

Title: **Movement Safety Audit**
For;
Proposed Dolcain House Development

Client: **Lohan & Donnelly, Consulting Engineers**

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CONTENTS SHEET

Contents

1.0	Introduction	2
2.0	Background	3
3.0	Main Report	6
3.1	Problem.....	6
3.2	Problem.....	6
3.3	Problem.....	7
4.0	Conclusion & Recommendation	8
	Appendix A.....	9
	Appendix B Scheme Layout Plan	10

1.0 Introduction

This report was prepared in response to a request from Mr. Gordon Poyntz, Lohan & Donnelly Consulting Engineers, for a Movement Safety Audit of a proposed residential development at Dolcain House, Monastery Road, Clondalkin, Dublin 22.

The Movement Audit Team comprised of;

Team Leader: **Norman Bruton**, BE CEng FIEI, Cert Comp RSA.

TII (Road Safety Audit) approval number: NB 168446

Team Member: **Owen O'Reilly**, B.SC. Eng Dip Struct. Eng NCEA Civil Dip Civil. Eng CEng MIEI

TII (Road Safety Audit) approval number: OO 1291756

The scheme has been examined and this report compiled in respect of the consideration of those matters that have an adverse effect on road safety. It has not been examined or verified for compliance with any other standards or criteria.

The information supplied is listed in **Appendix A**.

A Scheme Layout Plan is contained in **Appendix B**

2.0 Background

It is proposed to construct a residential development at Dolcain House, Monastery Road, Clondalkin, Dublin 22. A Movement Safety Audit was requested to ensure that the scheme will include for the safety of vulnerable road users.

This Movement Safety Audit aligns with the principles of a Road Safety Audit (TII Publication) and a Walking Audit (Part of a DMURS Quality Audit carried out independent of the Design Team).

A Pedestrian Desire Lines Report has been carried out by Martin Rogers Consulting Ltd and has been provided to this Audit Team by way of background information.

It is proposed to provide a new pedestrian access to the development at the northern side of Monastery Road. This will include ramps and steps adjacent to the existing signalised pedestrian crossing on Monastery Road.

It is proposed to provide a pedestrian footpath on the southern side of Monastery Road for which some options have been developed by the Design Team and presented to this Audit Team for review and comment.

The options are as follows;

1. **OPTION 1** Provide a footpath as far as the side boundary (red boundary line) adjacent to the carriageway.
2. **OPTION 2** As with Option 1 above provide a footpath to the site boundary and continue the footpath to the rear of the tree line to the east of the site as far as the roundabout on Monastery Road.
3. **OPTION 3** As with Option 1 above provide a footpath to the site boundary and continue the footpath to the front of the tree line to the east of the site as far as the roundabout on Monastery Road.
4. **OPTION 4** Do not provide a footpath along the southern side of Monastery Road.

Monastery Road is a single carriageway road with a footpath on the northern side only.

Improvements have taken place in the last couple of years at the roundabout on Monastery Road which also links Woodford Hill. To the East another roundabout on Monastery Road splits to serve a] M50 & City Centre and b] Red Cow Park and Ride/Luas Stop c] Mount Talbot (Residential, IBIS hotel and some commercial space).

The footpath on the southern side of Monastery Road stops to the West of that roundabout and pedestrians must cross Monastery Road at a signalised crossing. The footpath is terminated by means of pedestrian guardrail after the access to the walkway linking to Knockmeenagh Road.

A vehicle restraint system is provided along the southern verge of Monastery Road to protect errant vehicles from the height drop into the storage yard of SIAC Construction. When the vertical difference no longer exists a palisade fence is provided to the rear of the grassed verge.

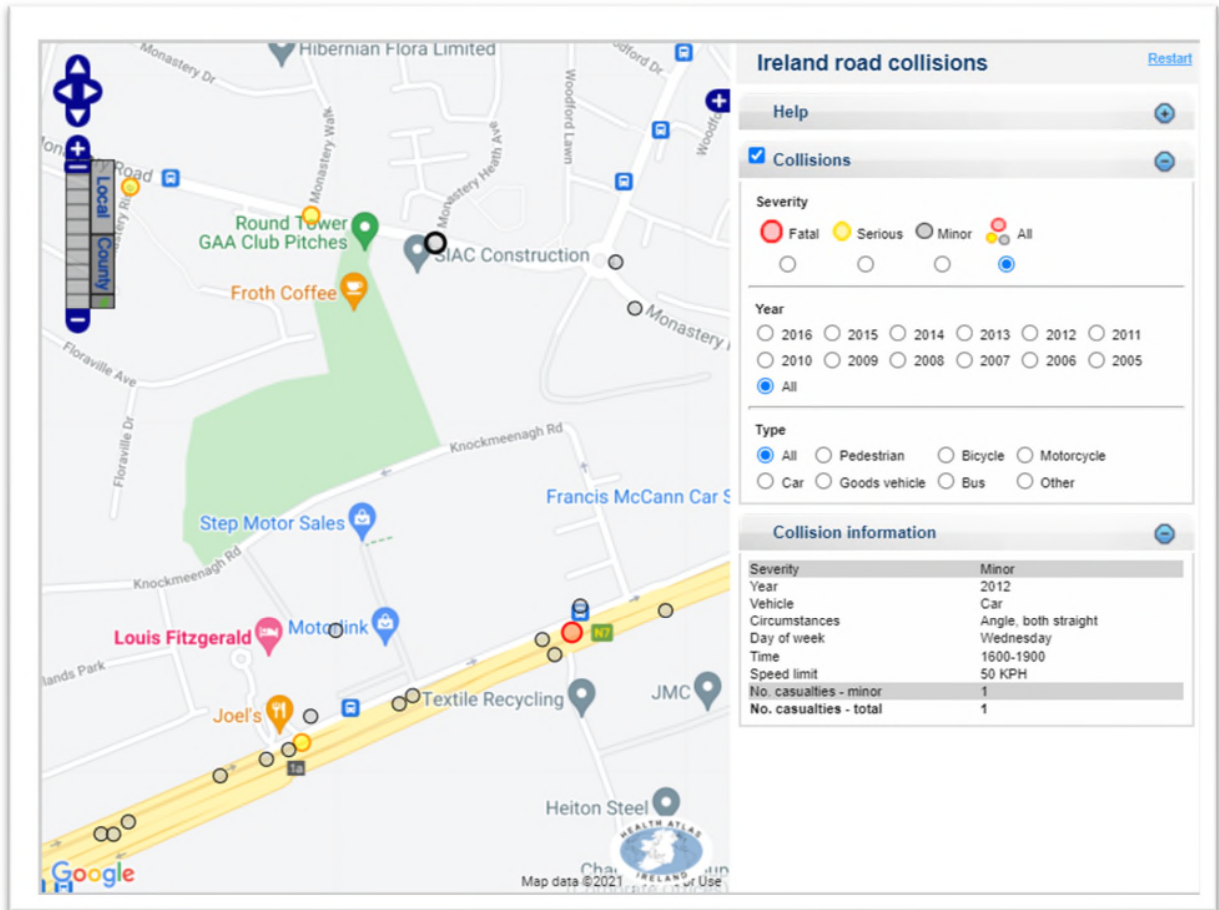
The route to the Red Cow Luas stop along Monastery Road has been identified in Martin Rogers report as being a major desire line for pedestrians to the South/East of the proposed development.

