

Co. Kildare Library, Newbridge, Co. Kildare

Stage 1 Road Safety Audit Designer's Response

Kildare County Council

Project number: 60669624

October 2022

Quality information

Prepared by	Checked by	Verified by	Approved by
			
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Revision History

Revision	Revision date	Details	Authorized	Name	Position

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1. Project Details

Table 1. Project Details

Report Title:	Stage 1 Road Safety Audit Designer's Response
Date:	22 June 2022
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AUTHORISATION SHEET	
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Approved by:	
Name:	Jen Searle
Position:	Associate Director
Signed:	
Organisation:	AECOM
Date:	11/10/22

2. Introduction

- 2.1 This report provides a response to the items raised within the Stage 1 Road Safety Audit dated June 2022 associated with the proposals for an upgrade to the existing Kildare County Library building, which is located in Newbridge, Co. Kildare. The works will include demolition of part of the existing structure and construction of a new library, relocation of the existing access from the R445 (Main Street) to the R416 (Athgarvan Road) and a reduction of car parking within the internal courtyard. The proposals also consider the reduction of on-street parking along the R445 (Main Street) with a new loading bay, bus stop and a cycle lane.
- 2.2 Road Safety Audit Feedback form can be found in Appendix A.

Stage of Road Safety Audit

- 2.3 This Road Safety Audit Response Report relates to the Stage 1 Road Safety Audit that was undertaken on the scheme in June 2022 (document reference 60669624-RSA1).
- 2.4 The details of the representatives from the design organisation who have prepared this Road Safety Audit Response Report are provided in Table 2 below:

Table 2. Design Organisation Personnel

Consultant
Dagmara Stachelek Consultant, Transportation AECOM M +44(0)7765 463944 dagmara.stachelek@aecom.com

3. Key Personnel

Table 3. Key Personnel

Overseeing Organisation:	
RSA Team:	R Lyons BEng CEng MIEI MSoRSA Principal Engineer, AECOM (Certificate of Competency in Road Safety Audit)
	B McMahon BE MSc CEng MIEI Associate Director, AECOM (Certificate of Competence in Road Safety Audit)
Design Organisation:	AECOM Project Manager: Richard O'Callaghan BSc BL MSCSI MRICS Associate, Cost Management, Ireland M +353-(0)-86-4170717 richard.ocallaghan@aecom.com
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4. Designers Response to Items Raised at Stage 1 Audit

4.1 The Road Safety Audit decision log is presented in Table 4 below:

Table 4. Road Safety Audit Decision Log

RSA Problem Number	RSA Problem Description	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
4.1.1 – Uncontrolled junction tactile paving is indicated at controlled signalised crossings	<p>The blister tactile paving layout proposed around the radius on the Main Street and Athgarvan Road junction is used at uncontrolled pedestrian crossing points. This junction is currently a signalised junction with a single crossing point on the radius with the appropriate associated controlled crossing tactile paving installed and a pedestrian call button for a 2 stage signalised pedestrian crossing.</p> <p>The proposal shows two separate crossing locations for Main Street and Athgarvan Road. If this junction is remaining as a signalised junction then the proposed tactile paving at the new crossing locations shown do not have a tail to the back of the footpath, as required with a controlled crossing.</p> <p>At a signalised pedestrian crossing, if the stem of the tactile paving does not extend to the back of the footpath or to the building line, there is a risk of the visually impaired missing the intended crossing point. This could lead to the visually impaired trying to cross the road at locations where it is unsafe to do so and colliding with vehicles on the carriageway.</p>	Provide tactile paving at pedestrian crossing points appropriate to the crossing type.	Agreed. The tactile paving will be amended accordingly.		
4.1.2 – Lack of definition of priorities across shared surfaces can lead to pedestrian collisions.	<p>The car park for the library is accessed from the Athgarvan Road. An access route has been identified but it is unclear whether the vehicular access is at the same level as the adjacent footpaths, as no dropped kerb has been shown at the road carriageway edge.</p> <p>A lack of definition across the vehicular access lane may lead to drivers thinking that vehicles have priority at this location and there is a risk that footpath users could collide with vehicles while crossing this access.</p>	The design should clearly indicate that pedestrians have priority over vehicles. There should be no change in level to the pedestrian footway and no use of asphalt.	Agreed. The levels, including any dropped kerbs and the priority arrangement at the access will be clearly defined.		
4.1.3 – Risk of cyclists losing control	The cycle path along the frontage of the library on Main Street is being diverted to accommodate a proposed loading bay. The geometry of these radii of this uni-	The proposed radii should be in line with the Nation Cycle Manual. Undertake swept	Agreed. Larger radii will be provided in line with the National Cycle Manual.		

