

**Title: Stage 1 ROAD SAFETY AUDIT
For;
Hillcrest Road Improvement Scheme.**

Client: OCSC Consulting Engineers

Date: April 2024

Report reference: 2223R01

VERSION: FINAL (12-4-2024)

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Contents

1.0	Introduction	2
2.0	Background	3
3.0	Items Raised in This Stage 1 Road Safety Audit	4
3.1	Problem	4
3.2	Problem	5
3.3	Problem	6
4.0	Observations	6
4.1	Observation	6
5.0	Audit Statement	7
	Appendix A	8
	Appendix B	9
	Appendix C	11

1.0 Introduction

This report was prepared in response to a request from Mr. Colin Wilson, OCSC Consulting Engineers, for a Stage 1 Road Safety Audit for the proposed Hillcrest Road Improvement Scheme.

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 involved the examination of drawings and other material provided by OCSC and a site visit by the Audit Team on the 9th of April 2024.

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.

The information supplied to the Audit Team is listed in **Appendix A**.

The feedback form is contained in **Appendix B**.

A plan drawing showing the problem locations is contained in **Appendix C**.

ST 1 RSA—HILLCREST ROAD IMPROVEMENT SCHEME OCSC

2.0 Background

It is proposed to provide improvement along Hillcrest Road between the Blackglen Road Junction and the Kilgobbin Road Junction. The scheme ties into existing junction improvements at both ends.

The improvement includes the provision of footpaths and cycle tracks on both sides of the widened carriageway. This required land acquisition as the current roadway is extremely narrow.

The proposed cross section would have 2 no. 3.25m lanes a 2.0m cycle track and a 2m footpath on both sides.

The cycle track will have a 60mm kerb from the carriageway and a 60mm kerb to the footpath. At vehicular accesses the kerb height will be 25mm with suitable transition kerbs.

The scheme is approximately 650m in length.

The speed limit is 50km/hr and there is an existing 3t weight restriction.

The site location is shown below.

