



## **Stage 1 Road Safety Audit**

**Strategic Housing Development at Bóthar An Choiste,  
Castlegar, Galway**

On behalf of Lock House Developments Ltd

Prepared By:

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**July 2022**

**Civil**  
**Structural**  
**Traffic**

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## Document History

<b>Revision</b>	RO	RO								
<b>Purpose of Issue:</b> P=Preliminary PG=Progress C=Comment I=Information PL=Planning T=Tender CN=Construction	C	PL								
<b>Date:</b>	21 07 22	25 07 22								
<b>Originator:</b>	SS	SS								
<b>Checked By:</b>	FF	FF								
<b>Approved By:</b>	FF	FF								

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## 1. Introduction

- 1.1. This report describes a Stage 1 Road Safety Audit carried out on behalf of Lock House Developments Ltd on a proposed Strategic Housing Development at Bóthar an Choiste, Castlegar, Galway.
- 1.2. The audit was carried out between 28<sup>th</sup> September 2021 and 21<sup>st</sup> July 2022.
- 1.3. The audit team were as follows:
  - Team Leader:**  
Francis Fidgeon, Chartered Engineer, BE CEng MIEI  
Certificate of Competency in Road Safety Audits (UCD, 2013)  
TII Auditor Ref. FF74289
  - Team Member:**  
Stuart Summerfield, HNC (Civil) MCIHT FSoRSA  
Certificate of Competency in Road Safety Audits (SoRSA, 2015)  
TII Auditor Ref. SS73290
- 1.4. The audit comprised an examination of the drawings relating to the scheme supplied by the design office. A site visit was carried out by both Audit Team members together on 28<sup>th</sup> September 2021 between the hours of 14:00-15:00. Weather conditions during the inspection were showers and the road surface was generally dry. Photographs were taken during the inspection.
- 1.5. This Stage 1 audit has been carried out in accordance with the relevant sections of the Transport Infrastructure Ireland (TII) Publication (Standard) GE-STY-01024 (Dec 2017) 'Road Safety Audit'. The audit 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.
- 1.6. Appendix A describes the documents examined by the Audit Team.
- 1.7. All of the 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.

## **2. Items Resulting from Previous Stage 1 Audit**

No previous Road Safety Audit has been offered for reference.

### **3. Items Resulting from This Stage 1 Audit**

#### **3.1 Collision Data**

Collision data has not been supplied with this scheme.

Road Collision Data is not currently available on the Road Safety Authority Database.

## **3.2 General Problems / Problems at Multiple Locations**

### **3.2.1 Long Straights**

**Problem:** The development consists of a series of straight or nearly straight roads.

**Hazard:** High vehicle speeds may result in severe injury to NMU's.

**Recommendation:** Ensure the layout does not result in higher speed through the development.

### **3.2.2 Turning Heads**

**Problem:** No turning facility is provided for the bin wagon on some cul-de-sacs.

**Hazard:** Reversing of this vehicle over longer distances should be avoided to prevent possible pedestrian collision.

**Recommendation:** Provide turning heads as necessary.

### **3.2.3 Gradient at Junctions**

**Problem:** The exit from the development and some internal junctions are shown to have downhill gradients of 1:25.

**Hazard:** Users may errantly roll into the path of oncoming traffic on the public road/mainline.

**Recommendation:** Provide dwell areas with suitable gradients.

### 3.3 Problems at Specific Locations

#### 3.3.1 Crossroads

**Problem:** A crossroad type junction exists in the middle of the development.

**Hazard:** Cyclists may proceed straight across the mainline without stopping and be struck or side impact collisions may result.

