CONSULTING ENGINEERS

For: Barry's Field Development

Old Carrigaline Road, Douglas, Co. Cork



COMBINED STAGE 1 & 2 ROAD SAFETY AUDIT

January 2025

MHL & Associates Ltd.
Consulting Engineers



Document Control Sheet

Client	Barry's Field Development
Project Title	Proposed Residential Development at Old Carrigaline Road, Douglas, Co. Cork
Document Title	Stage 1 & 2 Road Safety Audit
Document No.	24091TT-Doc03-RSA
Job No.	24091TT

Rev	Status	Author	Reviewed By	Approved By	Date
-	Prelim Draft	J. Daly	-	-	09th-Dec-2024
01	External Issue	J. Daly	B. Loughrey	B. Loughrey	12th-Dec-2024
02	Final Report	J. Daly	B. Loughrey	B. Loughrey	17th-Jan-2025

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1 NON TECHNICAL SUMMARY

MHL & Associates Ltd (Consulting Engineers) have been appointed by Barry's Field Ltd. to prepare a Stage 1/2 Road Safety Audit in support of a planning application for the development of their lands at Old Carrigaline Road, Douglas, Cork.

The client is seeking permission for the following Large-Scale Residential Development (LRD) located at Carrigaline Road and Churchyard Lane, Douglas, Cork, comprising of the construction of 124 no. residential apartments (consisting of a mix of 1, 2 and 3 bed units), 1 no. cafe unit and 2 no. office units, in a development ranging in height from 1 to 5 storeys and all associated site development works including footpaths, car and bicycle parking, drainage, bicycle and bin stores, lighting, fencing, landscaping/amenity areas, ESB substation/switchroom and plant room. Site development works include 2 no. new uncontrolled pedestrian crossings and footpath improvements on Churchyard Lane which requires the removal of 6 no. existing on-street car parking spaces. The proposed development works include a connection and construction of a new storm water and foul sewer along Carrigaline Road. Access to the site will be via a new vehicle access point and a new pedestrian connection from Carrigaline Road and 2 new pedestrian connections onto Churchyard Lane. The new vehicular access requires the removal of 4 no. existing car parking spaces.

The site location, proposed site layout and proposed pedestrian infrastructure improvements on Churchyard Lane for the proposed development are shown in following Figures. This Stage 1 & 2 Road Safety Audit has been carried out in accordance with the requirements of TII Publication Number GE-STY-01024. In accordance with TII Publication GE-STY-01024, the Audit considers the impact of a new road scheme "which results in new road construction or permanent change to the existing road or roadside layout". This report is a Stage 1 & 2 Audit, undertaken following the completion of planning stage design drawings and documents.

The Audit Team consists of Brian Loughrey (Team Leader), James Daly (Team Member) of MHL Consulting Engineers. The site visit was undertaken by the audit team on Wednesday 11/12/2024. The weather at the time of the audit site visit was dry with wet ground conditions.

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.

Road safety Authority collision data was not available to the Audit Team due to GDPR reasons.

The Audit has been carried out in accordance with the relevant sections of TII Publication GE-STY-01024 (formerly NRA HD 19), "Road Safety Audit". The scheme has not been examined or verified for compliance with any other standards or criteria. The team drove and walked the local road network in the vicinity of the scheme 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.

