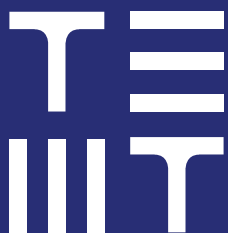


Bancroft View SHD

11.05.2022

Stage 1 Road Safety Audit

22046-TNT-XX-XX-RP-T-00002



TENT ENGINEERING

Site Address:

Green Hills Road,
Tallaght
Dublin 24

Client Address:

Conor Martin
Marcon Capital
Dublin 2

Revision and Review

This report has been prepared for the sole benefit, use and information of the client. The liability of Tent Engineering with respect to the information contained in this report will not extend to any third party.

REVISION(S)

| Rev. | Description | Date |
|------|-------------|------------|
| P01 | 1st issue | 11.05.2022 |
| | | |
| | | |
| | | |

AUTHOR(S)

Name and qualifications

Diarmuid Healy
Co-founder, Director
Engineer



BEng (Hons) MIEI CEng MStructE FStructE

REVIEWER(S)

Name

Edward Heukers
Co-founder, Director
Engineer



Office Address:

Tent Engineering Ltd.
Studio 1, Cork Street Studios
115 Cork Street, Dublin 8
Dublin, D08EWX2, IE

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1 Audit Information

1.1 Title

Bancroft View SHD Stage 1 Road Safety Audit

1.2 Audit Reference Number

Bancroft View SHD Road Safety Audit 22046

1.3 Project Code

Bancroft View RSA SHD 22046

1.4 Date Audit Completed

10th May 2022

1.5 Audit Attended by

Diarmuid Healy

Edward Heukers

1.6 Audit Team

Diarmuid Healy

Edward Heukers

1.7 Information Received

| Item | | Supplied | Description |
|------|--------------------|----------|--|
| A | Plans | Yes | PE19139-CWO-ZZ-ZZ-DR-A-0100-P08 PE19139-CWO-ZZ-00-DR-A-1000-P08 PE19139-CWO-ZZ-01-DR-A-1001-P08 PE19139-CWO-ZZ-01-DR-A-1002-P08 PE19139-CWO-ZZ-01-DR-A-1003-P08 PE19139-CWO-ZZ-01-DR-A-1004-P08 PE19139-CWO-ZZ-01-DR-A-1005-P08 PE19139-CWO-ZZ-01-DR-A-1006-P08 PE19139-CWO-ZZ-01-DR-A-1007-P08 PE19139-CWO-ZZ-01-DR-A-1008-P08 PE19139-CWO-ZZ-01-DR-A-1009-P08 D20011-EDC-XX-XX-DR-PL-3000 |
| B | Traffic Count Data | Yes | As per section 3.1 of the Transport Assessment |
| C | Speed Count Data | No | |
| D | Accident Data | Yes | As per section 3.5 of the Transport Assessment |
| E | Design Standards | Yes | As per section 1.5 of the Transport Assessment |
| F | Design Brief | No | |
| G | Other Data | Yes | DMURS Design Statement Mobility Management Plan Traffic and Transport Statement Construction Environmental Waste Management Plan Outdoor Lighting Report Engineering Services Report |

2 Introduction

This is a Stage 1 Road Safety Audit which examines the road safety implications of the proposed development which will consist of 197 apartments, commercial units with a gross floor area of 872m², Creche with a gross floor area of 330m², 78 car parking spaces, bicycle parking and landscaped grounds. Vehicular access to the proposed development will be from an existing priority junction on the Hibernian Industrial Estate Road which serves the adjacent Greenhills Retail Park development consisting of a car dealership and mixed commercial units. Greenhills Road, Tallaght, Dublin 24 on the public road network.

The audit includes one new access junction along with shared cycle and pedestrian access points and the internal road/footway/cycleway arrangements.

This Stage 1 Road Safety Audit is based upon the information within the TTA document and drawings provided to the design team, as included under paragraph 1.7.

This Stage 1 Road Safety Audit has been conducted generally in accordance with the Transport Infrastructure Ireland publication entitled Road Safety Audit, ref. GE-STY-01024, March 2017.

A site visit was carried out on 09th May 2022 in daylight conditions. The weather was overcast with light showers.

This Stage 1 Road Safety Audit specifically examines the road safety aspects of the proposed

development. It is not an appraisal of policy or strategic issues associated with the planning of

the development and it does not examine or verify the compliance of the design to any other design criteria or guidelines. The designer and all concerned stakeholders must therefore

defend all actions taken on the basis that such care was taken, as was in all circumstances

reasonably required, to ensure that the roadway was not unsafe for road users. It is important,

therefore that where possible the recommendations in this report are acted upon.

3 Items resulting from this audit

3.1 No details of signs throughout the site

Problem

The information provided for audit does not show details of signs within the site. Without appropriate signs road users may not be fully aware of yield locations, speed limits, raised platforms, crossing areas or other roadside features and hazards within the site.

