

Transitional Care Facility

Stage 1 & 2 Road Safety Audit

Bartra Property Cookstown Limited

February 2023

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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 & 2 Road Safety Audit associated with Transitional Care Facility.

The Audit has been completed by Traffico Ltd. on behalf of Bartra Property Cookstown Limited.

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Thursday 22 nd December 2022	Daylight	Raining with wet pavements.

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)	Martin Deegan BEng(Hons) MSc CEng MIEI	MD101312
Audit Team Member (ATM)	Colin Prendeville BEng(Hons) CEng MIEI CIHT	CP3369500
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
B981-OCSC-XX-XX-DR-C-0111	PROPOSED ROAD LAYOUT SHEET 1 OF 6	P03.02
B981-OCSC-XX-XX-DR-C-0112	PROPOSED ROAD LAYOUT SHEET 2 OF 6	P02.01
B981-OCSC-XX-XX-DR-C-0113	PROPOSED ROAD LAYOUT SHEET 3 OF 6	P02.01
B981-OCSC-XX-XX-DR-C-0114	PROPOSED ROAD LAYOUT SHEET 4 OF 6	P02.01
B981-OCSC-XX-XX-DR-C-0115	PROPOSED ROAD LAYOUT SHEET 5 OF 6	P02.01
B981-OCSC-XX-XX-DR-C-0115	PROPOSED ROAD LAYOUT SHEET 6 OF 6	P02.01

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: High Containment Kerbs / Footpath Gradients

Location: Sheet 1 of 6 | All Site Access Points and Road Crossings

The existing high containment kerbs create a difference in level between the footpaths and the road pavement which could lead to steep gradients and pedestrian progression issues at the site accesses and various pedestrian crossing points.

Figure 2.1 – Example Pedestrian Crossing Location with High Containment Kerbs



Recommendation

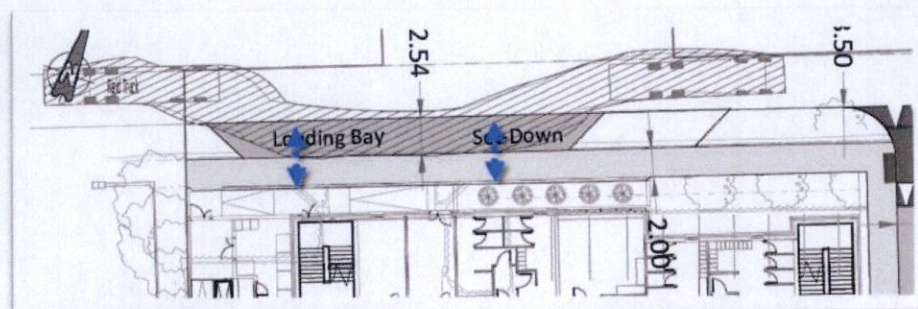
Appropriate footpath gradients should be provided at the site access points and pedestrian crossing locations.

2.2 Problem: High Containment Kerbs / Access to Loading Bays

Location: Sheet 1 of 6 | Loading Bays & Set Down Areas

The existing high containment kerbs could create a difference in level between the footpath and the loading bays which could lead to steep gradients and progression issues for pedestrians moving between the vehicles and the adjacent footpath.

Figure 2.2 – Example Pedestrian Connection Points Between Vehicles & Footpath



Recommendation

The loading bays should be designed to facilitate ease of movement and universal access between vehicles in the loading bay and the adjacent footpath.

2.3 Problem: Maintaining Existing Crossing Desire Line

Location: Sheet 1 of 6 | Roundabout Beside North East Corner of Site

Failing to facilitate the existing courtesy pedestrian crossing at this location could lead to walkers crossing at places where it is less safe to do so.

