

Sallins Park  
Stage 2 Road Safety Audit

Cathal O'Meara Landscape Architects

September 2021

# Sallins Park

## Stage 2 Road Safety Audit

**September 2021**

### Notice

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### Document History

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# 1. Introduction

## 1.1 Report Context

This report describes the findings of a Stage 2 Road Safety Audit associated with the Sallins Park. The Audit has been completed by Traffico Ltd. on behalf of Cathal O'Meara Landscape Architects.

## 1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Tuesday 21 <sup>st</sup> September 2021	Daylight	Overcast and dry. 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)	<b>Martin Deegan</b> BEng(Hons) MSc CEng MIEI	MD101312
Audit Team Member (ATM)	<b>Jason Walsh</b> BEng (Hons) PCert (RSA) CEng MIEI	JW3362499
Audit Trainee (AT)	-	-

Table 1.2 – Audit Team Details

## 1.4 Design Drawings Examined as Part of the Audit Process

The following drawing(s) were examined as part of the Road Safety Audit (RSA) process:

NUMBER	DOCUMENT TITLE	Status		Rev	
		Status	Rev	Status	Rev
0010	TOPOGRAPHICAL SURVEY	S2	P01	S2	P02
0020	PROPOSED SURFACE WATER SHEET 1	S2	P01	S2	P02
0021	PROPOSED SURFACE WATER SHEET 2	S2	P01	S2	P02
0022	PROPOSED SURFACE WATER SHEET 3	S2	P01	S2	P02
0023	PROPOSED SURFACE WATER SHEET 4	S2	P01	S2	P02
0024	PROPOSED SURFACE WATER SHEET 5	S2	P01	S2	P02
0030	PROPOSED FOUL AND WATERMAIN	S2	P01	S2	P02
0050	PROPOSED SITE LAYOUT SHEET 1	S2	P01	S2	P02
0051	PROPOSED SITE LAYOUT SHEET 2	S2	P01	S2	P02
0052	PROPOSED SITE LAYOUT SHEET 3	S2	P01	S2	P02
0053	PROPOSED SITE LAYOUT SHEET 4	S2	P01	S2	P02
0054	PROPOSED SITE LAYOUT SHEET 5	S2	P01	S2	P02
0060	PROPOSED ROAD MARKINGS, SIGNS AND VISIBILITY SPLAY SHEET 1	S2	P01	S2	P02
0061	PROPOSED ROAD MARKINGS, SIGNS AND VISIBILITY SPLAY SHEET 2	S2	P01	S2	P02
0062	TYPICAL CROSSING LAYOUT	S2	P01	S2	P02
0070	PROPOSED AUTOTRACK ANALYSIS	S2	P01	S2	P02
0080	TYPICAL NETTING ELEVATIONS	S2	P01	S2	P02
0100	PROPOSED TYPICAL MANHOLE DETAILS	S2	P01	S2	P02
0110	PROPOSED ATTENUATION DETAILS	S2	P01	S2	P02
0120	PROPOSED TYPICAL SITEWORKS DETAILS	S2	P01	S2	P02
0130	TYPICAL WATERMAIN DETAILS	S2	P01	S2	P02

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: Visibility for Emerging Park Users

**Location:** Park Access Points onto Grand Canal

Patrons emerging from the Park access points onto the Grand Canal tow path could come into conflict with cars, cyclists and pedestrians using the tow path.

Figure 2.1 – Canal Tow Path at Future Access Point



#### Recommendation

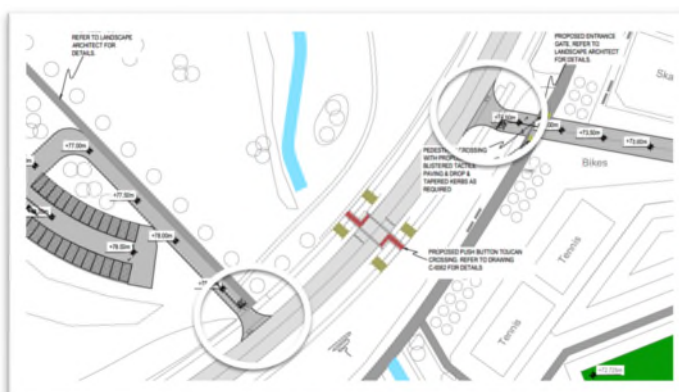
The Park access points should be designed to maximise intervisibility for patrons emerging onto the Grand Canal tow path.

### 2.2 Problem: Priority for Pedestrians & Cyclists

**Location:** Direct Access Points onto Sallins Link Road

Failing to afford advantage to pedestrians and cyclists on the link road could lead to conflicts with vehicles emerging from the Park.

