

South – North Access Road

Stage 2 Road Safety Audit

Kilkenny County Council

September 2024

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Document History

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1. Introduction

1.1 Report Context

This report describes the findings of a Stage 2 Road Safety Audit associated with the proposed South - North Access Road.

The Audit has been completed by Traffico on behalf of Kilkenny County Council.

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Thursday 4 th July 2024	Daylight	Overcast with dry roads.

Table 1.1 – Site Inspection Details

1.3 The Road Safety Audit Team

The members of the Road Safety Audit Team have been listed following:

Status	Name / Qualifications	TII Auditor Reference No:
Audit Team Leader (ATL)	Martin Deegan BEng(Hons) MSc CEng MIEI	MD101312
Audit Team Member (ATM)	John Ryan BEng CEng MSc BE	JR*101

Table 1.2 – Audit Team Details

1.4 Design Information Examined as Part of the Audit Process

The following drawing(s) were examined as part of the Road Safety Audit (RSA) process:

Drawing No.	Drawing Title	Rev.
W383 OCSC XX XX DR C 0010	Part 8 Layout Plan	P04
W383 OCSC XX XX DR C 0011	General Arrangement Layout Plan	P02
W383 OCSC XX XX DR C 0012 - 0014	General Arrangement Sheets 1 to 3	P02
W383 OCSC XX XX DR C 0015	Greenway Parking Layout	P04
W383 OCSC XX XX DR C 0016	Roads Plan and Long Section (Road 1)	P04
W383 OCSC XX XX DR C 0017	Roads Plan and Long Section (Road 2 and Road 3)	P02
W383 OCSC XX XX DR C 0018	Typical Cross Sections	P02
W383 OCSC XX XX DR C 0019	Typical Bridge Section	P02
W383 OCSC XX XX DR C 0020	Junction Layout (Road 1 with Road 3)	P02
W383 OCSC XX XX DR C 0021	Junction Layout (Road 1 with Road 2)	P02
W383 OCSC XX XX DR C 0022	Swept Path Analysis Ingress & Egress of Coach Bus	P02

Drawing No.	Drawing Title	Rev.
W383 OCSC XX XX DR C 0023	Swept Path Analysis Ingress & Egress of Car	P02
W383 OCSC XX XX DR C 0025	Road Markings & Signs Overall Layout	P01
W383 OCSC XX XX DR C 0026 - 0028	Road Markings & Signs Sheets 1 to 3	P01
W383 OCSC XX XX DR C 0500	Proposed Drainage Key Plan	P01
W383 OCSC XX XX DR C 0501 - 0504	Proposed Drainage Layout Plan Sheets 1 to 4	P01
W383 OCSC XX XX DR C 0510	Proposed Drainage Standard Details	P01
W383 OCSC XX XX DR C 0520 - 0526	Proposed Drainage Long Sections Sheets 1 to 7	P01
W383 OCSC XX XX DR C 0550	Proposed Watermain Keyplan	P01
W383 OCSC XX XX DR C 0551 – 0553	Proposed Watermain Layout Plan Sheets 1 - 3	P03
W383 OCSC XX XX DR C 570	Provision for Additional Services	P01
W383 OCSC XX XX DR C 571 - 573	Provision for Additional Services Layout Plan Sheets 1 - 3	P01

Table 1.3 – Designers Drawing List

1.5 Road Safety Audit Compliance

Procedure and Scope

This Road Safety Audit has been carried out in accordance with the procedures and scope set out in TII publication number GE-STY-01024 - Road Safety Audit.

As part of the road safety audit process, the Audit Team have examined only those issues within the design which relate directly to road safety.

Compliance with Design Standards

The road safety audit process is not a design check, therefore verification or compliance with design standards has not formed part of the audit process.

Minimizing Risk of Collision Occurrence

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 the risk of collision occurrence.

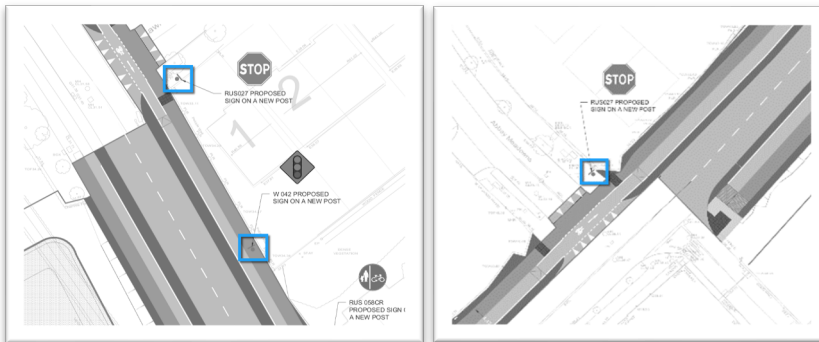
2. Road Safety Issues Identified

2.1 Problem: Signs / Signposts in Footpaths

Location: Various Sign Locations at Scheme Tie-Ins

Pedestrians (especially those who are blind or partially sighted) are likely to come into direct conflict with signs positioned within the footpath or at mid-footpath.

