



**traffico**  
ROAD SAFETY ENGINEERING

## **Aderrig Phase 3**

Stage 1 Road Safety Audit

Quintain Developments Ireland Ltd

October 2022

# Aderrig Phase 3

## Stage 1 Road Safety Audit

October 2022

### Notice

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### Document History

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0	Draft Issue	MD	JW	JW	MD	05 Oct. 2022

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# 1. Introduction

## 1.1 Report Context

This report describes the findings of a Stage 1 Road Safety Audit associated with the proposed Aderrig Phase 3.

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
Thursday 29 <sup>th</sup> September 2022	Daylight	Cloudy with dry 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:

Reference No.	Drawing / Document Title	Revision
P100	Proposed General Arrangement	-
P110	Proposed Road Markings & Signage	-
P111	Proposed Fire Tender Autotrack Analysis	-
P112	Proposed Refuse Truck Autotrack Analysis	-
P200	Proposed Drainage Layout	-
P205	Proposed SuDS Access	-

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.

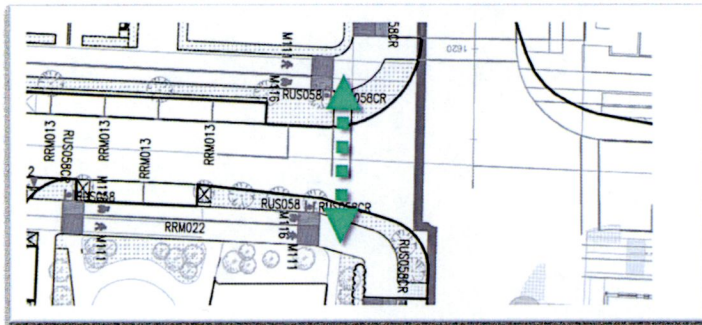
## 2. Road Safety Issues Identified

### 2.1 Problem: Pedestrian Crossing at Signal Controlled Junction

**Location:** Connection Between Adamstown Way and Celbridge Link Road

The crossing appears to be unusually narrow and does not provide guidance measures for the visually impaired.

**Figure 2.1 – Signal Controlled Pedestrian Crossing – Adamstown Way**



#### Recommendation

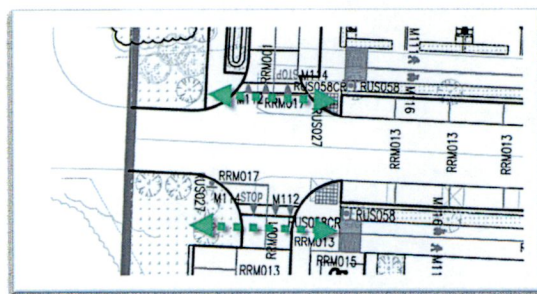
The Designer should ensure that the crossing width is appropriate for the anticipated pedestrian demand. Suitable tactile paving should be specified at this location to guide the visually impaired, with special care being taken to ensure that the crossing is consistent with similar crossings elsewhere at the junction.

### 2.2 Problem: Provision of Pedestrian Crossings

**Location:** Adamstown Way / Road 5

Failing to provide for appropriate east-west pedestrian crossings at this junction could increase the risk of conflicts between pedestrians and general traffic.

**Figure 2.2 – East-West Pedestrian Crossings**



#### Recommendation

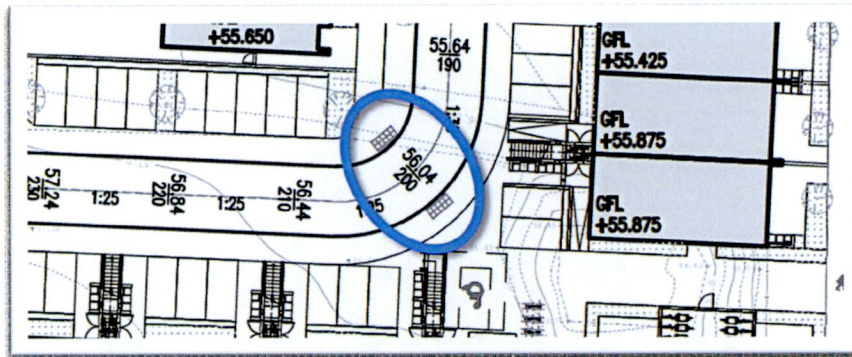
Appropriate (and consistent) pedestrian crossings should be provided for at the locations described.

