



Title: **STAGE 1 ROAD SAFETY AUDIT**

For;

Proposed Residential development at Milltown Park, Sandford Road, Dublin 6.

Client: **DBFL Consulting Engineers.**

Date: **March 2021**

Report reference: **0995R01**

VERSION: **FINAL**

Prepared By:

Bruton Consulting Engineers Ltd

Glaspistol

Clogherhead

Drogheda

Co. Louth.

Tel: 041 9881456

Mob: 086 8067075

E: admin@brutonceng.ie

W: www.brutonceng.ie

CONTENTS SHEET

Contents

1.0	Introduction.....	2
2.0	Background.....	3
3.0	Main Report.....	5
3.1	Problem	5
3.2	Problem	5
3.3	Problem	6
3.4	Problem	7
3.5	Problem	8
4.0	Observations.....	9
4.1	Observation	9
4.2	Observation	9
5.0	Audit Statement	10
	Appendix A.....	11
	Appendix B – Problem Location Map.....	12
	Appendix C.....	13

1.0 Introduction

This report was prepared in response to a request from Mr. Brendan Keogh, DBFL Consulting Engineers for a Stage 1 Road Safety Audit of the proposed residential development at Milltown Park, Sandford Road, Dublin 6.

The Road Safety Audit Team comprised of;

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

TII approval number: NB 168446

Team Member: **Sayed Ahmad Saeed**, BEng Tech, BEng (Hons), MIEI

TII approval number: SS 3419515

The Road Safety Audit comprised an examination of the information provided and a site visit by the Audit team on the 22nd of March 2021.

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 is listed in **Appendix A**.

A problem location map is contained in **Appendix B**.

The feedback form to be completed by the Design Team Leader is contained in **Appendix C**.

2.0 Background

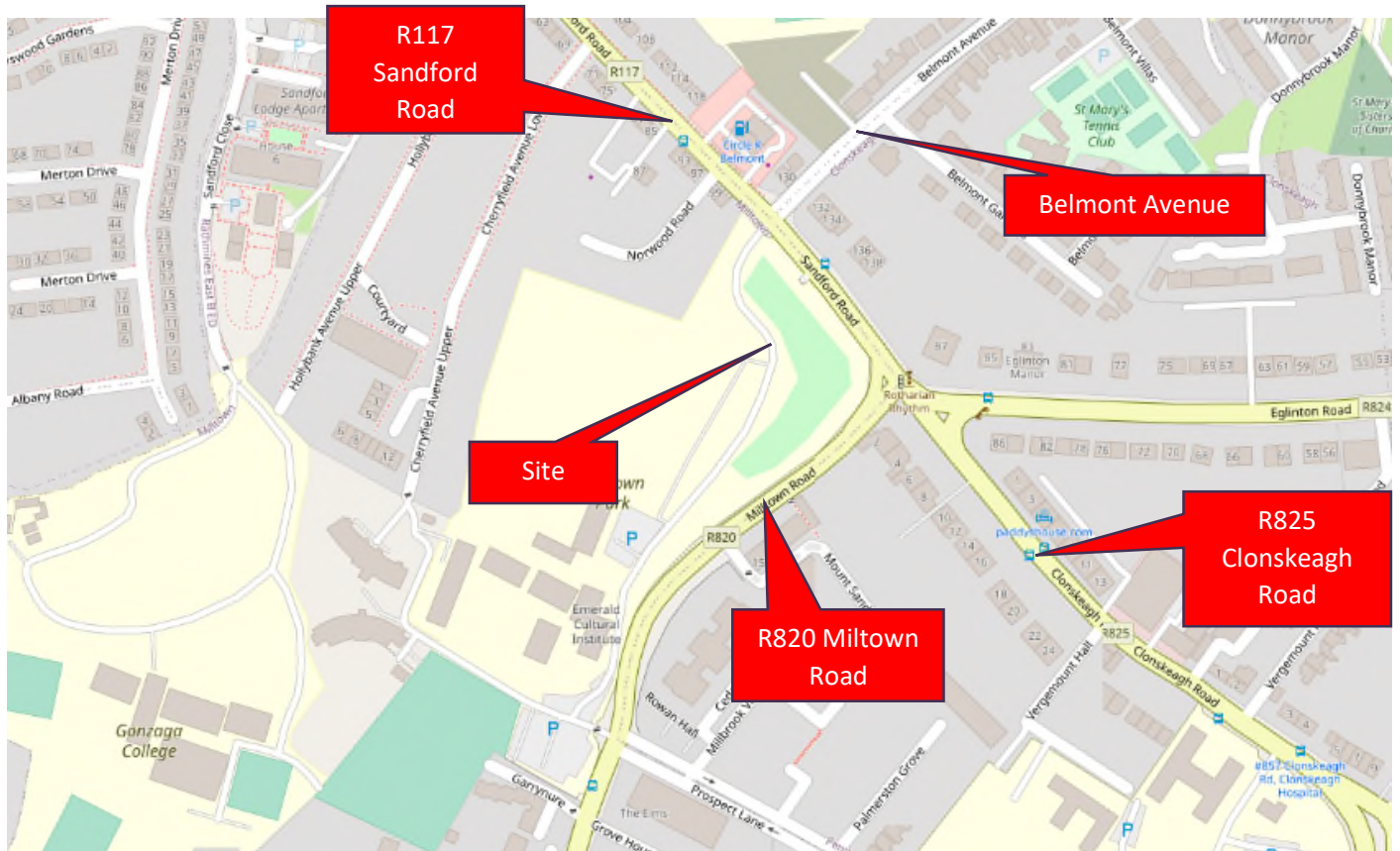
It is proposed to construct a residential development of 672 residential units and creche in the area to the west of Sandford Road and Milltown Road.

