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TRAFFICWISE
traffic & transportation solutions

Senior Planning Officer
Land Use, Planning & Transportation Department
South Dublin County Council
County Hall
Tallaght
Dublin 24
D24 A3XC

Our Ref: 03183/RFI/1606/JK

26-Jun-2023

Dear Sir

DEMOLITION OF A SHED & WORKSHOP AT REAR OF THE PROTECTED STRUCTURE TO FACILITATE THE PROVISION OF 18 CAR PARKING SPACES; CONSTRUCTION OF 12 DWELLINGS COMPRISING OF 8 TWO STOREY WITH ATTIC LEVEL ACCOMMODATION, 4 BEDROOM SEMI-DETACHED DWELLINGS (C. 146SQ.M EACH AND 4 TWO STOREY WITH ATTIC LEVEL ACCOMMODATION, 3 BEDROOM SEMI-DETAHCED DWELLINGS (C. 126 SQ.M EACH) WITH VEHICULAR ACCESS AT MAIN STREET; A PEDESTRIAN ACCESS TO FOREST HILLS AT THE SOUTHERN END OF THE SITE AND ANCILLARY SITE DEVELOPMENT WORKS ALL WITHIN THE CURTILAGE OF A PROTECTED STRUCTURE.

Location: Main Street, Rathcoole, Co. Dublin

Planning Register Reference: SD22A/0323 (Ciaran Reilly)

RESPONSE TO REQUEST FOR FURTHER INFORMATION

1 INTRODUCTION

1.1 Trafficwise Ltd. is a firm of consulting engineers specialising in Traffic and Transportation Planning and Geometric Roads Design. We act for **Ciaran Reilly** in this matter. This document has been prepared in conjunction with the Applicant's parent response submission to South Dublin County Council prepared by **Kiaran O'Malley & Co. Ltd.** and is an integral part of that response.

1.2 We reviewed the request for Further Information dated 06-Oct-2022 and respond to matters relating to, or associated with, roads and traffic. For ease of reference each of the relevant matters is transcribed prior to the corresponding response.

Registered VAT number: 6379689 O
Registered Company Number: 359689
Registered Office: Bracetown Business Park D15 R59T

2 RESPONSE TO REQUEST FOR FURTHER INFORMATION

RFI – Item No. 2

Roads. *"The applicant is requested to provide: (A) a stage 1 road safety audit with regard to the vehicular access/egress point. (B) a rationale for the choice of vehicular access location, and to consider if this is the safest access point. Alternative access points include access from the west (via Courthouse apartments access street - not taken in charge), and from the north-west (via western access around protected structure)."*

2.1 The Applicant has commissioned an independent Stage 1 - Road Safety Audit (RSA) for the proposed development. The RSA was carried out by Traffico Ltd. specialist road safety auditors. A copy of the RSA report ids provided in **Appendix A**. The RSA was carried out in accordance with the procedures and scope set out in TII publication number GE-STY-01024 – 'Road Safety Audit'. The scope of the audit includes the entire development and as directed in the RFI has regard to the vehicular access/egress arrangements and internal circulation.

2.2 Given some of the difficulties set out in the RFI under Item No. 3 a revised site layout plan had been prepared that integrated the exiting use and the proposed residential use. The RSA is based upon this revised site layout plan shown in Collins Maher Martin Architects Drawing No. FI-01A *'Further Information Proposed Site Plan'* dated 28-April-2023. For the avoidance of doubt a copy of the drawing is provided in **Appendix A**.

2.3 In brief Drawing No. FI-01A proposed using a combination of the existing accesses connected by an internal circulation route. The drawing showed entry via the western access and egress by the eastern access connected by a U-shaped 3m wide one-way internal circulation road around the protected structure flanked on the longer or outer side by a 1.8m wide footway. The circulation route shown on Drawing No. FI-01A was one-way anti-clockwise and connected to the proposed residential street which had been designed as a 'Homezone' shared street accommodating two-way traffic flow.

2.4 In response to matters of pedestrian inter-visibility raised in Item No. 3 of the RFI and problems identified in the RSA it is currently proposed to revise the layout to reverse the circulation regimen to provide entry from the eastern access and

egress by the western access. The current proposed site and roads layout is shown in Collins Maher Martin Architects Drawing No. FI-01D *'Further Information Proposed Site Plan'* dated June-2023 which accompanies the RFI response.

2.5 The feedback form in the RSA highlights the RSA problems and recommendations and the Designers responses to each. In response to RSA 'Problem 2.1', 'Problem 2.2 and RFI Item 3(A), the proposed circulation route is now revised to operate in a clockwise direction which is the typical convention in gyratory systems and roundabouts and should thus be more intuitive for drivers. The configuration of the eastern property boundary is such that it would reduce inter-visibility between exiting drivers and pedestrians walking westward past the eastern access point and this is the point raised in RFI Item No. 3(A). Reversing the circulation regimen removes this difficulty. Vehicles will only enter at the eastern access whilst the configuration of the western access is open and there are no significant obstructions to inter-visibility between exiting drivers and pedestrians travelling in either direction past the site.

