

20092-01-001

**Proposed Residential Development
Clonattin, Gorey**

**STAGE 1 QUALITY AUDIT
(incorporating an access, cycling, walking
and road safety audit)**

for

CS Consulting

November 2020

ROADPLAN

CONSULTING

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Kilkenny.
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1. INTRODUCTION

- 1.1 Roadplan Consulting has been commissioned by CS Consulting to carry out a Quality Audit of proposed residential development at Clonattin, Gorey.
- 1.2 The site of the residential development is located in Clonattin, Gorey, Co. Wexford.
- 1.3 The proposed strategic housing development at Clonattin, Gorey will provide 363 no. residential units, a crèche, public open space, a new access road connecting to Courtown Road.”
- 1.4 Pedestrian access to the development is provided at six locations via the existing access road and Clonattin Road. Access will also be provided via the proposed southeast link road and ‘*Junction 23 Leisure & Retail Park*’ to the R742 regional road.

2. QUALITY AUDIT

- 2.1 Quality Audit is a defined process, independent of, but involving, the design team that, through planning, design, construction and management stages of a project provides a check that high quality places are delivered and maintained by all relevant parties, for the benefit of all end users. Quality Audit is a process, applied to urban roads, traffic management or development schemes, which systematically reviews projects using a series of discrete but linked evaluations and ensures that the broad objectives of place, functionality, maintenance and safety are achieved.
- 2.2 Quality Audit was introduced in the publication *Design Manual for Urban Roads and Streets* following concerns that in the design of new streets provisions made for motor vehicles frequently led to a poorly-designed public realm. In an urban area there is a high level of competing demand from different classes of road users. A well-balanced street will have minimal visual clutter and obstacles; it will use durable materials and most importantly, will encourage a degree of negotiation between road users as they make their way through it.
- 2.3 Quality Audit involves various assessments of the impacts of a street scheme in terms of road safety, visual quality and the use of streets by the community. Access for disabled people, pedestrians, cyclists and drivers of motor vehicles is considered.
- 2.4 In the context of a Quality Audit, road safety assessment is considered to be an appropriate method of examining road safety issues as it incorporates both the hazard identification techniques used in road safety audit and formal risk assessment techniques. This allows the opportunity at an early stage for road safety issues to be considered in a more dynamic way within the design process, and to ensure that safety issues are considered as part of the design rather than after design work is completed.
- 2.5 The Quality Audit Team reports findings with suggestions for future action. It should be noted that, in a Quality Audit, it is not the intention that suggestions would be binding on the design team; they are offered for detailed consideration in the design process.

3. METHODOLOGY

3.1 The Audit Team was as follows:

- Ray Butler Chartered Engineer MIEI
Auditor Number: RB210538

- George Frisby Chartered Engineer MIEI
Auditor Number: GF51255

3.2 Road safety, non-motorised users, visual quality, access for disabled and functionality were considered in the Quality Audit. This exercise focused on issues such as:

- the design rationale as it related to vehicle, cycle and pedestrian movements;
- pedestrian desire lines both to and through the site;
- access requirements for all modes of transport;
- access requirements for disabled people and other vulnerable users;
- any road safety concerns associated with the scheme;
- the visual appearance of the scheme as it is experienced by those entering it and moving around within the street, including how this affects road user behaviour; and
- any other issues considered relevant to each constituent element of the Quality Audit process.

3.3 The documents provided for the audit were:

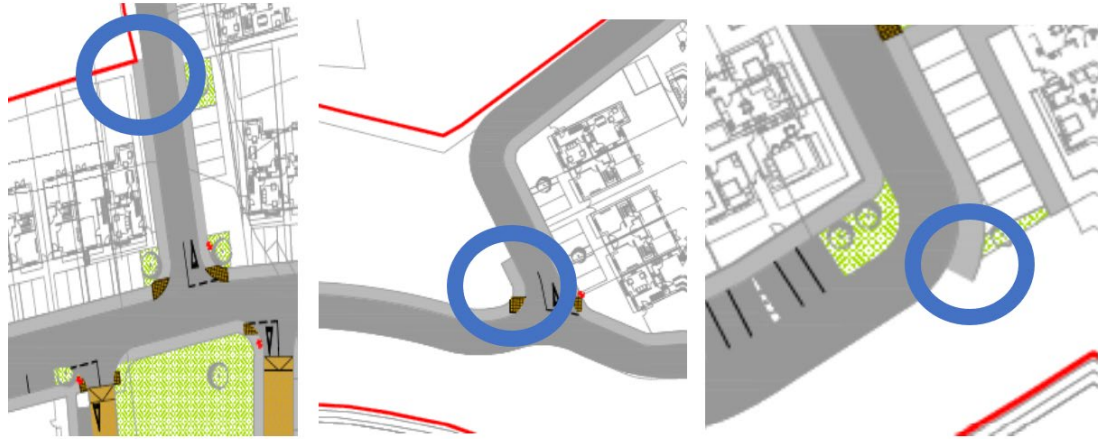
Drawing number	Rev	Drawing Title
CLO-CSC-ZZ-XX-DR-C-0002	-	Proposed Overall Site Network
CLO-CSC-ZZ-XX-DR-C-0003	-	Proposed Site Network Sheet 1 of 7
CLO-CSC-ZZ-XX-DR-C-0004	-	Proposed Site Network Sheet 2 of 7
CLO-CSC-ZZ-XX-DR-C-0005	-	Proposed Site Network Sheet 3 of 7
CLO-CSC-ZZ-XX-DR-C-0006	-	Proposed Site Network Sheet 4 of 7
CLO-CSC-ZZ-XX-DR-C-0007	-	Proposed Site Network Sheet 5 of 7
CLO-CSC-ZZ-XX-DR-C-0008	-	Proposed Site Network Sheet 6 of 7
CLO-CSC-ZZ-XX-DR-C-0009	-	Proposed Site Network Sheet 7 of 7
CLO-CSC-ZZ-XX-DR-C-0006	P1	Proposed Road Layout Sheet 4 of 5
CLO-CSC-ZZ-XX-DR-C-0007		Proposed Road Layout Sheet 5 of 5

Copies of these audited drawings are contained in Appendix A.

4. KEY FINDINGS, SUGGESTED ACTIONS AND COMMENTS

4.1 Issue:

The footpath ends suddenly in some areas with no facility for vulnerable road users to cross to the footpath on the opposite side.

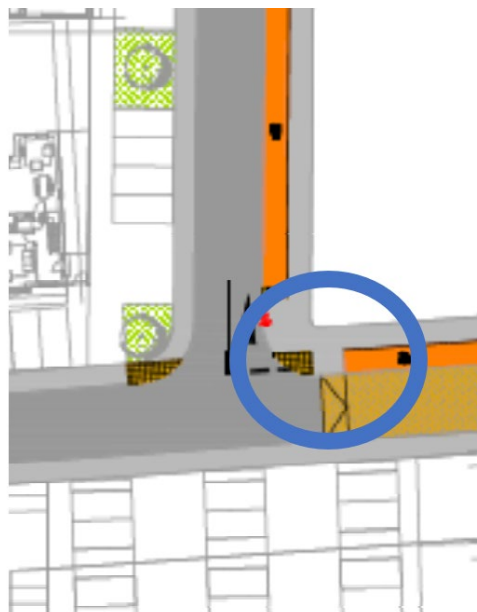


Suggestion:

Provide adequate crossing facilities for vulnerable road users or terminate the path at the previous crossing.

4.2 Issue:

The informal pedestrian crossings at the junctions are all located at the widest crossing location. At one location the crossing leads pedestrians into the cycle lane.



Suggestion:

Move the crossings to the end of the turning arc to reduce the crossing width.

- 4.3 Issue:
Pedestrian crossings are not generally provided on the wider circulatory roads which are likely to have vehicles travelling at higher speeds than in the home zones.