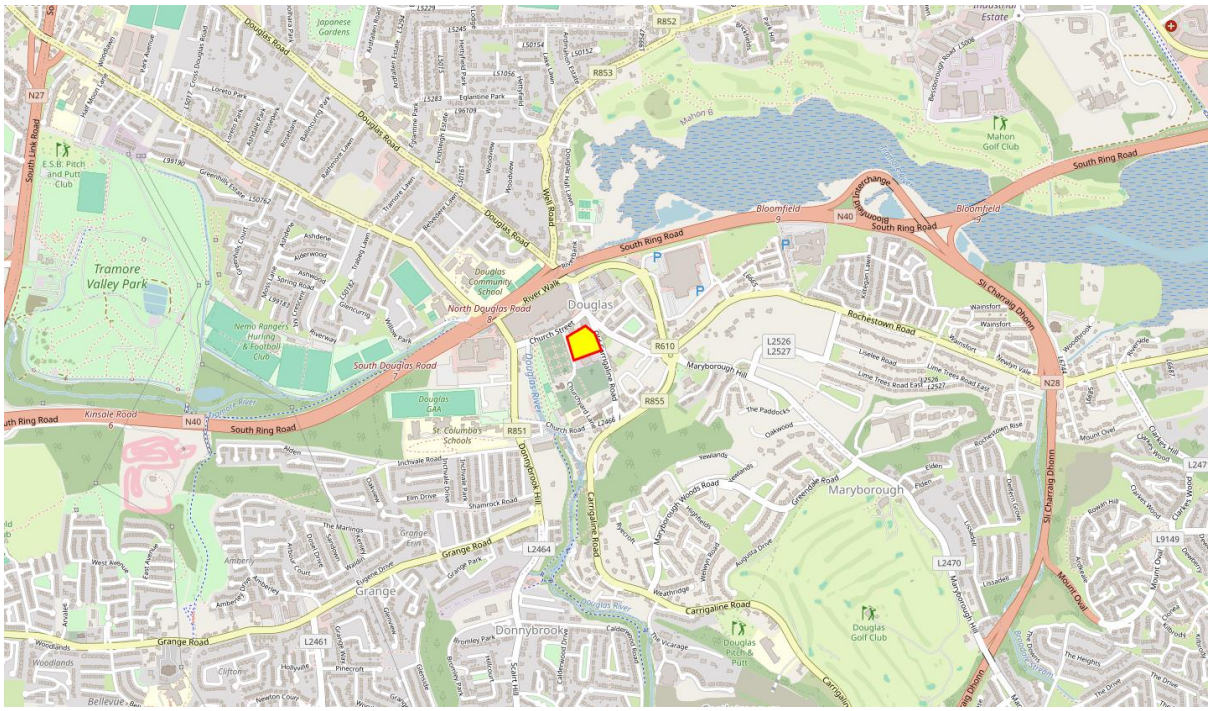

Figure 1.1 Site Location



Figure 1.2 Proposed Development Site

2 AUDIT ISSUES

2.1 PROBLEM 1: LACK OF ROAD MARKINGS AND SIGNAGE AT PROPOSED DEVELOPMENT JUNCTION

The proposed development access connection onto the Old Carrigaline Road does not incorporate appropriate road markings or a stop sign. Failure to provide appropriate signage and road markings at the entrance may lead to drivers misinterpreting control at the junction and colliding with passing mainline traffic.

Recommendation 1

Provide appropriate road markings and signage at the development junction, 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 public road, particular care should be taken to ensure that the development public lighting is designed appropriately and sympathetic to the existing street scheme. Failure to adequately illuminate the proposed entrance, internal roads and along pedestrian routes and particularly at the proposed raised pedestrian crossings may lead to collisions involving vehicles travelling along the road and colliding with existing cars or vulnerable road users.

Recommendation 2

Review the public lighting design in the vicinity of the proposed entrance to ensure compliance with relevant design standards. Provide appropriate public lighting for the development entrance, pedestrian access and internal layout, referencing the adjoining road scheme lighting.

2.3 PROBLEM 3: PROPOSED DEVELOPMENT JUNCTION SIGHTLINES

Visibility splays for the proposed development junction have not been shown in the layout drawings provided to the audit team. Failure to provide appropriate visibility at new junctions may lead to collisions between development traffic and passing vehicles.

Recommendation 3

Provide appropriate visibility splay sightlines at the proposed priority T-junction, appropriate to design speed and clear of any obstructions. Any reduction to this requirement would require approval from the Roads Authority.

