

# Stage 1: Road Safety Audit

Proposed Residential Development,  
The Bróg Makers, Castlecomer  
Road, Kilkenny.

Kilkenny County Council

October 2018

HDC 1223/005

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**Hegsons Design Consultancy Limited &  
Malachy Walsh and Partners**

**HEGSONS**   
Design Consultancy limited

 **Malachy Walsh and Partners**  
Engineering and Environmental Consultants

David Kelly Partnership, on behalf of  
Kilkenny County Council

Proposed Residential Development,  
The Bróg Maker, Castlecomer Road, Kilkenny.  
Stage 1 Road Safety Audit

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**November 2018**



Pembroke Hall, 38/39 Fitzwilliam Square, Dublin 2.



Park House, Mahon Technology Park, Bessnoro Road, Blackrock, Cork.

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# 1 Introduction

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1.1 This report details the findings of a Stage 1 Road Safety Audit carried out on a proposed residential development at The Bróg Maker, Castlecomer Road, Kilkenny. This Audit was requested by the David Kelly Partnership, Chartered Engineers, on behalf of Kilkenny County Council.

1.2 Hegsons Design Consultancy Ltd and Malachy Walsh and Partners' Road Safety Auditors carried out the Audit.

1.3 The Audit Team members were as follows:-

Ken Hegarty, BE MEngSc CEng MIEI MCIHT

Hegsons Design Consultancy

Seamus Quigley, BE CEng MIEI MCIHT

Malachy Walsh and Partners

1.4 Seamus Quigley inspected the site on the 24<sup>th</sup> September 2018, between 12.50 p.m. and 1.15 p.m., in daylight, by foot and in a car, during dry sunny weather conditions. Record photographs were taken.

1.5 The proposed residential development site is located on the west side of Castlecomer Road, on the north side of Kilkenny city centre. The proposed site is the existing Bróg Maker Hotel, which is currently closed. Castlecomer Road is part of the R712 Regional Road.

1.6 The existing Bróg Maker site access road has a priority controlled T-junction with Castlecomer Road, and is located between the existing site building and its main off-street car park. The existing site access road also provides access to the Kilsheelin Heights and Castlevew residential properties, which are located on the west side of the site, within a 30 km/hour Slow Zone posted speed limit.

1.7 The existing access road has two accesses on its south side to the main Bróg Maker off-street car park. The access road also has an existing access on its

north side to the off-street car park and delivery area located at the rear (west) of the Bróg Maker Hotel building.

- 1.8 The existing access road has a typical road carriageway width of 4.5 metres with circa. 1.0 metres wide footways on both sides. Defined recessed parking, perpendicular to the access road, is provided on its north side, adjacent to the existing building.
- 1.9 The existing Bróg Maker Hotel has two direct pedestrian access gates on Castlecomer Road, at the existing building.
- 1.10 The proposed development site is located within the existing Kilkenny 50 km/hour urban speed limit zone. In the vicinity of the proposed site, Castlecomer Road has a typical total road carriageway width of 9.5 metres, including two 1.5 metres wide on-carriageway cycle lanes on each side.
- 1.11 There is a Pelican controlled pedestrian crossing on Castlecomer Road located immediately north of the existing site access road junction, with footway build outs and pedestrian railings, locally.
- 1.12 There is an existing residential access road and T-junction on Castlecomer Road, located immediately south of the proposed development site, with a shared surface for users.
- 1.13 The R712 Castlecomer Road forms a four-arm roundabout junction with the R693 New Road and Newpark Drive, approximately 215 metres south of the existing site access junction. Castlecomer Road has a priority T-junction with Newpark Lower on its east side, opposite the southern end of the site.
- 1.14 At the site location, the horizontal alignment of Castlecomer Road is relatively straight, while its vertical alignment is on a slight inclining gradient northbound.