Suggestion:

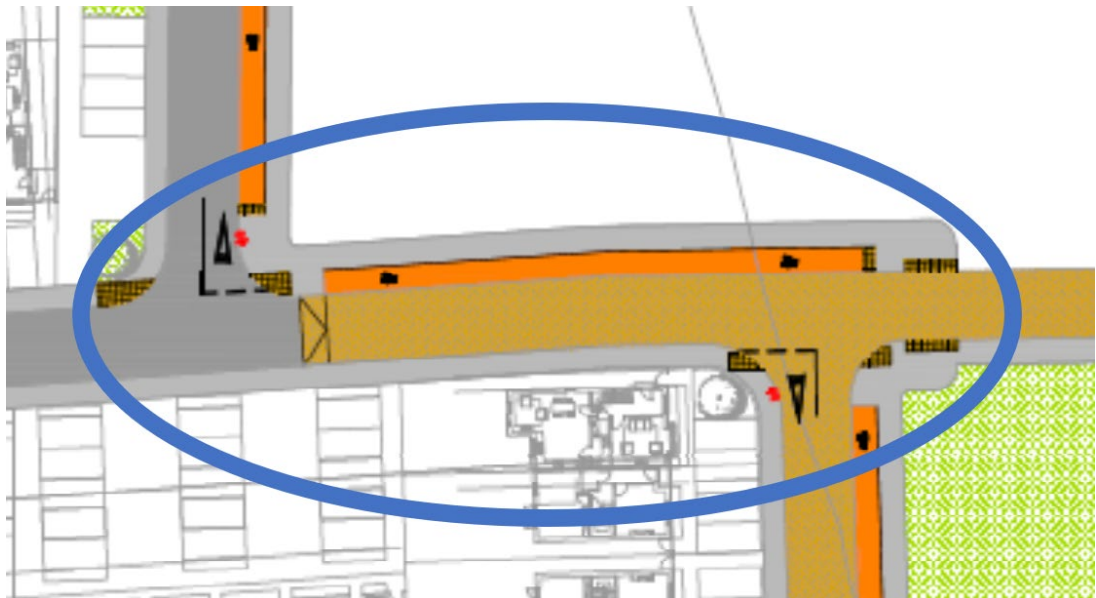
Provide adequate pedestrian crossing facilities on all roads.

- 4.4 Issue:
Only three accessible parking bays are provided, one at the north of the site and two at the south.

Suggestion:

Provide an adequate number of accessible parking bays spread evenly throughout the site.

- 4.5 Issue:
There are breaks in the off-road cycle track at all the junctions and road crossings. It is assumed that these breaks are because cyclists are entering a shared space.



Suggestion:

Provide clear guidance for cyclists at breaks in the cycle track.

- 4.6 Issue:
An off-road cycle track connection towards Gorey town centre is not proposed. Cyclists wishing to travel towards the town centre must share the road surface with motor vehicles increasing their risk of collision.

Suggestion:

Provide cycle facilities between the off-road cycle track and the Clonattin Road.

4.7 Issue:

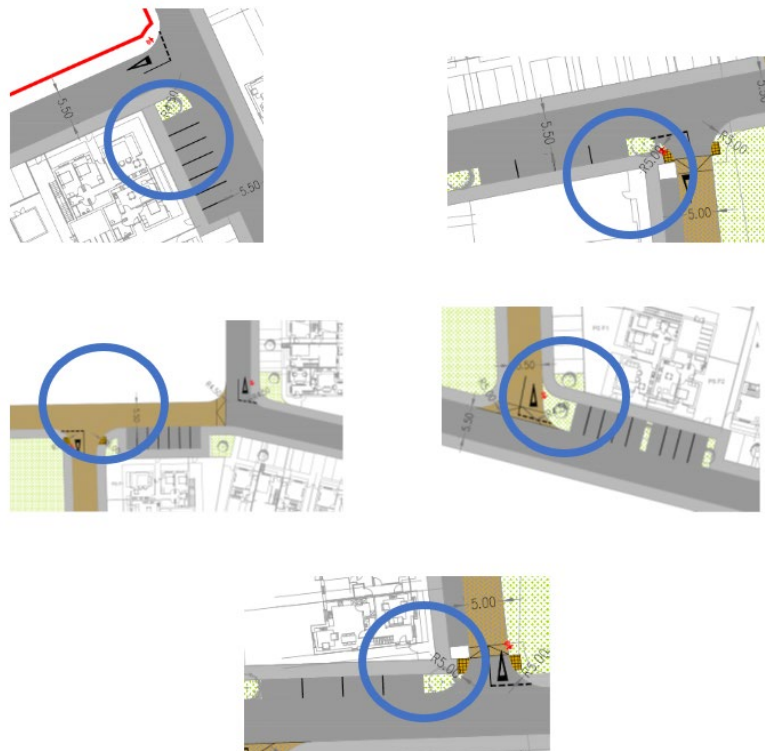
There is no connection from the internal off-road cycle track and the off-road cycle tracks on the cinema road.

Suggestion:

Provide an off-road cycle track connection to the cinema road.

4.8 Issue:

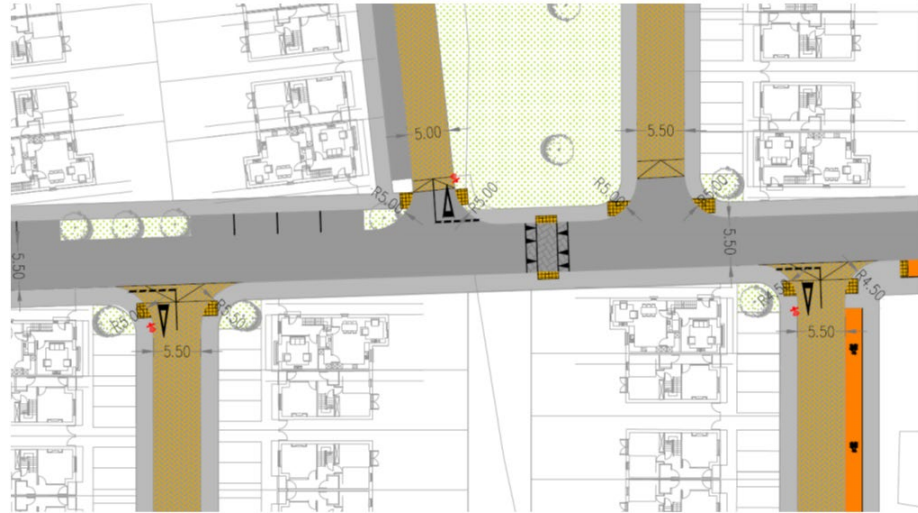
Parked cars and planted areas may encroach on junction visibility splays at some junction.

Suggestion:

Provide adequate junction visibility splays at all junctions.

4.9 Issue:

In some of the home zones the pedestrian crossing is located inside the home zone on the raised area while in others it is not. Locating the pedestrian crossing within the home zone offers greater protection to vulnerable road users.



The upper junctions have pedestrian crossings outside the home zone whereas the lower junctions have the crossings within the home zone.

Suggestion:

Locate the pedestrian crossing within the home zone.

4.10 Issue:

Yield markings are proposed at junctions throughout the proposed scheme. It is noted that the existing junctions within Clonattin Village are marked with Stop markings.

Design Manual for Urban Roads and Streets (DMURS) 4.4.5 deals with Priority Junctions and recommends that all such Priority Junctions be STOP junctions rather than YIELD junctions in urban areas.

DMURS states that:

'The attention of a driver should not solely be focused on approaching vehicles and the acceptance of gaps. The pedestrian/ vulnerable road users should be higher in the movement hierarchy'

Suggestion:

Consideration should be given to reviewing the designation of these junctions, in light of DMURS recommendation.

4.11 Issue:

Cyclists, on the off-road cycle track, are expected to yield to side road traffic at the T-junctions on the link road to Cinema Road. This may lead to cyclists preferring to stay on the roadway rather than off-road where they are at risk of collision with motor vehicles.

Suggestion:

Give cyclists right of way through the junctions. It may be necessary to reduce the level of the cycle track through the junction to achieve this. Provide a colour contrast to highlight the cycle track surface through the junction.

4.12 Issue:

There is a sudden reduction in road width at the tie-in of the link road and Cinema Road. Southbound cyclists must leave the off-road facility at the width reduction and approach to a car park access point, putting them at serious risk of collision with motor vehicles.

