

For: Cetti Ltd.

Proposed Residential Development,
Scairt Cross.



Stage 1 and 2 Road Safety Audit

July 2024



MHL & Associates Ltd.
Consulting Engineers



Document Control Sheet

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	Internal Draft	D. Murphy	-	-	-
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1 NON TECHNICAL SUMMARY

M.H.L. & Associates Ltd. Consulting Engineers have been engaged by DOSA Engineers, on behalf of Cetti Ltd., to prepare a Stage 1 and 2 Road Safety Audit (RSA). This Audit is being prepared as part of a Part 8 Planning Application, following pre-planning consultation with the Traffic Operations Department of Cork City Council.

The scheme is to comprise of 54No. residential units. The residential units consist of 8No. houses and 46No. apartments. Access to the proposed development is to be provided to the west of the site, onto the L2462 Scairt Hill Road. Pedestrian access is to be provided to the north of the scheme onto a public open space alongside the existing bus stop. An existing uncontrolled crossing is located to the north of the proposed development entrance. See the Site Layout Plan drawing accompanying the application.

Please refer to the applicant's planning report, developed by McCutcheon Halley Planning Consultants, for further details regarding the site.

In accordance with TII Publication GE-STY-01024, the Audit considers that the new entrance junctions, onto the public road, "results in a change to the road or roadside layout that is initiated and/or executed for commercial or private development", thereby necessitating the completion of a Road Safety Audit.

The Audit Team consists of Brian Loughrey (Team Leader), Brian Murphy (Team Member) and David Murphy (Team observer) of MHL Consulting Engineers. A site visit was undertaken by audit team on Tuesday 12/10/2021 and Monday the 27/06/2022. The weather at the time of both audit site visits was dry and sunny.

Information provided to assist the Audit consists of the drawings and documents listed in Appendix B. The information provided was considered adequate in terms of detail for the purpose of carrying out a Stage 1 and 2 Road Safety Audit.

No previous Road Safety Audit reports were provided in relation to the development.

No specific Road Collision data was provided to the audit team. The RSA Road Collision database was not available at the time of preparation of the audit due to GDPR concerns. The RSA is doing a review of its policies and procedures in relation to collision data sharing in light of GDPR and are seeking advice from experts on the most appropriate next steps in terms of mapping collisions.

The Audit has been carried out in accordance with the relevant sections of TII Publication GE-STY-01024 (formerly NRA HD 19/15), "Road Safety Audit". The scheme has not been examined or verified for compliance with any other standards or criteria. The team drove the local road network and walked the road along the site road boundaries and compiled a list of road safety problems and associated recommendations which are presented in this report. Appendix A contains some photographs of the site.

An Audit Team Statement is included at the end of the Report. Appendix D contains the Safety Audit Feedback Form.

The site location and proposed site layout is shown in following Figures 1.1 and 1.2.

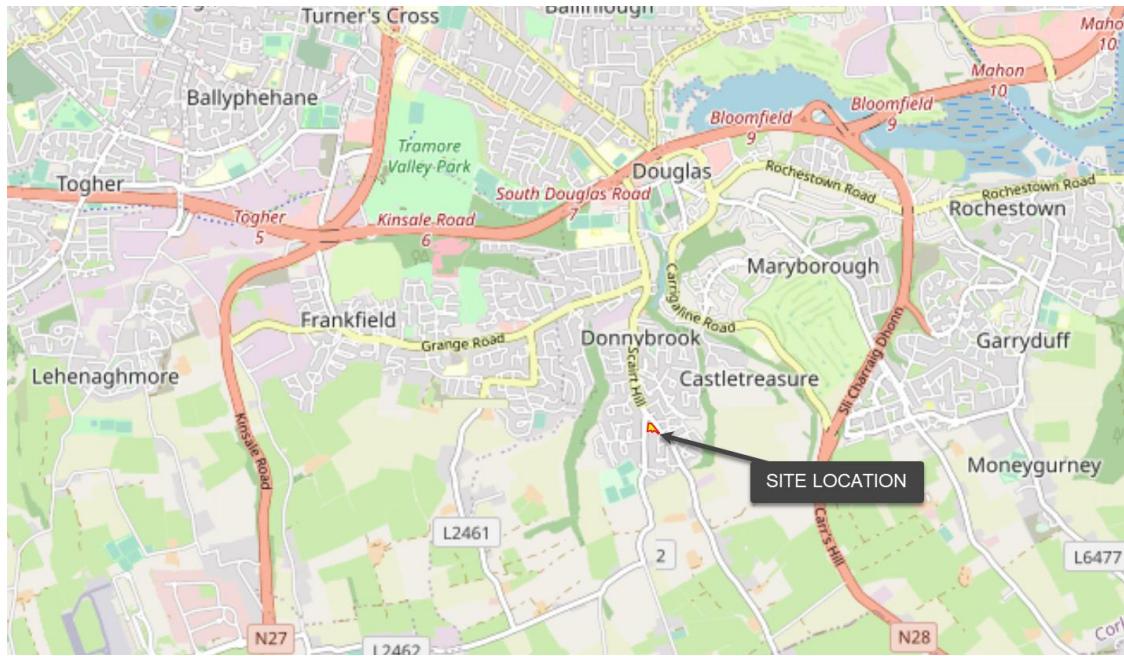


Figure 1.1 Site Location (c: openstreetmap)



Figure 1.2 Development site layout (c: O'Mahony Pike Architects)

2 AUDIT ISSUES

2.1 Problem 1: Lack Of Road Markings (Junction Entrance)

Appropriate stop road marking are not shown at the proposed entrance junction, though the associated signage is indicated. Failure to provide appropriate road markings may cause confusion with regard to priority at the entrance junction, leading to collisions between passing vehicles and vehicles exiting the development.

