

**20022-01-001**

**Proposed Residential Development at  
Railway Street, Portlaoise.**

**ROAD SAFETY AUDIT STAGE 1/2**

**March 2020**

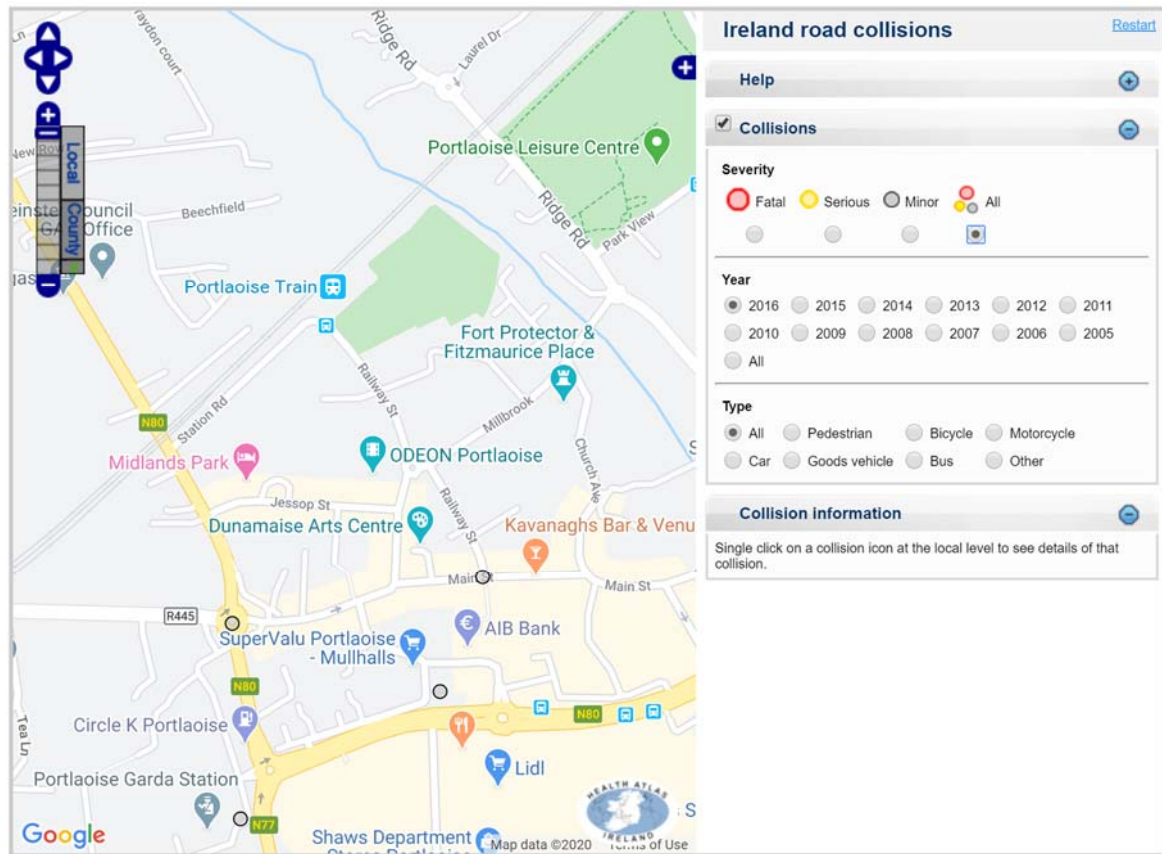


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## **1. INTRODUCTION**

- 1.1 This report describes a Stage 1/2 Road Safety Audit carried out at Railway Street, Portlaoise on behalf of Jason Redmond & Associates Consulting Engineers. The audit was carried out on 16<sup>th</sup> March 2020 in the offices of Roadplan Consulting, Kilkenny.
- 1.2 The audit team members were as follows:
  - George Frisby, BE CEng MIEI  
Auditor Number GF51255
  - MJ Walsh, BE CEng MIEI  
Auditor Number MW3390506
- 1.3 Both audit team members visited the site on the 13<sup>th</sup> March 2020. The audit comprised an examination of the drawings relating to the scheme supplied by Jason Redmond & Associates Consulting Engineers and an examination of the site.
- 1.4 The proposed development consists of residential development including a public transport carpark and bus drop-off/set down facilities at Railway Street, Portlaoise, Co. Laois.
