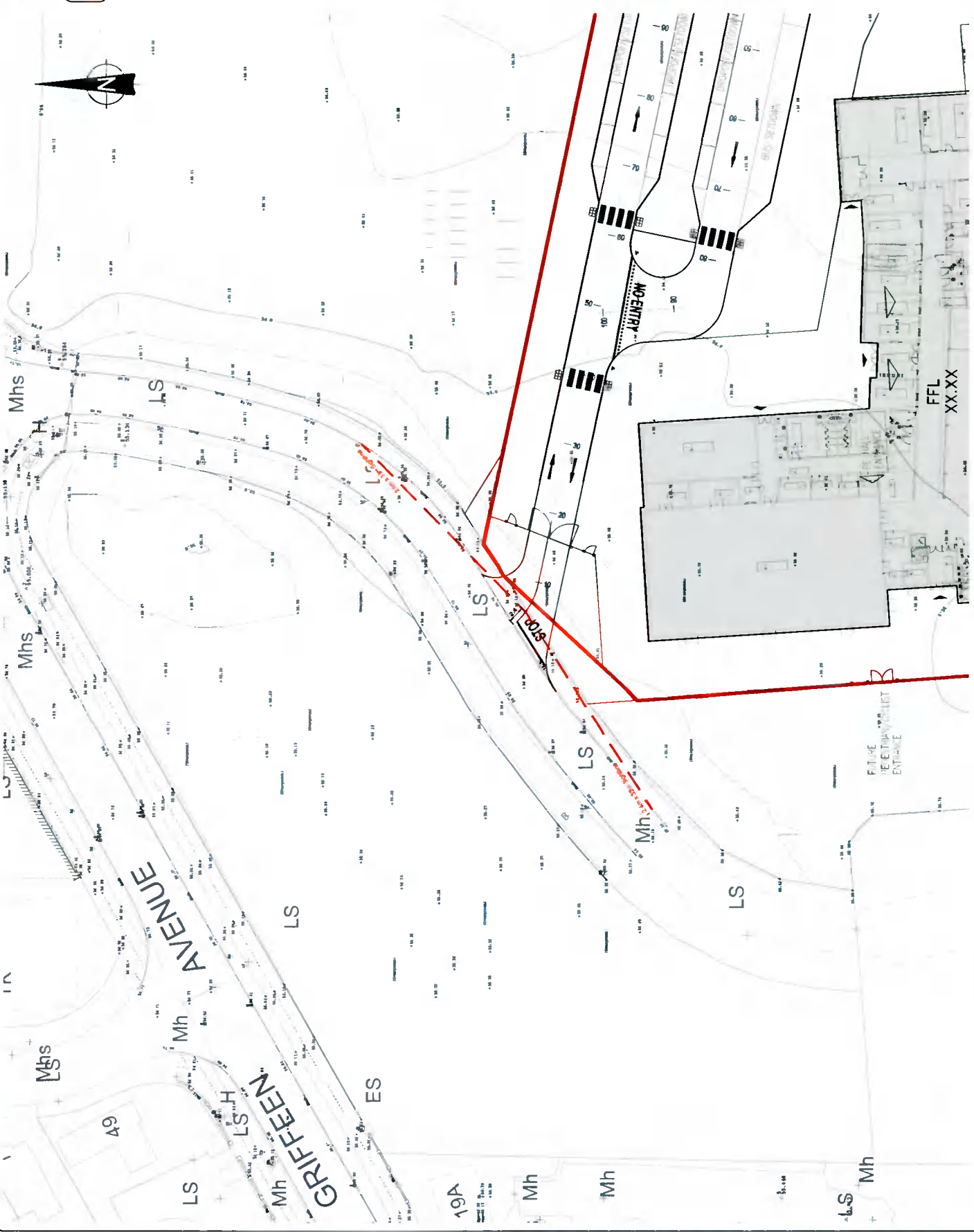


NOTES

- DO NOT SCALE. USE DIMENSIONS ONLY
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**LEGEND**