Suggestion:

If possible, maintain the road width through the tie-in and car park entrance introducing the end of off-road cycle track south of the car park access. If this is not possible introduce the end of off-road cycle track in advance of the width reduction and highlight the presence of the on-road cycle track by providing colour contrast on the cycle track surface.

4.13 Issue:

Cyclists, on the on-road cycle track, are at risk of collision with turning vehicles at car park entrances and the bus bay.

Suggestion:

Provide colour contrast on the cycle track surface at these locations.

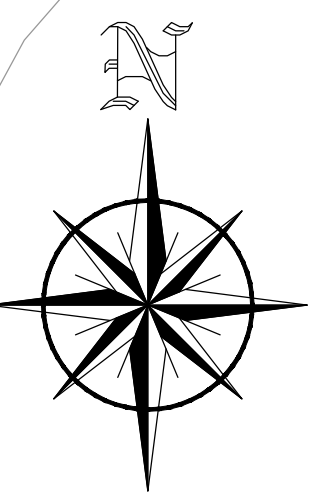
4.14 Issue:

Tactile paving is not shown to be provided at the link road junctions, the car park accesses or the junction with the Courtown Road. The lack of adequate crossing facilities may put vulnerable road users at risk of injury.

Suggestion:

Provide tactile paving and dropped kerbs at all junctions and car park accesses.

Appendix A - Drawings



LEGEND:

SITE BOUNDARY	
EXISTING ROAD	
PROPOSED ROAD	
PROPOSED FOOTPATH	
EXISTING FOOTPATH	
PROPOSED RAMP	
PROPOSED HOME ZONE	
PROPOSED LANDSCAPING	
PROPOSED OFF ROAD CYCLE TRACK	
PROPOSED TACTILE PAVING	

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Rev. No.	Date	REVISION NOTE	Drn. By	Chkd. By

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Project		Residential Development Clonattin, Gorey	
Title		Proposed Overall Site Network	
Dwg. No.		CLO-CSC-ZZ-XX-DR-C-0002	
Date	Drn. by	Chkd. by	Aprvd. by
May 2020	AB	GL	NB
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Revision			