Recommendation 1

Provide appropriate road marking at the development entrance, in accordance with relevant design standards.

2.2 Problem 2: Public Lighting Assessment

Public Lighting design details were not provided to the Audit team. Given that the proposed development ties into an existing road, and public lighting scheme, particular care should be taken to ensure that the development public lighting is designed appropriately and sympathetic to the existing street lighting. Failure to adequately illuminate the proposed junction and pedestrian or greenway accesses, and any road crossings may lead to collisions involving vehicles travelling along the public road and colliding with existing cars or vulnerable road users.

Recommendation 2

Review the public lighting design in the vicinity of the proposed entrance and also nearby existing uncontrolled crossing to ensure compliance with relevant design standards. Provide appropriate public lighting for the scheme, referencing the adjoining road scheme lighting. Provide adequate lighting at pedestrian crossings.

2.3 Problem 3: Tactile Paving Provision

The proposed development entrance junction does incorporate tactile paving or dropped kerb or raised table. Failure to provide appropriate warning paving may lead to visually impaired users over-stepping the footpath edge and unknowingly entering the trafficked road space leading to collisions with passing vehicles.

Recommendation 3

Provide appropriate tactile paving and dropped kerb or raised table at the crossing location in accordance with relevant design standards.

2.4 Problem 4: Poles In Footpath

A number of utility poles were observed at the rear of the existing narrow footpath, where it is intended to construct a new 2m wide footpath. No reference to these poles is made in the drawings provided to the audit team. The poles, if not relocated, would represent a hazard to vulnerable road users, particularly visually impaired users and may lead to falls. See photo A3 in Appendix A.

Recommendation 4

Relocate all poles off the proposed footpath to ensure that the footpath space is not restricted.

2.5 Problem 5: Tactile Paving At The Existing Crossing

An uncontrolled crossing is located on along Scairt Hill just north of the proposed development entrance. This crossing incorporates red (discoloured) tactile slabs, laid in an L-shape, with a tail to the rear of the footpath. This slab layout is appropriate to a controlled type crossing, not an uncontrolled arrangement and may mis-lead visually impaired pedestrians, inferring that they have priority at the crossing, leading to collisions with passing vehicles.

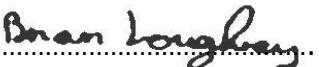
Recommendation 5

Provide appropriate tactile paving at the crossing if the footpath is to be re-constructed. The Local Authority should also replace the tactile paving on the opposite side of the road. See photo A4 in Appendix A.

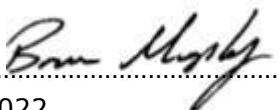
3 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in the Appendix to this Report. The examination has been carried out with the sole purpose of identifying any features of the design that could be 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 recommend should be studied for implementation. The Auditors have not been involved with the scheme design.

Mr Brian Loughrey, BE CEng MIEI

Signed: 
30/06/2022

Mr Brian Murphy, BE CEng MIEI

Signed: 
30/06/2022

4 APPENDIX A – PHOTOGRAPHS



Photo A1 Site boundary along the nearside road edge (Scairt Road) at proposed entrance, looking south.



Photo A2 Site boundary along the nearside road edge (Scairt Road) at proposed entrance, looking north.



Photo A3 Utility Poles close to footpath edge and damaged footpath



Photo A4 Existing Pedestrian Crossing on Scairt Road

5 APPENDIX B – DRAWINGS & DOCUMENTS SUBMITTED FOR INFORMATION

DRAWINGS BY:

O'Mahony Pike Architects

Ref.	Rev.	Drawing Title	Scale
Layout Drawings			
20039-OMP-SP-00-DR-A-1000	C2	Proposed Site Layout Plan	1:500

DRAWINGS BY:

DOSA Engineers

Ref.	Rev.	Drawing Title	Scale
Layout Drawings			
6415-1000-A	A	Proposed Sightline Layout	1:250

6 APPENDIX C – RSA COLLISION STATISTICS

Not currently available from Road Safety Authority due to GDPR considerations.

7 APPENDIX D – RSA Feedback Form

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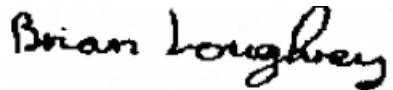
Road Safety Audit Feedback Form

Scheme: Proposed Residential Development, Scairt Hill, Douglas

Audit Stage: 1 and 2

Date Audit Completed: 30/06/2022

	To be completed by the Designer			To be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Describe alternative measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted	Alternative measures or reasons accepted by auditors (yes/no)
2.1	Y	Y		
2.2	Y	Y		
2.3	Y	Y		
2.4	Y	Y		
2.5	Y	Y		

DESIGNER			
Signed:		Date:	11/07/22
AUDIT TEAM LEADER			
Signed:		Date:	18-7-22
EMPLOYER			
Signed:		Date:	18-7-22



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