

Greystones Pedestrian and Cycle Scheme

Stage 1 Road Safety Audit

Wicklow County Council

August 2026

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Notice

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Document History

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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 Greystones Pedestrian and Cycle Scheme.

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

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Monday 13 th July 2026	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 FIEI	MD101312
Audit Team Member (ATM)	Shane Kearns MEng BEng (Hons), RSACert, MIEI, MTPS	SK*364

Table 1.2 – Audit Team Details

1.4 Design Information Examined as Part of the Audit Process

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

Drawing No.	Drawing Title	Revision
0122987-ATK-XX-XX-DR-C-950000	COVER SHEET	
0122987-ATK-XX-XX-DR-C-950100	SITE LOCATION LAYOUT PLAN	P01
0122987-ATK-XX-XX-DR-C-950101	GENERAL ARRANGEMENT SHEET 1	P04
0122987-ATK-XX-XX-DR-C-950102	GENERAL ARRANGEMENT SHEET 2	P04
0122987-ATK-XX-XX-DR-C-950103	GENERAL ARRANGEMENT SHEET 3	P05
0122987-ATK-XX-XX-DR-C-950104	GENERAL ARRANGEMENT SHEET 4	P05
0122987-ATK-XX-XX-DR-C-950105	GENERAL ARRANGEMENT SHEET 5	P04

Drawing No.	Drawing Title	Revision
0122987-ATK-XX-XX-DR-C-950106	GENERAL ARRANGEMENT SHEET 6	P04
0122987-ATK-XX-XX-DR-C-950107	GENERAL ARRANGEMENT SHEET 7	P04
0122987-ATK-XX-XX-DR-C-950108	GENERAL ARRANGEMENT SHEET 8	P04
0122987-ATK-XX-XX-DR-C-950109	GENERAL ARRANGEMENT SHEET 9	P04
0122987-ATK-XX-XX-DR-C-950110	GENERAL ARRANGEMENT SHEET 10	P04
0122987-ATK-XX-XX-DR-C-950111	GENERAL ARRANGEMENT SHEET 11	P04
0122987-ATK-XX-XX-DR-C-950112	GENERAL ARRANGEMENT SHEET 12	P04
0122987-ATK-XX-XX-DR-C-950113	GENERAL ARRANGEMENT SHEET 13	P04
0122987-ATK-XX-XX-DR-C-950114	GENERAL ARRANGEMENT SHEET 14	P04
0122987-ATK-XX-XX-DR-C-950115	GENERAL ARRANGEMENT SHEET 15	P04
0122987-ATK-XX-XX-DR-C-950116	GENERAL ARRANGEMENT SHEET 16	P04
0122987-ATK-XX-XX-DR-C-950117	GENERAL ARRANGEMENT SHEET 17	P04
0122987-ATK-XX-XX-DR-C-950118	GENERAL ARRANGEMENT SHEET 18	P04
0122987-ATK-XX-XX-DR-C-950119	GENERAL ARRANGEMENT SHEET 19	P05
0122987-ATK-XX-XX-DR-C-950120	GENERAL ARRANGEMENT SHEET 20	P04
0122987-ATK-XX-XX-DR-C-950121	GENERAL ARRANGEMENT SHEET 21	P04

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.

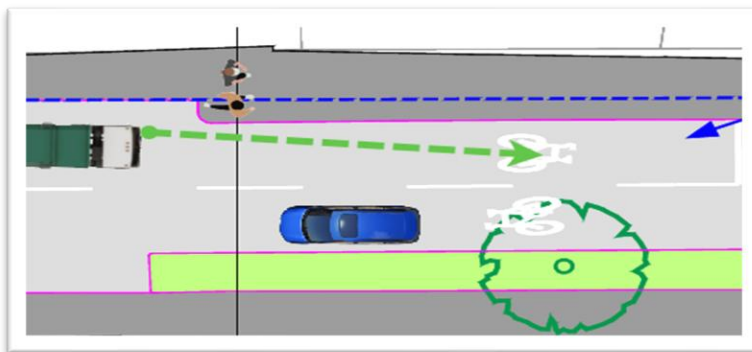
2. Road Safety Issues Identified

2.1 Problem: Vehicle Strikes on Kerb Which Steps Out Suddenly

Location: Sheet 5 | Southbound Traffic Lane of Church Road

The kerb steps out suddenly into the southbound traffic lane, which could increase the risks of drivers colliding with the kerb and mounting the footpath. This could also lead to conflict with pedestrians or secondary collisions as drivers overcorrect from a kerb strike.

