

Title: **STAGE 1 ROAD SAFETY AUDIT**  
**For;**  
**St. Vincent's Hospital Redevelopment,**

Client: **OCSC Consulting Engineers.**

Date: **March 2023**

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VERSION: **FINAL (29-3-2023)**

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## 1.0 Introduction

This report was prepared in response to a request from Mr. Patrick Raggett, OCSC Consulting Engineers, for a Stage 1 Road Safety Audit of the proposed redevelopment of St. Vincent’s Hospital in Fairview, Dublin 3.

The Road Safety Audit Team comprised of;

Team Leader: **Norman Bruton**, BE CEng FIEI, Cert Comp RSA.

TII Auditor Approval no. NB 168446

Team Member: **Owen O’Reilly**, B.SC. Eng Dip Struct. Eng NCEA Civil Dip Civil. Eng CEng MIEI

TII Auditor Approval no. OO 1291756

The Road Safety Audit comprised an examination of the drawings provided and a site visit on the 23rd of March 2023.

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

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.

A location map showing where each problem occurs is provided in **Appendix A**.

A list of the documents provided to the Audit Team is provided in **Appendix B**.

The feedback form is provided in **Appendix C**.

## 2.0 Background

It is proposed to redevelop St. Vincent's Hospital in Fairview. Various access points would be provided. These include two vehicular accesses off Richmond Road, a link from Convent Avenue and a link to Griffith Court via the St. Vincent's Community Unit. Pedestrian and cyclists access would also be provided from Griffith Court.

A ten year planning application is being sought. The development will consist of,

- Provision of a new part two and part three storey hospital building, providing mental health services, accommodating 73 no. beds, associated facilities, a single storey facilities management building, plant rooms and service areas, associated car and cycle parking, access roads, and open space, all on a proposed hospital site of c. 2.67 ha.
- Refurbishment and repurposing of existing buildings on site including Brooklawn (RPS Ref.: 8789), Richmond House, including chapel and outbuildings (RPS Ref.: 8788), the Laundry building and Rose Cottage for ancillary uses associated with the new hospital. The existing gate lodge building will remain in residential use and used by visiting members of staff to the new hospital.
- Change of use, refurbishment, alterations and extensions, to the existing hospital building (part protected structure under RPS Ref.: 2032), to provide residential amenity areas, a gym, a café, co-working space, a library, a childcare facility, and a community hall (referred to as Block K).
- The proposal includes the demolition of existing structures on site with a GFA of 5,872 sq.m, including the (1) westernmost range of the hospital building, which includes St. Teresa's and the Freeman Wing, (2) extensions to the south and north of the main hospital building, including the conservatory extension, toilet block extension, an external corridor, toilet core, lift core, and stair core (which are all part of / within the curtilage of RPS Ref.: 2032), (3) hospital buildings and outbuildings located to the north of the existing main hospital building, (4) St. Joseph's Adolescent School located in the southeast of the site, (5) Crannog Day Hospital located in the southwest of the site, and (6) extensions to the Old Laundry Building and Rose Cottage.
- Provision of 9 no. residential buildings (Blocks A, B, C, D-E, F, G, H, J, and L) providing a total of 811 no. residential units, including 494 no. standard designed apartments (in Blocks A, B, C, G, H, J, and L) and 317 no. Build to Rent apartments (in Blocks D-E and F). Residential amenities and facilities are proposed in Block C, D-E, J and K. A retail unit is proposed in Block A and a café in Block F. Block J is proposed as an extension of the existing hospital buildings (protected structure RPS Ref.: 2032- referred to as Block K).
- The building heights of the proposed residential blocks range from part 2 to part 13 storeys. A proposed basement / lower ground level, containing car and cycle parking and plant areas, is located below and accessed via Blocks C, D-E and F.
- Access to the new hospital and associated grounds is provided from Richmond Road and

Convent Avenue, with separate internal access points. A separate vehicular access to the residential development is provided from Richmond Road. The development includes a proposed pedestrian / cycle connection to Griffith Court, requiring alterations to the service yard of the Fairview Community Unit, pedestrian / cycle connections to the Fairview Community Unit campus to the north (providing an onward connection to Griffith Court), a pedestrian / cycle connection to Grace Park Wood, and makes provision internally within the site for a potential future connection to Lomond Avenue / Inverness Road.

