

1.0 Introduction

This report was prepared in response to a request from Mr. John Carr, DBFL Consulting Engineers, for a Stage 1 Road Safety Audit for the proposed road and active travel links being part of an overall scheme for Monaghan County Council's new civic offices.

The Road Safety Audit Team comprised of;

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TII Auditor Approval no. NB 168446

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The Road Safety Audit involved the examination of drawings and other material provided by DBFL and a site visit by the Audit Team together on the 13th of June 2023.

The weather at the time of the site visit was dry and the road surface was also dry.

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**.

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2.0 Background

It is proposed to provide a new road and greenway/active travel links to undeveloped lands to the east of Glaslough Street and Dublin Street in Monaghan. The road and greenway would join the L14105 which currently leads to the Monaghan Harps GAA grounds and continues to close to the Glaslough Street pathway entrance to the St Davnet's Hospital. A temporary turning head is to be provided until the future Roosky square development is constructed.

A shared use path link to the Diamond is to be provided and the existing Infirmary Hill path leading to Old Cross Square is to be upgraded.

The existing topography is hilly and the design is therefore constrained with regard to gradients available for vulnerable road users.

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 220084-RY-04-Z00-XXX-DR-DBFL-CE-1001 Rev 0 and 1002 rev 0, vertical alignment.

PROBLEM

The vertical alignment of the two-way cycle track could result in excessive downhill speeds which could lead to loss of control by cyclists or collisions with other cyclists. It could also lead to collisions with vehicles exiting the civic offices or other development accesses.

RECOMMENDATION

It is recommended that speed control features be provided to prevent excessive downhill cyclist speeds.

3.2 Problem

LOCATION

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

PROBLEM

The vertical alignment of the footpath may lead to difficulty for some mobility impaired pedestrians to access the civic offices and future Rooskey development on foot. Although the topography is steep a lack of aid could lead to possible falls or inaccessibility.

RECOMMENDATION

It is recommended that local widening be provided at regular intervals with rest areas/benches.

3.3 Problem

LOCATION

Drawing 220084-RY-04-Z00-XXX-DR-DBFL-CE-1001 Rev 0 and 1002 rev 0, existing pathway to Glaslough Street.

PROBLEM

The existing pathway to Glaslough Street is very steep and may lead to loss of control for cyclists or overshoot into the carriageway by cyclists.



RECOMMENDATION

It is recommended that speed control measures be provided on the existing path.

3.4 Problem

LOCATION

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

PROBLEM

The steep slopes on the carriageway and cycle, footpath and shared use paths combined with the high elevation and shaded area within cuts could lead to areas with frost and ice in winter time. A lack of grip could lead to loss of control and loss of traction for motorists and cyclists and slips and falls for pedestrians.

RECOMMENDATION

It is recommended that the layout be designed such that winter maintenance vehicles can access all areas for spreading of salt/grit.

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3.5 Problem

LOCATION

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

PROBLEM

There is a risk that during high attendance fixtures at the GAA grounds that drivers will park on the verge and partially on the two-way cycle track thereby blocking the route for cyclists and leading to possible collisions with opening doors. Parking may also occur on the swale side of the new road.



RECOMMENDATION

It is recommended that preventative measures be provided to avoid parking overspill from the GAA grounds.