

ROAD SAFETY AUDIT – STAGE 1

Residential Development At Kilbarry Cork June 2022





Document Control Sheet

Client	Cork County GAA Board
Project Title	Kilbarry Residential Development
Document Title	Road Safety Audit – Stage 1
Document No.	KBR_RSA1_D01
Job No.	19034TT

Revision	Status	Author	Reviewed By	Approved By	Date
01	Internal Draft	K Manley	B. Loughrey	B Loughrey	28/06/2022
02	Client Issue	K Manley	B. Loughrey	B Loughrey	28/06/2022

M.H.L. & Associates Ltd.
Consulting Engineers

Carraig Mór House,
 10 High Street,
 Douglas Road,
 Cork.

Tel 021-4840214 Fax: 021-4840215

E-Mail: info@mhl.ie

CONTENTS

1.0 INTRODUCTION1

2.0 AUDIT ISSUES3

3.0 AUDIT TEAM STATEMENT5

APPENDIX A: DRAWINGS & DOCUMENTS SUBMITTED FOR INFORMATION6

APPENDIX B: ROAD SAFETY AUDIT FEEDBACK FORM7

1. INTRODUCTION

This report was prepared in response to a request from Cork County GAA Board to carry out a Stage I Road Safety Audit on a proposed residential development at Kilbarry, Cork adjacent to Delaney's GAA Club.

This Road Safety Audit (RSA) assesses the proposed development entrances and public realm improvement works associated with the scheme. In addition, a high-level assessment of pedestrian facilities benefiting the scheme was carried out in the direction of Upper Dublin Hill to the 207-bus stop on the Kilbarry Link Road.

The purpose of the audit is to highlight road safety issues that exist or may be created by the proposal and should be addressed to mitigate against possible future accidents in the area. The intent is to improve the operational safety of the scheme for the benefit of all road users.

The speed limit of the Old Whitechurch Road and the Upper Dublin Hill Road in the vicinity of the development is 50km/hr. The junction onto Old Whitechurch Road, although located well within the 50kph zone maintains rural in character. The junction serving Delaney's GAA Club and an industrial unit onto Upper Dublin Hill is located on a straight section of road measuring 9.0m in width. This width results in excessive speed in this area.

The Audit Team consists of Brian Loughrey of MHL Consulting Engineers (team leader) and Ken Manley (team member) of MHL Consulting Engineers. The two team members made a site visit during daylight hours on the 27th of June 2022 when the weather was dry.

Information provided to assist the Audit included planning stage drawings of the proposed development as listed in Appendix A.



Fig 1: Site Location

The Audit has been carried out in accordance with the relevant sections of NRA HD 19/15, "Road Safety Audit". The scheme has not been examined or verified for compliance with any other standards or criteria. The team drove and walked the extent of the scheme and compiled a list of road safety problems and associated recommendations which are presented in this report.

An Audit Team Statement is included at the end of the Report.

2. AUDIT ISSUES

2.1 Problem: Cycle Track/Footpath – Colour Contrast.

The drawings submitted for audit do not propose colour contrasted surfacing between the proposed cycle track and footpath within the estate. This could lead to collisions involving cyclists and pedestrians crossing over the cycle track.

Recommendation 1

Provide a contrasting surface treatment of cycle tracks and footpaths throughout the scheme in accordance with the National Cycle Manual. The provision of a colour contrasted surface on cycle tracks through junctions will greatly enhance cyclist safety and should also be considered.

2.2 Problem: No Signage & Road Markings detailed on Cycle Track.

There are no details of signage or road markings relating to the cycle track on the drawings submitted for audit. Specifically, road markings and signage indicating the start and end of the track, shared space areas should be designed for. Failure to inform cyclists of a loss of priority at the end of the cycle facility could result in cyclists merging with mainline traffic in an uncontrolled manner.

Recommendation 2

Provide appropriate signage and road markings in accordance with the National Cycle Manual.

