

Gallanes Amenity Area (Phase 2)



Road Safety Audit Stage 1/2

**OCTOBER 2021**



**MHL & Associates Ltd.**  
**Consulting Engineers**





### Document Control Sheet

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## 1 NON TECHNICAL SUMMARY

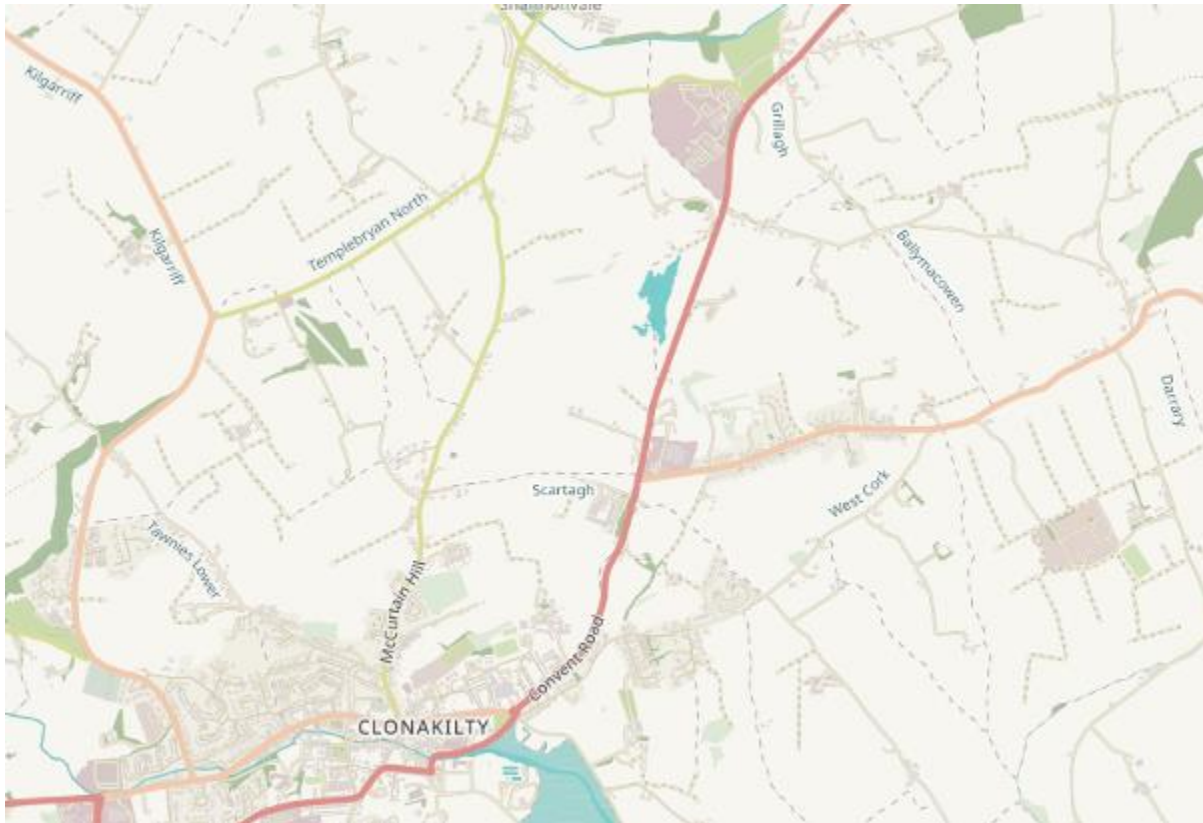
M.H.L. & Associates Ltd. Consulting Engineers have been engaged by Cork County Council (CCC), to prepare a Stage 1/2 Road Safety Audit (RSA) Audit. This Audit is being prepared as part of a Part VIII planning application for new car parking facilities and pedestrian walkway at Gallanes, Clonakilty.

The Part VIII planning application focus is to extend pedestrian footpath infrastructure to this part of town, providing walking connectivity from the local rugby club, Technology Park and immediate residential area to the town centre which is currently not served. The works will continue the pedestrian amenity walkway located adjacent to the N71, west of the rugby club.

It is envisioned that a new car parking lot is to be developed to allow patrons of the rugby club and locals safely access the proposed amenity walkway. Access to the new car park is proposed to join into the existing rugby club/ local road junction.

Vehicular and pedestrian/cycle access is to be accommodated at the proposed entrance. The scheme is to accommodate a minimal quantum of vehicle parking with restricted road widths provided, reflective of DMURS design principles.