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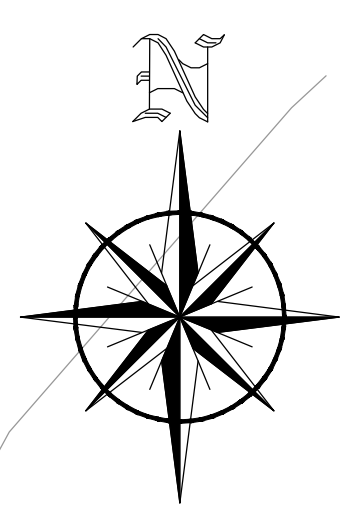
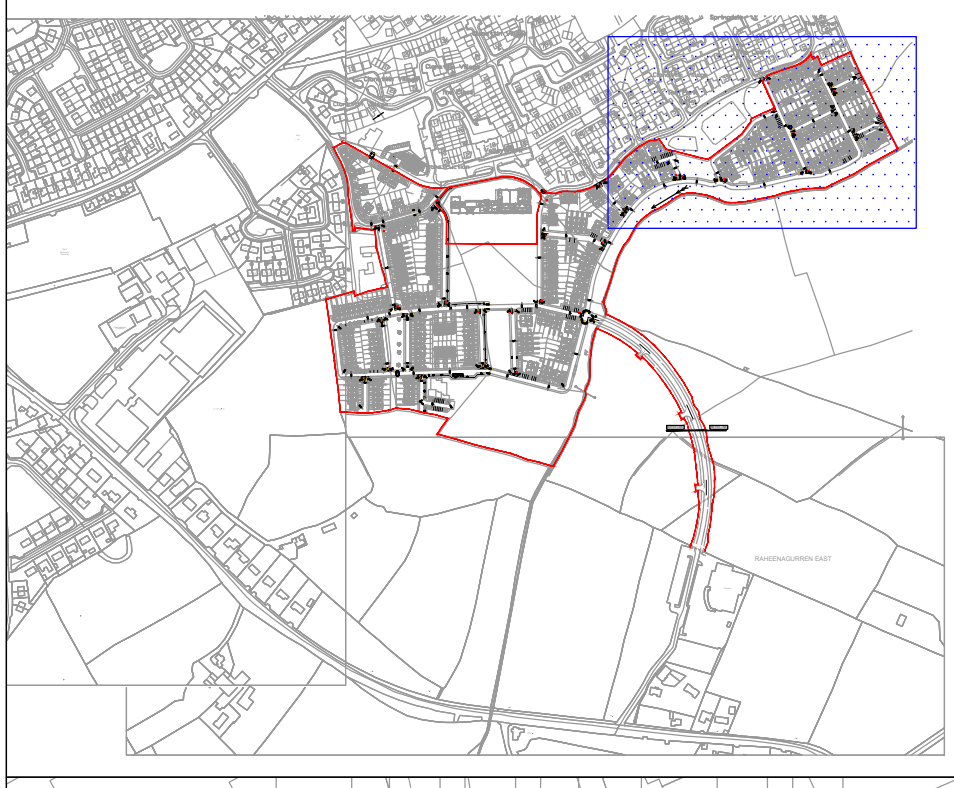
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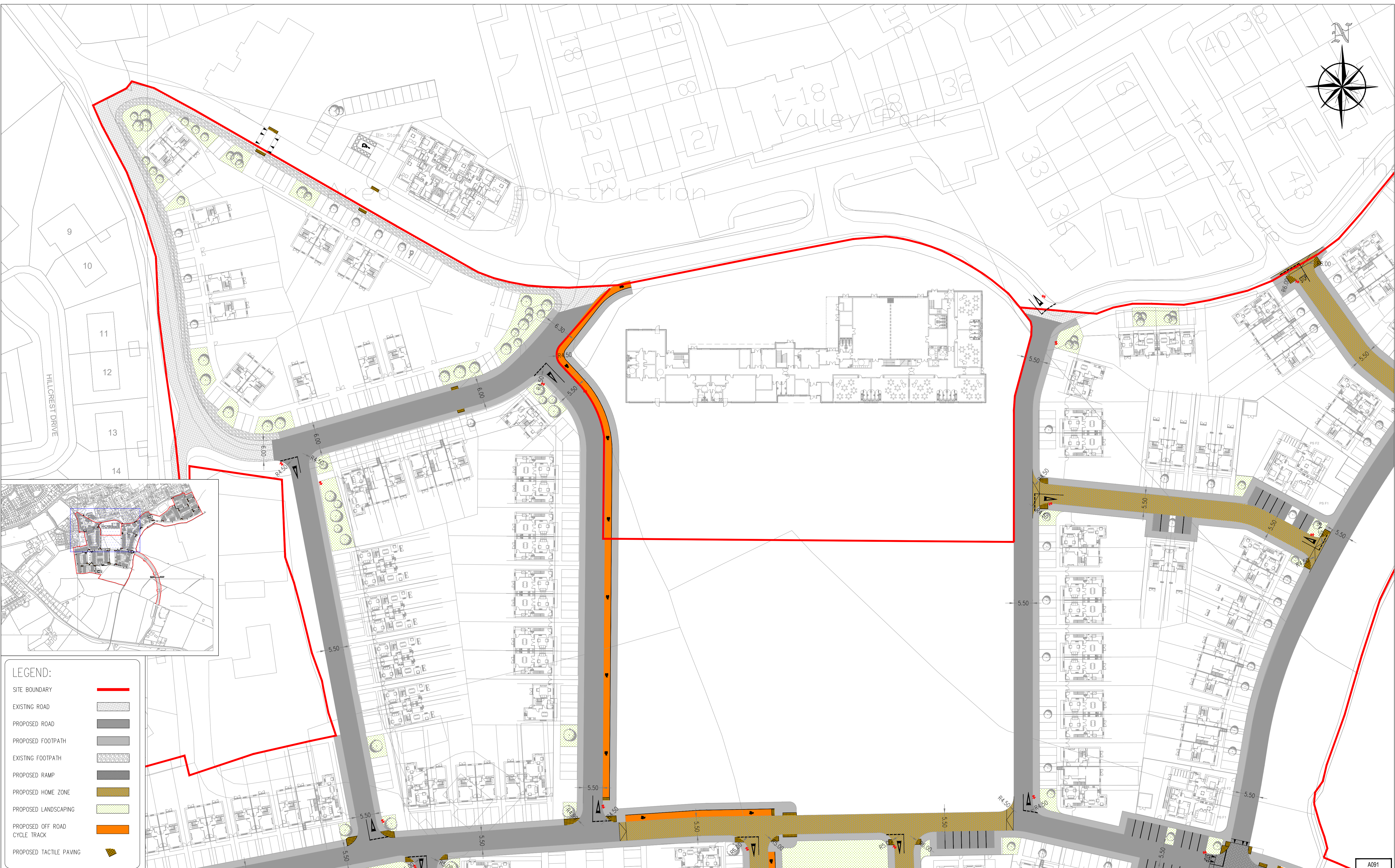
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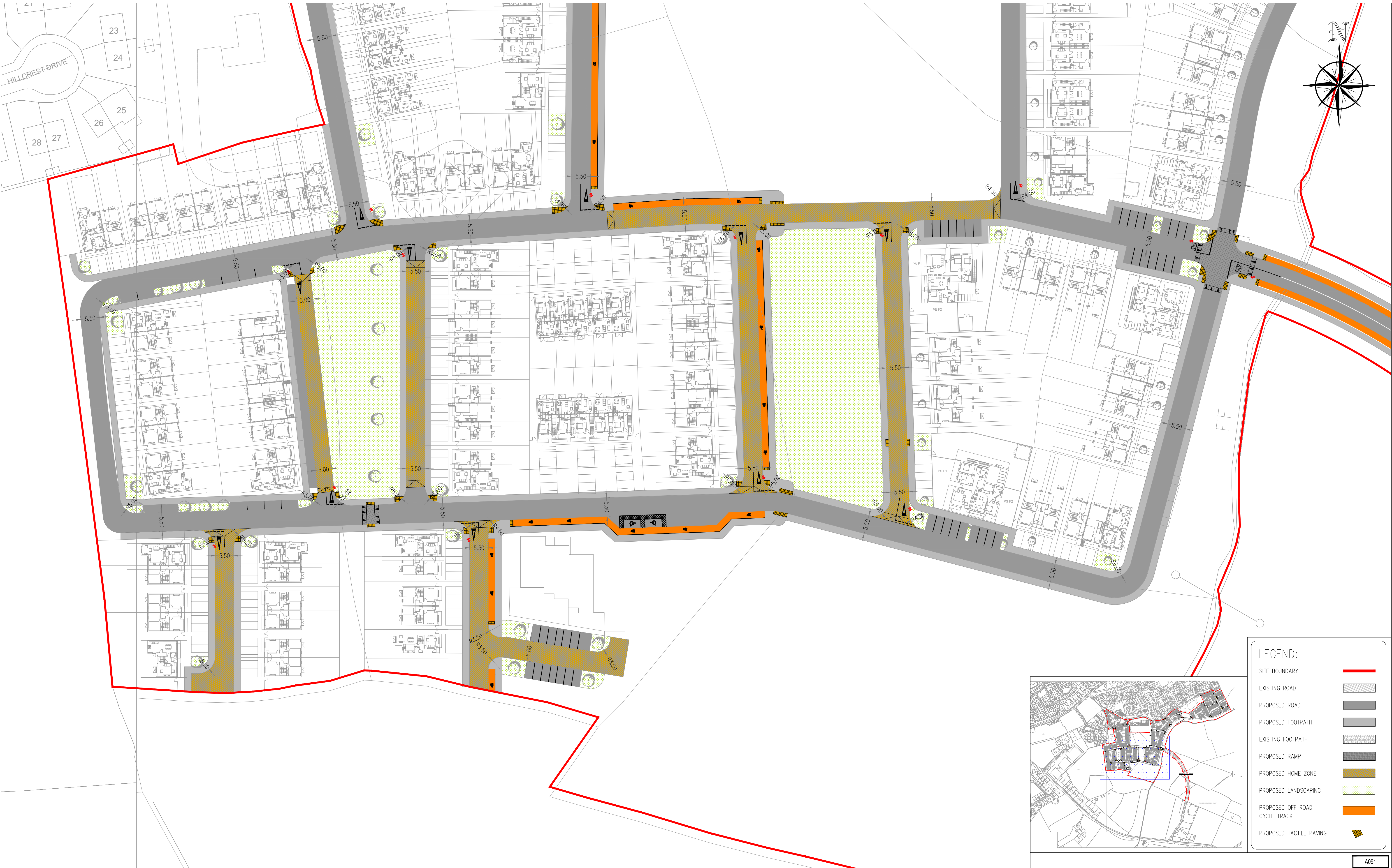
