

Title: STAGE 2 ROAD SAFETY AUDIT

For;

**Proposed Self Storage Warehousing Facility at Liffey Valley,
Lucan, Dublin 22.**

Client: NRB Consulting Engineers Ltd.

Date: December 2023

Report reference: 2107R01

VERSION: FINAL (19-12-2023)

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1.0 Introduction

This report was prepared in response to a request from Mr. Brian McMahon, NRB Consulting Engineers Ltd for a Stage 2 Road Safety Audit for the proposed self-storage warehousing facility at Liffey Valley, Lucan, Dublin 22.

The Road Safety Audit Team comprised of;

Team Leader: **Norman Bruton**, BE CEng FIEI, Cert Comp RSA.

TII Auditor Approval no: NB 168446

Team Member: **Owen O'Reilly**, B.SC. Eng Dip Struct. Eng NCEA Civil Dip Civil. Eng CEng MIEI

TII Auditor Approval no: OO 1291756

The Road Safety Audit comprised an examination of the drawings provided and a site visit by the Audit Team, together, on the 15th of December 2023.

The weather at the time of the daytime site visit was dry and the road surface was wet.

This Stage 2 Road Safety Audit has been carried out in accordance with the requirements of TII Publication Number GE-STY-01024, dated December 2017.

The scheme has been examined and this report compiled in respect of the consideration of those matters that have an adverse effect on road safety. It has not been examined or verified for compliance with any other standards or criteria.

The problems identified in this report are considered to require action in order to improve the safety of the scheme for road users.

If any of the recommendations within this safety audit report are not accepted, a written response is required, stating reasons for non-acceptance. Comments made within the report under the heading of Observation are intended to be for information only. Written responses to Observations are not required.

A location map showing where each problem occurs is provided in **Appendix A**.

A list of the documents provided to the Audit Team is provided in **Appendix B**.

The feedback form is provided in **Appendix C**.

No previous road safety audits were carried out.

2.0 Background

Planning approval has been granted for a stand-alone storage warehouse facility at Liffey Valley, Lucan Dublin 22. A condition of planning is that a Stage 2 Road Safety Audit be carried out prior to construction.

The site is located north of the shopping centre between the Giraffe Childcare facility and the Abbott office block. Access will be from the existing Liffey Valley Motor Hall road which is a single carriageway road with some footpath and cycle track facilities and is a bus route. Access will also be provided off the access road to the Abbott building. This is a relatively steep road with stepped footpaths on both sides.

5 no. disabled parking spaces will be provided one of which will also be an EV charging space.

9no. standard EV charging only parking spaces will also be provided.

The N4 dual carriageway is to the north of the site and there are no proposed links or changes to the boundary wall proposed.

The site location is shown below.

