

22111-01-001

**Proposed Residential Development
at Mayeston, Poppintree, Co. Dublin**

ROAD SAFETY AUDIT STAGE 1 / 2

November 2022

ROADPLAN

CONSULTING

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1. INTRODUCTION

- 1.1 This report describes a Stage 1 / 2 Road Safety Audit carried out at Mayeston, Poppintree, Co. Dublin on behalf of Downes Association. The audit was carried out on 19th August 2022 in the offices of Roadplan Consulting, Kilkenny.
- 1.2 The audit team members were as follows:
- George Frisby, BE CEng MIEI
Auditor Number GF51255
 - Harry Cullen, BE CEng MIEI
Auditor Number HC1333178
- 1.3 Both audit team members visited the site on the 17th August 2022. The audit comprised an examination of the drawings relating to the scheme supplied by Downes Associates and an examination of the site.
- 1.4 This residential development comprises the construction of a number of apartment blocks with associated car parking.
- 1.5 The site is located close to the M50 motorway and accessed off the R104 and Mayeston Rise. See Site Map Figure 1 below. The site is bounded on the south and east by existing developments, on the west by a large green area, and on the north by the M50 motorway.



Figure 1 Site Map

- 1.6 The Site Location map in Figure 2 below shows the development site, and Figure 2a shows the housing development site at present, on the right hand side.

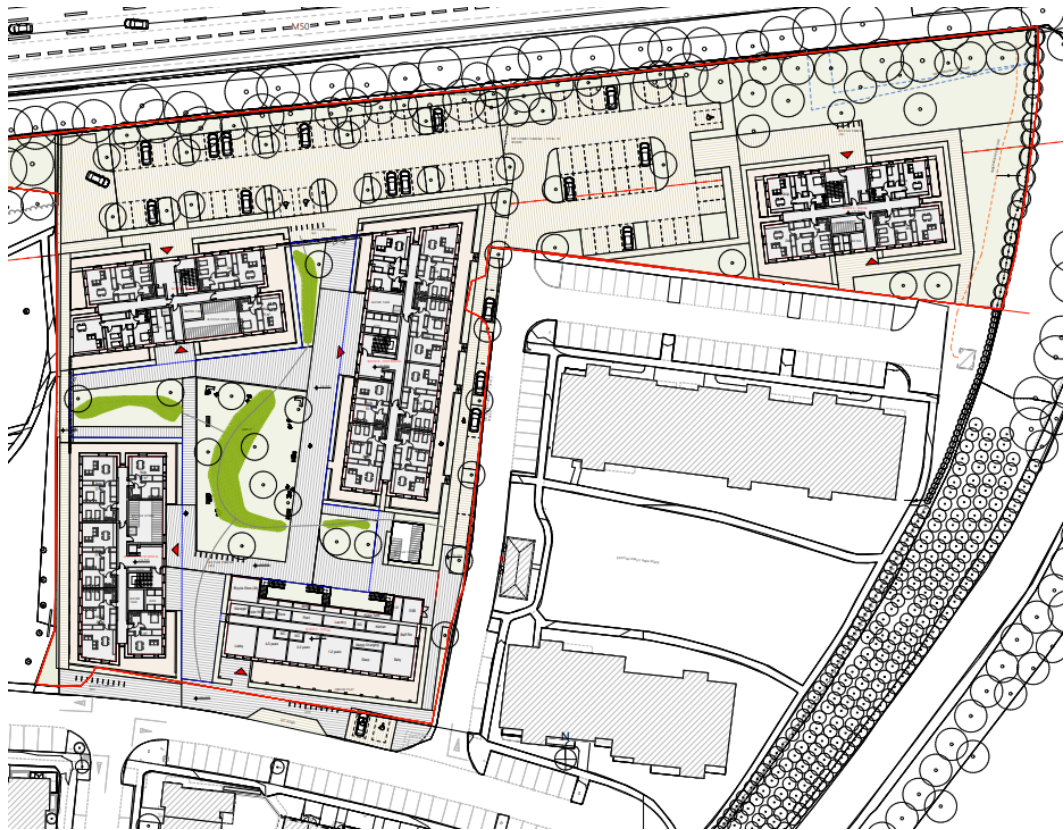


Figure 2 Site Location Map



Figure 2a Mayeston Downs, with proposed Housing Development Site on right hand site

- 1.7 The apartment blocks consist of 36 - 1 Bed units, 73 - 2 Bed units and 12 - 3 Bed units, 121 units in total.
- 1.8 90 car parking spaces are being provided within the site.
- 1.9 Parking for 306 bicycles is being provided on site, with a spread of internal and external parking locations throughout the development.

