

Laois County Council

Housing Development, Abbeyleix
Road, Portlaoise

Stage 1 Road Safety Audit

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Rev	Prepared By	Reviewed By	Approved By	Issue Date	Reason for Revision
2.0	AOR	TAG	AOR	8 th August 2022	Final
1.0	AOR	TAG	AOR	20 th June 2022	Draft Report

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1 Introduction

1.1 General

This report results from a Stage 1 Road Safety Audit on the proposed Housing Development, Abbeyleix Road, Portlaoise carried out at the request of Mr Patrick Treacy of Laois County Council.

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

Mr. Alan O'Reilly
(BA BAI MSc CEng MIEI RSACert)
Road Safety Audit Team Leader

Mr. Aly Gleeson
(BSc MEng MBA RSACert CEng FIEI)
Road Safety Audit Team Member

The Road Safety Audit took place during June 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 June 2022. Weather conditions during the site visit were dry and the road surface was dry. Traffic volumes during the site visit were moderate, pedestrian and 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) Publication's 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.

1.2 Items Not Submitted for Auditing

Details of the following items were not submitted for audit; therefore no specific problems have been identified at this stage relating to these design elements, however where the absence of this information has given rise to a safety concern it has been commented upon in Section 3: -

- Landscaping
- Drainage
- Public Lighting
- Visibility splays

2 Project Description

2.1 General

It is proposed to construct a new residential development on an existing derelict site on the N80 National Road (Abbeyleix Road) in Portlaoise, Co. Laois (see Figure 2-1). The site is located between the N80 and the Old Abbeyleix Road and currently contains four existing terraced houses, one of which is to be demolished, and associated buildings to the rear. The site is bounded to the east and west by the N80 and the Old Abbeyleix Road respectively. Existing terraced houses bound the site to the north and south.

- **The N80:** The N80 is two way single carriageway with footpaths on both sides and public lighting within the footpath on the western side. On-street parking is located on the western side of the road along the front of the proposed development. The posted speed limit is 50kph.
- **The Old Abbeyleix Road:** The Old Abbeyleix Road is a narrow access road which links the Abbeyleix Road Roundabout with Market Square and Market Place to the north of the proposed development. It contains speed ramps at its entrance from the Abbeyleix Road Roundabout and provides access to a number of residential properties and an off-street carpark at Market Square.