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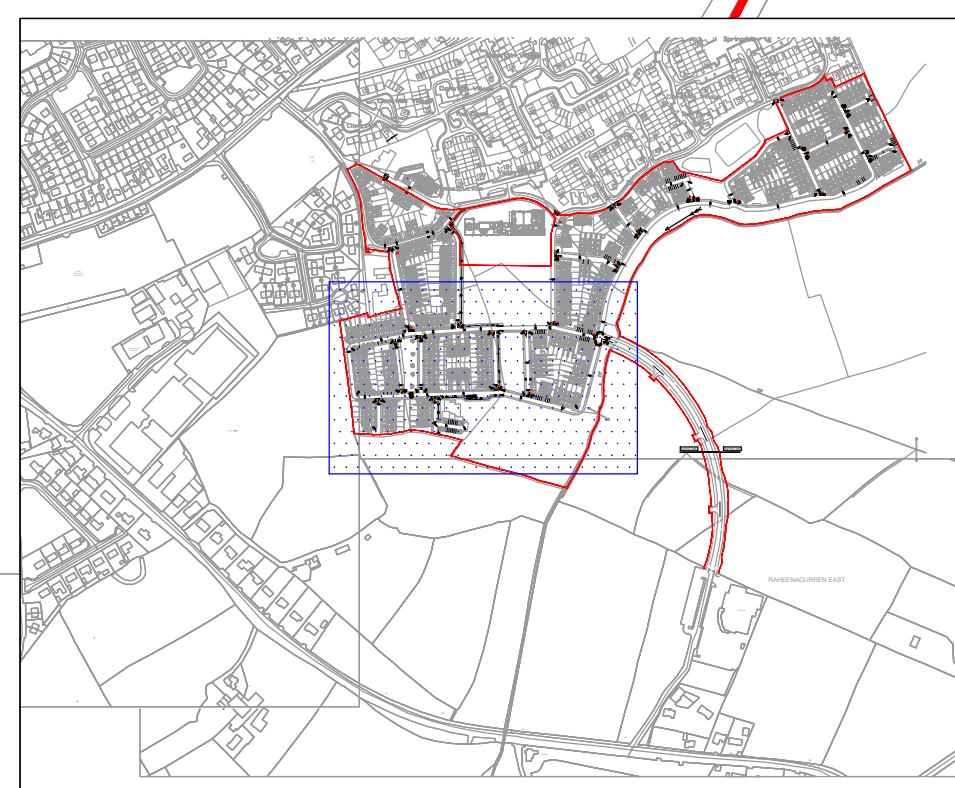
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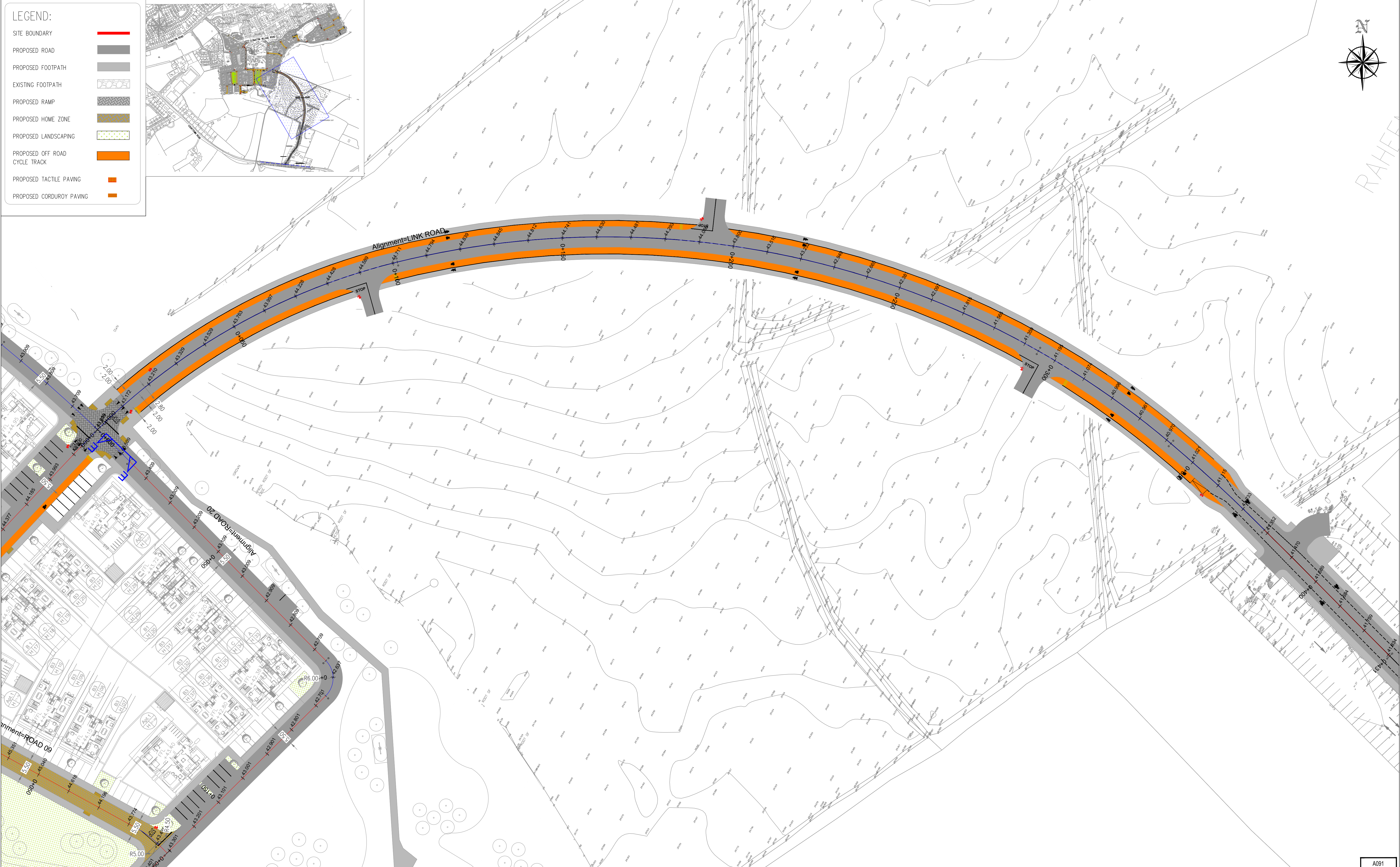
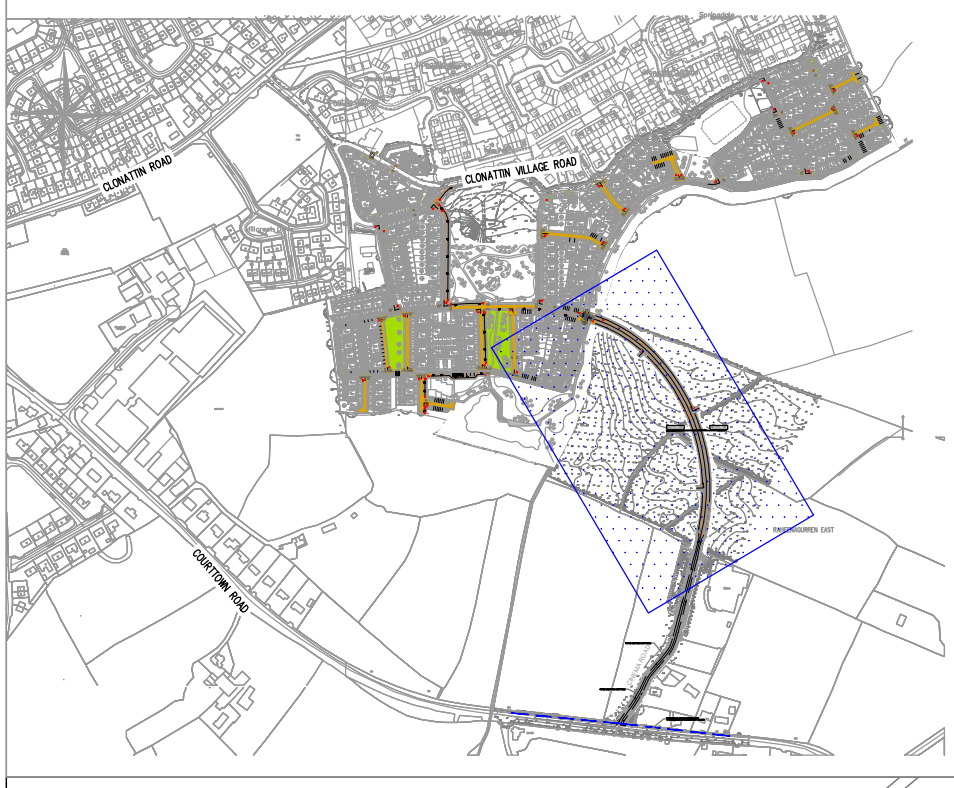
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NOTES:

1. REFER TO DRAWING "CLO-CSC-ZZ-XX-DR-C-0035" FOR SECTIONS

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P1	25.09.2020	Revised Site Layout	AB	GL

Architect	Reddy Architecture + Urbanisation			
Project	Residential Development Clonattin, Gorey			
Title	Proposed Road Layout Sheet 4 OF 5			
Dwg. No.	CLO-CSC-ZZ-XX-DR-C-0006			
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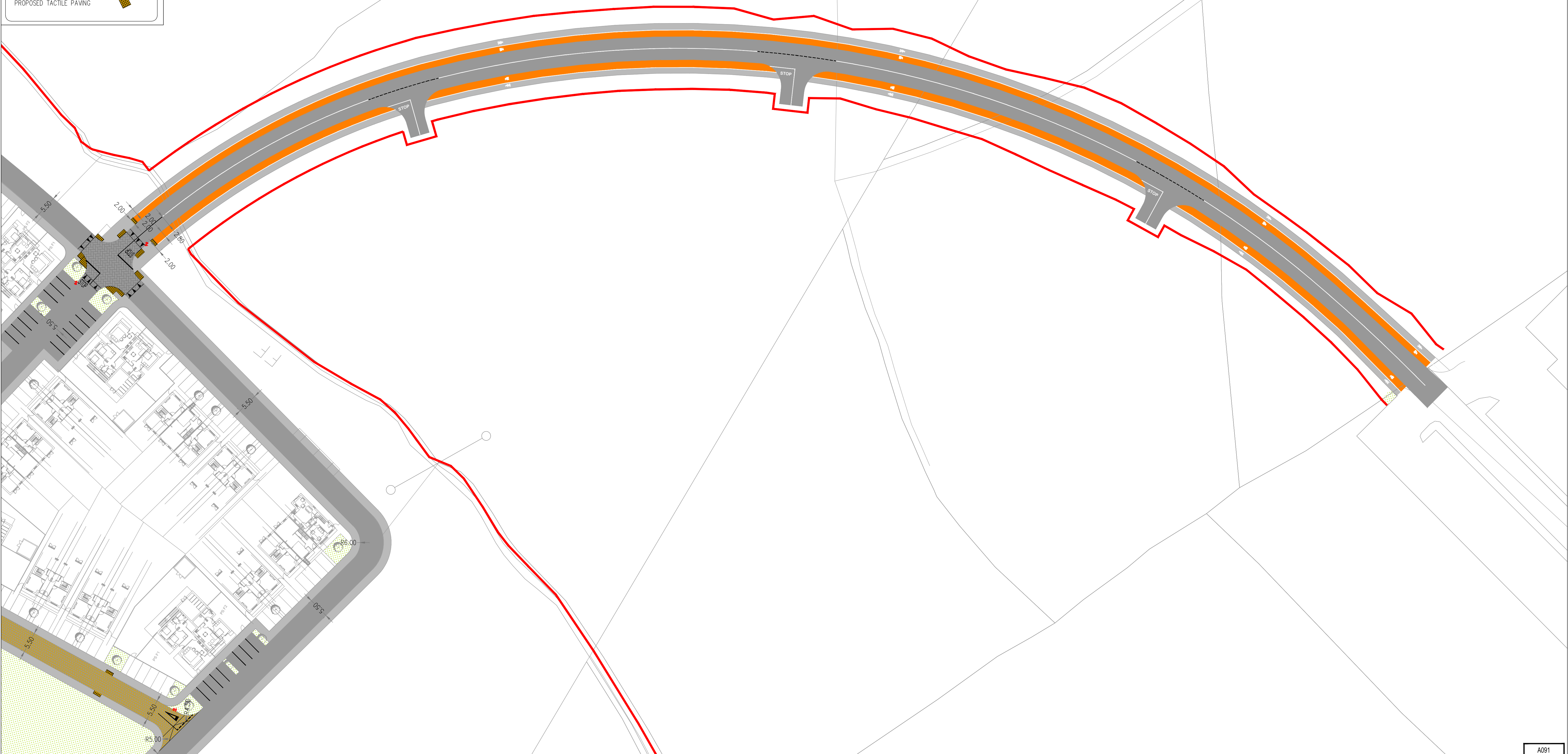
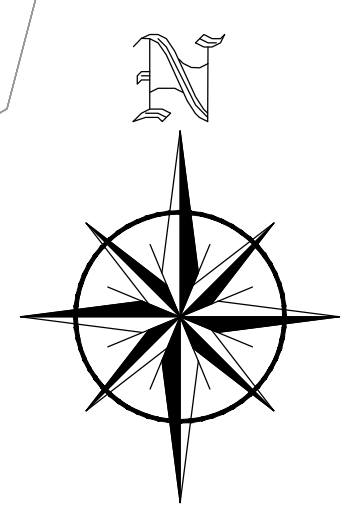
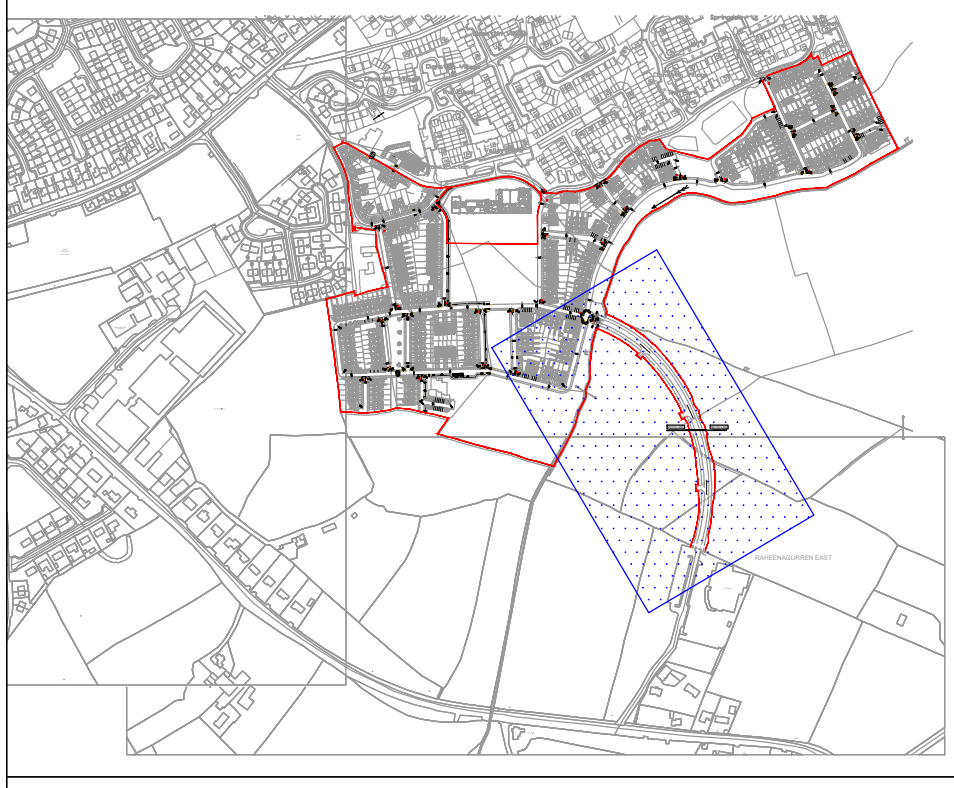
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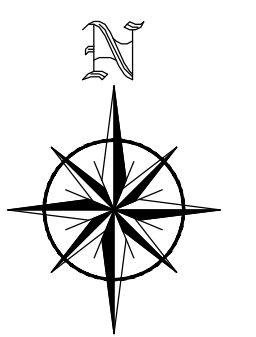
