

Long Point Outdoor Amenity Enhancement Project

Stage 1 Road Safety Audit

Galway County Council

August 2024

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Document History

JOB NUMBER: 230056			DOCUMENT REF: 240086RPT001_RSA1_Rev_1			
1	Final Issue	MD	MD	GD	MD	30 Aug. 2024
0	Draft Issue	MD	MD	GD	MD	29 Aug. 2024
Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date

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1. Introduction

1.1 Report Context

This report describes the findings of a Stage 1 Road Safety Audit associated with Long Point Outdoor Amenity Enhancement Project.

The Audit has been completed by Traffico Ltd. on behalf of Galway County Council.

1.2 Details of Site Inspection

Date	Day Night	Weather & Road Conditions
Monday 19 th August 2024	Day	Raining with damp 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)	Martin Deegan BEng(Hons) MSc CEng MIEI	MD101312
Audit Team Member (ATM)	Gabriel Dooley B.E CEng MIEI Eurlng	GD7452192

Table 1.2 – Audit Team Details

1.4 Information Examined as Part of the Audit Process

The following information was examined as part of the Road Safety Audit (RSA) process:

Drawing No.	Title	Revision
Figure B1	Proposed Improved Long Point Access Junction on R351 and Car Park	-
Figure B2	Proposed Improved Long Point Access Junction on R351 – Visibility Splays and Forward Visibility	-
Figure B3	Proposed Improved Long Point Access Junction on R351 – Visibility in Vertical Plane	-

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.

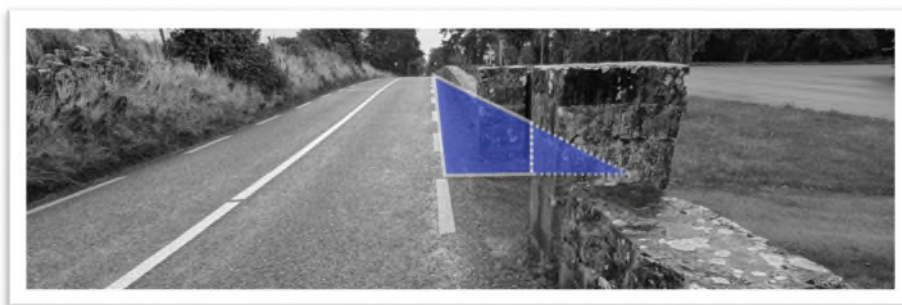
2. Road Safety Issues Identified

2.1 Problem: Driver’s Sight Line to Right at New Access

Location: Improved Access onto R351

The sight line for emerging driver’s looking to the right appears to be partially obscured by a crest in the road. This could mask the presence of an approaching vehicle, which might lead to an increase in the risk of a collision at the car park access.

Figure 2.1 – Envelope of Visibility Looking to Right at New Car Park Access onto R351



Recommendation

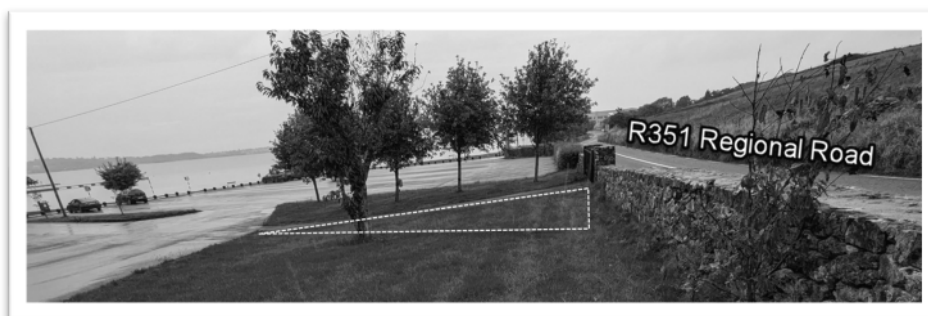
Drivers should be provided with an appropriate envelope of visibility at the location described.

2.2 Problem: Up-Hill Gradient at Connection to Regional Road

Location: Main Vehicle Access Connection to Regional Road R351

The unusually steep uphill gradient could lead to vehicles either rolling back or stalling as they attempt to join the R351. This is likely to increase the risk of a collision at the car park access.