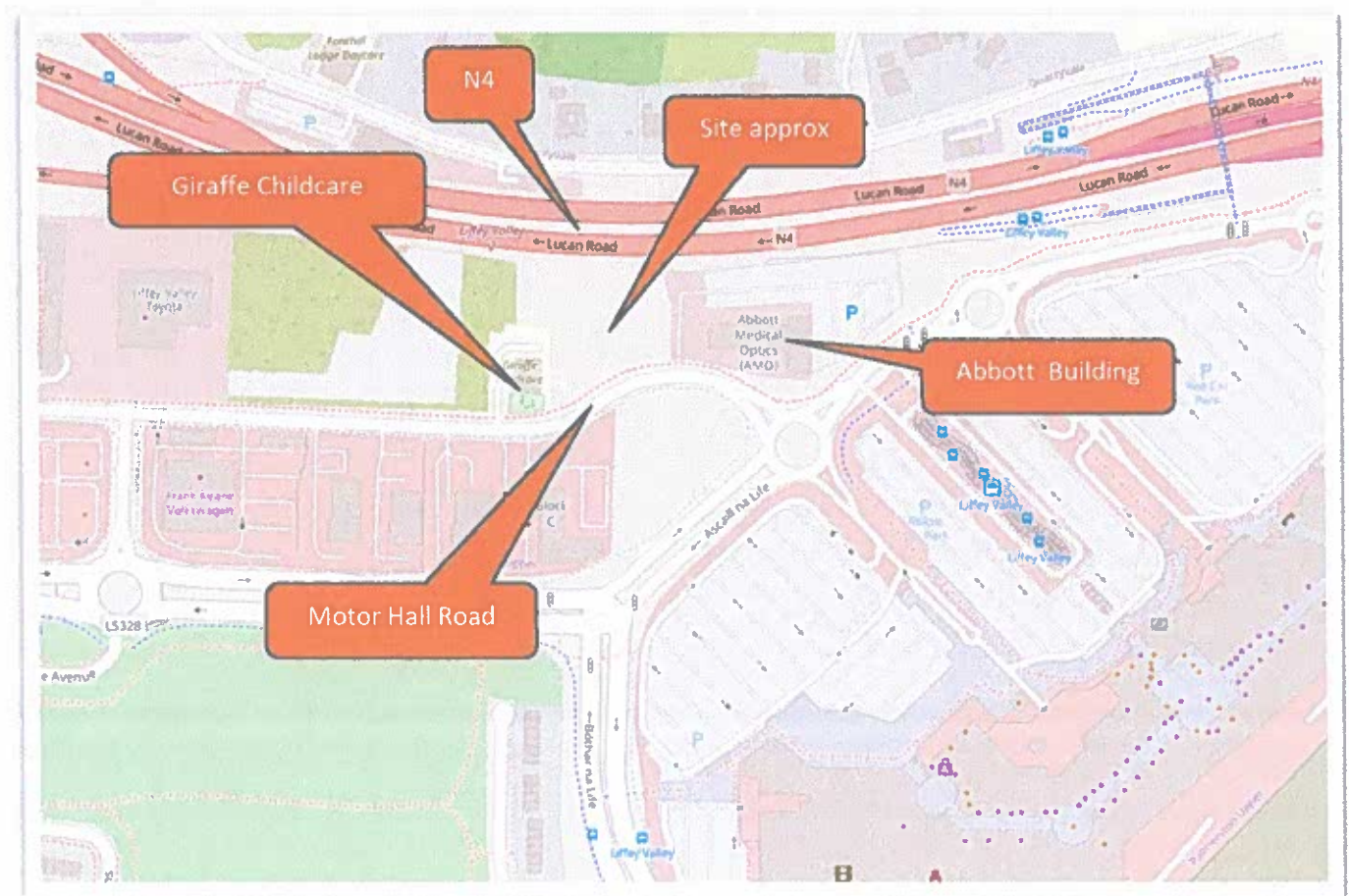


Image courtesy of Openstreetmap.org

3.0 Issued Raised in This Stage 2 Road Safety Audit.

3.1 Problem

Location.

Drawing USLV-GDE-ZZ-DR-C-0006 Rev T, GDCL, Motor Hall Road.

Problem.

The new access to the development off Motor Hall Road is at the existing uncontrolled pedestrian crossing which is strategically located to serve the bus stops/laybys. A lack of crossing facilities could lead to trips on the high kerbs and interaction between turning vehicles and pedestrians.



Recommendation

It is recommended that a new crossing be provided for pedestrians.