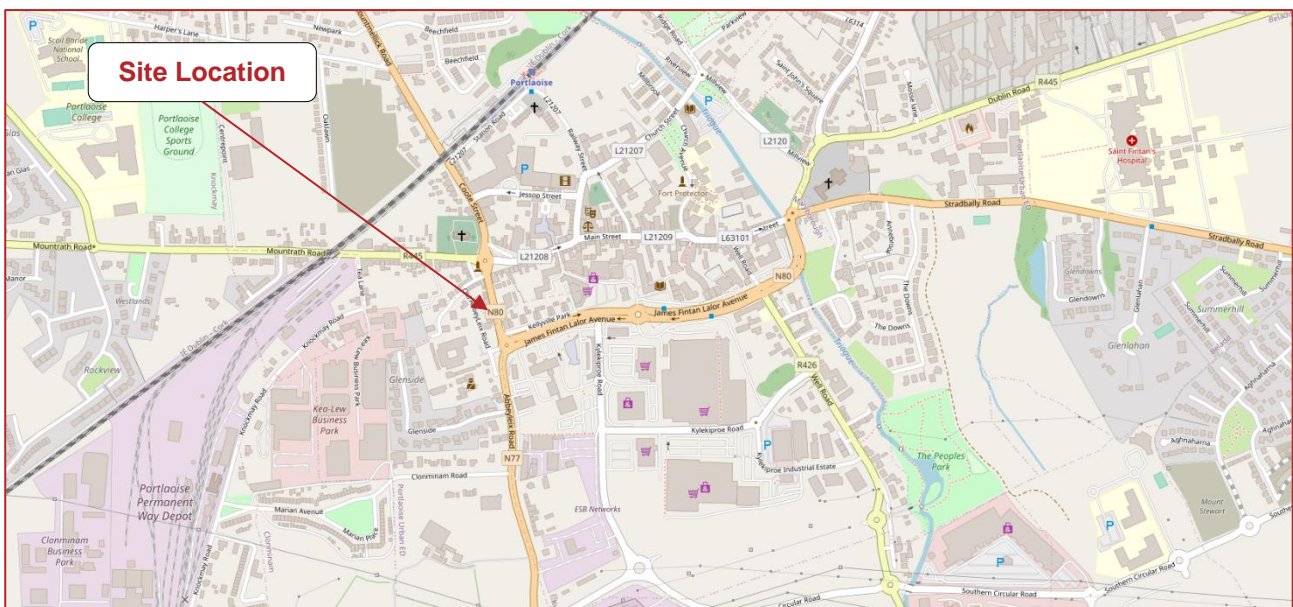


FIGURE 2-1: LOCATION PLAN (SOURCE: WWW.OPENSTREETMAP.ORG)

The proposed development will include seven residential units comprised of the three retained terraced houses, which will be refurbished, and four new one-bedroom apartments. Two of the apartments will be located at ground floor level while two will be on the first floor. These will be accessed via steps and a raised walkway/balcony structure. Bicycle parking stands will be located beneath the raised walkway at the development's western boundary. Bin stores are also located adjacent the development's western boundary. Two accesses to the development will be provided, one from the existing footpath on the N80 and one from the Old Abbeyleix Road. The accesses will be for non-motorised road users only with no vehicular access proposed to the development.

A laydown area is proposed at the development's western boundary which will tie-into the existing Old Abbeyleix Road carriageway.

3 Main Report

3.1 Problem

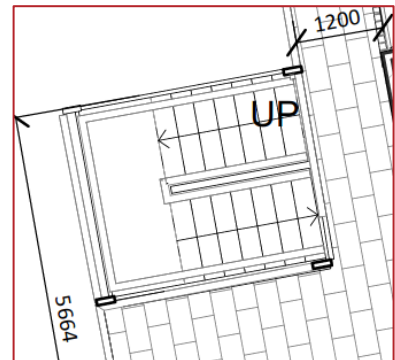
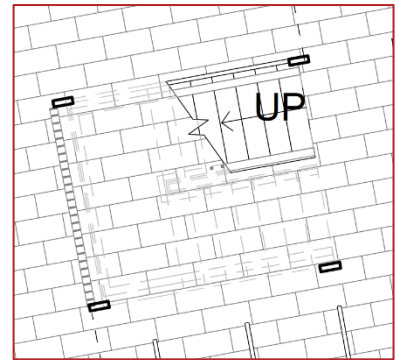
Location: Drawing 1933-OBFA-DR-A-2003

Summary: Tactile paving has not been indicated at the top and bottom of steps within the proposed development.

Tactile paving has not been indicated at the top and bottom of the steps within the proposed development. This may lead to a visually impaired pedestrian being insufficiently aware of the hazard and continuing towards the steps without due care and attention, resulting in trips and falls at the bottom of the steps, and personal injuries, or falls from a height at the top of the steps, and serious injuries.

Recommendation

Corduroy tactile paving should be provided at the top and bottom of the steps within the development.

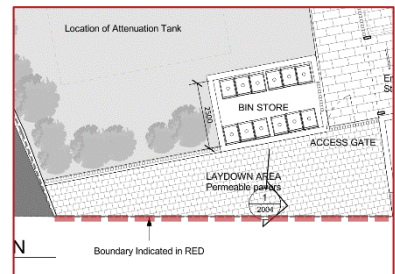


3.2 Problem

Location: Drawing 1933-OBFA-DR-A-2003

Summary: Visually impaired pedestrians may be unable to differentiate between the laydown area and adjacent Old Abbeyleix Road carriageway.