1.4m x 1.4m SQUARE AT SITE EXIT  
FOR 60km/h SPEED LIMIT



25 MARCH 2021  
**DRAFT**  
 Project: Waterman Moylan



REV	DATE	AMENDMENT	DRN APP'D

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**Waterman Moylan**  
 Engineering Consultants  
 100-102 SOUTH BRIDGES ROAD, ALICE SPRING ROAD,  
 DUBLIN 18, IRELAND  
 Email: info@watermanmoylan.ie www.watermanmoylan.ie

CLIENT: DEPARTMENT OF EDUCATION  
 ARCHITECT: REDDY ARCHITECTURE

PROJECT: PROPOSED COMMUNITY COLLEGE DEVELOPMENT  
 AT GREENEN LUGH

TITLE: PROPOSED SIGHTLINES

DESIGNER	DESIGNED	APPROVED	DATE
PM	SI	RC	MARCH 2021
SCALE	JOB NO	DWG NO	REVISION
1:250 @ A1	19-A07-21	P111	

**PROPOSED SIGHTLINES**  
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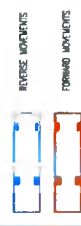
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**LEGEND:**



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09/13  
 22 March 2021  
**001**  
 PAPER NUMBER



REV	DATE	AMENDMENT	DRN	UP/D

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**Waterman Moylan**  
 Engineering Consultants  
 16, COLA BARTHOLOMEW BUILDING PARK, ADAM BY THE ROAD,  
 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000

**CLIENT:** DEPARTMENT OF EDUCATION  
**ARCHITECT:** REDDY ARCHITECTURE  
**PROJECT:** PROPOSED COMMUNITY COLLEGE DEVELOPMENT AT CRIFTEN LYON

**TITLE:** PROPOSED SWEEP PATH ANALYSIS - FIRE TENDER

DRAWN BY	DESIGNED BY	DATE
1500/041	SJ	MARCH 2021



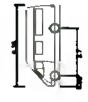
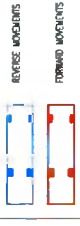
**PROPOSED SWEEP PATH ANALYSIS - FIRE TENDER**

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 Date: 25. 03. 2021 - 1:00pm  
 Drawing: 200 - 1 - 0.dwg

**NOTES**

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**LEGEND:**



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08/10/2021  
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 08/10/2021



REV.	DATE	AMENDMENT	ORN.	APP'D.

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 www.watermanmoylan.co.uk

**CLIENT:** DEPARTMENT OF EDUCATION  
**ARCHITECT:** REDY ARCHITECTURE  
**PROJECT:** PROPOSED COMMUNITY COLLEGE DEVELOPMENT AT CRETEN LYON