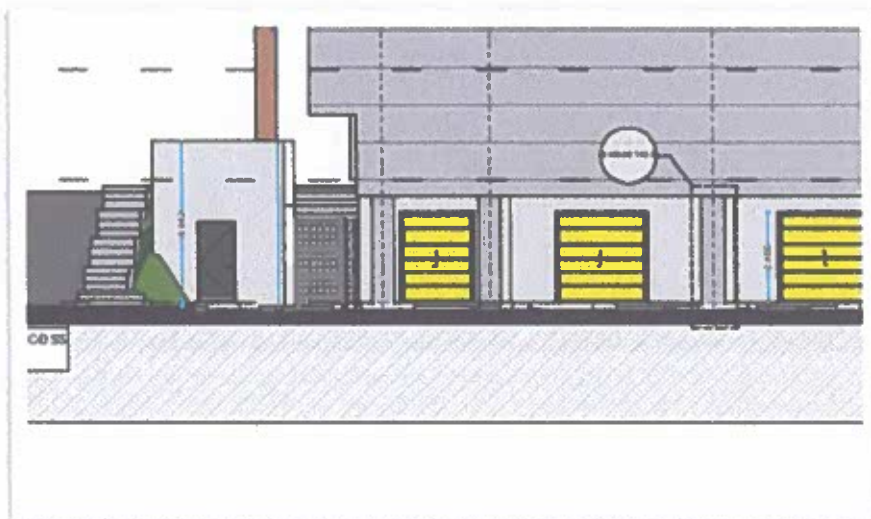
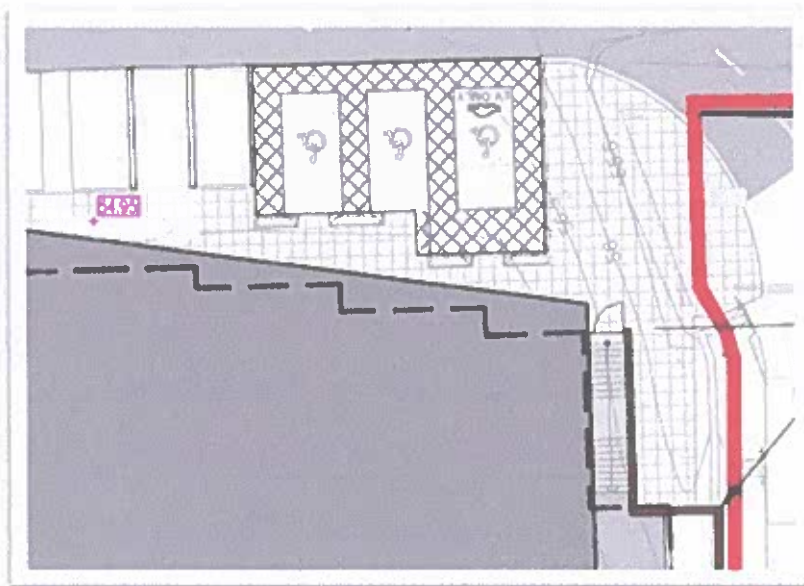
3.2 Problem

Location.

Drawing USLV-GDE-ZZ-DR-C-0006 Rev T, GDCL, Disabled parking spaces.

Problem.

It is unclear if the mobility impaired using the disabled parking spaces to the rear of the building will be able to access the building from the spaces without having to travel up steps. A lack of facilities for the mobility impaired could lead to falls or inaccessibility.



Recommendation

Ensure all parts of the building can be accessed by disabled users of the rear parking spaces.

