

Tobin Consulting Engineers

Kingscourt Town Centre
Regeneration Scheme

Stage 1 Road Safety Audit

Tobin Consulting Engineers

Kingscourt Town Centre Regeneration Scheme

Stage 1 Road Safety Audit

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2.0	AP	PJM	PJM	6 th Dec. 2022	Final Report
1.0	AP	PJM	PJM	17 th Nov. 2022	Draft Report

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1 Introduction

This report results from a Stage 1 Road Safety Audit on the proposed Kingscourt Town Centre Regeneration Scheme carried out at the request of Mr Julian Naicker of Tobin Consulting Engineers.

The members of the Road Safety Audit Team are independent of the design team, and include: -

Mr. Peter Monahan

(BE MSc CEng FIEI RSACert)
Road Safety Audit Team Leader

Mr. Antonis Papadakis

(MSc, MIEI)
Road Safety Audit Team Member

The Road Safety Audit took place during November and December 2022 and comprised an examination of the documents provided by the designers (see Appendix B). In addition to examining the documents supplied the Road Safety Audit Team visited the site of the proposed measures on the 16th November 2022. Weather conditions during the site visit were dry and the road surface was dry. Traffic volumes during the site visit were moderate, pedestrian volumes were moderate, cyclist volumes were low and traffic speeds were considered to be generally within the posted speed limit.

Where problems are relevant to specific locations these are shown on drawing extracts within the main body of the report and their locations are shown in Appendix D. Where problems are general to the proposals sample drawing extracts are within the main body of the report where considered necessary.

This Stage 1 Road Safety Audit has been carried out in accordance with the requirements of GE-STY-01024 - Road Safety Audit (December 2017), contained on the Transport Infrastructure Ireland (TII) Publications website.

The scheme has been examined and this report compiled in respect of the consideration of those matters that have an adverse effect on road safety and considers the perspective of all road users. It has not been examined or verified for compliance with any other standards or criteria. The problems identified in this report are considered to require action in order to improve the safety of the scheme and minimise collision occurrence.

If any of the recommendations within this road safety audit report are not accepted, a written response is required, stating reasons for non-acceptance. Comments made within the report under the heading of Observations are intended to be for information only. Written responses to Observations are not required.

2 Project Description

2.1 General

The proposed Kingscourt Town Centre Regeneration Scheme extends between the Rocks Road roundabout junction and the Kells Road roundabout junction on Main Street, Kingscourt, Co. Cavan and would include the following works: -

- Redesign of the Rocks Road junction to provide a Market Square, to reduce car parking and increase civic space;
- Redesign of Main Street between the Market Square and the Kells Road Roundabout to reduce car parking, remove the existing paved median, increase footpath widths and to increase the civic space in the town, including the provision of a two-way cycle track along the eastern side of Main Street;
- Refurbishment of an existing building to provide a new 'Remote Working Hub' and 'Community Space', for use by ther both the community and local business and to act as a catalyst for regeneration of the neighbouring town centre buildings;
- Provision of a new off-street carpark in the town centre and adjacent amenity area; and
- Undergrounding of all overhead utilities through the town centre.

