
Kildare County Council

Kildare National Roads Office

Stage 1

Road Safety Audit

N4 Newtown Forbes

NRO195/LD01

Road Safety Audit for Longford County Council

Sept 2023

Kildare County Council
Kildare National Roads Office
Block B
Maudlins
Naas
Co. Kildare



**DOCUMENT
CONTROL
SHEET**



Project No.	NRO195					
Project Title	Road Safety Audits					
Document No.	01					
Document Title	N4 Newtown Forbes Stage 1 RSA					
Document Includes	DCS	TOC	Text	Tables	Figures	Appendices
	x	x	x		x	x

Revision no.	Status	Author(s)	Reviewed by	Approved by	Date of Issue
-	Draft	ATT	LK		26/09/2023
A	Draft	ATT	LK		07/11/2023
-	Issued	ATT	LK		08/11/2023
-	Final	ATT	LK		21/12/2023

Table of Contents

Contents

1	Introduction	1
2	Background	2
3	Issues Raised from the Road Safety Audit	3
3.1	Problem No.1	3
3.2	Problem No.2	3
3.3	Problem No. 3	4
3.4	Problem No. 4	4
3.5	Problem No. 5	4
3.6	Problem No.6	5
3.7	Problem No. 7	5
4	Observations	6
5	Comment	7
6	Audit Statement.....	8

Appendix 1 List of Documents Supplied for this Stage 1 RSA

Appendix 2 Road Safety Audit Feedback Form

1 Introduction

This report was prepared in response to a request from Mr. Declan Kenny, Executive Engineer of the Longford County Council for a Stage 1 Road Safety Audit of the proposed modification of the N4 in Newtown Forbes, Co. Longford. This is part of the Proposed New housing development on the N4 in Newtown Forbes.

The Road Safety Audit Team comprised of:

Team Leader: **Aisling Tormey**, BAI BA CEng MIEI, Cert Comp RSA.

NRA Auditor Approval No. AT1322187

Team Member: **Liam Kiernan**, BE Hons

NRA Auditor Approval No. LK1341492

The Road Safety Audit comprised an examination of the information provided to Kildare County Council on behalf of Longford County Council and a site visit carried out by the Audit team on the 21/09/23.

The weather during the site visit was wet and overcast. The ground surface was wet.

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. 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 for road users.

If any of the recommendations within this 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 Observation are intended to be for information only. Written responses to Observations are not required.

The information supplied to the Audit Team by Longford County Council is listed in Appendix A and the information provided was considered adequate for the purposes of carrying out the Stage 1 Road Safety audit as requested.

3 Issues Raised from the Road Safety Audit

The following are problems and recommendations to address the safety issues associated with the proposals. The recommendations are proposed to the designer of the scheme to reduce any safety risks associated with it.

Potential Problems Identified

3.1 Problem No.1

Location: Along N4 front of site – both Options

The provision of a cycle lane along the front of the site.

There is no cycle lane on the approach to this site or east of this site. A short section of cycle lane does not make the road safe for either the cyclists or other road users. It can lead to confusion and gave a false sense of safety. There is no cycle lane east of this site so the cyclist would be required to join the road again.

Recommendation:

It is recommended that the design team would remove the cycle lane from the design. Space may be left to allow for a cycle lane to be built in the future, but the cycle motifs should be excluded.

3.2 Problem No.2

Location: Along N4 front of site – Option 1

The location of the existing Stop line on the local road (L-5015) has been relocated to facilitate the new edge of carriageway. The existing low-lying wall is within the visibility splay in the existing junction arrangement, the relocated stop lines would result in a further deterioration of the visibility from the junction.

Obstacles within the visibility splay may result in cars encroaching on the N4 eastbound carriageway in order improve their visibility. This could result in vehicles on the N4 colliding with vehicles approaching from the local road, or they may swerve into the existing right turning lane for the L-5015, which could result in side swipes or head-on type collisions.

Recommendation:

It is recommended that the design team ensure the visibility splay at the L-5015 junction with the N4 National Road is sufficient in both directions.

3.3 Problem No. 3

Location: At the junction – both Options

The provision of a tactile paving at the junction.

The drawing for both options show new tactile paving to be installed at the development, at the junction of the minor road with the N4. This tactile paving does not line up with the existing tactile paving on the opposite side of the junction. This may result in a visibility impaired person walking into the roadway and getting hit by an oncoming vehicle.

Recommendation:

It is recommended that the design team ensure that that the proposed tactile paving at the junction is in line with the existing tactile paving. If due to site constraints, this is not possible, the existing tactile paving should be altered to suit the proposed tactile paving.

