



Stage 1/2 Road Safety Audit

**Strategic Housing Development, Dunlo, Ballinasloe,
Co Galway**

On behalf of Limekill Esker Ltd

Prepared By:

CST Group Chartered Consulting Engineers

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August 2022

Civil
Structural
Traffic

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Document History

Revision	R0	R1							
Purpose of Issue: P=Preliminary PG=Progress C=Comment I=Information PL=Planning T=Tender CN=Construction	C	C							
Date:	10 08 22	24 08 22							
Originator:	SS	SS							
Checked By:		PJG							
Approved By:		SS							

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1. INTRODUCTION

1.1. This report describes a Stage 1/2 Road Safety Audit carried out on behalf of Limekill Esker Ltd on a proposed Strategic Housing Development to the sides and rear of the recently constructed Tesco Store, Dunlo, Ballinasloe, Co Galway.

1.2. The audit was carried out between 2nd – 24th August 2022.

1.3. The audit team were as follows:

Team Leader:

Stuart Summerfield, HNC (Civil) MCIHT FSoRSA
Certificate of Competency in Road Safety Audits (SoRSA, 2015)
TII Auditor Ref. SS73290

Team Member:

PJ Gallagher. BEng M.Inst.A.E.A. MITAI
TII Auditor Ref. PG3425716

1.4. The audit comprised an examination of the drawings relating to the scheme supplied by the design office. A site visit was carried out by both Audit Team members together on 2nd August between the hours of 16:30-17:00. Weather conditions during the inspection were fine and the road surface was dry. Traffic conditions were considered light with cars, light goods vehicles. Photographs were taken during the inspection.

1.5. This Stage 1/2 audit has been carried out in accordance with the relevant sections of the Transport Infrastructure Ireland (TII) Publication (Standard) GE-STY-01024 (Dec 2017) 'Road Safety Audit'. The audit 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. **Appendix A** describes the documents examined by the Audit Team.

Appendix B contains the Audit Feed Back Form. The Designer shall consider the Audit Report and prepare a Designer Response to each of the recommendations, using the Feedback Form. The response shall state clearly whether each recommendation is accepted, rejected, or whether an alternative recommendation is proposed. Copies of the Designer Response shall be sent to the Employer and the Audit Team. The Audit Team shall then consider the Designer Response and indicate on the Feedback Form whether the Designer's response to each recommendation is accepted. The completed Report contains the completed Feedback Form with signatures of all three parties involved - Designer, Audit Team Leader and Employer.

1.7. All of the 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.

2. ITEMS RESULTING FROM PREVIOUS STAGE 1/2 AUDIT

No previous audit has been offered for reference.

3. ITEMS RESULTING FROM THIS STAGE 1/2 AUDIT

3.1 Collision Data

Collision data has not been supplied with this scheme.

Road Collision Data is not currently available on the Road Safety Authority Database, and therefore access to historic collisions in the area of this development is not possible on this occasion.

3.2 General Problems / Problems at Multiple Locations

3.2.1 Long straight roads

Problem: There are a number of long and straight sections of road.

Hazard: Straight roads have a proven history of high-speed vehicles. Errant impact with other road users may result in personal injury.

Recommendation: Provide horizontal shift in the alignment in order to discourage high vehicle speeds.

3.2.2 On-road cycle lane

Problem: There are no details of the proposed on-road cycle lane given, however the existing section of road incorporates a cycle lane at road level.



Hazard: If this existing arrangement is provided on the proposed works, the carriageway cross section becomes very wide resulting in higher than desirable vehicle speeds. Additionally, the protection to the cyclist is reduced.

Recommendation: Provide a cycle lane that is elevated above the carriageway level but remains lower than the footpath level. The width of this cycle lane should be in compliance with the National Cycle Manual.

3.2.3 Junction visibility

Problem: Car parking bays are located to both sides of some of the internal junctions. High-sided vehicles parked in the bays may restrict junction visibility for users exiting the side roads.



Hazard: Side road traffic may proceed into the path of mainline traffic.

Recommendation: Ensure adequate junction visibility is achieved.

3.2.4 Car Parking Bays / Cycle Lane

Problem: The cycle lane is tight adjacent to the car parking bays. Although no width of the car parking bay is indicated on the drawing, it is likely the parked vehicle will be close to the edge of the cycle lane.