Figure 2.2 – Direct Access Points onto Sallins Link Road



#### Recommendation

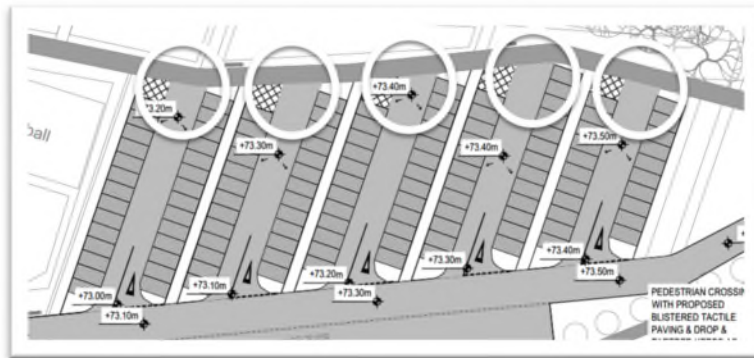
The access points should be treated as ‘cross-overs’, whereby the pedestrian and cycling facilities on the Link Road continue uninterrupted through the access points. Emerging vehicles would then give way at the access points before crossing over the walking and cycling facilities with caution.

## 2.3 Problem: Vehicles Reversing Near Pedestrians

**Location:** Car Park

Creating a series of cul de sacs will result in countless reversing manoeuvres over the parks' operational lifecycle; particularly with vehicles hunting for a space when the car park is nearing capacity. The reversing manoeuvres will be undertaken adjacent to a main pedestrian route, placing vulnerable road users at risk of conflict.

**Figure 2.3 – Car Park Aisle Cul d Sacs**



### Recommendation

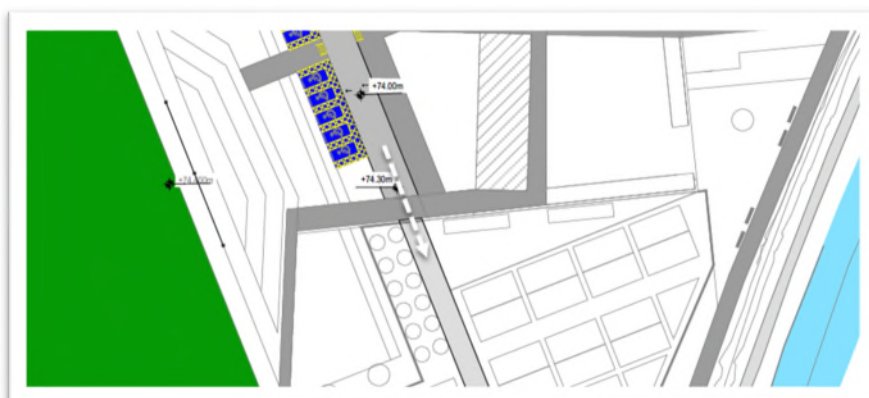
The need for vehicles to reverse near the pedestrian route should be mitigated by making provision for them to orbit around the parking aisles whilst hunting for a space.

## 2.4 Problem: Width Reduction in Carriageway

**Location:** Crossing Near Sports Hall / Disabled Parking

The internal road will narrow abruptly at a point where pedestrians will be encouraged to cross. This could lead to opposition type conflicts.

**Figure 2.4 – Crossing Near Sports Hall**



### Recommendation

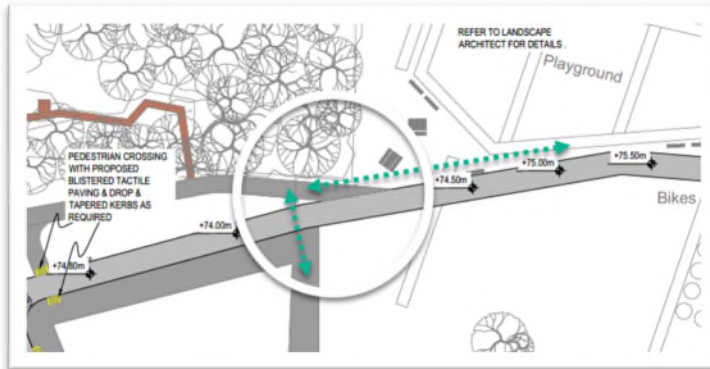
Measures to afford advantage to pedestrians should be provided here, along with an appropriate and consistent carriageway width.

## 2.5 Problem: Footpath Termination

**Location:** Near Playground

The footpath will terminate at an acute angle, which could lead to pedestrians stepping into the carriageway with their backs to approaching traffic.

**Figure 2.5 – Crossing Near Playground**



### **Recommendation**

Extend the footpath to serve the playground and / or adjust it to address the road in a perpendicular manner and create a courtesy crossing to link with the path on the opposite side of the road.



## 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: 23<sup>rd</sup> September 2021

**Jason Walsh**

Audit Team Member  
Road Safety Engineering Team

traffico

Signed:



Date: 23<sup>rd</sup> September 2021

## 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](mailto: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:** Sallins Park

**Audit Stage:** Stage 2 Road Safety Audit

**Audit Date:** 23<sup>rd</sup> September 2021

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				
2.2				
2.3				
2.4				
2.5				

*\*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: \_\_\_\_\_

Designer's Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Audit Team's Name: \_\_\_\_\_

Audit Team's Signature: \_\_\_\_\_

Date: \_\_\_\_\_



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