- 1.10 Bus stops on the R104 nearby are serviced by the Dublin Bus No. 140. The M50 motorway nearby is accessed either from the Ballymun or the Finglas junctions, each approx.1km from the development.
- 1.11 The speed limit on the R104 at the entrance to the site is 50km/h. Many of the side roads have a 30km/h limit, but no 30km/h sign is visible on the entrance road (Mayeston Rise) to this development.
- 1.12 This Stage 1 / 2 Audit has been carried out in accordance with the relevant sections of TII GE-STY-01024. The team has examined only those issues within the design relating to the road safety implications of the scheme and has therefore not examined or verified the compliance of the design to any other criteria.
- 1.13 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 accident occurrence.
- 1.14 Appendix A describes the audited drawings.

2. STAGE 1 / 2 AUDIT

2.1 Problem

Parking spaces are proposed on Mayeston Downs adjacent to the junction with Mayeston Green. Vehicles parked in these parking spaces may restrict visibility splays at this junction. A lack of adequate visibility splays may contribute to a turning collision at this location.

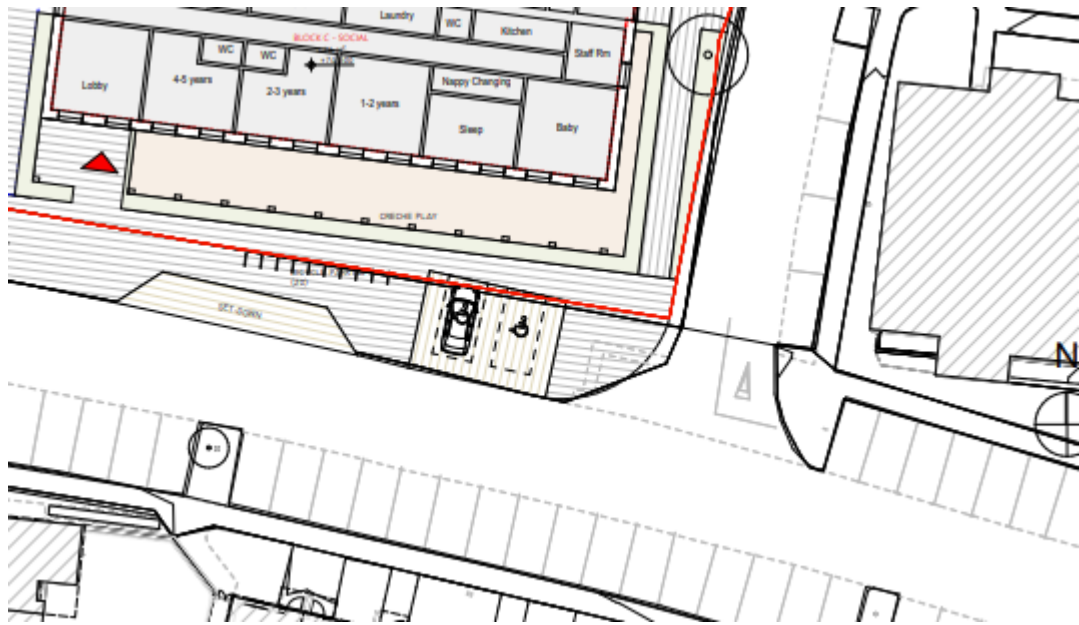


Figure 3 Visibility splays at junction

Recommendation

Ensure that adequate visibility splays are provided at the junction of Mayeston Green with Mayeston Downs.

2.2 Problem

This site is on the opposite side of the road to the other developments in the area. This means that vulnerable road users will have to cross the roadway in order to leave the development.

However, there appears to be no dedicated pedestrian crossing facilities with dropped kerbs and tactile paving shown on the drawings to cater for vulnerable road users.

Residents wishing to access the creche or cross to the buildings on the east will have to walk through dedicated car parking with no pedestrian facilities shown on the drawings.

There is also no crossing facility provided at the junction of Mayeston Green with Mayeston Downs.

This could lead to risk taking by vulnerable road users, major problems for wheelchair users, and potential collisions with vehicles leading to injuries.