- 1.5 It has been assumed that a section of the existing boundary wall, along the front of the proposed development on Railway Street, will be removed at the proposed three number pedestrian accesses to the development to safely cater for pedestrian access to the proposed development
- 1.6 The speed limit of the majority of the road fronting the site is 50 km/h. However, the speed limit at the existing/proposed site entrance is 30km/h.
- 1.7 An examination of the RSA collision database shows that there have been no recorded collisions on this road close to the site over the period 2005 to 2016.



- 1.8 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.
- 1.9 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 accident occurrence.
- 1.10 Appendix A describes the audited drawings.

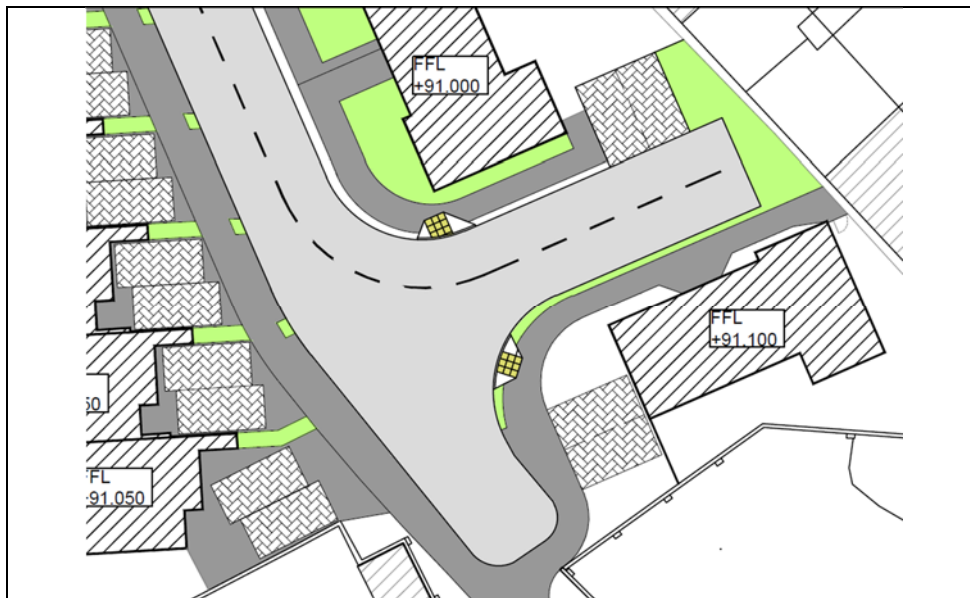
## 2. STAGE 1/2 AUDIT

### Specific Safety Problems

#### 2.1 Location: Southeast cul-de-sac/hammerhead

##### Problem

The priority of the southeast cul-de-sac/hammerhead within the development is unclear due to lack of appropriate/adequate road signage and markings. This may lead to driver confusion at the junction as to who has right of way which may contribute to a collision.