2.3 Problem: Tactile Paving at crossings.

Appropriate tactile paving should be installed in accordance with relevant design guidance in the vicinity of all vehicular entrances. This tactile paving will serve to ensure visually impaired or vulnerable pedestrians do not conflict with cyclists or vehicles.

Recommendation 3

Ensure appropriate tactile paving is provided at all locations along the scheme.

2.4 Problem: Discontinuity of footpath and footpath widths on the exit onto Upper Dublin Hill.

A review of the existing junction serving Delaney's highlights a number of road safety issues. The footpath terminates without a defined crossing point to access the footpath on the far side which is on the desire line to local public transport provision. The footpath width within the industrial estate measures 1.2m and is being partially encroached upon by hedging. This may lead to pedestrians stepping out onto a live carriageway.

Recommendation 4

The existing access road and main road both measure in excess of 6.0m in width. There is ample room to provide proper footpath widths as well as defined crossing points. An upgrade of this junction in conjunction with the Local Authority should be considered.

2.5 Problem: Visibility at existing junction with Upper Dublin Hill

Sight visibility to the right on exiting onto Upper Dublin Hill is partially restricted by existing fencing. Upper Dublin Hill at this location measures circa 9.0m wide which results in speeds in excess of the posted limit (observed). Restricted sightlines could result in a collision between vehicles exiting the development and mainline traffic.

Recommendation 5

In conjunction with the Local Authority the construction of a localised build-out would provide the required sightline. This would also help in reducing the excess speed observed on Upper Dublin Hill by reducing the carriageway width.

2.6 Problem: Wide Entry Splays at existing junction with Upper Dublin Hill

The entry splays and junction width at the existing junction serving Delaney's GAA onto Upper Dublin Hill are excessive and allow high entry speeds when negotiating the junction. This could result in collisions between pedestrians and vehicles at this location.

Recommendation 6

As outlined in the previous recommendation a redesign of this junction in conjunction with the Local Authority would resolve this issue.

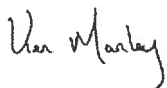
2.7 Comment: Upgraded entrance onto the Old Whitechurch Road

It is understood by the auditors that the proposed main distributor road serving the scheme is part of a planning objective to link the Old Whitechurch Road to Upper Dublin Hill and ultimately to the proposed Northern Distributor Road. The newly formed junction should be lined and signed accordingly to indicate a through road open to the public, including advanced signage on Old Whitechurch Road. The northern approach to this junction is currently rural in nature which encourages excess speed. It is noted that off-road cycle/pedestrian facilities are proposed on the development side which should 'urbanise' the area. On completion of the scheme a further audit should be carried out to assess the operational characteristics of this new junction.

3. AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in the Appendices of this report. The examination has been carried out with the sole purpose of identifying any features that could be removed or modified in order to improve the safety of the proposed development. The problems identified have been noted in this report, together with associated safety improvement suggestions, which we recommend should be studied for implementation. The auditors have not been involved in the design of this scheme.

Mr Ken Manley BE CEng MIEI

Signed: 

Date: 28/06/2022

Mr Brian Loughrey BE CEng MIEI

Signed: 

Date: 28/06/2022

APPENDIX A

Drawings and documents submitted for information:

By: DMNA Ltd Architects

File Name	File Type	Drawing Title	Scale	Revision
1010	PDF	Site Plan - Phasing	1/1000 @A1	02
1002	PDF	Overall Site Layout	1/2500 @A1	01

APPENDIX B

Road Safety Audit Feedback Form


Scheme: Residential Development, Kilbarry, Cork

Route No. N/A

Audit Stage: 1

Date Audit Completed: 27th June 2022

	To Be Completed By Designer			To Be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	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		
2.2	Yes	Yes		
2.3	Yes	Yes		
2.4	Yes	Yes		
2.5	Yes	Yes		
2.6	Yes	Yes		

Signed: 
 (Designer)

Date: 29/06/22

Signed:  (Audit Team Leader)

Date: 27/06/2022

Signed:  (Employer)

Date: 29/06/22

