

ATKINS

Member of the SNC-Lavalin Group

Adamstown Station Block A, C & D

Stage 1 Road Safety Audit

Quintain Developments Ireland Ltd.

April 2022



Notice

This document and its contents have been prepared and are intended solely as information for Quintain Developments Ireland Ltd. and use in relation to Stage 1 Road Safety Audit for the Adamstown Station Blocks A, C&D

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Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
Rev 0	Draft	DR	DR	CP	CP	April 2022
Rev 1	Final	DR	DR	CP	CP	April 2022

Client signoff

Client	Quintain Developments Ireland Ltd.
Project	Adamstown Station Block A, C & D
Job number	5150924
Client signature / date	

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1. Introduction

1.1. Background

This report describes the findings of a Stage 1 Road Safety Audit associated with the Adamstown Station blocks A, C and D.

The scheme will see the development of the Adamstown District Centre blocks A, C and D with a series of internal roads and standalone plots for various buildings. The development will be located just north of the Adamstown train station and east of the R120 in Co. Dublin. A north-south link towards the centre of the scheme is intended for pedestrian / cycle use only and controlled occasional access for service and emergency vehicles only.

The audit extents are detailed in in Figure 1-1 following and denoted by the green line boundary and roads to the left of this only. North-south street is not covered in this audit and has been previously approved planning.

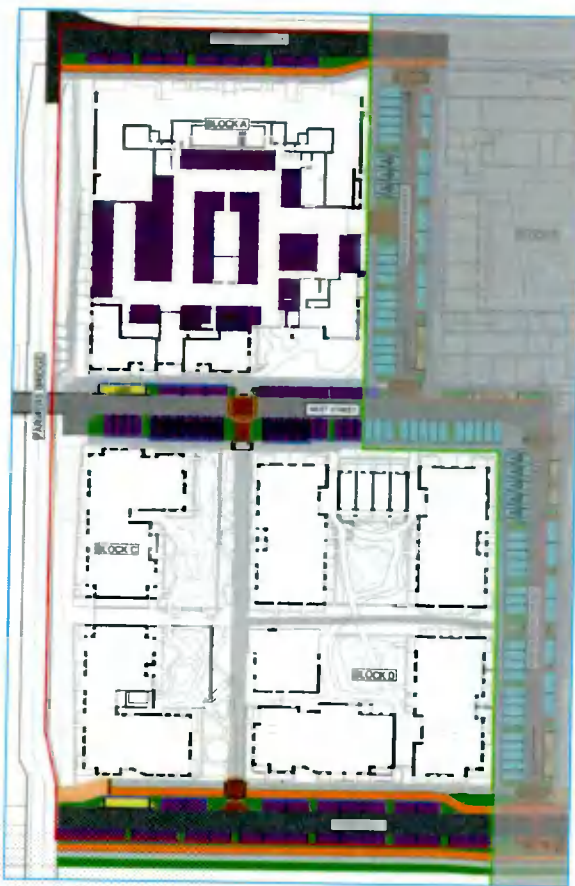


Figure 1-1 - Audit Extents

The Audit has been completed by Atkins on behalf of Quintain Developments Ireland Ltd.

1.2. Site Inspection

A site visit was carried out on 07/04/22. The majority of the site is a greenfield with access available along Station Road to the south. During the site visit traffic levels noted on the existing roads serving the surrounding areas was at very low levels. Pedestrian and cyclist activity was not noted.

Weather conditions were overcast. Road surfaces were damp.

1.3. The Team

The Road Safety Audit Team members were as follows:

- **Team Leader:** Colin Prendeville BEng (Hons) CEng MIEI CIHT
- **Team Member:** Daniel Rice B.sc (Hons) MIEI

1.4. The Design

The following drawing were examined as part of the Stage 1 Road Safety Audit process:

Table 1-1 – Design Team Drawings List

Drawing Number	Drawing Title	Revision
5150924/HTR/08/SK/044	Boundary Development Permitted	-
5150924/HTR/08/DR/0101	Road Layout	A
5150924/HTR/08/DR/0102	Junction Layout Plan	A
5150924/HTR/08/DR/0103	Junction Layout	A
5150924/HTR/08/DR/0104	Junction Visibility	A
5150924/HTR/08/DR/0105	Vehicle Tracking – Fire Tender Pump Appliance	A
5150924/HTR/08/DR/0106	Vehicle Tracking - Refuse	A
5150924/HTR/08/DR/0107	Cross Section	A

1.5. Audit Brief

The Design Team provided the background to the scheme and summary of the requirements were outlined by the Design Team in a pre-audit meeting to the Audit Team prior to the audit being undertaken.