Figure 2.1 – Kerb Steps Out Suddenly into Southbound Traffic Lane



Recommendation

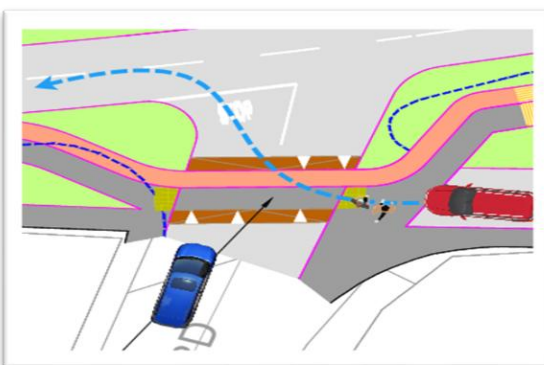
The traffic facing kerb edge of the footpath buildout should be tapered back appropriately to safely guide drivers away from the footpath widening.

2.2 Problem: Drivers Crossing Footpath to Bypass Roundabout

Location: Sheet 12 & 13 | Cul-de Sac formed on Old Mill Road

During peak traffic periods, some drivers are likely to use Old Mill Road to bypass the Mill Road Roundabout, resulting in the need for them to cross the active travel facilities, placing pedestrian and cyclists at risk of conflict.

Figure 2.2 – Drivers Crossing Active Travel Facilities from Old Mill Road to Vincent Road



Recommendation

Appropriate measures should be set in place to physically prevent drivers from crossing the active travel facilities here.

2.3 Problem: Catering for Pedestrian Crossing Desire Lines

Location: Sheet 21 | Pedestrian Crossing Desire Lines on Burnaby Lawns

Failure to provide a crossing which might align with a key pedestrian desire crossing line could create progression difficulties for mobility-impaired users and increase the risk of conflict with vehicles.

Figure 2.3 – Pedestrian Crossing Desire Lines on Burnaby Lawns



Recommendation

A suitable pedestrian crossing should be provided at this location.

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

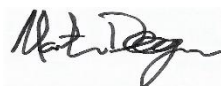
Martin Deegan

Audit Team Leader

Road Safety Engineering Team

traffico

Signed:



Date:

22nd July 2026

Shane Kearns

Audit Team Member

Road Safety Engineering Team

traffico

Signed:



Date:

22nd July 2026

4. Designers Response

4.1 Using the Feedback form to Respond to the Road Safety Audit

The Designer and the Client 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 the Client 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.

4.3 Triggering the Need for an Exception Report

If the Designer and Audit Team cannot agree on how to address a safety issue identified as part of the road safety audit process, then the Designer must prepare an Exception Report for each disputed item in the audit report.

Refer to *GE-STY-01027 Road Safety Audit Guidelines, Section 3.4.3 Exception Report* for further guidance.

Appendix A

A.1 Road Safety Audit Feedback Form

Road Safety Audit Feedback Form

Scheme: Greystones Pedestrian and Cycle Scheme

Audit Stage: Stage 1 Road Safety Audit

Audit Date: 22nd July 2026

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	No	The proposal is anticipated to tie-in to the updated Church Rd scheme which was completed subsequent to the completion of the topographical survey. A new topographical survey is to be undertaken at the detailed design stage.	Yes
2.2	Yes	Yes		
2.3	Yes	No	An additional pedestrian crossing has been added closer to the Tennis club as the recommended location provided poor visibility for an uncontrolled crossing.	Yes

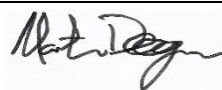
**The Designer should complete the Designer Response Section above, then fill out the designer details below and return the completed form to the Road Safety Audit Team for consideration and signing.*

Designer's Name: Nicholas van den Berg

Designer's Signature: 

Date: 05/08/2026

Audit Team's Name: Martin Deegan

Audit Team's Signature: 

Date: 10/08/2026

Client's Name: Conor Page

Client's Signature: 

Date: 10/08/2026



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