

**Tandy's Lane Development Phase 2**  
Stage 1 Road Safety Audit

Quintain Developments Ireland Ltd

March 2022

# Tandy's Lane Development Phase 2

## Stage 1 Road Safety Audit

**March 2022**

### Notice

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### Document History

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# 1. Introduction

## 1.1 Report Context

This report describes the findings of a Stage 1 Road Safety Audit associated with Tandy's Lane Development Phase 2.

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

## 1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Monday 14 <sup>th</sup> March 2022	Daylight	Cloudy with showers and 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)	<b>Martin Deegan</b> BEng(Hons) MSc CEng MIEI	MD101312
Audit Team Member (ATM)	<b>Jason Walsh</b> 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
21024-MOLA-XX-XX-DR-A-100	Proposed Site Layout Plan – Key Plan	00
P100	General Arrangement & Road Levels Sheet 1 of 3	-
P101	General Arrangement & Road Levels Sheet 2 of 3	-
P102	General Arrangement & Road Levels Sheet 3 of 3	-
P120	Proposed Visibility Splays Sheet 1 of 3	-
P121	Proposed Visibility Splays Sheet 2 of 3	-
P122	Proposed Visibility Splays Sheet 3 of 3	-

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: Crossing Facilities for Vulnerable Road Users

**Location:** Junctions with Adamstown Dr., Adamstown Pk., Tandy's Ln. & The Boulevard

Failing to afford priority to pedestrians and cyclists at junctions formed between development streets and the surrounding Link Streets could result in conflicts between vulnerable road users and general traffic.

**Figure 2.1 – Example Junctions Where Priority Should be Afforded to Pedestrians and Cyclists**



#### **Recommendation**

Appropriate crossing facilities should be provided for pedestrians and cyclists at junctions formed between development streets and the surrounding Link Streets.

### 2.2 Problem: Parking Obscuring Junction Visibility

**Location:** Internal Development Streets

Car parking spaces placed near internal junctions are likely to block the envelope of visibility, leading to an increased risk of collision at the junctions.

**Figure 2.2 – Examples of Parking May Be Obscuring Junction Visibility**



#### **Recommendation**

The internal junctions should be checked to ensure that parking is not obscuring junction visibility.

## 2.3 Problem: Faceted Street Alignment

**Location:** Local Street to North of Blocks B2 & B3

The sudden changes in direction within the street could lead to opposition type vehicle conflicts or kerb strikes.

**Figure 2.3 – Sudden Changes in Direction within Local Street**



### Recommendation

The sudden changes in direction should be replaced with smooth tangential curves.

## 2.4 Problem: Crossing Facilities on Internal Junctions

**Location:** Junctions on Internal Development Streets

Failing to provide formal crossing facilities at local street junctions could result in pedestrians crossing the streets at unsafe locations and progression issues for the mobility impaired.

**Figure 2.4 – Key Pedestrian Desire Lines on Internal Street Junction**



### Recommendation

Crossing facilities which afford advantage to vulnerable road users should be provided on local street junctions serving all key pedestrian desire lines.

## 2.5 Problem: Refuse Bins Blocking Footpaths

**Location:** Internal Development Streets

Refuse bins may create progression issues and hazards for pedestrians if sufficient space is not set aside for both bin storage and bin collection.

### **Recommendation**

Dedicated space should be set aside within the development for the storage and collection of refuse bins.



### 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:

21<sup>st</sup> March 2022

**Jason Walsh**  
 Audit Team Member  
 Road Safety Engineering Team  
 traffico

Signed:

Date:

21<sup>st</sup> March 2022

## 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](mailto: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:** Tandy's Lane Development Phase 2

**Audit Stage:** Stage 1 Road Safety Audit

**Audit Date:** 21<sup>st</sup> March 2022

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	Crossing points added to the junctions	<i>Noted with thanks.</i>
2.2	Yes	Yes	All junctions have been checked for visibility. For the junctions onto main roads car parking is excluded from the visibility splays however on internal roads, partial encroachment into the visibility splay is considered acceptable as it is both in line with other developments in the SDZ and will encourage reduced traffic speeds in these built up residential areas.	<i>Noted with thanks.</i>
2.3	Yes	Yes	The street has been realigned to provide smooth tangential curves.	<i>Noted with thanks.</i>
2.4	Yes	Yes	Crossing points will be provided at all desire lines through the site at detailed design stage.	<i>Noted with thanks.</i>
2.5	Yes	Yes	Dedicated space will be allocated for refuse collection and storage on site.	<i>Noted with thanks.</i>

*\*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: Emma Caulwell

Designer's Signature: 

Date: 29/03/2022

Employer's Name: Simon Corrigan

Employer's Signature: 

Date: 30/03/2022

Audit Team's Name: Martin Deegan

Audit Team's Signature: 

Date: 30<sup>th</sup> March 2022





traffico

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