

Title: Stage 1 Road Safety Audit
For;
Phase 2 Residential Development (SHD), R125
Dunshaughlin Co. Meath.

Client: Waterman Moylan

Date: September 2020

Report reference: 0848R01

VERSION: FINAL

Prepared By:

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1.0 Introduction

This report was prepared in response to a request from Ms. Jana Ulicna

The Road Safety Team comprised of;

Team Leader: **Norman Bruton**, BE CEng FIEI, Cert Comp RSA

TII Auditor Approval no. NB 168446

Team Member: **Owen O'Reilly**, B.SC. Eng Dip Struct. Eng NCEA Civil Dip Civil. Eng CEng MIEI

TII Auditor Approval no. OO1291756

The Road Safety Audit comprised of an examination of drawings and other material provided by Waterman Moylan and a site visit by the Audit Team, together, on 28th August 2020. The weather at the time of the site visits was dry and the road surface was wet.

This Stage 1 Road Safety Audit has been carried out in accordance with the requirements of TII, Publication Number GE-STY-01024, dated December 2017.

The scheme has been examined and this report compiled in respect of the consideration of those matters that have an adverse effect on road safety. It has not been examined or verified for compliance with any other standards or criteria.

The problems identified in this report are considered to require action in order to improve the safety of the scheme for road users.

If any of the recommendations within this safety audit report are not accepted, a written response is required, stating reasons for non-acceptance. Comments made within the report under the heading of Observation are intended to be for information only. Written responses to Observations are not required.

The information supplied to the Audit Team is listed in **Appendix A**.

A feedback form for the Designer to complete is contained in **Appendix B**.

A plan drawing showing the problem locations is contained in **Appendix C**.

2.0 Background

It is proposed to construct Phase 2 of a residential development (415 units) including creche in Dunshaughlin Co. Meath. The development is split between two sites. The first (Site 1, 266 units) is off the R125 roundabout adjacent to junction 6 on the M3. The second (Site 2, 149 units) is off the L2208 Drumree Road. Phase 1 of the development was under construction at the time of the site visit. It is split both sides of Drumree Road to the East of the R125. A new roundabout is to be constructed on the R125 as part of the Phase 1 works.