Vehicular access for emergencies and deliveries would be provided via an upgrade of the Sandford Road/Belmont Avenue junction. Vehicular access (the principal access) would also be provided from a priority junction onto Milltown Road. A toucan crossing of Milltown Road is also proposed.

Pedestrian and cyclist access would be provided throughout the site with a link to the Milltown Road/Eglinton Road junction.

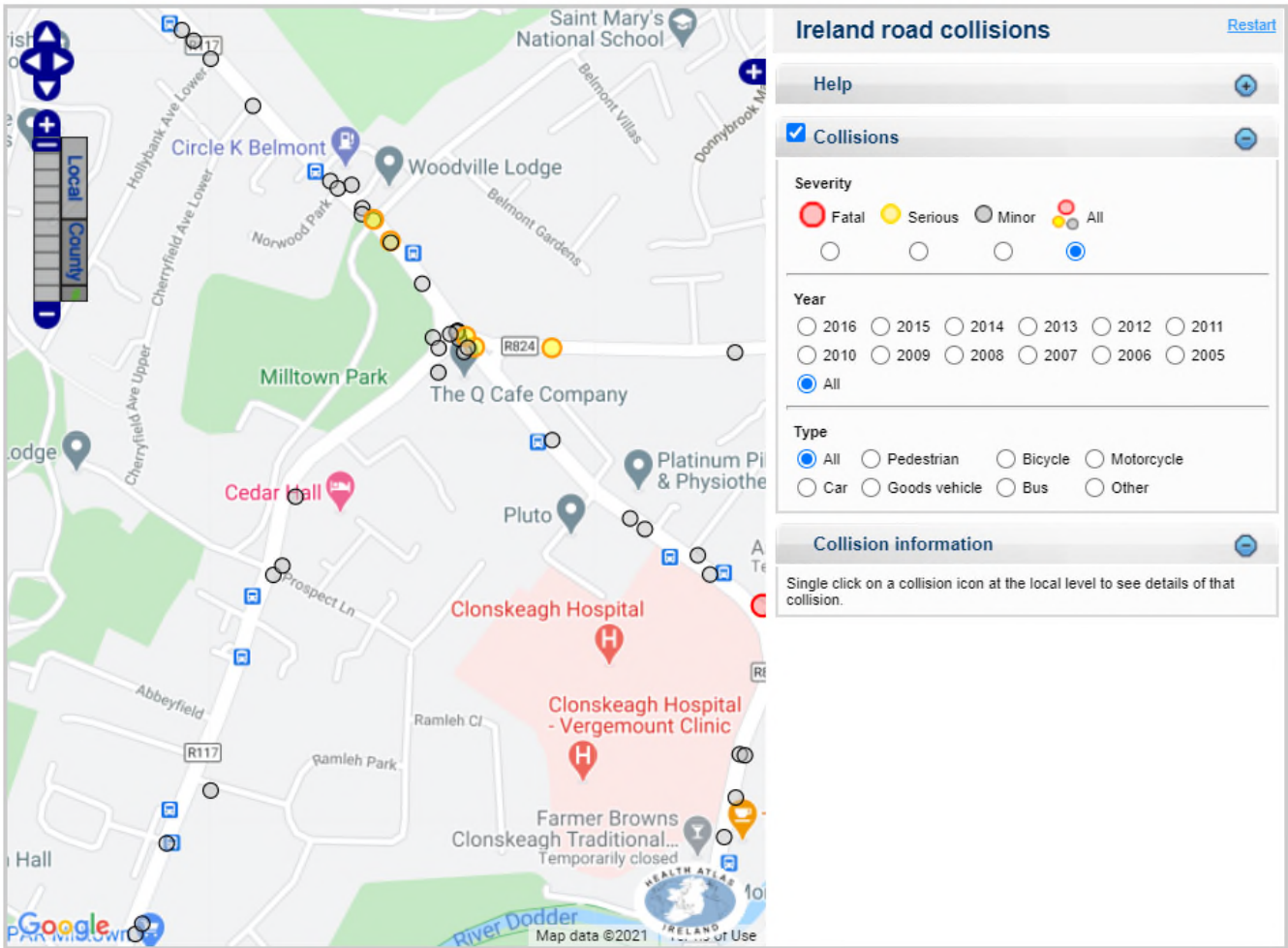
The speed limit of the roads surrounding the site is 50km/hr.