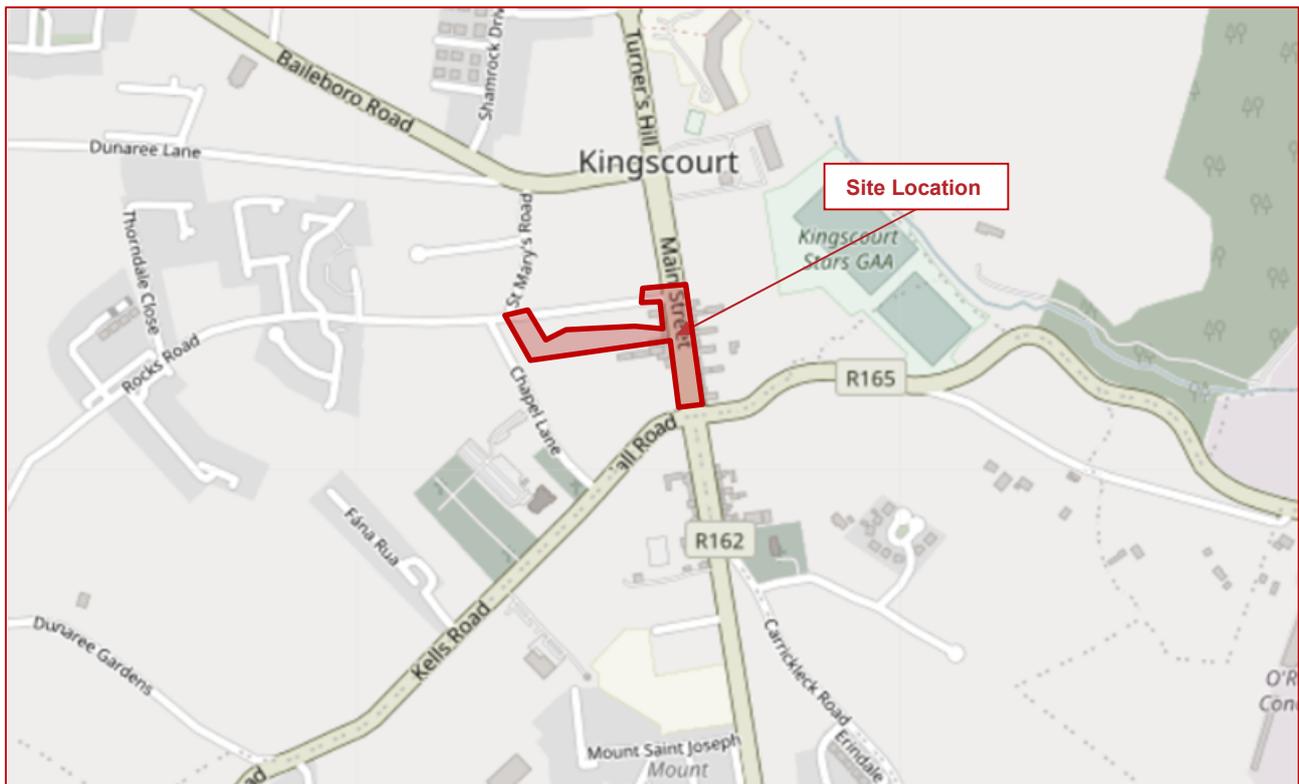


FIGURE 2-1: LOCATION PLAN (SOURCE: WWW.OPENSTREETMAP.ORG)

3 Main Report

3.1 Problem

Location: Drawing 221545-1-101 (-)

Summary: Unclear if it is proposed to provide a level difference between the pedestrian areas and the carriageway.

The proposed footpath arrangements along Main Street will have footpaths bounded on one side by the building line and on the other side by a combination of planting, parking spaces, bicycle parking stands, a two-way cycle facility and other items of street furniture. It is unclear if it is proposed to provide kerbs between the footpath and the cycle track, carriageway and/or parking spaces.



Should no kerbs be provided between the footpath and the two-way cycle facility/carriageway/parking spaces, there is a risk of visually-impaired pedestrians inadvertently entering these areas with a resulting risk of being struck by a vehicle, colliding with items of street furniture or being struck by a cyclist.

Recommendation

Kerbs should be provided separating the footpath from the parking spaces, carriageway and two-way cycle tracks, except at pedestrian crossings and at mobility-impaired parking spaces where dropped kerbs should be provided to facilitate mobility-impaired access to the footpath along with associated tactile paving to advise visually-impaired pedestrians of the flush kerb.

A Safe Zone should be created within the footpath in accordance with guidance published by the National Disability Authority to assist visually-impaired non-motorised road users to navigate the proposed street layout and avoid collisions with items of street furniture.

3.2 Problem

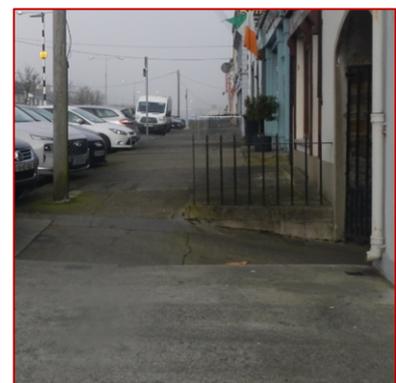
Location: At various locations Throughout the Scheme

Summary: Possible slips, trips or falls at height hazards within the scheme.

The existing footpaths include a number of changes in level, with some locations including steps & steep gradients most of which are protected by railings.

The proposed scheme will, presumably, remove many of these existing level differences, however, some will remain. For example a level difference has been indicated as being retained between the footpath and the adjacent parking spaces, to be separated by steps, along the section of the western side Main Street immediately south of its junction with Rocks Road and the vicinity of the northbound bus stop to the north of the Rocks Road junction.

It is unclear from the information provided what, if any, measures would be provided to advise visually-impaired or inattentive pedestrians of the remaining height hazards.



Recommendation

Measures should be provided (e.g. railings, tactile paving) to warn visually-impaired or inattentive pedestrians of the height hazards within the Scheme (for example: the steps on the western side of Main Street immediately south of its junction with Rocks Road). Gradients within the pedestrian areas should comply with the guidance published by the National Disability Authority.

3.3 Problem

Location: Drawing 221545-1-101 (-)

Summary: Unclear how cyclists will move between the amended and the existing road sections along Main Street.

As part of the scheme, amendments to the existing road layout of Main Street have been indicated, including the provision a proposed two-way cycle track along the eastern side of Main Street. However, it is unclear how the proposed cycle track will tie-in with the existing Main Street road layout to the north and south of the scheme.

If safe transitions between the new cross section and the existing cross section are not fully considered at this early stage, there is a risk that locked-in land and road constraints could lead to unsafe road layouts at the next design stage. Additionally, the cycle lanes road markings indicated suggest that the cycle lanes switch direction north of the junction between Rocks Road and Main Street which might lead to confusion.