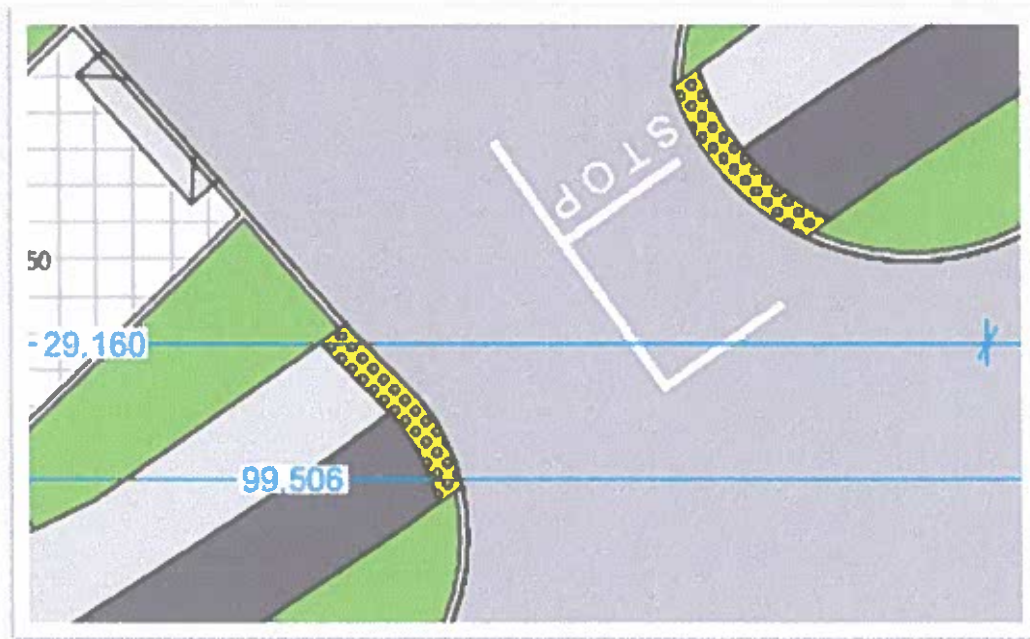
3.3 Problem

Location.

Drawing USLV-CKA-401 Rev -, Carew Kelly Architects, New access.

Problem.

Some tactile paving is shown at the new access where the cycle track and footpath are intersected. The proposed depth of the tactile paving is unclear. The crossing is an in-line crossing and if the tactile paving is not deep enough then blind or partially sighted pedestrians may not detect it under foot which could result in collisions with turning vehicles.



Recommendation

It is recommended that a suitable depth of tactile paving be provided for an inline crossing. Suitable depth dropped kerbs should also be used to avoid trip hazards and not prevent accessibility.

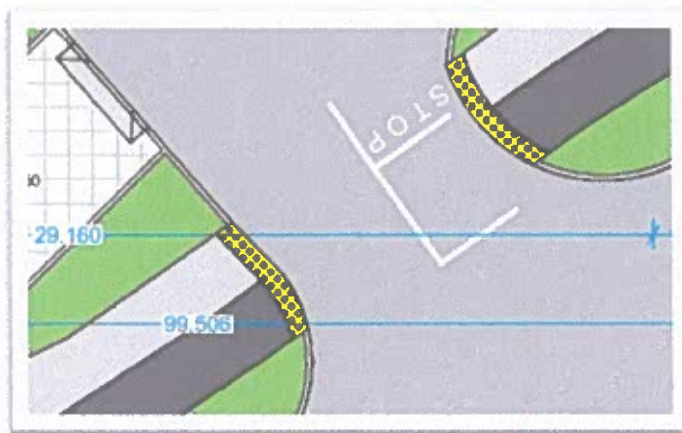
3.4 Problem

Location.

USLV-CKA-401 Rev -, Carew Kelly Architects, New access.

Problem.

There is an usual double stop line at the proposed egress. The stop lines are relatively close and may lead to confusion. It is also unclear if a stop sign is proposed. The layout may not give enough prominence to cyclists and pedestrians leading to collisions especially with fast moving e-scooters and electric bikes.



Recommendation

It is recommended that a single stop line be provided in advance of the footpath, that a stop sign be provided and that some warning road markings and coloured surfacing be provided to highlight the potential presence of crossing cyclists to drivers exiting the development.

3.5 Problem

Location.

USLV-GDE-ZZ-DR-C-0004 Rev T, GDCL, Motor Hall Road, Drainage.

Problem.

There is a risk of surface water ponding at the dropped kerbs of the new access which could lead to slips and falls for pedestrians and loss of traction and loss of control for cyclists.