A laydown area with a surface composed of permeable pavers has been indicated at the western boundary of the proposed development adjacent the Old Abbeyleix Road. Visually impaired pedestrians exiting the development at this location may be unable to differentiate between the laydown area and the adjacent Old Abbeyleix Road carriageway. This could lead to a visually impaired pedestrian inadvertently entering the Old Abbeyleix Road carriageway where there is an increased risk of being struck by a vehicle



Recommendation

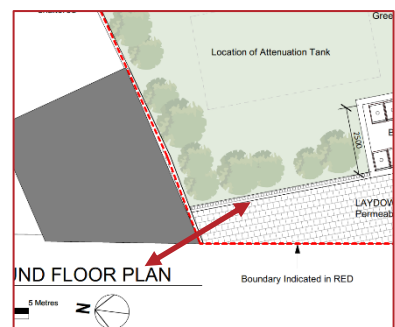
Tactile paving, or a similar warning strip, should be provided along the interface between the laydown area and the Old Abbeyleix Road carriageway.

3.3 Problem

Location: Drawing 1933-OBFA-DR-A-2003

Summary: The adjacent building to the north of the development may restrict inter-visibility between a driver on the Old Abbeyleix Road and a pedestrian exiting the laydown area.

There is an existing building located to the north of the proposed development which borders the northern end of the laydown area at the development's western boundary. The building may block inter-visibility between a southbound driver on the Old Abbeyleix Road and a pedestrian exiting the laydown area resulting in a pedestrian exiting into the path of an oncoming driver who may have insufficient time to react resulting in an increased risk of vehicle-pedestrian collisions.



Recommendation

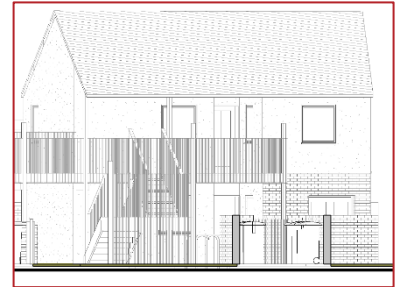
Provide landscaping within the laydown area adjacent the existing building to create a buffer zone, which will have the effect of maximising inter-visibility between drivers and pedestrians.

3.4 Problem

Location: Drawing 1933-OBFA-DR-A-2004

Summary: The vertical clearance beneath the first floor walkway and steps is unclear and, if too low, may present a hazard to pedestrians and cyclists.

A walkway has been indicated at first floor level which is accessed by steps and overhangs the ground floor level within the development. The vertical clearance between the walkway/steps and the surface has not been indicated and there is a risk that, if too low, the overhang of the walkway or corner of the steps may present a hazard to vulnerable road users, particularly cyclists, resulting in them striking the overhang/steps and suffering personal injuries. This would be a particular concern during the hours of darkness.



Recommendation

Ensure the vertical clearance between ground level and the overhang/steps is a minimum of 2.5m to accommodate cyclists.

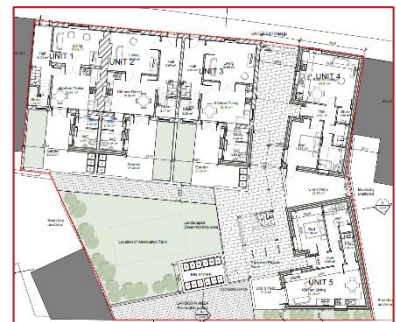
Where this clearance cannot be achieved (e.g. where the steps rise or at landing areas on the steps) measures should be provided to clearly highlight the hazard to pedestrians and cyclists which should be sufficiently visible during the hours of darkness.

3.5 Problem

Location: Drawing 1933-OBFA-DR-A-2003

Summary: It is unclear if the development will be sufficiently drained.

Information regarding the proposed drainage measures within the development has not been provided to the Audit Team with the exception of an attenuation pond within the development. It is therefore unclear if the pavement surface within the development will sufficiently shed surface water. If sufficient drainage measures are not provided there is a risk of ponding within the development resulting in a risk of slips and falls during wet and icy weather.



Recommendation

Ensure the development sufficiently sheds surface water.

3.6 Problem

Location: Site visit observation

Summary: It is unclear if the existing dropped kerb at the existing vehicular access on the N80 is to be removed and, if retained, it may lead to visually impaired pedestrians being unable to detect the edge of the carriageway.

There is an existing dropped kerb within the footpath on the western side of the N80 at the existing vehicular access to the site of the proposed development. Vehicular access is not proposed to the development from the N80 resulting in the dropped kerb no longer being necessary. It is unclear if it is intended to remove the dropped kerb as part of the proposed development. If retained, it may lead to a visually impaired pedestrian on the footpath, or when exiting the development, being unable to detect the edge of the carriageway resulting in them inadvertently entering the N80 carriageway where there is an increased risk of being struck by a vehicle.



