

A child wearing a patterned dress and sneakers is jumping rope on a paved surface. The surface is marked with hopscotch patterns and numbers. The image has a teal color cast.

traffico

Drynam Heath Quiet Street, Kinsealy
Stage 1 Road Safety Audit

Fingal County Council

March 2025

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Document History

JOB NUMBER: 250016			DOCUMENT REF: 250014RPT001_RSA1_Rev_1			
1	Final Issue	MD	MD	MD	MD	21 Mar. 2025
0	Draft Issue	MD	MD	CP	MD	27 Feb 2025
Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date

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1. Introduction

1.1 Report Context

This report describes the findings of a Stage 1 Road Safety Audit associated with the Drynam Heath Quiet Street, Kinsealy.

The Audit has been completed by Traffico on behalf of Fingal County Council.

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Wednesday 26 th February 2025	Daylight	Sunny with dry road pavements.

Table 1.1 – Site Inspection Details

1.3 The Road Safety Audit Team

The members of the Road Safety Audit Team have been listed following:

Status	Name / Qualifications	TII Auditor Reference No:
Audit Team Leader (ATL)	Martin Deegan BEng(Hons) MSc CEng MIEI	MD101312
Audit Team Member (ATM)	Colin Prendeville BEng(Hons) CEng MIEI	CP3369500

Table 1.2 – Audit Team Details

1.4 Design Drawings Examined as Part of the Audit Process

The following drawing was examined as part of the Road Safety Audit (RSA) process:

Drawing No.	Drawing Title	Revision
KQS-FCC-03-S1	Drynam Heath, Kinsealy G.A. Option 3 & Details	P03

Table 1.3 – Designers Drawing List

1.5 Road Safety Audit Compliance

Procedure and Scope

This Road Safety Audit has been carried out in accordance with the procedures and scope set out in TII publication number GE-STY-01024 - Road Safety Audit.

As part of the road safety audit process, the Audit Team have examined only those issues within the design which relate directly to road safety.

Compliance with Design Standards

The road safety audit process is not a design check, therefore verification or compliance with design standards has not formed part of the audit process.

Minimizing Risk of Collision Occurrence

All 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 the risk of collision occurrence.

2. Road Safety Issues Identified

2.1 Problem: Missing Cul de Sac Signs

Location: Junction of Drynam Heath & Drynam Green

Failing to alert incoming drivers that Drynam Heath is not a through-as road could lead to sudden braking on approach to the bollards and extended (risky) reversing manoeuvres.

Figure 2.1 – Location Where Suitable Signs & Lines Should Be Provided Highlighting Cul de Sac



Recommendation

Suitable signage should be provided at the entry point to Drynam Heath to inform drivers that the street operates as a Cul de Sac.

2.2 Problem: Pedestrian Strikes on Traffic Bollards

Location: Pedestrian Crossing at Junction of Drynam Heath & Feltrim Road

The proposed alignment of the bollards could lead to pedestrian strikes and progression issues for mobility impaired road users (especially the blind or partially sighted) wishing to access the courtesy crossing.

Figure 2.2 – Indicative Bollards Alignment on Feltrim Road Leading to Pedestrian Strikes



Recommendation

The position of the bollards should be adjusted to facilitate universal access to the courtesy crossing (i.e. especially mobility impaired pedestrians).

2.3 Problem: Existing Junction Ahead Warning Signs

Location: Feltrim Road – Northbound & Southbound Approaches to Drynam Heath

The existing junction ahead warning signs could lead to driver confusion and vehicle strikes on the bollards. Especially during low light conditions.

Figure 2.3 – Junction Ahead Warning Signs Causing Confusion for Drivers



Recommendation

The junction ahead warning signs should be removed, and the traffic bollards should be fitted with suitable reflectors.

3. Audit Team Statement

3.1 Certification & Purpose

We certify that we have examined the drawing(s) listed in Chapter 1 of this Report.

Sole Purpose of the Road Safety Audit

The Road Safety Audit has been carried out with the sole purpose of identifying any features of the design which could be removed or modified to improve the road safety aspects of the scheme.

3.2 Implementation of RSA Recommendations

The problems identified herein have been noted in the Report together with their associated recommendations for road safety improvements.


We (the Audit Team) propose that these recommendations should be studied with a view to implementation.

Audit Team’s Independence to the Design Process


No member of the Audit Team has been otherwise involved with the design of the measures audited.

3.3 Road Safety Audit Team Sign-Off

Martin Deegan
 Audit Team Leader
 Road Safety Engineering Team
traffico

Signed: 
 Date: 27th February 2025

Colin Prendiville
 Audit Team Member
 Road Safety Engineering Team
traffico

Signed: 
 Date: 27th February 2025

4. Designers Response

4.1 How the Designer Should Respond to the Road Safety Audit

The Designer should prepare an Audit Response for each of the recommendations using the Road Safety Audit Feedback Form attached in Appendix A.

When completed, this form should be signed by the Designer and returned to the Audit Team for consideration. See flow-chart following for further description.



Figure 4.1 – Road Safety Audit Sign-Off and Completion Process

4.2 Returning the Completed Feedback Form

The Designer should return the completed Road Safety Audit Feedback Form attached in Appendix A of this report to the following email address:

- Email address: martin@traffico.ie
- Telephone: 01 699 1551

The Audit Team will consider the Designer’s response and reply indicating acceptance or otherwise of the Designers response to each recommendation.

Triggering the Need for an Exception Report

Where the Designer and the Audit Team cannot agree on an appropriate means of addressing an underlying safety issue identified as part of the audit process, an Exception Report must be prepared by the Designer on each disputed item listed in the audit report.

Appendix A

A.1 Road Safety Audit Feedback Form

Road Safety Audit Feedback Form

Scheme: Drynam Heath Quiet Street, Kinsealy

Audit Stage: Stage 1 Road Safety Audit

Audit Date: 27th February 2025

Problem Reference (Section 2)	Designer Response Section			Audit Team Response Section
	Problem Accepted (yes / no)	Recommended Measure Accepted (yes / no)	Alternative Measures or Comments	Alternative Measures Accepted (yes / no)
2.1	Yes	Yes	Recommendation Accepted	
2.2	Yes	Yes	Recommendation Accepted	
2.3	Yes	Yes	Recommendation Accepted	

**The Designer should complete the Designer Response Section above, then fill out the designer details below and return the completed form to the Road Safety Audit Team for consideration and signing.*

Designer's Name: Larry Bergin

Designer's Signature:

Date: 5 / 3 / 2025

Employer's Name: Larry Bergin

Employer's Signature:

Date: 5 / 3 / 2025

Audit Team's Name: Martin Deegan

Audit Team's Signature:

Date: 21/03/2025



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