Recommendation

Ensure the amended sections of carriageway and cyclist facilities sufficiently align and tie-in safely with the existing road layout at the scheme extents.

3.4 Problem

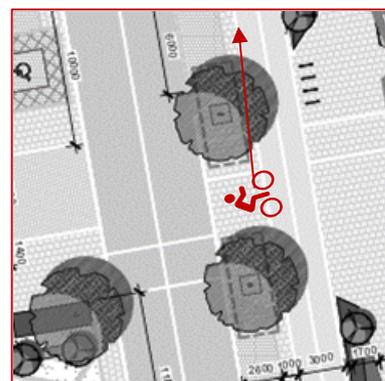
Location: Drawing 221545-1-101 (-)

Summary: Overhanging trees may present hazards to pedestrians and cyclists travelling on the proposed Non-Motorised Users (NMUs) facilities.

Trees have been indicated within the proposed scheme which overhang the proposed footpath areas & the proposed cycle facility. It is unclear what the clear-height to the canopy of the proposed trees would be.

If the canopies have insufficient vertical clearance there is a risk that the branches of trees may present a hazard to pedestrians, particularly the visually impaired, and cyclists resulting in road users colliding with low-hanging branches and suffering personal injuries.

In addition, as the trees shed leaves in the autumn/winter months these may accumulate within the NMUs facilities where they may pose a slip/skid risk to pedestrians and cyclists using the facilities.



Recommendation

Adequate vertical clearance to tree canopies should be provided. Routine maintenance should be undertaken to ensure that excessive accumulation of leaves does not occur on the pedestrian and cyclist facilities.

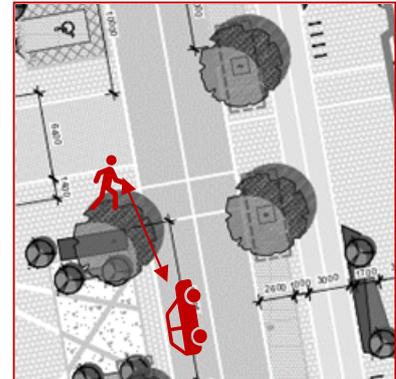
3.5 Problem

Location: Drawing 221545-1-101 (-)

Summary: Proposed planting may impede inter-visibility between pedestrians and drivers at several crossing locations throughout the scheme.

Trees have been indicated adjacent to the proposed crossings within the scheme. It is unclear from the information provided what type/species of tree/planting is proposed at these locations.

Planting/trees could impede inter-visibility between pedestrians and drivers at crossings which could lead to drivers failing to see a pedestrian about to undertake the crossing, resulting in a failure to stop and possible vehicular/pedestrian collisions



Recommendation

Planting/trees adjacent crossings should not restrict inter-visibility between pedestrians intending to use the crossing and drivers on the approach to the crossing.

3.6 Problem

Location: Drawing 221545-1-101 (-)

Summary: Loading/unloading activities at the proposed loading bay could result in personnel standing within the carriageway.

The proposed Loading Bay on the access to the new car park from Main Street is bounded by a grassed verge area.

This is likely to result in loading activities occurring to/from the adjacent carriageway, with a resulting increased risk of goods or operatives being struck by passing vehicles.



Recommendation

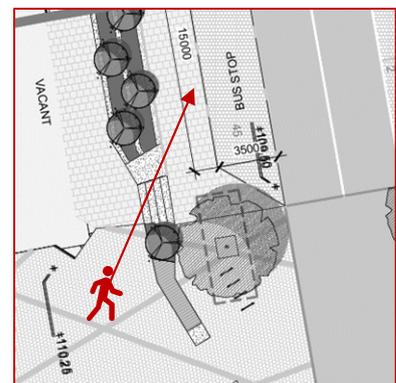
An area off of the carriageway should be provided adjacent to the proposed Loading Bay where loading/unloading activities can be undertaken safely.

3.7 Problem

Location: Drawing 221545-1-101 (-)

Summary: It is unclear how mobility impaired public transport users can safely access the proposed bus stop on the western side of Main Street north of the Market Square.

Steps have been indicated between the proposed bus stop location and the footpath along the building line. This would create difficulties for mobility-impaired bus passengers, in particular wheelchair users, from accessing the public transport facilities safely.



Recommendation

An accessible & safe route to/from the bus stop should be provided.

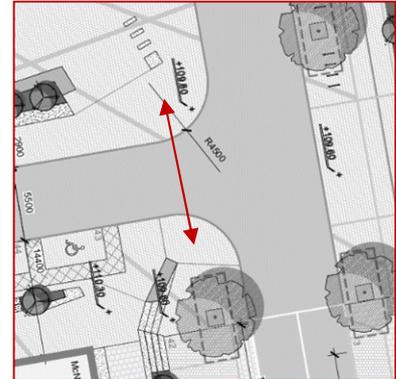
3.8 Problem

Location: Drawing 221545-1-101 (-)

Summary: Sufficient pedestrian crossing provisions have not been indicated at all likely pedestrian crossing desire lines within the scheme.