*Photo 1: No Priority Control at Southeast cul-de-sac/hammerhead.*

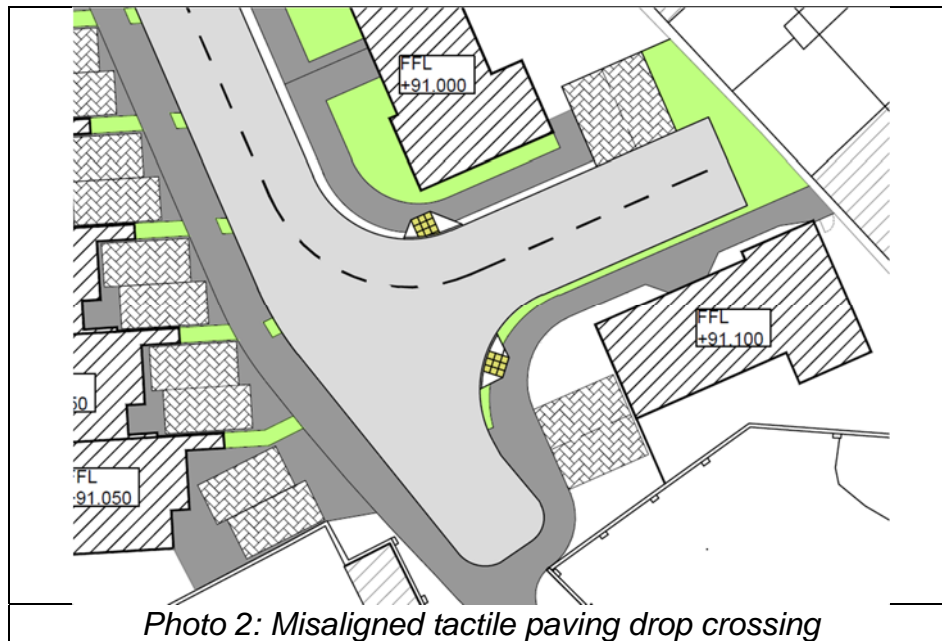
##### Recommendation

Provide yield road markings and signage on the most appropriate arm of this cul-de-sac/hammerhead.

## 2.2 Location: Southeast cul-de-sac/hammerhead.

### Problem

The proposed tactile paving drop crossing are not aligned with each other. This may lead to pedestrians, particularly the visually impaired, being guided into the junction mouth where they could be struck by approaching vehicles or directed towards a full height kerbline where they could trip and fall over same.



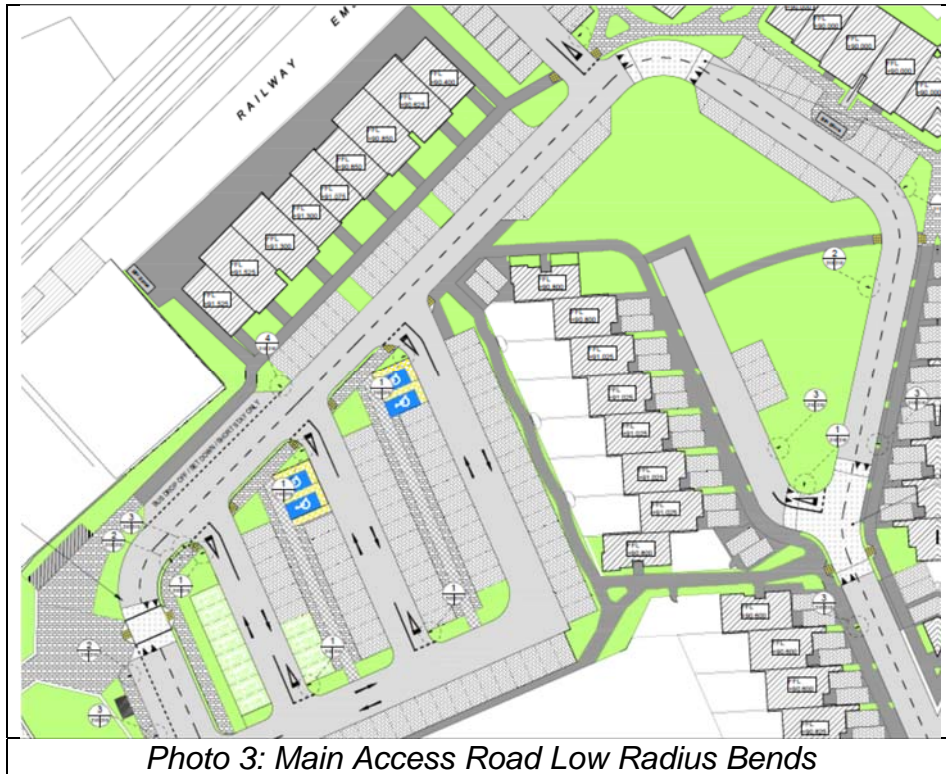
### Recommendation

Align all proposed drop crossings within the development so that they do not pose a road safety issue for pedestrian especially, the mobility and visually impaired.