## 2.3 Problem: Conflict Between Access to Parking & Crossing

**Location:** Mid-Corner Between Road 1 & Road 4

The pedestrian crossing appears to be in conflict with a number of potential reversing manoeuvres associated with access to adjacent parking spaces. This increases the risk of a pedestrian being struck by a reversing vehicle.

Figure 2.3 – Crossing at Mid-Corner



### Recommendation

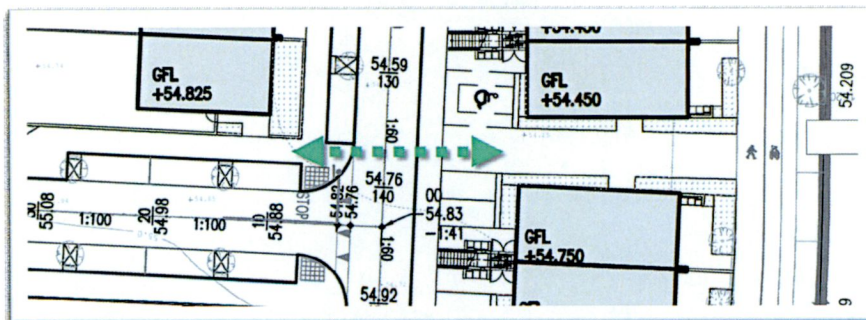
The location of the pedestrian crossing should be adjusted locally to reduce the risk of conflict with reversing vehicles.

## 2.4 Problem: Desire Line at Pedestrian Link

**Location:** Across Road 1

Failing to provide appropriate measures to facilitate this pedestrian desire line could increase the risk of conflict between pedestrians and vehicles.

Figure 2.4 – Pedestrian Desire Line Across Road 1



### Recommendation

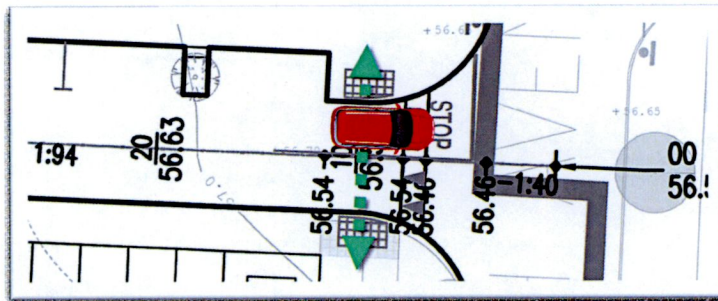
A suitable crossing should be provided to facilitate the pedestrian desire line.

## 2.5 Problem: Priority of Pedestrians

**Location:** Junction Crossings on Internal Streets - General

The position of the stop lines will encourage cars to roll through the pedestrian crossings before coming to a stop. This could increase the risk of conflict between pedestrians and vehicles.

**Figure 2.5 – Example Junction Crossing**



### **Recommendation**

The stop lines should be repositioned to instruct vehicles to give way to pedestrians first, before moving forward to address the mainline, after the pedestrians have cleared the crossing.



### 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: 5<sup>th</sup> October 2022

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

**traffico**

Signed:



Date: 5<sup>th</sup> October 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: Aderrig Phase 3

Audit Stage: Stage 1 Road Safety Audit

Audit Date: 5<sup>th</sup> October 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	Please refer to the updated Waterman Moylan Layout 22-023- C100 – Proposed General Arrangement.	Noted
2.2	Yes	Yes	Please refer to the updated Waterman Moylan Layout 22-023- C100 – Proposed General Arrangement	Noted
2.3	Yes	Yes	Please refer to the updated Waterman Moylan Layout 22-023- C100 – Proposed General Arrangement	Noted
2.4	Yes	Yes	Please refer to the updated Waterman Moylan Layout 22-023- C100 – Proposed General Arrangement	Noted
2.5	Yes	Yes	Please refer to the updated Waterman Moylan Layout 22-023- C100 – Proposed General Arrangement	Noted

\*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: Ian Worrell

Designer's Signature:



Date: 06/10/22

Employer's Name: Simon Corrigan

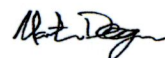
Employer's Signature:



Date: 06.10.2022

Audit Team's Name: Martin Deegan

Audit Team's Signature:



Date: 07 / 10 / 2022



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e: [hello@traffico.ie](mailto:hello@traffico.ie)

w: [www.traffico.ie](http://www.traffico.ie)