A site location map is provided below.



Scheme Location Map (Image courtesy of Openstreetmap.org)

The Road Safety Authority’s website www.rsa.ie shows the recorded injury collisions between 2005 and 2016. There were four serious injury collisions recorded in that period. Two at the Belmont Avenue junction and two at the Milltown Road junction. Three of the four involved vulnerable road users.



3.0 Main Report

3.1 Problem

LOCATION

Drawing 190226-DBFL-RD-SP-DR-C-1001 P02, Roads layout.

PROBLEM

There is limited space at the north eastern side of the proposed toucan crossing on Sandford Road for bicycles and pedestrians given the relatively narrow footpath and the obstructions from the traffic signal poles and the large lighting column. This could lead to collisions between cyclists and pedestrians.



RECOMMENDATION

It is recommended the lighting column be relocated and that a single set of signal heads be used for pedestrians and vehicular traffic.

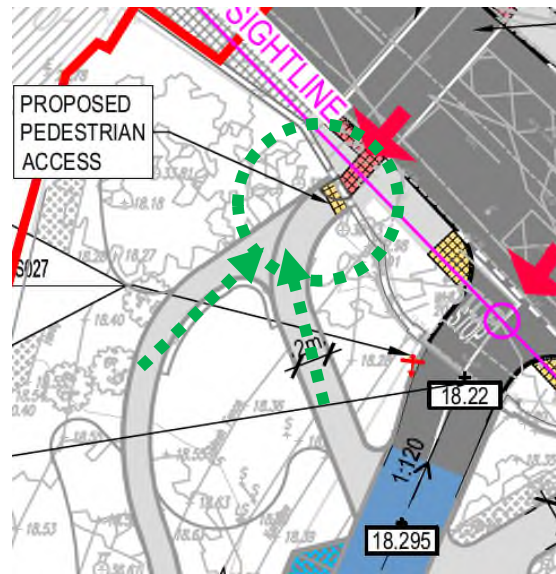
3.2 Problem

LOCATION

Drawing 190226-DBFL-RD-SP-DR-C-1001 P02, Roads layout.

PROBLEM

The width of the section of shared use area for pedestrian and cyclists on approach to the north western access onto Sandford Road may not be sufficient to cater for both user groups and could lead to collisions.



RECOMMENDATION

It is recommended that a wider shared area be provided to avoid collisions between cyclists and pedestrians.

3.3 Problem

LOCATION

Drawing 190226-DBFL-RD-SP-DR-C-1001 P02, Roads layout.

PROBLEM

The footpath on both sides of Milltown Road at the proposed toucan crossing is very narrow. There is a risk of collisions between cyclists and pedestrians. There are also no cycling facilities on Milltown Road to connect with the proposed toucan crossing. The existing lane on Milltown Road is very wide and leads to higher vehicle speeds which could lead to higher severity injury collisions if vulnerable road users are struck.



RECOMMENDATION

It is recommended that the footpath be widened between the toucan crossing and the development access to become a shared use area for cyclists and pedestrians. And the toucan crossing be built out on Milltown road to act as a traffic calming feature.

