

Title: STAGE 1 ROAD SAFETY AUDIT

For;

**Proposed Residential Development at Seamount, Malahide,
Co. Dublin**

Client: Waterman Moylan

Date: October 2019

Report reference: 0666R01

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
4.0	Observations.....	8
4.1	Observation.....	8
4.2	Observation.....	8
4.3	Observation.....	8
5.0	Audit Statement.....	9
	Appendix A.....	10
	Appendix B - Problem Location Map	11
	Appendix C.....	0

STAGE 1 RSA – SEAMOUNT WATERMAN MOYLAN

1.0 Introduction

This report was prepared in response to a request from Mr. Matthew Mackle, Waterman Moylan Consulting Engineers, for a Stage 1 Road Safety Audit of a proposed residential development at Seamount, Malahide, Co. Dublin.

The Road Safety Audit 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 an examination of the drawings and a site visit by the Audit Team, together, on the 24th October 2019.

The weather at the time of the daytime site visit was dry and the road surface was dry.

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.

A list of the documents provided to the Audit Team is contained in **Appendix A**.

A Problem Location Map is contained in **Appendix B**.

A feedback Form is contained in **Appendix C**.

STAGE 1 RSA – SEAMOUNT WATERMAN MOYLAN

2.0 Background

It is proposed to construct a 142no. residential units and childcare facility and associated site development and landscape works including children’s playground area, at Seamount Malahide. The proposed units would be accessed via an extension of the existing Seamount Abbey residential estate and via a new junction on Seamount Road to the East of Seamount Drive. Road users could use either access there would be connectivity throughout.

Seamount Road has a speed limit of 30km/hr. It has a long straight horizontal alignment and may have issues with vehicular speed as mitigation in the form of road markings and radar speed detectors are present.

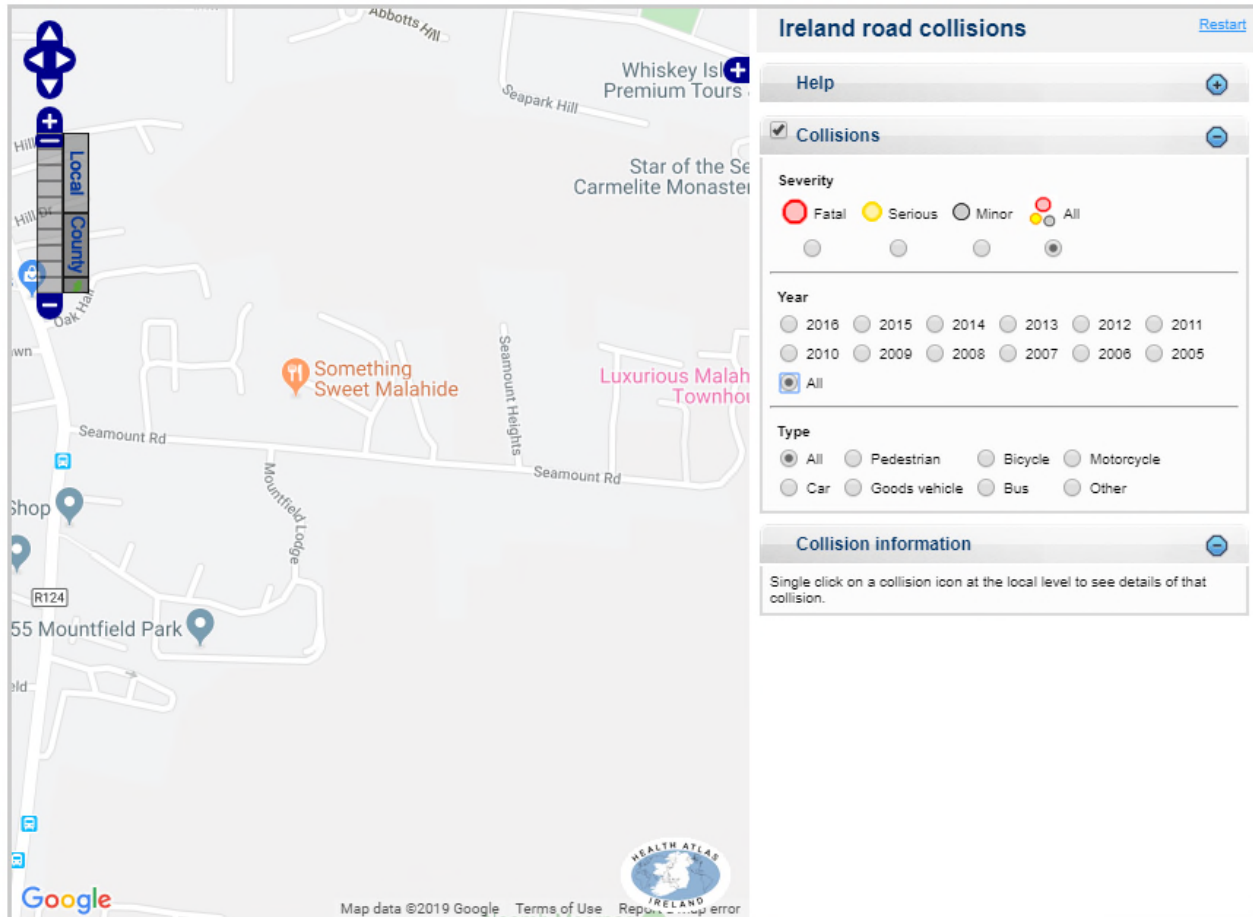
The site location is shown in the map below.