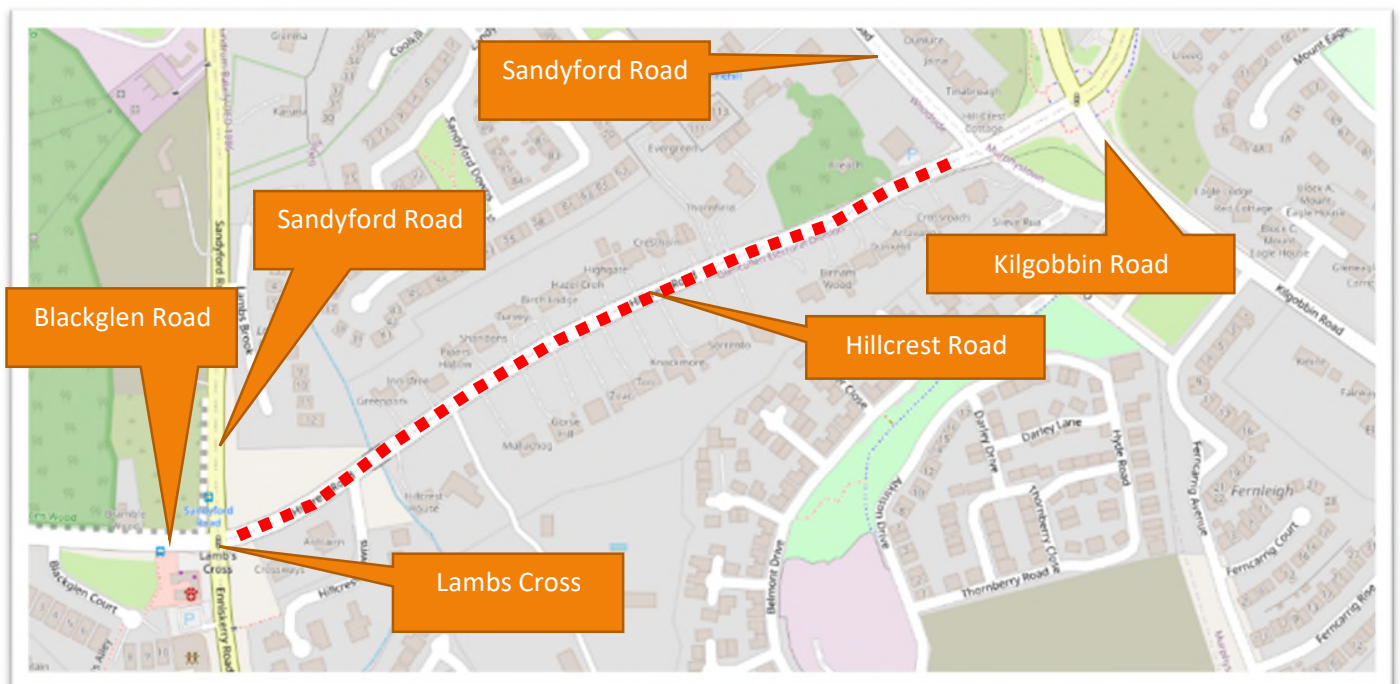


Image courtesy of openstreetmap.org

3.0 Items Raised in This Stage 1 Road Safety Audit.

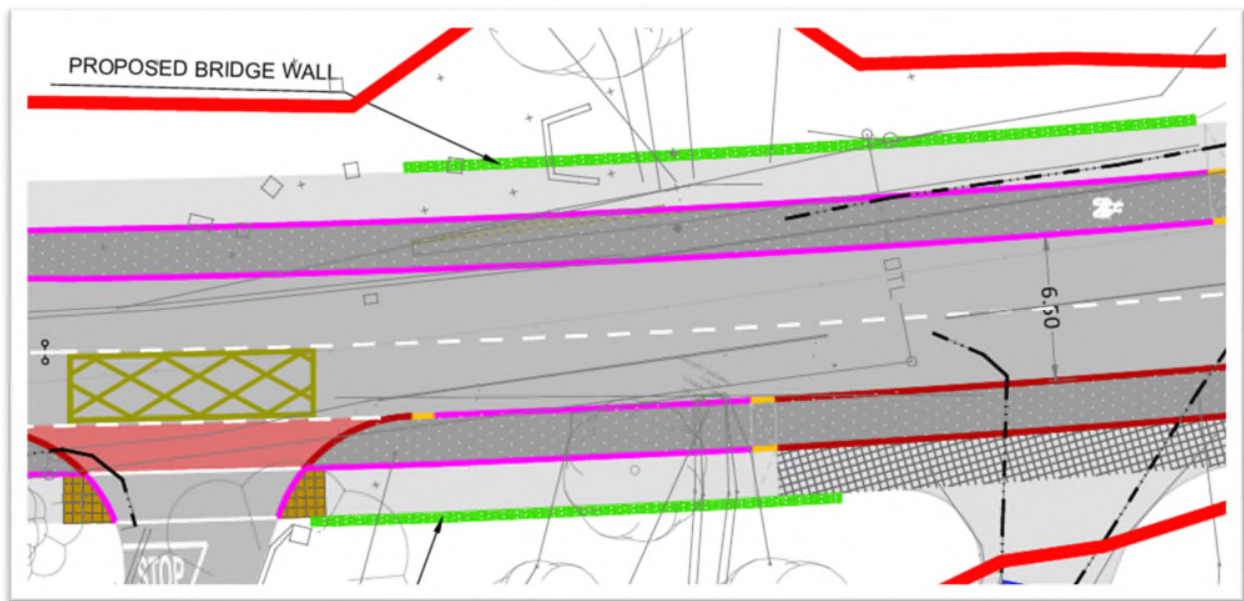
3.1 Problem

LOCATION

Drawing D805-OCSC-XX-XX-DR-C-003 A3 P01, Bridge Wall

PROBLEM

It is unclear what height the bridge wall will be. Too low of a wall could lead to children climbing on the wall or to stumbling pedestrians falling over the wall.



RECOMMENDATION

Ensure a suitable height wall is provided.