**TITLE:** PROPOSED SWEET PATH ANALYSIS - SCHOOL BUS

ISSUED BY	DESIGNED BY	APPROVED BY	DATE
PM	SJ	BC	MARCH 2021
SCALE	JOB NO.	DRG. NO.	REVISION
1:500 (A1)	19-037-21	P1/31	

**PROPOSED SWEET PATH ANALYSIS - SCHOOL BUS**

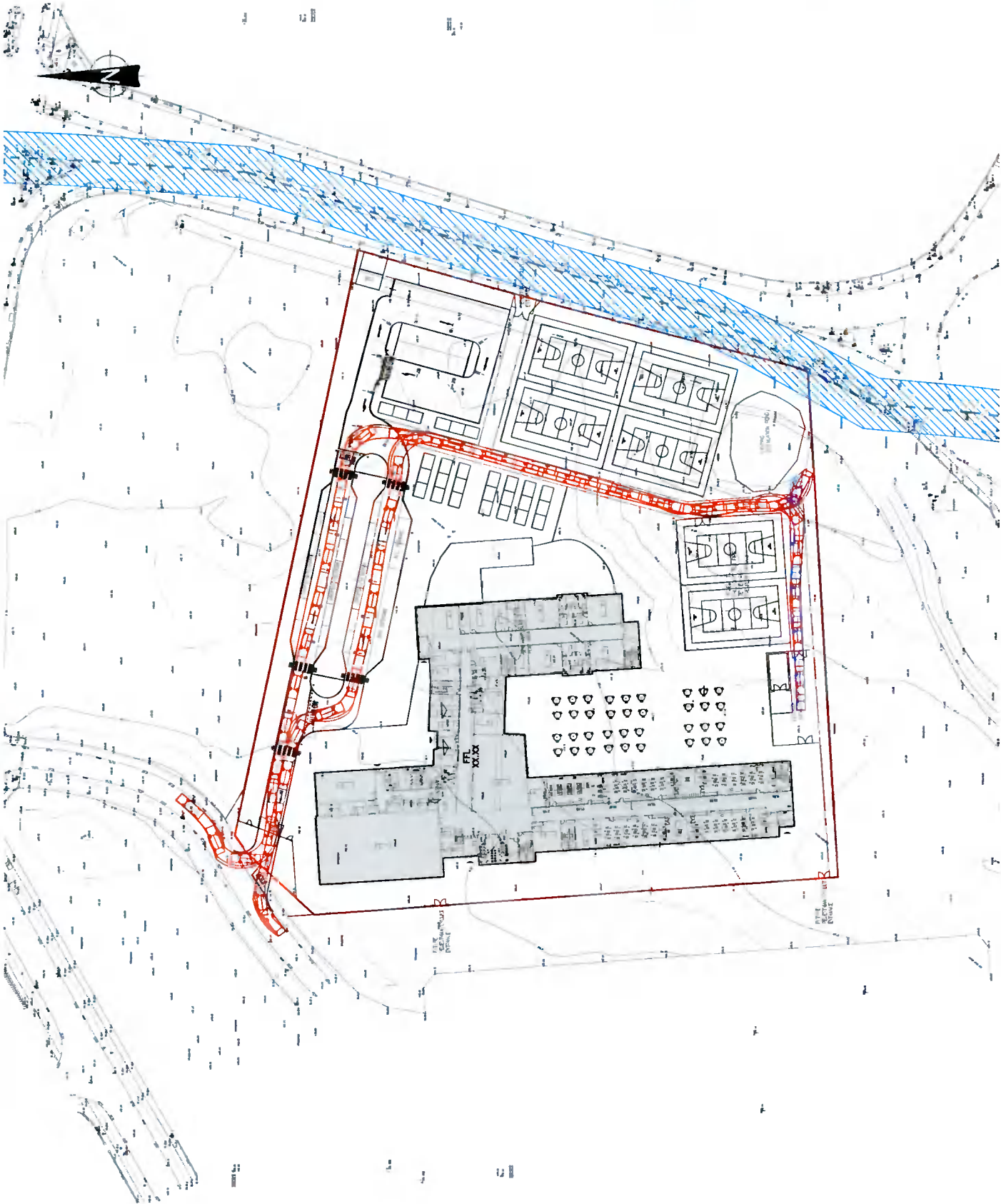
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LEGEND:



ONLY Refuse Vehicle  
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21 March 2021  
 Paul Wilcock



Ordnance Survey  
 Ordnance Survey Ireland License  
 Ordnance Survey Ireland  
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REV	DATE	AMENDMENT	DRN	APPD

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CLIENT: DEPARTMENT OF EDUCATION  
 ARCHITECT: REDDY ARCHITECTURE

PROJECT: PROPOSED COMMUNITY COLLEGE DEVELOPMENT  
 AT ORFEDD LUGAN

TITLE: PROPOSED SWEEP PATH ANALYSIS  
 - REFUSE VEHICLE

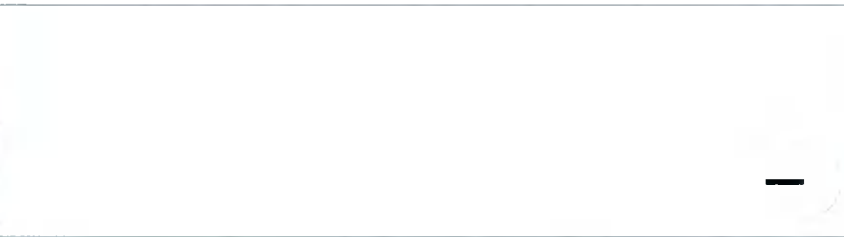
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SCALE	DWG NO	LONG NO	DATE	REVISION
1:500 (N1)	19-037-21	1113	21 MARCH 2021	