Figure 2.1 – Signs Placed Mid-Footpath Leading to Pedestrian Strikes



Recommendation

Signs should be positioned to the back of the footpath, at suitable locations where the risk of pedestrian strikes can be minimized.

2.2 Problem: Set Back - Stop Lines & Pedestrian Crossing Lines

Location: All Signal Controlled Junctions

The unusually small set-back between the stop lines and the pedestrian crossing lines can increase the risk of conflicts between vehicles and crossing pedestrians (by way of drivers rolling past the stop line on a red light). It may also prevent the driver in the lead vehicle from having a direct line of sight to the primary traffic signal head.

Figure 2.2 – Limited Set Back of Stop Line from Primary Traffic Signal (Example)



Recommendation

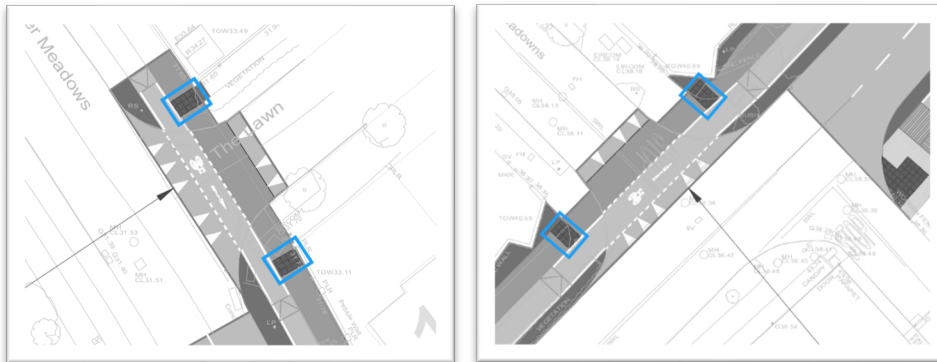
The set-back between the stop lines and the pedestrian crossing lines should be increased to mitigate the risks described.

2.3 Problem: Tactile Paving May Confuse Blind / Partially Sighted

Location: Junction with The Lawn (North) & Junction with Abbeygate (South)

The tactile paving appears to be positioned to the rear of the footpaths. This may create confusion for blind or partially sighted road users, leading to poor decision making and conflicts with other road users.

Figure 2.3 – Tactile Paving Indicating Longer Crossings for Blind or Partially Sighted Person



Recommendation

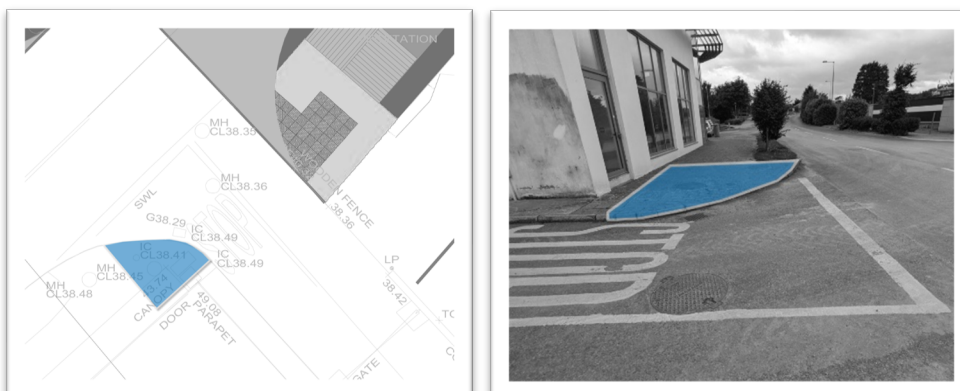
The tactile paving should be re-positioned to the leading edge of the footpath, beside the interface with the adjacent traffic lane.

2.4 Problem: Single Sided Tactile Paving Set at Crossing

Location: Southern Scheme Tie-In – Service Road to Rear of Retail Units

Failing to provide an opposing set of tactile paving on the other side of the pedestrian crossing is likely to lead to confusion and progression issues for blind or partially sighted road users.