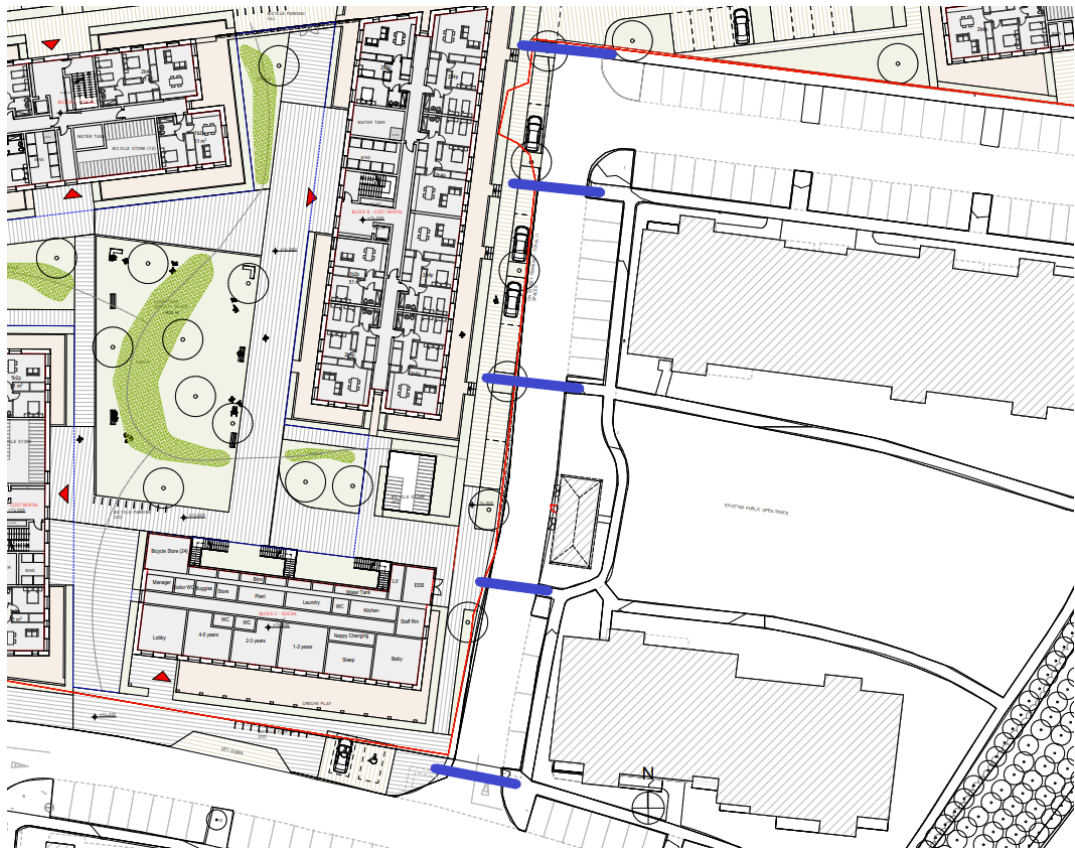


Figure 4 No pedestrian crossing facilities shown

Recommendation

Ensure that tactile paving and dropped kerbs are provided at all footpath/cycleway crossing points throughout the development and ensure that continuity of footpaths is preserved so that residents do not have to walk through parked cars to cross the roadways.

2.3 Problem


Priority at some of the internal junctions may be unclear due to a lack of adequate signage and road markings. A lack of clear priority may lead to driver confusion which may contribute to a collision at the junction.


Recommendation

Provide measures to ensure clear priority at all internal junctions.

3. AUDIT TEAM STATEMENT

3.1 We certify that we have examined the drawings listed in Appendix A and have inspected the site. This examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme.

Signed.....  George Frisby
Date 23rd August 2022.....

Signed.....  Harry Cullen
Date 23rd August 2022.....

