

STAGE 1 ROAD SAFETY AUDIT

PROPOSED N25 GLENMORE BUS STOP RELOCATION SCHEME

FOR

TRANSPORT INFRASTRUCTURE IRELAND



Issue Status	Issue Ref.	Prepared by	Checked by	Approved by	Date
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1 Introduction

1.1 General

This report results from a Stage 1 Road Safety Audit on the proposed Glenmore Bus Stop in Co. Kilkenny carried out at the request of Mr. Paul Byrne of the Kilkenny County Council Road Design Office.

The members of the Road Safety Audit Team are independent of the design team, and include:

Mr. David O'Brien

(BA, BAI, PgDip(PM), RSACert, CEng, MIEI)
Road Safety Audit Team Leader

Mr. Evan Hayden

(BSc (Hons) , Level 9 Cert (RSA & Engineering))
Road Safety Audit Team Member

The Road Safety Audit took place during April 2026 and comprised an examination of the documents provided by the designers (see Appendix A). In addition to examining the documents supplied the Road Safety Audit Team visited the site of the proposed measures on the 14th April 2026. Weather conditions during the site visit were wet and the road surface was wet. Traffic volumes during the site visit were moderate, pedestrian and cyclist volumes were low and traffic speeds were considered to be generally within the posted speed limit.

Where problems are relevant to specific locations these are shown on drawing extracts within the main body of the report and their locations are shown in Appendix B. Where problems are general to the proposals sample drawing extracts are within the main body of the report, where considered necessary.

This Stage 1 Road Safety Audit has been carried out in accordance with the requirements of GE-STY-01024 - Road Safety Audit (May 2025), contained on the Transport Infrastructure Ireland (TII) Publications website.

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 and considers the perspective of all road users. 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 and minimise collision occurrence.

If any of the recommendations within this road 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 Observations are intended to be for information only. Written responses to Observations are not required.

1.2 Items Not Submitted for Auditing

Details of the following items were not submitted for audit; therefore, no specific problems have been identified at this stage relating to these design elements, however where the absence of this information has given rise to a safety concern it has been commented upon in Section 3: -

- Visibility splays
- Lighting Design

2 Project Description

A 2021 Road Safety Inspection (RSI) carried out by Roadplan on behalf of Transport Infrastructure Ireland (TII) identified a safety issue at the Glenmore Hill Bus Stop on the N25, Co. Kilkenny. With the existing arrangement, buses utilising this stop are required to pull over in the east bound lane and westbound nearside climbing lane to pick up and drop off passengers. Subsequently, passengers are required to:

- To cross the N25 which at that location consists of two west bound lanes (including climbing lane), east bound lane and a right turn pocket. There is no refuge for pedestrians to cross at this location.
- Wait on the hard strip / verge whilst waiting for buses to arrive

The current arrangement presents a significant safety concern for pedestrians. In addition, there are also further safety concerns with regard to the movement of buses that are pulled over in the carriageways and lack of markings and prior warning to motorists of the upcoming bus stop.

The speed limit of the N25 at the bus stop location is 100 km/h.

It is proposed to construct a new offline bus stop at Glenmore, Co. Kilkenny. The new bus stop will be located off the N25 to the east of Glenmore Village. The new bus stop will be entered from the L7510 and exit onto the L7539 in a one-way system.

The Special Projects Department of Kilkenny County Council are currently progressing designs for a new 3m shared surface that will link the South East Greenway to Glenmore Village. The greenway link wraps around the northern and eastern boundary of the proposed bus stop site. It is proposed to incorporate a bus shelter, bicycle parking, EV Charger and public lighting into the development. Please refer below for a location map of the proposed bus stop location.

