



Stage 1 Road Safety Audit

Market Street to Barrack Lane Pedestrian
Improvements Scheme, Granard, Co. Longford

On behalf of Longford County Council

Prepared By:

CST GROUP

Chartered Consulting Engineers

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December 2023

Civil
Structural
Traffic

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DOCUMENT CONTROL

Revision	R0	R0											
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 proposed footpath alterations and extensions on and between Market Street and Barrack Lane, 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 12:15-12:45. Weather conditions during the inspection were fine and the road surface was damp. Traffic conditions were considered very light with cars and occasional pedestrians. 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 a copy of the TII's approval of the Audit Team.
Appendix D 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 Material Finish

Problem: The footpath is indicated to have a macadam finish. There is a length of this proposed footpath that cuts through a wide vehicular access to apartment buildings near Market Street. This vehicular access is a combination of grey macadam carriageway and grey unbound granular car parking. The proposed footpath will not contrast with these vehicular surfaces.

Hazard: Motorists may fail to acknowledge the footpath and fail to give priority to the footpath users. Impact between motorists and pedestrians may result.

Recommendation: Surface the footpath in a colour contrasting materials.

3.2.2 Development to the North.

Problem: There is a planning application running for an Aldi store to be located on lands to the north of the link road. There are no pedestrian crossing nodes shown on the proposals to permit safe pedestrian crossing to/from the store. Pedestrians are likely to gather in the driveway access locations and use these as locations to cross the road.

Hazard: Motorists attempting to access the driveway will be required to wait in the road. The pedestrian may cross in front of the waiting vehicles and be subject to vehicle strikes from users overtaking the waiting vehicles.

Recommendation: Provide suitable pedestrian crossings remote from the driveway locations.

3.2.3 Street Lighting

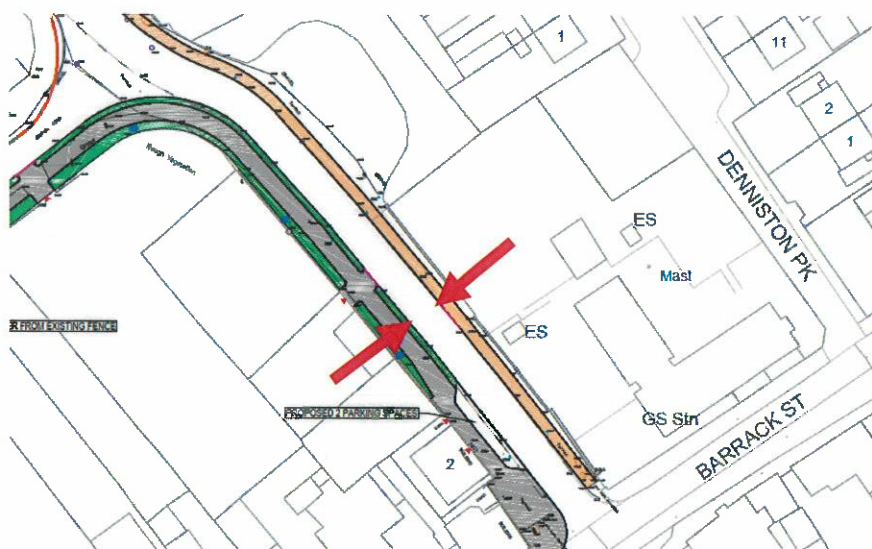
Problem: There is no existing street lighting on the link road. Street lighting is indicated on the proposals drawings, but this appears to be spaced wide apart and not located at the tight bends along the route. There is concern that insufficient lighting level or spread will be provided along the route.

Hazard: Trip/fall injuries may result.

Recommendation: The team should undertake an assessment of the lighting levels and provide additional street lights if deemed required.

3.2.4 Barrack Lane - Width

Problem: The proposals drawings appear to show Barrack Lane as quite narrow. There is a current planning application for an Aldi store on lands to the north. Delivery vehicles for this store are likely to use Barrack Lane. It is not clear if the carriageway is sufficiently wide for opposing vehicles to pass.



Hazard: Motorists may mount the footpath in order to pass opposing vehicles. Impact with pedestrians may result.

Recommendation: Undertake swept path analysis and widen the carriageway if necessary.

3.3 Problems at Specific Locations

3.3.1 Footpath at Junction of Barrack Street / Barrack Lane

Problem: The proposed macadam finish footpath extends to Barrack Street. The existing Barrack Street footpath is concrete finish and appears in good condition. Sight-impaired users may believe the interface of the existing concrete footpath with the new macadam footpath is the carriageway edge, resulting in confusion for these users.