ST 1 RSA—HILLCREST ROAD IMPROVEMENT SCHEME
OCSC

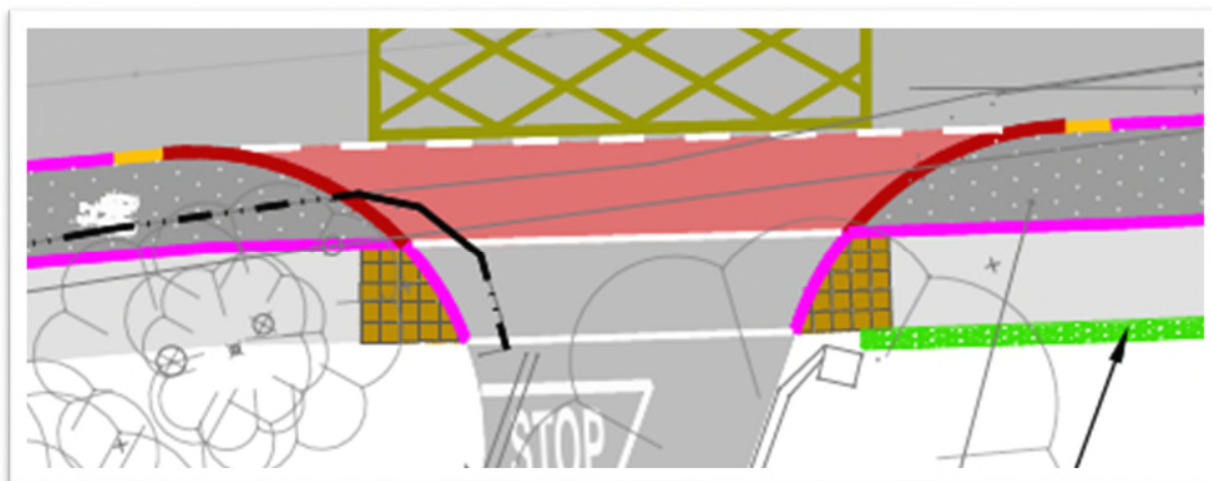
3.2 Problem

LOCATION

Drawing D805-OCSC-XX-XX-DR-C-003 A3 P01, Road 6.

PROBLEM

60mm high kerbs are shown at the pedestrian crossing of Road 6. This could lead to trips and falls and inaccessibility for some.



RECOMMENDATION

It is recommended that fully dropped kerbs be provided at pedestrian crossings along with suitable transition kerbs. Road gullies should be provided upstream of the dropped kerbs to prevent surface water ponding at the crossing points.

ST 1 RSA—HILLCREST ROAD IMPROVEMENT SCHEME OCSC

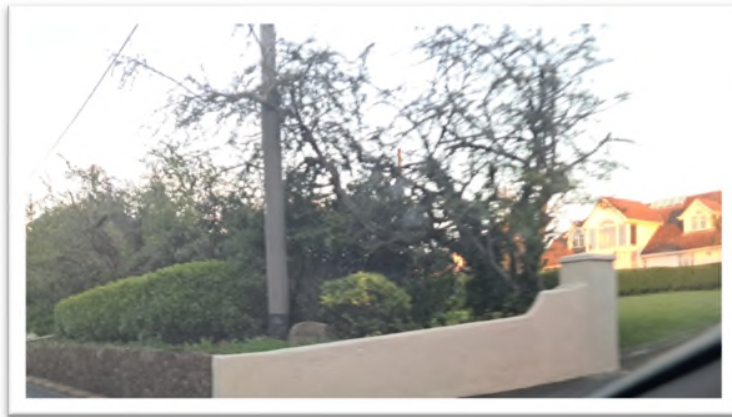
3.3 Problem

LOCATION

Drawing D805-OCSC-XX-XX-DR-C-003-5 A3 P01, Private accesses on the southern side.

PROBLEM

Some of the private accesses on the southern side have relatively steep falls towards Hillcrest Road. These could be made more steep with the proposed works leading to drivers not being able to stop in icy conditions resulting in side-impact collisions.



RECOMMENDATION

It is recommended suitable dwell areas be incorporated into the access design or that wheel stop features be provided.

4.0 Observations

4.1 Observation

It is assumed that the longitudinal transition kerbs will be suitably long to avoid an undulating effect for cyclists.

5.0 Audit Statement

We certify that we have examined the information provided and the site. The examination has been carried out with the sole purpose of identifying any features of the design which could be 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: 12-4-2024

Owen O'Reilly Signed: 
(Audit Team Member) Dated: 12-4-2024

Appendix A

List of Material Supplied for this Road Safety Audit;

- Drawing D805-OCSC-XX-XX-DR-C-002 A3 P01
- Drawing D805-OCSC-XX-XX-DR-C-003 A3 P01
- Drawing D805-OCSC-XX-XX-DR-C-004 A3 P01
- Drawing D805-OCSC-XX-XX-DR-C-005 A3 P01

Appendix B

Feedback Form

SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT

Scheme: Hillcrest Road, Sandyford

Stage: 1 Road Safety Audit

Date Audit (Site Visit) Completed: 9-4-2024

Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative measures accepted by Auditors (Yes/No)
3.1	Yes	Yes		
3.2	Yes	Yes		
3.3	Yes	Yes		

Signed



Date: 11/04/2024

Design Team Leader

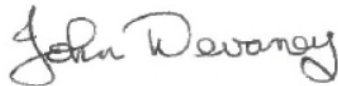
Signed:



Date.....12-4-2024.....

Audit Team Leader

Signed:



Date: 12/04/2024

Employer: Dun Laoghaire Rathdown County Council

Appendix C

Problem Location Plan.