RSA Problem Number	RSA Problem Description	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
due to geometry of cycleway, leading to falls	directional cycle route appears tight. This could cause issues for cyclists, but in particular users on longer bicycles, such as recumbent, cargo or tandem bicycles. This can lead to cyclists losing control, particularly in wet conditions, which could lead to falls, resulting in cyclist injuries.	path analysis on the proposed layout using different types of bicycle and that the design is appropriately amended, if required.			
4.1.4 – Risk of trip hazards and cycle path being blocked by loading bay equipment	<p>A loading bay is proposed outside the library frontage on Main Street downstream of the signalised crossing. It is unclear how segregation of the cycle path from the footpath and loading bay is proposed, if an upstand is proposed either side of the cycleway to provide segregation cycle path or if road markings are to be used.</p> <p>No provision of dropped kerbs are indicated on the drawings to allow access for delivery staff or wheeled delivery trollies across the cycleway onto the footpath or a raised crossing if upstand kerbs are provided both side of the cycle path. If insufficient segregation is provided between the loading bay and the cycle path, there is a risk of the cycle path being blocked by delivery vans which could lead to cyclists veering abruptly onto the carriageway resulting in collisions with vehicles on Main Street. A lack of appropriate crossing facilities from the loading bay can be a trip hazard and may lead to trips and falls by people travelling between the loading bay and footway which could result in personal injury.</p>	Provide appropriate segregation from the loading bay and ensure that appropriate access is provided to delivery routes from the loading bay to the footpath.		Agreed. Appropriate level of segregation will be provided along with appropriate access routes between the delivery bay and footpath.	
4.1.5 – Risk of pedestrians sustaining personal injuries when attempting to transition between footway and bus boarding area due to lack of crossing across cycleway	A bus stop is located on Main Street outside the Riverbank Theatre. It is unclear if a street level or a raised crossing is provided across the uni-directional cycleway between the footway and the bus stop. If a raised crossing across the cycle lane is not provided, cyclists may understand that they have priority at this crossing location and there is a risk that bus users with mobility or visual impairments could collide with cyclists and sustain personal injuries whilst attempting to transition from the footway to the bus stop.	Provide appropriate infrastructure to enable all footpath users to transition safely between the footway and bus stop.		Agreed. A formalised crossing will be provided.	
4.1.6 - Risk of cyclists colliding with pedestrians at controlled crossing.	The cycle track is shown to begin to the east of the controlled pedestrian crossing on Main Street. The cycle track is shown to continue through the pedestrian crossing at this location. This can lead to cyclists thinking that they have the right of way at all times through this section, and not being aware of an active	Provide a stop line for cyclists in advance of the pedestrian crossing and discontinue the cycle track hatching/surfacing through the pedestrian crossing.		Agreed. A formalised stop line will be provided.	

RSA Problem Number	RSA Problem Description	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	pedestrian phase. This can lead to cyclists colliding with pedestrians crossing Main Street during the pedestrian green phase resulting in injury to pedestrians and cyclists.				

5. Design Organisation and Overseeing Organisation Statements

Table 5. Design Organisation Statement


<p>On behalf of the design organisation I certify that: 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.</p>	
Name:	Jen Searle
Signed:	
Position:	Associate Director
Organisation:	AECOM
Date:	11/10/22

Table 6. Overseeing Organisation Statement

<p>On behalf of the Overseeing Organisation I certify that: 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and 2) The agreed RSA actions will be progressed.</p>	
Name:	Colm Cosgrove
Organisation:	Kildare County Council SPPR
Date:	12/10/22

Appendix A Road Safety Audit Feedback Form

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