Hazard: The sight-impaired user may, once entering the macadam footpath, attempt to walk the full distance across to the far side of Barrack Lane. Motorists may arrive in the time the pedestrian walks the long distance. Impact between the users may result.

Recommendation: Retain the existing concrete footpath on Barrack Street

3.3.2 Dwelling Step at Number 2 Barrack Lane

Problem: There is a raised step at the front door of Number 2 Barrack Lane. The provision of the new footpath may result in pedestrians walking closer to this step.



Hazard: Pedestrians may trip/fall due to this step.

Recommendation: Provide vertical features to both sides of the step, in order to direct pedestrians around the area.

3.3.3 Driveway at Number 2 Barrack Lane

Problem: There is a narrow driveway to the side of Number 2 Barrack Lane. The proposals drawings indicate a roadside parking bay in front of the driveway. There is concern that motorists or powered two-wheeled vehicles will drive along the footpath to the rear of the parking bay in order to access/egress the driveway.



Hazard: Pedestrian impacts may result.

Recommendation: Relocate the parking bay and make allowance for vehicular access to the driveway.

3.3.4 Barrack Lane / Link Road Junction

Problem: The proposed kerb line at the interface of Barrack Lane with the link road is very large. This does not indicate a junction but may be read as a bend in the road. Motorists may drive from Barrack Street into the Link Road at high speeds.



Hazard: Impact with pedestrians crossing south-north, possibly to the future Aldi store, may result.

Recommendation: Redesign the junction in order to slow the speed of turning vehicles.

3.3.5 Barrack Lane / Required Crossing Facility

Problem: Pedestrians walking south on the east footpath on Barrack Lane intending to enter the Link Road to Market St have no crossing facility.



Hazard: Impact with pedestrians crossing onto the link road may occur.

Recommendation: Provide a crossing facility on Barrack Lane leading to the footpath on the Link Road to Market St.

3.3.6 Market Street to Link Road - Motorists

Problem: There is evidence that motorists are driving from Market Street through to Barrack Lane via the closed off Link Road. There is concern that this behaviour will continue after the footpath works are implemented.



Hazard: Motorists may drive over, or even along, the proposed footpath and impact with pedestrians.

Recommendation: Provide physical measures to prevent motorist access to the area.

Note: The existing development fencing has been broken down by vandals in order to create the existing access.

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:
122263 – 3001 Rev P0	CST Group	02/10/2023

APPENDIX B TII APPROVAL OF RSA TEAM

RSAAS - Road Safety Audit Approvals System - Audit Approval 44762455/45413/Stage 1



TII Systems Notification <noreply@t


To ● Caitriona Keaveney | CST Group

Cc ○ roadsafetyaudits@nra.ie; ○ Fiona.Bohane@corkrdo.ie;

○ Alastair.DeBeer@TII.ie; ○ Bryan.kennedy@TII.ie; +5 others



Mon 09/10/2023 10:03

 This message was sent with High importance.

Caitriona Keaveney
1 O'Connell St
Sligo

Date: 09/10/2023

Our Ref: 44762455/45413/Stage 1

re: N55 Market St to Barrack Lane Granard Pedestrian & Cycle Scheme

APPROVAL OF ROAD SAFETY AUDIT TEAM, Stage 1

Dear Caitriona Keaveney,

The following members of the proposed road safety audit team are approved to carry out the Stage 1 road safety audit of N55 Market St to Barrack Lane Granard Pedestrian & Cycle Scheme.

1. Stuart Summerfield - CST Group Consulting Engineers - Leader
2. PJ Gallagher - CST Consulting Engineers - Member

A copy of all audit reports, design team response and exception reports must be uploaded through RSAAS. Successful upload of these reports and completion of the audit approval process is necessary for any further audit approval on this scheme.

Yours sincerely,

Lucy Curtis

Regional Road Safety Engineer
roadsafetyaudits@tii.ie

APPENDIX C RSA FEEDBACK FORM

ROAD SAFETY AUDIT FEEDBACK FORM

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

Scheme: Market Street to Barrack Lane Pedestrian improvements Scheme, Granard, Co. Longford

Audit Stage: 1 Date Audit Completed: 09/10/2023 Route No. N55 Our Ref :122263|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	No	Yes	The proposed carriageway is 6.0m wide	
3.3.1	Yes	Yes		
3.3.2	Yes	Yes		
3.3.3	No	No	The gate is not used for vehicular access and hence why parking is being provided in front of it.	Yes
3.3.4	Yes	Yes		
3.3.5	Yes	Yes		
3.3.6	Yes	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

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