2.6 The RFI suggested two alternative access points. The suggested potential access via Courthouse apartments is not considered feasible principally on account of the level difference between the sites and also due to the need for landowner consent. Notwithstanding the underlying engineering challenges we understand that landowner consent is not forthcoming nor likely to be. The RFI also suggested that there was potential for access from the north-west via the existing western access around the protected structure. RFI Item No. 3 (C) requests that the development is served by a 1.8m footway. Neither of the exiting accesses can in isolation accommodate a suitably wide two-way access carriageway and adjoining footway. Considering the objective set out in the RFI and taken in combination with the recommendations of the RSA it was thought that on balance the optimum solution on the grounds of safety and provision for pedestrians was to combine the existing two accesses and incorporate both into a one-way entry/exit layout. The preferred layout is as proposed in Collins Maher Martin Architects Drawing No. FI-01D *'Further Information Proposed Site Plan'* June-2023 with entry via the eastern access. The RSA feedback form confirms the agreement of the Auditors that the proposal to revise the circulation regime will result in a satisfactory layout with respect to road safety and particularly the safety of pedestrians.

2.7 We respectfully invite South Dublin County Council to consider the merits of the revised proposal in the context of the RIF request and the independent Road Safety Audit and to agree that the rationale for the choice of vehicular and pedestrian access is on balance a safe and satisfactory layout appropriate to serving the needs of the existing protected structure and the proposed residential development.

RFI – Item No. 3 (Partial Response)

Street Layout. *"In order to address the issues listed below, the applicant is requested to provide: a revised street layout and surface material treatment details, including as necessary works to the public realm on Main Street. The layout should be fully dimensioned, include road-markings/signage, kerb radii, road widths and sightlines, surface and lining details: (A) There would be poor visibility at the vehicular access junction, with vehicles exiting without full sight of pedestrians crossing. A revised layout should prioritise pedestrian movement, comfort and safety as reflects the village centre setting (reflecting also the public open space amenity to the rear if that is proposed). (B) The access street bisects the area of potential public open space, and is routed around a new car park. Notwithstanding the request for detail on the car park, it is considered that the layout duplicates vehicular road space unnecessarily, to the detriment of public amenity space. Additionally, the access road is provided with loose corners. The access street and parking should be integrated with one carriageway provided, and designed so as to maximise the quality and quantity of a single useable green space within the site. (C) The pedestrian footpath contains a number of staggered turns, which would provide difficulties for lesser able pedestrians and in design terms relegates the pedestrian to a peripheral consideration. Applicant to provide a road layout drawing that shows a formal road and footpath delineated with continuous unstaggered kerbing, and that runs from the vehicular access with a minimum width of 1.8 m throughout the development.*
(D) The pedestrian connection to Forest Hills is welcome in principle and would open up permeability in the village core. The footpath would suffer from a lack of passive surveillance and would have a closed, narrow, alleyway character, for that stretch to the west of unit No. 9. The footpath should be widened and opened up to passive surveillance. This can be achieved with the reorientation and/or reconfiguration of units 9 - 12 to align with units 1 - 8, with provision of a turning circle as appropriate for traffic."

2.8 Collins Maher Martin Architects Drawing No. FI-01D *'Further Information Proposed Site Plan'* dated June 2023 accompanies the RFI response and shows the proposed site layout fully dimensioned and including for indicative road markings and signage. It is respectfully suggested that the detail of the size and

precise location of road signs, especially those that will be in the public realm can be agreed with the Planning Authority at the detailed design stage under a condition of planning. The following schedule includes those signs in the public realm controlling the entry and exit of vehicles together with the internal signing required to control the circulation of development generated traffic.

Location	TSM Ref:	Example
1. Egress: Back of footway. Accompanied by standard STOP road marking M114 and solid white line. 2. Egress: Set-back from edge of Main Street Carriageway. Accompanied by standard STOP road marking M114 and solid white line.	RUS 027: Stop	
3. Egress: Back of footway on same pole as STOP sign relating to back of footway.	W140: Pedestrians	
4. Entry to one-way circulation route. Augmented with plate 'One-Way'. 5. Internal circulation road and on Egress. 6. Leaving Homezone.	RUS 004: Keep Straight Ahead	
7. Internal Junction with Homezone	RUS 050: No Entry	
8. Internal Junction with Homezone	RUS 012: No Right Turn	
9. Entry to one-way circulation route. Mounted on same pole as RUS 004.	RUS 044: Speed Limit	
10. Parking space associated with Protected Structure	F204: Disables Persons' Parking	
11. At gateway entry to homezone		

Table 2.1 Schedule of Roads Signs

2.9 Item No. 3(A):

2.9.1 The revised entry/exit and circulation regime will mean that drivers exiting the site will cross the public footway at the existing western access point. The configuration of the existing access is such that the western boundary (party wall with Courthouse apartments) is set back from the back of the public footway by approximately 3.3m and from the edge of the pedestrian thoroughfare by approximately 4.7m as dimensioned in the following image.

Image 2.1 Existing Western Access to Main Street

2.9.2 Appropriate control measures will be in place where vehicles exiting the site and pedestrians are required to interact. It is proposed to provide a STOP line at the back of the footway within the boundary of the development site a second STOP line provided at the appropriate distance from the Main Street carriageway. This layout will be simple to understand, will highlight pedestrian priority along the footway and will allow for appropriate levels of visibility and inter-visibility for both pedestrians and motorists. The proposed exit layout includes for the reconfiguration of the building access ramp on the Main Street frontage of the existing building which will improve visibility between pedestrian users of the site and motorists exiting site.