The site location and proposed site layout is shown in following Figures 1.1 and 1.2. See the Site Layout Plan drawing accompanying the application, produced by Cork County Council. In accordance with TII Publication GE-STY-01024, the Audit considers that the new entrance junctions, onto the public road, "results in a change to the road or roadside layout that is initiated and/or executed for commercial or private development", thereby necessitating the completion of a Road Safety Audit.



**Figure 1.1 Site Location**

The Audit Team consists of Brian Loughrey (Team Leader), Brian Murphy (Team Member) and David Murphy (Team observer) of MHL Consulting Engineers. A site visit was undertaken by audit team on Thursday 16/09/2021. The weather at the time of the audit was dry and overcast.

Information provided to assist the Audit consists of the drawings and documents listed in Appendix B. The information provided was considered adequate in terms of detail for the purpose of carrying out a Stage 1/2 road safety audit.

No previous Road Safety Audit reports were provided in relation to the development.

No specific Road Collision data was provided to the audit team. The auditors reviewed the RSA Road Collision Statistics, in the vicinity of the applicant site.

No collisions were recorded in the vicinity of the proposed site entrance and nearby junction at the main N71 junction with L4032 for the period 2005 – 2016.

The Audit has been carried out in accordance with the relevant sections of TII Publication GE-STY-01024 (formerly NRA HD 19/15), "Road Safety Audit". The scheme has not been examined or verified for compliance with any other standards or criteria. The team drove the local road network and walked the road along the site road boundaries and compiled a list of road safety problems and associated recommendations which are presented in this report. Appendix A contains some photographs of the site.

An Audit Team Statement is included at the end of the Report. Appendix D contains the Safety Audit Feedback Form.



## 2 AUDIT LOCATIONS

The three tie-in locations between the project and the existing road network are:

**3. Existing amenity walkway entrance/ junction with N71**

**4. Pedestrian crossing connection N71/L4032**

**5. Pedestrian amenity connection with existing cul-de-sac**



**Figure 2.1 Road safety audit locations**



**Figure 2.2 Audit location: N71/ existing amenity walkway**



**Figure 2.3 Audit location: N71/Local Road**

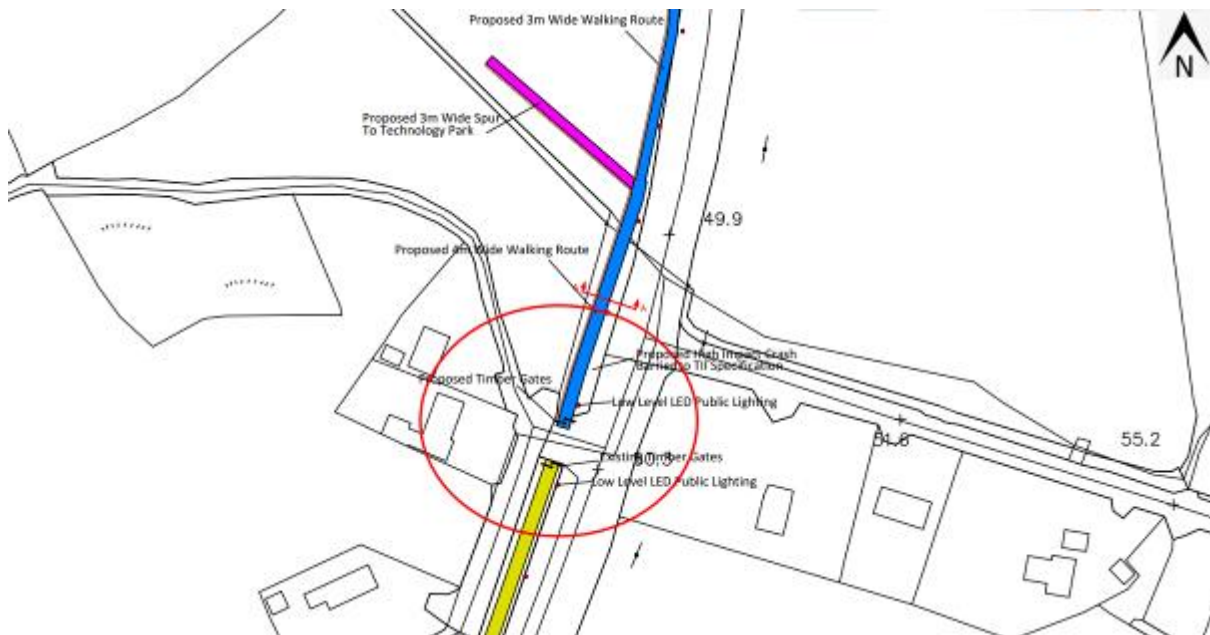


**Figure 2.4 Audit location: Residential Cul-de-sac**

The locations are assessed in the following sections.



