

Phase 3 Tubber Lane Adamstown
Stage 1 Road Safety Audit

POGA Consulting Engineers

December 2021

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Document History

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Contents

Section	Page
1. Introduction	2
1.1 Report Context	2
1.2 Details of Site Inspection	2
1.3 The Road Safety Audit Team	2
1.4 Design Drawings Examined as Part of the Audit Process	2
1.5 Road Safety Audit Compliance	3
2. Road Safety Issues Identified	4
2.1 Problem: Forward Visibility Around Low Radius Corners	4
2.2 Problem: Vehicle Strikes on In-Lane Tree Pits	4
2.3 Problem: Parking Obscuring Visibility to Pedestrians	5
3. Audit Team Statement	6
3.1 Certification & Purpose	6
3.2 Implementation of RSA Recommendations	6
3.3 Road Safety Audit Team Sign-Off	6
4. Designers Response	7
4.1 How the Designer Should Respond to the Road Safety Audit	7
4.2 Returning the Completed Feedback Form	7
 List of Tables	
Table 1.1 – Site Inspection Details	2
Table 1.2 – Audit Team Details	2
Table 1.3 – Designers Drawing List	2
 List of Figures	
Figure 2.1 – Examples Where Boundary Treatment Could Compromise Forward Visibility	4
Figure 2.2 – Examples Where In Lane Tree Pits Form Obstructions to Opposing Vehicles	4
Figure 2.3 – Parking Obscuring the Presence of Pedestrian Waiting to Cross	5
Figure 4.1 – Road Safety Audit Sign-Off and Completion Process	7
 Appendices	
Appendix A	8
A.1 Road Safety Audit Feedback Form	8

1. Introduction

1.1 Report Context

This report describes the findings of a Stage 1 Road Safety Audit associated with the Phase 3 Tubber Lane Adamstown project.

The Audit has been completed by Traffico Ltd. on behalf of POGA Consulting Engineers.

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Wednesday 8 th December 2021	Daylight	Overcast with damp roads.

Table 1.1 – Site Inspection Details

1.3 The Road Safety Audit Team

The members of the Road Safety Audit Team have been listed following:

Status	Name / Qualifications	TII Auditor Reference No:
Audit Team Leader (ATL)	Martin Deegan BEng(Hons) MSc CEng MIEI	MD101312
Audit Team Member (ATM)	Jason Walsh BEng (Hons) PCert (RSA) CEng MIEI	JW3362499
Audit Trainee (AT)	-	-

Table 1.2 – Audit Team Details

1.4 Design Drawings Examined as Part of the Audit Process

The following drawing(s) were examined as part of the Road Safety Audit (RSA) process:

Drawing No.	Drawing Title	Revision
20065 100	Overall Site Location Map	P1
20065 101 - 103	Road & Block Levels – 3 Sheets	P1
20065 104 - 106	Drainage Layout	P1
20065 107 - 109	Watermain Layout	P1
20065 117	Standard Road Details	P1
20065 120 - 122	Swept Path Analysis Refuse Vehicle – 3 Sheets	P1
20065 123 - 125	Swept Path Analysis Fire Appliance – 3 Sheets	P1

Table 1.3 – Designers Drawing List

1.5 Road Safety Audit Compliance

Procedure and Scope

This Road Safety Audit has been carried out in accordance with the procedures and scope set out in TII publication number GE-STY-01024 - Road Safety Audit.

As part of the road safety audit process, the Audit Team have examined only those issues within the design which relate directly to road safety.

Compliance with Design Standards

The road safety audit process is not a design check, therefore verification or compliance with design standards has not formed part of the audit process.

Minimizing Risk of Collision Occurrence

All 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 the risk of collision occurrence.

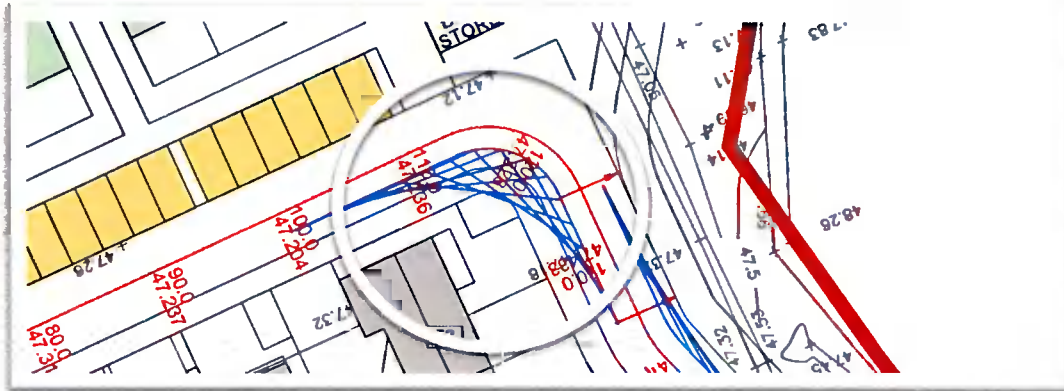
2. Road Safety Issues Identified

2.1 Problem: Forward Visibility Around Low Radius Corners

Location: Low Radius Horizontal Curves – Development Wide

Boundary treatments may block forward visibility around some low radius corners within the development roads. This could lead to rear end shunt type collisions.

Figure 2.1 – Examples Where Boundary Treatment Could Compromise Forward Visibility



Recommendation

Appropriate forward visibility should be provided around low radius corners within the development.