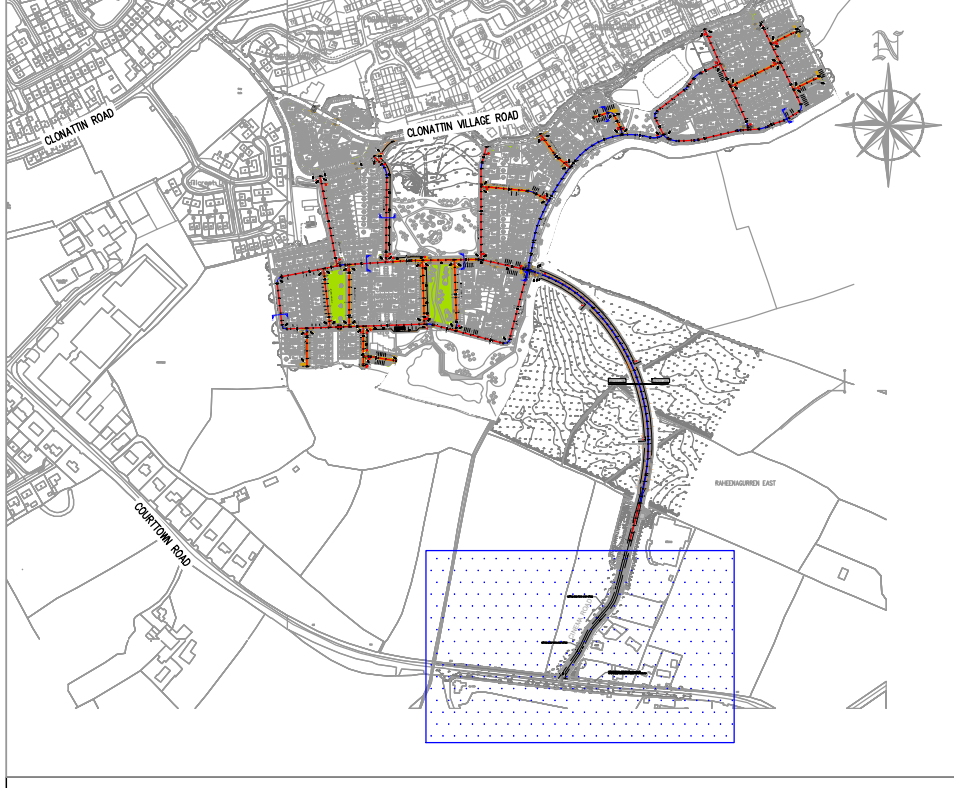
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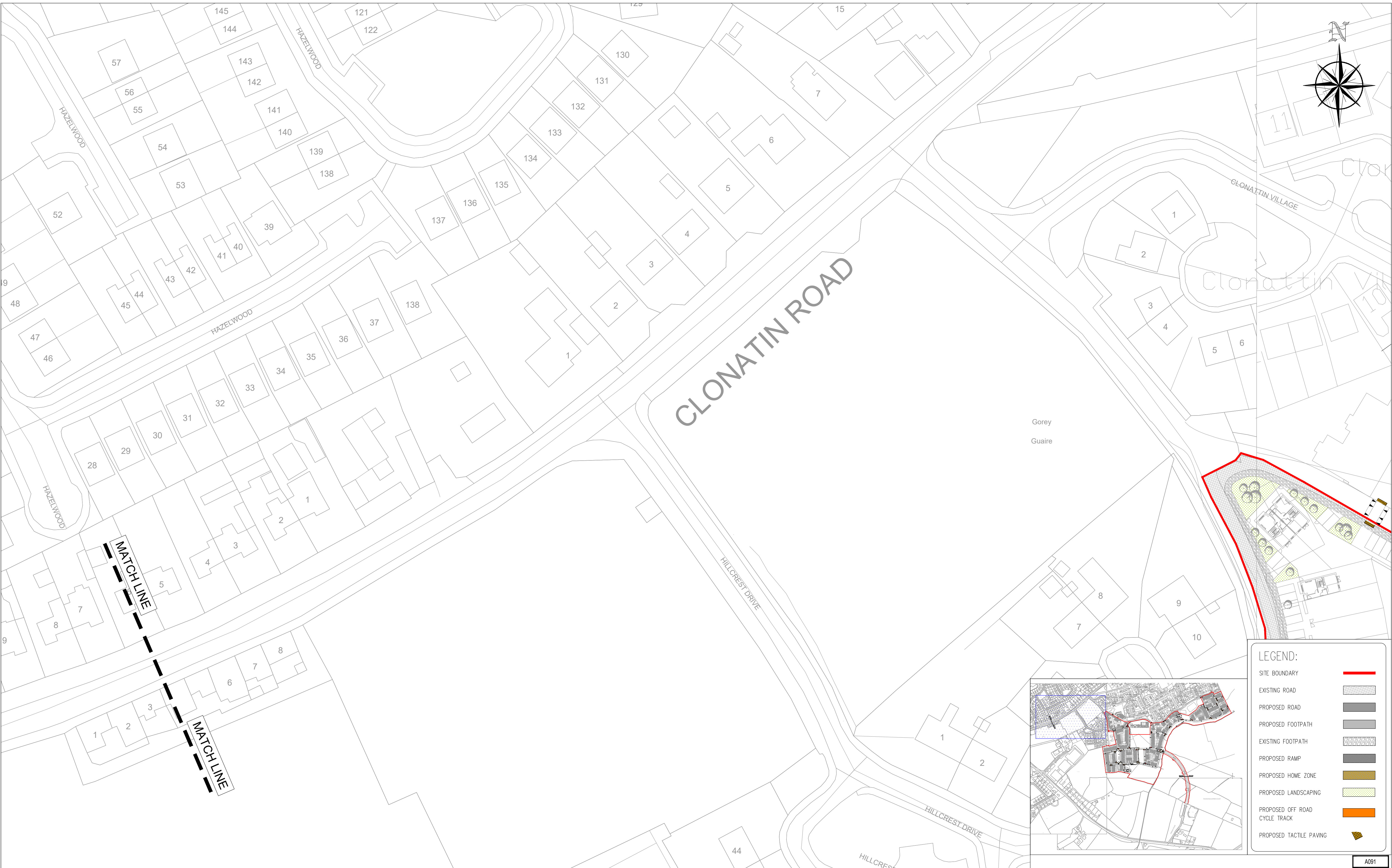
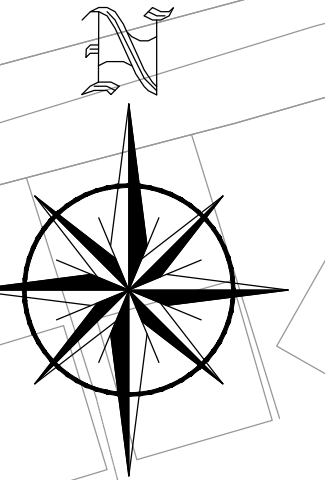
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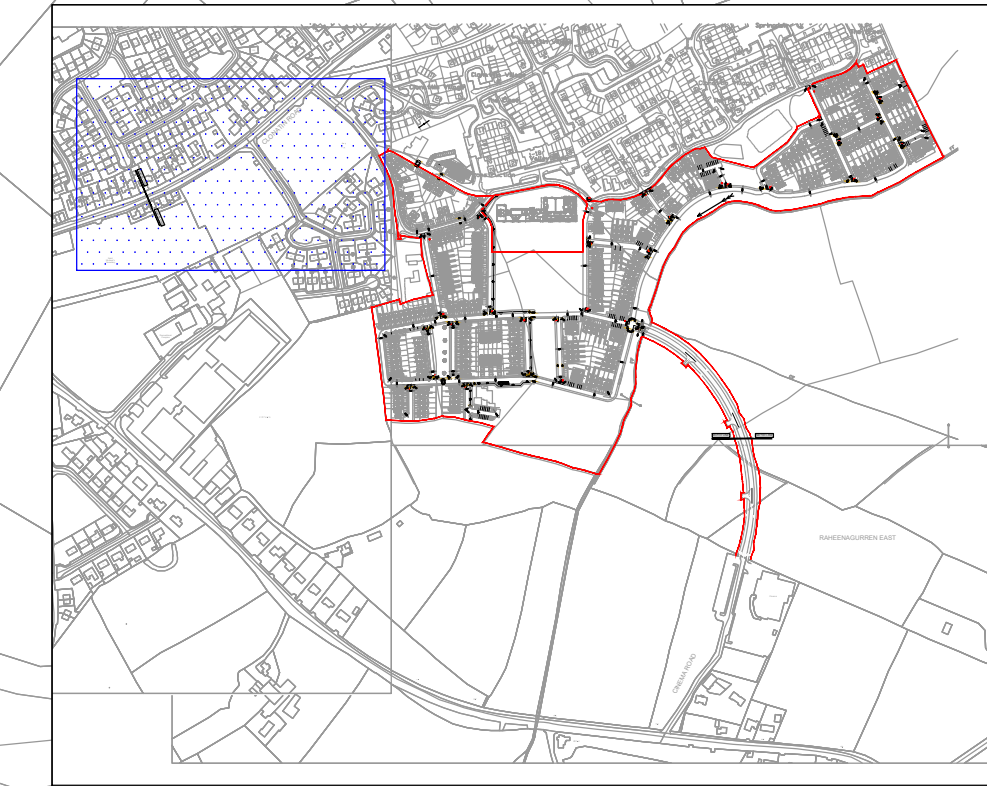
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Reddy Architecture + Urbanisation				
Residential Development Clonatin, Gorey				
Proposed Site Network Sheet 5 of 7				
Dwg. No. CLO-CSC-ZZ-XX-DR-C-0007				
Date	Drn. by	Chkd. by	Aprvd. by	Scale
May 2020	AB	GL	NB	1:500@A1

