

23029-01-001

**Proposed Extension to Educate
Together School at Esker, Lucan, Co.
Dublin**

ROAD SAFETY AUDIT STAGE 1 / 2

April 2023

ROADPLAN

CONSULTING

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Kilkenny
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1. INTRODUCTION

- 1.1 This report describes a Stage1 / 2 Road Safety Audit carried out at ETS, Esker, Lucan on behalf of Collins Boyd Engineers & Architects. The audit was carried out on 17th April 2023 in the offices of Roadplan Consulting, Kilkenny.
- 1.2 The audit team members were as follows:
- Dermot Donovan, BE CEng FIEI.
Auditor Number DD50250
 - George Frisby, BE CEng MIEI
Auditor Number GF51255
- 1.3 Both audit team members visited the site on the 25th March 2023. The audit comprised an examination of the drawings relating to the scheme supplied by Collins Boyd and an examination of the site.
- 1.4 The speed limit of road at the site entrance is 50 km/h.
- 1.5 This Stage 1 / 2 Audit has been carried out in accordance with the relevant sections of TII GE-STY-01024. The team has examined only those issues within the design relating to the road safety implications of the scheme and has therefore not examined or verified the compliance of the design to any other criteria.
- 1.6 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 accident occurrence.
- 1.7 Appendix A describes the audited drawings.

2. STAGE 1 / 2 AUDIT

2.1 Problem

The visibility splay to the right from the retained access onto Esker Lane is partially obstructed by a tree (or trees) located within the roadside verge. At the time of the site visit the trees were without foliage, the trunks were small diameter and the impact on the sightline was minimal. In addition, the speed of traffic is slow due to the presence of ramps on Esker Lane. However, the presence of a sign beside the eastbound lane warning drivers of a concealed entrance ahead would indicate that there was concern at some time in the past in relation to the safe operation of the access.



Road safety risk is increased in situations where inter-visibility between drivers turning at an access and drivers approaching on the mainline is restricted. This may increase the likelihood of collisions at the access.

Recommendation

Ideally the trees within the visibility splay would be removed. If that is not feasible, they should be maintained in a condition such that they do not cause greater obstruction to sightlines.

2.2 Problem

There is a roadside path located beside the kerb line on the south side of Esker Lane to the east of the proposed access. It is one of two paths along that side of the road; the second path is located beside the school boundary. The path beside the road appears to be intended for cyclists. It terminates just before the access to the school and consequently cyclists must enter the road in order to reach the school access. It is noted that bicycle parking within the school is located close to this access, so some cyclists are likely to use the route. Entering the road would increase the risk of cyclist collisions. In addition, crossing facilities are not shown to be provided to enable cyclists to reach the cycle parking on the west side of the access road.

**Recommendation**

Amend the layout so that the path continues fully to the access, allowing cyclists to enter the school without having to enter the roadway on Esker lane. The layout should also include a crossing of the access for cyclists so that they have a suitable cycle route directly to the cycle parking. Appropriate tactile paving should be provided.

2.3 Observation

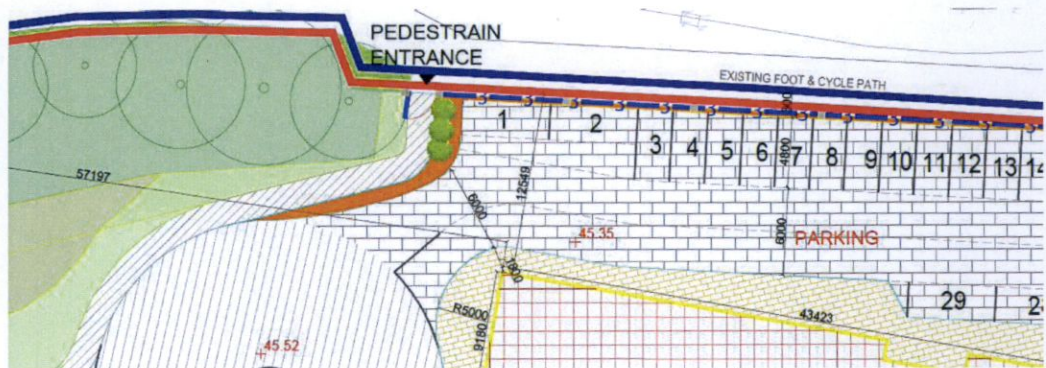
There would appear to be a relatively large catchment within walking distance of the school – the surrounding area is almost entirely residential. A pedestrian gate is being retained that connects the school to Esker Meadow View and that will be beneficial to road safety in terms of providing increased permeability and promotion of active travel. Through ongoing mobility planning, the school should seek to improve the safety and directness of walking routes to school. For example, maximising

pedestrian connectivity through the sites of adjacent schools would be beneficial, as would improvements to pedestrian permeability in housing estates (such as Esker Lodge and Elmbrook Walk – see image below)



2.4 Observation

Given the tight horizontal curvature it may be difficult for opposing vehicles to pass with ease were they to meet on the bend at the entrance to the teacher car park. It may be beneficial to provide some additional road width on the bend by moving, to the north, the proposed northern kerb line.



