

N59 Oughterard Footbridge

Stage 1 Road Safety Audit

AtkinsRéalis

September 2024

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Notice

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Document History

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1. Introduction

1.1 Report Context

This report describes the findings of a Stage 1 Road Safety Audit associated with the N59 Oughterard Footbridge.

The Audit has been completed by Traffico Ltd. on behalf of AtkinsRéalis.

1.2 Details of Site Inspection

Date	Day / Night	Weather & Road Conditions
Monday 19 th August 2024	Day	Overcast, showers and damp roads.

Table 1.1 – Site Inspection Details

1.3 The Road Safety Audit Team

The members of the Road Safety Audit Team have been listed following:

Status	Name / Qualifications	TII Auditor Reference No:
Audit Team Leader (ATL)	Martin Deegan BEng(Hons) MSc CEng MIEI	MD101312
Audit Team Member (ATM)	Gabriel Dooley B.E CEng MIEI Eurlng	GD7452192

Table 1.2 – Audit Team Details

1.4 Information Examined as Part of the Audit Process

The following information was examined as part of the Road Safety Audit (RSA) process:

Reference No.	Title	Revision
0088798-ATK-XX-XX-DR-CE-900331	Footbridge DS150 Layout Plan Option 1d	P01
0088798-ATK-XX-XX-DR-CE-900332	Footbridge DS150 Longitudinal Section - Option 1d Bow String Warren Truss	P01

Table 1.3 – Designers Drawing List

1.5 Road Safety Audit Compliance

Procedure and Scope

This Road Safety Audit has been carried out in accordance with the procedures and scope set out in TII publication number GE-STY-01024 - Road Safety Audit.

As part of the road safety audit process, the Audit Team have examined only those issues within the design which relate directly to road safety.

Compliance with Design Standards

The road safety audit process is not a design check, therefore verification or compliance with design standards has not formed part of the audit process.

Minimizing Risk of Collision Occurrence

All problems described in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and minimise the risk of collision occurrence.

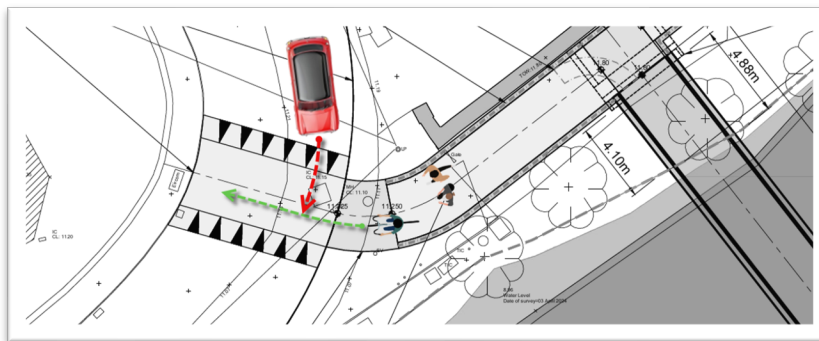
2. Road Safety Issues Identified

2.1 Problem: Walkers & Cyclists Crossing

Location: Shared Footpath Approach to Raised Pedestrian Crossing

Some walkers and cyclists may carry momentum and step straight from the new shared footpath onto the crossing without checking for approaching vehicles. This could lead to conflicts between vehicles and vulnerable road users on the crossing.

Figure 2.1 – Cyclist & Walkers Crossing Without Due Care & Attention



Recommendation

Chicane gates (or kissing gates) should be installed on the approach to the crossing to mitigate the risk described.

2.2 Problem: Stone Wall Impacting on Crossing Sight Lines

Location: N59 Pedestrian Crossing

The stone wall may partially obscure sight lines between vehicles approaching the crossing on the N59, and walkers approaching the road with the intention to cross. This could lead to conflicts between vehicles and vulnerable road users on the crossing.

Figure 2.2 – Stone Wall Which May Obscure Sight Lines at the Crossing



Recommendation

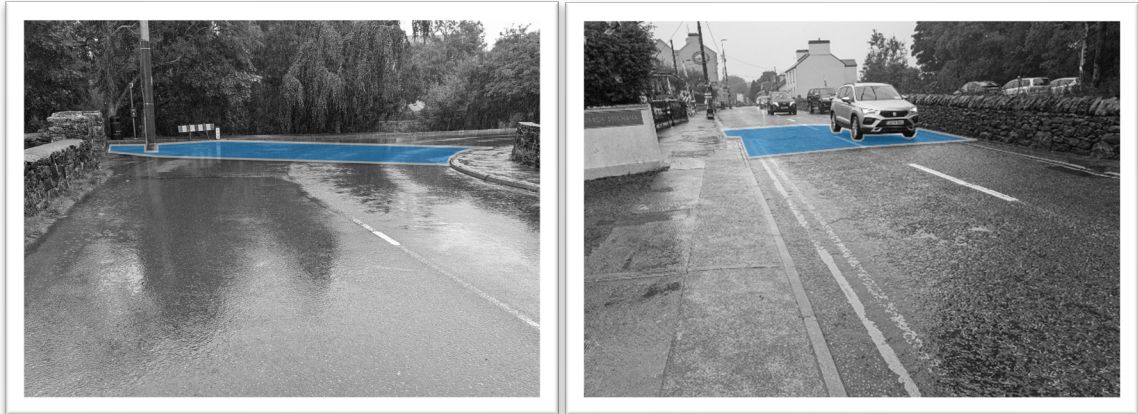
The crossing sight lines should be checked with appropriate adjustments made to the stone wall if required.