### 2.3 Location: Main Access Road

#### Problem

Low radii bends are proposed at a number of locations along the development's main access road. Two vehicles may have difficulty in passing one another on these bends which may lead to a side swipe collision. Stopping sight distance at these bends may also be restricted by vehicles parked in visitor parking bays near the bends which may contribute to a collision.



*Photo 3: Main Access Road Low Radius Bends*

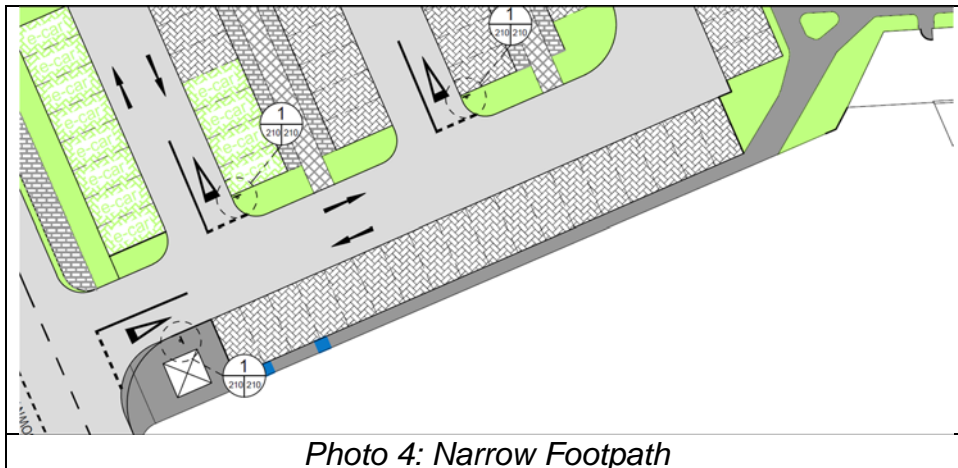
#### Recommendation

Revise the layout at the bends to ensure that two vehicles can safely pass one another, and that adequate stopping sight distance is provided throughout.

## 2.4 **Location:** Southern Footpath of Main Public Transport Carpark

### **Problem**

The proposed width of the Main Public Transport Carpark's southern footpath appears to be very narrow and may not cater for mobility impaired pedestrians. As a result, such pedestrians may be forced onto the carriageway or into parking areas where they would be at an increased risk of being struck by a passing vehicle.



*Photo 4: Narrow Footpath*

### **Recommendation**

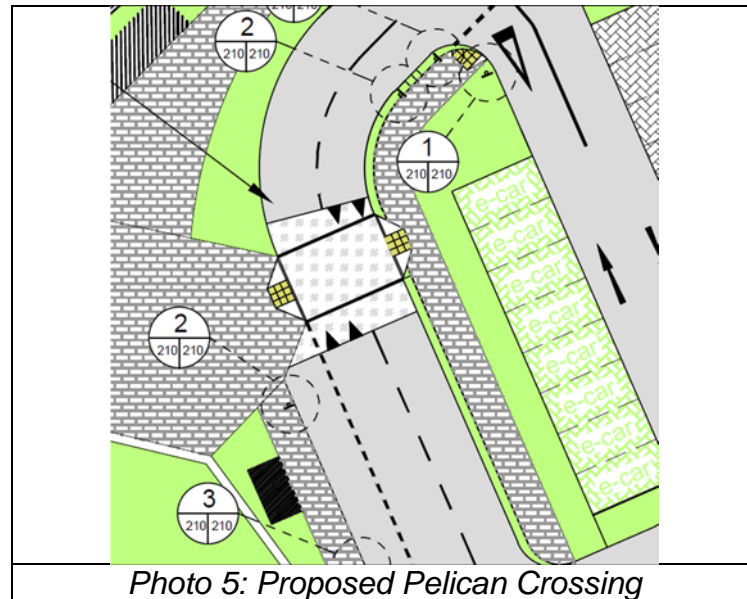
Provide adequate footway widths throughout the proposed development.