At this early stage in the design scheme pedestrian crossings have not been indicated across Rocks Road and the carpark access at their junctions with Main Street. Should dropped kerbs not be provided at crossings on pedestrian desire lines this could result in mobility impaired pedestrians being unable to safely and independently cross to the opposite footpath, or to these road users travelling or remaining within the carriageway where they are at an increased risk of being struck by vehicles.

Also, it is unclear what form of pedestrian crossings are proposed along Main Street, and across the cycle track. Should no controlled crossing be provided along Main Street and the cycle track, this would prevent visually-impaired pedestrians from independently & safely navigating the proposed street layout.



Recommendation

During the design development pedestrian crossings, including dropped kerbs and tactile paving, should be provided across Rocks Road and the carpark access. Pedestrian crossings of Main Street and the proposed cycle track should be provided which can be safely and independently used by the visually-impaired and partially sighted.

3.9 Problem

Location: Drawing 221545-1-101 (-)

Summary: Junction control/priority has not been indicated at the junction between Rocks Road and the Main Street.

The junction control (stop, yield etc.) at the junction between Rocks Road and the Main Street, has not been indicated. The absence of clear junction priority may result in driver confusion and hesitation leading to unsafe entry to the junction and possible side-on collisions.

Recommendation

Ensure the junction priority at the junction is clear and that drivers are sufficiently advised of the priority at the junction.



3.10 Problem

Location: Drawing 221545-1-101 (-)

Summary: Trees may block southbound drivers forward visibility to the Kells Road roundabout.

Drivers travelling southbound on Main Street may not have sufficient visibility at the proposed Kells Road roundabout due to trees located on the northern arm. This may lead to drivers being insufficiently aware of other road user's location, leading to possible side-on collisions on the roundabout.

Recommendation

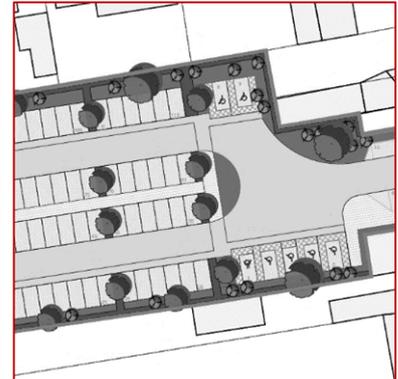
Ensure that all drivers at the Kells Road roundabout have sufficient visibility on their approach to, and at, the junction.

3.11 Problem

Location: Drawing 221545-1-101 (-)

Summary: Drivers may be unaware of the one-way system within the car park, and unintentionally travel against the flow of traffic, leading to low-speed head-on collisions.

The proposed carpark layout includes one-way sections. At this early stage in the design process traffic signage and road markings have not been indicated. Should drivers be insufficiently aware of the one-way flow they could unintentionally travel against the flow of traffic, leading to low-speed head-on collisions.



Recommendation

During the design development appropriate signs and road markings should be provided indicating the one-way section of the car park.

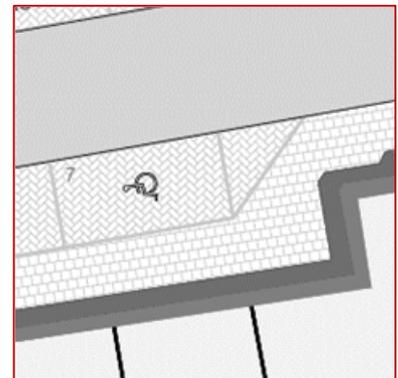
3.12 Problem

Location: Drawing 221545-1-101 (-)

Summary: The effective width of the footpath adjacent the mobility-impaired parking space within the carpark may be insufficient for the mobility-impaired, particularly wheelchair users.

The footpath adjacent the mobility-impaired parking space alongside the south-eastern footpath on the carpark access road appears to be narrow.

It is unclear if the effective width of the path will be sufficient to accommodate the mobility-impaired, particularly wheelchair users. This could result in these road users choosing to travel within the carriageway, where there is an increased risk of being struck by a vehicle.



Recommendation

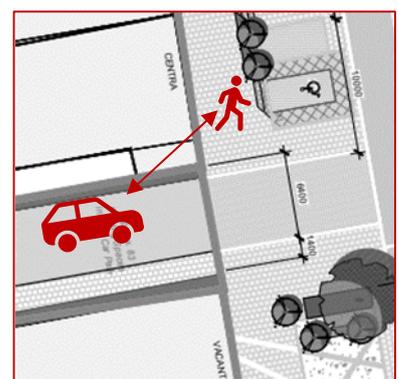
The effective width of the footpaths within the scheme should be sufficient to accommodate all non-motorised road users.

