

Systra

SYSTRA

Player Wills

Stage 1 Road Safety Audit

September 2020



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APPENDIX 1: ROAD SAFETY AUDIT FEEDBACK FORM

SECTION 1: Introduction

This Road Safety Audit report will assess the proposed changes to and impact upon existing road infrastructure for the Player Wills development. It will also examine the internal road layout within the site.

The proposed development includes:

- Apartments.
- Café.
- Creche.
- Retail facilities.
- Parks.
- Internal roads.
- Proposed new vehicular junctions and pedestrian/cyclist access points on South Circular Road and Donore Avenue.

This report makes up part of the accompanying documents for a planning application to Dublin City Council for the proposed development.

The site is located in Dolphin's Barn in Dublin 12. To the west is the Coombe Women's Hospital, to the east are St. Teresa's Church and St. Catherine's National School. There is a disused building, the former John Player and Sons Factory, occupying part of the site. This will be renovated to form part of the development.

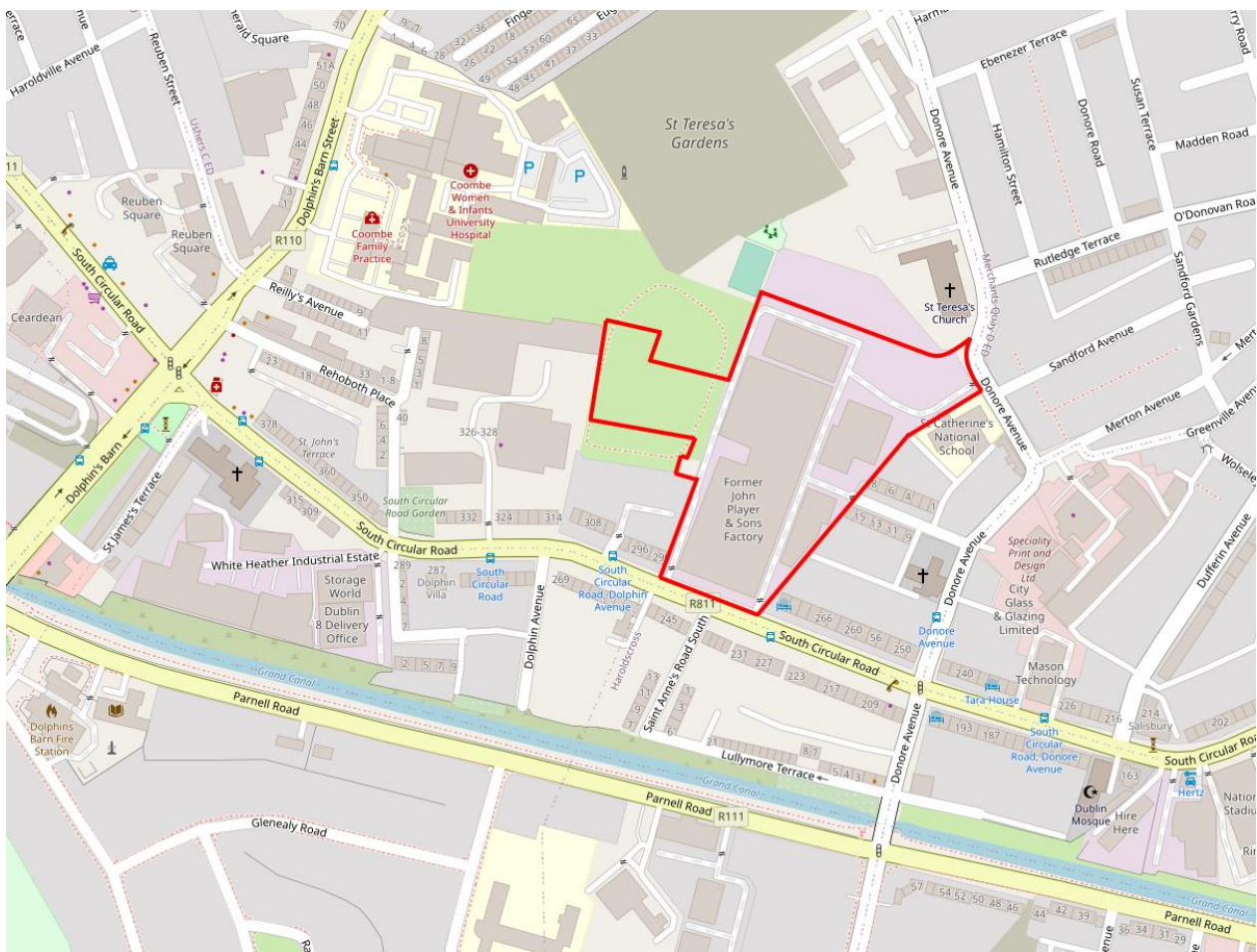


Figure 1.1: Site Location

This audit has been prepared in accordance with the TII publication "GE-STY-01024 - Road Safety Audit". The Audit Team has examined and reported on only the road safety implications of the scheme and has not examined or verified the compliance of the design to any other criteria. This audit is confined to the details

as shown on the scheme drawing provided. Identified problems and recommendations are detailed in Section 2.

The Audit Team is as follows:

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The site visit for this audit was carried out on Monday 28th September 2020 during daylight hours by all audit team members. Weather conditions during the site visit were dry, road surfaces were wet in places and traffic volumes were low.

An Audit Team Statement is included at the end of this report.

Drawings and documents supplied for this audit comprise the following drawings:

- "Site Access Visibility Splay" drawing number SYS-PW-01.1 Rev B
- "External Junctions" drawing number SYS-PW-01.2 Rev A
- "Road Layout" drawing number SYS-PW-02 Rev B
- "On-street Parking" drawing number SYS-PW-03 Rev B
- "Vehicle Tracking Fire Tender Sheet 1 of 2" drawing number SYS-PW-04.1 Rev B
- "Vehicle Tracking Fire Tender Sheet 2 of 2" drawing number SYS-PW-04.2 Rev B