Figure 2.4 – Single Sided Tactile Paving Creating Confusion for Blind or Partially Sighted Person



Recommendation

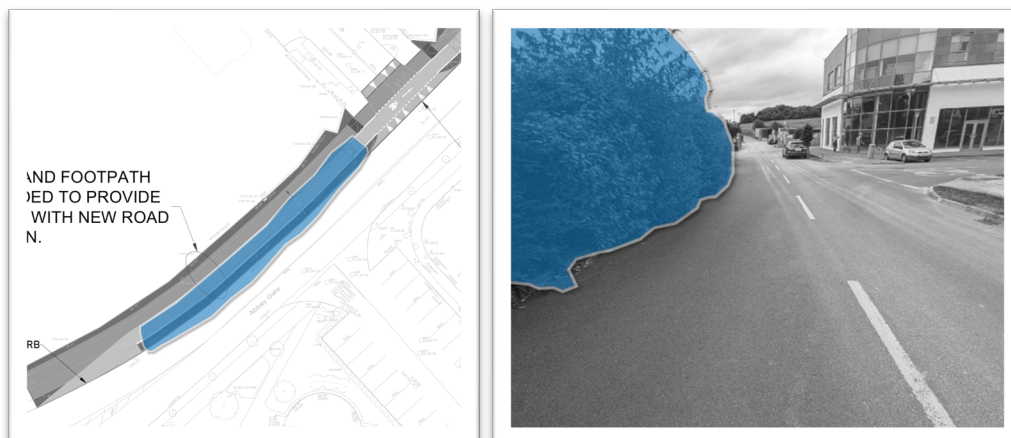
An opposing set of tactile paving should be provided on the other side of the pedestrian crossing.

2.5 Problem: Planting Impacting on Operation of Road

Location: Southern Scheme Tie-In – Commencement of Off-Road Cycle Track

The overgrown verge planting was observed to reduce the effective width of the existing cycle track and the adjacent traffic lane. It also obscured sightlines at the junction serving Abbeygate.

Figure 2.5 – Planting Impacting on Operation of Road / Footpath & Cycletrack



Recommendation

The overgrown verge planting should be removed.

3. Audit Team Statement

3.1 Certification & Purpose

We certify that we have examined the drawing(s) listed in Chapter 1 of this Report.

Sole Purpose of the Road Safety Audit

The Road Safety Audit has been carried out with the sole purpose of identifying any features of the design which could be removed or modified to improve the road safety aspects of the scheme.

3.2 Implementation of RSA Recommendations

The problems identified herein have been noted in the Report together with their associated recommendations for road safety improvements.

We (the Audit Team) propose that these recommendations should be studied with a view to implementation.

Audit Team's Independence to the Design Process

No member of the Audit Team has been otherwise involved with the design of the measures audited.

3.3 Road Safety Audit Team Sign-Off

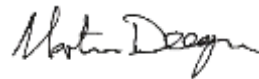
Martin Deegan

Audit Team Leader

Road Safety Engineering Team

traffico

Signed:



Date:

13th August 2024

John Ryan

Audit Trainee

Road Safety Engineering Team

traffico

Signed:



Date:

13th August 2024

4. Designers Response

4.1 How the Designer Should Respond to the Road Safety Audit

The Designer should prepare an Audit Response for each of the recommendations using the Road Safety Audit Feedback Form attached in Appendix A.

When completed, this form should be signed by the Designer and returned to the Audit Team for consideration. See flow-chart following for further description.



Figure 4.1 – Road Safety Audit Sign-Off and Completion Process

4.2 Returning the Completed Feedback Form

The Designer should return the completed Road Safety Audit Feedback Form attached in Appendix A of this report to the following email address:

- Email address: martin@traffico.ie

The Audit Team will consider the Designer's response and reply indicating acceptance or otherwise of the Designers response to each recommendation.

Triggering the Need for an Exception Report

Where the Designer and the Audit Team cannot agree on an appropriate means of addressing an underlying safety issue identified as part of the audit process, an Exception Report must be prepared by the Designer on each disputed item listed in the audit report.

Appendix A

A.1 Road Safety Audit Feedback Form

Road Safety Audit Feedback Form

Scheme: South - North Access Road

Audit Stage: Stage 2 Road Safety Audit

Audit Date: 13th August 2024

Problem Reference (Section 2)	Designer Response Section			Audit Team Response Section
	Problem Accepted (yes / no)	Recommended Measure Accepted (yes / no)	Alternative Measures or Comments	Alternative Measures Accepted (yes / no)
2.1	Yes	Yes		
2.2	Yes	Yes		
2.3	Yes	Yes		
2.4	Yes	Yes	Tactile on the opposite side will be provided through discussion and agreement with the relevant landowner at detailed design stage.	
2.5	Yes	Yes	Planting to be removed and appropriately reinstated in the verge at detailed design stage.	

**The Designer should complete the Designer Response Section above, then fill out the designer details below and return the completed form to the Road Safety Audit Team for consideration and signing.*

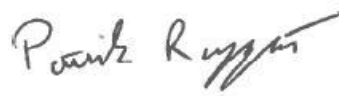
Designer's

Name:

Patrick Raggett

Designer's

Signature:



Date:

09/09/2024

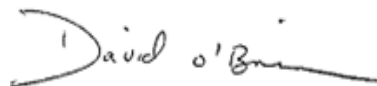
Employer's

Name:

David O'Brien

Employer's

Signature:



Date:

09/09/2024

Audit

Team's

Name:

Martin Deegan

Audit

Team's

Signature:



Date:

11 Sept. 2024



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