

Title: **STAGE 1&2 ROAD SAFETY AUDIT**

For;

Proposed Residential Development, Kingswood, Co. Dublin

Client: **Pinnacle Consulting Engineers**

Date: **March 2022**

Report reference: **1417R01**

VERSION: **FINAL**

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CONTENTS SHEET

Contents

1.0	Introduction	2
2.0	Background	3
3.0	Issues Identified in This Road Safety Audit	5
3.1	Problem	5
3.2	Problem	6
4.0	Observations	7
4.1	Observation	7
4.2	Observation	7
4.3	Observation	7
5.0	Audit Statement	7
	Appendix A – Problem Location Map	8
	Appendix B	9
	Appendix C	10

1.0 Introduction

This report was prepared in response to a request from Mr. Ronan Kearns, Pinnacle Consulting Engineers, for a Combined Stage 1&2 Road Safety Audit of the proposed residential development at Kingswood, South Dublin.

The Road Safety Audit Team comprised of;

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

TII Auditor Approval no. NB 168446

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

TII Auditor Approval no. OO1291756

The Road Safety Audit comprised an examination of the drawings provided and a site visit by the Audit Team, on the 7th March 2022.

The weather at the time of the daytime site visit was dry and the road surface was also dry.

This Stage 1&2 Road Safety Audit has been carried out in accordance with the requirements of TII Publication Number GE-STY-01024, dated December 2017.

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 problems identified in this report are considered to require action in order to improve the safety of the scheme for road users.

If any of the recommendations within this safety audit report are not accepted, a written response is required, stating reasons for non-acceptance. Comments made within the report under the heading of Observation are intended to be for information only. Written responses to Observations are not required.

A location map showing where each problem occurs is provided in **Appendix A**.

A list of the documents provided to the Audit Team is provided in **Appendix B**.

The feedback form to be completed by the Design Team Leader is provided in **Appendix C**.

2.0 Background

It is proposed to construct a residential development at the site of an existing sports ground (Clondalkin RFC) at Kingswood, Dublin 24.

The development would have vehicular access onto the 'Old Naas Road' L6041. A number of pedestrian accesses would also be provided including potential future accesses into neighbouring developments..

The speed limit on the 'Old Naas Road' is 50km/hr.

It is assumed that the speed limit within the development will be 20km/hr as the stopping sight distance analysis is based on a design speed of 20km/hr.

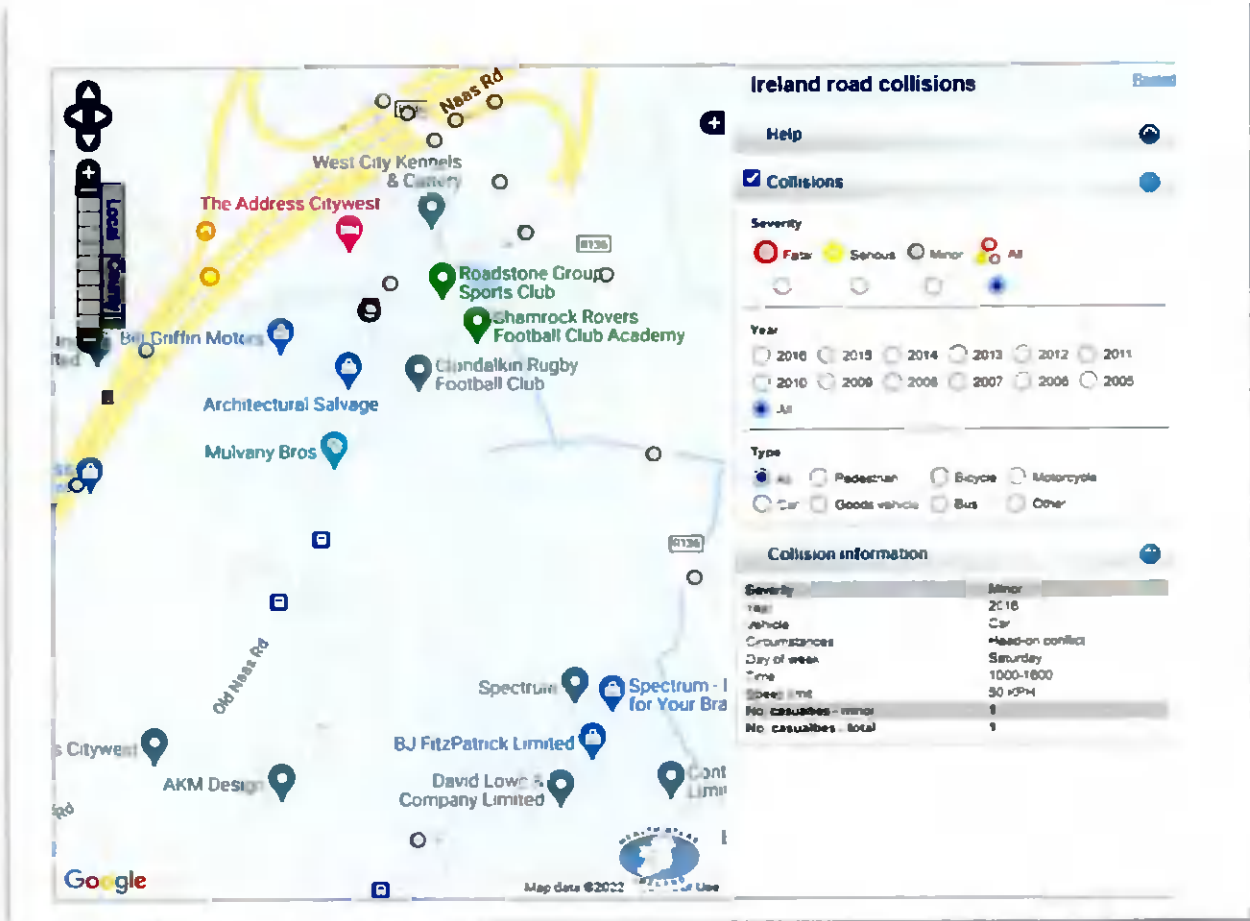
The Old Naas Road is a bus route.

