

22087-01-001

**Clonrooske Housing Development,
Portlaoise**

ROAD SAFETY AUDIT STAGE 1 / 2

July 2022

ROADPLAN

CONSULTING

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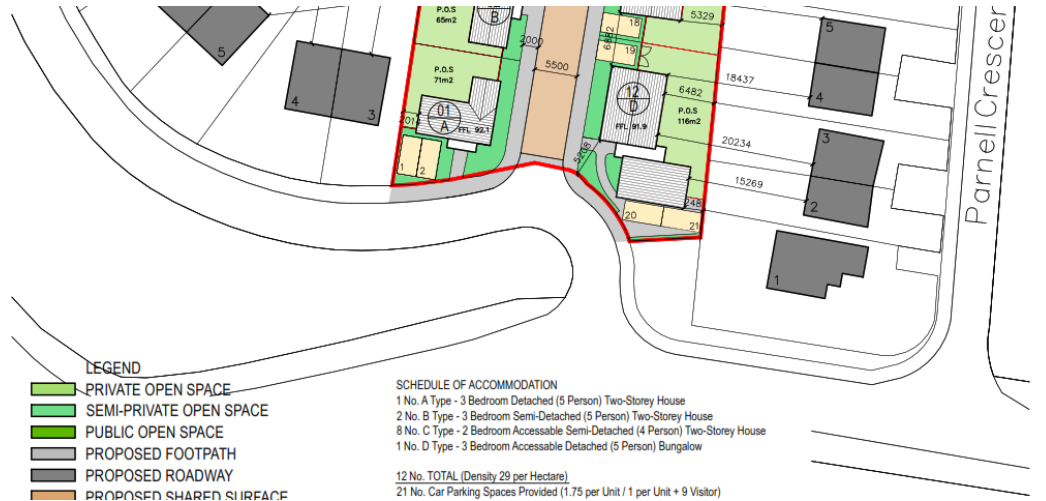
1. INTRODUCTION

- 1.1 This report describes a Stage 1 / 2 Road Safety Audit carried out at Clonrooske, Portlaoise on behalf of MCE (McCrae Engineering). The audit was carried out on 20th June 2022.
- 1.2 The audit team members were as follows:
 - Dermot Donovan, BE CEng FIEI.
Auditor Number DD50250
 - George Frisby, BE CEng MIEI
Auditor Number GF51255
- 1.3 Both audit team members visited the site on the 20th June 2022. The audit comprised an examination of the drawings relating to the scheme supplied by MCE (McCrae Engineering) and an examination of the site.
- 1.4 The speed limit of road at the site entrance is 50 km/h.
- 1.5 This Stage 1 / 2 Audit has been carried out in accordance with the relevant sections of TII GE-STY-01024. The team has 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 design to any other criteria.
- 1.6 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 accident occurrence.
- 1.7 The RSA collision database has not been maintained for the last few years and has of late been removed from the RSA website. This audit is therefore being carried out without knowledge of the numbers, types or locations of past collisions on the road in the area of the scheme.
- 1.8 Appendix A contains a copy of the audited drawings.

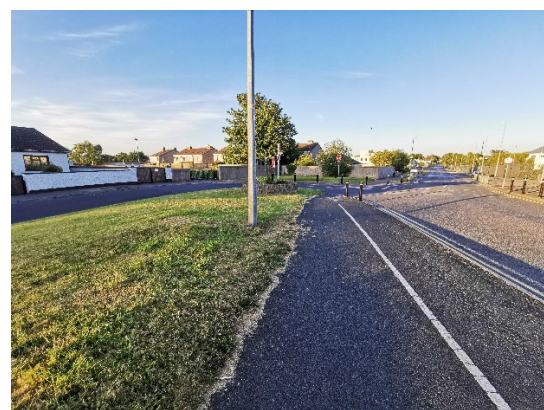
2. STAGE 1 / 2 AUDIT

2.1 Problem

The existing access road to Clonrooske View housing estate bends through a right angle on approach to its junction with Harpers Lane.



The intended road into the proposed development takes access from that bend on Clonrooske View Road resulting in an awkward junction layout such that drivers may not be clear how the junction is intended to operate. No regulatory markings are shown to be provided to govern junction priority. Drivers on Clonrooske View Road are likely to assume that they retain priority, but as a result of the unusual way in which the arms of the junction align there is a risk that drivers entering or exiting the proposed development might not yield to traffic on Clonrooske View Road. This could result in turning collisions at the access to the proposed development.