Hazard: Drivers may open their door into the path of approaching cyclists.

Recommendation: Provide a buffer strip between the cycle lane and parking bay to accommodate a partially open door.

3.2.5 Disabled User Parking Bays

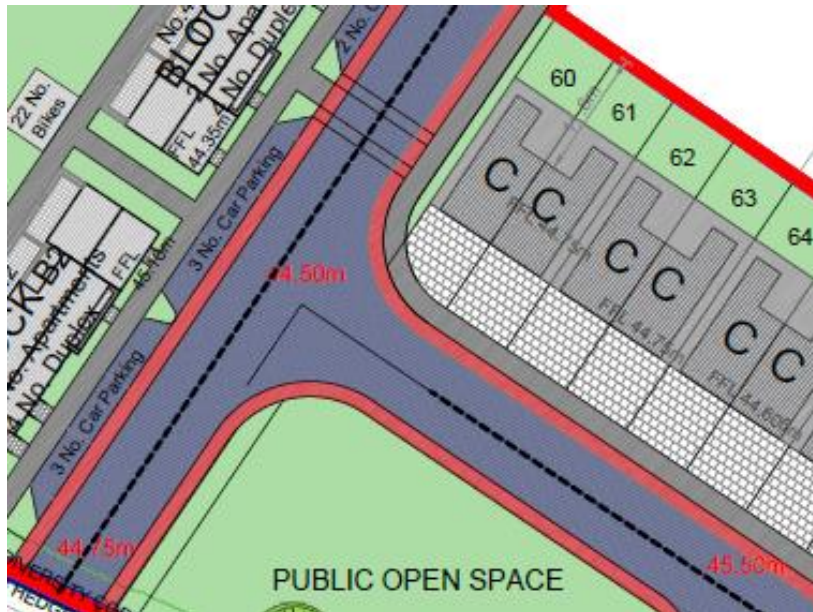
Problem: The disabled user parking bays extend into the “live” carriageway.



Hazard: Users of the bays who are attempting to access/egress the rear of their vehicles may be struck by passing traffic.

3.2.7 Cycle Lane at Junctions

Problem: The design of the cycle lane does not make allowance for cyclists to turn right out of the minor arm in safety.

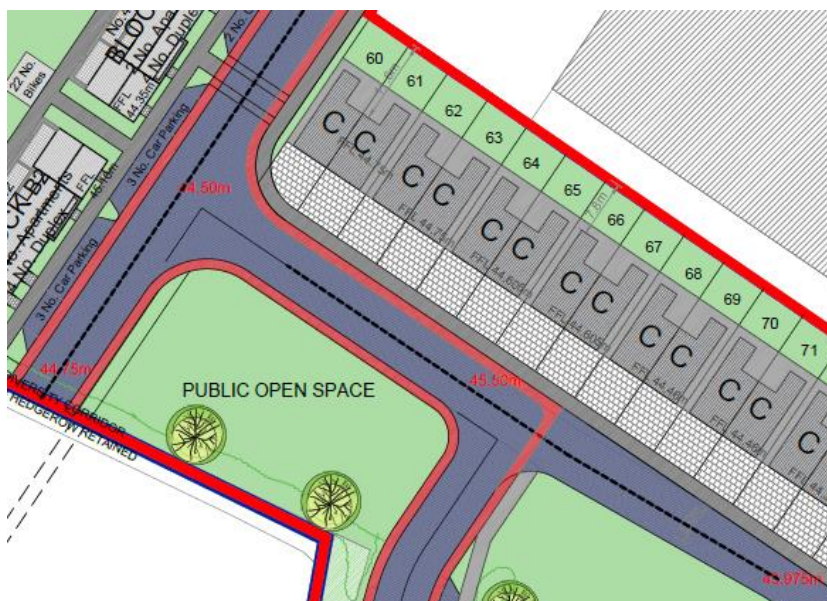


Hazard: The cyclist may be struck by motorists.

Recommendation: Redesign the cycle lane and implement the recommendations shown in the national cycle manual

3.2.8 Cycle Lane – Road Crossing

Problem: The design drawings show the cycle lane turning 90 degrees across the road. There is no requirement for the motorist who may be travelling west-east to yield to the cyclists.