- "Vehicle Tracking Refuse Vehicle Sheet 1 of 2" drawing number SYS-PW-05.1 Rev B
- "Vehicle Tracking Refuse Vehicle Sheet 2 of 2" drawing number SYS-PW-05.2 Rev B
- "Road Signs" drawing number SYS-PW-06 Rev A
- Player Wills Location
- Cycle Access Strategy
- Pedestrian Access Strategy

SECTION 2: Audit Items

2.1 Problem: Parking in Bus Lane on South Circular Road

It was noted on the site visit that cars were parked in the bus lane on South Circular Road. Parking is prohibited in the bus lane only between 7am and 10am. Cars parked in the bus lane will impede visibility to the left and to the right for drivers exiting the proposed development and could lead to collisions as vehicles emerge.

Recommendation

Provide the required visibility splays by prohibiting on-street parking on both sides of the access onto South Circular Road.



Figure 2.1: Vehicles parked in bus lane (east)



Figure 2.2: Vehicles parked in bus lane (west)

2.2 Problem: Street lighting

The existing street lighting on Donore Avenue is relatively sparse and the lighting that is in place in the vicinity of the proposed junction may not meet current standards, leading to potential visibility issues for vehicles and pedestrians/cyclists at the access.

Recommendation

Review the existing lighting provisions and carry out improvement works where necessary.

2.3 Problem: Condition of existing road surface

The existing concrete road surface is in poor condition in places at the proposed access onto Donore Avenue. The condition of the surfacing also has the potential to deteriorate further once the proposed access is installed due to increased traffic movements, especially after use by construction-related traffic. This may give rise to pedestrians tripping as they cross the road.

Recommendation

Undertake an assessment of the condition of the existing road surface and carry out improvement works where necessary.



Figure 2.3: Condition of road surface

2.4 Problem: Cul-de-sac at car park ramp entrance

There is a cul-de-sac arrangement at the car park ramp entrance. There is no turning head provision at this location, which may lead to some drivers reversing back along the road if they are unable to turn, potentially causing them coming into conflict with other road users.



Figure 2.4: Cul-de-sac at link to Bailey Gibson

Recommendation

Provide cul-de-sac sign to minimise the risk of drivers inadvertently driving to the end of the cul-de-sac. Refer also to Problem 2.9.