3.13 Problem

Location: Drawing 221545-1-101 (-)

Summary: The building boundary at the car park access may reduce inter-visibility between pedestrians about commence crossing and drivers exiting from the carpark onto the Main Street.

The existing building boundary either side of the car park access at its junction with Main Street may impede inter-visibility between exiting drivers and pedestrians about to commence a crossing, increasing the risk of vehicle/pedestrian.



Recommendation

Adequate inter-visibility should be provided between drivers exiting the carpark and pedestrians about commence a crossing at this location.

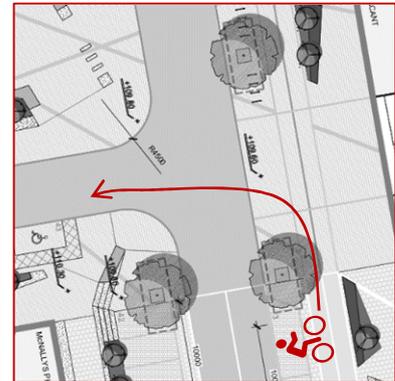
3.14 Problem

Location: Drawing 221545-1-101 (-)

Summary: It is unclear how cyclists on the proposed cycle track can safely turn onto Rocks Road, and vice versa.

A cycle track is proposed along the eastern side of Main Street. It is unclear how it is intended that cyclists can turn left from the cycle track onto Rocks Road, and vice versa.

Should a lowered kerb arrangement not be provided this may lead to cyclists attempting to traverse a full-height kerb when turning resulting in possible falls and personal injuries.



Recommendation

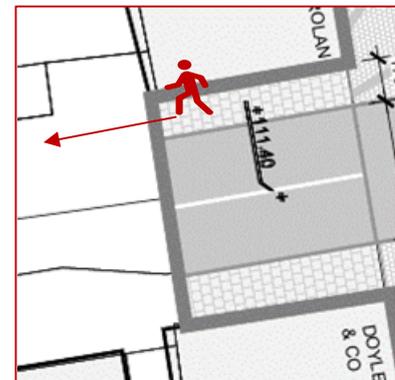
Measures should be provided which allow cyclists turn from the cycle track onto Rocks Road, and vice versa.

3.15 Problem

Location: Drawing 221545-1-101 (-)

Summary: Discontinuity in existing footpath along northern side of Rocks Road to the west of the Scheme.

There is a discontinuity in the footpath on the northern side of Rocks Road, west of Market Square. A footpath is shown extending along Market Square to the northern side of Rocks Road. Pedestrians on the Market Square heading west on this side of the road could continue within the carriageway with a resulting increased risk of being struck.



Recommendation

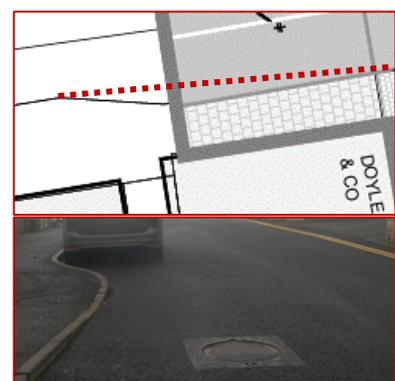
Either a continuous footpath should be provided along the northern side of Market Square and the footpath on the northern side of Rocks Road, or measures should be provided which direct both eastbound and westbound pedestrians on the northern side of the road to the continuous footpath along the southern side of Rocks Road, including appropriate crossing facilities where required.

3.16 Problem

Location: Drawing 221545-1-101 (-)

Summary: The existing alignment of the kerb on the southern side of Rocks Road changes relatively abruptly immediately west of Market Square, which may lead to wheel strikes or avoidance manoeuvres.

The existing alignment of the kerb on the southern side of Rocks Road changes relatively abruptly immediately west of Market Square, which may lead to wheel strikes or avoidance manoeuvres.



Drivers often use the kerb as a guide when travelling along a carriageway, and abrupt changes in direction, or sharp deflections, may result in drivers unfamiliar with the road striking the kerb, resulting in material damage collisions, or to sudden avoidance manoeuvres.

Recommendation

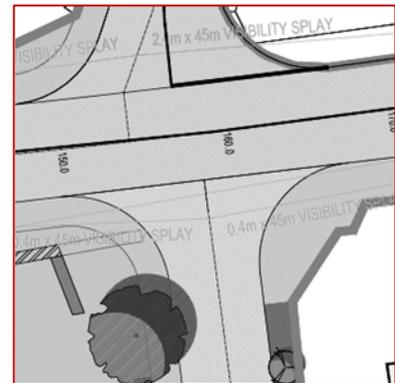
The kerb along the southern side of Rocks Road within Market Square should transition smoothly to the existing kerb build-out.

3.17 Problem

Location: Drawing 221545-1-102 (-)

Summary: Junction control/priority has not been indicated at the junction between Rocks Road and the carpark access road.

The junction control (stop, yield etc.) at the junction between Rocks Road and the carpark access Road, has not been indicated. The absence of clear junction priority may result in driver confusion and hesitation leading to unsafe entry to the junction and possible side-on collisions.