3. AUDIT TEAM STATEMENT

3.1 We certify that we have examined the drawings listed in Appendix A and have inspected the site. This examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme.

Signed..... Dermot Donovan

Date 17th April 2023.....

Signed..... George Frisby

Date 17th April 2023.....

APPENDIX A











List of Drawings Examined

The following drawings have been provided electronically in PDF format by Collins Boyd:


Drawing number	Drawing title
20782 OPP 00 00 DR A 0003 S1 P01	Construction Site Plan
20782-099-00-00-DR-A-9201-PL-P01	Site Location Map

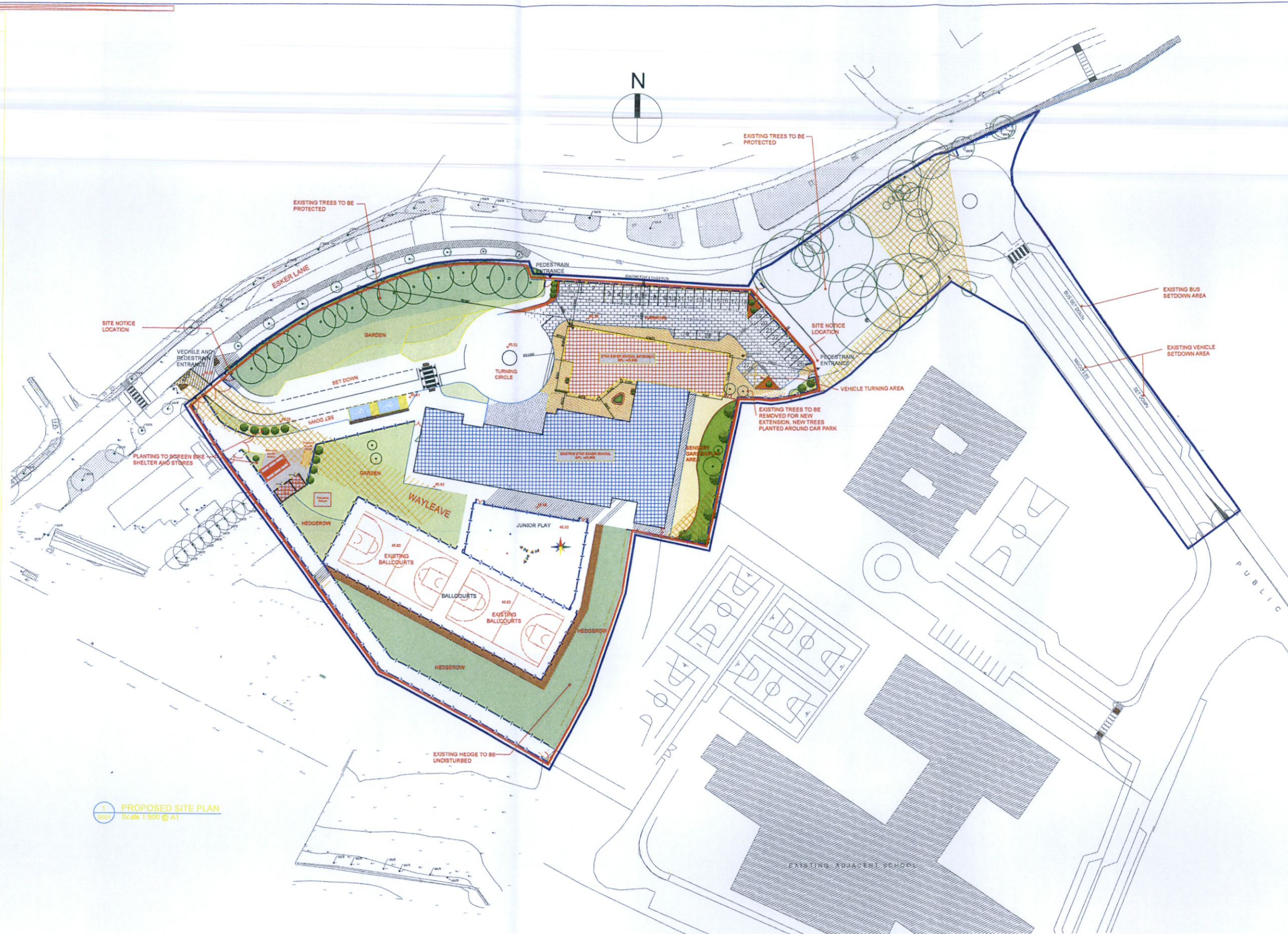
Legend.