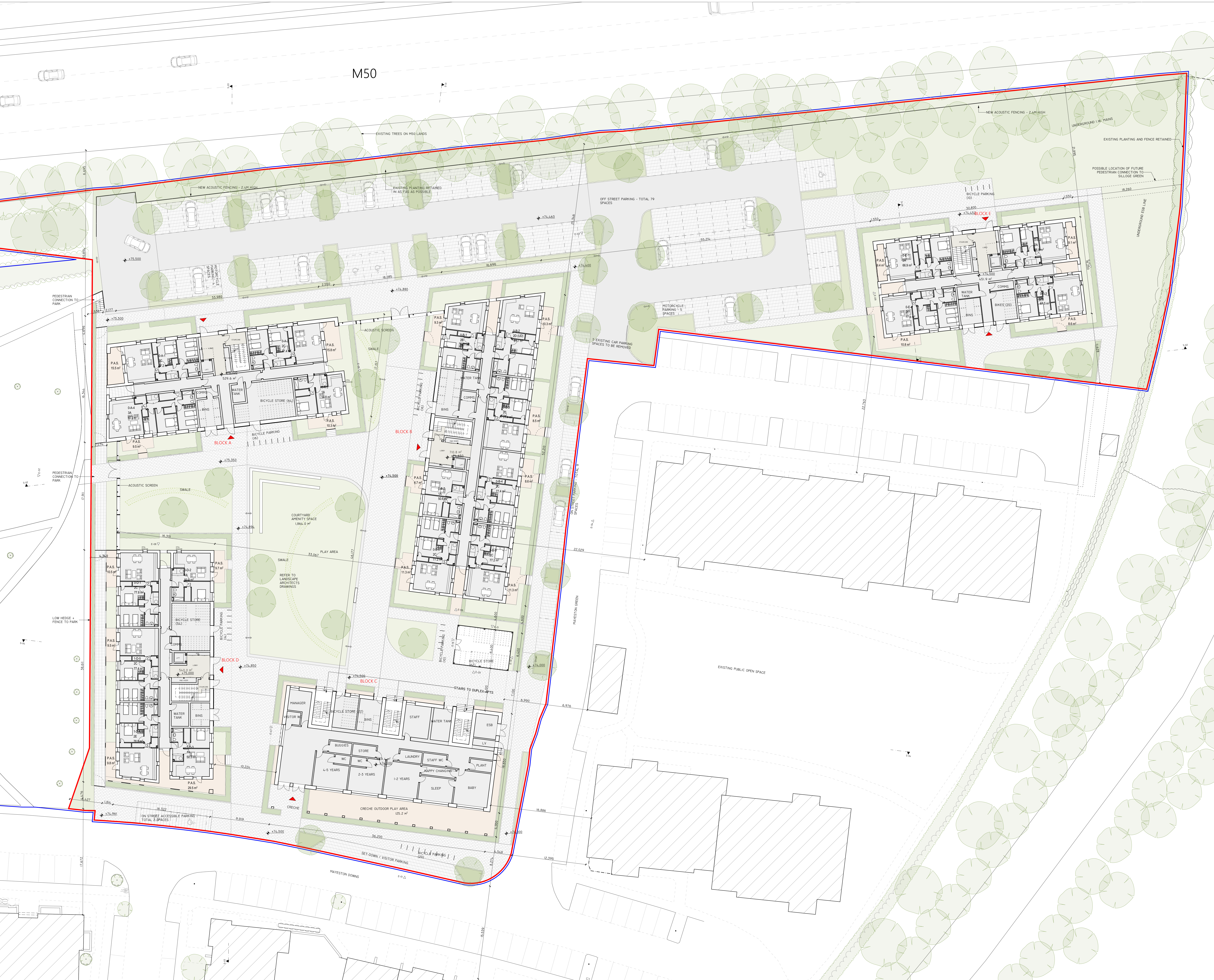
APPENDIX A

List of Drawings Examined

The following drawings have been provided electronically in PDF format by Downes Associates:

Drawing Number	Drawing title
P100	Ground Floor Plan
MAY-20220812-SCHED	Schedule of Units Stage 1 Rev 4

M50



SAFETY AUDIT FEEDBACK FORM

Scheme: Proposed Residential Development at Mayeston, Poppintree, Co Dublin

Document Number: 22111-01-001

Audit Stage: Stage 1 / 2 RSA

Date Audit Completed: 24th August 2022

Paragraph No. in Safety Audit Report	To Be Completed By Designer			To Be Completed by Audit Team Leader
	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)
2.1	Yes	YES	Visibility improved by moving carparking spaces away from junction	-----
2.2	Yes	YES	Dropped kerbs and tactile paving will be provided at crossing points within red line area only. Areas outside of red line are outside area of control and in separate ownership.	-----
2.3	Yes	YES	Signage and road markings will make priority clear	-----

Safety Audit Signed off Micah Stork Design Team Leader

Print Name Micah Stork

Date 23.11.2022

Safety Audit Signed off Employer

Print Name

Date

Safety Audit Signed off George Frisby Audit Team Leader

Print Name George Frisby

Date 24/11/22

Please complete and return to:

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Kilkenny
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