Image courtesy of Openstreetmap.org

STAGE 1 RSA – SEAMOUNT WATERMAN MOYLAN

The Road Safety Authority’s website shows that there were no recorded injury collisions in the vicinity of the site in the years 2005 to 2016.



STAGE 1 RSA – SEAMOUNT WATERMAN MOYLAN

3.0 Main Report

3.1 Problem

LOCATION

Drawings P302 & P302 Rev A. Proposed Roads and Levels layout.

PROBLEM

The internal road leading to the new access junction on Seamount Road has a straight horizontal alignment and a steep vertical alignment (approx 6.3%). This could lead to excessive speed of both vehicles and bicycles resulting in loss of control and possible high injury severity collisions with pedestrians or roadside furniture.



RECOMMENDATION

It is recommended that traffic calming measures be provided along this section of the road network to prevent excessive speed.

3.2 Problem

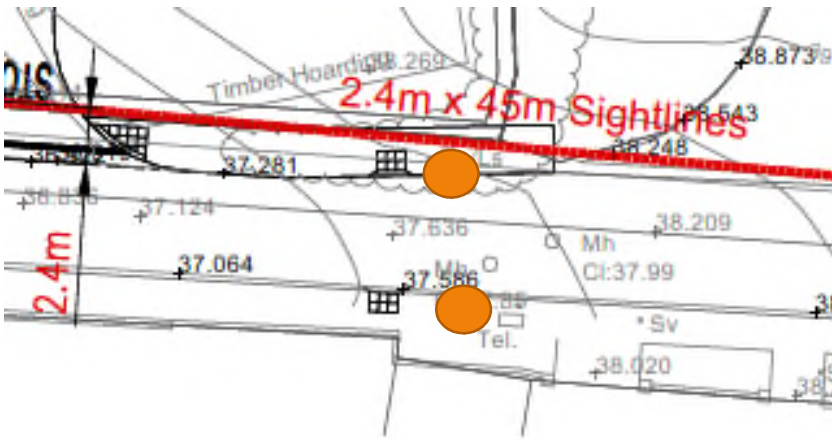
LOCATION

Drawing P313 Rev -, Proposed Entrance sightlines.

PROBLEM

It is proposed to provide an informal pedestrian crossing on Seamount Road to the East of the new junction. The proposed location of the dropped kerb and tactile paving is adjacent to ESB/PL/Telecom poles. The presence of the poles could obscure visibility between pedestrians and drivers resulting in collisions with crossing pedestrians.

STAGE 1 RSA – SEAMOUNT
WATERMAN MOYLAN



+

RECOMMENDATION

It is recommended that the crossing location be changed to a location where the poles are regarded as momentary obstructions or alternatively the poles should be relocated outside the required visibility envelope for crossing pedestrians.

3.3 Problem

LOCATION

Drawing P302 & P302 Rev A. Proposed Roads and Levels layout.

PROBLEM

It is unclear if a dwell area has been provided on approach to the new junction from within the development. If there are excessive gradients at the stop line this could result in overshoot onto Seamount Road which could result in side-impact collisions, especially in frosty conditions.



STAGE 1 RSA – SEAMOUNT WATERMAN MOYLAN

RECOMMENDATION

It is recommended that a suitable dwell area be provided.