## 2.5 Location: Main Access Road, Pelican Crossing

### Problem

Due to the location of the proposed controlled pedestrian crossing (i.e. at a bend) the visibility of the traffic signal heads maybe restricted particularly for southbound approaching driver how may fail to see a red traffic signal and stop in time without colliding with a crossing pedestrian. In addition, the proposed road markings and tactile paving are not compatible with a controlled pedestrian crossing which may lead to further collisions due to driver and pedestrian confusion.



### Recommendation

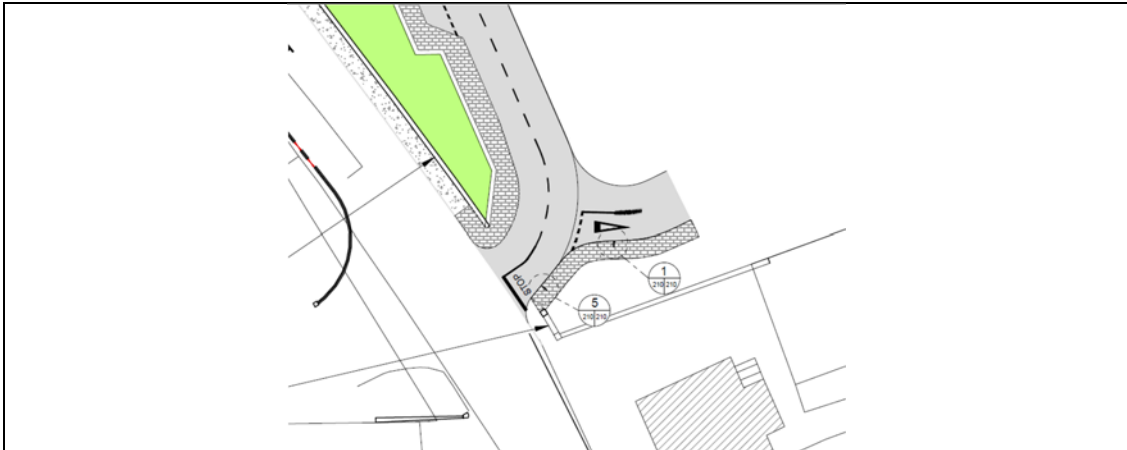
Move the pedestrian crossing to the bend so that the traffic signal heads will be clearly visible to approaching drivers on both approaches to the signalised crossing. In addition, provide the appropriate road markings and tactile paving for use at a signalised crossing.



## 2.6 **Location:** Development Access with Railway Street

### **Problem**

Pedestrian crossing facilities are not shown to be provided for pedestrians across the junction mouth at the access to the proposed development from Railway Station. A lack of adequate pedestrian crossing facilities may contribute to a pedestrian injury at this location.



