

ROAD SAFETY AUDIT FEEDBACK FORM

CST Group Chartered Consulting Engineers
1, O'Connell Street, Sligo, F91 W7YV, Ireland

Scheme: Castleconnell Flood Relief Scheme – Limerick City & County Council / OPW

Audit Stage: 1 Date Audit Completed: 24/07/2024 Route No. Our Ref :124253 | R0

TO BE COMPLETED BY DESIGNER				TO BE COMPLETED BY AUDIT TEAM LEADER
Paragraph No. in Safety Audit Report	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)
3.2.1	Yes	Yes	All outlets through / under the wall will be fitted with non-return valves. Pump sumps will also be installed at various locations to allow drainage through over-pumping from the protected side.	
3.2.2	Yes	Yes	Appropriate road markings will be evaluated and incorporated in the detailed design phase.	
3.2.3	Yes	Yes	A softer western kerb line will be incorporated in the design south of Scanlon Park Junction (assumed area of concern). See drawing revision P03.	
3.2.4	Yes	Yes	The design team will examine the potential to improve the junction layout during detailed design stage and will complete vehicle swept path analysis to ensure existing sight visibility splay sightlines can be maintained or improved. See drawing revision P03. Furthermore, the raised junction will slow the speed of approaching traffic from the south reducing the risk of a collision.	
3.2.5	Yes	Yes	The footpaths will be raised as appropriate at the junction and adequate gradients will be taken into consideration for the footpaths. The proposed raised junction will be near flush /flush with the new footpath and suitable measures will be implemented along the footpath for the raised section where required ie. tactile paving strips / railing.	
3.2.6	Yes	Yes	The design team will evaluate the existing street lighting during the detailed design stage and ensure that crossing points and lighting requirements are adjusted where required to maximise lighting levels.	
3.2.7	Yes	Yes/No	The available space for the footpath width for Mall Road north of Scanlon Park	Yes

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			Junction, and immediately south of the junction, is dictated by construction method based on ground conditions as well as environmental constraints where no temporary works are permitted within the SAC to the west of the Mall Road. If ground conditions are favourable, reasonable measures will be implemented to ensure a 2m footpath width where possible without impacting the SAC and the feasibility of the scheme. 1.8m was previously agreed with the LCCC Roads Dept. as the minimum footpath width.	
3.2.8	Yes	Yes	LCCC will be engaged to obtain approval for a conspicuous demountable barrier. Advanced signage to warn road users of the closure and to direct them along the diversion routes to be included in the detailed design stage drawings.	
3.2.9	Yes	Yes	Advanced signage will warn road users of the road closure and flooding ahead. This will be included in the detailed design stage drawings.	
3.3.1	Yes	Yes / No	There is an existing crossing at the proposed location by means of a dropped kerb and footpath, to facilitate access to the adjacent shopping centre. The location has been maintained as this is the dominant pedestrian desire line. The proposed zebra crossing, and raised table top with the proposed alerting features of flashing beacons, ramps, shark teeth, change of road surface etc. will slow down and alert traffic and improve the junction. The flashing beacons will be visible well in advance of the junction. Pedestrian intervisibility is available at the crossing and a maintenance plan that allows for vegetation trimming and clearing at the northern side of the junction will be specified during the detailed design stage	Yes

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			to ensure pedestrian intervisibility at the crossing is maintained.	
3.3.2	Yes	Yes/No	The proposed zebra crossing location has been identified as the dominant pedestrian desire line. The design team will also examine the potential to improve the junction layout during detailed design stage to ensure adequate sightlines/visibility. The proposed zebra crossing, and raised table top with proposed alerting features such as ramps, shark teeth etc. will slow down and alert traffic and improve the junction. The design team will examine the potential to relocate crossing to the proposed new location. LCCC will also be engaged to confirm their preference to move the zebra crossing +-20m south of the junction and the dominant pedestrian line. See drawing revision P03.	Yes
3.3.3	Yes	Yes	The design team will examine the potential to improve the junction layout during detailed design stage to ensure improved visibility / sightlines can be achieved and improved kerb lines for turning actions. The proposed zebra crossing location has been identified as the dominant pedestrian desire line at the junction. LCCC will be engaged to confirm their preference to move the zebra crossing further away from the junction. See drawing revision P03.	
3.3.4	Yes	Yes	The design team proposes to chamfer the wall alignment south of the property entrance to improve sight lines for Dunkineely House, pending approval of cultural heritage and environmental stakeholders due to heritage and environmental constraints. See drawing revision P03.	

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Signed: Leanne Leonard Design Team Date: 22/08/2024
 Leanne Leonard
 JBA Consulting Engineers

Signed:  Design Team Date: 26/08/2024
 Willem Snyman
 Egis Group

Signed:  Audit Team Leader Date: 21/11/2024
 Stuart Summerfield
 CST Group Chartered Consulting Engineers

Signed: John Moloney Employer Date: _____
 John Moloney
 For Limerick City & County Council / OPW