

20054-02-001

## N25 Rosslare Europort Access Road

### ROAD SAFETY AUDIT STAGE 1



November 2021

**ROADPLAN**

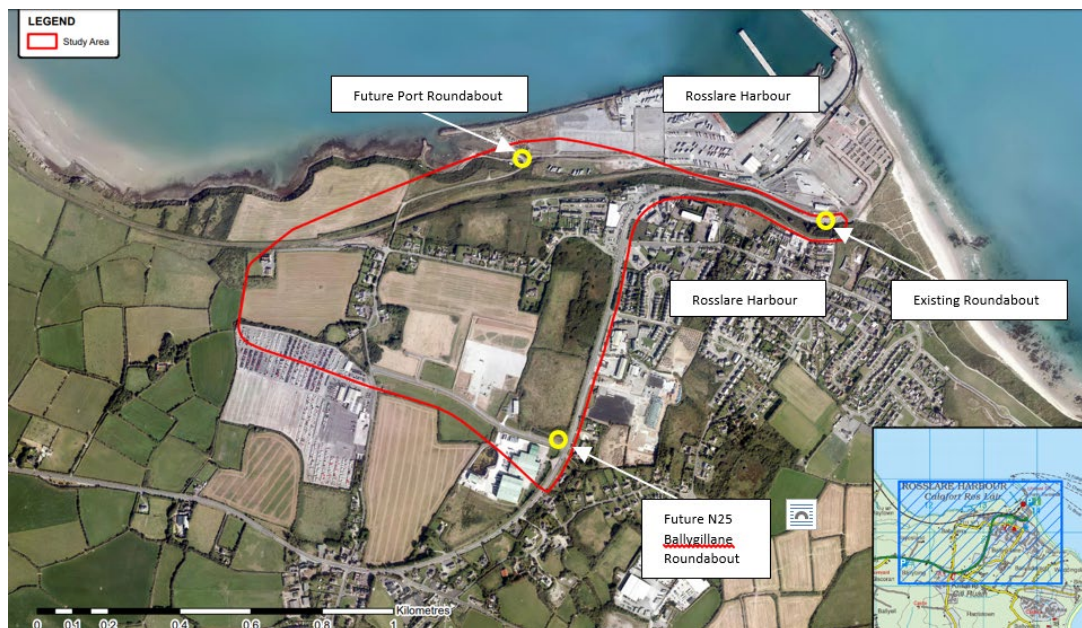
CONSULTING

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## 1. INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on the N25 Rosslare Europort Access Road, on behalf of Mott MacDonald.
- 1.2 Rosslare Europort is a strategic transport link between Ireland and both the European mainland and the United Kingdom, operating as a ferry port for Roll-On, Roll-Off (RO-RO) passenger and freight services on UK and continental routes. Existing access to Rosslare Europort is via the N25 National Primary Road which passes through the village of Rosslare Harbour. Wexford County Council is proposing to provide improved access to Rosslare Europort from the N25 to ensure and secure the sustainability and competitiveness of this transport link.



**Figure 1.1: Scheme Location**

- 1.3 The audit team members were as follows: -
- Team Leader: Dermot Donovan, BE CEng MIEI.  
Auditor Number DD50250
  - Team Member: Ray Butler, BE CEng MIEI  
Auditor Number RB210538
- 1.4 The audit team members visited the site on the 30<sup>th</sup> June 2020 during the Stage F Audit. The weather on the day of the site visit was dry and overcast. The road surface was dry. A ferry was docked and was discharging traffic during the period of the visit.
- 1.5 This audit comprised an examination of the drawings relating to the scheme supplied by Mott MacDonald.

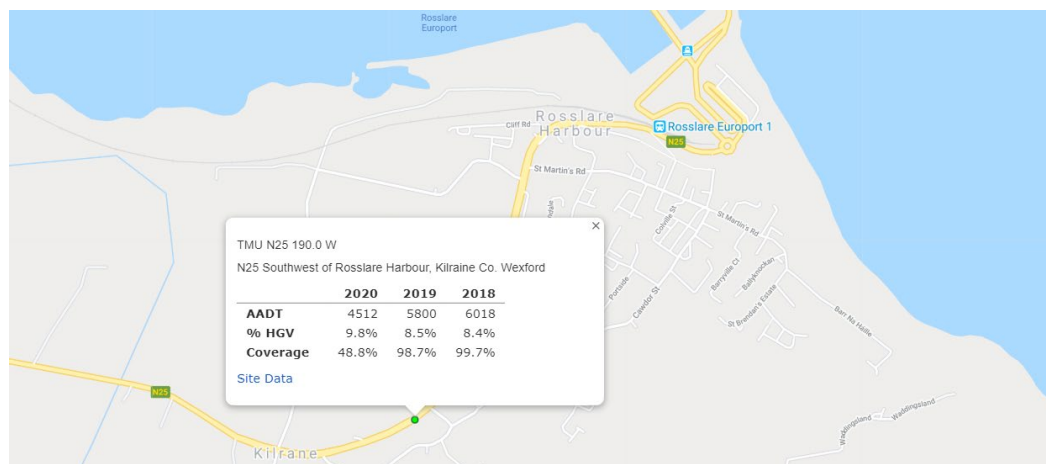
- 1.6 An examination of the RSA collision database shows that there have been 1 serious and 5 minor collisions on this road close to the site over the period 2009 to 2016.

The Road Safety Authority (RSA) records road collision facts and presents summary information on a map-viewer on its website. When this report was compiled the most recent data was from 2016. Google Streetview imagery is available from 2009 and shows that the road layout then was generally as it is now. Therefore, collision data from the 8-year period between 2009 and 2016 is considered relevant. The number of collisions on the section of the N25 between the Ballygerry Link Road and Rosslare Europort that occurred over that period are shown in Table 1.1.

Year	Fatal	Serious	Minor
2009			1
2010			
2011			1
2012			1
2013		1	2
2014			
2015			
2016			
<b>Total</b>		<b>1</b>	<b>5</b>

**Table 1.1: Collisions 2009 – 2016**

There is a TII automatic traffic counter on the N25 at Rosslare Harbour (TMU N25 190.0W) and is at the location shown in Figure 2.1 below.



**Fig 1.2: Traffic Counter Data**

The specific site data for 2019 records an AADT of 5,629 vehicles with a percentage HGV of 8.5%. Traffic data for 2020 was not considered because of restrictions to travel in that year.

- 1.7 This Stage 1 Audit has been carried out in accordance with the relevant sections of TII GE-STY-01024. The 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

1.8 The following description has been provided by the designer:

*“The proposed N25 Rosslare Europort Access Road will consist of a combination of existing road and new road corridor to provide a new access route to Rosslare Europort in Co. Wexford. The proposed scheme will consist of approximately 1.45km of road carriageway, a railway crossing, an underpass, footway/cycle facilities and associated local road/access tie-ins. The proposed project will fully integrate with two approved developments, the N25 Ballygillane Roundabout and the Rosslare Europort Masterplan. The scheme utilises the existing Ballygerry Link Road and begins at its junction with the existing N25 National Road at the proposed Ballygillane Roundabout scheme. A new section of road then extends from the existing junction of the Ballygerry Link Road/Churchtown Road and loops to the north, crossing the existing Dublin to Rosslare Harbour railway line before continuing east to connect into Rosslare Europort, via a new roundabout proposed as part of the future development of the Rosslare Europort.*

*The proposed N25 Rosslare Europort Access Road comprises the following:*

- *Provision of 1.45km single carriageway urban relief road with 3.5m wide carriageway lanes. A 3.0 to 3.5m wide hatch median is proposed between the carriageway lanes.*
- *Widening of the Ballygerry Link Road to accommodate 3.5m wide carriageway lanes.*
- *Maintaining of all existing accesses along the Ballygerry Link Road section of the scheme.*
- *Construction of local road tie-ins and private accesses.*
- *Provision of right turn lanes to facilitate turning movements at local road junctions & private accesses.*
- *Construction of an underpass structure to facilitate access to Rosslare Harbour wastewater treatment plant and proposed Greenway.*
- *Construction of an underbridge (railway overbridge) where the scheme crosses the Dublin to Rosslare Harbour railway line.*
- *Construction of a 3m wide shared two-way cycle/pedestrian facility (segregated and off-road cycle/pedestrian facility) between the proposed N25 Ballygillane Roundabout to the new future Rosslare Europort roundabout.*
- *Provision of all associated infrastructure works (including fencing, safety barriers, drainage, utilities, road markings, lighting etc..)*
- *Provision of all associated environmental mitigation works as required from the environmental assessment and statutory planning process for the scheme. “*

1.9 It is stated on the drawings that the proposed Ballygillane roundabout is a separate project and, for that reason, it is excluded from this audit. Likewise the Future Port Roundabout is not stated to form part of the scheme and is not included from the audit.

1.10 The proposed route for the scheme has been examined and this report compiled in respect of the consideration of those matters that may have an

adverse effect on road safety. The audit has not examined or verified the compliance with any other standard or criteria.

1.11 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 accident occurrence.

1.12 Appendix A describes the audited drawings.

## 2. STAGE 1 AUDIT

### 2.1 Problem: Wide Road

The proposed road is wide: 10.5m kerb to kerb. Traffic may travel faster than intended or overtaking may occur, resulting in an increased risk of collision.

#### Recommendation

Provide traffic calming measures to deter speeding and overtaking. Consideration could be given to the provision of traffic islands within the centre hatching.

### 2.2 Problem: Pedestrians and cyclists crossing the road

Pedestrians and cyclists travelling on the Chuchtown Road between Kilrane and the Port would cross the Rosslare Europort Access Road. Crossing facilities are not shown to be provided. The road is wide and traffic speed or volume could be high at times, increasing the risk of a pedestrian or cyclist collision

#### Recommendation

Provide crossing facilities for pedestrians and cyclists. Consider the provision of split crossings using traffic islands.

### 2.3 Problem: Roundabout entry inconsistent with exit

It is stated that the Future Port Roundabout is a separate project. For that reason, it is not included in this audit, except in the case of the following problems for which the recommended solution might require a change to the layout of the Europort Access Road:

- The lane indication arrows on the Europort Access Road arm of the roundabout show two ahead traffic streams. This could create two safety issues:
  - The arm to which the arrows point has an entry prohibition: it is the outbound road from the Port. An occasional driver may mistakenly exit the roundabout onto that arm, giving rise to the risk of head-on collision
  - The exit from the roundabout to which the lane indication arrows are intended to refer is single lane. Side-swipe collision could occur if two vehicles attempt to use the exit simultaneously.
- Car traffic entering the port crosses truck traffic exiting the port, increasing the potential for road safety conflict at the roundabout.
- The two-lane truck exit road from the port intersects the roundabout at an angle and at a location that could cause a driver, used to driving on the right, to circulate the roundabout in the incorrect direction.

#### Recommendation

Preferably, the layout would be changed so that traffic enters the port via the east arm and exits via the southeast arm. This would reinforce the drive-on-the-left message for continental drivers, would greatly reduce crossing

streams of traffic and would, with associated changes to lane indication markings, remedy the other problems listed above

#### 2.4 **Problem: Unbalanced spacing of arm of roundabout**

A minor arm of the roundabout, located in its northwest quadrant and providing access to the small boat harbour, is located too close to the Europort Access Road, with the result that the kerb line between both arms is not tangential to the inscribed circle. Traffic exiting the roundabout onto the minor arm could cross the Yield line of the Europort Access arm, increasing the risk of angle collision. In addition, the presence of the minor arm could complicate the provision of clear destination information on the directional signage at this key decision point.

##### **Recommendation**

Investigate the possibility of relocating the access to the small boat harbour or alternatively, increase the separation distance between that arm of the roundabout and the Europort Access arm.

#### 2.5 **Problem: Unconnected Path**

The two-way shared footpath cycle path ends at the exit from the Future Port Roundabout. It is not clear how pedestrians or cyclists can travel safely between this point and the port terminus.

##### **Recommendation**

Determine how pedestrian and cyclist trips are to be safely accommodated between the end of the shared path and the various areas within the Port and incorporate into the layout of the Europort Access Road any measures required to achieve such safe connectivity.

#### 2.6 **Problem: Small layby**

The layby shown adjacent to the railway bridge may not be big enough to contain a larger vehicle without it projecting into the adjacent traffic lane and creating a hazard for other road users.

##### **Recommendation**

Ensure the layby is adequately sized to fully contain the type of vehicle expected to use it.

#### 2.7 **Problem: Possible poor drainage of road surface**

The road may be relatively flat in areas where superelevation rollover is coincident with low longitudinal gradient. Inadequate surface drainage could increase the risk of wet-weather collisions. Potential flat areas are:

- between Ch2100 and Ch2300, adjacent to the sag
- Ch490.

**Recommendation**

Check the drainage efficiency of the surface and, if necessary, amend the proposed geometry of the road.

**2.8 Problem: Unlit Cycle Track**

The section of the shared footpath / cycle path that is on the existing Churchtown Road is the only section not to be lit. This may increase the risk of cycle collisions during hours of darkness at that location.

**Recommendation**

Light this section of road too

**2.9 Problem: Unsegregated Path**

Two-way pedestrian and cycle traffic is to be accommodated on a shared path of 3m width. Shared facilities result in reduced quality of service for both modes and may lead to injury collisions between cyclists and pedestrians.

**Recommendation**

Segregate pedestrians and cyclists.

**2.10 Problem: Priority for cyclists at junctions**

Cyclists are expected to yield right of way at all junctions along the link road. This will make the segregated facility unattractive to cyclists who may opt to remain on the roadway putting them at risk of collision with motor vehicles resulting in injury to cyclists.

**Recommendation**

Review the proposed layout with a view to giving cyclists priority at all junctions on the link road.

**2.11 Problem: Cycle Path intersection with road**

The proposed shared footpath / cycle path is shown to intersect with the Future Greenway Route at a right-angled bend on Churchtown Road. It is not clear if pedestrians and cyclists will need to travel on the road at the bend, but if so, they would be exposed to a risk of collision with motor vehicles on Churchtown Road.

**Recommendation**

Connect the footpath / cycle path directly to the Future Greenway on a continuous alignment separate from Churchtown Road and ensure that the short section of Future Greenway required to link to the Europort Access road is constructed.




**2.12 Observation:**

At side roads and accesses – e.g. Ch 600, Ch 720, Ch 1160 – ensure that safety fences do not block visibility splays and that no unprotected hazards are present. Check if it is feasible to provide an appropriate curved safety fence to the layout shown at Ch 720.

**3. AUDIT TEAM STATEMENT**

3.1 We certify that we have examined the drawings and documents listed in Appendix A and have inspected the site. 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.

Signed.....  ..... Dermot Donovan

Date ..... 29<sup>th</sup> October 2021 .....

Signed .....  ..... Ray Butler

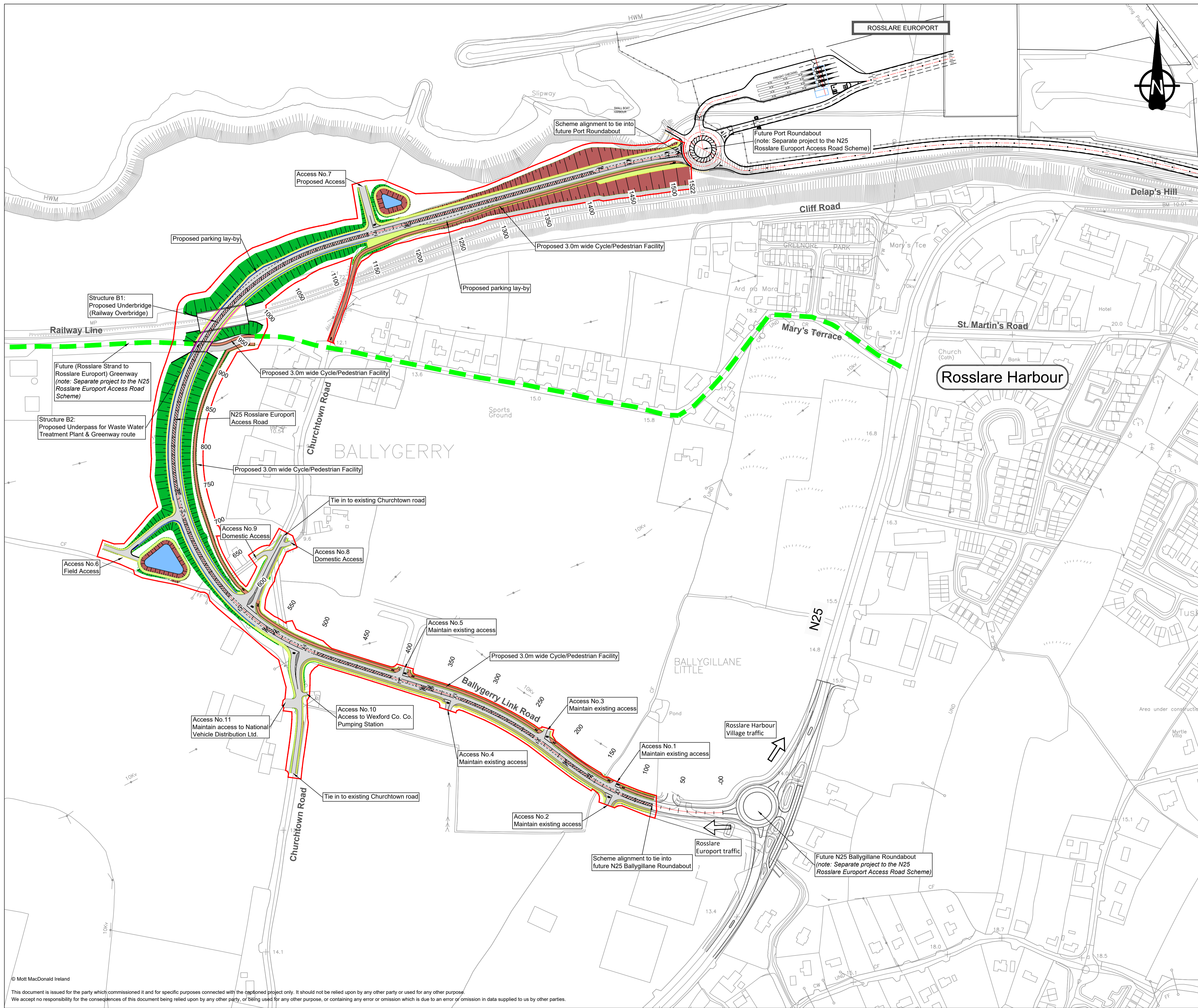
Date ..... 29<sup>th</sup> October 2021 .....

## APPENDIX A

### List of Drawings Examined

The following drawings have been provided electronically in PDF format by Mott MacDonald:

Drawing number	Rev	Drawing title
229100548-MMD-0000-RE-DR-C-0101	P02	Overall Plan Layout
229100548-MMD-0000-RE-DR-C-0102	P02	Plan Layout
229100548-MMD-0000-RE-DR-C-0103	P02	Cross Section Details
229100548-MMD-0100-RE-DR-C-0101	P02	Mainline Horizontal + Vertical Alignment sheet 1 of 3
229100548-MMD-0100-RE-DR-C-0102	P02	Mainline Horizontal + Vertical Alignment sheet 2 of 3
229100548-MMD-0100-RE-DR-C-0103	P02	Mainline Horizontal + Vertical Alignment sheet 3 of 3
229100548-MMD-0400-RE-DR-C-0001	P02	Mainline Horizontal + Vertical Alignment sheet 1 of 3
229100548-MMD-0500-RE-DR-C-0001	P01	Drainage Layout
229100548-MMD-1300-RE-DR-C-0001	P03	Public Lighting Layout
229100548-MMD-1700-RE-DR-C-0001	P05	Preliminary Rail bridge Layout
229100548-MMD-1700-RE-DR-C-0002	P06	Preliminary Rail bridge Layout
229100548-MMD-1700-RE-DR-C-0010	P04	Preliminary Underpass



**Notes**

- Original Drawing size is A1. DO NOT SCALE, use figured dimensions only, if in doubt ask.
- All dimensions are in metres.
- All coordinates are to Irish Transverse Mercator.
- This Scheme is at Preliminary Status and may change at Detail Design Stage as the design progresses.

**Key to symbols**

- Proposed Carriageway
- Proposed Verge
- Earthwork - Cut
- Earthwork - Fill
- Proposed Cycle/Pedestrian Facility
- Proposed Pedestrian Facility
- Future Greenway Route
- Site Extent
- Safety Barrier
- Bridge Parapet
- Proposed Attenuation Pond

**Reference drawings**

- 229100548-MMD-0000-RE-DR-C-0102 - Plan layout
- 229100548-MMD-0000-RE-DR-C-0103 - Cross Sections
- 229100548-MMD-0100-RE-DR-C-0101 - Horizontal & Vertical Alignment - Sheet 1 of 3
- 229100548-MMD-0100-RE-DR-C-0102 - Horizontal & Vertical Alignment - Sheet 2 of 3
- 229100548-MMD-0100-RE-DR-C-0103 - Horizontal & Vertical Alignment - Sheet 3 of 3

P02	07/10/2021	ME	For Information	JOR	JS
P01	05/10/2021	ME	For Information	JOR	JS
Rev	Date	Drawn	Description	Ch'k'd	App'd

**Status Stamp**

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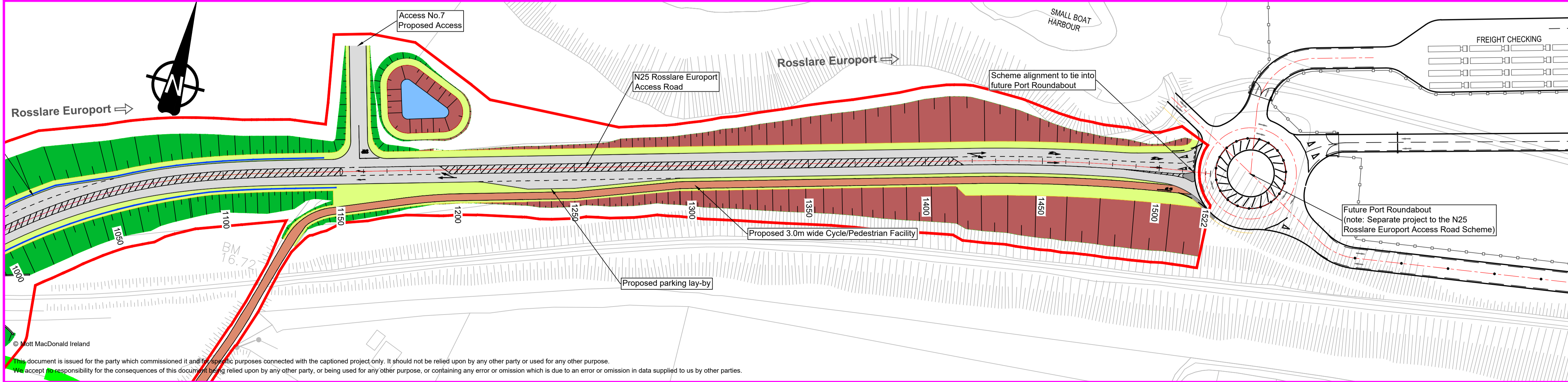
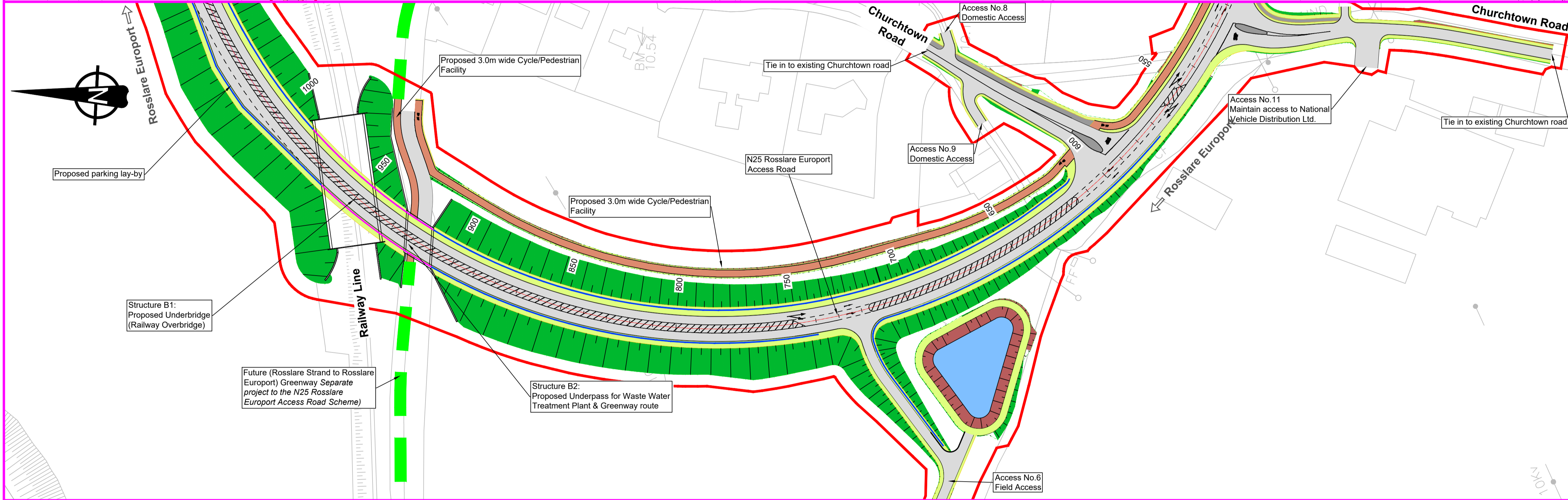
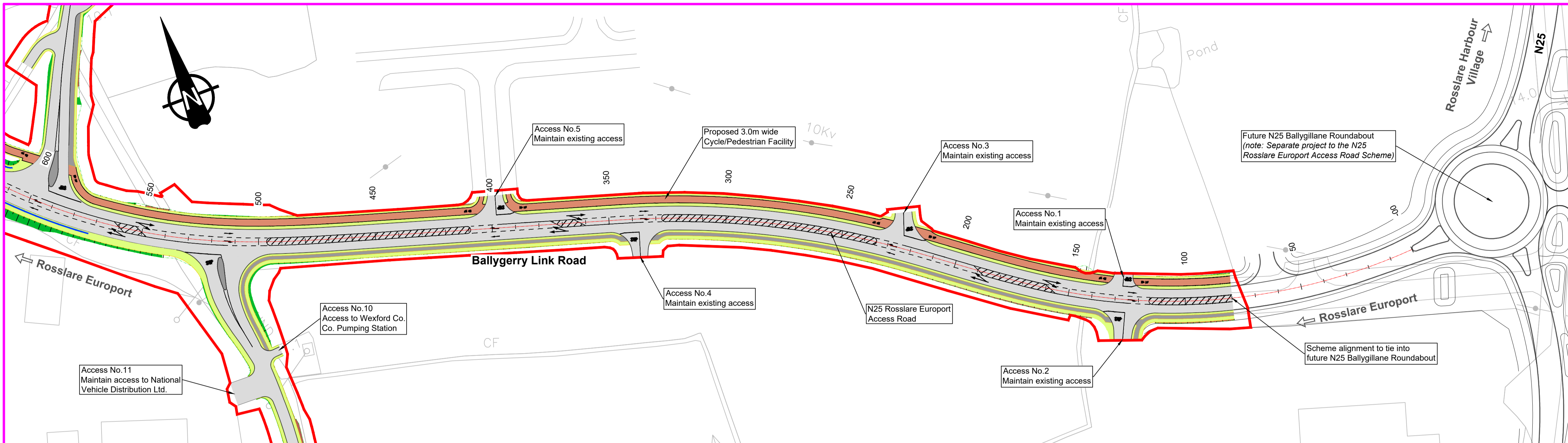
**Client**  
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Carricklawn  
Wexford  
Y35 WY93

**Comhairle Contae Loch Garman**  
Wexford County Council

**Title**  
N25 Rosslare Europort Access Road  
Phase 3  
Overall Plan Layout  
Sheet 01 of 01

Designed	M.EBERT	ME	Eng check	J. O'Riordan	JOR
Drawn	M.EBERT	ME	Coordination		---
Dwg check	J. O'Riordan	JOR	Approved	J.Shinkwin	JS
MMD Project Number	229100548	Scale at A1	1:2000	Security	STD
Drawing Description	Overall Plan Layout				
Drawing Number	229100548-MMD-0000-RE-DR-C-0101	Revision	P02		

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- Proposed Cycle/Pedestrian Facility
- Proposed Pedestrian Facility
- Future Greenway Route
- Site Boundary
- Safety Barrier
- Bridge Parapet
- Proposed Attenuation Pond

**Reference drawings**

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- 229100548-MMD-0000-RE-DR-C-0103 - Cross Sections
- 229100548-MMD-0100-RE-DR-C-0101 - Mainline Horizontal & Vertical Alignment - Sheet 1 of 3
- 229100548-MMD-0100-RE-DR-C-0102 - Mainline Horizontal & Vertical Alignment - Sheet 2 of 3
- 229100548-MMD-0100-RE-DR-C-0103 - Mainline Horizontal & Vertical Alignment - Sheet 3 of 3

Rev	Date	Drawn	Description	Ch'k'd	App'd
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P01	05/10/2021	ME	For Information	JOR	JS

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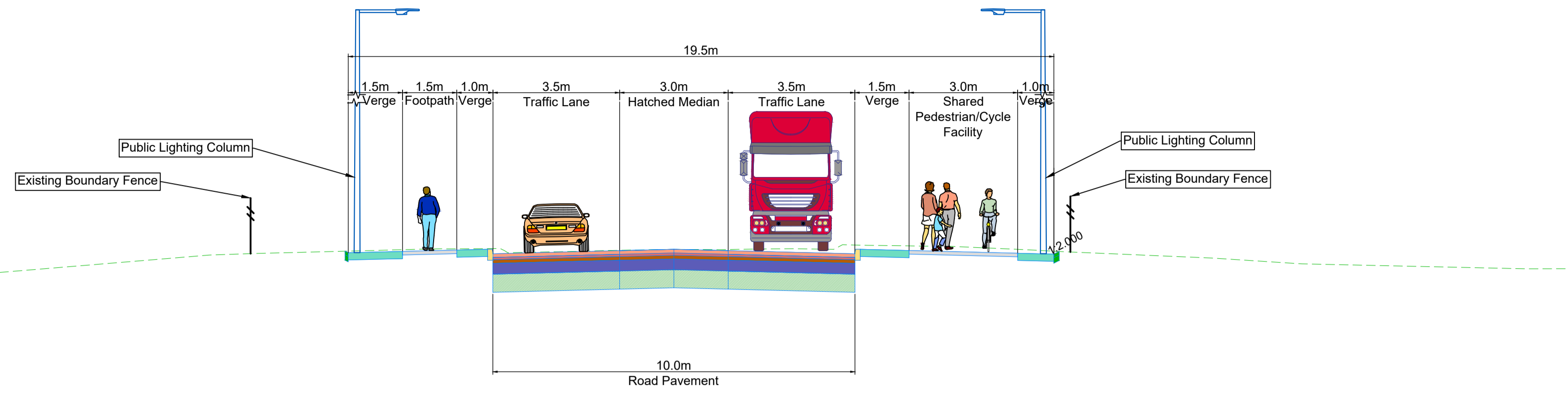
**Title**

N25 Rosslare Europort Access Road  
Phase 3  
Plan layout

Sheet 01 of 01

Designed	M.EBERT	ME	Eng check	J. O'RIORDAN	JOR
Drawn	M.EBERT	ME	Coordination		---
Dwg check	J. O'RIORDAN	JOR	Approved	J.SHINKWIN	JS
MMD Project Number	229100548	Scale at A1	1:1000	Security	STD
Drawing Description	Plan Layout				
Drawing Number	229100548-MMD-0000-RE-DR-C-0102	Revision	P02		

TYPICAL SECTION CH.300.0m  
N25 ROSSLARE EUROPORT ACCESS ROAD



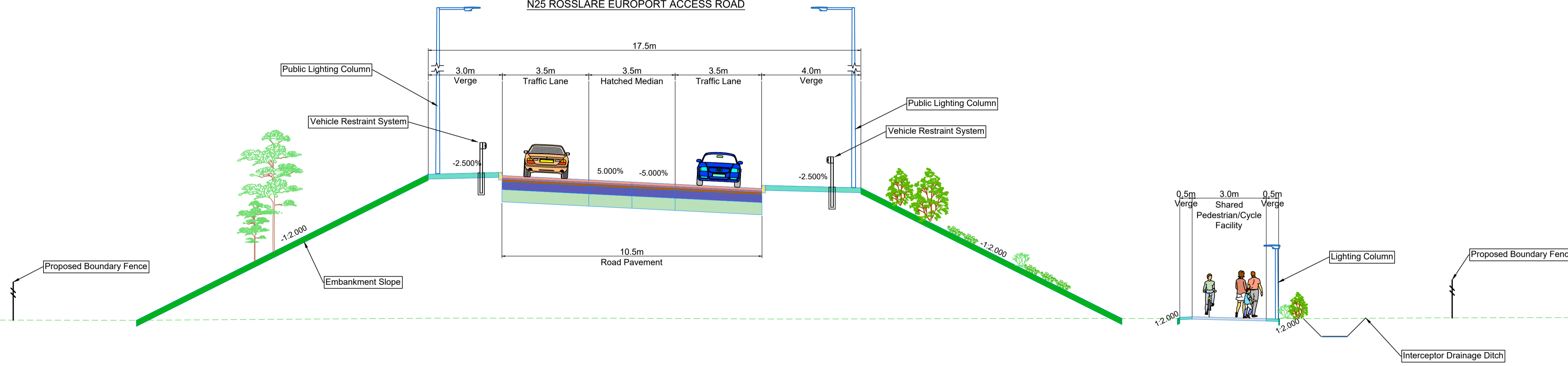
Notes

1. Original Drawing size is A1. DO NOT SCALE, use figured dimensions only, if in doubt ask.
2. All dimensions are in metres.
3. All coordinates are to Irish Transverse Mercator.
4. This Scheme is at Preliminary Status and may change at Detail Design Stage as the design progresses.

Key to symbols

--- Existing Ground

TYPICAL SECTION CH.800.0m  
N25 ROSSLARE EUROPORT ACCESS ROAD



Reference drawings

- 229100548-MMD-0000-RE-DR-C-0101 - Overall Plan Layout
- 229100548-MMD-0000-RE-DR-C-0102 - Plan Layout
- 229100548-MMD-0100-RE-DR-C-0101 - Mainline Horizontal & Vertical Alignment - Sheet 1 of 3
- 229100548-MMD-0100-RE-DR-C-0102 - Mainline Horizontal & Vertical Alignment - Sheet 2 of 3
- 229100548-MMD-0100-RE-DR-C-0103 - Mainline Horizontal & Vertical Alignment - Sheet 3 of 3

Rev	Date	Drawn	Description	Ch'k'd	App'd
P02	05/10/2021	ME	For Information	JOR	JS
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Title  
N25 Rosslare Europort Access Road  
Phase 3  
Cross Sections

Sheet 01 of 01

Designed	M. Ebert	ME	Eng check	J. O'Riordan	JOR
Drawn	M. Ebert	ME	Coordination		---
Dwg check	J. O'Riordan	JOR	Approved	J. Shinkwin	JS

MMD Project Number  
229100548  
Scale at A1  
1:100  
Security  
STD

Drawing Description  
Cross Section Details

Drawing Number  
229100548-MMD-0000-RE-DR-C-0103  
Revision  
P02



- Notes
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  - All dimensions are in metres.
  - This Scheme is at Preliminary Status and may change at Detail Design Stage as the design progresses.
  - Preliminary layout may change during Detail Design.
  - Mainline Design Speed 60km/h.

- Key to symbols
- Proposed Carriageway
  - Existing Ground
  - Horizontal Alignment
  - Site Boundary

- Reference drawings
- 229100548-MMD-0000-RE-DR-C-0101 - Overall Plan Layout
  - 229100548-MMD-0000-RE-DR-C-0102 - Plan Layout
  - 229100548-MMD-0000-RE-DR-C-0103 - Cross Sections
  - 229100548-MMD-0100-RE-DR-C-0102 - Mainline Horizontal & Vertical Alignment - Sheet 2 of 3
  - 229100548-MMD-0100-RE-DR-C-0103 - Mainline Horizontal & Vertical Alignment - Sheet 3 of 3

Rev	Date	Drawn	Description	Ch'k'd	App'd
P02	07/10/2021	ME	For Information	JOR	JS
P01	05/10/2021	ME	For Information	JOR	JS

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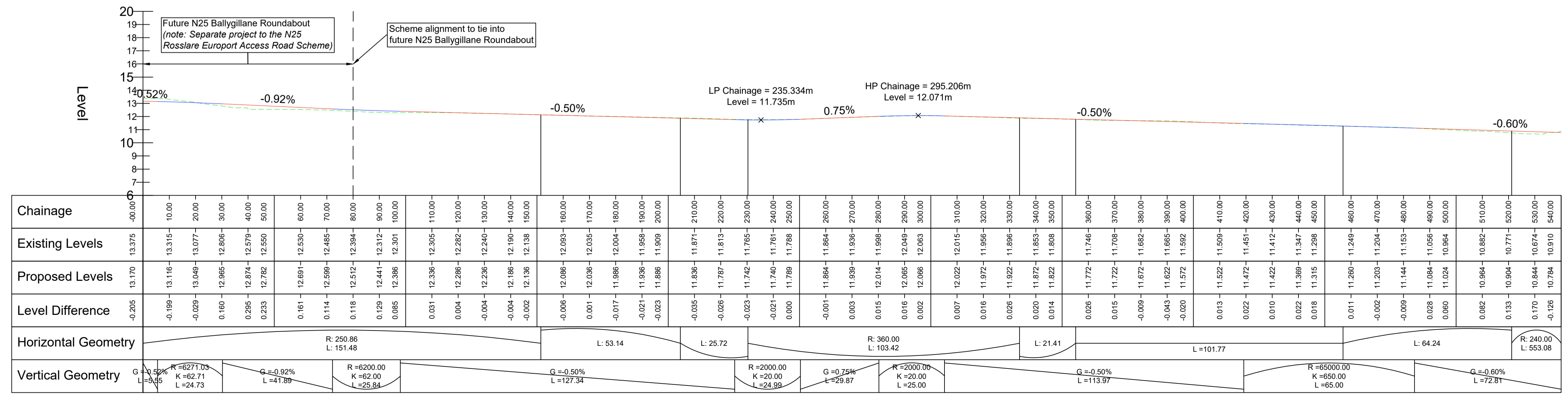
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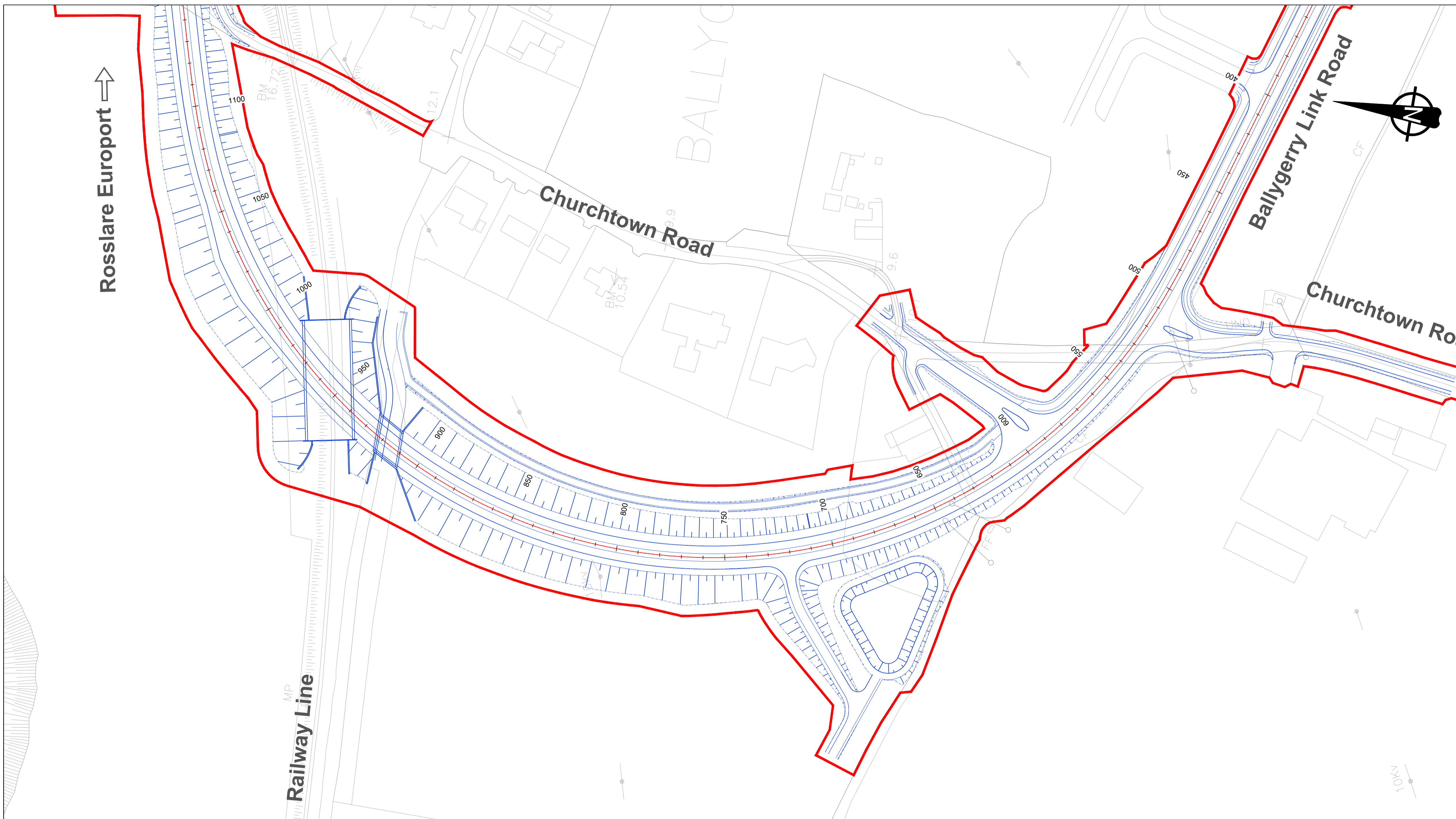
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Title  
**N25 Rosslare Europort Access Road Phase 3 Mainline Horizontal & Vertical Alignment**  
Sheet 01 of 03

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Drawn	M.EBERT	ME	Coordination		---
Dwg check	J. O'RIORDAN	JOR	Approved	J.SHINKWIN	JS
MMD Project Number	229100548	Scale at A1	1:1000	Security	STD
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Drawing Number	229100548-MMD-0100-RE-DR-C-0101	Revision	P02		

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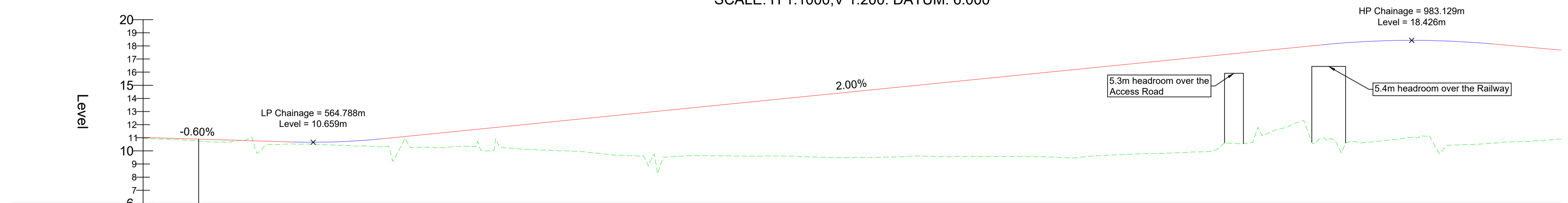
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  - Mainline Design Speed 60km/h.
- Key to symbols**
- Proposed Carriageway
  - Existing Ground
  - Horizontal Alignment
  - Site Boundary

- Reference drawings**
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P01	05/10/2021	ME	For Information	JOR	JS

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M-ML-RE-XX-03\_2  
SCALE: H 1:1000,V 1:200. DATUM: 6.000



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510.00	10.882	10.984	0.082
520.00	10.771	10.904	0.133
530.00	10.674	10.844	0.170
540.00	10.910	10.794	-0.126
550.00	10.482	10.724	0.242
560.00	10.514	10.668	0.153
570.00	10.465	10.669	0.204
580.00	10.374	10.748	0.374
590.00	10.319	10.808	0.584
600.00	10.858	11.103	0.245
610.00	10.265	11.303	1.038
620.00	10.343	11.503	1.160
630.00	10.007	11.703	1.696
640.00	10.211	11.903	1.692
650.00	10.086	12.103	2.017
660.00	10.009	12.303	2.294
670.00	9.888	12.503	2.615
680.00	9.872	12.703	3.031
690.00	9.610	12.903	3.293
700.00	9.542	13.103	3.561
710.00	9.638	13.303	3.665
720.00	9.627	13.503	3.876
730.00	9.600	13.703	4.103
740.00	9.616	13.903	4.287
750.00	9.582	14.103	4.521
760.00	9.503	14.303	4.800
770.00	9.495	14.503	5.008
780.00	9.516	14.703	5.187
790.00	9.592	14.903	5.341
800.00	9.587	15.103	5.516
810.00	9.555	15.303	5.738
820.00	9.570	15.503	5.933
830.00	9.571	15.703	6.132
840.00	9.560	15.903	6.343
850.00	9.494	16.103	6.609
860.00	9.584	16.303	6.719
870.00	9.701	16.503	6.802
880.00	9.764	16.703	6.919
890.00	9.830	16.903	7.073
900.00	9.815	17.103	7.188
910.00	10.285	17.303	7.018
920.00	10.563	17.503	6.920
930.00	11.498	17.703	6.207
940.00	12.195	17.903	5.708
950.00	10.937	18.103	7.166
960.00	10.721	18.288	7.547
970.00	10.734	18.375	7.641
980.00	10.958	18.423	7.465
990.00	11.072	18.412	7.340
1000.00	10.449	18.342	7.893
1010.00	10.534	18.273	7.680
1020.00	10.679	18.037	7.359
1030.00	10.761	17.857	7.096
1040.00	10.917	17.677	6.760

Horizontal Geometry: L: 64.24, R: 240.00, L: 553.08

Vertical Geometry: G = -0.60%, L = 72.81; R = 1300.00, K = 13.00, L = 33.80; G = 2.00%, L = 358.34; R = 1700.00, K = 17.00, L = 64.60; G = -1.80%, L = 156.70

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**Comhairle Contae Loch Garman**  
Wexford County Council

**Title**

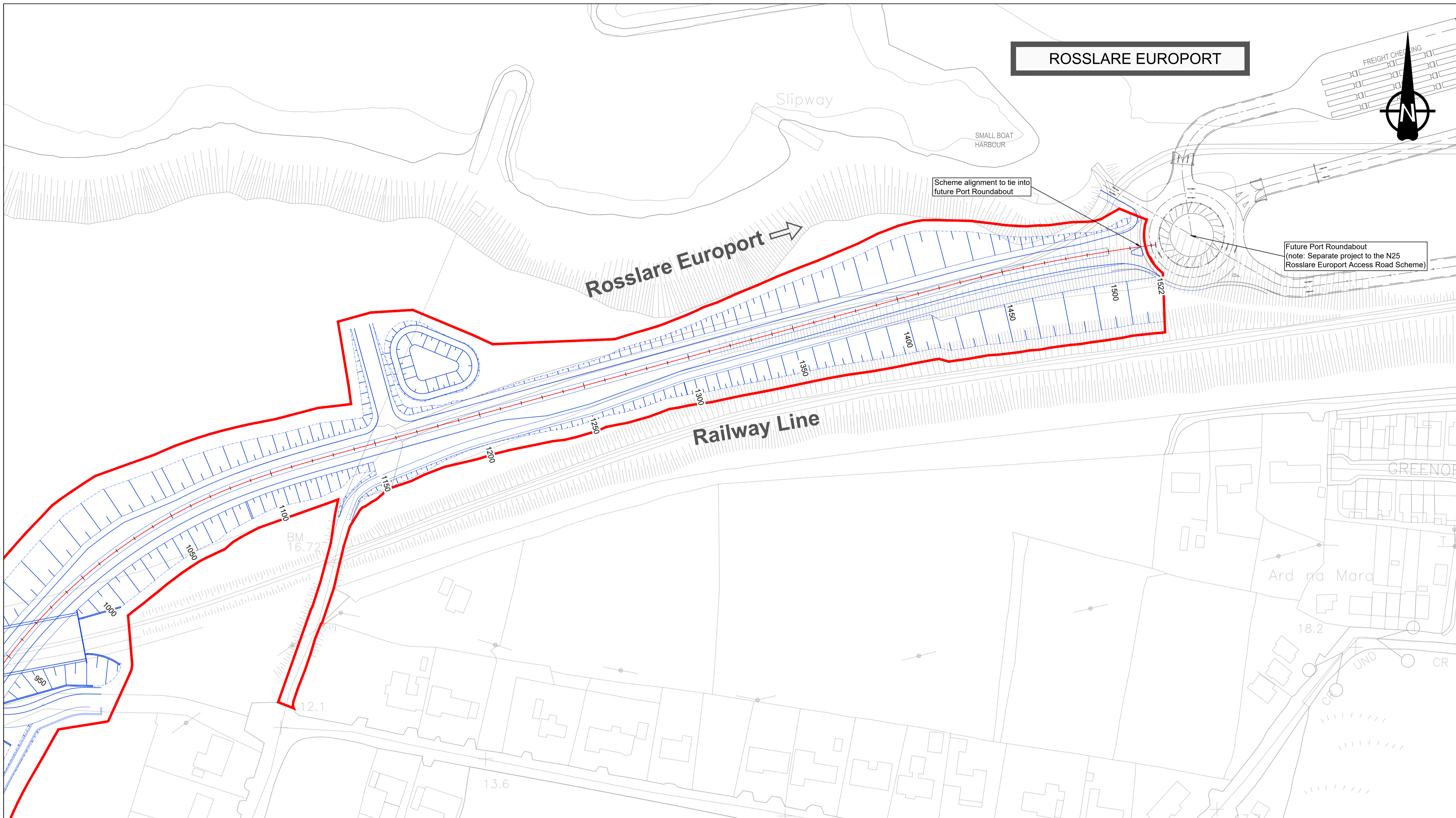
N25 Rosslare Europort Access Road  
Phase 3  
Mainline Horizontal & Vertical Alignment

Sheet 02 of 03

Designed	M.EBERT	ME	Eng check	J.O'RIORDAN	JOR
Drawn	M.EBERT	ME	Coordination		---
Dwg check	J.O'RIORDAN	JOR	Approved	J.SHINKWIN	JS
MMD Project Number	229100548	Scale at A1	1:1000	Security	STD
Drawing Description	Mainline Horizontal & Vertical Alignment				
Drawing Number	229100548-MMD-0100-RE-DR-C-0102	Revision	P02		

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- Notes
1. Original Drawing size is A1. DO NOT SCALE, use figured dimensions only, if in doubt ask.
  2. All dimensions are in metres.
  3. All coordinates are to Irish Transverse Mercator.
  4. This Scheme is at Preliminary Status and may change at Detail Design Stage as the design progresses.
  5. Mainline Design Speed 60km/h.

- Key to symbols
- Proposed Carriageway
  - Existing Ground
  - Horizontal Alignment
  - Site Boundary

- Reference drawings
- 229100548-MMD-0000-RE-DR-C-0101 - Overall Plan Layout
  - 229100548-MMD-0000-RE-DR-C-0102 - Plan Layout
  - 229100548-MMD-0000-RE-DR-C-0103 - Cross Sections
  - 229100548-MMD-0100-RE-DR-C-0101 - Mainline Horizontal & Vertical Alignment - Sheet 1 of 3
  - 229100548-MMD-0100-RE-DR-C-0102 - Mainline Horizontal & Vertical Alignment - Sheet 2 of 3

Rev	Date	Drawn	Description	Ch'k'd	App'd
P02	07/10/2021	ME	For Information	JOR	JS
P01	05/10/2021	ME	For Information	JOR	JS

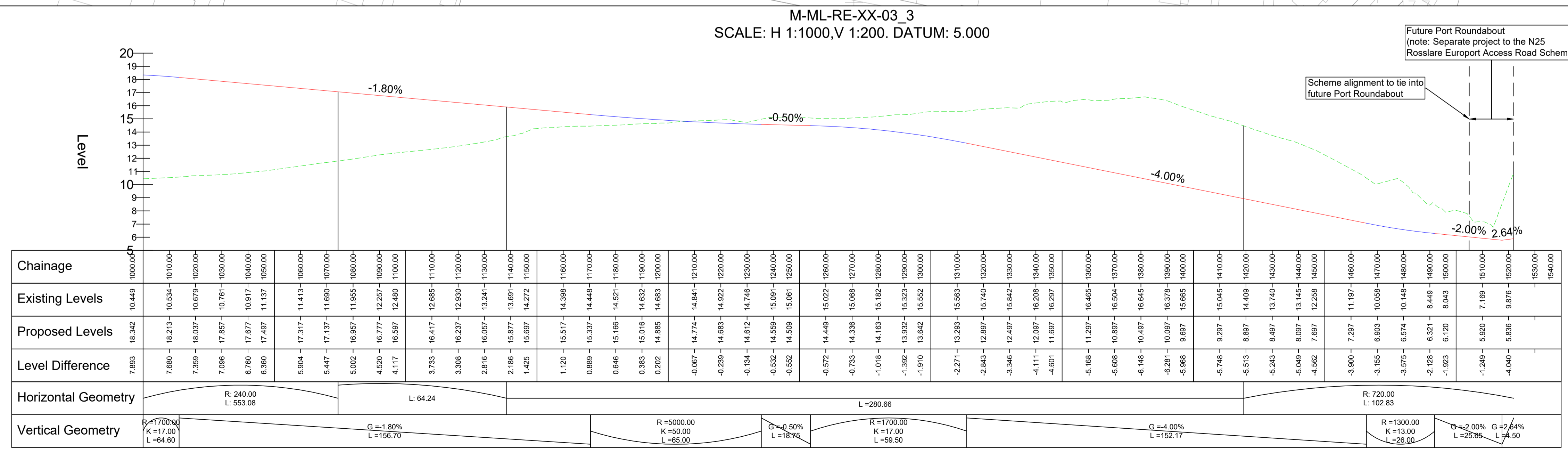
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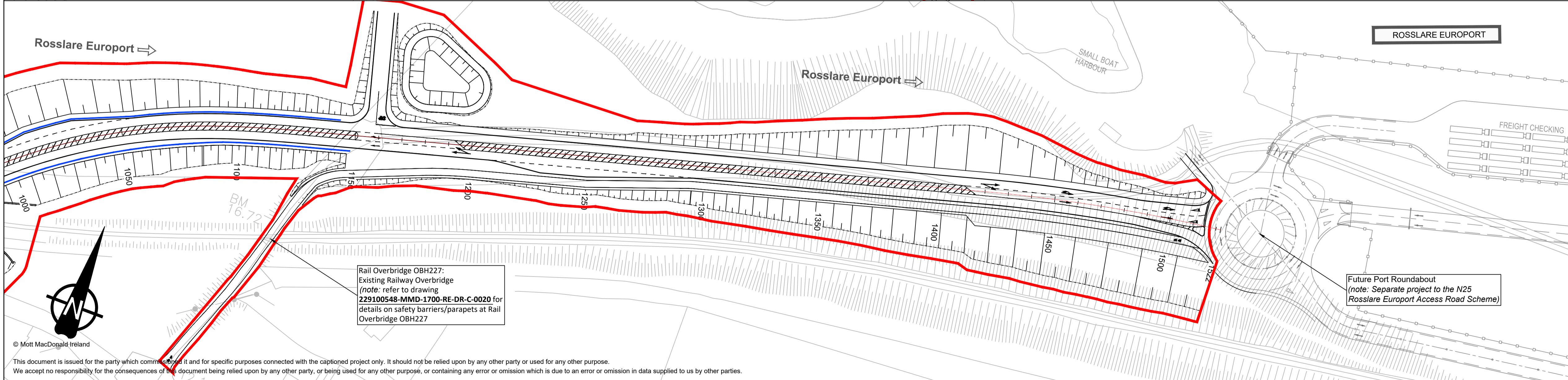
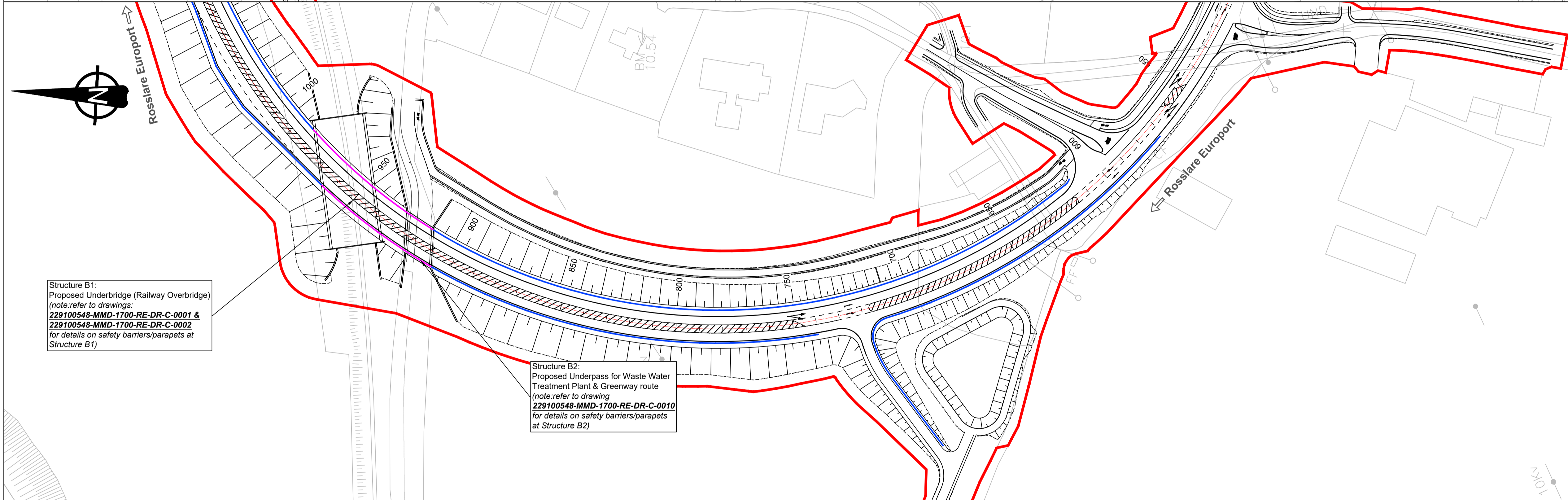
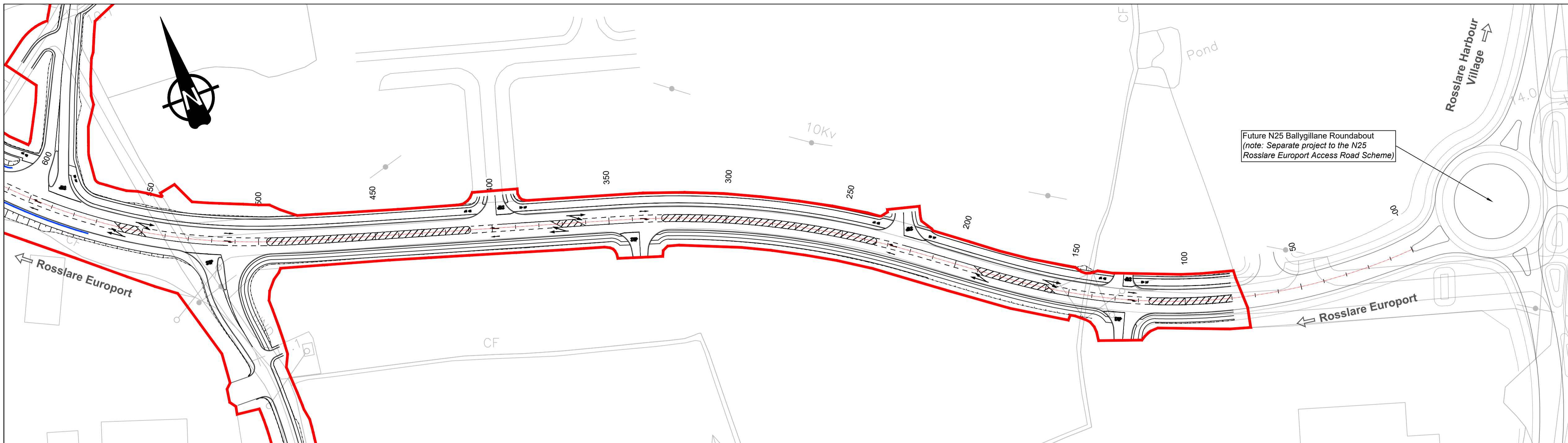
Client  
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Title  
**N25 Rosslare Europort Access Road Phase 3 Mainline Horizontal & Vertical Alignment**  
Sheet 03 of 03

Designed	M.EBERT	ME	Eng check	J. O'RIORDAN	JOR
Drawn	M.EBERT	ME	Coordination		---
Dwg check	J. O'RIORDAN	JOR	Approved	J.SHINKWIN	JO
MMD Project Number	229100548	Scale at A1	1:1000	Security	STD
Drawing Description <b>Mainline Horizontal &amp; Vertical Alignment</b>					
Drawing Number 229100548-MMD-0100-RE-DR-C-0103					Revision P02



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- All dimensions are in metres.
- All coordinates are to Irish Transverse Mercator.
- This Scheme is at Preliminary Status and may change at Detail Design Stage as the design progresses.

**Key to symbols**

- Site Extent
- Safety Barrier
- Bridge Parapet

**Reference drawings**

229100548-MMD-0000-RE-DR-C-0101 - Overall Plan Layout  
 229100548-MMD-0000-RE-DR-C-0102 - Plan Layout  
 229100548-MMD-0000-RE-DR-C-0103 - Cross Sections  
 229100548-MMD-0100-RE-DR-C-0101 - Mainline Horizontal & Vertical Alignment - Sheet 1 of 3  
 229100548-MMD-0100-RE-DR-C-0102 - Mainline Horizontal & Vertical Alignment - Sheet 2 of 3  
 229100548-MMD-0100-RE-DR-C-0103 - Mainline Horizontal & Vertical Alignment - Sheet 3 of 3  
 229100548-MMD-1300-RE-DR-C-0001 - Lighting Layout  
 229100548-MMD-1700-RE-DR-C-0001 - B1 Ballygerry Railway Underbridge - Plan  
 229100548-MMD-1700-RE-DR-C-0002 - B1 Ballygerry Railway Underbridge - Sections  
 229100548-MMD-1700-RE-DR-C-0010 - B2 Underpass  
 229100548-MMD-1700-RE-DR-C-0020 - Rail Overbridge OBH227

Rev	Date	Drawn	Description	Ch'k'd	App'd
P02	07/10/2021	ME	For Information	JOR	JS
P01	05/10/2021	ME	For Information	JOR	JS

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**Comhairle Contae Loch Garman  
 Wexford County Council**

**Title**

N25 Rosslare Europort Access Road  
 Safety Barriers (Vehicle Restraint System) Layout

**Sheet 01 of 01**

Designed	M.EBERT	ME	Eng check	J.O'RIORDAN	JOR
Drawn	M.EBERT	ME	Coordination		---
Dwg check	J.O'RIORDAN	JOR	Approved	J.SHINKWIN	JS
MMD Project Number	229100548	Scale at A1	1:1000	Security	STD
Drawing Description	02	Drawing Number	229100548-MMD-0400-RE-DR-C-0001	Revision	P02

**Rail Overbridge OBH227:**  
 Existing Railway Overbridge  
 (note: refer to drawing 229100548-MMD-1700-RE-DR-C-0020 for details on safety barriers/parapets at Rail Overbridge OBH227)

**Structure B1:**  
 Proposed Underbridge (Railway Overbridge)  
 (note: refer to drawings 229100548-MMD-1700-RE-DR-C-0001 & 229100548-MMD-1700-RE-DR-C-0002 for details on safety barriers/parapets at Structure B1)

**Structure B2:**  
 Proposed Underpass for Waste Water Treatment Plant & Greenway route  
 (note: refer to drawing 229100548-MMD-1700-RE-DR-C-0010 for details on safety barriers/parapets at Structure B2)

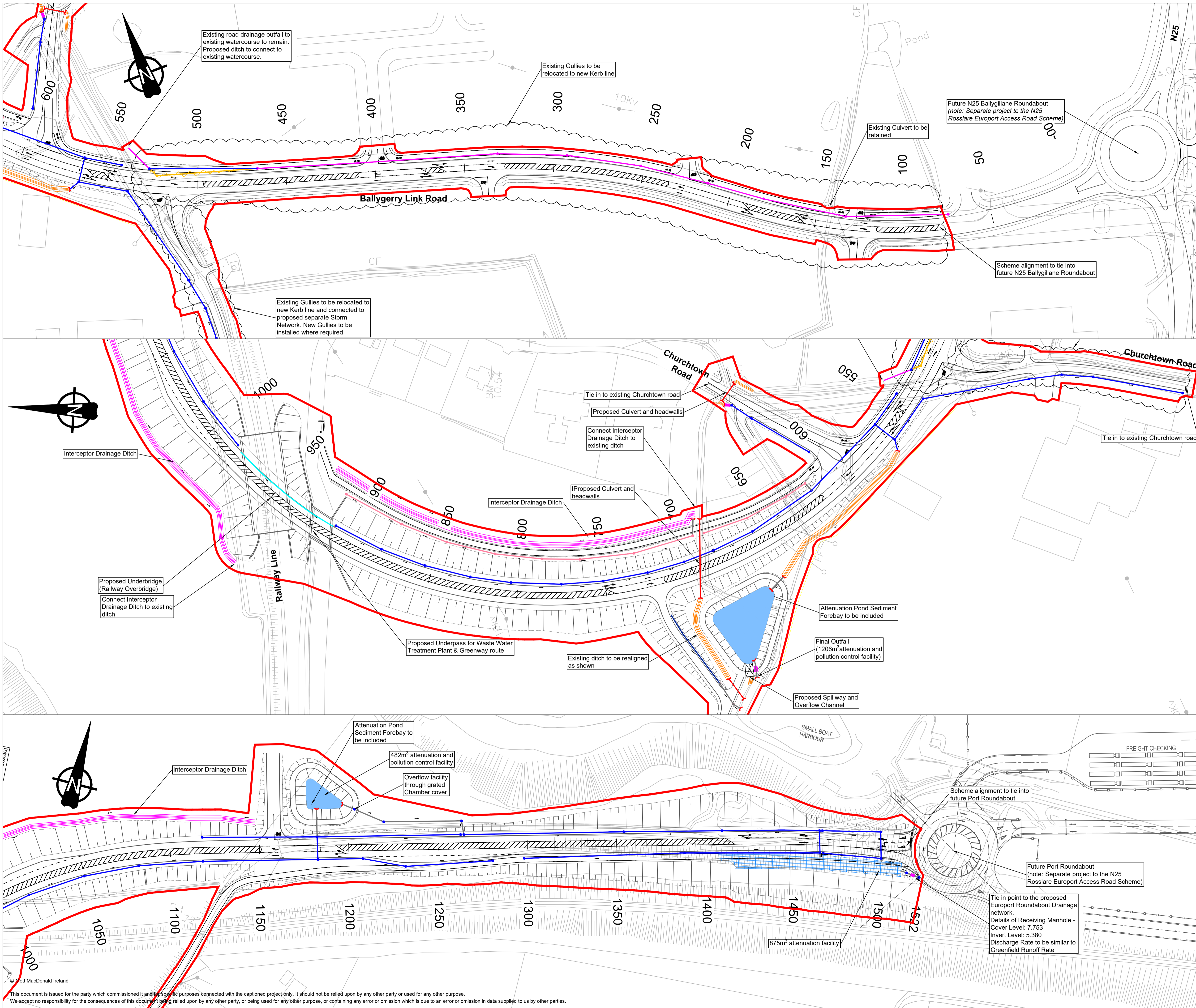
**Future Port Roundabout**  
 (note: Separate project to the N25 Rosslare Europort Access Road Scheme)

**Future N25 Ballygillane Roundabout**  
 (note: Separate project to the N25 Rosslare Europort Access Road Scheme)

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**Key to symbols**

- Proposed Kerb and Gully drainage
- Proposed Filter Drain
- Proposed Carrier Drain
- Existing Carrier Drain to be retained
- Existing Carrier Drain to be removed
- Proposed Concrete Surface Water Channel
- Proposed Bridge Deck drainage
- Proposed Open V-Ditch
- Proposed Interceptor Ditch
- Proposed Petrol/Fuel Interceptor
- Proposed Attenuation Facility (Geocellular Tank)
- Proposed Attenuation Pond
- Site Boundary
- Proposed Culvert

**Reference drawings**

P01	07/10/2021	AOC	Draft for Discussion	JOR	JS
Rev	Date	Drawn	Description	Ch'k'd	App'd

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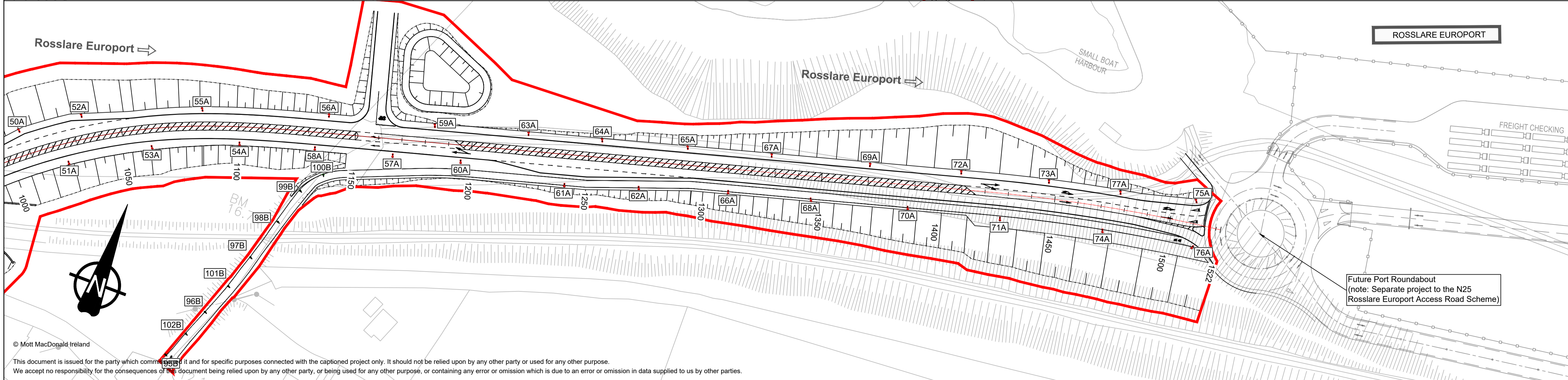
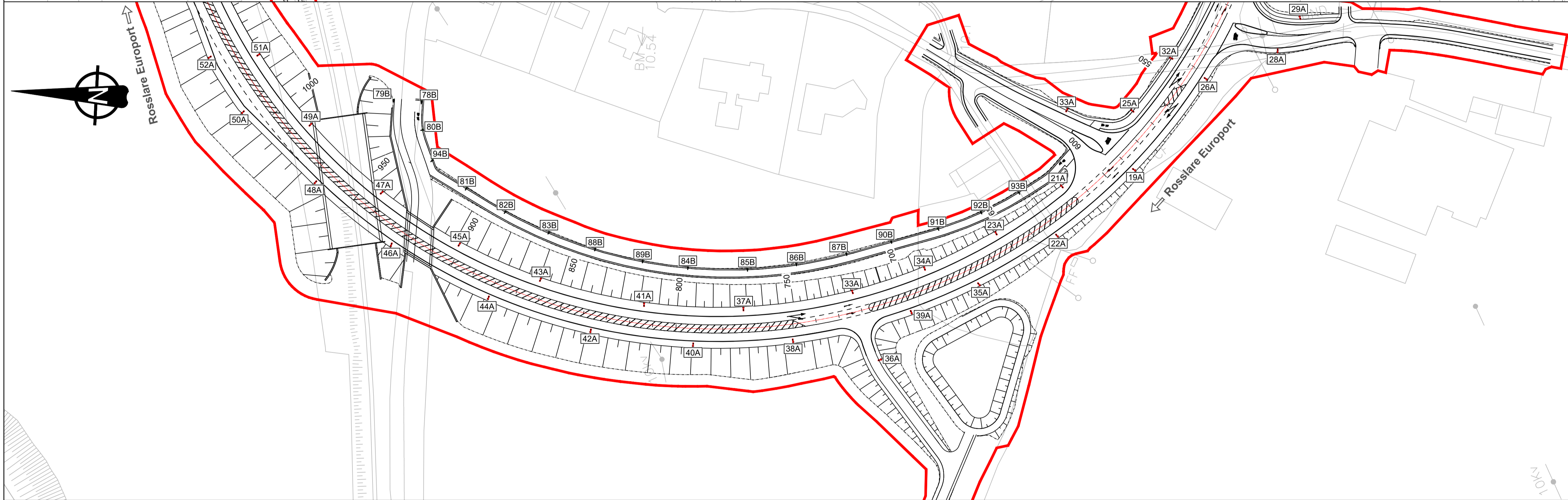
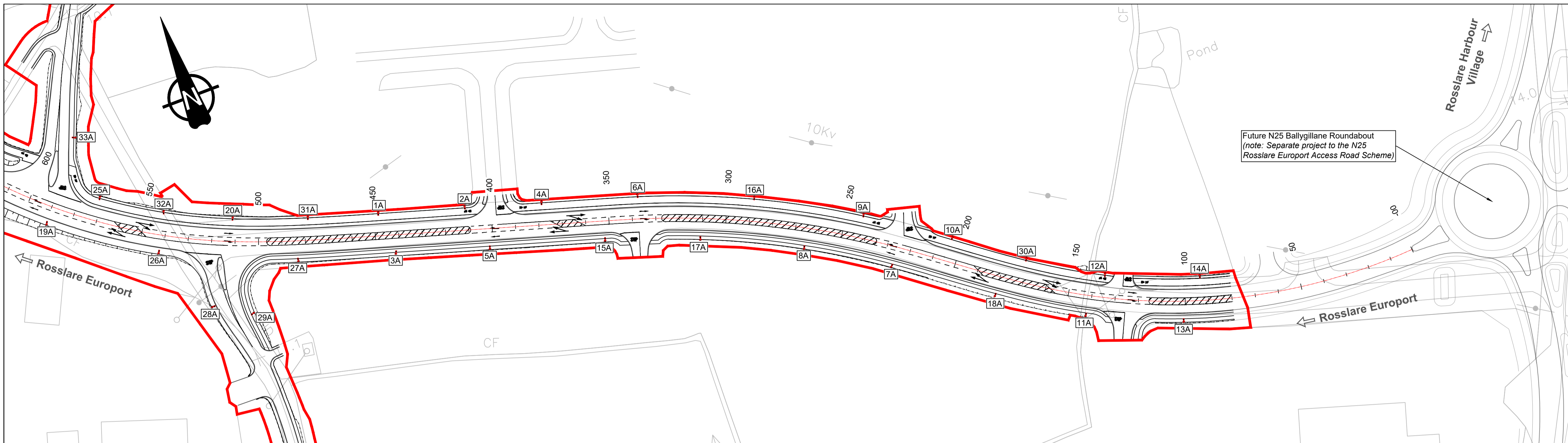
**Comhairle Contae Loch Garman  
Wexford County Council**

**Title**  
N25 Rosslare Europort Access Road  
Phase 3  
Drainage Layout  
Sheet 01 of 01

Designed	A. O'CONNELL	AOC	Eng check	J.O'RIORDAN	JOR
Drawn	A. O'CONNELL	AOC	Coordination		---
Dwg check	J.O'RIORDAN	JOR	Approved	J.SHINKWIN	JS
MMD Project Number	229100548	Scale at A1	1:1000	Security	STD
Drawing Description	Drainage Layout				Revision
Drawing Number	229100548-MMD-0500-RE-DR-C-0001				P01

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- All coordinates are to Irish Transverse Mercator.
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**Key to symbols**

- Site Extent
- 18A Road Lighting Columns
- 79B Cycle/Pedestrian Facility Lighting Columns

**Reference drawings**

- 229100548-MMD-0000-RE-DR-C-0101 - Overall Plan Layout
- 229100548-MMD-0000-RE-DR-C-0102 - Plan Layout
- 229100548-MMD-0000-RE-DR-C-0103 - Cross Sections
- 229100548-MMD-0100-RE-DR-C-0101 - Mainline Horizontal & Vertical Alignment - Sheet 1 of 3
- 229100548-MMD-0100-RE-DR-C-0102 - Mainline Horizontal & Vertical Alignment - Sheet 2 of 3
- 229100548-MMD-0100-RE-DR-C-0103 - Mainline Horizontal & Vertical Alignment - Sheet 3 of 3

Rev	Date	Drawn	Description	Ch'k'd	App'd
P03	07/10/2021	ME	For Information	JOR	JS
P02	05/10/2021	ME	For Information	JOR	JS
P01	06/09/2021	ME	Draft for Discussion	JOR	JS

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**Comhairle Contae Loch Garman  
Wexford County Council**

**Title**

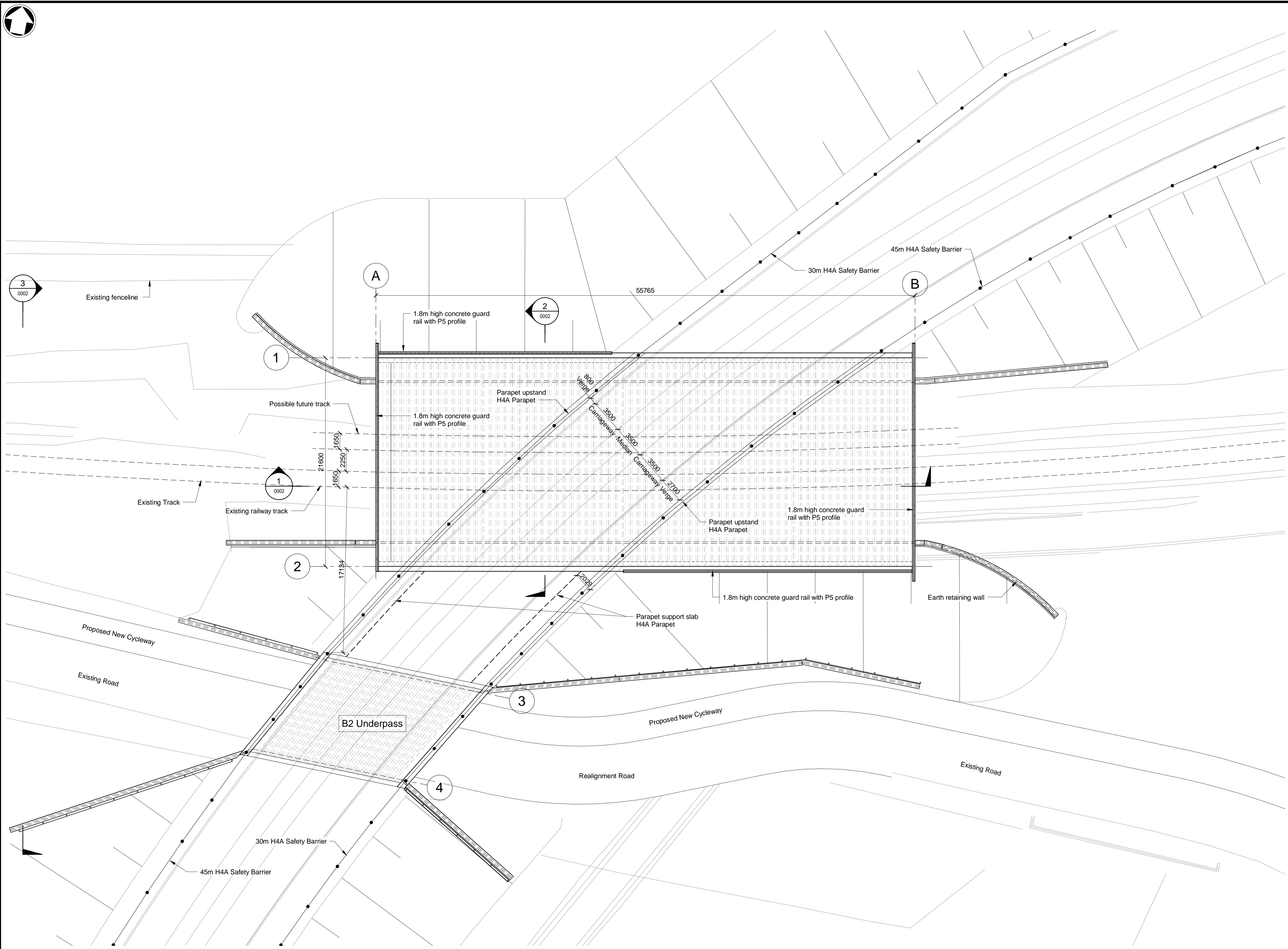
N25 Rosslare Europort Access Road  
Phase 3  
Public Lighting Layout

Sheet 01 of 01

Designed	M.EBERT	ME	Eng check	J.O'RIORDAN	JOR
Drawn	M.EBERT	ME	Coordination	---	---
Dwg check	J.O'RIORDAN	JOR	Approved	J.SHINKWIN	JS
MMD Project Number	229100548	Scale at A1	1:1000	Security	STD
Drawing Description	Public Lighting Layout				
Drawing Number	229100548-MMD-1300-RE-DR-C-0001	Revision	P03		

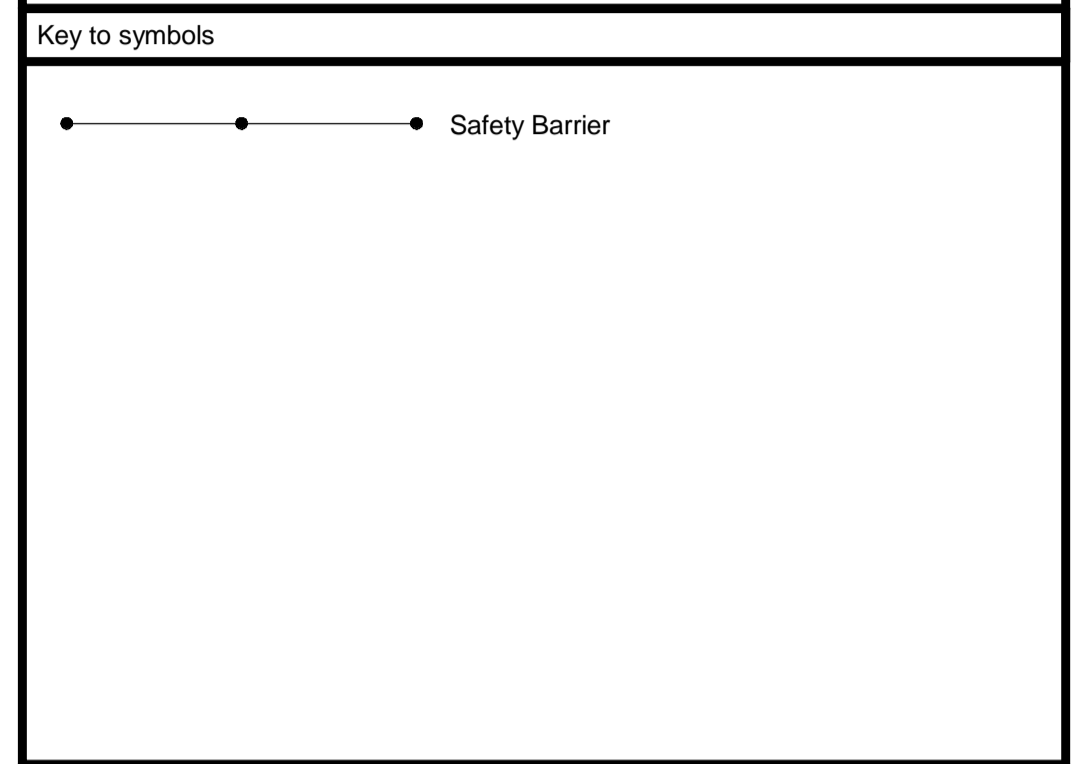
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ORI35580



Plan  
1 : 200

- Notes**
1. This drawing to be read in conjunction with all relevant Engineers drawings and specifications.
  2. All dimensions are in millimeters (mm).
  3. Use figured dimensions only. Do not scale from this drawing. All dimensions to be checked on site.
  4. All coordinates relate to ITM - Irish Transverse Mercator.



**Reference drawings**

229100548-MMD-1700-RE-DR-C-0002	General Arrangement Sections
---------------------------------	------------------------------

Rev	Date	Drawn	Description	Ch'k'd	App'd
P5	01.10.2021	ROC	Preliminary design submission	BB	RS
P4	12.08.2021	ROC	Additional rail information	BB	RS
P3	31.05.2021	ROC	Revised beam arrangement	RS	RS
P2	18.05.2021	ROC	Draft for Discussion	RS	RS
P1	12.05.2021	ROC	Draft for Discussion	RS	RS

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**PRELIMINARY**

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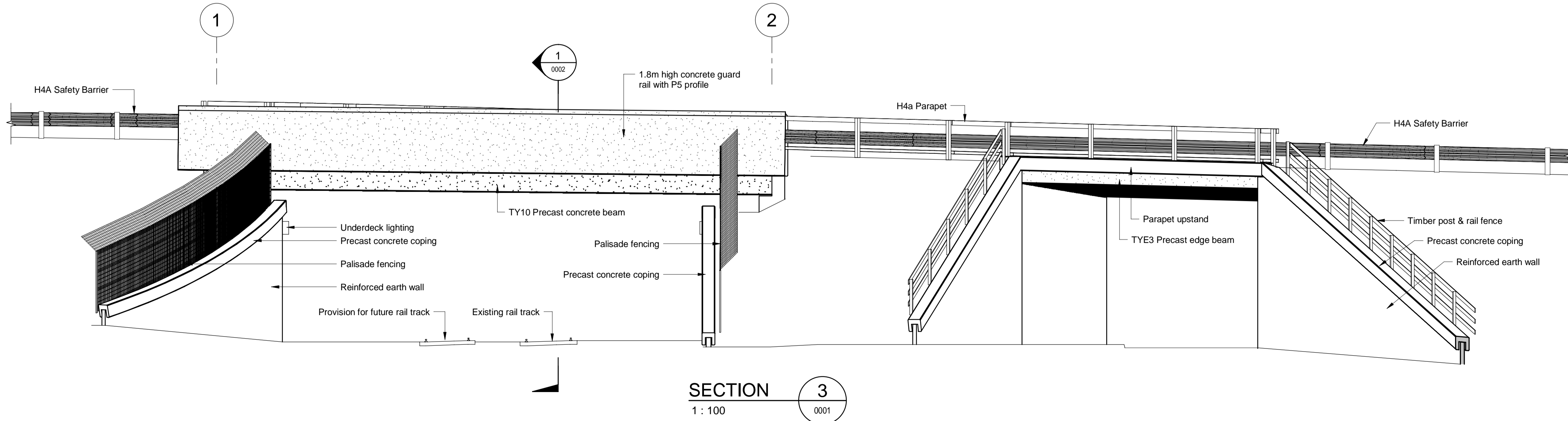
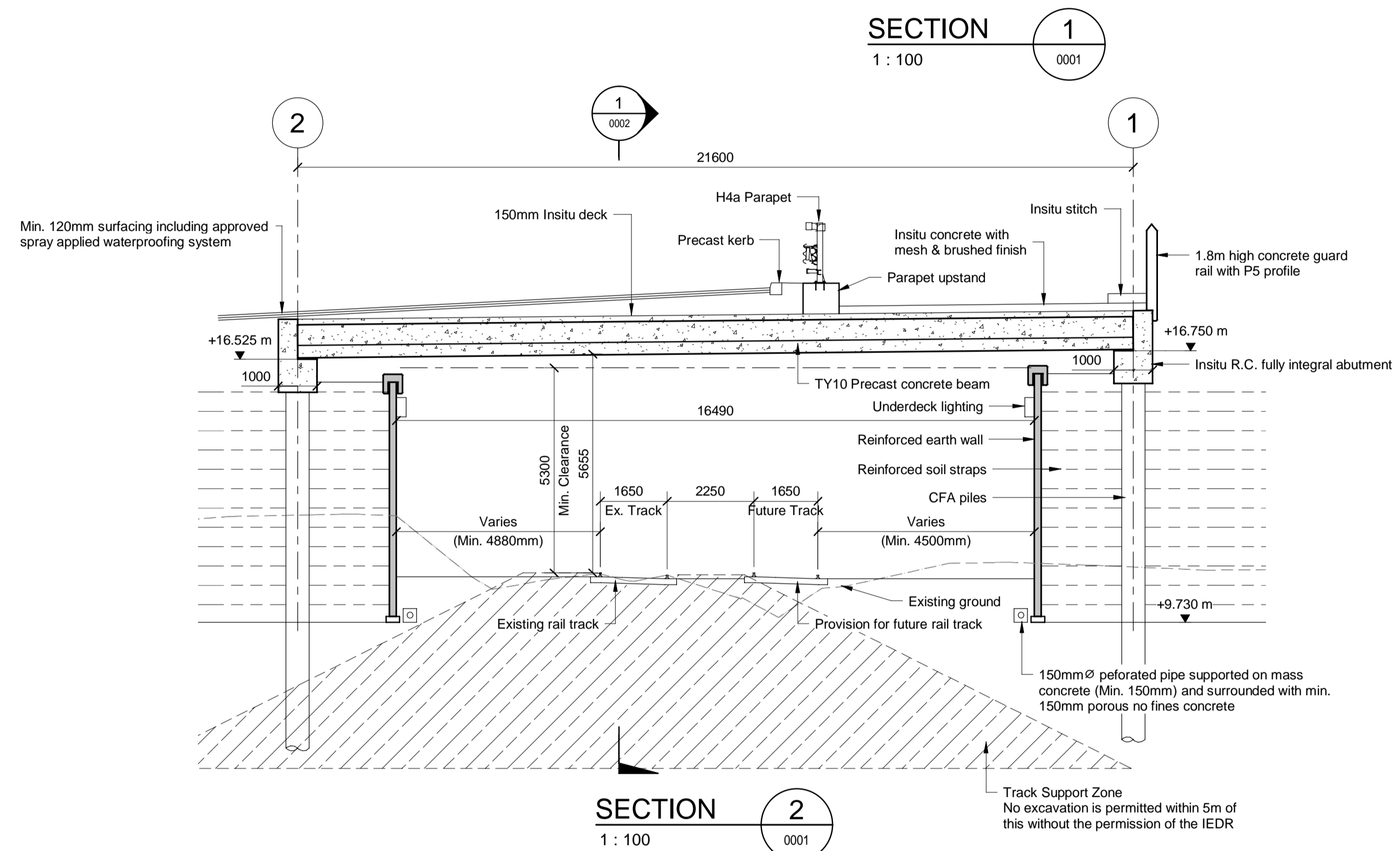
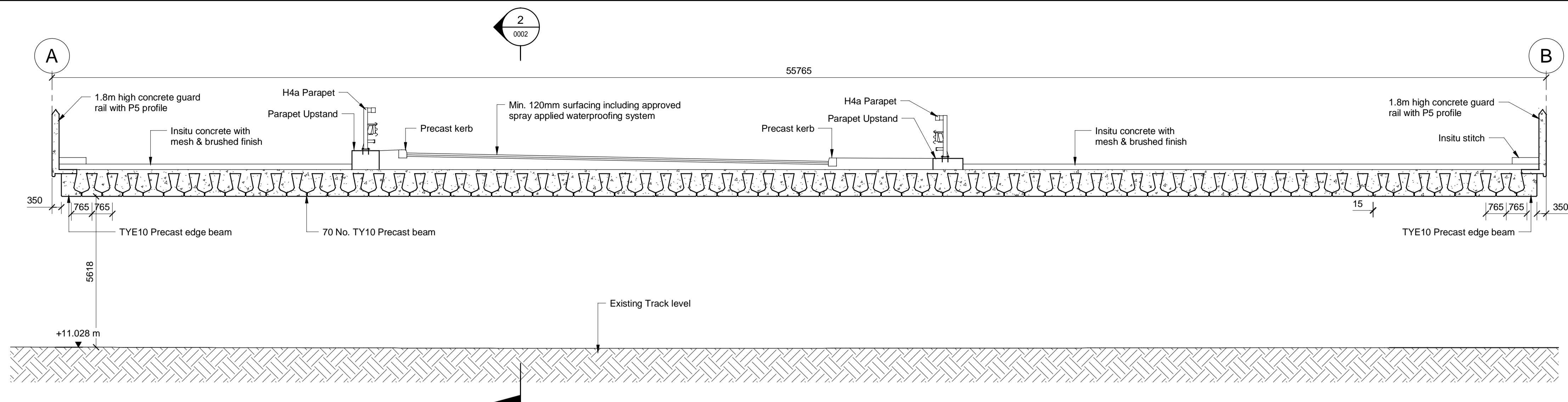
**Client**

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Roads Department  
Wexford County Council  
Carricklawn  
Wexford Town

**Title**

N25 Rosslare Europort Access Road  
B1 Ballygerry Underbridge  
(Railway Overbridge)  
General Arrangement  
Plan

Designed	R. Sexton	Eng. Check	
Drawn	R. O'Connor	Coordination	
Dwg. Check	B. Buckley	Approved	R. Sexton
MMD Project Number	229100548	Scale at A1	As indicated
Drawing Description	Preliminary Railbridge Layout		
Drawing Number	229100548-MMD-1700-RE-DR-C-0001	Rev	P5



- Notes
1. This drawing to be read in conjunction with all relevant Engineers drawings and specifications.
  2. All dimensions are in millimeters (mm).
  3. Use figured dimensions only. Do not scale from this drawing. All dimensions to be checked on site.
  4. All coordinates relate to ITM - Irish Transverse Mercator.

Key to symbols

Reference drawings

229100548-MMD-1700-RE-DR-C-0001 General Arrangement Plan

Rev	Date	Drawn	Description	Ch'k'd	App'd
P4	01.10.2021	ROC	Preliminary design submission	BB	RS
P3	12.08.2021	ROC	Additional rail information	BB	RS
P2	31.05.2021	ROC	Revised beam arrangement	RS	RS
P1	12.05.2021	ROC	Draft for Discussion	RS	RS

Status Stamp

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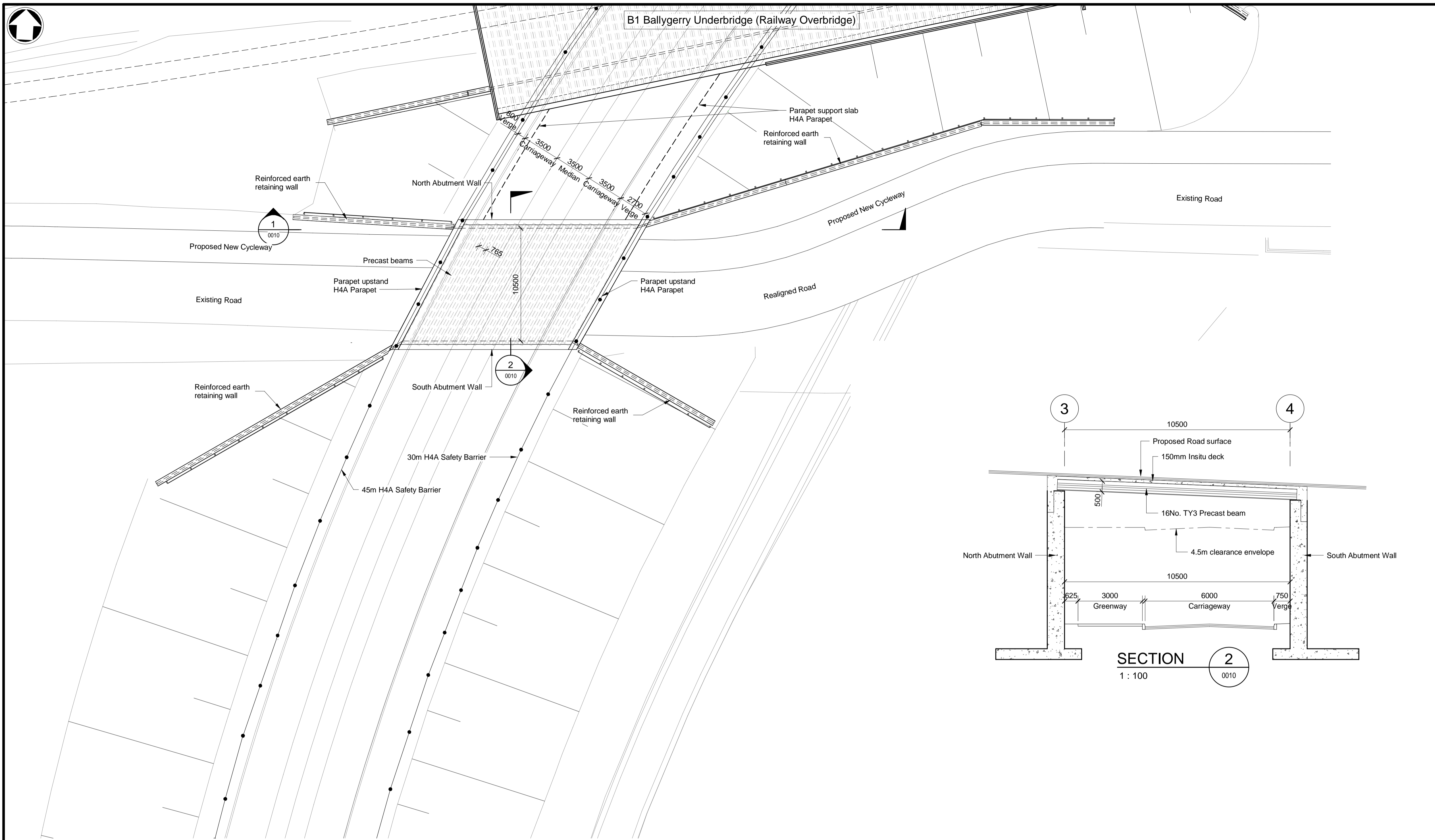
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Wexford County Council  
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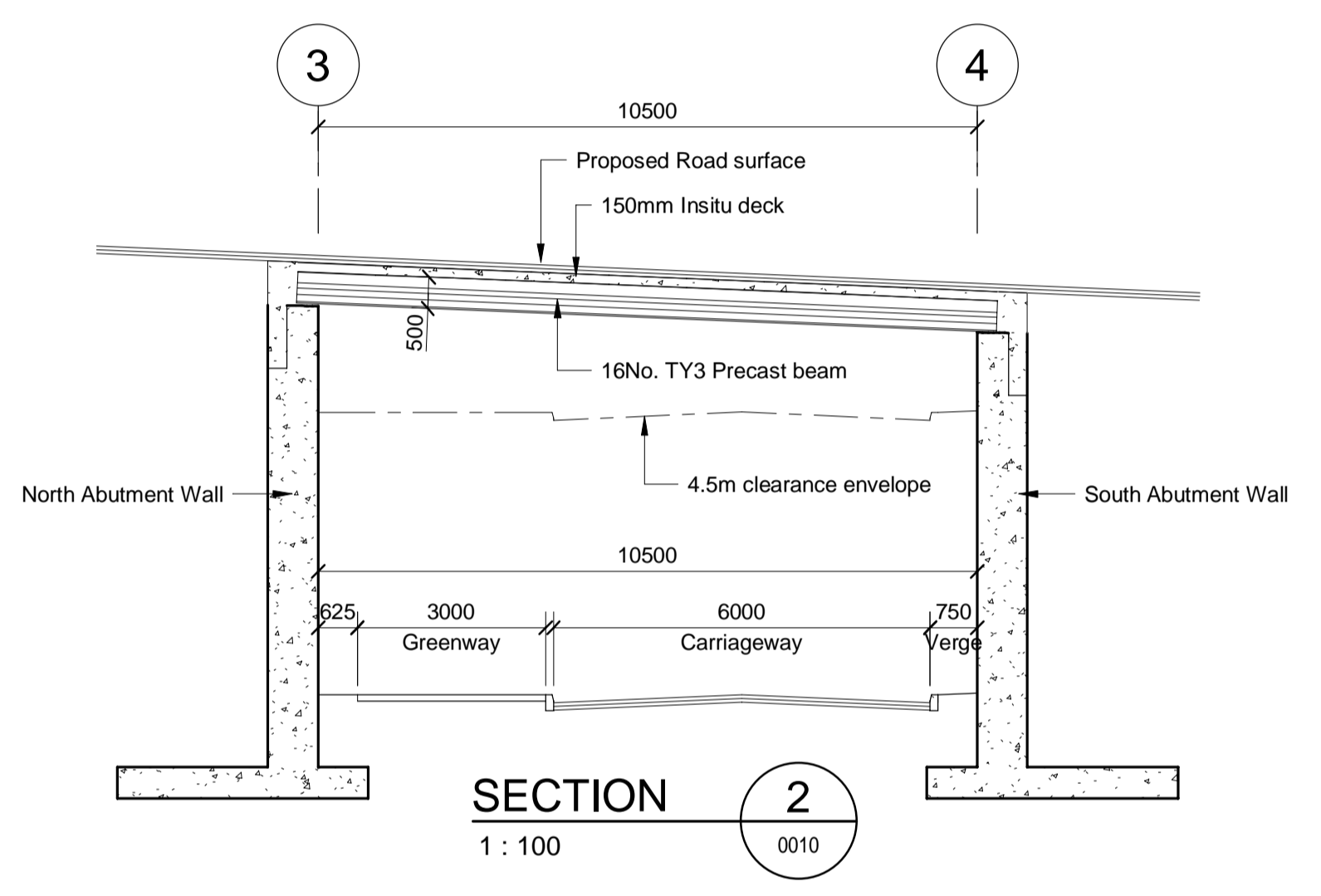
Title

**N25 Rosslare Europort Access Road  
B1 Ballygerry Underbridge  
(Railway Overbridge)  
General Arrangement  
Sections**

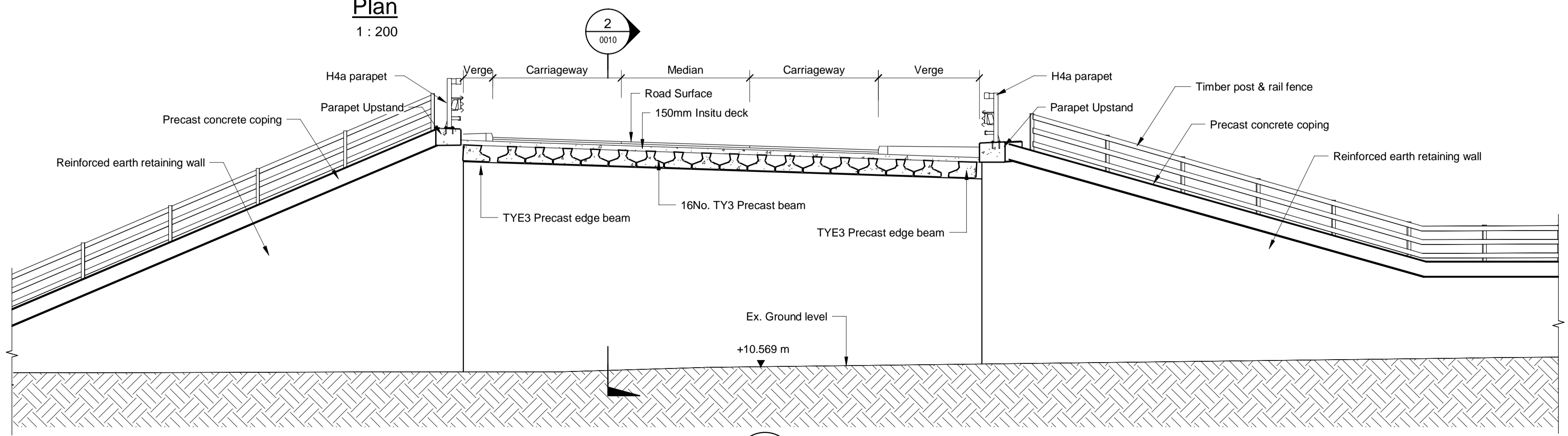
Designed	R. Sexton	Eng. Check	
Drawn	R. O'Connor	Coordination	
Dwg. Check	B. Buckley	Approved	R. Sexton
MMD Project Number	229100548	Scale at A1	Security
		As indicated	STD
Drawing Description			
<b>Preliminary Railbridge Layout</b>			
Drawing Number	229100548-MMD-1700-RE-DR-C-0002	Rev	P4



**Plan**  
1 : 200



**SECTION 2**  
1 : 100



**SECTION 1**  
1 : 100

- Notes**
1. This drawing to be read in conjunction with all relevant Engineers drawings and specifications.
  2. All dimensions are in millimeters (mm).
  3. Use figured dimensions only. Do not scale from this drawing. All dimensions to be checked on site.
  4. All coordinates relate to ITM - Irish Transverse Mercator.



**Reference drawings**

Rev	Date	Drawn	Description	Ch'k'd	App'd
P4	01.10.2021	ROC	Preliminary design submission	BB	RS
P3	12.08.2021	ROC	Revised structure arrangement	BB	RS
P2	31.05.2021	ROC	Revised vertical alignment	RS	RS
P1	18.05.2021	ROC	Draft for Discussion	RS	RS

Status Stamp

**Preliminary**

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Wexford County Council  
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Wexford Town

**Title**

**N25 Rosslare Europort Access Road  
B2 Underpass  
General Arrangement  
Plan & Section**

Designed	B. Buckley	Eng. Check	
Drawn	R. O'Connor	Coordination	
Dwg. Check	B. Buckley	Approved	R. Sexton
MMD Project Number	229100548	Scale at A1	As indicated
Drawing Description	Preliminary Underpass		Security STD
Drawing Number	229100548-MMD-1700-RE-DR-C-0010	Rev	P4

# SAFETY AUDIT FEEDBACK FORM

Scheme: N25 Rosslare Europort Access Road

Document Number: 20054-02-001

Audit Stage: Stage 1 RSA

Date Audit Completed: 29<sup>th</sup> October 2021

Paragraph No. in Safety Audit Report	To Be Completed By 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	Y	Y	-----	-----
2.2	Y	Y	-----	-----
2.3	Y	N	The two-lane entry to the roundabout from the N25 Rosslare Europort Access Road will segregate the different types on Port traffic by providing designated lanes for the freight check in area and the cars/buses check in area (i.e. management of Port traffic). It is noted however, that the layout/design of the Port roundabout including the entry & exit arms is outside the remit of this N25 Rosslare Europort Access Road project and is instead covered within the Rosslare Europort Masterplan Development which has already received planning permission. Nevertheless, the problems & recommendations highlighted within this Stage 1 Road Safety Audit will be forwarded to the Rosslare Europort Masterplan Development designers for their information/consideration. We note however that the arrows on the entry lanes to the roundabout from the N25 Rosslare Europort Access Road will be reviewed at detailed design stage and it is considered that appropriate road destination markings and signage will be provided to reinforce driver awareness of the roundabout layout.	Yes
2.4	Y	N	The design/location of the small boat harbour access is outside the remit of this project and is covered under the Rosslare Europort Masterplan Development and therefore cannot be removed/relocated. It is noted however that this access will be lightly trafficked comprising of local traffic only. Nevertheless, the entry radius from the N25 Rosslare Europort Access Road to the roundabout will be reviewed to reduce the risk of an angle collision.	Yes
2.5	Y	Y	-----	-----
2.6	Y	Y	-----	-----
2.7	Y	Y	-----	-----
2.8	Y	N	The section of existing Churchstown Road that the Auditor is referencing to is outside the remit of this project. No infrastructure alterations are proposed to this section of the Churchstown Road and thus it is not intended as the designated cyclist route. The proposed cycle/active travel route to the Port is via the active travel facility along the toe of the road embankment which will connect to the planned Rosslare Harbour to Rosslare Strand Greenway at Chainage 950. Nevertheless, the problem and recommendation highlighted will be forwarded to the Wexford Co Co for their information/consideration.	Yes



2.9	Y	N	The proposed 3m wide shared facility will maintain a consistency with other planned active travel facilities in the areas. Wexford County Council are developing proposals for an active travel scheme from Kilrane to the Ballygillane Roundabout that connects with this scheme and has the same 3m wide unsegregated layout. The planned Rosslare Harbour to Rosslare Strand Greenway which also directly connects with this scheme also proposes an unsegregated 3m wide shared surface. Therefore, as the connecting link between these projects it is considered that the active travel facilities on this scheme should be consistent with both other projects.	Yes
2.10	Y	Y	-----	-----
2.11	Y	Y	-----	-----

Safety Audit  
Signed off *John O'Riordan* Design Team Leader  
Print Name JOHN O'RIORDAN

Date 18/11/2021

Safety Audit  
Signed off *Tim Mh* Employer  
Print Name *TIM MURPHY*

Date *18/11/2021*

Safety Audit  
Signed off *Dermot Donovan* Audit Team Leader  
Print Name Dermot Donovan

Date 25/11/21

Please complete and return to:

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