2.5 Problem: Cul-de-sac at link to Bailey Gibson

There is a cul-de-sac arrangement at the link to Bailey Gibson. It is assumed that this will provide future development connection. However, in the interim there is no turning head provision at this location, which may lead to drivers reversing back if they are unable to turn, potentially causing them to come into conflict with other road users.



Figure 2.5: Cul-de-sac at car park entrance

Recommendation

Provide a cul-de-sac sign to minimise the risk of drivers inadvertently driving to the end of the cul-de-sac. Refer also to Problem 2.9.

2.6 Problem: Angled pedestrian crossing point

The red paved route through the site crosses the shared space roadway at a diagonal angle. This may result in pedestrians, especially visually impaired pedestrians, making unsafe crossings, with potential for them to come into conflict with road traffic.

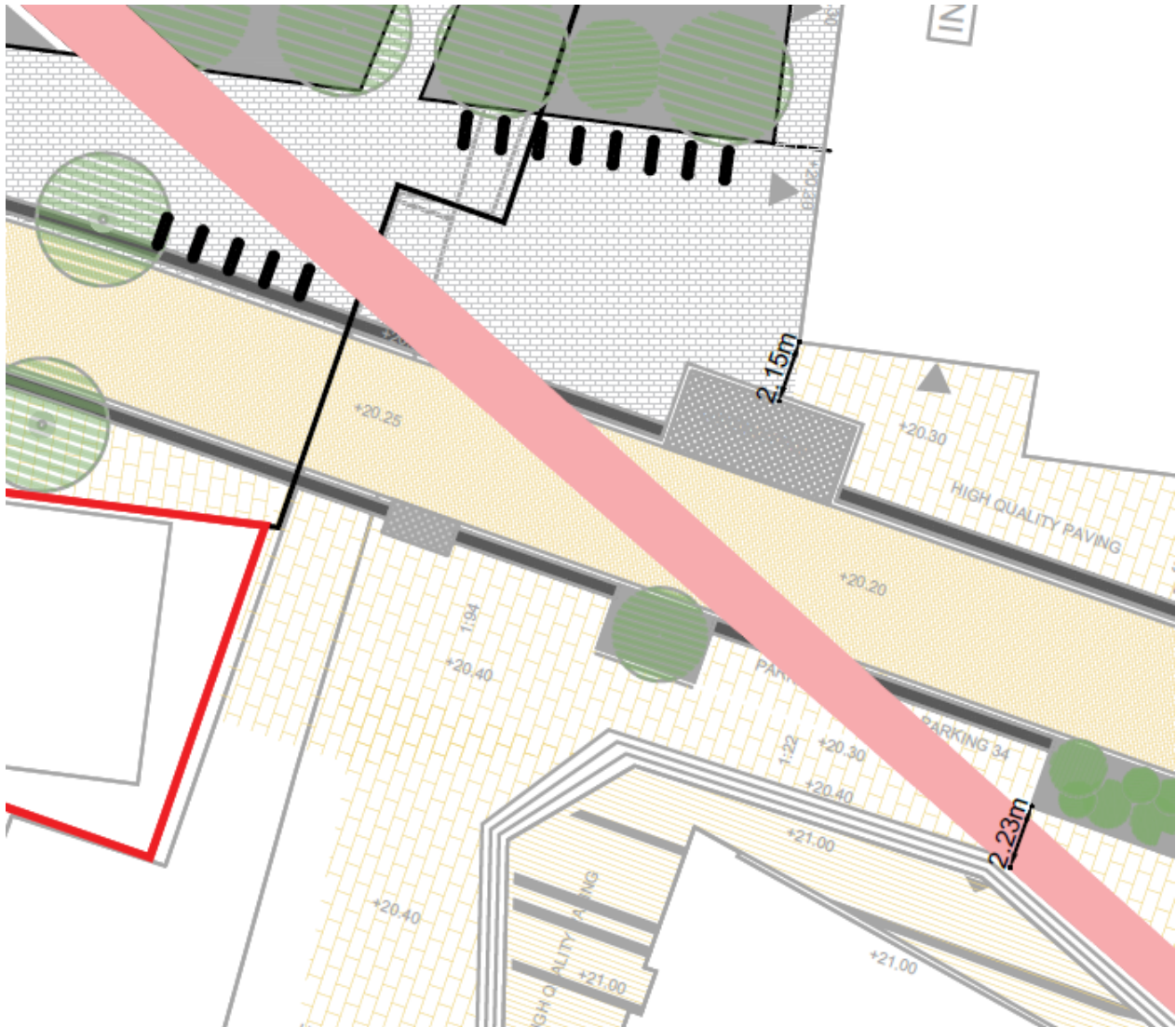


Figure 2.6: Angled pedestrian crossing point