### 3 EXISTING AMENITY WALKWAY ENTRANCE/ JUNCTION WITH N71



**Figure 3.1 Audit location**

#### 3.1.1 Problem 1: Entrance Visibility Splays

Visibility splays at the amenity walk tie in location are limited by its proximity to existing roadside parking. Failure to provide appropriate visibility at the junction may lead to collisions between passing vehicles and vehicles exiting the junction. See Photos A1 and A2 in Appendix A.

##### **Recommendation 1**

Provide parking enforcement control road markings with traffic management build-outs and double yellow road marking in the vicinity of the entrance to ensure that appropriate visibility is provided.

#### 3.1.2 Problem 2: Public Lighting Illuminance

It is unclear if the proposed lighting is adequate to properly light the tie in location across the existing residential junction entrance. Failure to adequately illuminate the proposed junction may lead to collisions involving vehicles and pedestrian amenity walkers.

##### **Recommendation 2**

Review the public lighting design in the vicinity of the proposed entrance junction to ensure compliance with relevant design standards. Provide appropriate public lighting for the scheme. Provide adequate lighting at pedestrian crossings and isolated pedestrian pathways.

#### 3.1.3 Problem 3: Public Lighting Columns

The proposed lighting column locations look to be positioned on the road carriageway between audit assessment locations 3 and 4 (the connection with the amenity walk and the connection across the L4032 local road). Failure to provide appropriate column offsets locations may lead to collisions involving passing vehicles.

##### **Recommendation 3**

Review the public lighting design along this section of amenity walkway to ensure compliance with relevant design standards. Provide appropriate public lighting column offsets for the scheme.

**3.1.4 Problem 4: Pedestrian Connectivity**

No pedestrian priority connection to the nearby urban footpath network is provided from the proposed pedestrian entry/exit access, with no pedestrian crossing shown in the vicinity. Failure to provide appropriate pedestrian crossing facilities may lead to collisions involving vehicles and pedestrians travelling to/from this pedestrian route.

**Recommendation 4**

Provide appropriate pedestrian connectivity from the pedestrian route onto the existing footpath network, ensuring compliance with relevant design standards.

**3.1.5 Problem 5: Footpath Boundary Treatment**

It is unclear from the layouts what boundary treatment is proposed along the section of amenity walkway that runs adjacent to the Business Park. Failure to provide appropriate boundary treatment provision may lead to trip/fall hazards to pedestrians travelling to/from this pedestrian route.

**Recommendation 5**

Provide appropriate boundary treatment provision along pedestrian walkway, ensuring compliance with relevant design standards.

**3.1.6 Problem 6: Vehicle Restraint**

The design layouts call up high impact crash barriers to run the full length of the proposed amenity walkway between the walkway tie-in location and the existing L4032/N71 junction. It is unclear if there is sufficient offset between the crash barrier and the N71 mainline traffic.

**Recommendation 6**

Provide appropriate carriageway vehicle offset for the length of the proposed crash barrier along pedestrian walkway, ensuring compliance with relevant design standards.

**3.1.7 Problem 7: Drainage**

The design layouts do not show what drainage proposals are to be provided. The addition of the new hardstand areas in the form of footpaths may lead to standing roadside water, possibly leading to aquaplaning on the road and in the vicinity of the proposed crossings. This may lead to collisions between passing vehicles and crossing pedestrians.

**Recommendation 7**

Provide appropriate surface water drainage ensuring that existing roadside drainage is not impeded.

**3.1.8 Problem 8: Signage**

The design layouts do not show what traffic sign proposals are to be provided. The addition of the pedestrian crossing will lead to greater interaction between vulnerable road users and vehicle traffic. In appropriate signage may lead to collisions between passing vehicles and crossing pedestrians.

**Recommendation 8**

Provide appropriate traffic signage as per the Traffic Signs Manual.