1.6. 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.

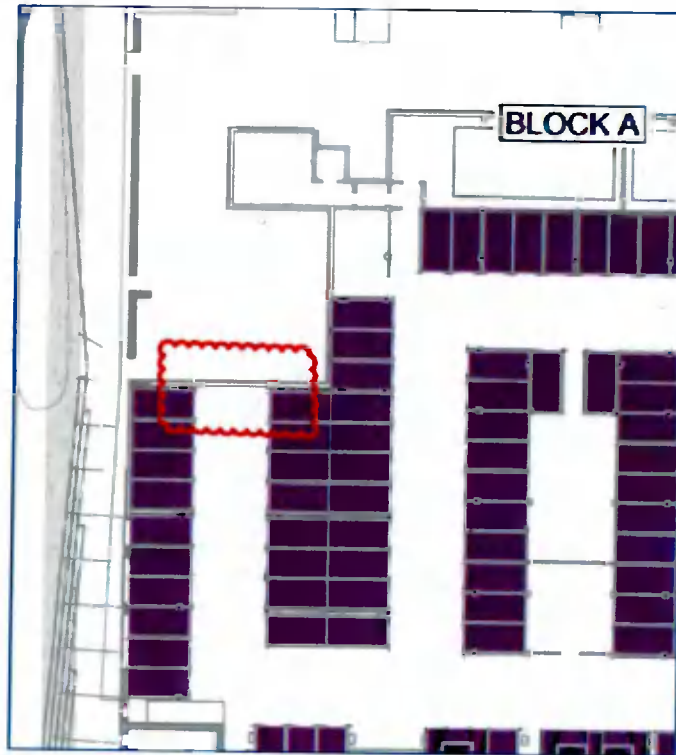
2. Road Safety Issues Identified

2.1. Problem: Dead end in Car Park

Location: Block A Car Parking

There is a dead end located in the block A car park as shown in Figure 2-1. Vehicles may find it hard to turn here if all the spaces have already been taken. Attempts to turn may cause rear end or front on collisions and conflict with pedestrian where drivers are required to reverse along the vehicle aisle.

Figure 2-1 - Dead end in Block A Car Park



Recommendation

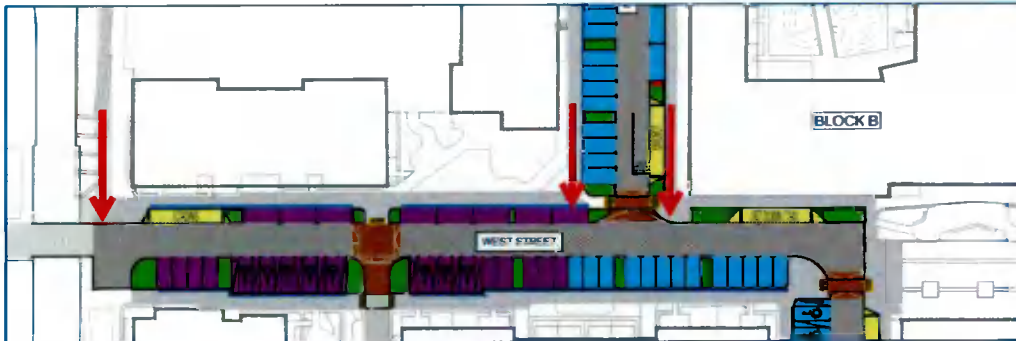
The designer should assess the risk highlighted and provide a turning-head where this is found to be needed.