2.9.3 The following **Figure 2.1** shows the proposed roads layout of the revised development overlain and geolocated on 2023 Google Earth imagery. **Figure 2.1** shows the suggested layout of road signing and road markings together with the proposed road surfacing between the building edge of the

existing protected structure. It is proposed that the internal footway will merge with the existing footway materials used in the main street and this area will be delineated from the roadway which will similarly be constructed using the matching roadway materials already in use in the main street.

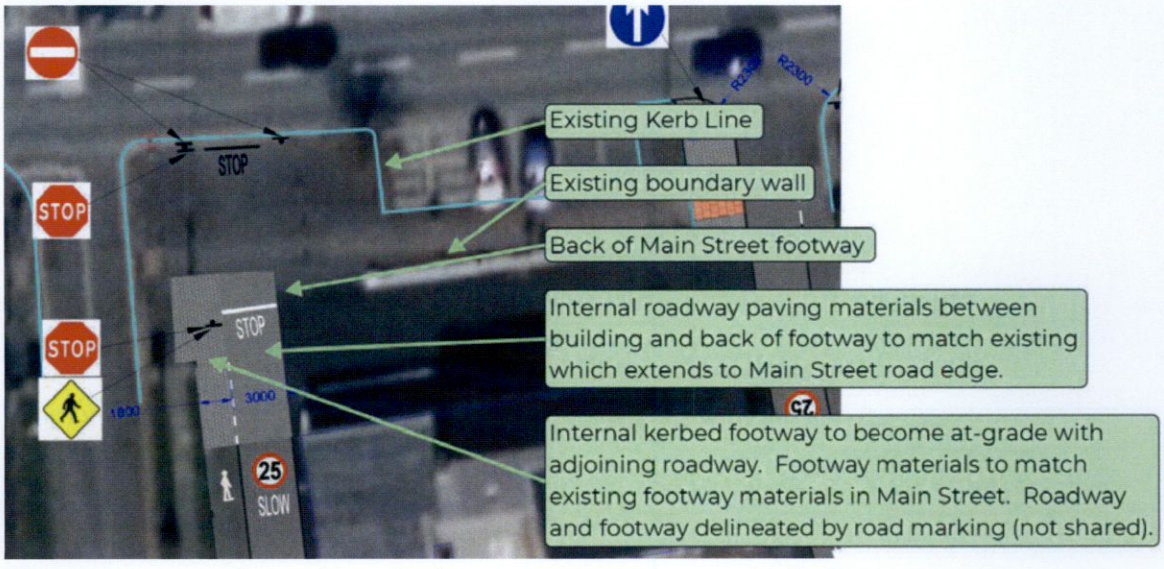


Figure 2.1 Configuration of Exit at Western Access to Main Street

2.9.4 We invite the Planning Authority to agree that the revised layout satisfactorily prioritises pedestrian movement, comfort and safety and is sympathetic to the village centre setting.

2.10 Item No. 3(B):

2.10.1 The proposed development access regime has been altered to make best use of the existing infrastructure to ensure satisfactory provision for pedestrian movement and efficient vehicle circulation. As directed in the RFI the internal access street and parking has been integrated with one carriageway provided which maximises the useable green space within the site. The layout will be intuitive to use for motorists entering from the Main Street since the eastern access is the more formalised of the two and is clearly delineated by raised kerbs.

2.10.2 As set out above the western access which is the dedicated egress will, through the use of complimentary materials, be integrated with the existing hard landscaping of the public realm and will provides generous inter-visibility for all users. It is proposed that the eastern access will be reduced in overall width in

line with the guidance of DMURS to reduce the overall crossing distance for passing pedestrians on the Main Street. The western side if the junction is proposed to be built out to increase the raised pedestrian area and it is proposed to relocate the existing crossing point. The following **Figure 2.2** shows the proposed roads layout of the revised development entrance overlain and geolocated on 2023 Google Earth imagery. **Figure 2.2** shows the suggested layout of road signing and road markings together with the proposed narrowing of the entrance and increase in the hard landscaping in the public realm. Similar to the exit treatment it is proposed that the internal footway will merge with the existing footway materials used in the main street and this area will be delineated from the roadway.