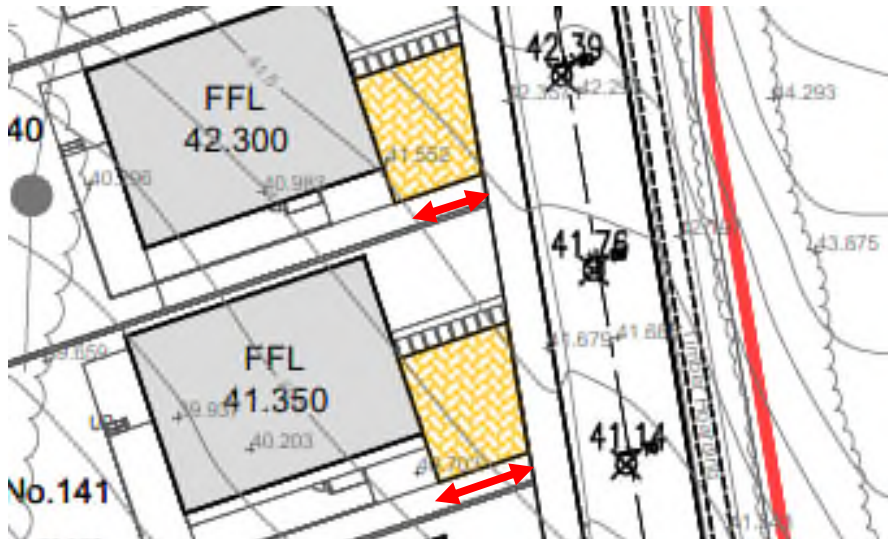
3.4 Problem

LOCATION

Drawing P302 & P302 Rev A. Proposed Roads and Levels layout.

PROBLEM

Some of the parking spaces in front of the residential units on the main access road appear to be shorter than the 5m shown in the typical cross section. This could lead to vehicles overhanging the footpath resulting in pedestrians entering the carriageway where they would be at greater danger of being struck by passing vehicles.



RECOMMENDATION

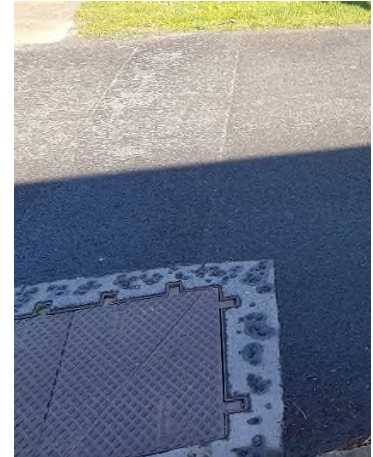
It is recommended that a minimum of 5m parking width be provided plus a buffer zone to the residential unit.

STAGE 1 RSA – SEAMOUNT
WATERMAN MOYLAN

4.0 Observations.

4.1 Observation

There is an Eir chamber and trench at the location of the proposed informal crossing to the West of the new access road. This could lead to trip hazards for pedestrians in the future if the lid doesn't sit properly in the frame or if the joints in the trench reinstatement crack.

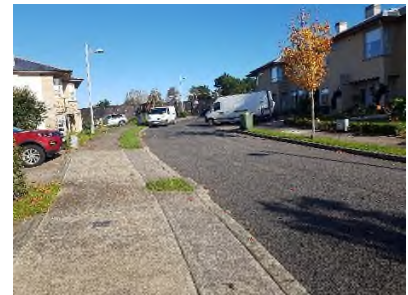


4.2 Observation

Surface water drainage plan layout proposals have not been forwarded to the Audit Team.

4.3 Observation

The cross section of the existing road in Seamount Abbey has a verge and a footway to the rear. The proposed extension has just a footway on both sides. The tie-in detail will have to be developed at the detailed design stage.



5.0 Audit Statement

We certify that we have examined the site on the 24th October 2019. 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: 
(Audit Team Leader) Dated: 1/11/2019

Owen O'Reilly Signed: 
(Audit Team Member) Dated: 1/11/2019

STAGE 1 RSA –SEAMOUNT
WATERMAN MOYLAN

Appendix A

Information Supplied to the Audit Team

- Drawing P301 Rev A
- Drawing P302 Rev A
- Drawing P303 Rev A
- Drawing P310
- Drawing P311
- Drawing P312
- Drawing P313
- Drawing P314 Rev A

STAGE 1 RSA – SEAMOUNT
WATERMAN MOYLAN

Appendix B - Problem Location Map



Appendix C

Feedback Form

SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT

Scheme: Residential Development Seamount, Malahide.

Stage: 1 Road Safety Audit

Date Audit (Site Visit) Completed: 24th October 2019

Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe) / Comment	Alternative measures accepted by Auditors (Yes/No)
3.1	Y	Y	Additional calming added	Yes
3.2	Y	Y	Pedestrian crossing can be relocated as required	Yes
3.3	Y	Y	Dwell area added – 7m	Yes
3.4	Y	Y	Min. 5.5 m driveways confirmed	Yes

Signed 
Design Team Leader

Date 1/11/19

Signed 
Audit Team Leader

Date 1/11/2019

Signed 
Employer (Developer)

Date 1.11.19