

PPP Social Housing Bundle 3:
Development at Athy, Co. Kildare
Stage 1&2 Road Safety Audit

RPS Group

August 2021

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Stage 1&2 Road Safety Audit

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Contents

| Section | Page |
|--|-------------|
| 1. Introduction | 2 |
| 1.1 Report Context | 2 |
| 1.2 Details of Site Inspection | 2 |
| 1.3 The Road Safety Audit Team | 2 |
| 1.4 Design Drawings Examined as Part of the Audit Process | 2 |
| 1.5 Road Safety Audit Compliance | 2 |
| 2. Road Safety Issues Identified | 4 |
| 2.1 Problem: Pedestrian Priority at Access | 4 |
| 2.2 Problem: Footpath Termination & Connection | 4 |
| 2.3 Problem: Footpath Termination & Connection | 5 |
| 2.4 Problem: Pedestrian Desire Line to Amenities | 5 |
| 2.5 Problem: Footpath Terminating Each Side of Parking | 6 |
| 2.6 Problem: Catering for Pedestrian Desire Lines | 6 |
| 3. Audit Team Statement | 7 |
| 3.1 Certification & Purpose | 7 |
| 3.2 Implementation of RSA Recommendations | 7 |
| 3.3 Road Safety Audit Team Sign-Off | 7 |
| 4. Designers Response | 8 |
| 4.1 How the Designer Should Respond to the Road Safety Audit | 8 |
| 4.2 Returning the Completed Feedback Form | 8 |

List of Tables

| | |
|-------------------------------------|---|
| Table 1.1 – Site Inspection Details | 2 |
| Table 1.2 – Audit Team Details | 2 |
| Table 1.3 – Designers Drawing List | 2 |

List of Figures

| | |
|--|---|
| Figure 2.1 – Pedestrian Crossing at Main Access Junction | 4 |
| Figure 2.2 – Northern Termination of Proposed Footpath | 4 |
| Figure 2.3 – Southern Connection of Proposed Footpath | 5 |
| Figure 2.4 – Pedestrian Desire Line across Fortbarrington Road | 5 |
| Figure 2.5 – Footpath Terminating Each Side of Parking | 6 |
| Figure 4.1 – Road Safety Audit Sign-Off and Completion Process | 8 |

Appendices

| | |
|-------------------------------------|----------|
| Appendix A | 9 |
| A.1 Road Safety Audit Feedback Form | 9 |

1. Introduction

1.1 Report Context

This report describes the findings of a Stage 1&2 Road Safety Audit associated with the proposed Social Housing Development at Athy, Co. Kildare.

The Audit has been completed by Traffico Ltd. on behalf of RPS Group.

1.2 Details of Site Inspection

| Date | Daylight / Darkness | Weather & Road Conditions |
|----------------------------------|---------------------|---------------------------|
| Friday 30 ^h July 2021 | Daylight | Cloudy, wet 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) | Jason Walsh BEng (Hons) PCert (RSA) CEng MIEI | JW3362499 |
| Audit Team Member (ATM) | Martin Deegan BEng(Hons) MSc CEng MIEI | MD101312 |
| Audit Trainee (AT) | - | - |

Table 1.2 – Audit Team Details

1.4 Design Drawings 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 | Revision |
|-------------------------|--------------------|----------|
| SHB3-ATY-AR-COA-SK-0001 | Proposed Site Plan | A |

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.

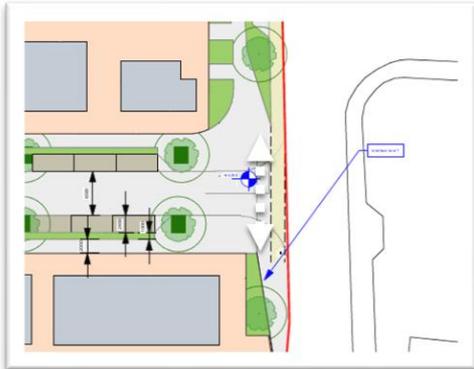
2. Road Safety Issues Identified

2.1 Problem: Pedestrian Priority at Access

Location: Main Direct Access Junction onto Fortbarrington Road

Measures to afford priority and safe crossing for pedestrians do not appear to have been proposed at the new access junction. This could lead to conflicts between pedestrians and vehicles.

Figure 2.1 – Pedestrian Crossing at Main Access Junction



Recommendation

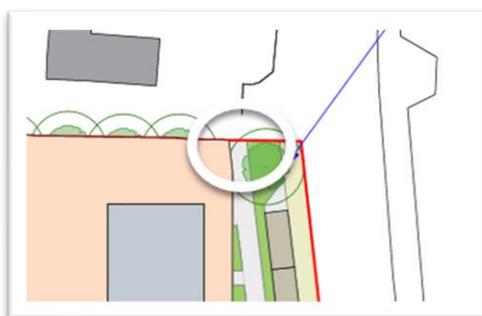
Measures to afford both priority and safe crossing for pedestrians should be provided at the location described.

