



Stage 1 Road Safety Audit

**R194 Longford Road Pedestrian Improvements
Scheme, Granard, Co. Longford.**

On behalf of Longford County Council

Prepared By:

CST GROUP

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December 2023

Civil
Structural
Traffic

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DOCUMENT CONTROL

Revision	RO	RO											
Purpose of Issue: P=Preliminary C=Comment F=Final	C	F											
Date:	08	12											
	10	12											
	23	23											
Originator:	SS	SS											
Checked By:	PJG	PJG											
Approved By:	SS	SS											

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1. INTRODUCTION

- 1.1. This report describes a Stage 1 Road Safety Audit carried out on behalf of Longford County Council on alterations to the footpaths and provision of new pedestrian crossings on Longford Road, Granard, Co Longford.
- 1.2. The audit was carried out between 3rd – 9th October 2023.
- 1.3. The audit team were as follows:
 - Team Leader:** Stuart Summerfield, HNC (Civil) FCIHT FSoRSA
Certificate of Competency in Road Safety Audits (SoRSA, 2015)
TII Auditor Ref. SS73290
 - Team Member:** PJ Gallagher, BEng M.Inst.A.E.A. MITAI
TII Auditor Ref. PG3425716
- 1.4. The audit comprised an examination of the drawings relating to the scheme supplied by the design office. A site visit was carried out by both Audit Team members together on 3rd October 2023 between the hours of 11:00 – 11:30. Weather conditions during the inspection were overcast and the road surface was dry. Traffic conditions were considered busy with cars, light goods and HGVs. Photographs were taken during the inspection.
- 1.5. This Stage 1 audit has been carried out in accordance with the relevant sections of the Transport Infrastructure Ireland (TII) Publication (Standard) GE-STY-01024 (Dec 2017) 'Road Safety Audit'. The audit 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.
- 1.6. **Appendix A** describes the documents examined by the Audit Team.
Appendix B shows the location of the problems identified by the Audit Team.
Appendix C contains the Audit Feed Back Form. The Designer shall consider the Audit Report and prepare a Designer Response to each of the recommendations, using the Feedback Form. The response shall state clearly whether each recommendation is accepted, rejected, or whether an alternative recommendation is proposed. Copies of the Designer Response shall be sent to the Employer and the Audit Team. The Audit Team shall then consider the Designer Response and indicate on the Feedback Form whether the Designer's response to each recommendation is accepted. The completed Report contains the completed Feedback Form with signatures of all three parties involved - Designer, Audit Team Leader and Employer.
- 1.7. All of the 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 collision occurrence.

2. ITEMS RESULTING FROM PREVIOUS STAGE 1 AUDIT

No previous audit has been offered for reference.

3. ITEMS RESULTING FROM THIS STAGE 1 AUDIT

3.1 Collision Data

Collision data has not been supplied with this scheme.

Road Collision Data is not currently available on the Road Safety Authority Database, therefore no collision trends in the immediate vicinity of the proposed site can be analysed.

3.2 General Problems / Problems at Multiple Locations

3.2.1 Footpath Crossfalls

Problem: The existing footpaths are proposed to be widened into the existing carriageway by the works. Presently the existing carriageway incorporates a steep camber. The increase in footpath width may result in a reduction in footpath crossfall or even create a backfall.

Hazard: Surface water may not readily drain off the footpath. Ice may form in sub-zero temperatures, resulting in slip/fall injuries.

Recommendation: Ensure adequate surface drainage of the footpath is incorporated into the design.

3.2.2 Longford Road - Centreline

Problem: Presently a white centreline is located on the Longford Road. The proposed widening of the footpath will result in a reduction in carriageway width. If the existing road markings remain in place, wide vehicles may be required to straddle the road marking.

Hazard: Impact with opposing vehicles may result.

Recommendation: Remove the existing road marking and replace with a new marking to the middle of the remaining carriageway.

3.2.3 Timber Poles

Problem: There are a number of timber poles located adjacent to the existing kerb. Upon widening of the footpath these poles will be located near the middle of the footpath.

Hazard: Sight-impaired pedestrians may walk into the pole.

Recommendation: Relocate the pole outside of the pedestrian desire line.

Note: One of the poles is already noted to be relocated. Others are not.

3.2.4 Zebra Crossing – Location

Problem: The widened footpath leading to/from the zebra crossing is located to the west of the Pat the Baker development. Pedestrians are likely to walk via the widened footpath and be required to cross the development junction(s).