2.2. Problem: Pedestrian Provision for Crossing West Street

Location: West Street & Station Road

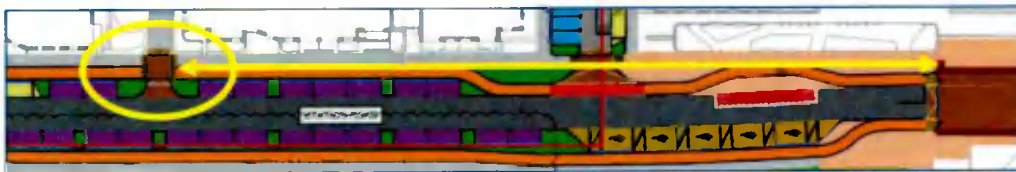
There are likely a number of desire lines located along West Street where pedestrians may wish to cross as shown in Figure 2-2 following. Crossing points have not been provided on West Street, this could lead to pedestrians trying to cross the road where it is unsafe to do so and possibly being struck by a vehicle.

Figure 2-2 - Desire lines to cross West Street



A similar concern relates to the southern of the internal link between Block C and B. The signalised junction to the east appears remote and unlikely to be used by people who exit at this location.

Figure 2-3 - Desire lines Station Road



Recommendation

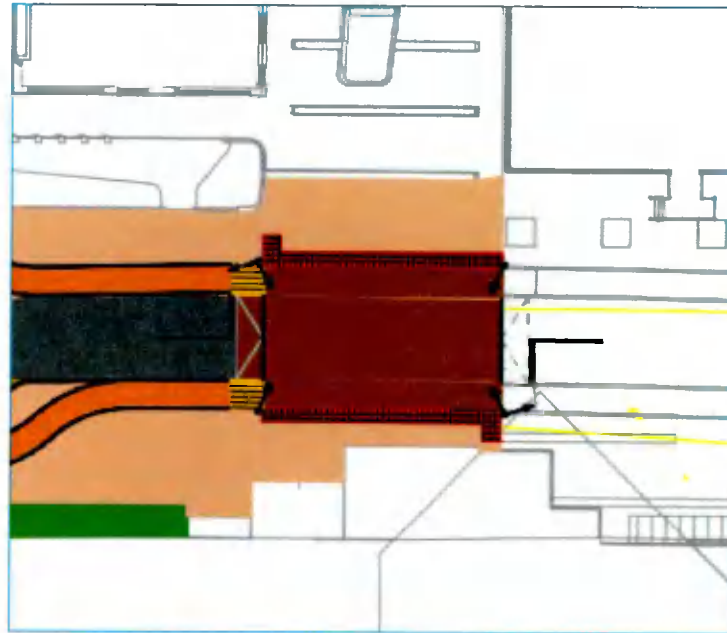
The designer should provide a safe location for pedestrians to cross West Street and assess the need to provide Station Road noting the remoteness of the signalised junction.

2.3. Problem: Unclear Priority at Signalised Crossing

Location: Station Road

It is unclear if cyclists have to adhere to the traffic signals at the controlled pedestrian crossing on Station Road. The proposed ladder tactile paving suggests that cyclists are entering a shared area and do not need to adhere to the signals. This could cause cyclists to travel through the crossing on a red light and collide with a crossing pedestrian.

Figure 2-4 - Controlled Pedestrian Crossing on Station Road



Recommendation

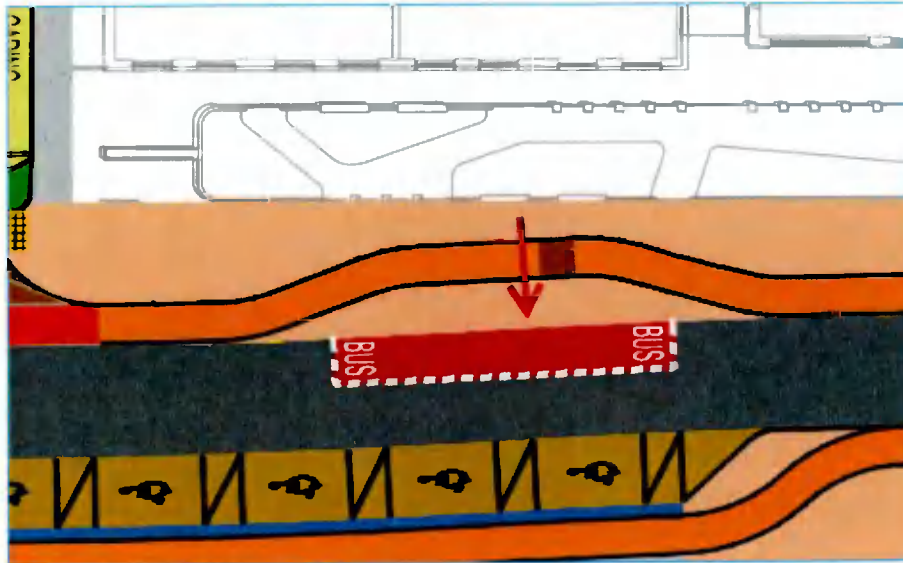
The designer should ensure it is clear that cyclists need to adhere to the proposed signalised crossing.