Figure 2.3 – Existing Crossing to be Facilitated



Recommendation

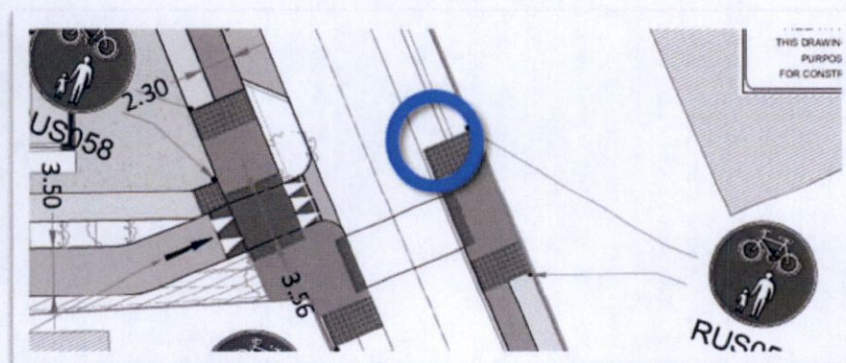
Provision should be made to facilitate the existing pedestrian crossing.

2.4 Problem: Conflict Between Parking Area & New Crossing Point

Location: Sheet 1 of 6 | New Courtesy Crossing to South East Corner of Site

Without containment, vehicles manoeuvring into or out of the parallel parking spaces could roll into the shared surface, placing pedestrians at risk of conflict.

Figure 2.4 – Area Where Vehicles Could Enter Shared Surface Whilst Parking



Recommendation

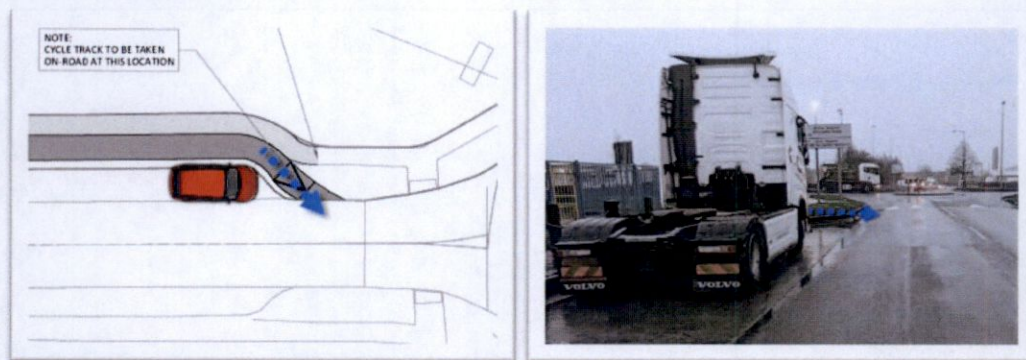
Appropriate containment measures should be set in place to mitigate the risk of vehicles rolling into the shared surface.

2.5 Problem: Parked Vehicles Obscuring Visibility for Cyclists

Location: Sheet 3 of 6 | Cycle Path Termination

Vehicles occupying the parallel parking zone are likely to block visibility for cyclists attempting to re-join the adjacent traffic lane. This could lead to conflicts between cyclists and general traffic.

Figure 2.5 – Visibility for Cyclists Obscured by Parked Vehicles



Recommendation

The design should be amended to ensure that cyclists are afforded appropriate visibility to oncoming vehicles at the point where they will be encouraged to re-join the traffic lane.

2.6 Problem: Cycle Track Termination Detail

Location: Sheet 6 of 6 | Cycle Track Termination Point

Terminating the cycle track in the verge with no direct access to the adjacent traffic lane could lead to loss of control type collisions for cyclists.

Figure 2.6 – Cycle Track Termination in Verge / Beside High Containment Kerb



Recommendation

An appropriate cycle track termination should be provided in advance of the adjacent industrial access point to the south.

2.7 Problem: Impact of Existing Street Furniture

Location: Sheets 1 to 6 (all sheets) | Scheme Wide

Existing street furniture could create hazards and pinch points within the footpaths and cycle tracks which are likely to lead to progression issues and conflicts for vulnerable road users.

