

ST1 RSA-MONAGHAN CIVIC OFFICES  
DBFL

### 3.6 Problem

#### LOCATION

Drawing 220084-RY-04-Z00-XXX-DR-DBFL-CE-1001 Rev 0 and 1002 rev 0, Tie in at The Diamond.

#### PROBLEM

The proposed shared path leads to the car parking area at the Diamond. The existing link from there to the main car park and access to the shopping area is not suitable for mobility impaired pedestrians.



#### RECOMMENDATION

It is recommended that an alternative route for pedestrians be provided with more suitable gradients.

## 4.0 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: Norman Bruton

**(Audit Team Leader)**

Dated: 29-9-2023

**Owen O'Reilly**

Signed: Owen O'Reilly

**(Audit Team Member)**

Dated: 29-9-2023

## Appendix A

### List of Material Supplied for this Road Safety Audit;

- Drawing 220084-RY-04-Z00-XXX-DR-DBFL-CE-1001 Rev 0 and 1002 rev 0

## Appendix B

### Feedback Form

## SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT

### Scheme: Civic Offices

## Stage: 1 Road Safety Audit

Date Audit (Site Visit) Completed: 13-6-2023

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	<p>Speed control on new steep cycle tracks.</p> <ul style="list-style-type: none"> <li>Bollards (circa 1000mm high flexible removable bollard ) at centre and outside of lanes complete with narrowing road markings to give the impression of gateway feature to reduce speed (see snip below). Would propose at roughly 40m centres on steep sections</li> <li>Provision of Sign W105 (8%) warning both vehicles and cyclists of steep gradients</li> </ul> 	