Figure 2.2 – Steep Approach to R351 Could Lead to Vehicle Stalls



Recommendation

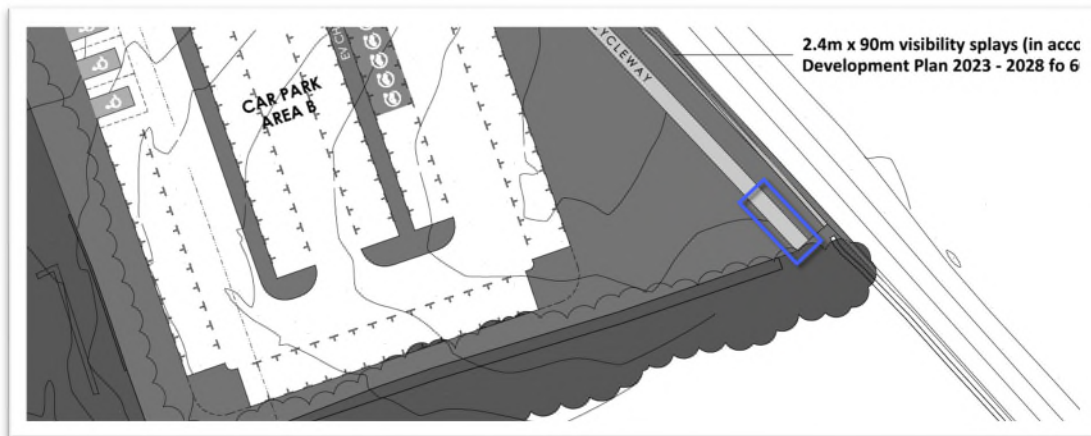
A suitable dwell area (i.e. a short section of road in advance of the stop line where the gradient has been reduced) should be provided on approach to the connection point to the R351 Regional Road.

2.3 Problem: Abrupt Cycle Track Termination

Location: Cycle Track Termination at Southern Boundary

The abrupt cycle track termination could lead to frustration for cyclists resulting in poor decision making. It could also lead to cyclists entering the R351 without warning, increasing their likelihood of coming into conflict with a vehicle.

Figure 2.3 – Cycle Track Termination at Boundary of Car Park



Recommendation

An appropriate cycle track transition should be made onto the R351.

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



Signed: 

Date: 29th August 2024

Gabriel Dooley

Audit Team Member
Road Safety Engineering Team



Signed: 

Date: 29th August 2024

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

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

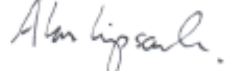
Scheme: Long Point Outdoor Amenity Enhancement Project

Audit Stage: Stage 1 Road Safety Audit

Audit Date: 29th August 2024


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	Yes	Yes	It is acknowledged that there is a crest in the R351 to the right (south) of the proposed car park access. For this reason a detailed assessment of the visibility in the vertical plane was undertaken, as shown in Figure B3 provided. The figure demonstrates that the 90m visibility, appropriate for the 60 kph speed limit, to an object height of 1.05m is available from the proposed access junction, in accordance with DN-GEO-03060 TII Geometric Design of Junctions.	Designer comment noted & accepted.
2.2	Yes	Yes	An appropriate dwell area of 7m with a maximum gradient of 2% will be provided in accordance with Recommendations for Site Development Works.	Designer comment noted & accepted.
2.3	Yes	Yes	It is noted that this section of the R351 is indicated as a "Cycle Connects Inter Urban Route" in the Loughrea Local Transport Plan. It is agreed that continuation of the proposed cycle facility through the Long Point site will require to be addressed as part of both proposals.	Designer comment noted & accepted.

Designer's Name: Alan Lipscombe

Designer's Signature: 


Date: 30/08/24

Employer's Name: Orla McCafferty (Agent: MKO)

Employer's Signature: 

Date: 25/09/2024

Audit Team's Name: Martin Deegan

Audit Team's Signature: 

Date: 30th August 2024



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e: hello@traffico.ie

w: www.traffico.ie