Recommendation

Amend the arrangement so that the pedestrian crossing is perpendicular to the shared space roadway, ensuring the shortest crossing route for pedestrians and limiting their exposure to conflict with traffic.

2.7 Problem: Sign placement

There is a proposed sign positioned between the cycleway and the vehicular exit onto South Circular Road. This sign poses a hazard to vehicles and cyclists using this access/exit.

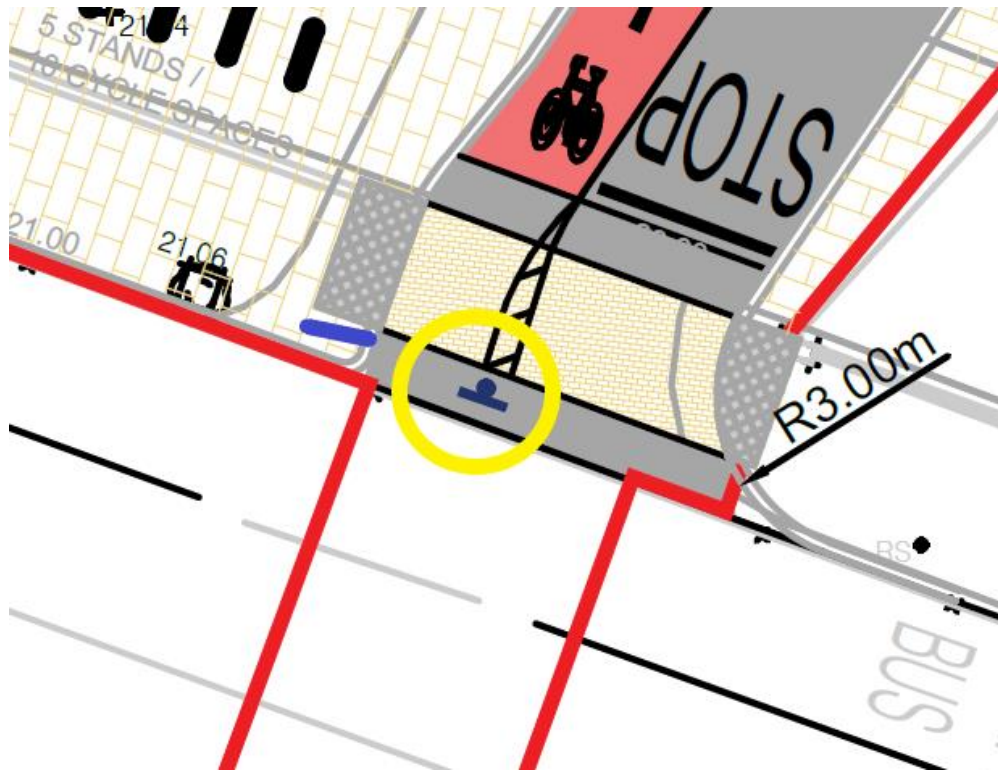


Figure 2.7: Sign placement

Recommendation

Reposition the sign to the footpath to minimise the potential for vehicles or cyclists coming into conflict with it (indicated with the blue line on the image below).

2.8 Problem: Cycle road markings

The cycle directional arrows are considered unnecessary and pose a risk of cyclists slipping on a wet road surface due to reduced grip. The cycle symbols give a sufficiently clear indication of the intended direction of travel.

