

Mountgorry LRD Swords

Stage 1 Road Safety Audit

Bartra Propco 23 Limited

September 2024

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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 Mountgorry LRD Swords.

The Audit has been completed by Traffico on behalf of Bartra Propco 23 Limited.

1.2 Details of Site Inspection

Date	Day / Night	Weather & Road Conditions
Thursday 29 th August 2024	Day	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)	Andrew Butterly BEng, Bcs (Hons), PCert (RSA), MIEI	AB4429918
Audit Trainee (AT)	-	-

Table 1.2 – Audit Team Details

1.4 Design Information 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
B1054 OCSC XX XX DR C 0110	Roads General Arrangement	P03
B1054 OCSC XX XX DR C 0111	Road Buildup	P01
B1054 OCSC XX XX DR C 0140	Swept Path Analysis – Large Car	P04
B1054 OCSC XX XX DR C 0141	Swept Path Analysis – Refuse Truck	P04
B1054 OCSC XX XX DR C 0142	Swept Path Analysis – Fire Tender	P03
B1054 OCSC XX XX DR C 0143	Swept Path Analysis – Delivery Van	P03

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: Abrupt Footpath Termination

Location: Northern Site Boundary

The footpath terminates abruptly at the northern development boundary, which may lead to walkers stepping into the adjacent road carriageway unexpectedly. This could increase the risk of conflicts between vehicles and vulnerable road users.

Figure 2.1 – Footpath Terminates Abruptly Opposite Business Access



Recommendation

A suitable crossing connection should be provided to the existing (continuous) footpath on the opposite side of the road.

2.2 Problem: Conflicts Between Pedestrians & Reversing Vehicles

Location: Across Western Edge of Parking & Turning Area

The footpath demarcation appears to terminate either side of an area which will be used by vehicles to reverse and execute turning manoeuvres. This could lead to reversing type conflicts between vehicles and vulnerable road users here.

Figure 2.2 – Key Pedestrian Walking Desire Line Through Vehicle Turning Area



Recommendation

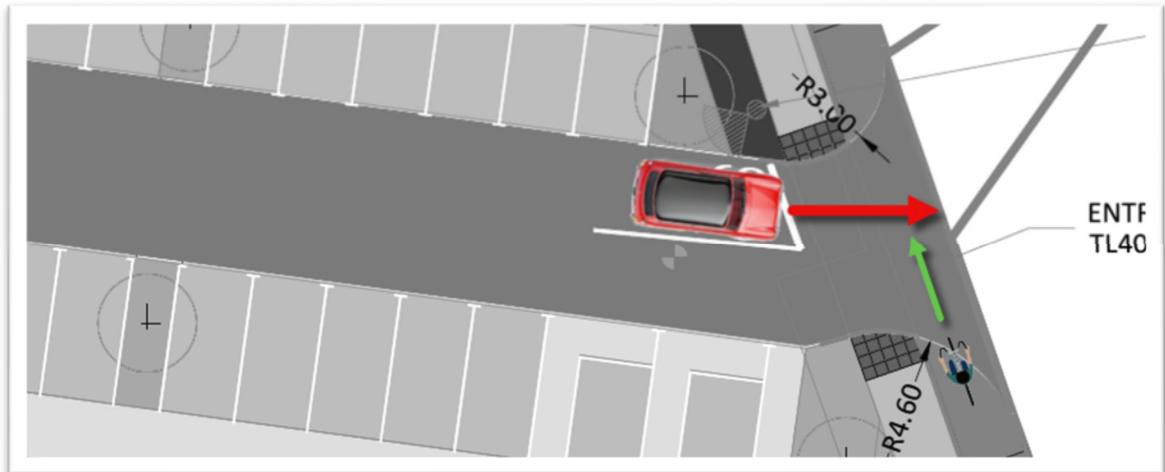
A continuous (segregated) footpath should be provided through this area.

2.3 Problem: Cyclist Exposure Across Vehicle Access

Location: Vehicle Access to Public Road

The downhill approach from the roundabout to the vehicle access is likely to lead to higher cycling speeds. Cyclists (including E-Bikes & E-Scooters) are less likely to stop at the access, which could increase the risk of conflict with an emerging vehicle.

Figure 2.3 – High Cycling Speeds on Downhill Approach to Development Access



Recommendation

The risk of conflict should be managed by affording advantage to walkers and cyclists over vehicles at the development access. This should be achieved by continuing the footpath and cycle track (unbroken) across the access, with drivers being directed to give way to walkers and cyclists before 'crossing over' the unbroken footpath and cycle track.

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:

17th September 2024

Andrew Butterly

Audit Team Member
Road Safety Engineering Team

traffico

Signed:



Date:

17th September 2024

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: Mountgorry LRD Swords

Audit Stage: Stage 1 Road Safety Audit

Audit Date: 17th September 2024

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	No	This footpath is allowed for as a future connection, nevertheless, to address this issue to the fullest extent possible we will provide a revised drop kerb at the footpath termination in a safer location, away from the conflict zone with the access junction on the opposite side of the road in this area.	Yes
2.2	Yes	Yes	This area is intended to perform as a shared space and is expected to be used infrequently for smaller servicing vehicles only given the nature of use. We will investigate measures to delineate the footpath through this area for mobility impaired road users during the subsequent detailed design stage.	Design comment noted and accepted.
2.3	Yes	Yes	The layout has been amended in accordance with the cycle design manual detail TL403.	Design comment noted and accepted.

**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

Name:

Ciarán O Meachair

Designer's

Signature:



Date: 20/09/24

Employer's

Name:

PJ Lyons

Employer's

Signature:



Date: 20/09/24

Audit Team's

Name:

Martin Deegan

Audit Team's

Signature:



Date: 23rd Sept. 2024



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