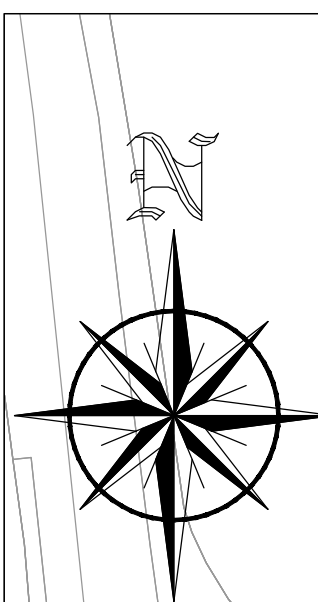
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CLONATIN ROAD

HAZELWOOD

HAZELWOOD

HAZELWOOD

HAZELWOOD

HILLCREST DRIVE

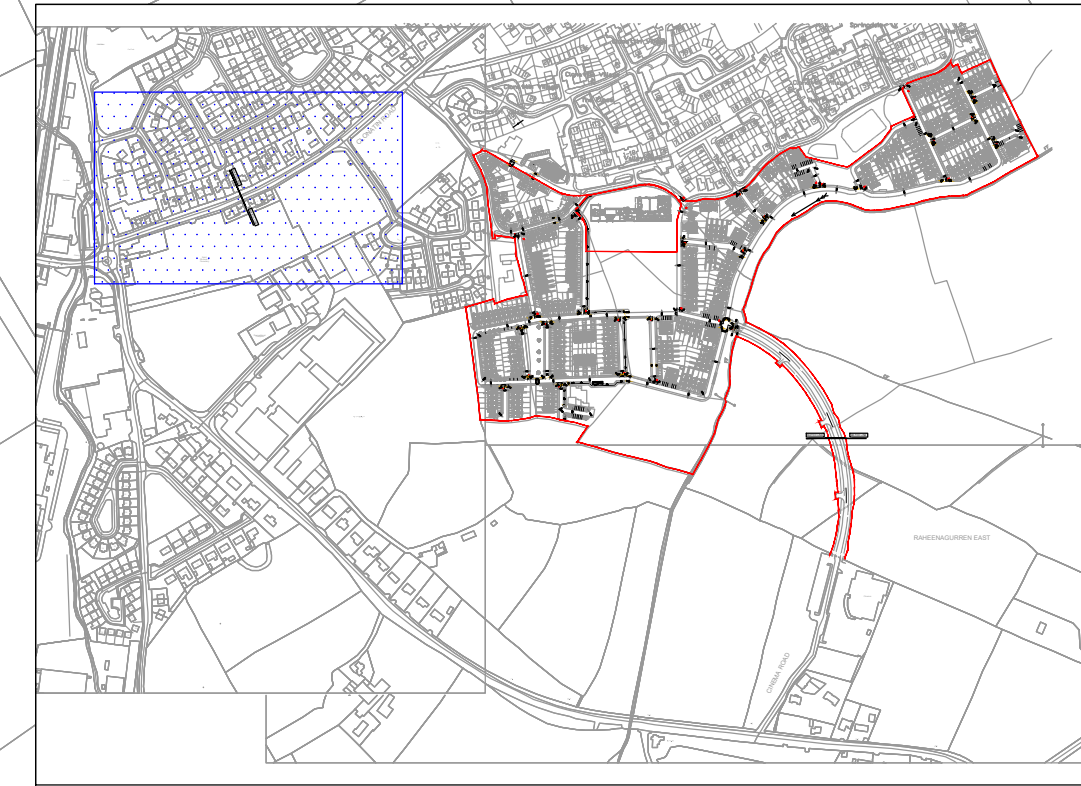
MATCH LINE

MATCH LINE

Saint Michael's Cemetery

LEGEND:

- SITE BOUNDARY
- EXISTING ROAD
- PROPOSED ROAD
- PROPOSED FOOTPATH
- EXISTING FOOTPATH
- PROPOSED RAMP
- PROPOSED HOME ZONE
- PROPOSED LANDSCAPING
- PROPOSED OFF ROAD CYCLE TRACK
- PROPOSED TACTILE PAVING



DRAFT

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NOTES

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Rev. No.	Date	REVISION NOTE	Drn. By	Chkd. By

Reddy Architecture + Urbanisation
 Residential Development
 Clonattin, Gorey

Proposed Site Network
 Sheet 6 of 7
 CLO-CSC-ZZ-XX-DR-C-0008

Date	Drn by	Chkd by	Aprvd by	Scale	Revision
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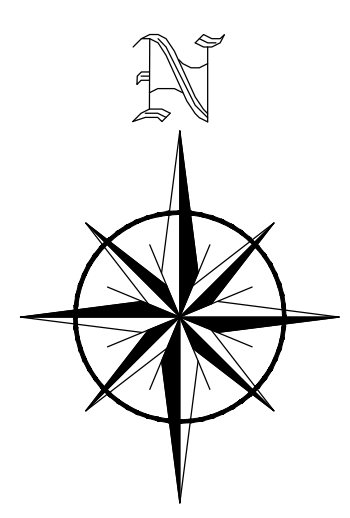
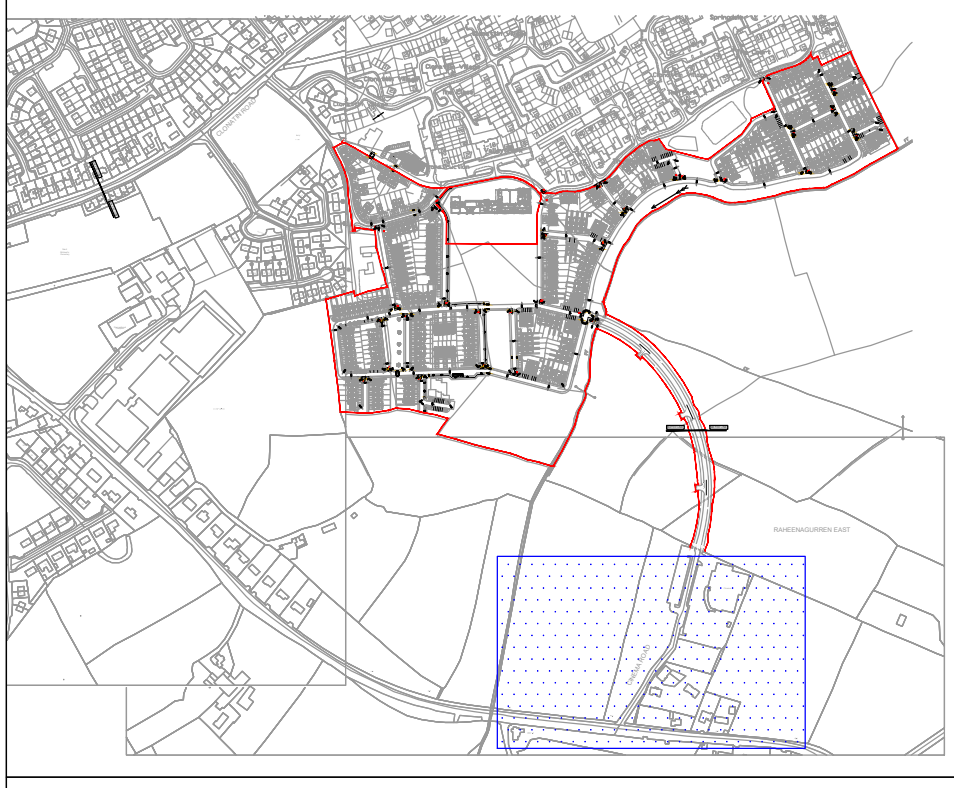
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Rev. No.	Date	REVISION NOTE	Dm. By	Chkd. By

Architect	Reddy Architecture + Urbanisation			
Project	Residential Development Clonattin, Gorey			
Title	Proposed Site Network Sheet 7 of 7			
Dwg. No.	CLO-CSC-ZZ-XX-DR-C-0009			
Date	Dim by	Chkd by	Aprvd by	Scale
May 2020	AB	GL	NB	1:500@A1
Revision				

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A091

QUALITY AUDIT FEEDBACK FORM

Scheme: Proposed Residential Development at Clonattin, Gorey.

Audit Reference No.: 20092-01-001

Date Audit Completed: 8th October 2020

Paragraph No. in Safety Audit Report	To Be Completed by Designer			To Be Completed by Audit Team Leader
	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Describe alternative measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted.	Alternative measures or reasons accepted by auditors (yes/no)
4.1	Yes	Yes	_____	_____
4.2	Yes	Yes	_____	_____
4.3	Yes	Yes	_____	_____
4.4	Yes	Yes	_____	_____
4.5	Yes	Yes	_____	_____
4.6	Yes	Yes	_____	_____
4.7	Yes	Yes	_____	_____
4.8	Yes	Yes	_____	_____
4.9	Yes	Yes	_____	_____
4.10	Yes	Yes	_____	_____
4.11	Yes	Yes	_____	_____
4.12	Yes	Yes	_____	_____
4.13	Yes	Yes	_____	_____
4.14	Yes	Yes	_____	_____

Signed  **Design Team Leader** **Date** 19/10/2020

Print Name Niall Barrett

Quality Audit Signed off  **Audit Team Leader** **Date** 20/10/2020

Print Name RAY BUTLER

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