Figure 2.7 – Example Street Furniture i.e. Railings, Bollards, Lighting Columns and Signage



Recommendation

The street furniture should be rationalised to facilitate the safe and comfortable progression of pedestrians and cyclists.

3. 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.

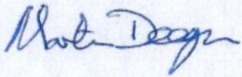
Audit Team's Independence to the Design Process

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

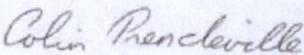
traffico

Signed: 

Date: 5th January 2023

Colin Prendeville
 Audit Team Member
 Road Safety Engineering Team

traffico

Signed: 

Date: 5th January 2023

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.

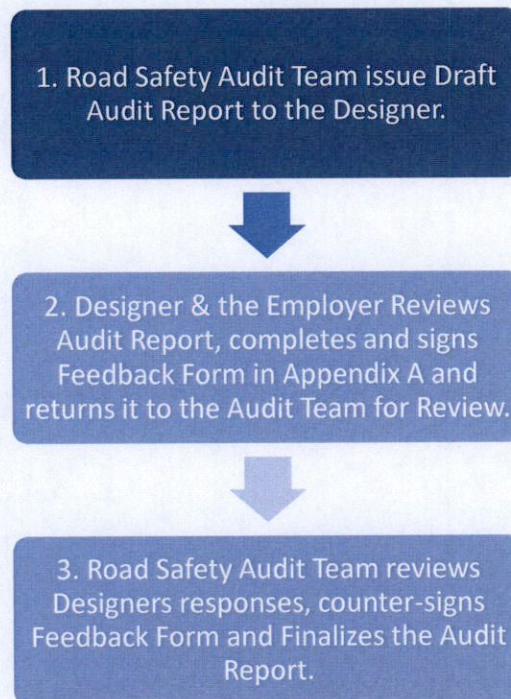


Figure 4.1 – Road Safety Audit Sign-Off and Completion Process

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

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

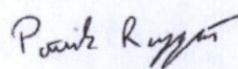
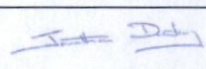
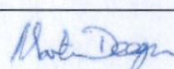
Where the Designer and the Audit Team cannot agree on an appropriate means of addressing an underlying safety issue identified as part of the audit process, an Exception Report must be prepared by the Designer on each disputed item listed in the audit report.

Appendix A

A.1 Road Safety Audit Feedback Form

<h2>Road Safety Audit Feedback Form</h2>	
Scheme: Transitional Care Facility	
Audit Stage: Stage 1 & 2 Road Safety Audit	Audit Date: 5 th January 2023

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	Appropriate transition kerbs have been added and suitable gradients will be maintained as part of any design.	<i>Noted</i>
2.2	Yes	Yes	The kerbing along the development boundary is to be replaced with standard height kerbs.	<i>Noted</i>
2.3	Yes	Yes	The proposed layout has been amended to maintain and incorporate this crossing	<i>Noted</i>
2.4	Yes	Yes	The proposed layout has been amended to include appropriate kerbing at this location to close off the parking bay.	<i>Noted</i>
2.5	Yes	Yes	The connection point to the road has been set further back from the car parking to ensure visibility.	<i>Noted</i>
2.6	Yes	Yes	The layout has been updated to show proposed connectivity to other planned road upgrade works at this location.	<i>Noted</i>
2.7	Yes	Yes	All street furniture will be relocated to an appropriate setting at the back of footpath. Private signage will be relocated subject to agreement with the relevant parties or the alignment amended slightly to avoid conflict through agreement with South Dublin County Council.	<i>Noted</i>

Designer's Name:	Patrick Raggett	Designer's Signature:		Date:	02-02-2023
Employer's Name:	Jonathan Dowling	Employer's Signature:		Date:	02-02-2023
Audit Team's Name:	Martin Deegan	Audit Team's Signature:		Date:	2 nd Feb 2023