The site location map is shown below.



Site Location Map – image courtesy of openstreetmap.org

The Road Safety Authority’s website (<http://www.rsa.ie/RSA/Road-Safety/Our-Research/Collision-Statistics/Ireland-Road-Collisions/>) indicates that between the years 2005 and 2016 there has been one minor injury collision at the junction of Monastery Heath.



3.0 Main Report

3.1 Problem

LOCATION

Southern footpath- Option 1

PROBLEM

If Option 1 is provided this footpath will terminate without connectivity to another footpath. This could lead to pedestrians using it, getting to the end and either crossing Monastery Road without controlled or uncontrolled facilities where they would have a higher risk of being struck by a passing vehicle or continuing in the grassed verge where they could slip and fall especially in wet or frosty conditions.

RECOMMENDATION

There may be future schemes where a footpath is provided all along Monastery Road on the southern side and at that time a footpath as outlined should be provided. It would be premature to provide it without the entire scheme being completed as it will result in a deterioration in safety for pedestrians. It is important that space be reserved for such a future footpath i.e. sufficient area of the site free from landscaping/above ground features etc. that could lead to pinch points or below standard width footpath and possibly cycle track in the future. Another alternative is that the footpath may be constructed and left inaccessible to pedestrians by the use of barriers etc. until such time as the other scheme joins in however if the cross section and type of construction for such a scheme is not determined at this stage it may lead to a lack of consistency in cross-section, colour, segregation of cyclists etc. which may render it redundant and having to be taken up.

3.2 Problem

LOCATION

Southern Footpath – Option 2 & 3.

PROBLEM

Similar to Option 1 above Options 2 and 3 would result in a footpath terminating without continuity to existing facilities for pedestrians. If pedestrians used this path and crossed to the existing facilities they would be at risk of being struck by vehicles at or close to the roundabout where drivers would not be expecting pedestrians to cross and who attention would be focused on other circulating traffic.

Alternatively pedestrians may travel along the verge or carriageway to the second roundabout at the Luas overbridge and would have to enter the carriageway to get around the pedestrian guardrail.

RECOMMENDATION

It is recommended that the southern footpath to the roundabout (i.e. Option 2 and Option 3) not be provided. As with option 1 above a route could be reserved for a future path. As this area is outside the Applicants ownership (area outside the red line) this would be subject to agreement with the owners/to compulsory purchase by the Local Authority.

3.3 Problem

LOCATION

Southern Footpath – Option 4.

PROBLEM

If Option 4 is to be implemented and a footpath is not provided then pedestrians will use the existing northern facilities and the signalised crossings. The report by Martin Rogers has concluded that the proposed northern access is best placed to meet desire lines.

RECOMMENDATION

It is recommended that Option 4 be implemented with the caveat that space be reserved for future facilities the cross section and construction of which should be consistent with a larger scheme from the Eastern roundabout on Monastery Road.


4.0 Conclusion & Recommendation

We certify that we have examined the information provided and made our recommendations based on an independent review of the options presented.

We recommend that no footpath be provided on the southern side at this time as it would not connect to existing facilities and would increase the risk of pedestrians being struck by general traffic.

A reservation should be made however for a future footpath and cycle facilities on the southern side of Monastery Road so that a complete scheme from the Luas Park & Ride overbridge and roundabout to west of the site can be provided.


Norman Bruton

Signed: 

(Audit Team Leader)

Dated: 14/1/2022

Owen O'Reilly

Signed: 

(Audit Team Member)

Dated: 14/1/2022

Appendix A

List of Material Supplied

- Drawing 18-001-PL-003 Proposed Site Layout Plan – No footpath
- Drawing 18-001-PL-003 Proposed Site Layout Plan
- Dolcain Pedestrian Desire Line Report – Martin Rogers

Appendix B Scheme Layout Plan

