

Electric Vehicle Charging Hub & Coffee Drive Through, Applegreen Rathcoole

Stage 1 Road Safety Audit

Petrogas Group Ltd

February 2021

Electric Vehicle Charging Hub & Coffee Drive Through, Applegreen Rathcoole

Stage 1 Road Safety Audit

February 2021

Notice

This document and its contents have been prepared and are intended solely for Petrogas Group Ltd's information and use in relation to the proposed Electric Vehicle Charging Hub & Coffee Drive Through, Applegreen Rathcoole.

Traffico assumes no responsibility to any other party in respect of or arising out of or in connection with this document and / or its contents.

Document History

JOB NUMBER: 210006			DOCUMENT REF: 210006RPT001_RSA1_Rev_1			
1	Final	MD	JW	MD	MD	Thurs 25 Feb 2021
0	Draft Issue	MD	JW	MD	MD	Mon 15 Feb 2021
Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date

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: Congestion within Site Impacting on N7	4
2.2 Problem: Conflicts: Vulnerable Road Users and Vehicles	4
2.3 Problem: Building Access Blocked	4
2.4 Problem: Slips on Manhole Lid	5
2.5 Problem: Errant Vehicle Coming to Rest on Slip Road	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 – Designers Drawing List	2

List of Figures

Figure 2.1 – Desire Line to Building Entrance	4
Figure 2.2 – Manhole Lid in Front of Refuse Compound	5
Figure 2.2 – Path of Errant Vehicle	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 proposed Electric Vehicle Charging Hub & Coffee Drive Through, Applegreen Rathcoole.

The Audit has been completed by Traffico Ltd. on behalf of Petrogas Group Ltd.

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Tuesday 9 January 2021	Daylight	Overcast, showers, wet 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:

- Team Leader: **Martin Deegan** BEng(Hons) MSc CEng MIEI
TII Approval Reference: MD101312
- Team Member: **Jason Walsh** BEng (Hons) PCert (RSA) CEng MIEI
TII Approval Reference: JW3362499
- Audit Trainee: NA

1.4 Design Drawings Examined as Part of the Audit Process

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

Drawing No.	Drawing Title	Revision
P3644-C002	Existing Site Survey	-
P3644-C003	Proposed Site Layout General Arrangement	-
P3644-C004	Drainage Layout	-
P3644-A001	Proposed Floor Plan and Elevations	-

Table 1.2 – 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: Delays within Site Impacting on N7

Location: Internal Site Layout and Access onto the N7

During high demand times, insufficient parking could lead to delays within the site, which might result in vehicles queuing back onto the N7 mainline.

Recommendation

A sufficient number of parking spaces should be provided on site to match demand. To minimise delays within the site, appropriate lane widths should be provided and supported by a clear driver information strategy i.e., conspicuous road markings, Regulatory Signage, Warning Signage and Information Signage where appropriate.

2.2 Problem: Conflicts: Vulnerable Road Users and Vehicles

Location: Internal Site Layout

The additional services provided on site will lead to new pedestrian desire lines being formed. If not managed properly, this could result in conflicts between vulnerable road users and general traffic.

Recommendation

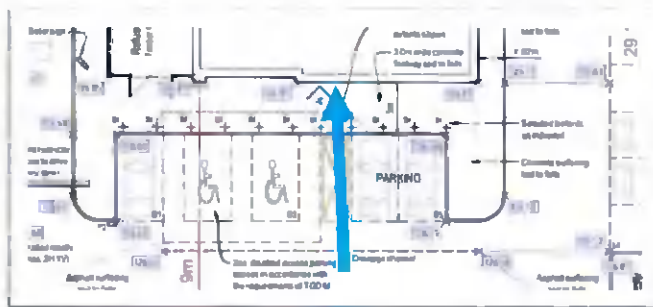
All key pedestrian desire lines should be mapped. Safe routes and crossing points should then be identified for each key desire line, along with appropriate crossing facilities.

2.3 Problem: Building Access Blocked

Location: Drive Through Coffee Building

Careless parking practice could lead to the main access of the building entrance being blocked, resulting in progression issues for the visually impaired, ambulant disabled or parents pushing prams.

Figure 2.1 – Desire Line to Building Entrance



Recommendation

The yellow box should be replaced with a kerbed build-out. The buildout should be aligned centrally with the main access door and should also provide for universal access.

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: 15 February 2021

Jason Walsh

Audit Team Member
Road Safety Engineering Team

traffico

Signed:



Date: 15 February 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
- Telephone: 087 948 3535

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: Electric Vehicle Charging Hub & Coffee Drive Through, Applegreen Rathcoole.

Audit Stage: Stage 1 Road Safety Audit

Audit Date: 15 February 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		
2.2	Yes	Yes		
2.3	No	No	Will manage risk with bollards and active site management of parking. Introduction of kerbing would cause trip hazard. Gentle sloped approach in place to main entrance.	Yes
2.4	Yes	Yes		
2.5	Yes	No	Vehicles will be travelling at low speed. Masonry constructed boundary wall will contain vehicle. Signage will be in place to limit speed.	Yes

**The Designer should complete the Designer Response Section above, then fill out the designer details below and return the completed form to the Road Safety Audit Team for consideration and signing.*

Designer's Name:

Aidan O'Donoghue

Designer's Signature:



Date: 23/02/21

Audit Team's Name:

Martin Deegan

Audit Team's Signature:



Date: 25 Feb 2021



traffico

t: 087 948 3535

e: hello@traffico.ie

w: www.traffico.ie