- The proposal includes public open space, including allotments, children's play areas, a central park, a linear park and an entrance plaza, with a set down area at Richmond Road, and communal open space at surface level. The proposal includes communal roof terraces on Block C and Blocks D-E and private balconies / terraces for the apartments. The proposal also includes provision of internal access roads, car and cycle parking, pedestrian and cycle infrastructure, associated set down areas, alterations to existing landscape features, landscaping, boundary treatments, lighting, telecommunications infrastructure at roof level of Block B, green roofs, lift overruns and plant at roof level, site services, including a watermain connection / upgrade via Griffith Court, Philipsburgh Avenue and Griffith Avenue, site clearance, and all associated site works.

## STAGE 1 RSA – ST. VINCENT'S REDEVELOPMENT OCSC

The site location is shown below.



## 3.0 Issues Raised in This Road Safety Audit.

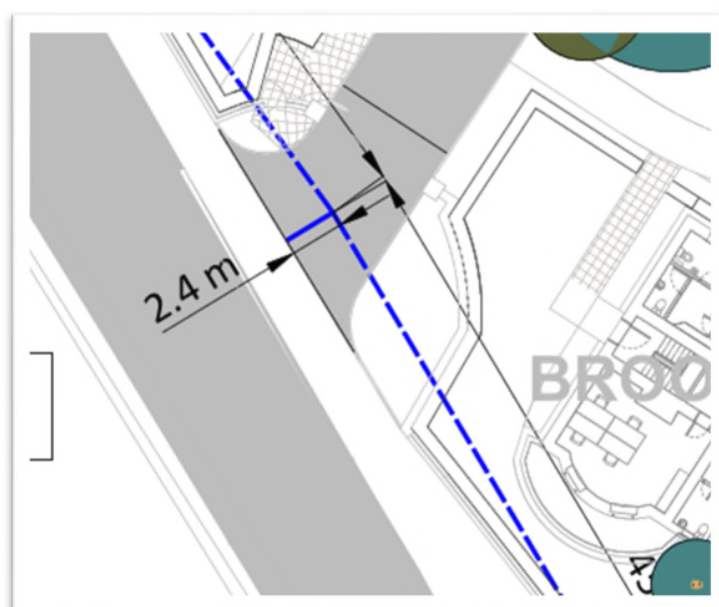
### 3.1 Problem

#### LOCATION

Drawing R517-OCSC-XX-XX-DR-C-0115 S4 P03.

#### PROBLEM

The visibility sightlines shown at the Gate Lodge on Richmond Road appear to cut through the boundary walls. This would indicate that the sight lines cannot be achieved without taking down the old walls. A lack of visibility could lead to side-impact or rear-end collisions.



#### RECOMMENDATION

It is recommended that the required visibility be provided by taking down the walls or by reducing the prevailing speed on Richmond road via traffic calming measures to match the available visibility.

### 3.2 Problem

#### LOCATION

Drawing R517-OCSC-XX-XX-DR-C-0115 S4 P03.

#### PROBLEM

Richmond Road is subject to improvements for pedestrians and cyclists as part of other planned schemes. It is important that the proposed accesses on Richmond Road will be compatible with such schemes to ensure continuity of facilities for vulnerable road users in the future.



## STAGE 1 RSA – ST. VINCENT’S REDEVELOPMENT OCSC

### RECOMMENDATION

It is recommended that consultation with Dublin City Council be undertaken with regard to planned improvements along Richmond Road to ensure compatibility.