PROPOSED SWEEP PATH ANALYSIS - REFUSE VEHICLE

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REV: DATE: DRAWN: CHECKED: APPROVED:

1: 15/05/2018: [Signature]: [Signature]: [Signature]



30 PLANNING

Proposed Post Primary School  
Griffioen Community College  
Kilreeogue Cross, Lucan, Co. Dublin

CLIENT  
Dept Of Education & Skills

DRAWING  
Proposed Site Layout 1:500

DATE	REVISED	SCALE	1:500/1
BY	BY	CHECKED	BY
NO.	NO.	NO.	NO.

PHYSICIAN: 15/05/2018 10:02 PPT 07

Hatched Region  
Denotes zone for  
future access road,  
cycle lanes and  
footpaths.

## SAFETY AUDIT FEEDBACK FORM

Scheme: Community College Development at Kishogue Cross, Griffeen, Lucan, Co Dublin.

Document Number: 20118-01-003

Audit Stage: Stage 1

Date Audit Completed: 19<sup>th</sup> March 2021

Paragraph No. in Safety Audit Report	To Be Completed By 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	Yes	Yes	Please refer to Waterman Moylan Drawing No. 19-037-21 - P110 - Rev A Proposed Road Markings & Signage which has been updated to reflect the location and details of a proposed pedestrian crossing at Griffeen Avenue Roundabout entrance to the existing school. South Dublin County Council will review and carry out any / all remedial / upgrade / maintenance works required in these areas. As this is outside of ownership of client area.	_____
2.2	Yes	Yes	Cyclist will be encouraged to dismount at the main junction and utilise the footpath to the new site. The SDCC SDZ planning includes a future link road, 18.8m wide between Griffeen Avenue and Adamstown Avenue. The future linkage will include cycle lanes to SDCC requirements. South Dublin County Council will review and carry out any / all remedial / upgrade / maintenance works required in these areas.	_____

2.3	Yes	Yes	Please refer to Waterman Moylan Drawing No. 19-037-21-P110-Rev A Proposed Road Markings & Signage and 19-037-21-P113-Proposed External Road Markings & Signage which has been updated to show the pedestrian crossing at the entrance to the subject site	_____
2.4	Yes	Yes	Cyclist will be encouraged to dismount at the site entrance and utilise the footpath to the cycle parking such that there are no cyclist/pedestrian conflicts.	_____
2.5	Yes	Yes	This Pedestrian/Cyclist access will provide for future build-up of developments and is seen as requirement for connectivity.  Standard vehicle trips are not allowed to use the bus lane, therefore there will be no drop offs in this lane	_____
2.6	Yes	Yes	Please refer to Waterman Moylan Drawing No. 19-037-21-P150- Rev A Proposed Swept Path Analysis - Fire Tender which has been updated. The Fire Tender is infrequent and away from high pedestrian areas.	_____
2.7	Yes	Yes	Please refer to Waterman Moylan Drawing No. 19-037-21-P111- Proposed Sightlines which shows the speed on the existing access road will be set to 30kph as required by SDCC.	_____
2.8	Yes	Yes	We can confirm that the visibility splays at pedestrian crossing points located in the subject site is adequate.	_____

2.9	Yes	Yes	Please refer to Waterman Moylan Drawing No. 19-037-21-P110-Rev A Proposed Road Markings & Signage which has been updated to show the uncontrolled pedestrian crossings in the subject site	_____
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**Safety Audit**

Signed off ... *B Gallagher* ... Design Team Leader

Print Name ....Brendan Gallagher..... Date ...17/05/21.....

Safety Audit Signed off *Iain Leslie* ..... Employer

Print Name Iain Leslie ..... Date 21/05/21.....

Safety Audit Signed off *H Cullen* ..... Audit Team Leader

Print Name Harry Cullen ..... Date 21/5/21.....

Please complete and return to: Roadplan Consulting Ltd.  
7, Ormonde Road  
Kilkenny  
E-mail: info@roadplan.ie