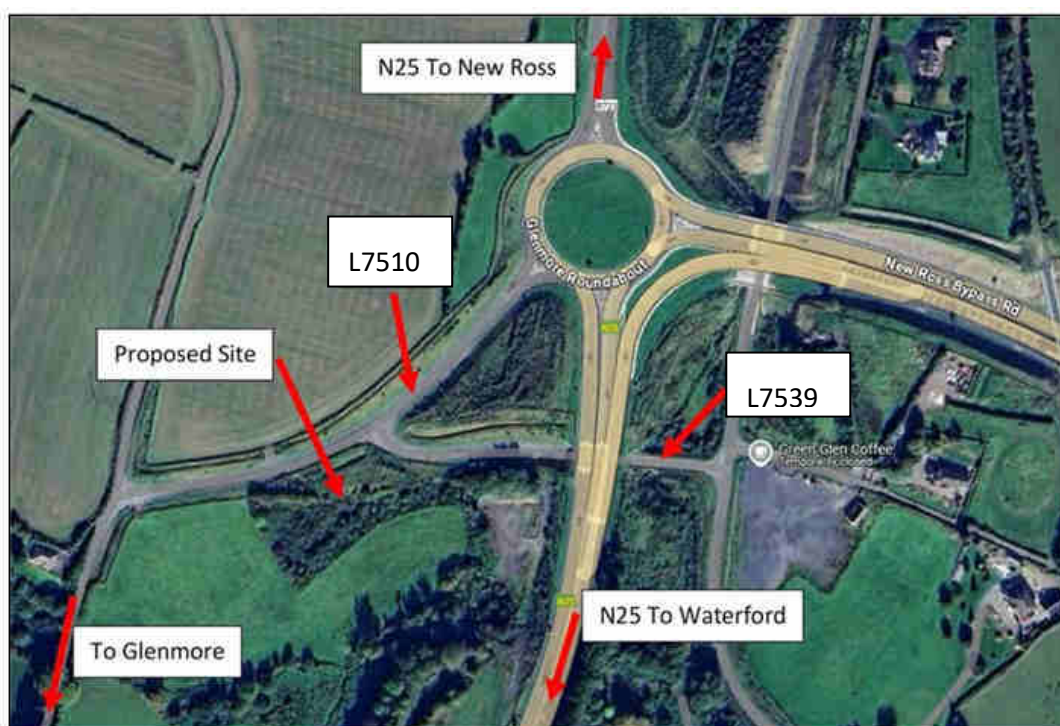


Figure 1 Proposed Site Location

The site of the proposed bus stop is a greenfield site. The site has a steep drop from the level of the single carriageway L7510 down to the surrounding fields at river level. The L7539 is a newly reconfigured road that provides a link from the newly constructed Glenmore Roundabout to Glenmore Village.

The L7539 is a reconfigured single carriageway road that was once accessed off the old alignment of the N25 and now passes beneath the N25. As such, the gradient of the L7539 dips in the order of a number of metres.

3 Items Arising from the Audit

3.1 Problem 1

Location: Throughout scheme

Summary: Information regarding signage not provided to the Audit Team.

Information regarding the proposed signage relating to the cycletrack, including signage at the start/end of the cycletrack, has not been provided to the Audit Team. The Audit Team are aware that this is a Stage 1 Road Safety Audit and that this information is likely to be considered as the design progresses. However, if sufficient consideration is not given to the various sign types, their size and location, this could result in signs being insufficiently visible to all road users. This could result in road users, including cyclists, pedestrians and cyclists, being insufficiently aware of the cycletrack leading to confusion and an increased risk of collisions between motorised and non-motorised road users.

Recommendation

Ensure all necessary signage is provided during the detailed design stage and that the signage is of sufficient size, and located, such that it is sufficiently visible to all road users.

3.2 Problem 2

Location: Throughout scheme

Summary: Unclear where public lighting columns will be located relative to the footpath.

At this early stage in the design process, information regarding proposed public lighting columns has not been provided to the Audit Team. It is assumed that public lighting columns will be provided throughout the proposed scheme. It is unclear, however, if these public lighting columns will be located within grass verges or within the footpath. Should public lighting columns be located within the footpath the effective width of the footpath will be reduced resulting in pedestrians having to enter the carriageway to avoid the obstruction leading to an increased risk of collisions with vehicles and cyclists.

Recommendation

Ensure public lighting columns are located at the back of the footpath or within the grass verge such that they do not constitute a hazard to pedestrians. Care should be taken to ensure that they are not located close to trees and other vegetation.