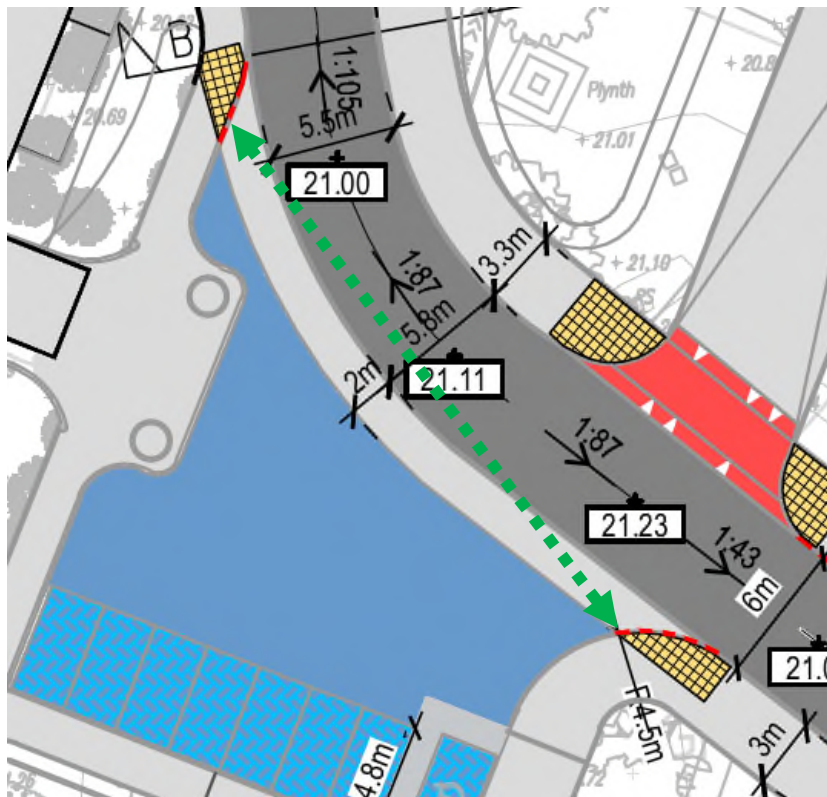
3.4 Problem

LOCATION

Drawing 190226-DBFL-RD-SP-DR-C-1001 P02, Roads layout.

PROBLEM

It is proposed to have dropped kerbs and tactile paving across the parking area in front of Tabor House. This is a wide area with a horizontal curve and blind or partially sighted pedestrians may inadvertently enter the carriageway where they would be at greater risk of being struck by a passing vehicle.



RECOMMENDATION

It is recommended that the footpath be made continuous with a 25mm lip for vehicular access that can be detected by blind or partially sighted individuals.

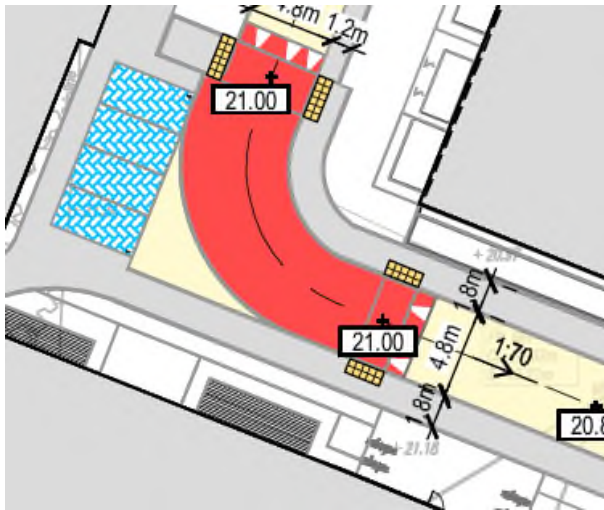
3.5 Problem

LOCATION

Drawing 190226-DBFL-RD-SP-DR-C-1001 P02, Roads layout.

PROBLEM

Between Block D and Block E there is a 90 degree bend in the carriageway which has a width of 4.8m. There is a risk of side swipe collisions if vehicles meet at the bend. In addition, the uncontrolled crossing appears to protrude beyond the edge of carriageway.



RECOMMENDATION

It is recommended that a swept path analysis be carried out and if necessary localised widening of the carriageway should take place.

4.0 Observations

4.1 Observation

The basement layouts have not been provided to the Audit Team.

4.2 Observation

Swept path analysis for refuse or emergency vehicles have not been provided.

5.0 Audit Statement

We certify that we have examined the information provided. The examination has been carried out with the sole purpose of identifying any features of the design which could be 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
(Audit Team Leader)
Signed: 
Dated: 7/4/2021