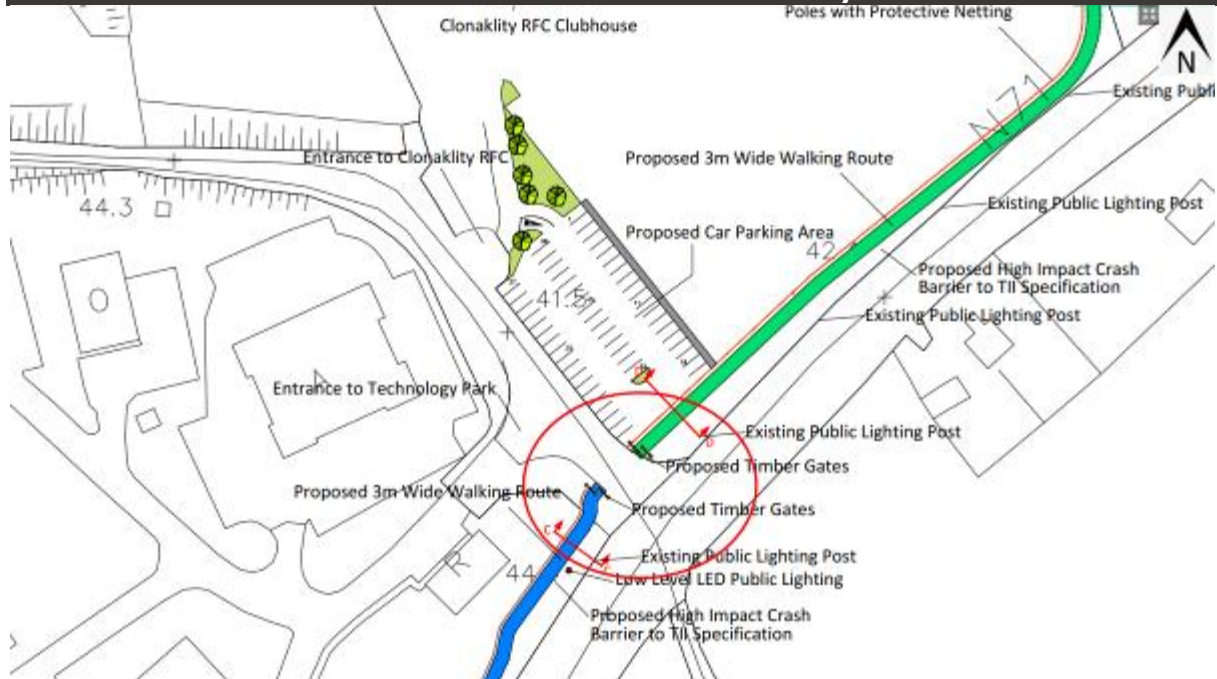
**3.1.9 Problem 9: Junction Tactile Paving**

The proposed layouts do not show tactile paving at the proposed pedestrian crossing location. Failure to provide appropriate tactile paving may lead to visually impaired/vulnerable users walking onto the road carriageway. This could lead to collisions between vehicles and vulnerable users at this location. See Photos A3 and A4 in Appendix A.

**Recommendation 9**

Provide appropriate junction tactile paving on both sides of the junction.

## 4 PEDESTRIAN CROSSING CONNECTION N71/L4032



**Figure 4.1 Audit location**

### 4.1.1 Problem 1: N71 Visibility Splays

Existing visibility splays at the N71 junction should not be hindered by any pedestrian crossing proposals. Failure to provide appropriate visibility at the junction may lead to collisions between passing vehicles and vehicles exiting the junction. See Photos A3 and A4 in Appendix A.

#### **Recommendation 1**

Provide appropriate junction offset for any pedestrian crossing proposals, inclusive of enforcement road markings with traffic management buildouts and double yellow road marking in the vicinity of the entrance to ensure that appropriate visibility is provided.

### 4.1.2 Problem 2: Public Lighting Illuminance

It is unclear if the proposed lighting is adequate to properly light the tie in location across the existing junction entrance. Failure to adequately illuminate the proposed junction may lead to collisions involving vehicles and pedestrian amenity walkers.

#### **Recommendation 2**

Review the public lighting design in the vicinity of the proposed entrance junction to ensure compliance with relevant design standards. Provide appropriate public lighting for at the pedestrian crossing and pedestrian pathways.

### 4.1.3 Problem 3: Public Lighting Column Locations

It is unclear if the existing lighting columns as shown in the layouts are to remain in their current locations or are to be repositioned to account for the new amenity walkway. Failure to provide appropriate column offset locations may lead to collisions involving passing vehicles.

#### **Recommendation 3**

Review the existing public lighting design along this section of amenity walkway to ensure compliance with relevant design standards. Provide appropriate public lighting column offsets for the scheme.