The site location is shown below.



Imagery courtesy of Openstreetmap.org

The Road Safety Authority’s website www.rsa.ie shows that there were two minor injury collisions recorded in the 12-year period 2005 to 2016 on the Old Naas Road but there is no evidence of trends or clusters of collisions.



3.0 Issues Identified in This Road Safety Audit.

3.1 Problem

LOCATION

Drawing P210514-PIN-XX-DR-D-0001-SI P05, General Layout.

PROBLEM

It is proposed to provide a set-back footpath along the development boundary with Old Naas Road and the existing stone wall is to be retained. There is a risk that this private footpath (noted that it is planned to be taken in charge – Drawing 21003-TJOC-ZZ-ZZDR-C-0079 Rev C01) may not be accessible to all members of the public walking from the Cheeverstown Road roundabout to a destination west of the site. It appears that steps are proposed. A lack of pedestrian facilities accessible to all would lead to pedestrians travelling on the carriageway where they would be at high risk of being struck by a passing vehicle.



RECOMMENDATION

It is recommended that a footpath be provided along the entire site boundary with access for all including the mobility impaired.

STAGE 1&2 RSA – KINGSWOOD PINNACLE

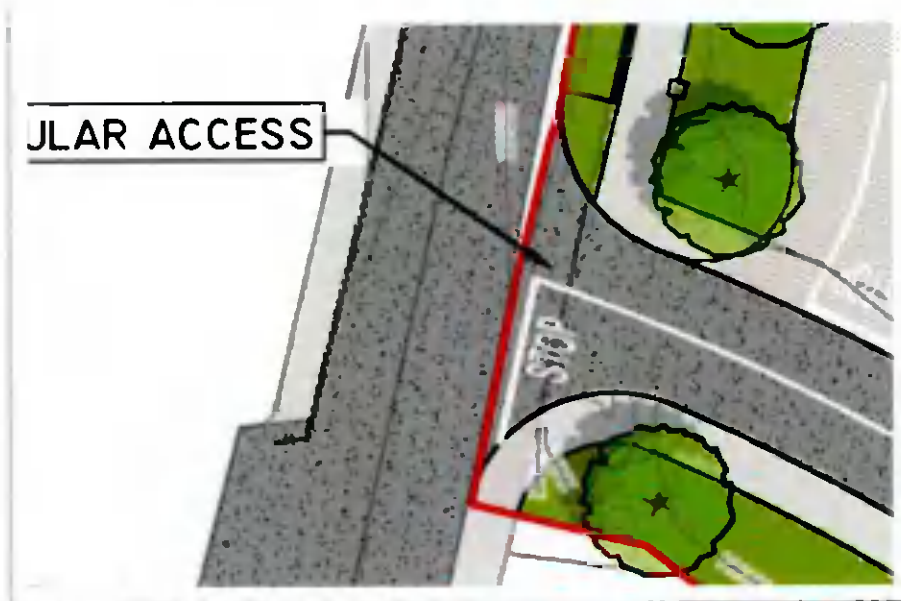
3.2 Problem

LOCATION

Drawing P210514-PIN-XX-DR-D-0001-SI P05, General Layout.

PROBLEM

There is no facility for crossing the Old Naas Road for pedestrians if they wish to access the proposed development from the footpath on the opposite side of the carriageway. This could lead to trips and falls at the kerbs or inaccessibility for the mobility impaired.



RECOMMENDATION

It is recommended that an uncontrolled pedestrian crossing be provided at a suitable location to cater for future desire lines and with suitable visibility.

4.0 Observations

4.1 Observation

The 'Old Naas Road' is a bus route. Sightlines should be increased on bus routes.

4.2 Observation

Internal uncontrolled pedestrian crossing locations have not been shown on the drawings.

4.3 Observation

Public lighting details have not been provided to the Audit Team.

5.0 Audit Statement

We certify that we have examined the site on the 7th of March 2022. The examination has been carried out with the sole purpose of identifying any aspects of the design which could be added, removed or modified in order to improve the safety of the scheme.