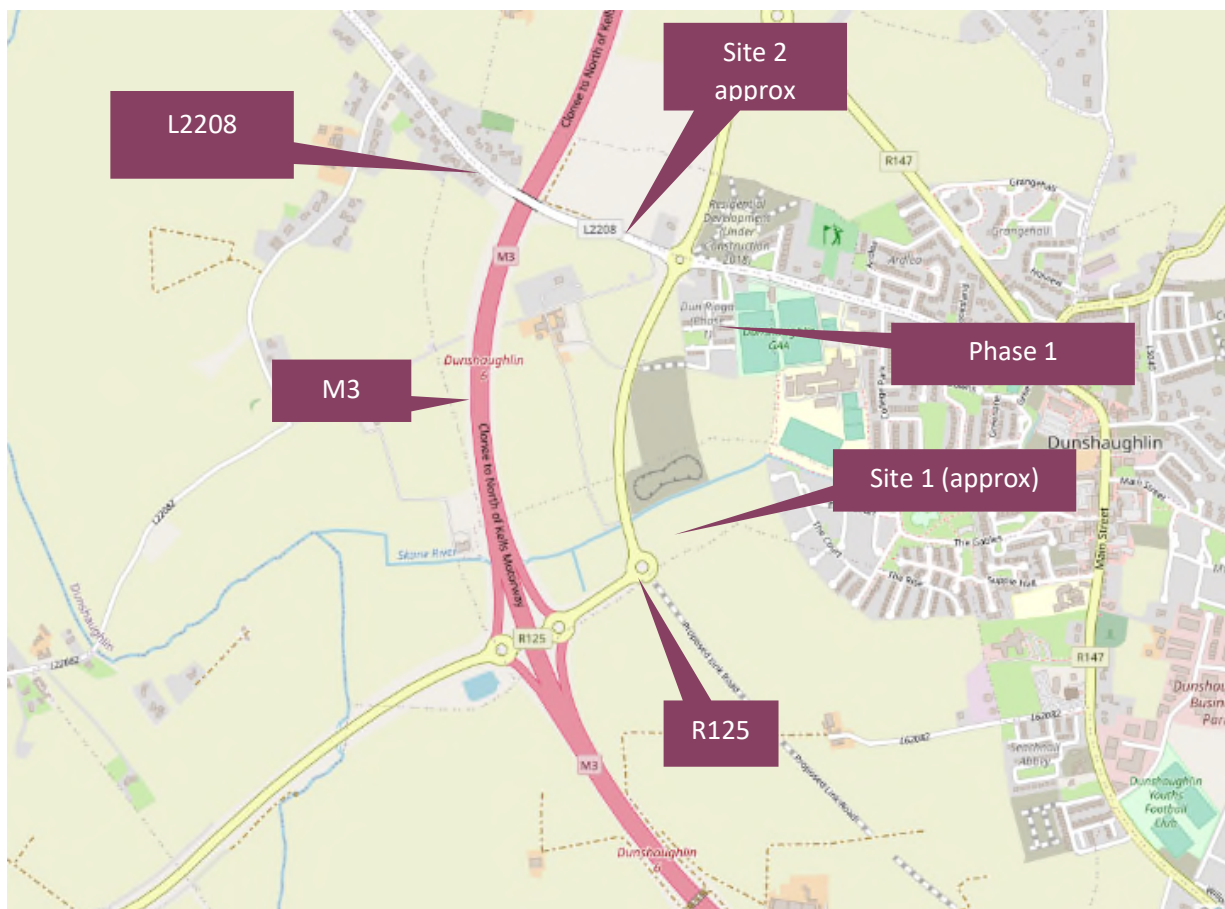
Site 1 will have vehicular access from a new arm of the existing R125 2 arm roundabout. The fourth arm will be part of a future relief/link road which does not form part of this scheme. Site 1 will be linked to Phase 1 through the internal road network adjacent to the new R125 roundabout.

Site 2 will have a vehicular access by means of a priority junction onto the L2208. A separate pedestrian and cyclist access will also be provided.

Upgrade works on Drumree Road are also proposed, mainly to benefit vulnerable road users.

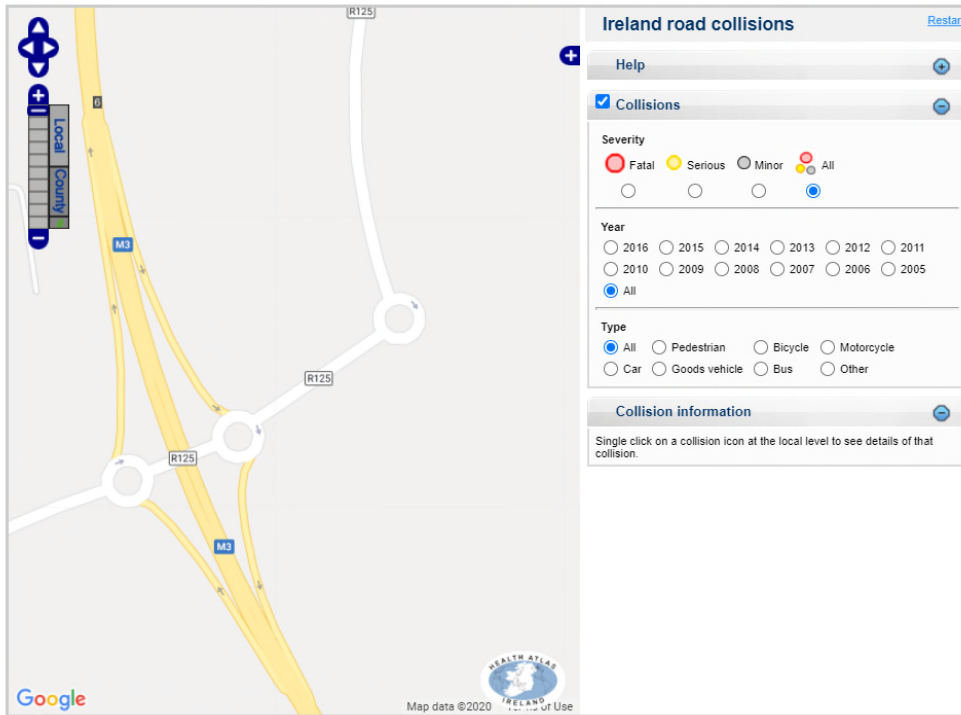
The speed limit on the R125 and the L2208 (west) is 80km/hr.