Recommendation

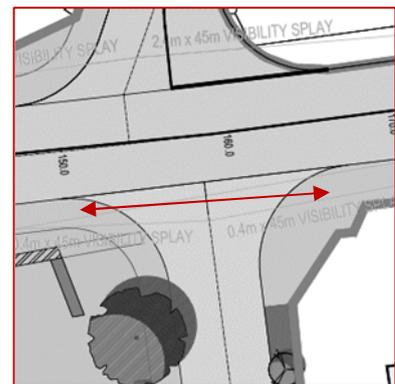
Ensure the junction control at the junction is clear and that drivers are sufficiently advised of the priority at the junction.

3.18 Problem

Location: Drawing 221545-1-102 (-)

Summary: No pedestrian crossing has been indicated across the proposed entrance to the carpark from Rocks Road.

No pedestrian crossing has been indicated across the proposed access to the proposed carpark from Rocks Road. This could result in mobility impaired pedestrians being unable to safely navigate this section of the road layout.



Recommendation

Prioritise pedestrian movements across the carpark access by providing a continuous footpath.

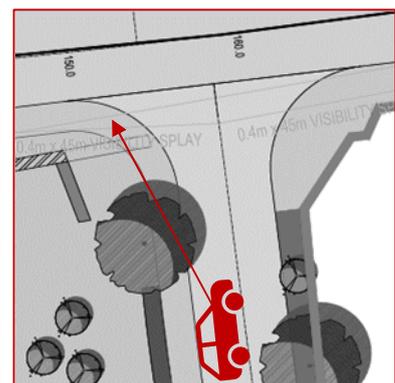
Alternatively, a pedestrian crossing, including dropped kerbs and tactile paving, should be provided at the carpark access.

3.19 Problem

Location: Drawing 221545-1-102 (-)

Summary: Drivers exiting the carpark onto Rocks Road may have restricted visibility towards a potential sign indicating priority.

The proposed tree on the western side of the access road on the immediate approach to its junction with the Rocks Road may impede visibility towards a junction regulatory sign.



This may result in approaching drivers being insufficiently aware of the need to stop or yield, leading to overshoot into the footpath, resulting in an increased risk of vehicle/pedestrian collision.

Recommendation

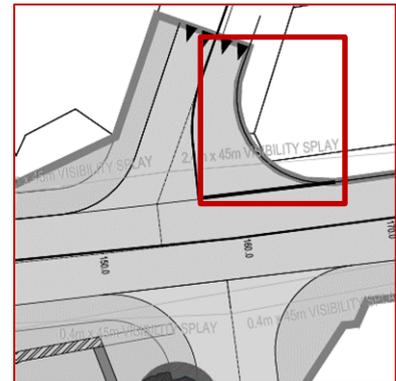
The tree should be relocated to where it wouldn't impede visible towards junction signs for drivers exiting the car park.

3.20 Problem

Location: Drawing 221545-1-102 (-)

Summary: Discontinuous pedestrian facilities at north-eastern corner of the Rocks Road/Bóthar Mhuire Junction.

The Rocks Road/Bóthar Mhuire junction layout is proposed to be amended as part of the scheme. However, the proposed layout does not indicate retaining the existing footpath within the north-eastern corner. Should the footpath not be retained at this location pedestrians could choose to travel within the carriageway where there is a risk of being struck by a vehicle.



Recommendation

A footpath should be provided in the north-eastern corner of the junction between Rocks Road and Bóthar Mhuire.

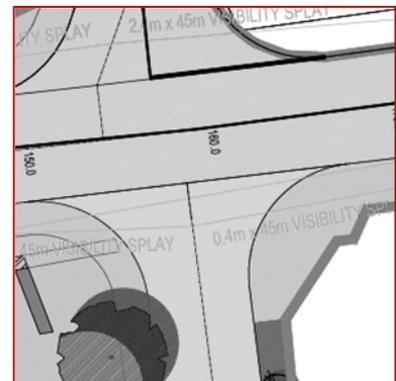
3.21 Problem

Location: Drawing 221545-1-102 (-)

Summary: Drivers on the carpark access Road approaching the junction with Rocks Road may sight onto Bóthar Mhuire.

The proposed new access onto the Rocks Road will result in an additional, relatively busy, junction in close proximity to an existing staggered t-junction and also create a crossroads arrangement between the existing side road on the northern side of Rocks Road and the new access.

This could result in a potential sight-through issue, with drivers on the side road or the new access road failing to stop at the junction resulting in overshoot and possible side-on collisions



Recommendation

Prioritise pedestrian movements across the carpark access by providing a continuous footpath in order to passively support speed reduction on approach to the junction.