**4.1.4 Problem 4: Public Lighting Column Locations**

It is unclear if the amenity car parking area is to be illuminated. Failure to provide appropriate lighting locations may lead to collisions involving passing vehicles and vulnerable road users.

**Recommendation 4**

Review the existing public lighting design at this section of amenity walkway to ensure compliance with relevant design standards. Provide appropriate public lighting design to relevant standards.

**4.1.5 Problem 5: Pedestrian Connectivity**

No pedestrian connection between the amenity walkway and the proposed amenity car park is shown in the design layouts. Failure to provide appropriate pedestrian access to this carpark may lead to collisions involving vehicles and pedestrians travelling to/from the site along the L4032.

**Recommendation 5**

Provide appropriate pedestrian connectivity from the pedestrian route to the proposed amenity car park, ensuring compliance with relevant design standards.

**4.1.6 Problem 6: Footpath Boundary Treatment**

It is unclear from the layouts what boundary treatment is proposed along the section of amenity walkway that runs adjacent to the Rugby Club. Failure to provide appropriate boundary treatment provision may lead to trip/fall hazards to pedestrians travelling to/from this pedestrian route.

**Recommendation 6**

Provide appropriate boundary treatment provision along pedestrian walkway, ensuring compliance with relevant design standards.

**4.1.7 Problem 7: Drainage**

The design layouts do not show what drainage proposals are to be provided. The addition of the new hardstand areas in the form of footpaths may lead to standing roadside water, possibly leading to aquaplaning on the road and in the vicinity of the proposed crossings. This may lead to collisions between passing vehicles and crossing pedestrians.

**Recommendation 7**

Provide appropriate surface water drainage ensuring that existing roadside drainage is not impeded.

**4.1.8 Problem 8: Signage**

The design layouts do not show what traffic sign proposals are to be provided. The addition of the pedestrian crossing will lead to greater interaction between vulnerable road users and vehicle traffic. In appropriate signage may lead to collisions between passing vehicles and crossing pedestrians.

**Recommendation 8**

Provide appropriate traffic signage as per the Traffic Signs Manual.



**4.1.9 Problem 9: Vehicle Restraint**

The design layouts call up vehicle impact restraint system to run the length of the proposed amenity walkway that abounds the N71. It is unclear the type of containment proposed and its appropriateness for the N71.

**Recommendation 9**

Provide appropriate vehicle impact restraint system to the appropriate containment level for a 100kph National Secondary carriageway. Ensure appropriate vehicle offset between the restraint system is provided for the length of the proposed pedestrian walkway, ensuring compliance with relevant design standards.

**4.1.10 Problem 10: Bus Setdown**

During the site visit, the daily Bus Eireann 237 service that passes the site was seen to stop directly at the N71/L4032 junction, creating a traffic hazard. This is noted in Photo A5. This led to diminished sightlines for existing traffic onto the N71 and unsafe pedestrian movements along the N71 carriageway road edge.

**Recommendation 10**

Provide appropriate bus set down facilities at this location to service the Business/Technology Park and rugby club, ensuring compliance with relevant design standards.

**4.1.11 Problem 11: RFC Visibility Splays**

Existing visibility splays at the Clonakilty Rugby Football Club junction should not be hindered by any pedestrian crossing proposals, boundary treatment proposals or proposed amenity parking facilities. Failure to provide appropriate visibility at the junction may lead to collisions between passing vehicles and vehicles exiting the junction. See Photos A3 and A4 in Appendix A.

**Recommendation 11**

Provide appropriate setback of the car parking spaces from the rugby club boundary with the local road, ensuring junction visibility splay envelopes at the RFC entrance are appropriate to the relevant design speed.

**4.1.12 Problem 12: Forward Visibility Splay of Pedestrian Crossing**

It is unclear if the sufficient forward visibility of approaching cars to the new pedestrian crossing is provided. Failure to provide appropriate forward visibility of the pedestrian crossing may lead to collisions between vehicles and vulnerable users at this location. See Photos A3 and A4 in Appendix A.

**Recommendation 12**

Provide appropriate forward sightlines on all approach arms to the junction, ensuring crossing pedestrians can be clearly seen from the appropriate FSD.