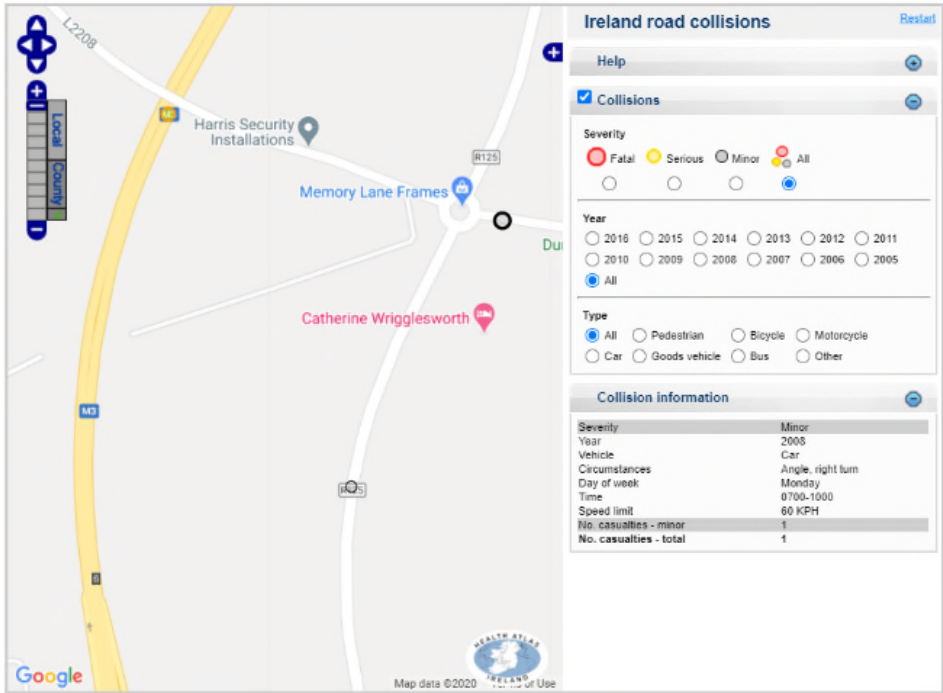
The location of the site is shown below.



Site Location Map (image courtesy of www.maps.openstreetmap.ie)

The Road Safety Authority’s website shows that there was only one minor injury collision recorded in the 12 year period 2005-2016 on the L2208 to the East of the existing R125 roundabout.





3.0 Main Report

3.1 Problem

LOCATION

Drawing 12-081A P151 A, Sightlines at junctions.

PROBLEM

The visibility envelopes at the internal junctions are in some cases through car parking spaces and through street furniture such as trees. As a result, the visibility will be obscured which could lead to collisions if drivers exit junctions at inappropriate times.



RECOMMENDATION

It is recommended that the visibility envelopes be kept clear of obstacles.

ST 1 RSA – R125 DUNSHAUGHLIN WM

3.2 Problem

LOCATION

R125 existing safety barrier.

PROBLEM

There is an existing safety barrier on the eastern verge of the R125 on approach to the roundabout at headwalls and open drains. It is unclear if a risk assessment has been carried out for the future need of this safety barrier. Without a safety barrier an errant vehicle could collide with a headwall/open drain and lead to injuries for the vehicle occupants.



