

# Cuan Na Loinge Road Protection Scheme

Stage 1 Road Safety Audit

Langan Consulting Engineers

June 2025

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June 2025

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**Document History**

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# 1. Introduction

## 1.1 Report Context

This report describes the findings of a Stage 1 Road Safety Audit associated with the Cuan Na Loinge Road Protection Scheme.

The Audit has been completed by Traffico on behalf of Langan Consulting Engineers.

## 1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Thursday 22 <sup>nd</sup> May 2025	Daylight	Sunny with dry road pavements.

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 FIEI	MD101312
Audit Team Member (ATM)	<b>Gabriel Dooley</b> B.E CEng MIEI Eurling	GD7452192

Table 1.2 – Audit Team Details

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

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

Drawing No.	Drawing Title	Revision
1101	Site Location Map	DR02
1102	Site Layout Map	DR02
1201	Proposed Road Alignment Layout Plan & Long Section	DR01
1301	Proposed Road Alignment Cross Sections	DR01
1302	Proposed Road Alignment Cross Sections	DR01
1303	Proposed Road Alignment Cross Sections	DR01
1304	Proposed Road Alignment Cross Sections	DR01
1305	Proposed Road Alignment Cross Sections	DR01
1401	Proposed Side Road A Road Alignment Side Road Alignment Cross Sections	DR01
1402	Proposed Side Road B Road Alignment Side Road Alignment Cross Sections	DR01

Drawing No.	Drawing Title	Revision
6101	Land Registry Mapping	DR01

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.



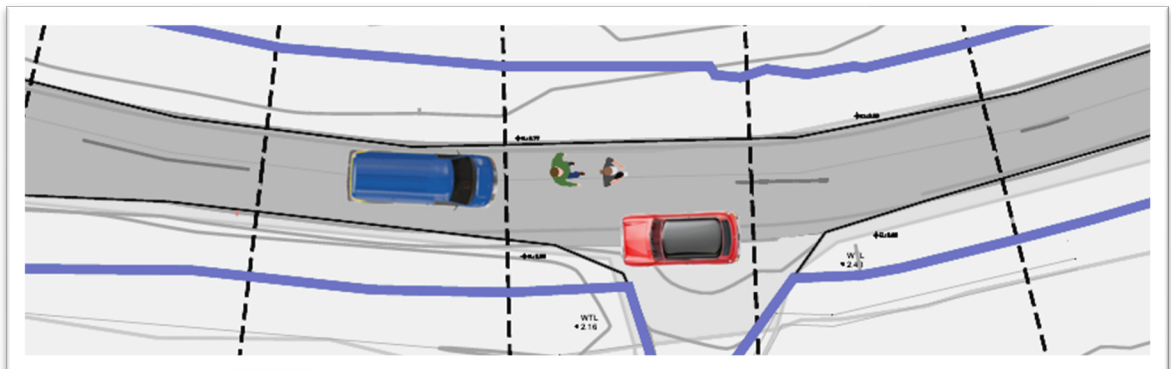
## 2. Road Safety Issues Identified

### 2.1 Problem: Space for Pedestrians to Take Refuge from Vehicles

**Location:** All Sections of Scheme Road & Roadside

The varying widths of road pavement, flood protection walls, and verge space pose risks to pedestrians who might unexpectedly step in front of approaching vehicles.

**Figure 2.1 – Pedestrians Stepping into Road Space Where the Pavement Narrows**



#### **Recommendation**

An appropriate horizontal alignment should be established for the road to offer a continuous and consistent pedestrian refuge area, allowing walkers to step aside safely when vehicles approach.

### 2.2 Problem: Flood Protection Walls Impacting on Sight Lines

**Location:** Flood Protection Walls Proposed Near Side Road A & Side Road B

The flood protection walls could serve to reduce sight lines for drivers approaching side road A and side road B junctions, increasing the risk of a side impact type collisions.

**Figure 2.2 – Example Side Road B – Junction Sight Lines Which Should Be Maintained**



#### **Recommendation**

Check sight lines at junctions in both vertical and horizontal planes and adjust the position of the flood protection walls as needed.

## 2.3 Problem: Provision for Opposing Vehicles to Pass

**Location:** All Sections of Scheme Road & Roadside

Flood protection walls may reduce visibility between opposing drivers on roads with varying pavement widths. The walls are likely to limit safe passing opportunities, causing risky reversing manoeuvres, conflicts, and driver frustration.

**Figure 2.3 – Variance in Pavement Cross Section Likely to Create Confusion & Conflict**



### Recommendation

A suitable horizontal alignment should be developed for the road which provides for locations where two opposing vehicles can pass each other, connected by a consistent and predictable traffic lane.

## 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

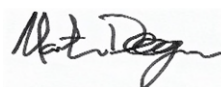
**Martin Deegan**

Audit Team Leader

Road Safety Engineering Team

**traffico**

Signed:



Date:

28<sup>th</sup> May 2025

**Gabriel Dooley**

Audit Team Member

Road Safety Engineering Team

**traffico**

Signed:



Date:

28<sup>th</sup> May 2025



## 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)
- Telephone: 01 699 1551

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:** Cuan Na Loinge Road Protection Scheme

**Audit Stage:** Stage 1 Road Safety Audit

**Audit Date:** 28<sup>th</sup> May 2025

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	<p>Object of the scheme is to improve the safety of all road uses</p> <p>This provided by providing a consistent verge on the southern verge.</p> <p>Actions required: Currently no pedestrian access provision</p> <p>Reduce carriageway width to 2.7.m</p> <p>Target northern verge width =0.3</p> <p>Southern verge . 0.3+ 0.3 = 0.6m</p> <p>No road marking required</p> <p>Update cross-sections + plan to emphasis this</p>	Comment noted & accepted.
2.2	Yes	Yes		-
2.3	Yes	Yes		-

*\*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:

James Langan

Designer's Signature:



Date: 03/06/2025

Employer's Name:

Employer's Signature:

Date:

Audit Team's Name:

Martin Deegan

Audit Team's Signature:



Date: 5<sup>th</sup> June 2025



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