3.22 Problem

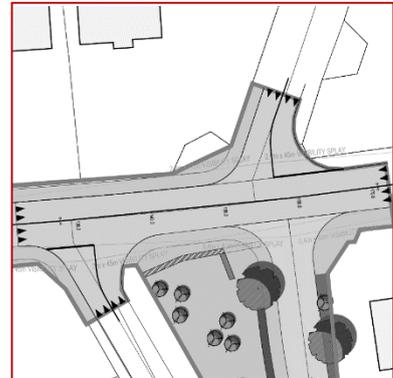
Location: Drawing 221545-1-102 (-)

Summary: Difference in levels at the proposed raised table have not been indicated.

The proposed works on the junction between Rocks Road and Bóthar Mhuire include a raised table.

It is unclear if there will be a level difference between the proposed raised-table and the adjacent footpaths.

The absence of level difference could result in visually-impaired pedestrians inadvertently entering the carriageway.



Recommendation

A minimum upstand of 60mm should be provided between the footpaths and the raised table.

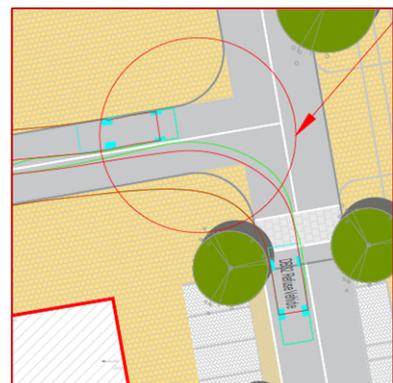
3.23 Problem

Location: Drawing 'Market Square Tracking'

Summary: Insufficient turning radii for vehicles at the junction between Main Street and Rocks Road.

The proposed realignment of the Rocks Road, and the corner radii at its junction with Main Street, may result in road layout that is not capable of accommodating the swept path of all vehicles likely to use the road & junction.

This could lead to vehicles overrunning the footpaths as they turn/traverse this area, presenting a potential hazard to NMUs within the footpath/pedestrian areas.



Recommendation

Sufficient turning radii should be provided to support safe turning movements at the junction between Main Street and Rocks Road.

3.24 Problem

Location: Drawing 'Main Street Loading Bay Tracking'

Summary: It is unclear if the tree canopies will impede high-sided vehicles at the loading bay location on Main Street.

It is unclear if the tree canopy will impede high-sided vehicles using the loading bay on Main Street. If the tree canopy impedes the vehicle path, high-sided vehicles may enter the opposing traffic lane while exiting the loading bay while avoiding branches, resulting in an increased risk of collisions with oncoming traffic.



Recommendation

The tree canopies should not impede vehicles exiting the loading bay.

3.25 Problem

Location: Drawing 'Main Street Loading Bay Tracking'

Summary: Potential for large vehicles to collide with vehicles parked at the mobility impaired parking space adjacent the loading bay.

The swept path analysis drawings suggest evidence of large vehicles overhang conflicting with the mobility impaired parking space adjacent the loading bay which might lead to material damage.

Recommendation

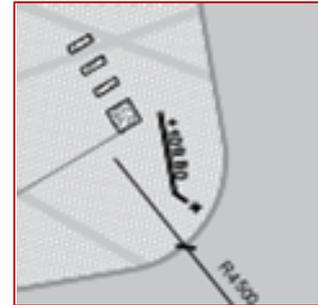
The parking spaces and loading bay should have mutually exclusive time restrictions to avoid the potential for conflicts between parked vehicles and vehicles using the loading bay.



4 Observations

- 4.1 it is unclear from the information provided if there will be adequate tonal contrast between the footpaths and the carriageways within the proposed Scheme.

An absence of adequate tonal contrast can create difficulties for partially-sighted pedestrians navigating the proposed street layout.



- 4.2 Natural stone & timber benches are proposed as part of the items of street furniture. It is unclear if it is proposed to provide armrests as part of these benches and if the bench bases are narrower than the rest of the bench.

In order to accommodate the widest possible mix of disabilities, a mixture of benches with & without armrests should be provided.

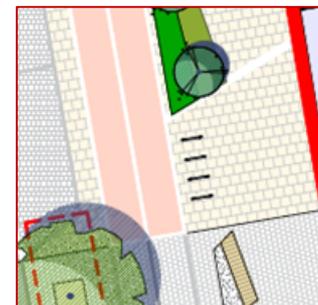
Benches whose bases are narrower than the rest of the bench can create difficulties for long-cane users in detecting and avoiding colliding with the bench.

The benches should have solid bases and no part of the bench should protrude beyond the extents of the base.



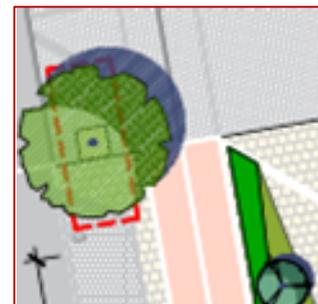
- 4.3 It is unclear if the bicycle stands proposed can accommodate a mix of bicycle types.

During the design development the proposed bicycle stands should accommodate a mix of bicycles in order to cater for the widest possible mix of cyclists (e.g. standard bikes, cargo bikes, hand-operated bikes, etc.).