Recommendation

It is recommended that gullies be provided immediately upstream of the dropped kerbs

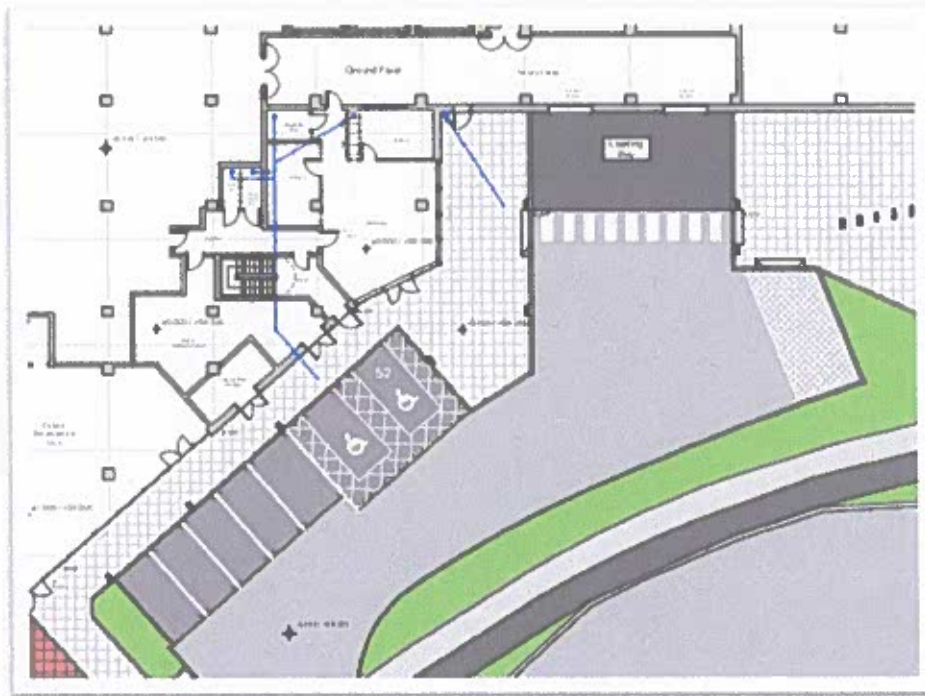
3.6 Problem

Location.
Loading Bay.

Problem.

It is unclear if the loading area will be capable of allowing large HGVs to turn without striking street furniture, parked vehicles or other features of the development. A lack of space could lead to damage.

STAGE 2 RSA – STORAGE, LIFFEY VALLEY
NRB



Recommendation

It is recommended that a swept path analysis be carried out for the largest vehicles to use the development to ensure that adequate space is provided.

5.0 Audit Statement

We certify that we have examined the material provided and the site. The examination has been carried out with the sole purpose of identifying any aspects of the design which could be added, removed or modified in order to improve the safety of the scheme.

The problems identified have been noted in this report together with associated safety improvement suggestions which we would recommend should be studied for implementation. The audit has been carried out by the persons named below who have not been involved in any design work on this scheme as a member of the Design Team.

Norman Bruton

Signed: *Norman Bruton*

(Audit Team Leader)