Sayed Ahmad Saeed
(Audit Team Member)
Signed: 
Dated: 7/4/2021

Appendix A

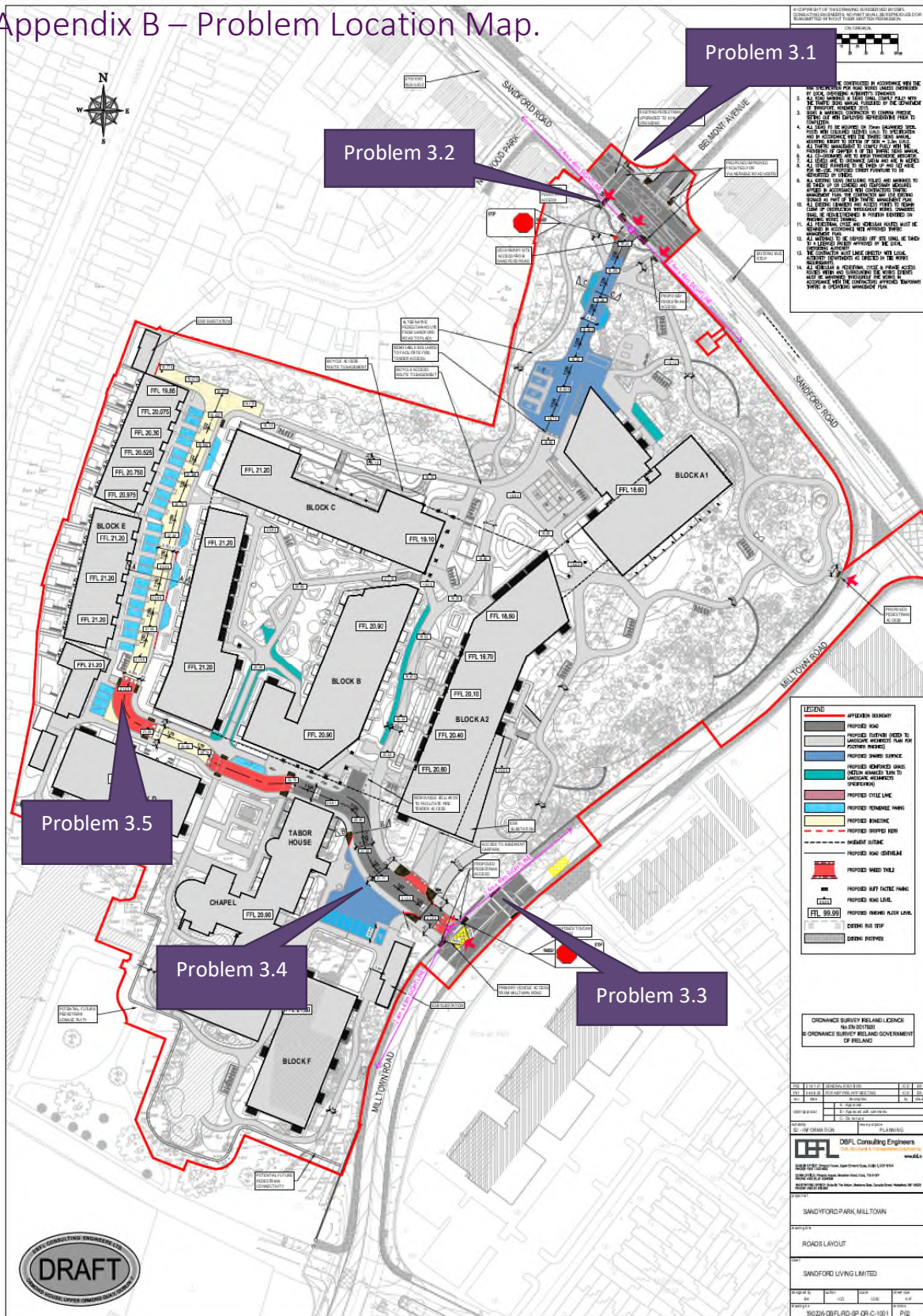
List of Material Supplied for this Stage 1 Road Safety Audit;

- Drawing 190226-DBFL-RD-SP-DR-C-1001 P02, Roads layout.
- Drawing C0111 L100 Draft (Cameo & Partners)

For Information Purposes.

Draft Traffic & Transport Assessment, DBFL.

Appendix B – Problem Location Map.



Appendix C

Feedback Form

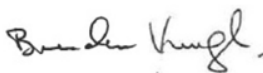
SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT

Scheme: Milltown Park

Stage: 1 Road Safety Audit

Date Audit (Site visit) Completed: 22-3-2021

Paragraph No. in Safety 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	No	No	The shared area width in question is acceptable as cyclists will primarily access from Sandford Road via the 4.8m wide shared access. We also note that there is constraints on the shared area width in question due to trees / existing walls.	Yes
3.3	Yes	Yes		
3.4	Yes	Yes		
3.5	Yes	Yes		

Signed 
Design Team Leader

Date 07/04/2021

Signed 
Audit Team Leader

Date: ...7/4/2021...

Signed 
Developer/Employer

Date: 07/04/2021