**Recommendation:** Rearrange the layout such that the sideroads are staggered.

#### 3.3.2 Parking in Turning Head

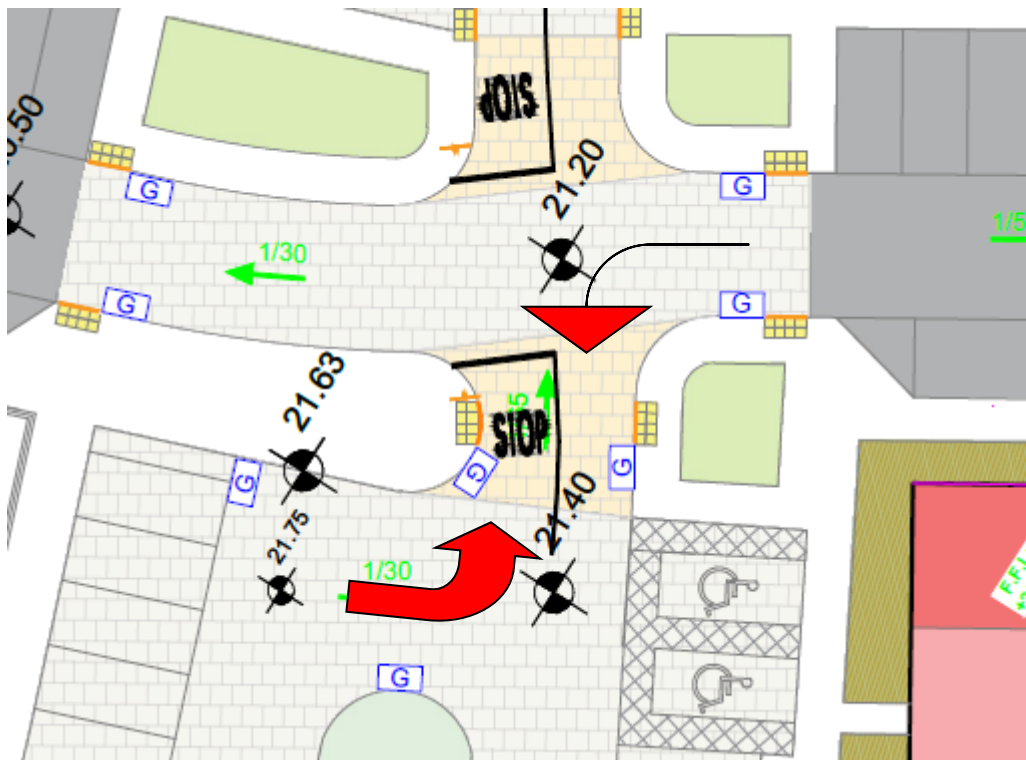
**Problem:** Parking may occur within the turning head of the north-eastern cul-de-sac.

**Hazard:** The bin wagon may be forced to reverse over a long distance and strike a pedestrian.

**Recommendation:** Ensure parking cannot occur in the turning heads.

#### 3.3.3 Proximity of Junctions

**Problem:** The exit from the parking area is close to the entry off the spine road.



**Hazard:** Entering traffic may impact with the left turning exiting vehicle.

**Recommendation:** Ensure sufficient separation of junctions to avoid potential conflict.



### **3.3.4 Footpath Termination on Public Road**

**Problem:** The proposed new footpath along the frontage of the development on the west side of the public road terminates to the south where there is no safe width for pedestrians to continue on that side.

**Hazard:** Pedestrians will likely cross to the path opposite at the termination. Poor sight visibility exists for pedestrians to cross here due to the existing hedging to remain and they may be struck by approaching traffic.

**Recommendation:** Do not continue the path to this location but terminate where adequate visibility to safely cross is available.

### **3.3.5 Junction with Public Road**

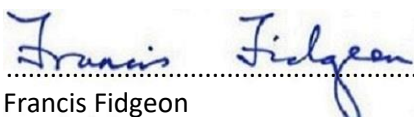
**Problem:** No dropped kerbs are shown for pedestrians to cross main access.

**Hazard:** NMUs may trip into the carriageway.

**Recommendation:** Provide dropped kerbs and tactile.

#### 4. Audit Team Statement

We certify that we have examined the drawings and other information listed in Appendix A. 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. The problems that we have identified have been noted in the report, together with suggestions for improvement which we recommend should be studied for implementation. No one in the audit team has been involved with the scheme design as shown in Appendix A.

Signed  .....

Francis Fidgeon  
Chartered Engineer  
Audit Team Leader

Date *21<sup>st</sup> July 2022* .....

Signed  .....

Stuart Summerfield  
Audit Team Member

Date *21<sup>st</sup> July 2022* .....

## Appendix A List of Documents Examined

DOCUMENT REF / NAME:	RECEIVED FROM:	DATE:
10750-2109-Proposed Roads Layout	TOBIN Consulting Engineers	05/07/2022
10750-2110 Autotrack Large Car	TOBIN Consulting Engineers	05/07/2022
10750-2111 Autotrack Refuse Truck	TOBIN Consulting Engineers	05/07/2022
10750-2112 Autotrack Fire Truck	TOBIN Consulting Engineers	05/07/2022

## Appendix B RSA Feedback Form

# ROAD SAFETY AUDIT FEEDBACK FORM


CST Group Chartered Consulting Engineers  
1, O'Connell Street, Sligo, F91 W7YV, Ireland

**Scheme:** Strategic Housing Development at Bóthar An Choiste, Castlegar, Galway  
Lock House Developments Ltd

**Audit Stage:** 1 **Date Audit Completed:** 21/07/2022 **Route No.** \_\_\_\_\_ **Our Ref :** 121117|R0

TO BE COMPLETED BY DESIGNER				TO BE COMPLETED BY AUDIT TEAM LEADER
Paragraph No. in Safety Audit Report	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)
3.2.1	YES	YES		
3.2.2	YES	YES		
3.2.3	YES	YES		
3.3.1	YES	YES		
3.3.2	YES	YES		
3.3.3	YES	YES		
3.3.4	YES	YES		
3.3.5	YES	YES		

Signed:  Designer Date: 22/07/2022  
Michael Naughton  
TOBIN Consulting Engineers

Signed:  Audit Team Leader Date: 25/07/22  
Francis Fidgeon  
CST Group Chartered Consulting Engineers

Signed:  Employer Date: 24/7/2022  
Tom Broderick  
Lock House Developments Ltd