Recommendation

It is recommended that the design team ensure that signs and markings are designed and detailed appropriately to inform all road users of controls and hazards within the site, where cyclist should dismount.

3.2 Cycle access

Problem

The information provided for audit shows that three pedestrian and cycle access points exist on the main Greenhills Road. Each access point discharges directly onto a dedicated footpath and cycleway. This may bring them into inappropriate conflict with other pedestrians and cyclists.

Recommendation

It is recommended that the design team ensures that cycle facilities provide appropriate guidance to cyclists and allow all required movements to be undertaken safely when existing the development. If appropriate segregation cannot be provided for all movements, segregation should be terminated in a manner that allows all movements to safely merge.

3.3 Basement Access

Problem

The 2 direction access way for vehicles in the under-croft parking is not appropriate width for pedestrian access.

Recommendation

The plans should clearly identify no person will need to enter or exit the carpark by foot using the vehicle entrance.

3.4 Lack of tactile paving and other non-motorised user guidance within the site

Problem

The information provided for audit shows no detail of how conflict points within the site or proposed pedestrian crossing points are to be treated, signed and marked. Without appropriate guidance, markings, signs and paving pedestrians may come into conflict with cyclists or cross the carriageway at inappropriate locations.

Recommendation

It is recommended that the design team ensures that appropriate tactile paving, signs and markings are used throughout the site to guide pedestrians to suitable crossing locations, and to avoid conflict with cyclists and motorists.

3.5 Drainage details do not indicate low spots

Problem

The information provided for audit shows standard details of gullies and offlets to drain the paved areas of both carriageway and footway. However, there are no details of where these facilities will be placed or details of levels to indicate where low spots that need draining will be. Without appropriate drainage the paved areas may pond resulting in slip and skid incidents (particularly in cold weather), or road users (both motorised and non-motorised) taking an alternative and inappropriate path to

avoid the ponding resulting in collisions with other road users.

Recommendation

It is recommended that the design team ensures that the road network is appropriately drained with a full detailed drainage design completed.

Details have been supplied of the location of drainage facilities and locations. However, level details have not been supplied to confirm these are located appropriately. The design team must ensure that the locations are located appropriately to drain the surface water.

3.6 Pick up and drop off turning

Problem

The information provided for audit shows that a vehicle using the pick up and drop off crèche access will be able to complete a parking manoeuvre. However if the car enters this far is is not clear how they can safely perform this manoeuvre.

Recommendation

It is recommended that the design team ensures that an adequate turning circle is provided to facilitate safe turning manoeuvre given the likely proximity of your children crossing this section of road.

4 Conclusions

It is considered that the site, as currently proposed, is generally conducive to safe access and egress by all forms of road user. It is recommended however that the specific issues raised in this report be taken into account and that appropriate measures be put in place where practicable to mitigate the concerns raised. This

Stage 1 Road Safety Audit Report recommends various actions, which should be considered for inclusion in the detailed design process. Where recommendations are not incorporated into the design this should be documented in an Exception Report and forwarded to Tent Engineering. The Design Team should document and provide the rationale for incidences where the audit recommendations have not been incorporated or where alternatives are put forward. The Design Team should respond to all issues raised in this Stage 1 Road Safety Audit Report through returning a signed copy of the Road Safety Audit Feedback Form.

5 Road Safety Audit Team Statement

5.1 Statement

We certify that the drawings and documents provided with the Audit Brief have been examined. The examination has been carried out with the sole purpose of identifying any features of the scheme that could be improved or modified in order to improve the accessibility of the relevant aspects of the scheme. The problems that we have identified have been noted in the report, together with suggestions for improvement, which we recommend should be considered for implementation.

5.1.1 Signatures

Audit Team Leader Signature

Name: Diarmuid Healy



Audit Team Member Signature

Name: Edward Heukers

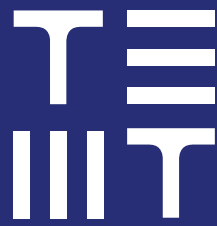


Appendix A - Stage 1 Road Safety Audit Feedback Form

Completed by John Doogan - Jennings O'Donovan & Partners.



| Para No. IN Report | Recommendation Accepted (Y/N) | Comments / Alternative Measures (Describe) | Alternative Measures Accepted by Auditor? (Y/N) |
|--------------------|-------------------------------|--|---|
| 3.1 | Y | Signage within the site will be carried out at detailed design stage and shall be in accordance with DMURS standards | Y |
| 3.2 | Y | Signage shall be provided to highlight the presence of the existing footpath and cycleway on Greenhills Road | Y |
| 3.3 | Y | Signage shall be provided at the basement entrance to direct pedestrians to access points | Y |
| 3.4 | Y | Signage within the site will be carried out at detailed design stage | Y |
| 3.5 | Y | Detailed site drainage will be carried out at detailed design stage of the project | Y |
| 3.6 | Y | An autotrack analysis has been carried out and showing a delivery an turning at the crèche drop off with all parking spaces occupied. This demonstrates the manoeuvre can be safely completed. | Y |



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