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Stage 1/2 Road Safety Audit Interim Report
Proposed Residential Development, St. Rita's, Park Road, Longford
January 29, 2021



Stage 1/2 Road Safety Audit Interim Report
Proposed Residential Development, St. Rita's, Park Road, Longford

Document Control Sheet

Client:	Cunningham Design and Planning
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1 Introduction

This interim report documents the findings of a Stage 1/2 Road Safety Audit carried out with respect to a proposed residential development at St. Rita's, Park Road, Longford.

Due to Covid-19 restrictions, a site visit was not permitted and therefore the site was examined using online mapping and photograph data. A site visit will be carried out to confirm the accuracy of the online data when restrictions are lifted. The audit was carried out on Thursday the 28th of January 2021.

The audit team comprised of the following people:

Team Leader:

David McCormack BEng (Hons), Dip Eng, CEng, MIEI

Team Member:

Adam Price BEng (Hons), CEng, MIEI

Team Member:

Sarah Groarke BA BAI(Hons), CEng, MIEI

The audit team reviewed the following drawings and documents provided by Cunningham Design and Planning:

1. Site Layout Plan 15 01 2021

Documents/information not supplied:

- A. Collision Data
- B. Speed Count Data
- C. Traffic Count Data

The terms of reference / procedure for the Audit were as per the relevant sections of the ***Transport Infrastructure Ireland Road Safety Audit Standard GE-STY-01024***. The audit 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 designs to any other criteria. The Road Safety Audit should not be treated as a design check.

The problems identified and described in this report are considered by the Audit Team to require action to improve the safety of the scheme and minimise accident occurrence.

All comments, references and recommendations in this safety audit are in respect of the review of information supplied by Cunningham Design and Planning.

2 Description of the Proposed Development

The proposal put forward by Cunningham Design and Planning involves the demolition of an existing dwelling house and the construction of 9No. residential houses on a site located south of Park Road in Longford town. The development also includes 21 car parking spaces, internal footpaths, vehicle circulation areas, and a new access road from the southern side of Park Road. There are existing footpaths along both sides of Park Road.

The speed limit along Park Road is 30 km/hr at the location of the proposed new access road.

Please refer to Figure 2.1 for a site location map.



Figure 2.1 – Location of Proposed Development (Source: Google Maps)

3 Problems Raised from the Road Safety Audit

The following are problems and recommendations to address the safety issues associated with the proposed new access road for the development. The recommendations are proposed to the designer of the scheme to reduce any safety risks associated with it.

3.1 Potential Problems Identified

Problem No. 1: Vehicular Sightlines

Location: Along Park Road from site access junction

The audit team note from the drawings provided that sightline distances are not marked clearly on the drawings. Inadequate sightlines for vehicles exiting the development and/or for vehicles travelling along Park Road may lead to unsafe exit manoeuvres by vehicles departing the development which could cause vehicular collisions, leading to injury.

Recommendation:

The design team should ensure that the visibility and sightlines for vehicles exiting the development are appropriate to ensure that drivers can see vehicles approaching along Park Road from either direction.

Problem No. 2: Pedestrian Visibility

Location: Car parking to front of Block 1

The audit team note from the drawings provided that car parking spaces located to the front of Block 1 along Park Road are bounded on each side by private garden space. Landscaping in these areas may obscure visibility of pedestrians using the footpath for cars parked in these spaces. Cars departing the parking area may not see pedestrians approaching, particularly if they are reversing out of the spaces. This could cause vehicles to strike pedestrians using the footpath, leading to injury.

Recommendation:

The design team should ensure that the visibility and sightlines for cars exiting these parking spaces are appropriate to ensure that drivers can see pedestrians approaching from both directions and ensure that planting in this area does not obscure sightlines for vehicles or pedestrians.

Problem No. 3: Landscaping

Location: Communal green areas

The audit team note from the drawings provided that communal green areas are provided in various locations within the scheme. There is a lack of detail as to the intended landscaping to be provided. Inappropriate landscaping in these areas could obscure visibility of pedestrians from vehicles using the roadway, particularly at dropped kerb locations to the front of Blocks 2 and 3. This could cause vehicles to strike pedestrians entering the roadway unexpectedly, leading to injury.

Recommendation:

The design team should consider providing additional details of proposed landscaping within the scheme and to ensure that adequate intervisibility between pedestrians and vehicles is maintained at all locations.

Problem No. 4: Roadway widths**Location: Along main access roadway within the development**

The audit team note from the drawings provided that the road width provided within the scheme is 4.8m which may not be wide enough to allow safe passage of larger vehicles such as refuse trucks or other public service vehicles. Insufficient road width could lead to unsafe avoidance manoeuvres or mounting of footpaths by vehicles, with potential for sideswipe vehicular collisions or injury to pedestrians, leading to injury.