2.2 Problem: Vehicle Strikes on In-Lane Tree Pits

Location: Development Wide

The tree pits which have been placed in lane may restrict the ability of two opposing vehicles to pass without conflict.

Figure 2.2 – Examples Where In Lane Tree Pits Form Obstructions to Opposing Vehicles



Recommendation

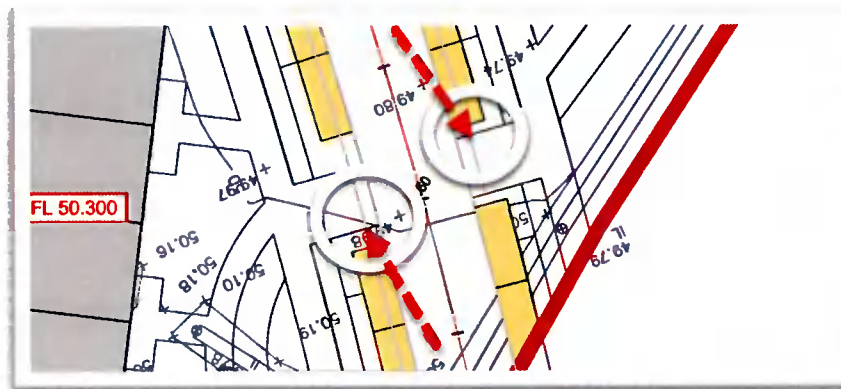
The road alignment should be adjusted locally to the tree pits to allow two opposing vehicles to pass without conflict.

2.3 Problem: Parking Obscuring Visibility to Pedestrians

Location: Pedestrian Crossing on Drawing 20065 / 103

The close proximity of the parallel parking may obscure the presence of a pedestrian waiting to cross from an approaching driver's vision. This could lead to conflicts between vulnerable road users and vehicles.

Figure 2.3 – Parking Obscuring the Presence of Pedestrian Waiting to Cross



Recommendation

The parking should be re-positioned to improve forward visibility to a pedestrian waiting to cross the road.

3. Audit Team Statement

3.1 Certification & Purpose

We certify that we have examined the drawing(s) listed in Chapter 1 of this Report.

Sole Purpose of the Road Safety Audit

The Road Safety Audit has been carried out with the sole purpose of identifying any features of the design which could be removed or modified to improve the road safety aspects of the scheme.

3.2 Implementation of RSA Recommendations

The problems identified herein have been noted in the Report together with their associated recommendations for road safety improvements.

We (the Audit Team) propose that these recommendations should be studied with a view to implementation.

Audit Team's Independence to the Design Process

No member of the Audit Team has been otherwise involved with the design of the measures audited.

3.3 Road Safety Audit Team Sign-Off

Martin Deegan

Audit Team Leader
Road Safety Engineering Team

traffico

Signed:



Date:

16th December 2021

Jason Walsh

Audit Team Member
Road Safety Engineering Team

traffico

Signed:



Date:

16th December 2021

4. Designers Response

4.1 How the Designer Should Respond to the Road Safety Audit

The Designer should prepare an Audit Response for each of the recommendations using the Road Safety Audit Feedback Form attached in Appendix A.

When completed, this form should be signed by the Designer and returned to the Audit Team for consideration. See flow-chart following for further description.



Figure 4.1 – Road Safety Audit Sign-Off and Completion Process

4.2 Returning the Completed Feedback Form

The Designer should return the completed Road Safety Audit Feedback Form attached in Appendix A of this report to the following email address:

- Email address: martin@traffico.ie

The Audit Team will consider the Designer's response and reply indicating acceptance or otherwise of the Designers response to each recommendation.

Triggering the Need for an Exception Report

Where the Designer and the Audit Team cannot agree on an appropriate means of addressing an underlying safety issue identified as part of the audit process, an Exception Report must be prepared by the Designer on each disputed item listed in the audit report.




Appendix A

A.1 Road Safety Audit Feedback Form

Road Safety Audit Feedback Form

Scheme: Phase 3 Tubber Lane Adamstown	
Audit Stage: Stage 1 Road Safety Audit	Audit Date: 16 th December 2021

Problem Reference (Section 2)	Designer Response Section			Audit Team Response Section
	Problem Accepted (yes / no)	Recommended Measure Accepted (yes / no)	Alternative Measures or Comments	Alternative Measures Accepted (yes / no)
2.1	Yes	Yes	Wall/Garden railing will be adjusted inwards and footpath widened locally to allow for forward sight visibility around low radius corners.	<i>Noted with thanks.</i>
2.2	Yes	No	<p>The tree pit build outs have been located in the carriageway to provide an element of traffic calming and SuDS. The design intent is the chicane created by the build out will force the traffic from one direction yield to the other, similar to a parked car would provide. Section 4.4.8 of DMRUS "Changes to kerb lines can also be used to slow drivers at critical points by changing the alignment of the carriageway to create pinch-points, build-outs and horizontal deflections.</p> <p>I In addition, the build outs are located on straight section of road which are easily visible with adequate stopping sight distance. We also propose located a lighting column directly across from the build-out so they are easily visible at night.</p>	<i>Yes</i>
2.3	Yes	Yes	Car parking to be repositioned to improve forward visibility to the pedestrian crossing.	<i>Noted with thanks.</i>

Designer's Name:	Paul Moran	Designer's Signature:		Date: 16.12.2021
Employer's Name:	John McGreevy	Employer's Signature:		Date: 17/12/21
Audit Team's Name:	Martin Deegan	Audit Team's Signature:		Date: 17 Dec 2021



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