

Stable Lane Car Park

Stage 1 Road Safety Audit

Malachy Walsh & Partners

November 2023

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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 proposed Stable Lane Car Park .

The Audit has been completed by Traffico on behalf of Malachy Walsh & Partners.

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Thursday 23 rd November 2023	Daylight	Sunny with dry 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)	Jason Walsh BEng (Hons) PCert (RSA) CEng MIEI	JW3362499
Audit Trainee (AT)	Seamas O Reilly BEng CMIEI	-

Table 1.2 – Audit Team Details

1.4 Design Information Examined as Part of the Audit Process

The following drawing(s) were examined as part of the Road Safety Audit (RSA) process:

Drawing No.	Drawing Title	Revision
23920 MWP ZZ ZZ SK C 0004	Stable Lane Car Park – Option 3 Car Park Layout	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: Drivers Travelling Against One-Way System

Location: Car Park Entry & Exit Points & Circulatory Road

Errant drivers travelling in opposition to the designated one-way operation of the car park could cause opposition type conflicts and collisions at the entry-only point onto Chapel Street (which has constrained sight lines).

Figure 2.1 – Errant Drivers Travelling Against One-Way System



Recommendation

A highly conspicuous regime of road signage and road makings should be prescribed to make the one-way operation of the car park abundantly clear to drivers. Such measures might include appropriate gateway signage at the designated entry and exit points, supported with suitable road markings, including in-lane directional arrows repeated at regular intervals.

2.2 Problem: Inconsiderate Parking Impacting on Car Park Safety

Location: Internal Car Park Circulatory Area

Inconsiderate parking behaviour in unregulated pockets of space within the car park could lead to driver frustration, blocking of the one-way circulatory lane and material damage collisions.

Figure 2.2 – Possible Locations for Inconsiderate Parking



Recommendation

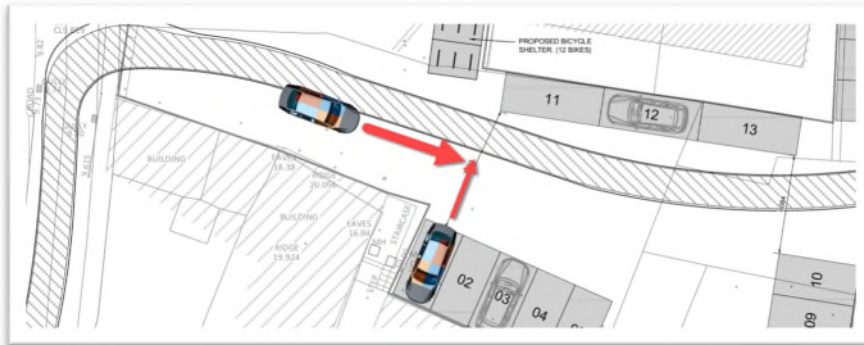
Appropriate measures should be set in place to prevent inconsiderate parking behaviour in unregulated pockets of space within the car park.

2.3 Problem: Vehicles Reversing into Path of Inbound Traffic

Location: Vehicle Entry Point & Car Park Spaces 1 - 5

Vehicles reversing out of car parking spaces 1 to 5 are unlikely to be able to register a vehicle entering from their right. This could lead to sudden braking and side impact type collisions.

Figure 2.3 – Conflict between Incoming Vehicle & Reversing Vehicle



Recommendation

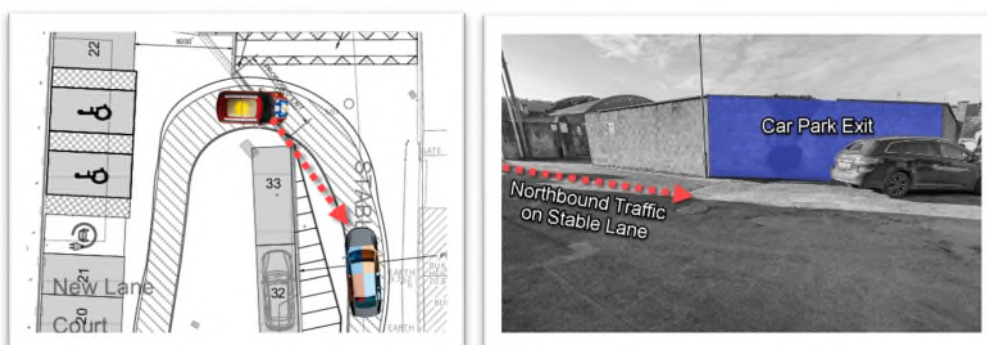
The risk should be mitigated by narrowing the inbound circulatory lane (to slow entry speeds) and by moving car parking spaces 1 to 5 north (to improve intervisibility).

2.4 Problem: Sight Lines at Car Park Exit

Location: Car Park Exit onto Stable Lane

Drivers exiting the car park onto Stable Lane will have their line of sight to northbound vehicles on Stable Lane partially obscured by parking space 33 and (possibly) the adjacent boundary wall. This could increase the risk of a collision on Stable Lane at the car park exit.

Figure 2.4 – Sight Line at Car Park Exit to Northbound Vehicle on Stable Lane



Recommendation

To throttle northbound vehicle speeds on Stable Lane, the proposed speed ramp should be extended south to create a junction table across the full width of the car park exit. This should be coupled with constructing a buildout on Stable Lane (adjacent to spaces 32 & 33) to create a buffer for vehicles exiting the car park to advance into and improve their sight line looking to the right.

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



Signed:

Date:

23rd November 2023

Jason Walsh

Audit Team Member
Road Safety Engineering Team



Signed:

Date:

23rd November 2023

Seamas O Reilly

Audit Trainee
Road Safety Engineering Team



Date:

23rd November 2023

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: Stable Lane Car Park

Audit Stage: Stage 1 Road Safety Audit

Audit Date: 23rd November 2023

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		
2.2	YES	YES		
2.3	YES	YES	We will investigate measures to mitigate the risk including "Reverse Parking" signage.	Comment noted.
2.4	YES	YES	We will investigate measures to mitigate the risk.	Comment noted.

* 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: Máire Keane

Designer's Signature: 


Date: 27/11/2023

Employer's Name: CIARÁN O'SHEA

Employer's Signature: 

Date: 28/11/2023

Audit Team's Name: Martin Deegan

Audit Team's Signature: 

Date: 29 November 2023



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