- 4.4 It is assumed that a shared surface is proposed where the cycle track terminates and recommences either side of the junction between Main Street and Rocks Road.

During the design development Ladder and Tramline tactile paving should be provided at the interfaces between shared surfaces and segregated non-motorised road user provisions (e.g. footpaths).



5 Road Safety Audit Team Statement

We certify that we have examined the drawings referred to in this report. The examination has been carried out with 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.

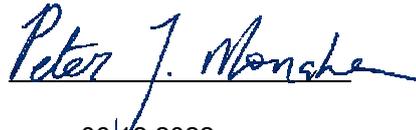
The problems identified have been noted in this report together with associated safety improvement suggestions, which we would recommend should be studied for implementation.

No one on the Road Safety Audit Team has been involved with the design of the scheme.

ROAD SAFETY AUDIT TEAM LEADER

Peter Monahan

Signed:



Dated:

06.12.2022

ROAD SAFETY AUDIT TEAM MEMBER

Antonios Papadakis

Signed:



Dated:

06.12.2022

Appendix A – Road Safety Audit Brief Checklist

Have the following been included in the audit brief?: (if 'No', reasons should be given below)

	Yes	No
1. The Design Brief	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Departures from Standard	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Scheme Drawings	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Scheme Details such as signs schedules, traffic signal staging	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Collision data for existing roads affected by scheme	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Traffic surveys	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Previous Road Safety Audit Reports and Designer's Responses/Feedback Form	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Previous Exception Reports	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Start date for construction and expected opening date	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Any elements to be excluded from audit	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Any other information?

(if 'Yes', describe below)

<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Appendix B – Documents Submitted to the Road Safety Audit Team

DOCUMENT/DRAWING TITLE	DOCUMENT/DRAWING NO.	REVISION
Project Design Brief Kingscourt RRDF March 2021		
Location Map for Survey Counters		
Summary Report 'to Main St'		
Summary Report 'away from Main St'		
Data-Speed Count L3536 nr Market Sq Kingscourt 'to Main St' Feb 2022		
Data-Speed Count L3536 nr Market Sq Kingscourt 'away from Main St' Feb 2022		
Landscape Masterplan 1 of 2	221545-1-101	-
Landscape Masterplan 2 of 2	221545-1-102	-
Visibility and Markings Model (1)		
Main Str Loading Bay		
Main Str Car Parking Tracking		
Market Square Tracking		
Car Park Tracking		
11257- Tracking off Rocks Road		
Kingscourt Accident Data Rocks Rd Main St		
Site Layout Plan	PP(00)1.01	-
Ground Floor Plan	PP(00)1.02	-
First Floor Plan	PP(00)1.03	-
Second Floor Plan	PP(00)1.04	-
Sections	PP(00)1.05	-
Elevations	PP(00)1.06	-
Site Layout Plan	PP(00)2.01	-
Floor Plans	PP(00)2.02	-
Section & Elevations	PP(00)2.03	-
3D Views	PP(00)2.04	-
Existing Shed Building	PP(00)2.05	-
Outline Drawings of Buildings to be Demolished	PP(00)3.01	-
Ground Floor Plan	S(00)1.01	-
First Floor Plan	S(00)1.02	-
Second Floor Plan	S(00)1.03	-
Roof Plan	S(00)1.04	-
Sections	S(00)1.05	-
Elevations	S(00)1.06	-
Elevations	S(00)1.07	-
Site Layout Plan	S(00)2.01	-
Ground Floor Plan	S(00)2.02	-
Section _ Front Elevation _ 3D Views	S(00)2.03	-

Appendix C – Feedback Form

Road Safety Audit Feedback Form

Scheme: Kingscourt Town Centre Regeneration Scheme

Route No.: Main Street, Rocks Road

Audit Stage: 1 **Date Audit Completed:** 06.12.2022

To be Completed by Designer				To be Completed by Audit Team Leader
Paragraph in Safety Audit Report	Problem Accepted (Yes/No)	Recommended Measure(s) Accepted (Yes/No)	Describe Alternative Measure(s). Give reasons for not accepting recommended measure	Alternative Measures or Reasons Accepted by Auditors (Yes/No)
3.1	Yes	Yes		
3.2	Yes	Yes		
3.3	Yes	Yes		
3.4	Yes	Yes		
3.5	Yes	Yes		
3.6	Yes	Yes		
3.7	No	No	Universal access is provided without going down the steps i.e. around the steps and planter feature.	Yes
3.8	Yes	Yes		
3.9	Yes	Yes		
3.10	Yes	Yes	During the Detailed Design Stage, the design will ensure that drivers approaching the roundabout have adequate visibility to the junction and the junction signage on the approaches.	
3.11	Yes	Yes		
3.12	Yes	Yes		
3.13	Yes	Yes		
3.14	Yes	Yes		
3.15	Yes	No	An uncontrolled crossing will be provided and the gap in the footpath	Yes

Appendix D – Problem Locations