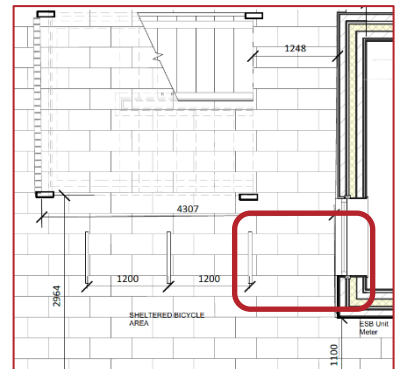
Recommendation

The dropped kerb should be replaced with a full height kerb, and the footway raised to match the full height kerb line.

4 Observations

4.1 Bicycle parking stands have been indicated within the development beneath the first floor walkway adjacent Unit 5. The distance between the southernmost bicycle stand and the boundary of Unit 5 has not been indicated, however it is assumed to be approximately 1.25m as indicated between the stairwell and the Unit 5 boundary to the east.

Should this bicycle stand be occupied the effective width of the pedestrian route may be further restricted and may not be sufficiently wide enough to accommodate mobility impaired pedestrians, particularly wheelchair users, thus restricting access to Unit 5. Ensure there is sufficient effective width at this location for a mobility impaired pedestrian to pass when the bicycle stand is occupied.



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.

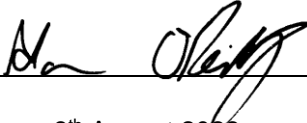
The problems identified have been noted in this report together with associated safety improvement suggestions, which we would recommend should be studied for implementation.

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

ROAD SAFETY AUDIT TEAM LEADER

Alan O'Reilly

Signed:



Dated:

8th August 2022

ROAD SAFETY AUDIT TEAM MEMBER

Aly Gleeson

Signed:



Dated:

8th August 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
6. Traffic surveys	<input type="checkbox"/>	<input checked="" 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)

Yes No

Appendix B – Documents Submitted to the Road Safety Audit Team

DOCUMENT/DRAWING TITLE	DOCUMENT/DRAWING NO.	REVISION
SITE LOCATION PLAN	1933-OBFA-DR-A-2001	-
EXISTING SITE PLAN	1933-OBFA-DR-A-2002	-
PROPOSED SITE PLAN	1933-OBFA-DR-A-2003	-
SITE SECTIONS	1933-OBFA-DR-A-2004	-
BOUNDARY ELEVATIONS	1933-OBFA-DR-A-2005	-
GA DRAWINGS_TERRACE	1933-OBFA-DR-A-2006	-
GA_DRAWINGS_UNIT TYPES	1933-OBFA-DR-A-2007	-
SUNPATH DIAGRAMS	1933-OBFA-DR-A-2008	-
Utility Survey	MG38985_U	0
Topographical Survey 2D	MGL38985_T-2D	0

Appendix C – Feedback Form

Road Safety Audit Feedback Form

Scheme: Housing Development, Abbeyleix Road, Portlaoise

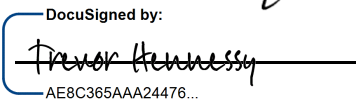
Route No.: N80 (Abbeyleix Road), Old Abbeyleix Road

Audit Stage: 1 **Date Audit Completed:** 20th 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(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	N/A	N/A
3.2	Yes	Yes	N/A	N/A
3.3	Yes	Yes	N/A	N/A
3.4	Yes	Yes	N/A	N/A
3.5	Yes	Yes	N/A	N/A
3.6	Yes	Yes	N/A	N/A

Signed:  Designer **Date** 08/08/2022

Signed:  Audit Team Leader **Date** 8th August 2022

Signed:  Employer **Date** 02 January 2023 | 13:04:51 GM

Appendix D – Problem Locations

Problem 3.6

Problem 3.5

Problem 3.4

Problem 3.1

Problem 3.3

Problem 3.2



GA_01_GROUND FLOOR PLAN

Boundary Indicated in RED

OLD ABBEYLEIX ROAD