RECOMMENDATION

It is recommended that a risk assessment be carried out, taking into account the proposed Phase 1 roundabout on the R125 and, if a barrier is required, then the area behind the barrier (working width) should be kept clear of any vegetation other than grass which can be easily maintained.

4.0 Observations

4.1 Observation

Space will be required for a replacement directional sign on the L2208 on approach to the R125 roundabout. The current sign face appears excessively large. Sign supports should not obstruct the proposed shared use track.



5.0 Audit Statement

We certify that we have examined the site on the 28th August 2020. The examination has been carried out with the sole purpose of identifying any aspects of the design which could be added, 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 would recommend should be studied for implementation. The audit has been carried out by the persons named below who have not been involved in any design work on this scheme as a member of the Design Team.

Norman Bruton Signed: *Norman Bruton*
(Audit Team Leader) Dated: 24/9/2020

Owen O'Reilly Signed: *Owen O'Reilly*
(Audit Team Member) Dated: 24/9/2020

Appendix A

List of Material Supplied for this Audit;

- Drawing 12-081A P110 Rev A
- Drawing 12-081A P111 Rev A
- Drawing 12-081A P112 Rev A
- Drawing 12-081A P113 Rev A
- Drawing 12-081A P140 Rev A
- Drawing 12-081A P141Rev A
- Drawing 12-081A P142 Rev A
- Drawing 12-081A P150 Rev A
- Drawing 12-081A P151 Rev A
- Drawing 12-081A P152 Rev A
- Drawing 12-081A SK003E GA
- Drawing 12-081A SK003E Sheet 1 of 3
- Drawing 12-081A SK003E Sheet 2 of 3
- Drawing 12-081A SK003E Sheet 3 of 3
- Drawing LP-01-PP
- Drawing LP-02-PP
- Drawing SES 10220 Sheet 1
- Drawing SES 10220 Sheet 2
- Drawing 1217A-OMP-00-ST-DR-A-1000 Site Plan

Material Provided as Background Information;

- Draft Traffic and Transport Assessment, WM 2020

Appendix B

Feedback Form

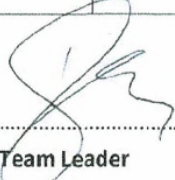
ROAD SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT

Scheme: R125 SHD Dunshaughlin, Co. Meath

Stage: Stage 1 Road Safety Audit

Date Audit (Site Visit) Completed: 28/8/2020

Paragraph No. in Quality Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative measures accepted by Auditors (Yes/No)
3.1	Yes	Yes		
3.2	Yes	Yes	The R125 is controlled by MCC /A risk assessment will be undertaken at detailed design Stage. These drawings need to be submitted to MCC for final approval which will address any alterations to the existing safety barrier to facilitate the new access point before works are undertaken and will be reassessed as part of the Stage 2 RSA process	Yes