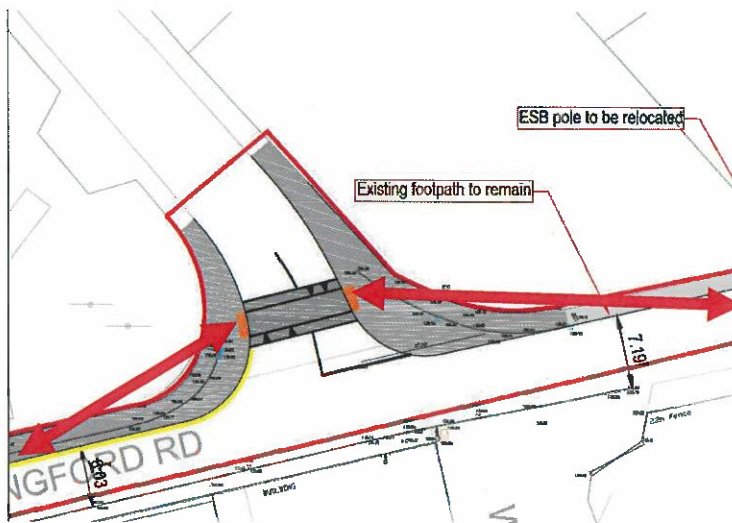
Hazard: Pedestrians may be struck by development traffic entering/exit the facility.

Recommendation: Relocate the zebra crossing to the east of the development and widen the southern footpath.

3.3 Problems at Specific Locations

3.3.1 Pedestrian Crossing of Redmond’s Terrace Road (L1069)

Problem: There is a ramped uncontrolled pedestrian crossing located inset on Redmond’s Terrace road. Pedestrian visibility to / from vehicles turning off Longford Road is restricted by boundary walls/fences.



Hazard: Pedestrians may commence their crossing and be subject to impact from vehicles turning off Longford Road.

Recommendation: Relocate the ramped crossing closer to Longford Road, where improved visibility can be achieved.

3.3.2 Pat the Baker – HGV Yard

Problem: HGV drivers exiting have poor visibility for pedestrians approaching from the left.

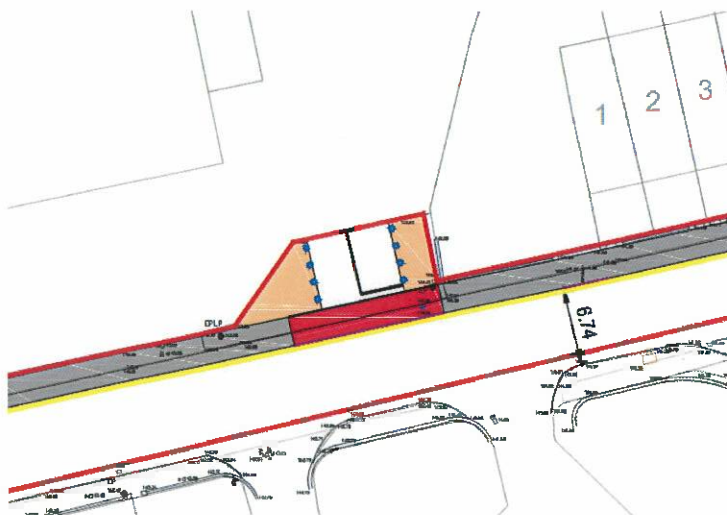


Hazard: Pedestrian strikes may occur.

Recommendation: Improve visibility for exiting HGV drivers. Providing bollard(s) to distance the HGVs from the left exit corner may give the drivers improved visibility.

3.3.3 Pat the Baker – Distribution Yard

Problem: Roadside bollards are indicated on the entrance to Pat the Baker distribution yard. The bollards appear to be directly adjacent to the traffic lanes. Motorists are likely to drive with reasonable clearance to the bollards. This may result in vehicle straddling the access centreline. Exiting vehicles may prevent entering vehicles from clearing the mainline.

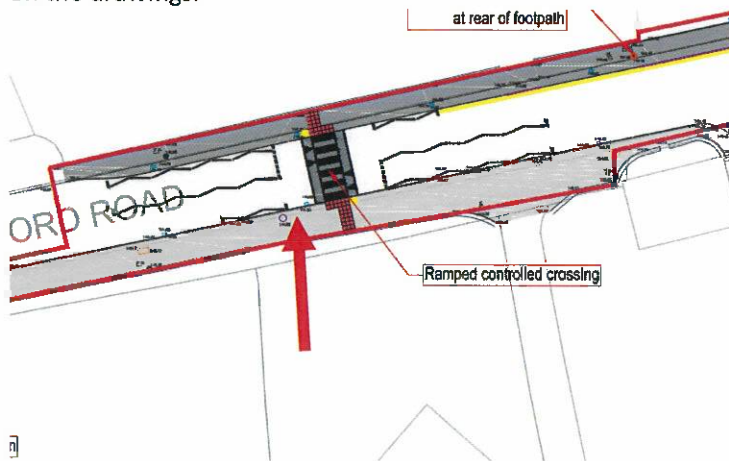


Hazard: Rear end shunts from following vehicles may result.