- 1.15 The proposed development includes a total of 18 residential units, including six in a new building located within the existing car park site on the south side of the site access road. It is proposed to upgrade the existing site access road to include a 6.0 metres wide road carriageway with widened, 2.0 metres wide, footways on each side. It is proposed to extend the access road northwards on the west side of the proposed redeveloped existing building.
- 1.16 A pedestrian crossing facility is proposed on the widened access road, immediately west of its Castlecomer Road junction.
- 1.17 A total of 16 car parking spaces is proposed, with all spaces located perpendicular to the proposed access road alignment. The proposed scheme also includes two proposed rear driveway accesses on the existing shared surface residential access road located along the southern site boundary.
- 1.18 Collision details from the Road Safety Authority (RSA) online collision database, in the vicinity of the proposed scheme, indicate that there are no recorded collisions (fatal, serious or minor) on the existing site access road or its existing junction with Castlecomer Road, between 2005 and 2014.
- 1.19 The drawings and other documents provided to carry out the Audit are listed in Appendix A.
- 1.20 This Audit has been carried out in the context of the relevant sections of The Department of Transport Tourism and Sport's Design Manual for Urban Roads and Streets 2013 (DMURS), as set out in Section 5.4.1. The Auditors have examined and reported only on those features of the design considered to have road safety implications and have not examined or verified the compliance of the scheme to any other criteria.

- 1.21 Section 2 of this report presents the findings of the Stage 1 Road Safety Audit of the proposed residential development. The Designer's Feedback is provided in Appendix B.

## 2 Findings of the Stage 1 Road Safety Audit

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### Layout and Visibility

#### 2.1 Problem – Potential Restricted Visibilities for Rear Driveway Accesses

The proposed dwellings to the south of the site would have vehicular access to the existing lane way, south of the site's southern boundary, via proposed 3.0 metre wide openings. There is no rubbing strip or footway adjacent to the existing southern boundary. The risk is that vehicles would be required to enter the outbound carriageway before gaining any significant visibility to outbound traffic on the carriageway, resulting in potential side-on type collisions and consequent injury.

**Recommendation:**

**It is recommended that adequate inter-visibility should be provided.**

#### 2.2 Problem – Potential Steps within Internal Layout

That footway along the north side of the internal access road would provide for access to the Kilsheelan housing development's existing footways. The access to the proposed cul-de-sac at the west side of the proposed development appears to be at road level. This could result in upstand kerbs, or unsuitable ramps, that could result in a potential trip hazard and potential injury, or access restrictions, for pedestrians.

**Recommendation:**

**Provide pedestrian appropriate facilities across likely existing desire line, with reference to details provided in the current Traffic Management Guidelines and DMURS.**

## 2.3 Comment – Restricted Visibility to Spaces

It is proposed to provide perpendicular parking along the north side of the proposed access road. Vehicles reversing from these spaces may have restricted visibility to outbound traffic along the access road, resulting in potential side-on impact and injury. The proposed new layout would result in fewer accesses and may not have the natural calming of the existing layout. It is recommended that a raised internal junction would be provided, to the east of parking space number 08. This would also provide for further calming in lieu of the proposed raised crossing (Refer to Item 2.4), and could incorporate improved pedestrian access/ movement (Refer to Item 2.2).

## Non-Motorised Users

## 2.4 Problem – Pedestrian Crossing Off Desire-line

It is proposed to amend the access junction area to provide a ramped crossing, with 'Zebra'-type stripes, set-back approximately five metres from the edge of Castlecomer Road, adjacent to proposed parking space number 01. It does not appear to be proposed to remove the existing detail, immediately adjacent to the carriageway edge. Although somewhat ambiguous, the existing detail provides a continuous footway across the existing access that is dished and at-grade across the access road carriageways. The proposed raised crossing would be off the desire-line for pedestrians travelling along the west side of Castlecomer Road, and could reduce the apparent priority for pedestrians along the route of the existing

footway. This could result in its continued use by pedestrians, but with reduced conspicuousness for drivers, increasing the risk of pedestrian impact from vehicles. This could result in injury for pedestrians.