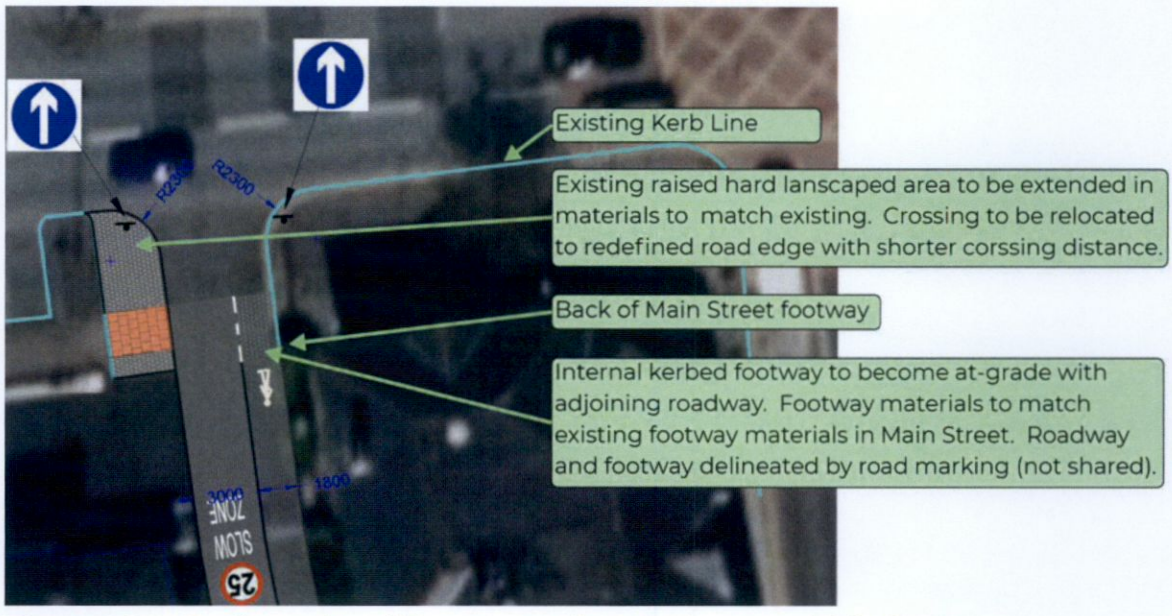


Figure 2.2 Configuration of Entrance at Eastern Access to Main Street

2.11 Item No. 3(C):

2.11.1 Collins Maher Martin Architects Drawing No. FI-01D *'Further Information Proposed Site Plan'* dated June 2023 shows a formal road and footpath delineated with continuous unstaggered kerbing. The footways extend from the Main Street along the internal circulation route and measure a minimum width of 1.8 m throughout. The internal residential road is proposed as a 'Homezone' which will be a shared space. A formal raised crossing point marks the 'gateway' entry to the homezone that clearly defines the change in road character.

2.12 Item No. 3(D):

2.12.1 Collins Maher Martin Architects Drawing No. FI-01D *'Further Information Proposed Site Plan'* dated June 2023 shows the footway connection to Forest Hills.

2.12.2 As suggested in the RFI the units along the footway have been reorientated to provide passive surveillance. An area of open space is provided to the west of the footway connection thus opening up the area generally. The proposed redesign of the southern portion of the site successfully overcomes the previous narrow alleyway character and should provide a comfortable and inviting open connection.

RFI – Item No. 4

Street Layout. *"It is unclear if certain vehicles can access and move around the development. The applicant is requested to provide swept-path analysis demonstrating:*
i. Emergency vehicle access/egress/turning throughout the site
ii. How cars egress from parking at No. 12 (note: provide similar indications if layout is revised).
iii. how perpendicularly parked cars can reverse into and/or out of car parking spaces / driveways, in any instance where a 6m reversing distance clearance, is not being provided."

2.13 'Autodesk Vehicle Tracking' is generally used by transportation engineers for the analysis of roads and junction designs to check that provision has been made for the space and geometry required to manoeuvre specified design vehicles. A design vehicle may be a real vehicle modelled within the software's computer environment but is more often a virtual vehicle indicative of the type and configuration of vehicle that the final design is expected to accommodate. Design vehicles are commonly specified by the relevant planning authority.

2.14 Turning assessments at the design stage are undertaken using standard 'Design Vehicles'. Given the proposed development is residential it is expected that the majority of servicing will be undertaken in light commercial vehicles and vans.

2.15 Trafficwise Drawing No. 03183/PL01 and 03183/PL02 in **Appendix B** provides swept path assessments for fire tender access and includes the entrance junction from Main Street and the route through to the service vehicle turn around area at the southern end of the proposed homezone together with the egress route to Main Street. In the interest of clarity the drawings show the roads The specific vehicle used in the analyses of the fire tender vehicle analyses is 'Dennis Sabre Fire Tender (LWB)– Length 7.70m' which is representative of the typical fire tender vehicles currently in service in Rathcoole. A summary of the fire tender design vehicle dimensions and steering characteristics is provided below.

- Overall Length 16.48m
- Overall Width 2.55m
- Track Width 2.47m
- Lock-to-lock Time ..... 3 sec
- Kerb-to-kerb Radius 6.55m

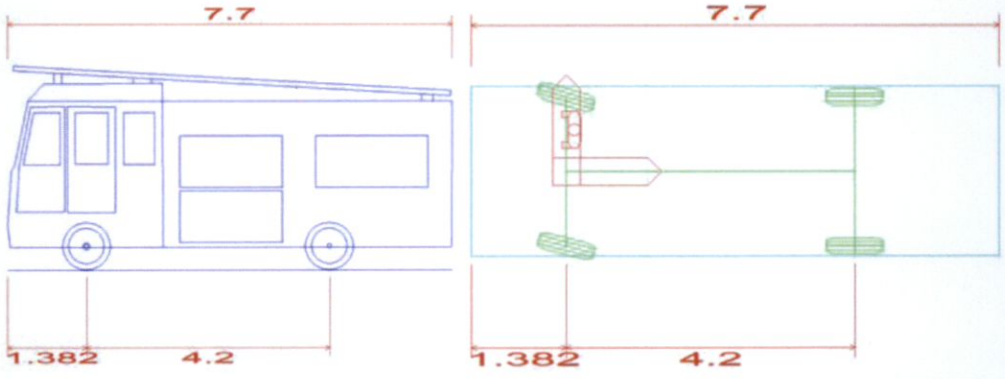


Figure 2.1 Dennis Sabre Fire Tender (LWB)

2.16 Trafficwise Drawing No. 03183/PL04 and 03183/PL05 provide corresponding swept path assessments for a standard design refuse vehicle accessing the site, circulating, turning and egressing. The specific vehicle used in the analyses of the refuse vehicle analyses is 'DB32 Refuse Vehicle – Length 7.90m' which is the standard assessment vehicle. A summary of the refuse vehicle design vehicle dimensions and steering characteristics is provided below.