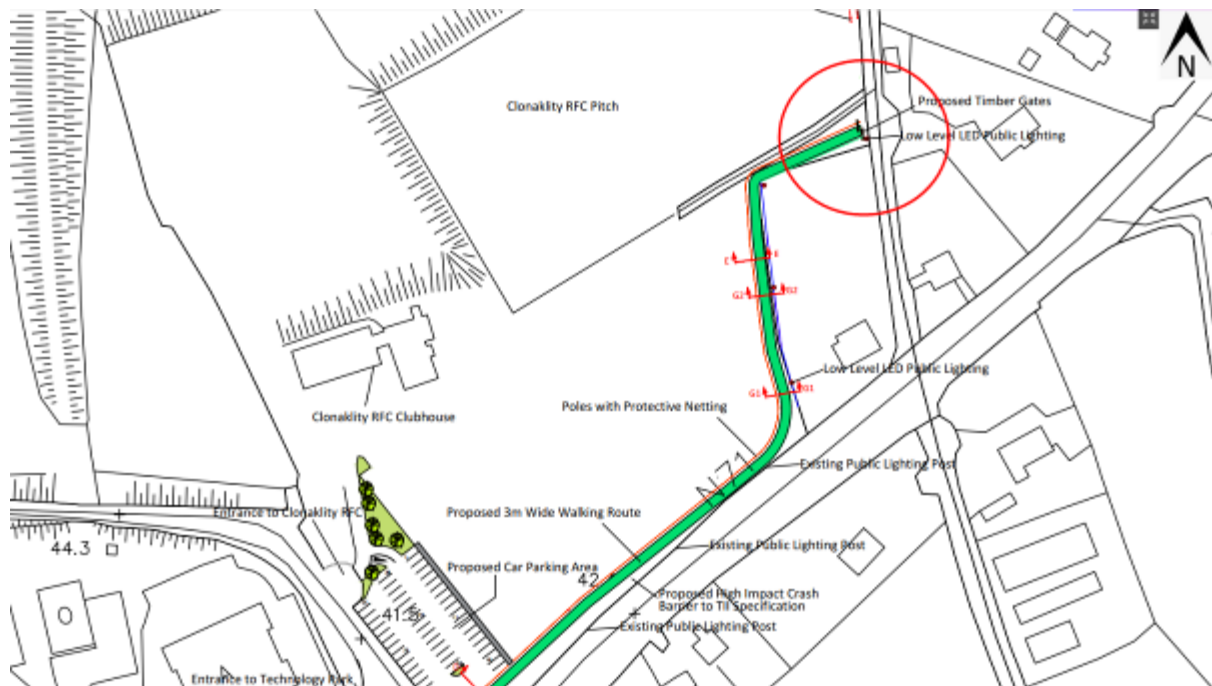
**4.1.13 Problem 13: Junction Tactile Paving**

The proposed layouts do not show tactile paving at the proposed pedestrian crossing location. Failure to provide appropriate tactile paving may lead to visually impaired/vulnerable users walking onto the road carriageway. This could lead to collisions between vehicles and vulnerable users at this location. See Photos A3 and A4 in Appendix A.

**Recommendation 13**

Provide appropriate junction tactile paving on both sides of the junction.

## 5 PEDESTRIAN AMENITY CONNECTION WITH EXISTING CUL-DE-SAC



**Figure 5.1 Audit location**

### 5.1.1 Problem 1: Public Lighting Illuminance

It is unclear if the proposed lighting is adequate to properly light the tie in location across the existing residential junction entrance. Failure to adequately illuminate the proposed junction may lead to collisions involving vehicles and pedestrian amenity walkers.

#### Recommendation 1

Review the public lighting design in the vicinity of the proposed entrance junction to ensure compliance with relevant design standards. Provide appropriate public lighting for the scheme. Provide adequate lighting at pedestrian crossings and isolated pedestrian pathways.

### 5.1.2 Problem 2: Footpath Boundary Treatment

It is unclear from the layouts what boundary treatment is proposed along the section of amenity walkway that runs adjacent to the Rugby Club. Failure to provide appropriate boundary treatment provision may lead to trip/fall hazards to pedestrians travelling to/from this pedestrian route. See Photos A7, A8 and A9 in Appendix A.

#### Recommendation 2

Provide appropriate boundary treatment provision along pedestrian walkway, ensuring compliance with relevant design standards.

### 5.1.3 Problem 3: Drainage

The design layouts do not show what drainage proposals are to be provided. The addition of the new hardstand areas in the form of footpaths may lead to standing roadside water, possibly leading to aquaplaning on the road and in the vicinity of the proposed crossings. This may lead to collisions between passing vehicles and crossing pedestrians.