EXISTING:

-  EXISTING ETNS ESKER BUILDING
-  EXISTING FEATURE PAVING TO FRONT ENTRANCE OF SCHOOL BUILDING
-  EXISTING CONCRETE PATHS TO ARCHITECT'S SPECIFICATION
-  EXISTING TARMAC SURFACE TO ARCHITECT'S SPECIFICATION
-  EXISTING WET POUR SAFETY SURFACE TO PLAY AREA
-  EXISTING SOFT LANDSCAPING EXISTING GRASS
-  EXISTING HEDGEROW
-  WAYLEAVE TO ALLOW FOR DRAINAGE CONNECTION
-  EXISTING TREES
-  BLISTERED TACTILE PAVING. RED-CONTROLLED CROSSING, YELLOW UNCONTROLLED CROSSING
-  RED LINE INDICATES EXTENT OF SITE BOUNDARY
-  1.8m HIGH GREEN 656 BALLSTOP FENCING WITH GATES AS SHOWN
-  2.4m HIGH GREEN 656 BALLSTOP FENCING WITH GATES AS SHOWN
-  2.4m HIGH BOUNDARY TREATMENT WITH 1.0M HIGH DWARF WALL AND 1.4M HIGH RAILING AND GATES AS SHOWN
-  1.2m HIGH HOOP TOP FENCING AND GATES AS SHOWN
-  2.4m HIGH RAILINGS AND GATES AS SHOWN

PROPOSED:

-  PROPOSED ETNS ESKER EXTENSION. PROPOSED BIN STORE (RELOCATED)
-  PROPOSED PERMEABLE PAVING TO AREAS SURROUNDING THE NEW SEN EXTENSION
-  PROPOSED PERMEABLE PAVING SURFACE TO CAR PARK EXTENSION.
-  PROPOSED SEN PLAY AREA AND SENSORY GARDEN. LAYOUT TO LATER DETAIL.
-  PROPOSED SOFT LANDSCAPING PROPOSED GRASS
-  PROPOSED TREES / PLANTING
-  PROPOSED NEW FENCING TO SEN PLAY AREA AND SENSORY GARDEN
-  PROPOSED 1.2m HIGH HOOP TOP FENCING AS SHOWN
-  GROUND FLOOR CLASSROOM TO BE DEMOLISHED FOR NEW LINK TO NEW EXTENSION



1 PROPOSED SITE PLAN
Scale 1:500 @ A1

STAGE 2A

REVISION	DATE	REVISED DESCRIPTION

oppermann
associates

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Unit D1, The Millhouse, The Steepworks, Foley Street, Dublin 1.
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CLIENT: Department of Education and Skills	DRAWN BY: CA
PROJECT: 20-782 - Esker ETNS, Lucan - School Extension	CHECKED BY: CA
DRAWING: Proposed Site Plan	SCALE: 1:500@A1
DRAWING NO: 20782-OPP-01-00-DR-A-0001-S1-P01	PLOTTED: 23.11.2022

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P01 23/11/2021 CA Issued to consultants
REVISION DATE REVISED DESCRIPTION

- Legend**
- PROPOSED:**
- PROPOSED ETNS ESKER EXTENSION
 - EXTENT OF CONSTRUCTION SITE SECURE HOARDING TO PERIMETER
 - PROPOSED TEMP. CONSTRUCTION ENTRANCE
 - CONTRACTORS PARKING & SITE OFFICE/CABINS
 - PROPOSED LOCATION OF TEMPORARY PARKING
 - TEMPORARY BIN & BICYCLE STORE AREA
 - WAYLEAVES



1 CONSTRUCTION SITE PLAN
Scale 1:500 @ A1

STAGE 2

REVISION	DATE	REVISED BY/DESCRIPTION	REVISION	DATE	REVISED BY/DESCRIPTION

oppermann
associates

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CLIENT: Department of Education and Skills	DRAWN BY: OA
PROJECT: 20-782 - Esker ETNS, Lucan - School Extension	DESIGNED BY: OA
DRAWING: Construction Site Plan	SCALE: 1:500@A1
DRAWING NO: 20782-OPP-00-00-DR-A-0003-S1-P01	DATE: 28.09.2022

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