

18036-01-001

**Proposed Housing Development at  
Crokers Hill, Kennyswell Road,  
Kilkenny**

**ROAD SAFETY AUDIT STAGE 1 / 2**

**August 2018**

**ROADPLAN**  
**CONSULTING**

7, Ormonde Road  
Kilkenny  
Tel: 056 7795800

## 1. INTRODUCTION

- 1.1 This report describes a Stage 1 / 2 Road Safety Audit carried out on the proposed housing development at Crokers Hill, Kennyswell Road, Kilkenny on behalf of Kilkenny County Council Housing Department. The audit was carried out on 26<sup>th</sup> of June 2018 in the offices of Roadplan Consulting, Kilkenny.
- 1.2 The audit team members were as follows:-  
  
Dermot Donovan, BE CEng FIEI;  
  
Richard Frisby, BSc AEng MIEI;
- 1.3 Both audit team members visited the site. The audit comprised an examination of the drawings relating to the scheme supplied by Van Dijk Architects and an examination of the site.
- 1.4 This Stage 1 / 2 Audit has been carried out in accordance with the relevant sections of TII GE-STY-01024. The team has examined only those issues within the design relating to the road safety implications of the scheme, and has therefore not examined or verified the compliance of the design to any other criteria.
- 1.5 All of the 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 accident occurrence.
- 1.6 Appendix A describes the audited drawings.

## 2. STAGE 1 /2 AUDIT

### 2.1 Problem

Visibility splays to both sides at both proposed accesses onto Kennyswell Road may be obstructed by existing boundary walls. This may contribute to turning collisions with vehicles or to collisions with pedestrians crossing the accesses.

#### Recommendation

Remove any sections of wall that obstruct visibility splays.

### 2.2 Problem

Both accesses to the development are located close to bends on Kennyswell Road where stopping sight distance is restricted due to boundaries and roadside parking located on the inside of bends. A vehicle stopped on Kennyswell Road waiting to turn right to the development might not be seen in time by a following westbound driver, giving rise to a risk of rear-end collision.

#### Recommendation

Ideally the accesses should be located further from the bends. Combining both proposed accesses into one access located centrally on the straight section of Kennyswell Road is the preferred option. However, we have been informed that that may not be feasible due to the constraints associated with steep falls within the site. If the proposed access locations are to be retained then travel speed on the road should be restricted to that appropriate to the available stopping sight distance by the provision of speed cushions on the westbound approach to the east access. The speed limit on Kennyswell Road is 50km/h, but an advisory speed limit of 30km/h is in place.

### 2.3 Problem

The existing footpath on the north side of Kennyswell Road fronting the proposed development is narrow in places and may not adequately cater for all pedestrians, particularly those using wheelchairs or buggies.

#### Recommendation

Increase the width of the footpath to a minimum of 2m.

### 2.4 Problem

It is not clear that a footpath is to be provided from the proposed Kennyswell Road western access to the proposed community facility. The absence of a footpath could result in pedestrians using the carriageway where they could be hit by passing vehicles.

**Recommendation**

Provide a footpath from the proposed western access to the community facility.

**2.5 Problem**

Right-angled low-radius bends are shown to be provided on both spine roads of the development. Opposing vehicles may have difficulty in passing by one another on the bends. In addition, stopping sight distance at the bend could be obstructed by boundary walls of parked cars located on the inside of the bend.

**Recommendation**

Ensure that sufficient carriageway width is provided on the bend to allow opposing cars to pass with ease and ensure that stopping sight distance appropriate to the design speed is available.

**2.6 Problem**

The cul-de-sac end of the eastern spine road is not provided with a turning facility. This could result in vehicles, including large vehicles such as refuse trucks, reversing along the access road, creating a risk to vulnerable road users.

**Recommendation**

Provide a turning head on the cul-de-sac.

**2.7 Problem**

Speed cushions exist on the Kennyswell Road at the location of the eastern access, which, if retained, could lead to difficulties and delay for vehicles turning at the access.