- Overall Length 7.90m
- Overall Width 2.40m
- Track Width 2.40m
- Lock-to-lock Time ..... 6 sec
- Kerb-to-kerb Radius 9.625m

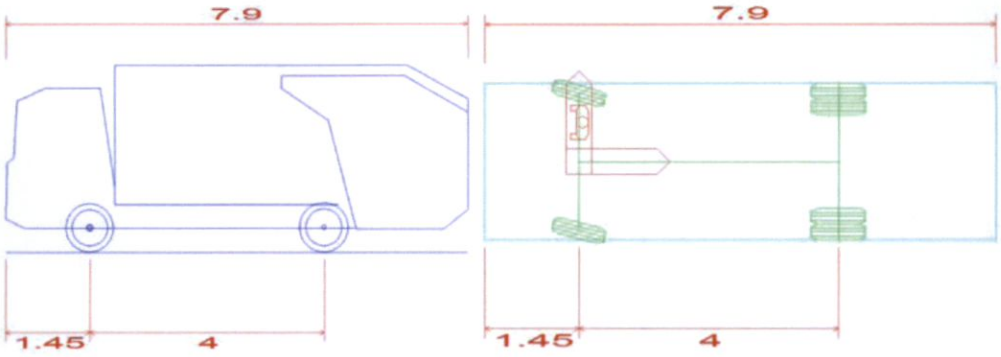


Figure 2.2 DB32 Refuse Vehicle

2.17 The vehicle used in the refuse vehicle analyses in Drawing No. TWL/03183/TR/02 is 'DB32 Refuse Vehicle – Length 7.90m' which is the standard assessment vehicle.

2.18 It is not known at this time what waste collection companies will service the residential units so it is not certain what size of vehicle may be required to access the site. Many companies typically have an array of larger and smaller vehicles that can be used in specific circumstances and it is likely that a smaller collection vehicle might be employed in the case of this development, nevertheless in the interest of a robust assessment of the largest waste collection vehicle that might access the site a further swept path analysis has been undertaken for the largest refuse vehicles currently servicing residential areas. Trafficwise Drawing No. 03183/PL05 and 03183/PL06 provide swept path assessments for the specific vehicle used in the robust refuse vehicle analyses which is a 'Dennis, Phoenix 2 One-Pass – Length 10.98m'. A summary of the large refuse vehicle dimensions and steering characteristics is provided below.

- Overall Length 7.90m
- Overall Width 2.40m
- Track Width 2.40m
- Lock-to-lock Time ..... 6 sec
- Kerb-to-kerb Radius 9.625m

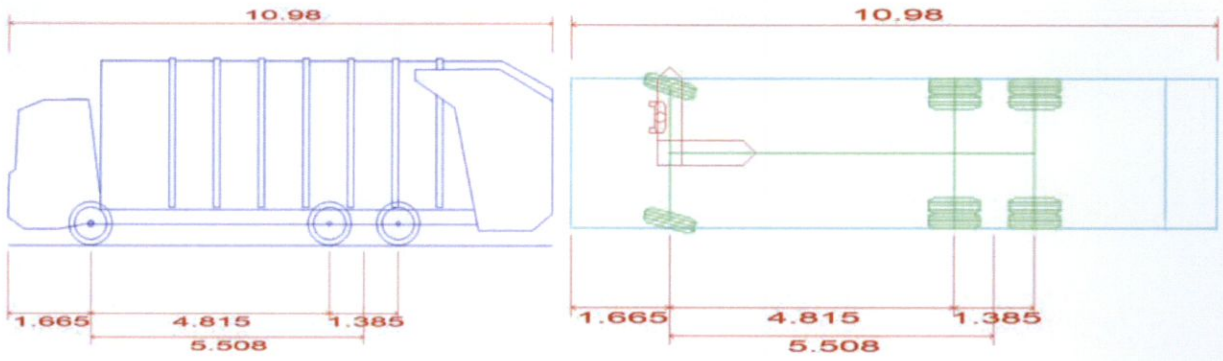


Figure 2.3 Dennis, Phoenix 2 One-Pass – Length 10.98m

2.19 The results of the swept path assessment for the largest refuse vehicle shows that the vehicle is accommodated on the circulation route around the protected structure. The vehicle can enter the homezone in forward gear and turning is accommodated at the turning head provided at the southern end of the homezone.

2.20 The above vehicle swept path assessments confirm how emergency vehicle and service vehicle access/egress and turning is achieved throughout the site and directly responds to Item 4(i). In the case of cars parking at No. 12 and all perpendicularly parked cars provision has been made in the revised layout for the standard manoeuvring distance of 6.0m.