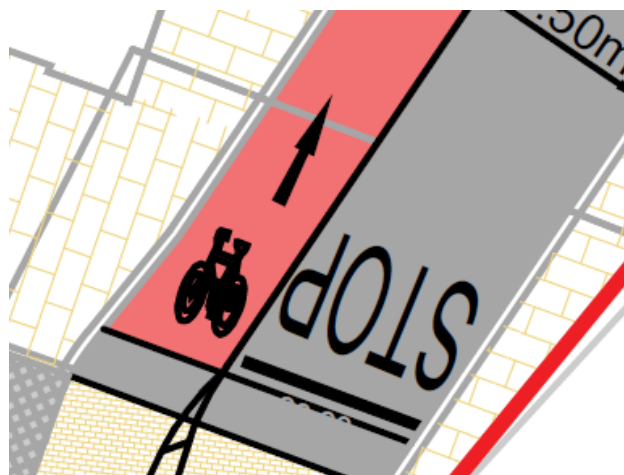


Figure 2.8: Cycle arrows

Recommendation

Remove the directional arrows.

2.9 Problem: Lack of way-finding signage

There is a potential that people driving inside the proposed development who are unfamiliar with it may not easily understand the direction of travel, presence of cul-de-sacs and how to exit, leading to potential sudden stops or risky manoeuvres.

Recommendation

Provide way-finding signage to ensure that the routes to the exit are clear to all users.

2.10 Comment

Review orientation of the stop line centreline to ensure it follows the centreline of the proposed access.

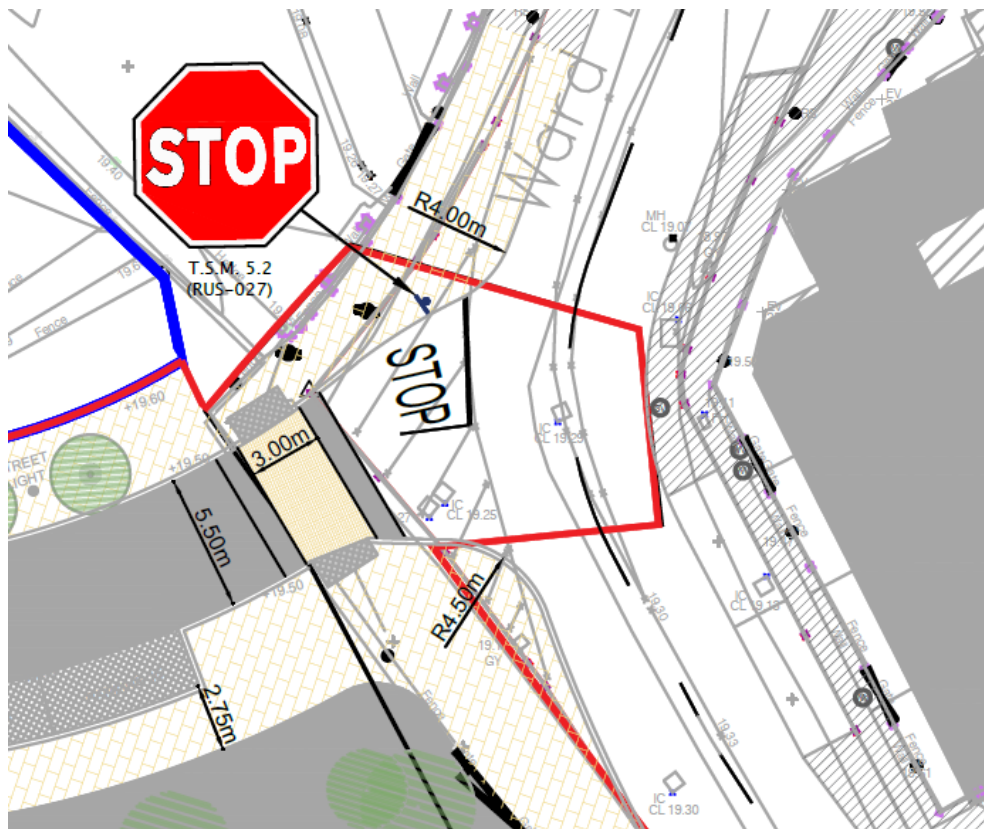


Figure 2.9: Orientation of stop line centreline

2.11 Comment

The one-way vehicular route exiting onto South Circular Road is shown as 3.5m alongside a 2m one-way cycleway. 3m would be sufficient for the one-way vehicular route. Reducing this to 3m would allow for increasing the cycleway to 2.5m, which would permit a two-way cycle track.