*Photo 6: Omitted Dropped Crossing & Tactile Paving at Development Access*

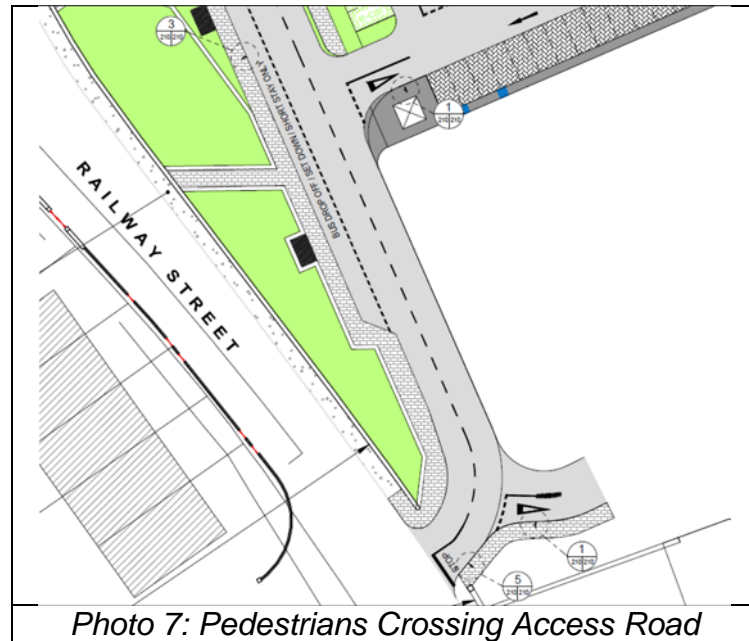
### **Recommendation**

Provide dropped kerbs and tactile paving at the access to the proposed development from Railway Station.

## 2.7 Location: Pedestrian Access at Bus Drop-off

### Problem

Upon entering either the middle or the southern pedestrian access to the development from Railway Street, a pedestrian crossing is not shown to be provided for pedestrians wishing to cross the access road at the Bus Drop-off in order to access the Public Transport Carpark or the houses in the southern end of the development. A lack of an adequate pedestrian crossing along the pedestrian desire lines may contribute to a pedestrian injury at this location.



### Recommendation

Provide an adequate pedestrian crossing along the pedestrian desire lines to accommodate pedestrians accessing the Public Transport Carpark and the houses in the southern end of the development from the middle and the southern pedestrian accesses to the development.

**2.8 Location:** Within the proposed development

**Problem**

Street lighting exists along the public road. However, street lighting is not shown to be provided within the proposed development. Road safety would be enhanced with the provision of street lighting.

**Recommendation**

Provide adequate street within the proposed development.

**3. AUDIT TEAM STATEMENT**

- 3.1 We certify that we have examined the drawings 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.....  .....

George Frisby

Date .....16<sup>th</sup> March 2020.....

Signed.....  .....

Michael John Walsh

Date .....16<sup>th</sup> March 2020.....

## **APPENDIX A**

### **List of Drawings Examined**

The following drawing numbered have been provided electronically in PDF format by Jason Redmond & Associates Consulting Engineers

Drawing Number	Rev	Drawing Title
17.168-220	P01	Proposed Residential Development at Railway St., Portlaoise, Co. Laois.







## SAFETY AUDIT FEEDBACK FORM

Scheme: Proposed Development at Railway Street, Portlaoise

Document Number: 20022-01-001

Audit Stage: Stage 1 / 2

Date Audit Completed: 16<sup>th</sup> March 2020

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. Only complete if recommended measure is not accepted.	Alternative measures or reasons accepted by auditors (yes/no)
2.1	Y	Y	—	—
2.2	Y	Y	—	—
2.3	Y	Y	—	—
2.4	Y	Y	—	—
2.5	Y	N	Type of crossing changed to Uncontrolled and location will be reviewed at detailed design stage	YES
2.6	Y	Y	—	—
2.7	Y	Y	—	—
2.8	Y	Y	Public Lighting has been fully designed out for the scheme	—

Safety Audit Signed off ..... Design Team Leader

Print Name ..... *John Murphy*

Date *19/3/2020*

Safety Audit Signed off ..... Employer

Print Name ..... *Tom Muriel*

Date *19/3/2020*

Safety Audit Signed off *George Frisby* ..... Audit Team Leader

Print Name *GEORGE FRISBY*

Date *19/3/2020*

Please complete and return to:

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Kilkenny  
E-mail: [info@roadplan.ie](mailto:info@roadplan.ie)