Dated: 19-12-2023

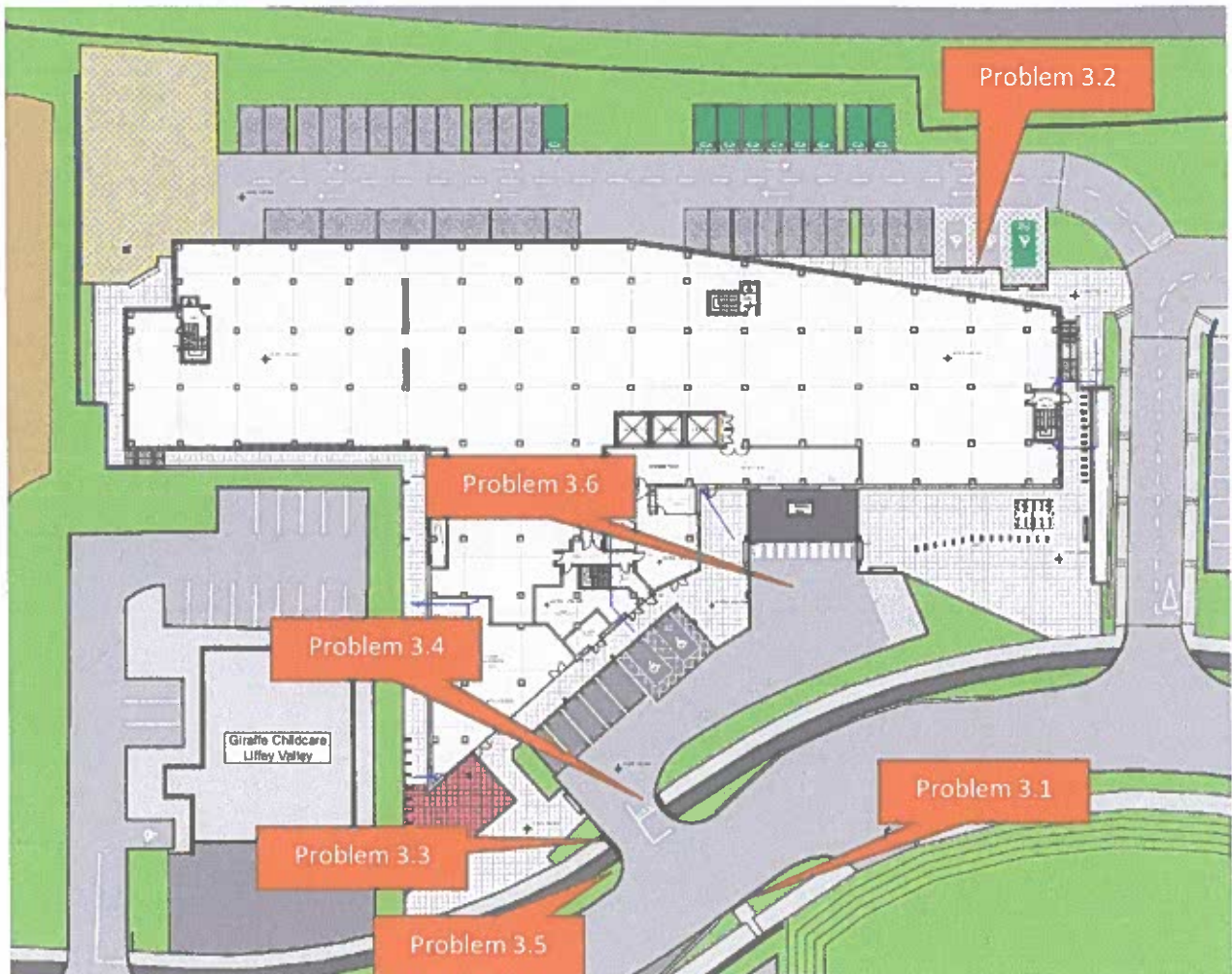
Owen O'Reilly

Signed: *Owen O'Reilly*

(Audit Team Member)

Dated: 19-12-2023

Appendix A – Problem Location Plan



Appendix B – Information Provided

Information Supplied to the Audit Team

- Tender drawings and reports for Civil, Structural and Architectural packages.
- Public lighting drawing Axiseng USLV-AXE-XX-ZZ-DR-E-60101 D2 P01

Appendix C – Feedback Form

Feedback Form

SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT

Scheme: Storage Facility, Liffey Valley

Stage: 2 Road Safety Audit

Date Audit (Site Visit) Completed: 15-12-2023

Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative measures accepted by Auditors (Yes/No)
3.1	Yes	Yes New pedestrian Crossing shown		
3.2	Yes	Yes .Full disabled access is possible via Lifts at Basement Level .		
3.3	Yes	Yes		
3.4	Yes	Yes		
3.5	Yes	Yes		
3.6	No	No	This area has not been designed to accommodate HGVs , it is not anticipated they will use the area at all. Area limited to Vans/Small trucks.	Yes

Signed 
Design Team Leader

Date 19/12/2023

Signed 
Audit Team Leader

19-12-2023

Date.....

Signed 
Employer

Date 20/12/2023