**Recommendation:**

**It is recommended that the priority for pedestrians along the existing footway route should be maintained, and highlighted.**

**Note: Although signage is a detailed design stage Audit item, it is recommended that the location of the 30 kph zone should be considered in conjunction with the junction improvements. This could be in the form of an entry treatment, with reference to DMURS.**

## 2.5 Problem – Lack of Disabled Parking

No disabled user spaces appear to be provided within the development. Lack of provision could result in inappropriate parking, with potential access and safety issues for disabled users or other road users.

**Recommendation:**

**It is recommended that provision should be made for potential disabled user requirements, including visitors.**

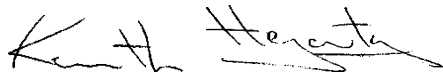
## 2.6 Comment – Access to Bin Store

No access ramp from the footway is shown, adjacent to the bin store. It is recommended that a suitably located dished kerb should be provided, with tactile paving, as required.

### 3 Audit Team Statement

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We certify that we have examined the drawings and other information listed in Appendix A of this report. The examination has been carried out for the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme. The problems we have identified are noted in the report, together with suggestions for improvement, which we recommend should be studied for implementation.



09/11/2018

**Signed:** \_\_\_\_\_

**Date:** \_\_\_\_\_

Kenneth Hegarty, BE CEng MIEI MCIHT

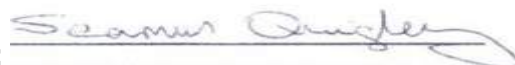
Audit Team Member

For and on behalf of Hegsons Design Consultancy

Pembroke Hall

38/39 Fitzwilliam Square

Dublin 2



09/11/2018

**Signed:** \_\_\_\_\_

**Date:** \_\_\_\_\_

Seamus Quigley, BE CEng MIEI MCIHT

Audit Team Member

For and on behalf of Malachy Walsh and Partners

Engineering and Environmental Consultants

Park House

Mahon Technology Park

Blackrock

Cork

## Appendix A – List of Documents Provided for this Audit

## **Drawings:-**

*C.J. Falconer + Associates*

*Drawing: Proposed Site Layout Plan*

*Drawing Number: SK-102 Revision A*

*Date: 12.07.2018*

## **Other Documents:-**

## Appendix B – Designer's Feedback

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# ROAD SAFETY AUDIT FEEDBACK FORM

SCHEME: PROPOSED RESIDENTIAL DEVELOPMENT AT THE BRDG MAKER, CASTLECOMER ROAD, KILKENNY

ROUTE(S): R712 CASTLECOMER ROAD, KILKENNY

AUDIT STAGE: STAGE 1 DATE AUDIT COMPLETED: \_\_\_\_\_

	To Be Completed By Designer			To Be Completed by Audit Team Leader
Paragraph No. in Safety Audit	Problem Accepted (Yes/ No)	Recommended Measure Accepted (Yes/ No)	Describe Alternative Measure(s). Give Reasons for Not Accepting Recommended Measure	Alternative Measures Accepted by Auditors (Yes/ No)
2.1	Yes	Yes		
2.2	Yes	Yes		
2.3	Yes	Yes	Comment Noted	
2.4	Yes	Yes		
2.5	Yes	Yes		
2.6	Yes	Yes	Comment Noted	

SIGNED:  DESIGNER DATE: 07/11/18

SIGNED:  AUDIT TEAM LEADER DATE: 07/11/18

SIGNED: \_\_\_\_\_ EMPLOYER DATE: \_\_\_\_\_

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## Hegsons Design Consultancy Limited

Dublin : Cork : London : Buxton : Saint-Denis-Le-Gast

Hegsons Design Consultancy Ltd - Company Reg: 450793  
Pembroke Hall 38/39 Fitzwilliam Square West, Dublin 2,  
DO2 NX53, Rep. of Ireland

Hegsons Design Consultancy (UK) Ltd - Company Reg: 6845621  
88 Wood Street, London, EC2V 7RS, United Kingdom

[www.hegsons.com](http://www.hegsons.com)

[contact@hegsons.com](mailto:contact@hegsons.com)