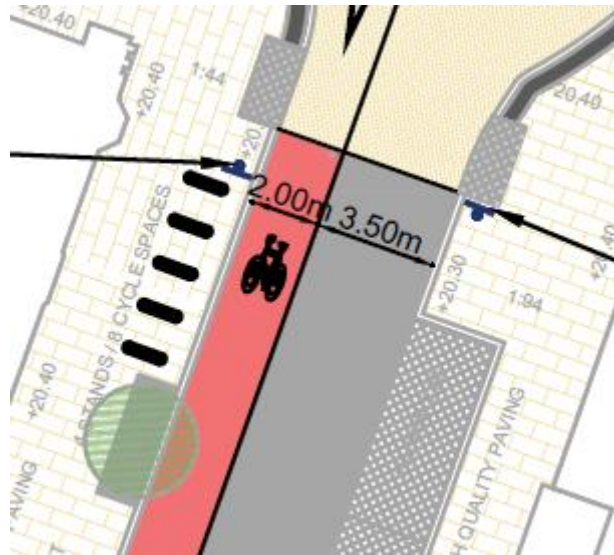


Figure 2.10: Lane widths

2.12 Comment

The signage arrangements at the entrance to the development are not presented in the information received. Provision should be made for clear signage to ensure that drivers do not get confused when looking to access the development, leading to the possibility of coming into conflict with other road users.

SECTION 3: AUDIT TEAM STATEMENT

We certify that we have examined the scheme on-site during daylight hours.

The examination and subsequent report was made with the sole purpose of identifying any features of the scheme that could be removed or modified in order to improve the safety of the proposals.

The problems identified have been noted in this report together with associated safety improvement suggestions, which we recommend should be studied for implementation.

No one on the Audit Team has been involved with the scheme design.

Audit Team Leader

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BE MEngSc CEng MIEI

Signed:



Date: 30/09/20

Organisation: Barry Transportation

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Signed:



Date: 30/09/20

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Appendix 1: Road Safety Audit Feedback Form

Scheme: Player Wills
 Audit Stage: Stage 1 Road Safety Audit
 Date Audit Completed: 30 September 2020

Paragraph No. in Report	To Be Completed by the Design Team			To Be Completed by the Audit Team
	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Designer's Response / Alternative measures (describe)	Designer's Response / Alternative Measures accepted by Auditors (yes/no)
2.1	Yes	Yes	Proposal to prohibit on-street parking on both sides of the access to be part of the Detailed Design Stage.	n/a
2.2	Yes	Yes	The existing street lighting on Donore Avenue at the proposed access to the development will be reviewed as part of the Detailed Design Stage.	n/a
2.3	Yes	Yes	The existing conditions review of the road surface will be undertaken as part of the Detailed Design Stage.	n/a
2.4	Yes	Yes	Cul-de-sac sign to be provided as part of the Detailed Design Stage	n/a
2.5	Yes	Yes	Cul-de-sac sign to be provided as part of the Detailed Design Stage	n/a
2.6	Yes	Yes	This issue has been resolved as shown in the Planning Drawings	n/a
2.7	Yes	Yes	This issue has been resolved as shown in the Planning Drawings	n/a
2.8	Yes	Yes	It is proposed to review the road markings arrangement along the cycle lane as part of the Detailed Design Stage	n/a


2.9	Yes	Yes	Wayfinding to be provided as part of the Detailed Design Stage	n/a
2.10	Yes	Yes	This issue has been resolved as shown in the Planning Drawings	n/a
2.11	Yes	No	Due to the low speed and volumes on this road, we are proposing that cyclists will share the road space as throughout the site when travelling southbound, therefore there is no need to provide a 2-way cycleway (2.5m wide). The potential narrowing of the traffic lane to 3m wide will be investigated at the Detailed Design Stage	Yes
2.12	Yes	Yes	Signage arrangement at the entrance of the development to be provided as part of the Detailed Design Stage	n/a

Signed:



Designer

Date: 23rd November 2020

Signed:.....

Audit Team Leader

Date: 23rd November 2020

Signed:.....

Client

Date 8/12/2020