Yours sincerely

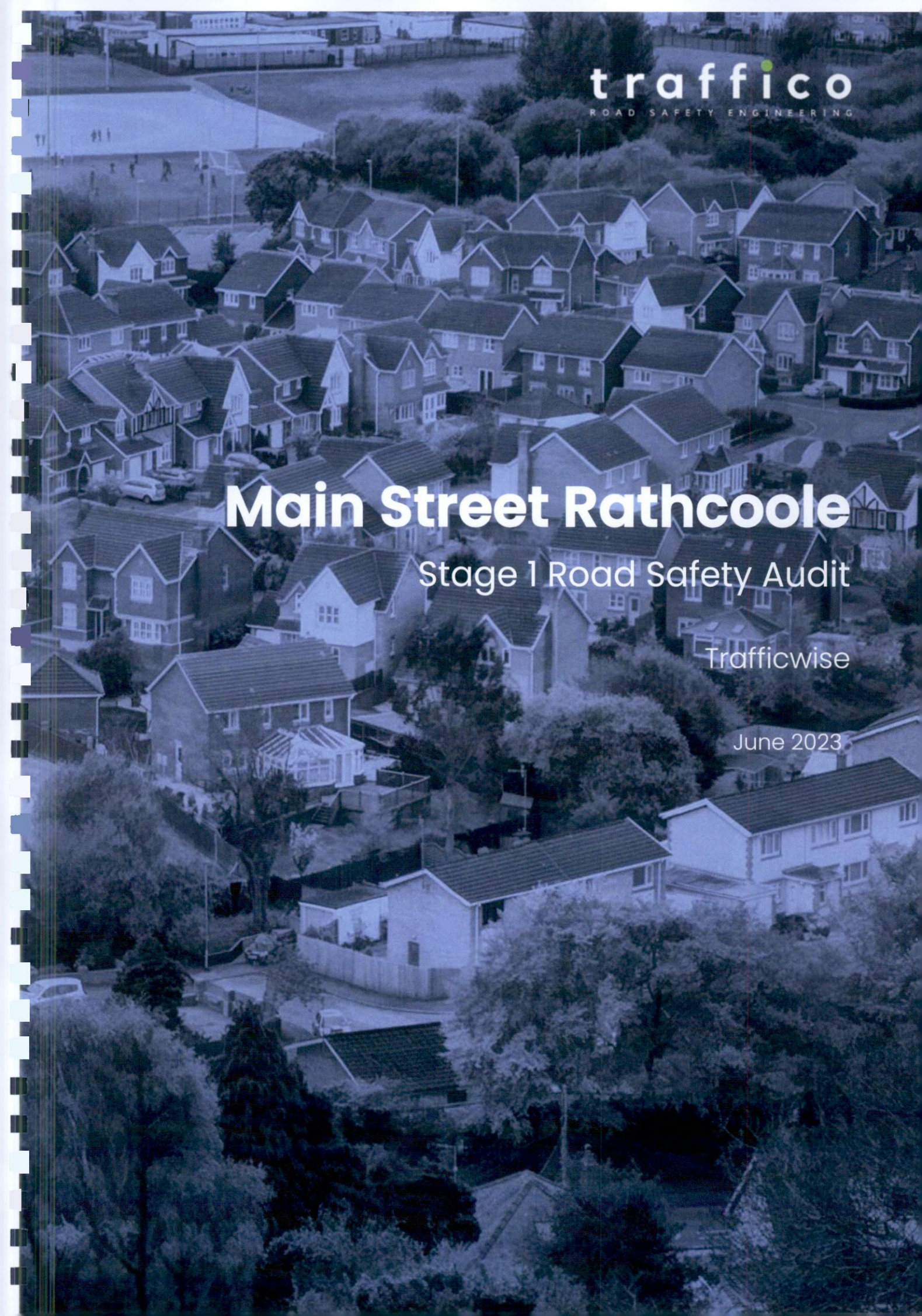
Julian M. Keenan

Julian Keenan
for **Traffic***wise* Ltd.

Appendix A

Traffico Ltd. Road Safety Audit Report

Drawing No. FI-01A *'Further Information Proposed Site Plan'* dated 28-April-2023



traffico
ROAD SAFETY ENGINEERING

Main Street Rathcoole

Stage 1 Road Safety Audit

Trafficwise

June 2023

traffico

Main Street Rathcoole

Stage 1 Road Safety Audit

June 2023

Notice

This document and its contents have been prepared and are intended solely for Trafficwise's information and use in relation to Main Street Rathcoole.

Traffico assumes no responsibility to any other party in respect of or arising out of or in connection with this document and / or its contents.

Document History

JOB NUMBER: 230047			DOCUMENT REF: 230047RPT001_RSA1_Rev_1			
1	Final Issue	MD	MD	JW	MD	21 June 2023
0	Draft Issue	MD	MD	JW	MD	7 June 2023
Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date

Contents

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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 Main Street Rathcoole.

The Audit has been completed by Traffico Ltd. on behalf of Trafficwise.

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Tuesday 16th May 2023	Daylight	Sunny 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)	**Martin Deegan** BEng(Hons) MSc CEng MIEI	MD101312
Audit Team Member (ATM)	**Jason Walsh** 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 / Document Title	Revision
FI-01A	Proposed Site Plan	A
FI-02A	Site Boundary Treatment	A
FI-03A	Site Entrance & Sections	A
FI-04A	Proposed Works to the Front of the Protected Structure	A

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.

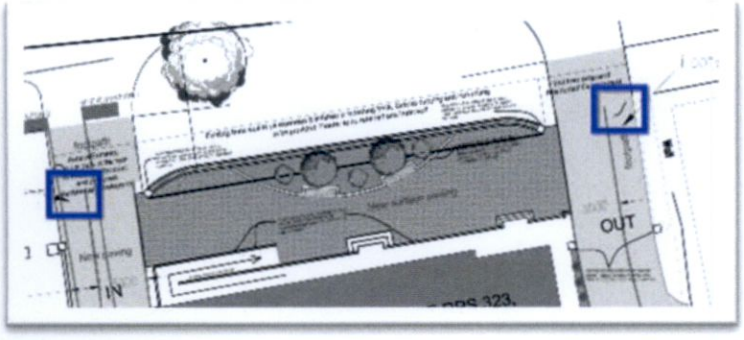
2. Road Safety Issues Identified

2.1 Problem: Connecting Public Footpath to Internal Footpath

Location: **Site Entry & Exit Points onto Rathcoole Main Street**

Vehicles are likely to over-run into the footpath areas which commence and cease abruptly at the site entry and exit points. This could lead to conflicts between vehicles and pedestrians.