Hazard: Impact between the motorist and cyclist may result.

Recommendation: Redesign the cycle lane / road junction to indicate priority to one of the users.

3.2.9 Junction Radii

Problem: The junction radii appear quite large.

Hazard: Large radii at the junctions result in a longer than necessary carriageway crossing for pedestrians. Furthermore, vehicle speeds are normally higher at junction with large radii.

Recommendation: Provide junction radii in compliance with DMURS.

3.3 Problems at Specific Locations

3.3.1 Car Parking – Plot 154

Problem: The driveway for plot 154 seems very small.



Hazard: There is risk that parked cars may overhang the footpath and require pedestrians to enter the carriageway to pass.

Recommendation: Ensure the driveway is of adequate size.

4. Audit Team Statement

We certify that we have examined the drawings and other information listed in Appendix A. 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 problems that we have identified have been noted in the report, together with suggestions for improvement which we recommend should be studied for implementation. No one in the Audit Team has been involved with the scheme design as shown in Appendix A.

Signed .....
Stuart Summerfield
Audit Team Leader

Date 24th August 2022.....

Signed .....
PJ Gallagher
Audit Team Member

Date 24th August 2022.....

Appendix A List of Documents Examined

DOCUMENT REF / NAME:	RECEIVED FROM:	DATE:
2521-002 Rev A Proposed Site Layout	R.G.Greene & Assoc.	28.07.2022

Appendix B RSA Feedback Form

ROAD SAFETY AUDIT FEEDBACK FORM

CST Group Chartered Consulting Engineers
1, O'Connell Street, Sligo, F91 W7YV, Ireland

Scheme: Limiekill Esker Ltd - Strategic Housing Development, Dunlo, Ballinasloe, Co Galway

Audit Stage: 1/2 **Date Audit Completed:** 10/08/2022 **Route No.** **Our Ref :**122235|R0

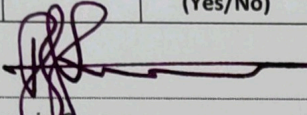
TO BE COMPLETED BY DESIGNER				TO BE COMPLETED BY AUDIT TEAM LEADER
Paragraph No. in Safety Audit Report	Problem accepted (Yes/No)	Recommended measure accepted (Yes/No)	Describe alternative measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted.	Alternative measures or reasons accepted by Auditors (Yes/No)
3.2.1	Yes	Yes		
3.2.2	Yes	Yes		
3.2.3	No	Yes	The main road is 10m wide, including the cycle provision. Furthermore, a buffer marking is proposed to encourage parkers to park close to the kerb and away from the cycle facility (in response to Paragraph 3.2.4 of the RSA). The detailed design will ensure motorists emerging from side roads will have a sufficient setback (x-distance) to provide an adequate Y distance in both directions.	
3.2.4	Yes	Yes	Buffer strip to be provided within parking bay	
3.2.5	Yes	No	These bays are not located on roads subject to through traffic. Where the bays are not at the end of cul-de-sacs with no parking directly opposite, they will be relocated to be such, or altered so that the the rear of the disabled user bay does not extend further into the carriageway than the adjacent parking bay.	Yes
3.2.6	Yes	Yes	These will be revised at Design Stage	
3.2.7	Yes	Yes		
3.2.8	Yes	Yes		
3.2.9	Yes	Yes		
3.3.1	Yes	Yes		
3.3.2	Yes	No	Bin storage area to be relocated closer to junction to avoid need for refuse truck entry	Yes

ROAD SAFETY AUDIT FEEDBACK FORM

CST Group Chartered Consulting Engineers
1, O'Connell Street, Sligo, F91 W7YV, Ireland

TO BE COMPLETED BY 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)

Signed:


Ronnie Greene
R G Greene & Associates

Designer

Date: 25TH AUG 2022

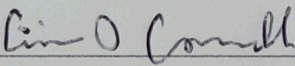
Signed:


Stuart Summerfield
CST Group Chartered Consulting Engineers

Audit Team Leader

Date: 24/08/2022

Signed:


For Limekill Esker Ltd

Employer

Date: 25/8/22