#### Recommendation 3

Provide appropriate surface water drainage ensuring that existing roadside drainage is not impeded.

**5.1.4 Problem 4: Protective Netting**

The design layouts do not show what protective netting proposals are to be provided. Failure to provide appropriately design protective netting in terms of capture height and netting mesh size may lead to errant balls entering onto the N71, which could lead to collisions between passing vehicles.

**Recommendation 4**

Provide appropriate netting proposals ensuring that errant rugby balls are captured before entering onto the National Secondary Road carriageway.

**5.1.5 Problem 5: Existing Rugby Pitch Lighting**

It is unclear if the mature line that currently lines the boundary between the N71 and the Clonakilty RFC is to be removed. The existing mature trees block pitch flood lighting from entering onto the adjoining N71 carriageway. Failure to take account of obtrusive flood lighting dazzling passing traffic may lead to traffic collisions. See Photo A7 in Appendix A.

**Recommendation 5**

Review the existing public lighting design/lanterns installed for the rugby pitch to ensure obtrusive lighting is mitigated and compliance with relevant design standards is maintained.

**5.1.6 Problem 6: Signage and Lining**

It is unclear what design provision is to be installed at the connection with the cul de sac road, to the east of the site extents. The local road is narrow and could become a location for uncontrolled parking. Failure to take account of uncontrolled parking may lead to traffic collisions.

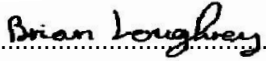
**Recommendation 6**

Provide parking control measures in the form of lining and signage on the cul de sac road.

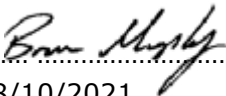
## 6 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in the Appendix to this Report. The examination has been carried out with the sole purpose of identifying any features of the design that 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 recommend should be studied for implementation. The Auditors have not been involved with the scheme design.


Mr Brian Loughrey, BE CEng MIEI

Signed:   
Date: 28/10/2021

Mr Brian Murphy, BE CEng MIEI

Signed:   
Date: 28/10/2021

Mr David Murphy, BEng MA MIEI

Signed:   
Date: 28/10/2021



## 7 APPENDIX

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## 8 APPENDIX A – PHOTOGRAPHS



**Figure 8.1 Site location in relation to the nearby town centre**

## 8.1 EXISTING AMENITY WALKWAY ENTRANCE/ JUNCTION WITH N71



Figure 8.2 Photo A1 Parking in the vicinity of the proposed entrance (Looking north)



Figure 8.3 Photo A2 Parking in the vicinity of the proposed entrance (Looking north)

## 8.2 PEDESTRIAN CROSSING CONNECTION N71/L4032



**Figure 8.4 Photo A3 Parking in the vicinity of the proposed entrance (Looking south)**



**Figure 8.5 Photo A4 Parking in the vicinity of the proposed entrance (Looking north)**





**Figure 8.6 Photo A5 Parking in the vicinity of the proposed entrance (Looking west)**



**Figure 8.7 Photo A6 Existing RFC junction entrance (Looking south)**

### 8.3 PEDESTRIAN AMENITY CONNECTION WITH EXISTING CUL-DE-SAC



**Figure 8.8 Photo A7 Existing practice pitch flood lighting (Looking east)**



**Figure 8.9 Photo A8 Parking in the vicinity of the proposed entrance (Looking west)**





**Figure 8.10 Photo A9 Parking in the vicinity of the proposed entrance (Looking north)**

## 9 APPENDIX B – DRAWINGS & DOCUMENTS SUBMITTED FOR INFORMATION

DRAWINGS BY: Cork County Council			
Ref.	Rev.	Drawing Title	Scale
Layout Drawings			
WC-21-020-01A	-	Site Layout Plan With Proposed Adjoining Paths	NTS
WC-21-020-02 F	-	Site Layout Plan With Proposed Walk Through Rugby Club and Car Parking Area	1:500 A0