Figure 2.1 – Abrupt Footpath Commencement and Termination



Recommendation

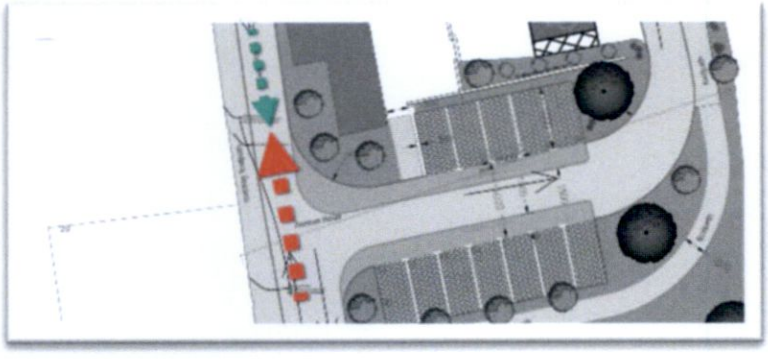
To make the footpath commencement and termination points obvious to drivers, a high degree of contrast should be provided in the material finishes i.e., apply a light coloured finish to the footpaths and a contrasting dark coloured finish to the road pavement. The commencement and terminations of the footpaths should also be protected with a suitable traffic delineator.

2.2 Problem: Wrong Way Driving in One Way Street

Location: **One Way Entry Only Street**

Drivers leaving the development are likely to take the shortest exit route, which will be afforded with a direct line of sight to Main Street. This could lead to opposition type conflicts, driver frustration or lengthy (dangerous) reversing manoeuvres.

Figure 2.2 – Direct Line of Sight & Shortest Exit Route to Main Street



Recommendation

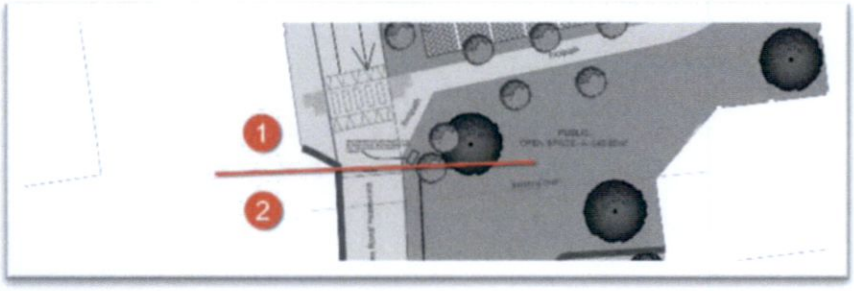
Measures to appropriately remove or mitigate the risk of wrong way driving here should be developed by the Designer. Such measures might include switching the location of the entry and exit points (which would remove the opposition risk at source) or applying suitable signage and geometry adjustments to mitigate the risk.

2.3 Problem: Changing Segregated to Shared Pedestrian Space

Location: Footpath Termination at top of Homezone Street

If not managed in a highly conspicuous manner, the change in pedestrian provision from segregated footpaths to sharing road space with vehicles could lead to conflicts between pedestrians and vehicles in the Homezone street.

Figure 2.3 – Transition Between Segregated (1) & Shared (2) Pedestrian Provision



Recommendation

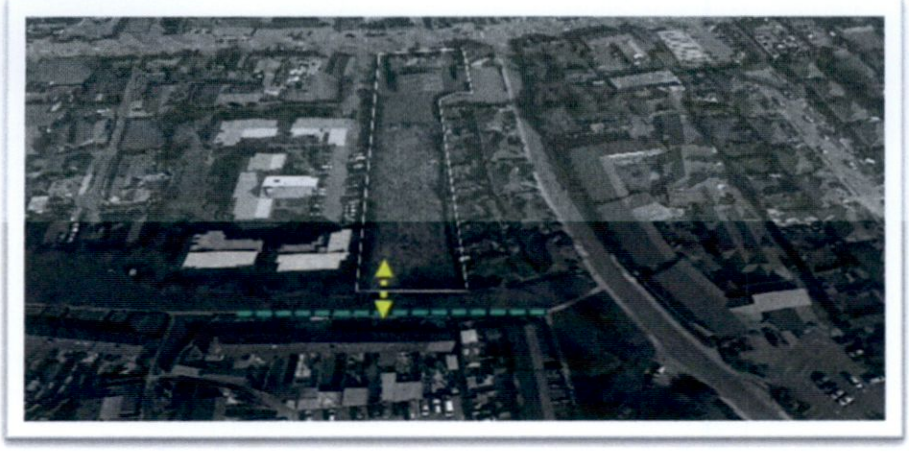
The Designer should develop appropriate measures which might afford priority and safety to pedestrians within the Homezone street. Such measures might include the provision of a conspicuous gateway at the start of the Homezone, a change in material finishes and / or the setting aside of a pedestrian refuge area in front of the houses which could be marked with a flat channel.