Recommendation

If feasible, amend the junction layout to make it clear which arms are intended to have priority. At minimum, provide STOP road markings and a STOP sign on minor arms, and mark a centreline on the mainline through the junction.

2.2 Problem

Due to the tight curvature on the access road to Clonrooske View, some vehicles do not remain in lane when rounding the bend. Such vehicles could come into conflict with vehicles existing the development.

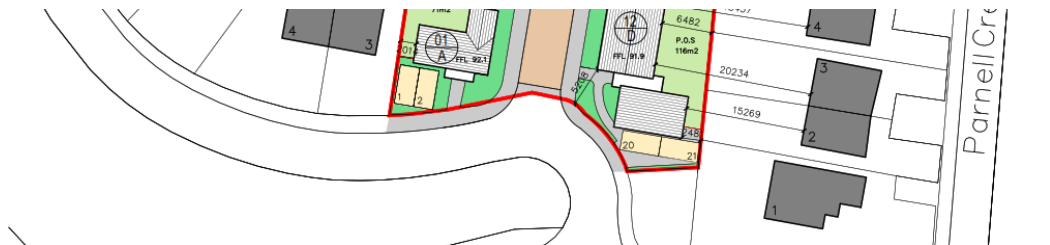


Recommendation

Check the swept path of vehicles travelling to and from Clonrooske View and ensure that the road is of sufficient width on the bend so that vehicles can remain in lane.

2.3 Problem

Crossing facilities are not shown to be provided for pedestrians at the mouth of the proposed access road. This may increase the risk of injury collisions for pedestrians crossing the junction mouth.



Recommendation

Provide a simple uncontrolled crossing comprising dished footpaths and tactile paving.

2.4 Problem

Visibility to the right from the access of the proposed development may be obstructed by the wall of the adjacent property – no.3 Clonrooske View.

Recommendation

Check the available visibility splay and ensure that an unobstructed sightline is available from the access of the proposed development. If it is not feasible to provide the recommended visibility, measures (such as a ramp) may be required to lower approach speeds sufficiently.

2.5 **Observation**

It is noted that the access road is labeled a shared surface access road. However, two-meter-wide footpaths are shown to be provided to either side of a 5.5-meter-wide carriageway. The access road therefore has dimensions which would not require it to be shared.

3. AUDIT TEAM STATEMENT

- 3.1 We certify that we have examined the drawings listed in Appendix A and have inspected the site. This examination has been carried out with the sole purpose of identifying any features of the scheme that could be removed or modified to improve the safety of the scheme.

Signed..... *Dermot Donovan*..... Dermot Donovan

Date 20th June 2022.....

Signed..... *George Frisby*..... George Frisby

Date 20th June 2022.....

APPENDIX A

List of Drawings Examined

The following drawings have been provided electronically in PDF format by MCE:

Drawing number	Drawing title
DPA-001	Site Location Plan
DPA-002	Draft Site Plan

SAFETY AUDIT FEEDBACK FORM

Scheme: Clonrooske, Portlaoise

Document Number: 22087-01-001

Audit Stage: Stage 1 / 2 RSA

Date Audit Completed: 20th June 2022

Paragraph No. in Safety Audit Report	To Be Completed By Designer			To Be Completed by Audit Team Leader
	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	yes	yes	Recommendation implemented on attached Architects drawing PA 002	-
2.2	no		The road is 5.5m wide which is normal for a cul-de-sac. Drivers not remaining in lane when rounding the bend is more a driver issue than a road issue. If such vehicles could come into conflict with vehicles exiting the new development, surely they are also at risk of coming into conflict with vehicles coming in the opposite direction, exiting the cul-de-sac. Maybe the road needs a center-line marking for this initial section to encourage drivers to stay on their correct side of the road. We can check the swept path of the road but this road is outside of the site boundary and therefore any issue with the suitability of it for drivers to negotiate the bend should be address by the Local Authority Roads Division.	Noted
2.3	yes	yes	Recommendation implemented on attached Architects drawing PA 002	-
2.4	no		Attached MCE drawing showing that the site lines are within the required of the Design Manual for Urban Roads and Streets (DMURS) (May 2019)	Yes

Safety Audit
Signed off Kevin Woods Design Team Leader

Print Name .Kevin Woods Dip Arch B Arch Sc MSc Urban Design FRIAL...

Date 11-7-22.....

Safety Audit
Signed off Pat Treacy Employer

Print Name PAT TREACY ES.

Date 11/7/22

Safety Audit
Signed off Dermot Donovan Audit Team Leader

Print Name Dermot Donovan

Date 12/7/22

Please complete and return to:
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Kilkenny
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