2.3 Problem: Vehicles Failing to Stop for Crossing Pedestrians

Location: Both Raised Pedestrian Crossings

Drivers are less likely to stop and give way to pedestrians on the uncontrolled crossings during commuter peak hours, when traffic flows are higher and the urgency for them to arrive at work on time is increased. This could lead to progression issues for pedestrians at the crossings (including school children and the mobility impaired) and conflicts between vehicles and vulnerable road users.

Figure 2.3 – Location of Northern Crossing of Local Road (Left) and N59 Crossing (Right)



Recommendation

Appropriate control measures should be installed on the crossings with the intention of prioritizing the progression of pedestrians over the passage of vehicles.

3. Audit Team Statement

3.1 Certification & Purpose

We certify that we have examined the drawing(s) listed in Chapter 1 of this Report.

Sole Purpose of the Road Safety Audit

The Road Safety Audit has been carried out with the sole purpose of identifying any features of the design which could be removed or modified to improve the road safety aspects of the scheme.

3.2 Implementation of RSA Recommendations

The problems identified herein have been noted in the Report together with their associated recommendations for road safety improvements.

We (the Audit Team) propose that these recommendations should be studied with a view to implementation.

Audit Team's Independence to the Design Process

No member of the Audit Team has been otherwise involved with the design of the measures audited.

3.3 Road Safety Audit Team Sign-Off

Martin Deegan

Audit Team Leader

Road Safety Engineering Team

traffico

Signed:



Date:

22nd August 2024

Gabriel Dooley

Audit Team Member

Road Safety Engineering Team

traffico

Signed:



Date:

22nd August 2024

4. Designers Response

4.1 How the Designer Should Respond to the Road Safety Audit

The Designer should prepare an Audit Response for each of the recommendations using the Road Safety Audit Feedback Form attached in Appendix A.

When completed, this form should be signed by the Designer and returned to the Audit Team for consideration. See flow-chart following for further description.



Figure 4.1 – Road Safety Audit Sign-Off and Completion Process

4.2 Returning the Completed Feedback Form

The Designer should return the completed Road Safety Audit Feedback Form attached in Appendix A of this report to the following email address:

- Email address: martin@traffico.ie

The Audit Team will consider the Designer's response and reply indicating acceptance or otherwise of the Designers response to each recommendation.

Triggering the Need for an Exception Report

Where the Designer and the Audit Team cannot agree on an appropriate means of addressing an underlying safety issue identified as part of the audit process, an Exception Report must be prepared by the Designer on each disputed item listed in the audit report.

Appendix A

A.1 Road Safety Audit Feedback Form

Road Safety Audit Feedback Form

Scheme: N59 Oughterard Footbridge

Audit Stage: Stage 1 Road Safety Audit

Audit Date: 22nd August 2024

Problem Reference (Section 2)	Designer Response Section			Audit Team Response Section
	Problem Accepted (yes / no)	Recommended Measure Accepted (yes / no)	Alternative Measures or Comments	Alternative Measures Accepted (yes / no)
2.1	Yes	Yes	<p>Please see the attached general arrangement drawing which shows the following measures to address this problem:</p> <ul style="list-style-type: none"> - Longer landing (5m) between the end of the north ramp and Carrowmanagh road. - Planter added between the end of the end of the north ramp and Carrowmanagh Rd. 	
2.2	Yes	No	<p>The general arrangement drawing showed N59 road kerb line adjustment to provide a 700mm pedestrian dwell area in front of the masonry wall. This should provide the required sight distance for 50kph traffic (the actual speed of traffic is likely to be lower than this due to constraints).</p>	Yes
2.3	Yes	Yes	<p>Please see the attached general arrangement drawing which shows zebra crossings to address this problem.</p>	

**The Designer should complete the Designer Response Section above, then fill out the designer details below and return the completed form to the Road Safety Audit Team for consideration and signing.*

Designer's

Name: Mark Chambers

Designer's

Signature: Mark Chambers

Date: 19/11/24

Employer's

Name: Sara Duffy

Employer's

Signature: Sara Duffy

Date: 19.11.24

Audit Team's

Name: Martin Deegan

Audit Team's

Signature: Martin Deegan

Date: 11 Sep. 24



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