**Recommendation**

Relocate the cushions away from the access.

**2.8 Problem**

The proposed buildings at the western end of the site do not appear to be provided with a footpath that joins to the public path on Kennyswell Road.

**Recommendation**

Provide footpaths to the doors of all buildings and ensure that all parts of the internal footpath network link to the Kennyswell Road.

**2.9 Comment**

It is assumed that dropped kerbs and tactile paving will be provided at all pedestrian crossing locations.

**2.10 Comment**

A grass verge appears to be proposed between the dwellings and the parking bays located on the western side of the site. It is assumed that footpath connections would be provided across it.

**3. AUDIT TEAM STATEMENT**

3.1 We certify that we have examined the drawing listed in Appendix A and have inspected the site. 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.

Signed.....*Dermot Donovan*..... Dermot Donovan

Date .....26<sup>th</sup> June 2018.....

Signed.....*Richard Frisby*..... Richard Frisby

Date ..... 26<sup>th</sup> June 2018.....

## **APPENDIX A**

### **List of Drawings Examined:**

Drawing numbered 1803-SK-003B and entitled 'Site Plan – Upper Ground Level Sketch Design' provided electronically in PDF format by Van Dijk Architects.



Rev. By Date Description

**CR NOTES:**  
 All works to be carried out using proper materials which are fit for the use they are intended and for the condition in which they are to be used.  
 All materials used in connection with the works to comply with the Construction Products Regulation (EU) No. 305/2011 and the harmonised technical specifications and standards that fall within the scope of the CPR No. 305/2011



DRAWING TITLE		SITE PLAN - UPPER GROUND LEVEL	
DRAWING SUB-TITLE		SKETCH DESIGN	
DATE	15/06	DATE	CRKERS HILL
PROJECT	1803-SK-003B	CLIENT	KILKENNY CO. CO
DESIGNER	A	SCALE	1:1
DATE	AMG	DATE	01.05.2018

**UPPER GROUND LEVEL**

**Key**

- 5 Bed Group Home - single storey
- 3 Bed 5 Person House - two storey
- 2 Bed 4 Person Apt - single storey
- 2 Bed 4 Person Duplex - two storey
- 2 Bed 3-4 Person Acc. Apt - single storey
- 3 Bed 5 Person Duplex - two storey
- Community Facility - two storey

THIS DRAWING HAS BEEN PREPARED BY THE ARCHITECTS AND IS SUBJECT TO THE TERMS AND CONDITIONS OF THE ARCHITECTS' STANDARD CONDITIONS OF CONTRACT. IT IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN APPROVAL OF VAN DIJK ARCHITECTS.



# SAFETY AUDIT FEEDBACK FORM

Scheme: Housing Development at Crokers Hill, Kennyswell Road, Kilkenny

Document Number: 18036-01-002

Audit Stage: 1 / 2

Date Audit Completed: 26<sup>th</sup> June 2018

Paragraph No. in Safety Audit Report	To Be Completed By Designer			To Be Completed by Audit Team Leader
	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Describe alternative measure(s). Give reasons for not accepting recommended measure	Alternative measures or reasons accepted by auditors (yes/no)
2.1	Yes	Yes	N/A	N/A
2.2	Yes	Yes	N/A	N/A
2.3	Yes	Yes	N/A	N/A
2.4	Yes	Yes	N/A	N/A
2.5	Yes	Yes	N/A	N/A
2.6	Yes	Yes	N/A	N/A
2.7	Yes	Yes	N/A	N/A
2.8	Yes	Yes	N/A	N/A

Safety Audit Signed off *Philip Lucey* ..... Design Team Leader Date 30.08.18

Safety Audit Signed off *awary* ..... Employer Date 31/08/18

Safety Audit Signed off *Demot Dvoran* ..... Audit Team Leader Date 10/10/2018

Please complete and return to: Roadplan Consulting Ltd.  
7, Ormonde Road  
Kilkenny  
E-mail: info@roadplan.ie