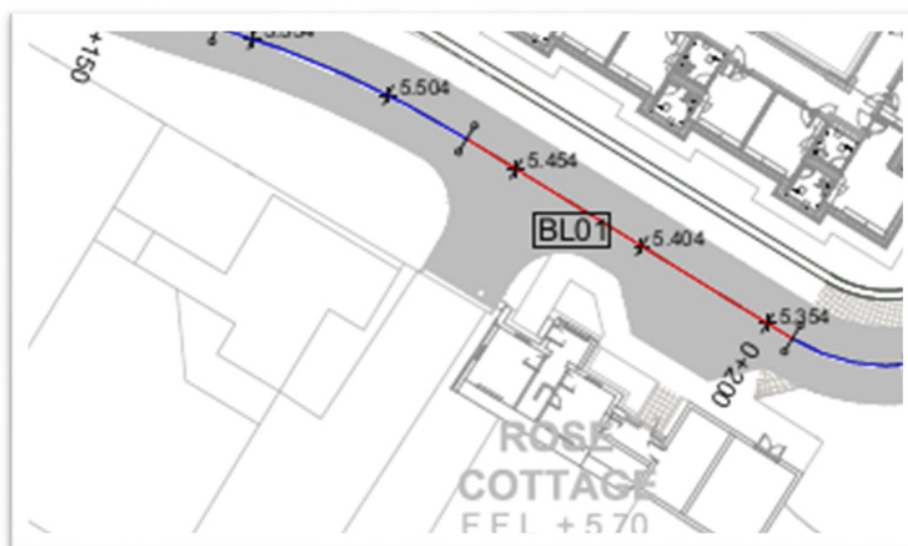
## 3.3 Problem

### LOCATION

Drawing R517-OCSC-XX-XX-DR-C-0110 S4 P03, Convent Avenue.

### PROBLEM

It is proposed to provide a link for vehicular traffic to Convent Avenue. Convent Avenue is a narrow lane and there is just enough room for vehicles to pass if no illegal parking is taking place. The introduction of additional traffic could lead to long reversing manoeuvres resulting in material damage of vehicles or collisions with vulnerable road users.







#### RECOMMENDATION

Restrict access to Convent Avenue.

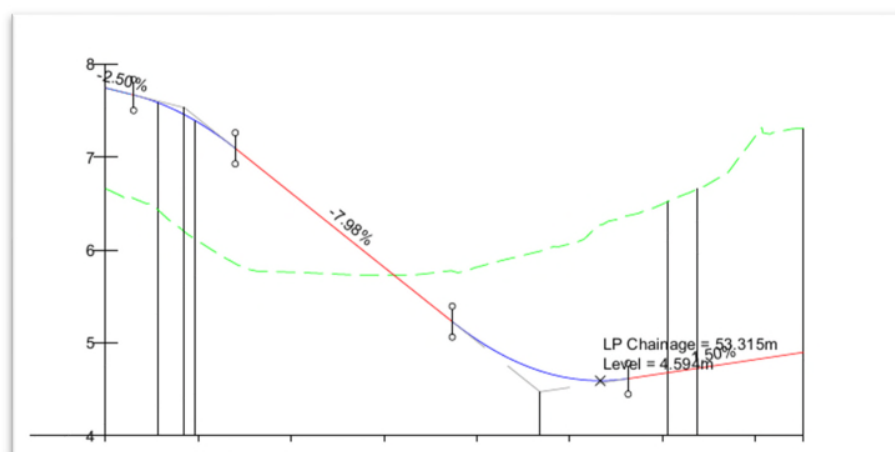
### 3.4 Problem

#### LOCATION

Drawing R517-OCSC-XX-XX-DR-C-0131 S4 P03. Road BL06

#### PROBLEM

The vertical alignment of Road BL06 has a maximum gradient of 7.98%. This could lead to inaccessibility or falls for pedestrians travelling along the road or on the adjacent footpath if it has matching gradients,



## STAGE 1 RSA – ST. VINCENT'S REDEVELOPMENT OCSC

### RECOMMENDATION

It is recommended that footpaths and routes for pedestrians be kept to 5% as far as practicable throughout the development.

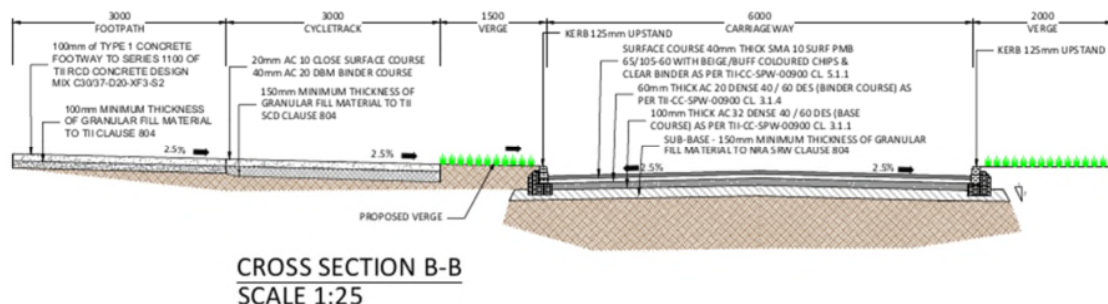
## 3.5 Problem

### LOCATION

Drawing R517-OCSC-XX-XX-DR-C-0145 S4 P03, Cross Section B-B.

### PROBLEM

Cross Section B-B shows a segregated cycle track and footpath each of 3m width on Road BL07. It is unclear if this cross section is maintained in other roads with the cycle track or if the same rendering colour been used for shared use tracks. A lack of distinction between segregated and shared use tracks could lead to collisions between two user groups.



## STAGE 1 RSA – ST. VINCENT'S REDEVELOPMENT OCSC

### RECOMMENDATION

Ensure shared use facilities for pedestrians and cyclists are adequately wide to cater for both user groups and that the interface between shared use areas and segregated use areas for pedestrians and cyclists are clearly defined for visually impaired users.

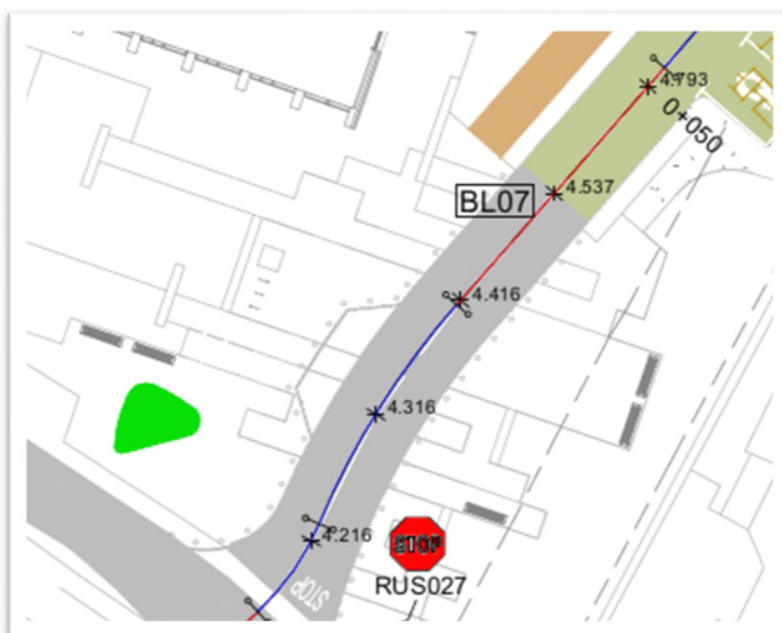
## 3.6 Problem

### LOCATION

Drawing R517-OCSC-XX-XX-DR-C-0110 S4 P03, BL07 Cycle facilities.

### PROBLEM

There is a discontinuity in cycle facilities between the 3m wide cycle track starting at Chainage 40 of BL07 and the start of BL07 at Richmond Road. It is also unclear if the cycle facility is a two-or one way facility and if it is two-way what crossing links are provided for access to the two-way facility along BL07.



## STAGE 1 RSA – ST. VINCENT'S REDEVELOPMENT OCSC



### RECOMMENDATION

Ensure continuity of facilities for cyclists along the entire route.

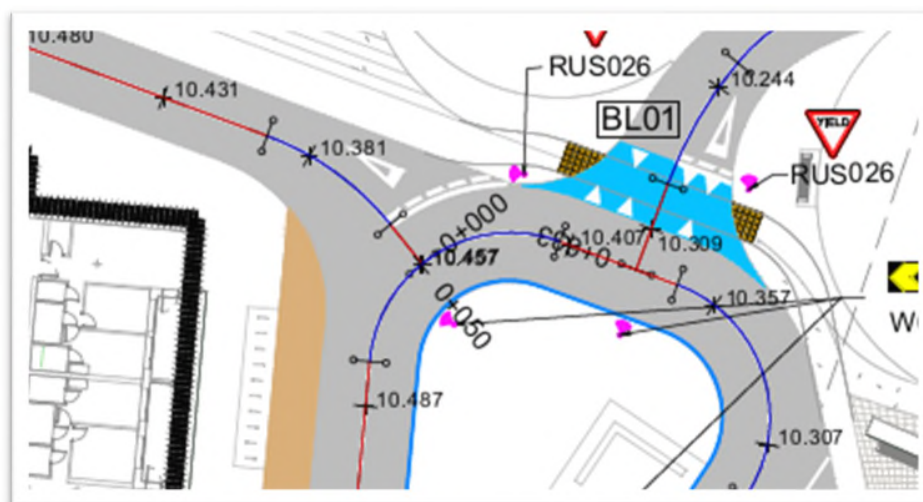
## 3.7 Problem

### LOCATION

Drawing R517-OCSC-XX-XX-DR-C-0111 S4 P03, BL15 Cycle facilities.

### PROBLEM

The cycle track stops at one of the arms of the gyratory of BL15. It is unclear where cyclist travel thereafter or how they access the start of the cycle track. A lack of continuity of cycle facilities could lead to contra - flow cycling with general traffic resulting in head-on collisions.



### RECOMMENDATION

Ensure continuity of facilities for cyclists.

## 4.0 Observations

### 4.1 Observation

The basement details have not been provided to the Audit Team.

## 5.0 Audit Statement

We certify that we have examined the site on the material provided. The examination has been carried out with the sole purpose of identifying any aspects of the design which could be added, 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 would recommend should be studied for implementation. The audit has been carried out by the persons named below who have not been involved in any design work on this scheme as a member of the Design Team.

**Norman Bruton**

Signed: 

**(Audit Team Leader)**

Dated: 29-3-2023

**Owen O'Reilly**

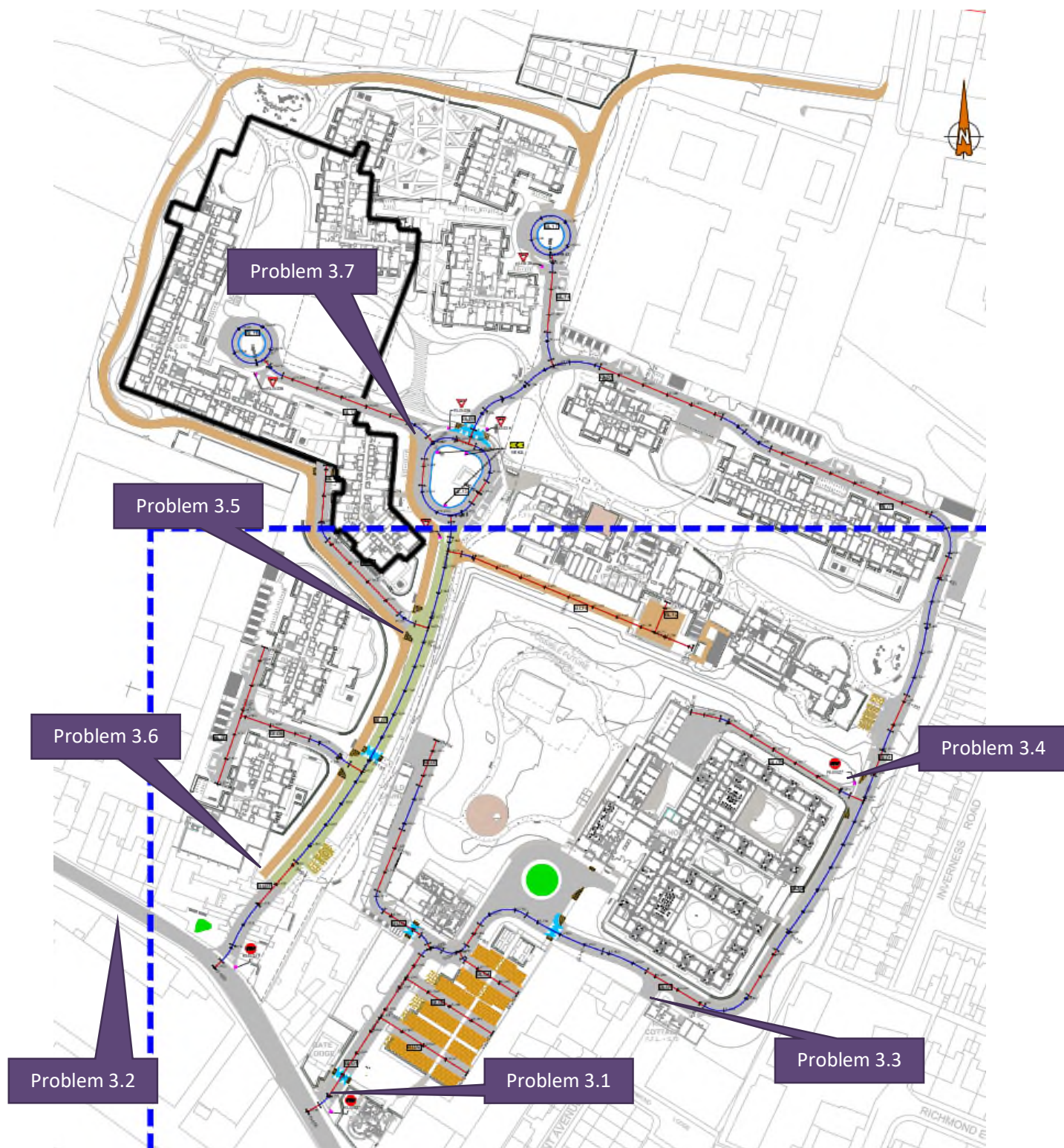
Signed: 

**(Audit Team Member)**

Dated: 29-3-2023



## Appendix A – Problem Location Map





## Appendix B

### Information Supplied to the Audit Team

- Drawing R517-OCSC-XX-XX-DR-C-0151-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0152-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0153-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0154-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0155-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0156-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0157-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0160-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0161-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0162-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0163-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0170-S4-P01
- Drawing R517-OCSC-XX-XX-DR-C-0171-S4-P01
- Drawing R517-OCSC-XX-XX-DR-C-0172-S4-P01
- Drawing R517-OCSC-XX-XX-DR-C-0173-S4-P01
- Drawing R517-OCSC-XX-XX-DR-C-0110-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0111-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0112-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0115-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0130-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0131-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0132-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0133-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0134-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0145-S4-P03
- Drawing R517-OCSC-XX-XX-DR-C-0150-S4-P03

## Appendix C

### Feedback Form

**SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT**

Scheme: St. Vincent's Redevelopment

Stage: 1 Road Safety Audit

Date Audit (Site visit) Completed: 23-3-2023

Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative measures accepted by Auditors (Yes/No)
3.1	Yes	No	The sightlines were not shown correctly on the drawing. The drawing has been amended to set the sightlines back from the edge of the carriageway. This adjustment removes the observed conflict with the walls.	Yes
3.2	No	No	DCC have been consulted in this regard and have advised that there are no details currently available regarding the planned upgrades to Richmond Road. It should also be noted that the development frontage on Richmond Road is relatively limited and is considered compatible with any future upgrades, based on discussions with DCC.	Yes
3.3	No	No	As per the Servicing and Delivery Access Management Plan, the hospital will be serviced from the entrance on Richmond Road. Convent Avenue is expected to be maintained as an access for exceptional use only. All day-to-day access will be via the access junction on Richmond Road.	Yes
3.4	No	No	Road BL06 will be used for service and delivery operations at the hospital exclusively. There isn't any pedestrian or cyclist access	Yes

			associated with this road, which means that the observed standards aren't applicable.	
3.5	Yes	Yes	Cross section B-B has been updated to reflect the road layout. This shows a 3m wide shared surface adjacent the road surface, rather than segregated facilities.	Yes
3.6	Yes	Yes	This has been updated to allow for a continuation of the shared facility to connect appropriately with the road.	Yes
3.7	Yes	Yes	This has been updated to allow cyclists to access the road prior to the roundabout, where they will share the road surface with vehicular traffic. The shared facility will then convert to a pedestrian walkway where it will cross the road at the western leg of the roundabout and tie into further pedestrian infrastructure within the site.	Yes

Signed.....  
Design Team Leader

Date 29-03-2023

Signed.....  
Audit Team Leader

Date: .....28-3-2023.....

Signed.....  
Developer/Employer

Date: .....28-03-2023.....