Recommendation: Set the bollards back sufficient to allow for two way traffic at the development entrance.

3.3.4 Zebra Crossing – Dwelling Entrance.

Problem: There is a dwelling driveway close to the proposed zebra crossing location that is not shown on the drawings.



Hazard: There is concern that vehicles entering / exiting the driveway may impact with pedestrian at the crossing.

Recommendation: Survey the driveway and ensure there is sufficient separation between the zebra crossing and the driveway.

3.3.5 Zebra Crossing – Street Lighting.

Problem: The proposed zebra crossing is located approximately midway between the existing street lights. There is concern that the zebra crossing will not have the same level of illumination as the adjacent roadway.

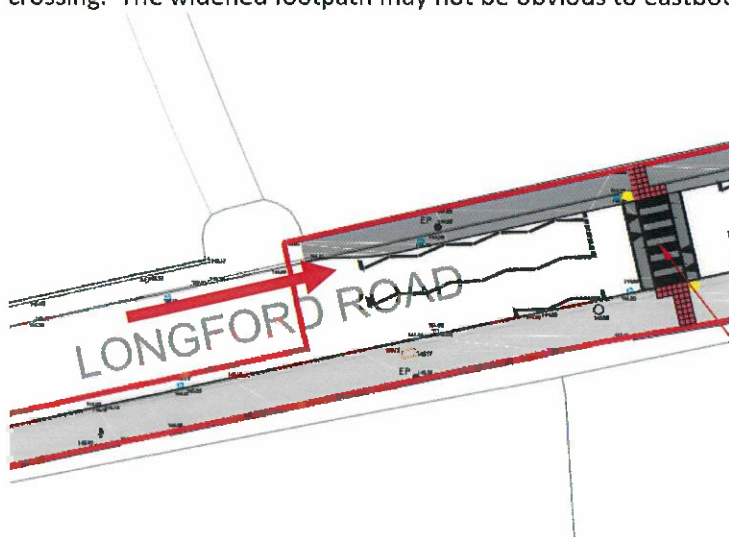


Hazard: Pedestrians on the crossing may be inconspicuous and susceptible to vehicle strikes.

Recommendation: Provide additional street lighting at the crossing location.

3.3.6 Widened Footpath to North-west of Zebra Crossing

Problem: The existing footpath is being widened via a short taper to the north-west of the zebra crossing. The widened footpath may not be obvious to eastbound motorists.

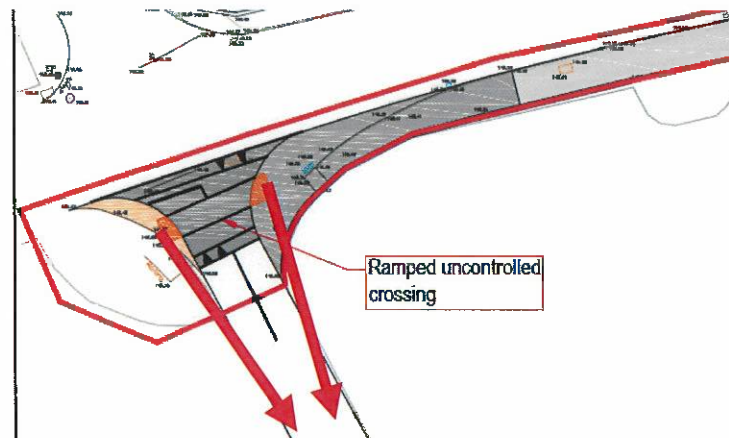


Hazard: Motorists may impact with the kerb.

Recommendation: Provide vertical reflective features on the footpath taper.

3.3.7 Road to the East of Ardscoil Phadraig

Problem: There is a proposed raised uncontrolled pedestrian crossing of the road to the east of Ardscoil Phadraig. Pedestrian visibility to the south from the crossing is restricted by boundary walls and vegetation, the crossing is also angled towards the barrier at the school entrance.