2.2 Problem: Footpath Termination & Connection

Location: Site Frontage onto Fortbarrington Road, Northern Boundary Termination

The proposed footpath both directs pedestrians towards and terminates at an existing dwelling access. This could lead to pedestrians (in particular the mobility impaired) coming into conflict with traffic as they attempt to cross the road to re-join the safety of a footpath which continues on the opposite side of the road.

Figure 2.2 – Northern Termination of Proposed Footpath



Recommendation

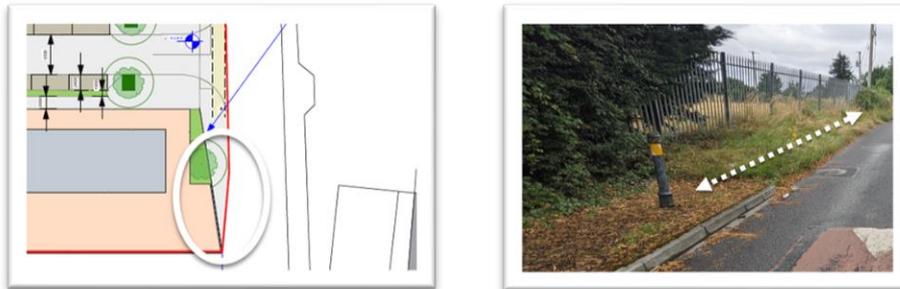
The footpath termination should be moved away from the dwelling access and a formal crossing connection should be provided to the footpaths on the opposite side of the road.

2.3 Problem: Footpath Termination & Connection

Location: Site Frontage onto Fortbarrington Road, Southern Boundary Termination

A tapered footpath termination has been proposed without safe connection for pedestrians to existing footpaths further to the south in front of the Halting Site. This could lead to pedestrians (in particular the mobility impaired) being forced to walk in the carriageway with general traffic.

Figure 2.3 – Southern Connection of Proposed Footpath



Recommendation

The tapered termination should be replaced with a footpath of continuous (and appropriate) width which connects to the existing footpath facilities in front of the Halting Site.

2.4 Problem: Pedestrian Desire Line to Amenities

Location: Amenities on Opposite Side of Fortbarrington Road

Residents and visitors will be attracted to the various amenities on the opposite side of Fortbarrington Road. Failure to provide a formal crossing here (to meet the increase in footfall) could result in conflicts between pedestrians and general traffic.

Figure 2.4 – Pedestrian Desire Line across Fortbarrington Road



Recommendation

A formal pedestrian crossing facility should be provided to link the housing development with the various amenities.

2.5 Problem: Footpath Terminating Each Side of Parking

Location: Main Internal Street

The footpath terminates each side of a short section of parallel parking. This is inconsistent with the rest of the development and could result in conflicts between pedestrians and general traffic.

Figure 2.5 – Footpath Terminating Each Side of Parking



Recommendation

The footpath should be continued behind the parallel parking.

2.6 Problem: Catering for Pedestrian Desire Lines

Location: Internal Streets at Key Junctions

Direct crossing points on many of the key pedestrian desire lines have been obstructed by parking or planting. This could result in conflicts between pedestrians and general traffic.

Figure 2.6 – Some Examples of Where Crossing Points Have Been Obstructed at Key Junctions



Recommendation

Formal, direct courtesy crossings should be aligned with pedestrian desire lines where they are likely to occur on the internal road network.

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:

Monday 9th August 2021

Jason Walsh

Audit Team Member
Road Safety Engineering Team

traffico

Signed:



Date:

Monday 9th August 2021

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
- Telephone: 087 948 3535

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: PPP Social Housing Bundle 3: Development at Athy, Co. Kildare

Audit Stage: Stage 1&2 Road Safety Audit

Audit Date: Monday 9th August 2021

| 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 | A pedestrian crossing is proposed at this location for review and approval by Kildare County Council. | <i>Noted with thanks</i> |
| 2.3 | Yes | Yes | | |
| 2.4 | Yes | Yes | This will be discussed with Kildare County Council. | <i>Noted with thanks</i> |
| 2.5 | Yes | Yes | | |
| 2.6 | Yes | Yes | | |

**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:

Des Keane

Designer's Signature:



Date: 18/08/2021

Audit Team's Name:

Martin Deegan

Audit Team's Signature:



Date: 19.08.21



traffico

t: 087 948 3535

e: hello@traffico.ie

w: www.traffico.ie