Signed 
Design Team Leader

Date 22/9/2020

Signed 
Audit Team Leader

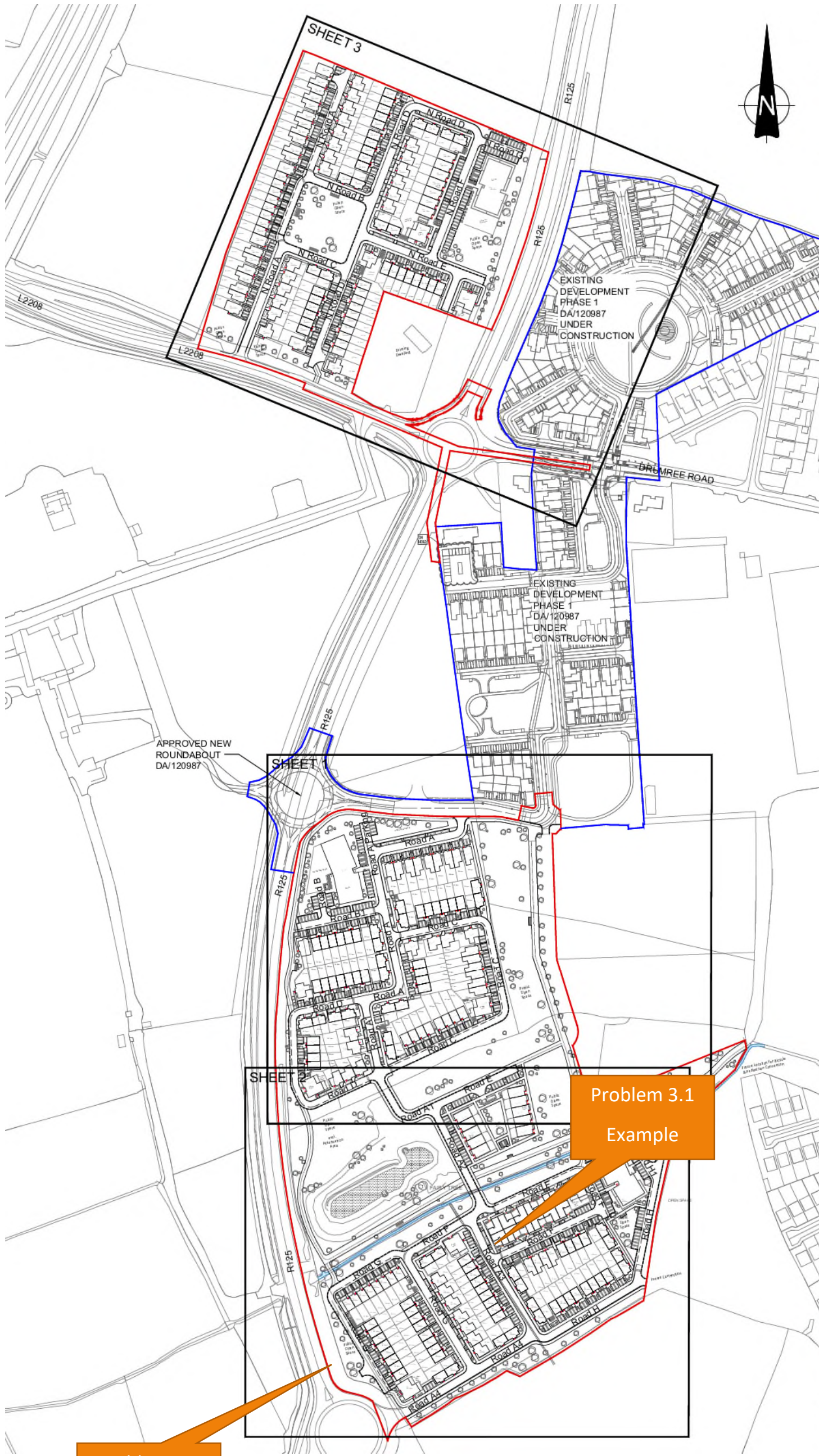
Date 22/9/2020

Signed 
Employer/Developer

Date 24/9/20

Appendix C

Problem Location Plan.



NOTES:
 1. DO NOT SCALE. USE FIGURED DIMENSIONS ONLY.
 2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS.

LEGEND	
	SITE BOUNDARY PHASE 2
	SITE BOUNDARY PHASE 1 APPROVED DEVELOPMENT ABP REF. PL17.241988 UNDER CONSTRUCTION

28 August 2020
-- DRAFT --
 Martin Kello 15:24

REV.	DATE	AMENDMENT	DRN	AP
A	02/08/20	SHD PRE-APPLICATION ISSUE	MK	IS
~	03/08/20	SHD PRE-APPLICATION ISSUE	MK	IS

STATUS **FOR SHD PRE-APPLICATION**

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CLIENT **CASTELTHORN CONSTRUCTION ULC**
 ARCHITECT **O'MAHONY PIKE ARCHITECTS**
 PROJECT

Problem 3.2