2.4 PROBLEM 4: TACTILE PAVING AT UNCONTROLLED PEDESTRIAN CROSSINGS

Two new uncontrolled crossing are to be provided to tie into the existing footpath along the west side of Churchyard Lane. These uncontrolled raised pedestrian crossings do not appear to incorporate tactile paving on approach to the crossing. Failure to provide appropriate tactile paving at desired crossing locations may lead to visually impaired pedestrians unknowingly stepping onto the public road, colliding with moving traffic.

Recommendation 4

Provide appropriate tactile paving at the raised uncontrolled pedestrian crossings, in accordance with relevant design standards.

2.5 PROBLEM 5: VISIBILITY AT PROPOSED PEDESTRIAN CROSSINGS

Both proposed pedestrian crossings are located adjacent to existing on-street parking, which may affect visibility for pedestrians crossing from the west side of the road. No visibility splays were provided to the Audit Team for review. Failure to provide appropriate visibility at a pedestrian crossing may result in a collision between a vehicle and a pedestrian trying to cross.

Recommendation 5
Provide appropriate sightlines at both the proposed pedestrian crossings, appropriate to design speed and clear of any obstructions.

2.6 PROBLEM 6: TACTILE PROVISION AT DEVELOPMENT JUNCTION

No warning tactile paving or dropped kerbs are shown at the development entrance for pedestrians. Failure to provide appropriate tactile paving at an uncontrolled crossing may lead to a collision between a vehicle entering/exiting the proposed development and a visually impaired pedestrian.

Recommendation 6
Provide appropriate tactile paving and dropped kerbs to indicate an uncontrolled pedestrian crossing at the development entrance, in accordance with the relevant design standards.

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: .....
09/01/2025

Mr Brian Murphy, BE CEng MIEI

Signed: .....
09/01/2025

4 APPENDIX A – PHOTOGRAPHS



Photo A1 - North from proposed entrance off Old Carrigaline Road (approx. location)



Photo A2 - South from proposed entrance off Old Carrigaline Road (approx. location)



Photo A3 – Churchyard Lane – North/South from Proposed Location of Pedestrian Crossing 1



Photo A4 – Churchyard Lane – North/South from Proposed Location of Pedestrian Crossing 2

5 APPENDIX B – DRAWINGS & DOCUMENTS SUBMITTED FOR INFORMATION

DRAWINGS BY: O'Mahony Pike Architects			
Ref.	**Rev.**	**Drawing Title**	**Scale**
Layout Drawings			
23060-OMP-ZZ-00-DR-A-1000	P08	Proposed Level 00 Plan	1:100 @ A0
23060-OMP-ZZ-01-DR-A-1001	P05	Proposed Level 01 Plan	1:100 @ A0
23060-OMP-ZZ-02-DR-A-1002	P05	Proposed Level 02 Plan	1:100 @ A0
23060-OMP-ZZ-03-DR-A-1003	P05	Proposed Level 03 Plan	1:100 @ A0
23060-OMP-ZZ-04-DR-A-1004	P05	Proposed Level 04 Plan	1:100 @ A0
23060-OMP-XX-XX-SA-A-6000	P04	Schedule of Accommodation and Areas	
23060-OMP-01-00-DR-A-1000	P03	Proposed Site Layout Plan	1:500 @ A2

6 APPENDIX C – RSA FEEDBACK FORM

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Road Safety Audit Feedback Form

Scheme:	**Proposed Residential Development, Old Carrigaline Road, Douglas, Co. Cork**
Audit Stage:	**Combined Stage 1 & 2**
Date Audit Completed:	**17/01/2025**

	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	Yes	Yes		
2.2	Yes	Yes		
2.3	Yes	Yes		
2.4	Yes	Yes		
2.5	Yes	Yes		
2.6	Yes	Yes		

DESIGNER			
Signed:		**Date:**	24/01/25
Audit Team Leader			
Signed:		**Date:**	28/01/2025
EMPLOYER			
Signed:		**Date:**	24/01/2025

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