**Figure 9.1 B1. Audited Document Register**



## 10 APPENDIX C – RSA COLLISION STATISTICS

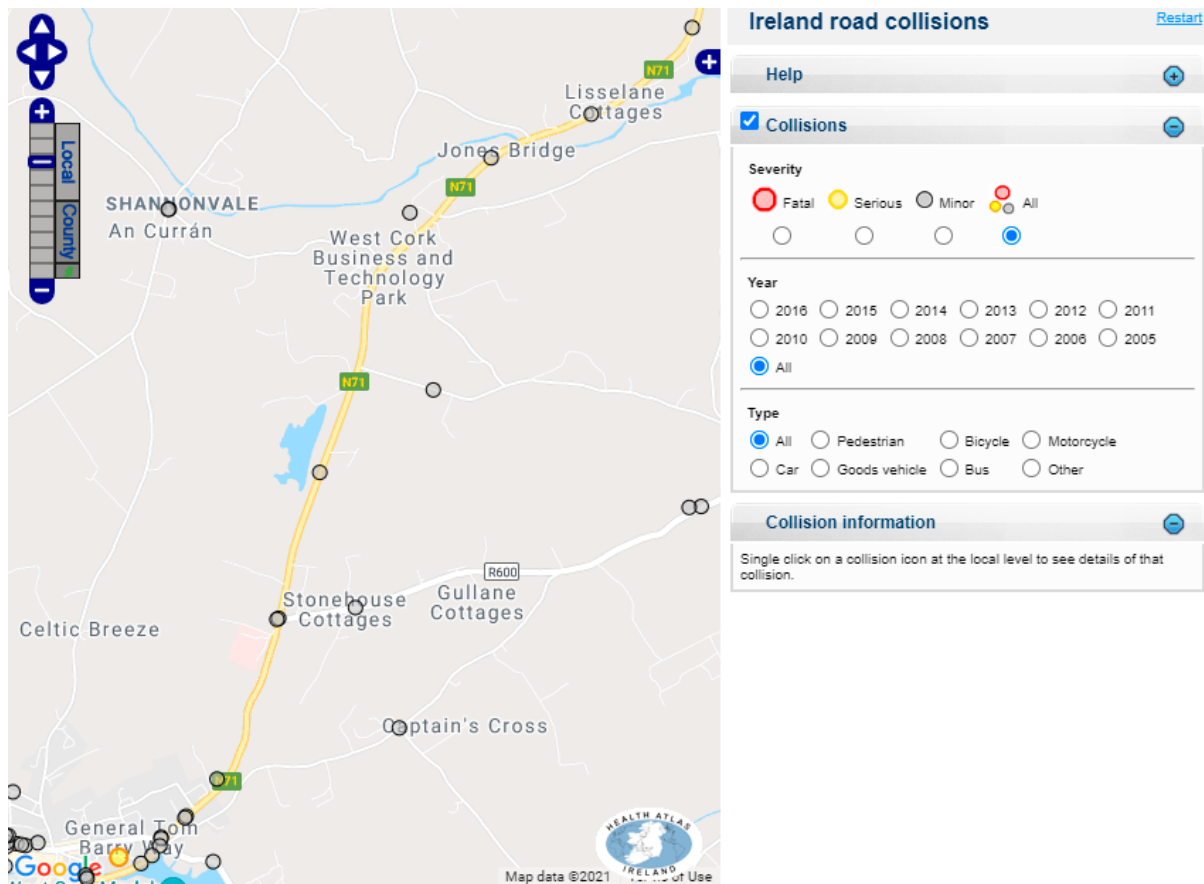


Figure 10.1 C1. Road collision between 2005-2016 (RSA)

## 11 APPENDIX D – RSA FEEDBACK FORM

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## Road Safety Audit Feedback Form

**Scheme:** Proposed Part VIII Walkway, Gallanes

**Audit Stage:** 1/2

**Date Audit Completed:** 28/10/2021

	To be completed by the 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)
3.1.1	YES	YES		
3.1.2	YES	YES		
3.1.3	YES	YES		
3.1.4	YES	YES		
3.1.5	YES	YES		
3.1.6	YES	YES		
3.1.7	YES	YES		
3.1.8	YES	YES		
3.1.9	YES	YES		
4.1.1	YES	YES		
4.1.2	YES	YES		
4.1.3	YES	YES		
4.1.4	YES	YES		
4.1.5	YES	YES		
4.1.6	YES	YES		
4.1.7	YES	YES		
4.1.8	YES	YES		
4.1.9	YES	YES		
4.1.10	YES	YES		
4.1.11	YES	YES		
4.1.12	YES	YES		
4.1.13	YES	YES		



5.1.1	YES	YES		
5.1.2	YES	YES		
5.1.3	YES	YES		
5.1.4	YES	YES		
5.1.5	YES	YES		
5.1.6	YES	YES		

**DESIGNER**

Signed:

*John Drape*

Date:

*18/01/22*

**AUDIT TEAM LEADER**

Signed:

Date:

**EMPLOYER**

Signed:

*John Drape*

Date:

*18/01/22*



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