Recommendation:

The design team should consider undertaking an *AutoTrack* assessment for all vehicle types to enter and depart the development simultaneously to ensure road widths are adequate to allow safe vehicle movements throughout the scheme.

Problem No. 5: Clearway turning areas for public service vehicles**Location: Internal access roadway**

The audit team note from the drawings provided that the designated turning area indicated on the drawings is not marked or designated as a clearway which could lead to visiting vehicles parking in this area. This could lead to unsafe manoeuvres by vehicles wishing to turn such as reversing along the access roadway or mounting the kerb to complete a turn. This could lead to vehicle collisions or injury to pedestrians.

Recommendation:

The design team should ensure that appropriate turning areas are provided and clearly marked throughout the scheme and that *AutoTrack* assessment is carried out on the internal access road for all vehicle types.

Problem No. 6: Pedestrian safety**Location: Fire access footpaths to rear of Block 2 and Block 3**

The audit team note from the drawings provided that there are access routes provided to the sides and rear of Blocks 2 and 3. These routes could lead to anti-social behaviour, unsafe conditions for pedestrians or security threats to houses with boundary walls along these routes, with potential for injury to pedestrians and occupants.

Recommendation:

The design team should consider the layout of these access routes and provide further detail of proposed security and safety measures to be provided for pedestrians and occupants in these areas.

Problem No. 7: Public lighting

Location: **Internal roadway and internal footpaths**

The audit team note from the drawings provided that there are no provisions for lighting along the access road or along internal pedestrian routes. This creates an issue in low light conditions where drivers may be unable to see pedestrians or other vehicles on the internal roads. This has potential to lead to pedestrian-vehicle collisions which poses a risk of serious injury to pedestrians. Inadequate lighting for pedestrians along internal footpaths could also lead to slips, trips and falls, leading to injury.

Recommendation:

The design team should ensure that adequate public lighting is provided for throughout the scheme.

Problem No. 8: Drainage

Location: **Internal roadway and internal footpaths**

The audit team note from the drawings provided that there are no details provided showing proposed road alignment or cross sections and no gullies or rainwater channels are shown. Lack of adequate provision for rainwater drainage could lead to water pooling or moss growth on the roadway or footpaths. This has potential to lead to vehicle collisions due to slippery road conditions and could lead to pedestrian-vehicle collisions if a pedestrian moves into the roadway to avoid footpath pools, with potential for serious injury.

Recommendation:

The design team should ensure that adequate surface water drainage is provided for throughout the scheme to prevent pooling.

4 Audit Team Statement

We certify that we have examined the drawings listed in Appendix A and examined the site by means of online resources; a site visit will be carried out as soon as practicable when Covid-19 travel restrictions are lifted. 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. The issues that we have identified have been noted in the report, together with suggestions for improvement, which we recommend should be studied for implementation.

Audit Team Leader: David McCormack: BEng (Hons), Dip Eng, CEng, MIEI
ORS

Signed: 

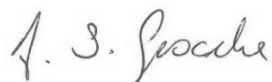
Date: 28th January 2021

Audit Team Member: Adam Price: BEng (Hons), CEng, MIEI
ORS

Signed: 

Date: 28th January 2021

Audit Team Member: Sarah Groarke BA BAI (Hons), CEng, MIEI
ORS

Signed: 

Date: 28th January 2021

Appendix A – Inspected Documentation

The audit team reviewed the following drawings and documents provided by Cunningham Design and Planning:

1. Site Layout Plan 15 01 2021

Appendix B – Photographs



Figure B.1 – View west along Park Road from proposed new access location (Source: Google Maps)



Figure B.2 – View east along Park Road from proposed new access location (Source: Google Maps)

Appendix C – Designer Response Form

Road Safety Audit Feedback Form

Job: 211_011 - Proposed Residential Development, St. Rita's, Park Road, Longford

Stage of Audit: Stage 1/2

Date Audit Completed: 28/01/2021


Problem Reference in Safety Audit Report	To Be Completed by the Designer			To Be Completed Audit Team Leader
	Problem Accepted (Yes/No)	Recommendation Accepted (Yes/No)	Alternative Option (Describe) (Only complete if recommendation not accepted)	Alternative Option Accepted by Auditors (Yes/No)
P1	Yes	Yes	N/A	
P2	Yes	Yes	N/A	
P3	Yes	Yes	N/A	
P4	Yes	Yes	N/A	
P5	Yes	Yes	N/A	
P6	Yes	Yes	N/A	
P7	Yes	Yes	N/A	
P8	Yes	Yes	N/A	

NB: Alternatively, the designer may compose a formal letter outlining in detail their responses and alternative solutions (if any) to the problems outlined by the audit team.

Signed:  Design Team Leader

Date: 16/11/2021

Please complete and return to safety auditor.

Safety Audit Signed Off:  Audit Team Leader

Date: 26/11/21

Safety Audit Signed Off Employer's Representative

Date: