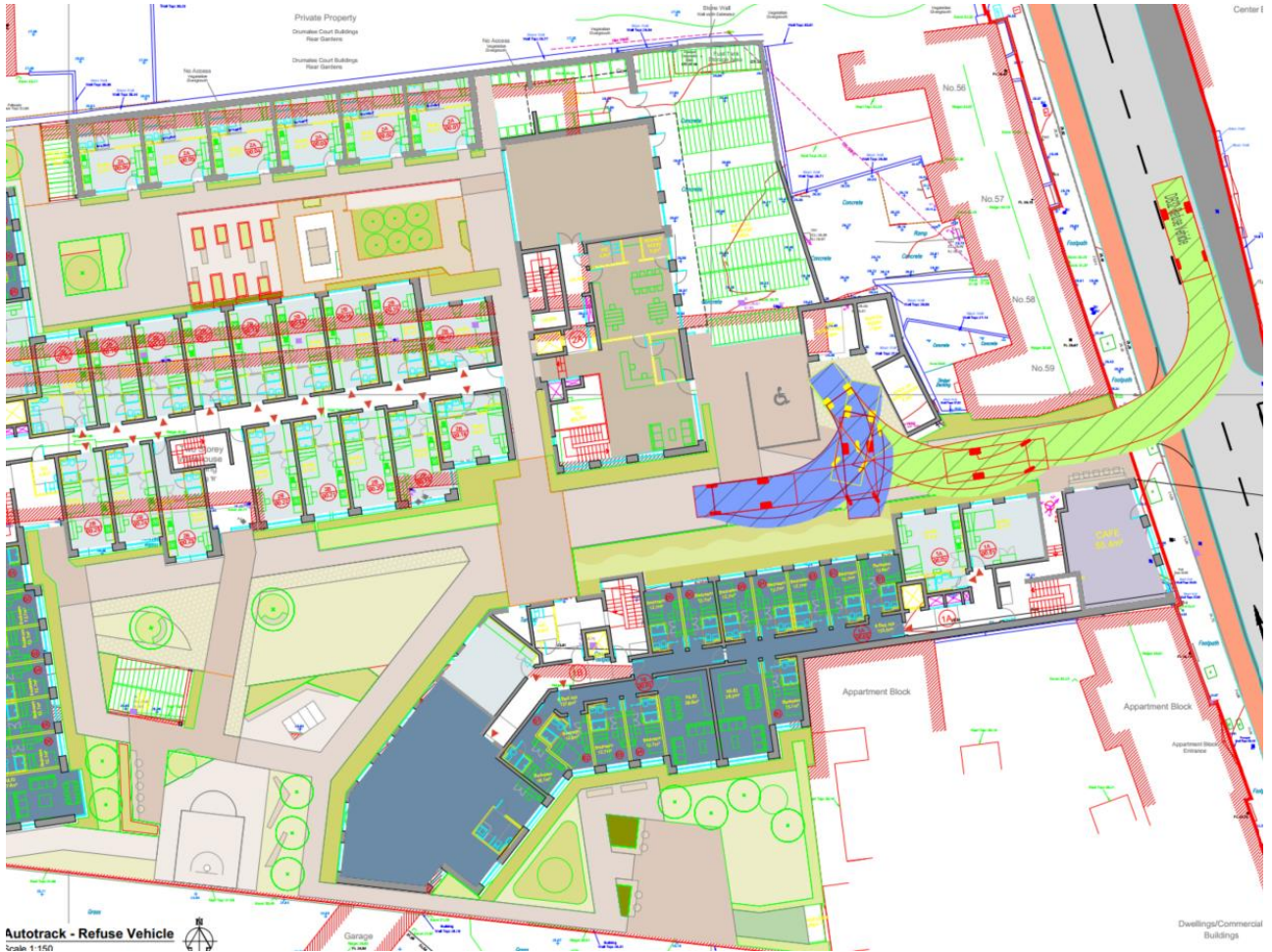


Prussia Street Student Accommodation

Proposed Student Accommodation Prussia Street, Dublin.



Stage 1/2 Road Safety Audit

November 2023



MHL & Associates Ltd.
Consulting Engineers



DOCUMENT CONTROL SHEET

Client	Lyonshall
Project Title	Prussia Street Student Accommodation
Document Title	Report for Stage 1/2 – Road Safety Audit
Job No.	23104TT
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Revision	Status	Author	Reviewed By	Approved By	Date
01	Internal Draft	K Manley	B Loughrey		21/11/2023
02	Client Issue	K Manley	B Loughrey	K Manley	21/11/2023
03	Client Issue	K Manley	B Loughrey	K Manley	22/11/2023

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1. INTRODUCTION

M.H.L. & Associates Ltd. Consulting Engineers have been engaged by Lyonshall Ltd to prepare a Stage 1/2 Road Safety Audit (RSA) for the proposed Student Accommodation development at Prussia Street, Dublin. This Stage 1/2 Road Safety Audit will be submitted as part of a planning application to Dublin City Council for the proposed scheme.

The proposed development site location is off Prussia Street and is accessed directly from the R806 via an existing priority junction. The area is urban in nature with existing public transport provision adjacent to the site. The proposed scheme comprises the provision of 373 bed spaces with on-site provision for 373 secure bicycle parking, 75 visitor bicycle parking spaces and 1 no. disabled space.

Internal within the site entrance plaza is a designated refuse truck collection and turning area, which also caters for deliveries to the proposed café on Prussia Street.

The site is currently served by a private gated access with parking provision within the site. The proposed scheme will see the development of a vehicular access to accommodate refuse collection, emergency vehicle access and limited parking on-site (1 no. disabled parking spaces). This audit considers the development access point onto Prussia Street and the movement of vehicles/bicycles/pedestrians internally within the proposed development.

The development is to be accessed via a proposed priority junction located within the 50kph speed control. Sightlines from the proposed entrance will be a significant improvement over the current access arrangement. Traffic generation to and from the site will be very low based on the nature of the scheme and available parking within the site.

See Figure 1.1 Site Layout.

The Audit Team consists of Brian Loughrey (team leader, TII Ref No. **BL68284**), Ken Manley (team member, TII Ref No. **KM1351495**) of MHL Consulting Engineers.

The team made a site visit on Tuesday 14th November 2023. The weather was dry at the time of the visit.

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 report was provided in relation to the development.

At the time the Audit was carried out, access to road safety data was unavailable as The Road Safety Authority is in the process of reviewing its road traffic collision (RTC) data sharing policies and procedures.

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 C contains the Safety Audit Feedback Form.

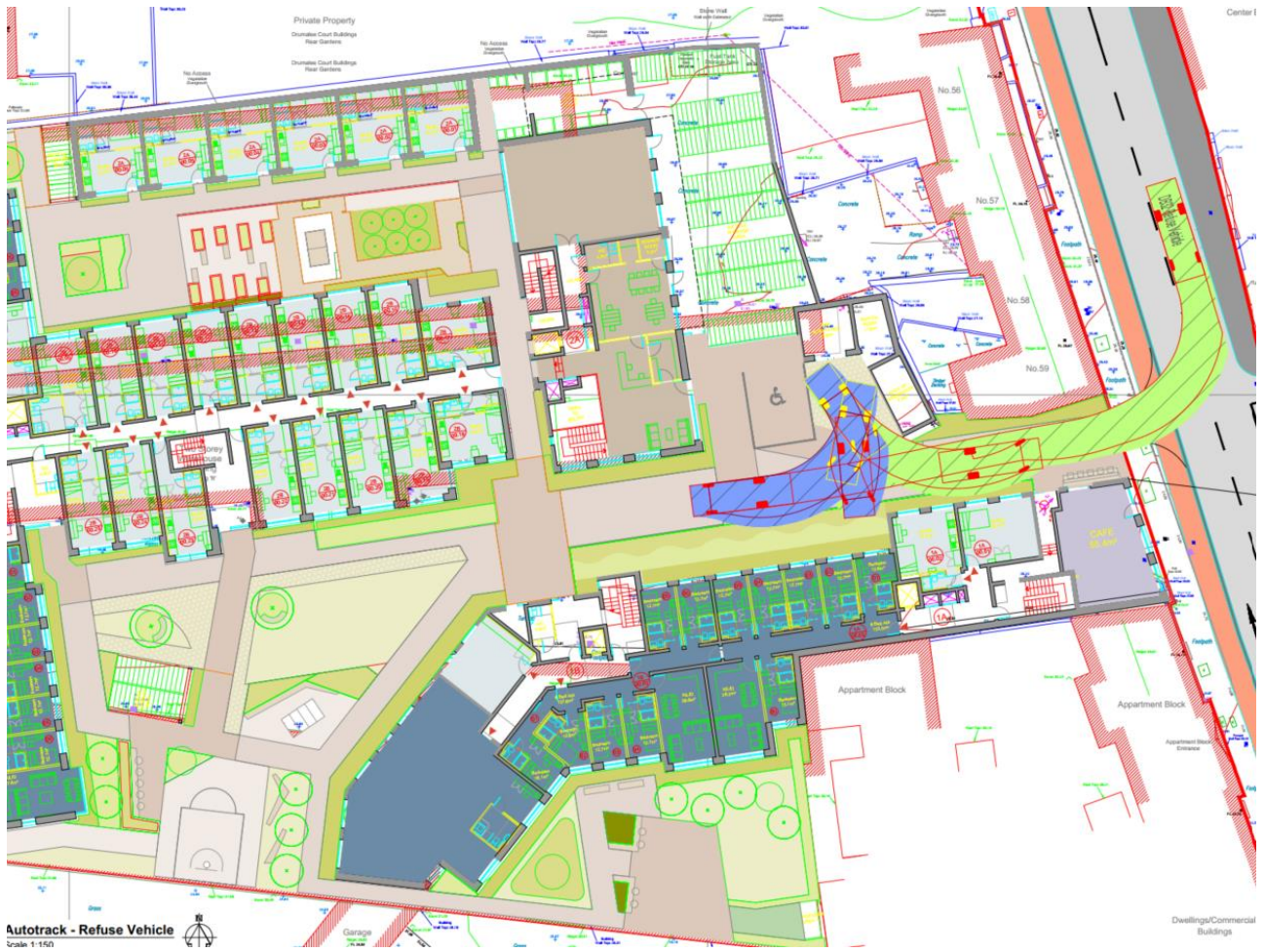
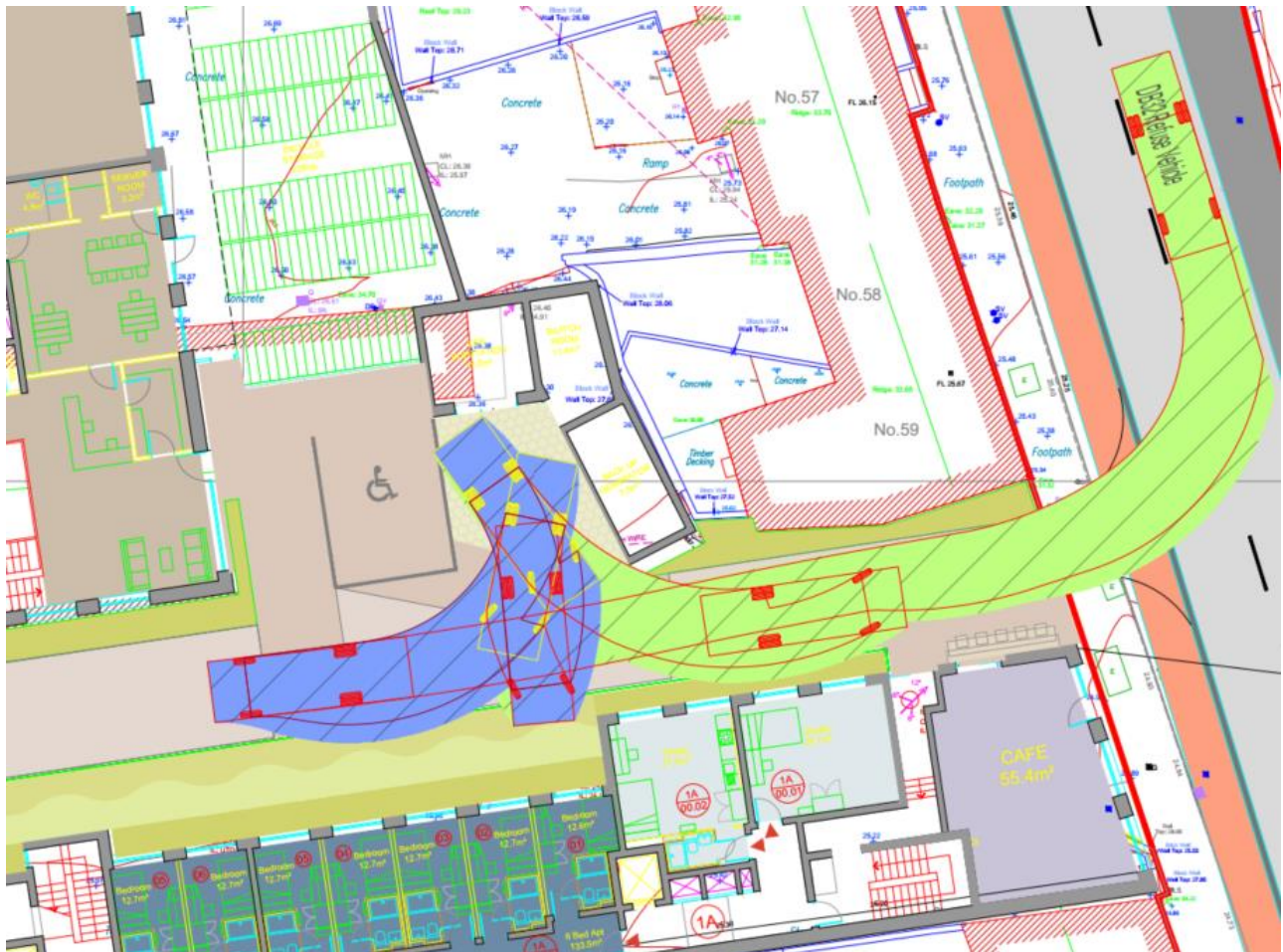


Figure 1.1 – Site Layout

2. AUDIT ISSUES

2.1.PROBLEM: PROPOSED INTERNAL TURNING AREA FOR REFUSE TRUCKS

An AutoTrack analysis of the proposed turning area for a refuse truck was carried out and is presented in the image below. The vehicle, which is seen entering from the north (North Circular Road direction), carries out a 4-point turn which brings the front of the truck close to the building opposite the turning head. Evident is that a disabled car parking space is proposed, which if occupied, would restrict the movements of the truck. This area coincides with the only pedestrian/cycle access/egress from the site implying there is a risk that the truck could come into contact with either pedestrians or cyclists using this same space.



Recommendation 1

The designers should consider moving the disabled space further towards the building to the west which would allow more room for the refuse truck to turn. This would also allow more of a separation distance to the building marked 1A opposite.

2.2.PROBLEM: INTERNAL COURTYARD IS PROPOSED TO BE GATED

The drawing submitted for audit shows that the inner courtyard will be gated with both a pedestrian and vehicular access. In the event of an emergency, fire tender access will potentially need to access this area. The auditors have a concern that there is a potential for this gate to be locked during an emergency hindering access to the rear of the scheme.



Recommendation 2

Systems should be put in place by the development management team to ensure that the proposed gate will be openable in the event of an emergency.

2.3.PROBLEM: TURNING HEAD IN GRASS-CRETE TO ACCOMMODATE A FIRE TENDER TRCUK IS IMPACTED BY PROPOSED PLANTING

The figure below shows the swept path of a fire tender truck which is seen to impact on a proposed tree within the green area.



Recommendation 3

All planting should be located outside of the swept path of vehicles that may required to use this area.

2.4.PROBLEM: NO TAXI-SET DOWN WITHIN THE SCHEME

The proposed scheme seeks to restrict car access to the site except to cater for a disabled person through the provision of a disabled car space within the Entrance Plaza. The auditors have a concern that given the nature of the scheme a significant number of taxi's could be expected to drop off/collect at the site throughout the year. In both the existing scenario and in the future BusConnects scenario the taxi will likely be required to pull onto the cycle lane/footpath which could result in a cyclist on Prussia Street having to leave the cycle lane and merge with mainline traffic.

This could lead to a collision between cyclists and vehicles on Prussia Street.


Recommendation 4

The designers should consider accommodating an internal set-down within the site that would need to be controlled by management staff. Moving the disabled parking to further within the site has the potential to develop this space as a set-down/collect area for the scheme.

3. AUDIT TEAM STATEMENT

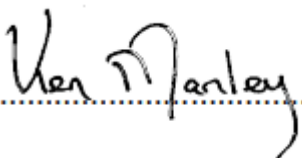
We certify that we have examined the drawings and documents listed in the Appendix to this Report. The examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme. The problems identified 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: 13/11/2023

Mr Ken Manley BE CEng MIEI

Signed: 
.....

Date: 13/11/2023

Appendix A – Drawings & Documents Submitted for Information

Drawings AND DOCUMENTS submitted for information

DRAWINGS BY: Forestbird Design			
Ref.	Date	Drawing Title	Scale
23017-OMP-ZZ-00-M2-A-10000	October 2023	Site Layout Map	N/A

Documents:
Document Title:
Pre Planning Application Form

Appendix B– RSA Feedback Form

Road Safety Audit Feedback Form

Scheme: Student Accommodation Prussia Street, Dublin

Audit Stage: 1/2

Date Audit Completed: 13/11/2023

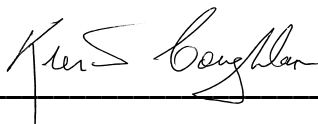
Paragraph No. in Safety Audit Report	To be completed by the Designer			To be Completed by Audit Team Leader
	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Describe alternative measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted	Alternative measures or reasons accepted by auditors (yes/no)
2.1				
2.2				
2.3				
2.4				

Signed:  Designer

Date 12/03/2024

Signed:  Audit Team Leader

Date 22/11/2023

Signed:  Employer

Date 12/03/2024