3.3 Problem 3

Location: Throughout the Scheme

Summary: Information regarding fencing not provided to the Audit Team

Information regarding proposed fencing was not provided to the audit team. Given the nature of the proposed scheme and topography of the existing site there may risk to pedestrians and cyclists along embankments and the presence of open drains. This may lead to slips, trips and falls leading to personal injuries.

Recommendation

The detail design should include a comprehensive fencing design to ensure hazards such as open drains and steep embankments do not pose as a hazard to pedestrians and cyclists.

3.4 Problem 4

Location: Proposed Exit

Summary: Exit Geometry and Proximity to junction with wide exit radius

At the exit from the proposed bus stop onto the L7539 public road, the swept path analysis indicates a wide turning movement for buses. As a result, buses may cross the centreline of the L7539, potentially bringing them into conflict with opposing traffic. The nearby existing L7510 junction is also wide with high entry speeds, which may further increase the risk. This creates a potential hazard, with an increased risk of vehicle collisions between buses and opposing traffic, which could result in injury to road users.

Recommendation

Bus stop exit geometry should prevent encroachment onto the opposing lane, and the L7510 junction entry should be tightened to reduce vehicular speeds.

3.5 Problem 5

Location: Cycle track

Summary: Greenway link buffer to the road edge

At the proposed cycle track bounding the proposed bus stop, it is unclear whether a buffer is provided between Greenway link users and vehicles travelling along the adjacent carriageway. This presents a potential hazard, as cyclists/pedestrians may not be adequately separated from live traffic, increasing the risk of conflict with passing vehicles and potential injury to vulnerable road users.

Recommendation

Provide a buffer between the greenway link active travel measures and carriageway.

4 Observations

The proposed scheme includes for 11no parking spots with 2No. EV charging and 2 No. disabled parking pays It is unclear what the expected demand for the scheme is and there may be a concern of a high demand resulting in informal parking. A Demand analysis should be conducted to assess the parking need.

5 Audit Team Statement

We certify that we have examined the drawings and other information listed in Appendix A and examined the site by means of a site visit during the day and night of the 2nd July 2025.

We further certify that we are independent from the design team for the scheme.

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.

The issues that we have identified have been noted in the report, together with suggestions for improvement, which we recommend should be studied for implementation.

Team Leader:

David O'Brien

Signed:



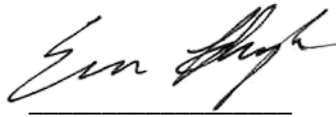
Date:

22/07/26

Team Member:

Evan Hayden

Signed:



Date:

22/07/26

6 Road Safety Audit Feedback Form

Road Safety Audit Feedback Form		
Scheme: Glenmore Bus Stop		
Audit Stage: 1	Route No. N25	Date of Audit: 14/04/2026

To be Completed by Designer				To be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem Accepted (Yes/No)	Recommended Measure(s) 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	Yes	Yes	Signage added	
3.2	Yes	Yes	Public lighting to be placed at rear of footpath	
3.3	Yes	Yes	Vehicle restraint barriers added	
3.4	Yes	Yes	Internal circulation has been reversed to provide better access and egress locations	
3.5	Yes	Yes	While the greenway link is outside the scope of this project, sufficient width is provided to allow a buffer if required	

Signed: Alanna Byrne

Designer

Date: 13/07/2026Signed: David O'Brien

Audit Team Leader

Date: 22/07/26Signed: Paul Byrne

Employer

Date: 04/08/2026

Appendix A – Documents Submitted to the Road Safety Audit Team

File No.	Description	Version	Date
N25 Glenmore Bus Stop Stage 1 RSA Brief	N25 Glenmore Bus Stop Stage 1 RSA Brief	V1	23/03/2026
25024-BS-DR-0100	SITE LOCATION MAP	PL1	07/01/2026
25024-BS-DR-0101	GENERAL LAYOUT AND SECTIONS	PL1	07/01/2026
25024-BS-DR-0102	SWEPT PATH ANALYSIS	PL1	07/01/2026
25024-BS-DR-0103	TOPOGRAPHICAL SURVEY	PL1	07/01/2026
25024-BS-DR-0501	DRAINAGE GENERAL LAYOUT AND DETAILS	PL1	07/01/2026

Appendix B – Problem Locations

3.1 to 3.3 throughout scheme