2.4. Problem: Pedestrian Access to Bus Stop

Location: Station Road Bus Stop

The proposed bus stop on station road requires pedestrians to cross over the cycle lane to reach the bus stop as shown in Figure 2-5. It is unclear who has right of way here and this could lead to a collision between cyclists and pedestrians trying to access/egress the bus stop.

Figure 2-5 - Crossing for Bus Stop



Recommendation

The designer should ensure that it clear who has priority through this section.

3. Audit Team Statement

3.1. Certification

We certify that we have examined the drawings listed in Chapter 1 of this Report.

3.2. Sole Purpose

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 in order to improve the road safety aspects of the scheme.

3.3. 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.

3.4. 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.

3.5. Road Safety Audit Team

Colin Prendeville

Audit Team Leader

Road Safety Engineering Team

ATKINS

Signed: *Colin Prendeville*

Date: 08th April 2022

Daniel Rice

Audit Team Member

Road Safety Engineering Team

ATKINS

Signed: *Daniel Rice*

Date: 08th April 2022

4. Designer's Response

4.1. Preparing a Response 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.

4.2. Returning the Feedback Form

Please return the completed Road Safety Audit Feedback Form attached in Appendix A of this report to the following email or postal address:

Email address: colin.prendeville@atkinsglobal.com

Postal address: Road Safety Engineering Team
Atkins
150 Airside Business Park
Swords
Co Dublin
K67 K5W4

Telephone: 00 353 (0)1 810 8000

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

4.3. 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.

Appendices

Appendix A. Road Safety Audit Feedback Form

Scheme: Adamstown Station Blocks A,C and D

Audit Stage: Stage 1 Road Safety Audit

Date Audit Completed: 08/04/2022

Paragraph No. in Safety Audit Report	To be completed by the Designer			To be completed by the Audit Team
	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative Measures accepted by Auditors (yes/no)
2.1	Y	Y		
2.2	Y	Y		
2.4	Y	Y		
2.5	Y	Y		

Signed by the Designer:



Date: 08042022

Signed by the Audit Team Leader:

Colin Pencheville

Date: 08042022

Signed by the Client:

Margo Grogan

Date: 08042022

Appendix B. Auditor Approval

Colin James Prendeville
Atkins House
150 Lakeside Drive
Airside Business Park
Swords, Co.Dublin

Date: 22/06/2021

Ref: CP3369500

re: APPROVAL AS ROAD SAFETY AUDITOR

Dear Colin James Prendeville,

You meet the qualification and experience requirements for Road Safety Audit as follows:

Scheme Category	Audit Team Status	Team Leader Expiry Date
Road Scheme	Team Leader	31/05/2023
Development Scheme	Team Leader	31/05/2023

The above assessment is based on information supplied and the qualification and experience requirements of National Roads Authority in accordance with HD 19 "Road Safety Audit". Further approval through RSAAS must be sought for the proposed road safety audit team for each audit undertaken on a National Road.

Yours sincerely,

Lucy Curtis

Regional Road Safety Engineer
roadsafetyaudits@tii.ie

Daniel Rice
 Atkins House
 150 Lakeside Drive
 Airside Business Park
 Swords, Co.Dublin

Date: 23/09/2021

Ref: DR7438162

re: APPROVAL AS ROAD SAFETY AUDITOR

Dear Daniel Rice,

You meet the qualification and experience requirements for Road Safety Audit as follows:

Scheme Category	Audit Team Status	Team Leader Expiry Date
Road Scheme	Team Member	
Development Scheme	Team Member	

The above assessment is based on information supplied and the qualification and experience requirements of National Roads Authority in accordance with HD 19 "Road Safety Audit". Further approval through RSAAS must be sought for the proposed road safety audit team for each audit undertaken on a National Road.

Yours sincerely,

Lucy Curtis

Regional Road Safety Engineer
roadsafetyaudits@tli.ie

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