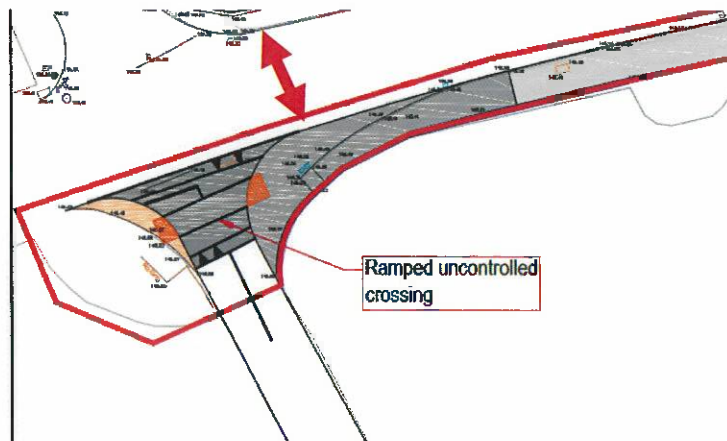


Hazard: Pedestrians may commence their crossing and be subject to vehicle strikes. Sight impaired pedestrians crossing may be guided into the barrier at the school entrance.

Recommendation: Relocate the crossing closer to Longford road, where improved visibility can be achieved and also sight impaired pedestrians will be guided onto the footpath continuing past the school barrier.

3.3.8 Dropped Kerb at Junction of Longford Road with L5128

Problem: There is an existing dropped kerb to the northern side of Longford Road near the junction with the L5128. Presently pedestrian can cross north-south from this dropped kerb to the far side of the road with no trip hazards. Upon completion of the proposed works and new full face kerb will need to be negotiated.



Hazard: Mobility impaired pedestrians may trip/fall due to the high kerb.

Recommendation: Provide dropped kerbs, complete with blister tactile paving to both sides of the Longford Road.

4. AUDIT TEAM STATEMENT

We certify that we have examined the drawings and other information listed in Appendix A. 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. The problems that we have identified have been noted in the report, together with suggestions for improvement which we recommend should be studied for implementation. No one in the Audit Team has been involved with the scheme design as shown in Appendix A.

Signed
Stuart Summerfield
Audit Team Leader

Date 9th October 2023

Signed
PJ Gallagher
Audit Team Member

Date 9th October 2023

APPENDIX A LIST OF DOCUMENTS EXAMINED

DOCUMENT REF / NAME:	RECEIVED FROM:	DATE:
122264-3002-OPT-2 Rev P0	CST Group	29/09/2023

APPENDIX B RSA FEEDBACK FORM

ROAD SAFETY AUDIT FEEDBACK FORM

CST Group Chartered Consulting Engineers
1, O'Connell Street, Sligo, F91 W7YV, Ireland

Scheme: R194 Longford Road Pedestrian Improvements Scheme, Granard, Co. Longford

Audit Stage: 1 Date Audit Completed: 09/10/2023 Route No. _____ Our Ref :122264 | R0

TO BE COMPLETED BY DESIGNER				TO BE COMPLETED BY AUDIT TEAM LEADER
Paragraph No. in Safety Audit Report	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)
3.2.1	Yes	Yes		
3.2.2	Yes	Yes		
3.2.3	Yes	Yes		
3.2.4	Yes	No	Widening the southern footpath is not possible due to existing parking demand.	Yes
3.3.1	Yes	Yes		
3.3.2	Yes	Yes	Provision of bollards may impede exiting left turning HGVs. Hatching will be provided instead of bollards.	
3.3.3	No	No	There is 7.0m clearance between the proposed bollards, this is considered easy passage for two-way traffic.	Yes
3.3.4	Yes	Yes		
3.3.5	Yes	Yes		
3.3.6	Yes	Yes		
3.3.7	Yes	Yes		
3.3.8	Yes	No	Dropped kerb will be provided. As no works are proposed on the northern footpath at this location and there is no existing blister in the path, no blister tactile paving will be installed with the dropped kerb on the southern footpath	Yes

Signed: Francis Fidgeon Design Team Leader Date: 12/12/2023
Francis Fidgeon
CST Group Chartered Consulting Engineers

Signed: Stuart Summerfield Audit Team Leader Date: 12/12/2023
Stuart Summerfield
CST Group Chartered Consulting Engineers

ROAD SAFETY AUDIT FEEDBACK FORM

CST Group Chartered Consulting Engineers
1, O'Connell Street, Sligo, F91 W7YV, Ireland

Signed:  Employer Date: 12/12/2023
Brian Kelly, SEE
Longford County Council