2.4 Problem: Connection to Existing Footpath Facility

Location: Established Footpath to Southern Site Boundary

Failing to provide an appropriate connection between the development and the existing footpath facility to the south of the site could lead to slips, trips and progression issues for a person who is mobility impaired.

Figure 2.4 – Important Footpath Connection to Southern Site Boundary



Recommendation

An appropriate and continuous footpath should be provided at the location described.

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: 7th June 2023

Jason Walsh
Audit Team Member
Road Safety Engineering Team
traffico

Signed: 

Date: 7th June 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

Road Safety Audit Feedback Form

Scheme: Main Street Rathcoole

Audit Stage: Stage 1 Road Safety Audit | **Audit Date:** 7th June 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	High contrast materials will be used to distinguish footway from carriageway. The commencement/termination points will be protected with bollards similar to or matching those already in use in the receiving public streetscape.	*Comment noted with thanks*
2.2	Yes	Yes	It is proposed to swap the entry and exit points so that vehicles enter from Main Street via the more easterly access. Traffic will circulate in a clockwise direction as per typical convention (i.e. roundabouts). The inward circulation route will form an easily understood simple priority junction with the road leading to the exit. At detailed design state appropriate signing will be agreed with the Planning Authority and incorporated at the street interface and internally to ensure that the access regime is both intuitive and simple to follow.	*Comment noted with thanks*
2.3	Yes	Yes	A proposed ramp and pedestrian crossing provide a suitable gateway entry to the homezone which will also include appropriate 'Homezone' signing facing entering vehicles. The rear of the homezone signs will be used to reinforce the one-way exit system and the prohibition on the internal right turn. Road markings and directional arrows will be used to highlight the one way system to users of the site including those parking. Contrasting materials will be used in the homezone to distinguish the area from the circulation route around the existing building facing Main Street. The eastern side of the homezone street will be highlighted for pedestrian use through the incorporation of a dividing channel. This is a recognised technique for encouraging	*Comment noted with thanks*

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)
			vehicle traffic to drive left of centre of the homezone shared street environment	
2.4	Yes	Yes	A suitable pedestrian connection is included as part of the current proposal which will increase site permeability and accessibility.	*Comment noted with thanks*

**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 Signature:	Magdalena Stwarz	Designer's Name:	Magdelena Stwarz	Date:	19-06-2023
Employer's Signature:	Ciaran Reilly	Employer's Name:	Ciaran Reilly	Date:	19-06-2023
Audit Team's Signature:	Martin Deegan	Audit Team's Name:	Martin Deegan	Date:	21st June 2023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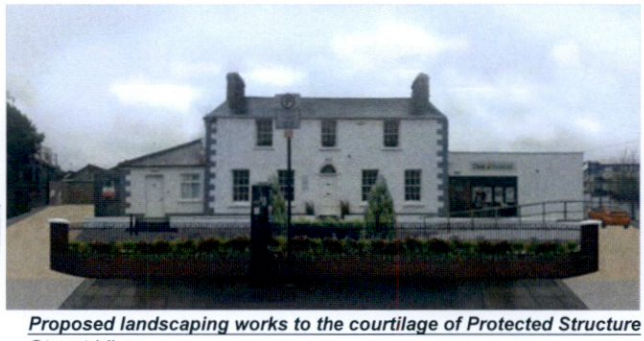
PROPOSED DEVELOPMENT AT MAIN STREET, RATHCOOLE, CO. DUBLIN



Proposed landscaping works to the courtilage of Protected Structure
Street View

Existing access to the site(East)- Street View
Future way out of the proposed development

Existing access to the site (West)- Street View
Future way out of the proposed development

'HOMEZONE'- Pedestrians priority
EXAMPLES OF VEHICULAR & PEDESTRIAN
SHARED ACCESS ROAD SURFACE TREATMENT

Clondarrig Ct, Bellingham, Portlaoise, Co. Laois

Alexandra Walk, Clonee, Co. Kildare

FI-01A

No.	Revisions	Date
A	Access road, car parking and landscaping revised	28.4.23

FURTHER INFORMATION DRAWING

Figured dimensions only to be taken from this drawing. All dimensions to be checked on site before work commences.

PROPOSED SITE PLAN
scale 1:500

Total Residential Site Area	*- 3950.00 m²*
	- 0.39ha/0.96acres
Area of land ownership	*- 4883.00 m²*
	- 0.48ha/1.18acres

HOUSE TYPE A/A1
4-BED SEMI- TERRACED HOUSES - 1-8 (8 Units)
Total House Area - 146.28sq.m
Back garden area per house required. - min.70.00sq.m
HOUSE TYPE B
3-BED TERRACED HOUSES - 9-11 (3Units)
Total House Area - 126.18sq.m
Back garden area per house required -min. 60.00sq.m

TOTAL NUMBER OF UNITS : 11
TOTAL OPEN SPACE AREA- 653.05m²(16.5% of residential area)

note- for planting details and specification for hard landscaping refer to Landscaping layout and specification*
*note** for site services details refer to Engineers drawings and specification*

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Scale	as shown	Client	Ciaran Reilly
Date	09/02/23	Project	Further Information Stage Main Street, Rathcoole, Co.Dublin
Drawn	comma		
Title	FURTHER INFORMATION Proposed Site Plan	Job No.	22393
		Drg No.	FI-01A

ISO 9001 REGISTERED FIRM
RIAI PRACTICE 2014