The problems identified have been noted in this report together with associated safety improvement suggestions which we would recommend should be studied for implementation. The audit has been carried out by the persons named below who have not been involved in any design work on this scheme as a member of the Design Team.

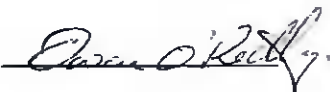
Norman Bruton

Signed: 

(Audit Team Leader)

Dated: 24-3-2022

Owen O'Reilly

Signed: 

(Audit Team Member)

Dated: 24-3-2022

Appendix A – Problem Location Map



Appendix B

Information Supplied to the Audit Team

- Drawing 2112 CAD Site Layout - DRAFT FI Layout - 2022.02.24
- Drawing 21003-TJOC-ZZ-ZZ-DR-C-0066_Pro_Surface_Water_Layout_2
- Drawing 21003-TJOC-ZZ-ZZ-DR-C-0079_Taking_In_Charge
- Drawing 21003-TJOC-ZZ-ZZ-SK-C-7012_SDCC_Sketches
- Drawing 21578-2-101 LMP WIP A
- Drawing P210514-PIN-XX-DR-D-0001-S1-P05-General Layout
- Drawing P210514-PIN-XX-DR-D-0002-S1-P07-Sight Lines
- Drawing P210514-PIN-XX-DR-D-0003-S1-P04-SSD
- Drawing P210514-PIN-XX-DR-D-0010-S1-P06 - AutoTrack Layout - Fire Tender
- Drawing P210514-PIN-XX-DR-D-0011-S1-P06 - AutoTrack Layout - Refuse Vehicle
- Drawing P210514-PIN-XX-DR-D-0020-S1-P02- RCD South Dublin
- Drawing P210514-PIN-XX-DR-D-0021-S1-P02- RCD Signage & Road Markings
- Drawing P210514-PIN-XX-DR-D-0022-S1-P02- RCD Kerb Details
- Drawing P210514-PIN-XX-DR-D-0023-S1-P02- RCD Joints

Appendix C

Feedback Form

SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT

Scheme: Kingswood Residential

Stage: 1&2 Road Safety Audit

Date Audit (Site Visit) Completed: 7th March 2022

Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative measures accepted by Auditors (Yes/No)
3.1	Yes	Yes		
3.2	Yes	No	As per Item 3.1, additional 2 No. uncontrolled crossings will be provided to the northern and southern boundaries of the development. This will provide a direct link for pedestrians north of the development to Kingswood Village in the south. Access to the development (including the ramp/stairs) will remain open to the public.	Yes

Signed.....

Design Team Leader

Date.....

Signed *Norman Brunton*.....

Audit Team Leader

Date *23-3-2022*.....

Signed *[Signature]*.....

Developer/ Employer

Date *22/03/22*