3.4 Problem No. 4

Location: Parking around the site – both Options

There is perpendicular parking proposed on two sides of the development. Reversing into a road should be avoided where possible as it may result in vehicles reversing into other vehicles or vulnerable road users that are using the local road.

Recommendation:

It is recommended that the design team reassess the proposed perpendicular parking arrangement to avoid the necessity for cars to reverse onto a public road.

3.5 Problem No. 5

Location: L-50153-1 Junction with L-5015 – both Options

Tactile paving and a drop kerb are proposed on one side of the L-50153-1 junction with the L-5015. This does not lead to other tactile paving on the opposite side of the road, and there is a green sloped area separating the road and the existing footpath.

The lack of any adjacent dropped kerb connection to footpath or tactile paving could result in visibility impaired users tripping and falling over the existing full height kerb, force mobility impaired users to remain on road until finding a dropped kerb to joining the existing footpath, which could result in them being struck by a passing vehicle.

Recommendation:

It is recommended that the design team provide connectivity to the footpath on the opposite side of the road and install tactile paving.

3.6 Problem No.6***Location: Along N4– both Options***

The design proposes to remove the existing high kerb that runs along the N4.

This is a very busy road with vehicles travelling well in excess of the posted 50km/h speed limit. It also has a school opposite this site. Removing of the kerb will widen the carriageway surface which may lead drivers to believe higher speeds are safe to do. This may result in collisions with other road users, in particular vulnerable road users.

Recommendation:

It is recommended that the design team consider maintaining the kerb line at this location and the proposed cycle way be replaced with an extended green area.

3.7 Problem No. 7***Location: At the junction – both Options***

The location of the Stop sign appears too close to the edge of the kerbed area.

Locating the Stop sign (or any street furniture) too close to the edge kerb may result in the sign getting struck by a passing vehicle, in particular HGVs.

Recommendation:

It is recommended that the design team ensure that the Stop sign is set back sufficiently into the paved area so to reduce the possibility of it getting struck by a passing vehicle.

4 Observations

Observation No 1

The proposed footpath will tie into an existing footpath at no. 33 & 34 Cluain Daire that will provide pedestrian connectivity between Cluain Daire and the proposed development. This footpath appears to have an excessively steep crossfall/slope. This should be assessed before joining in a new section of footpath.

Observation No 2

No traffic calming shown at the local-50153-1 junction with the L-5015, this may result in dangerous driving within the site.

Observation No 3

There is a steep slope proposed in the green area between the proposed cycleway and the proposed footpath. This is not proposed as a walking area; however, this may become a trip hazard.

Observation No 4

The design proposes to remove the high kerb, it is unclear if this will affect the road drainage along this section of the N4.

Observation No 5

There is a note on the drawings stating that the combined kerb and drainage system is to be realigned but no information was given on the proposed new layout.

5 Comment

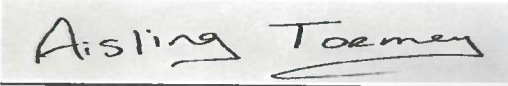
- Longford County Council should ensure the foliage on both new and proposed trees are kept cut back so not to interfere with sightlines at the junction.
- No information given on the internal drainage of the site.
- No information provided in relation to the lighting of the site. Ensure that the site is sufficiently lit.

6 Audit Statement

We certify that we have examined the site on the 19/09/23. The examination has been carried out with the sole purpose of identifying any features of the design which 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. The audit has been carried out by the persons named below who have not been involved in any design work on this scheme as a member of the Design Team.

Aisling Tormey (Team Leader)

Signed: 

Date: 25/10/23

Liam Kieran (Team Member)

Signed: 

Date: 26/10/2023

Appendix 1 List of Documents Supplied for this Stage 1/2 RSA

- Documents of Proposed Scheme

Document	Reference	Rev
Road Safety Audit Brief		A
Proposed Site Plan Cycle Lane Option 1	LCC-LN-07	
Proposed Site Plan Cycle Lane Option 2	LCC-LN-07	
Proposed Section Cycle Lane Both Options	LCC-LN-10	

Road Safety Audit Brief refers to Newtownforbes Rev D-03. PRO Site Plan Rev D but we were not provided with this drawing.

Appendix 2 Road Safety Audit Feedback Form

Road Safety Audit Feedback Form

Scheme: N4 Newtown Forbes

Stage: Stage 1/2 Road Safety Audit

Date Audit Completed: 19th September 2023

Paragraph No. In Safety Audit Report	Problem Accepted (Yes/No)	Recommended Measure Accepted (Yes/No)	Alternative Measures Described by Design Team	Alternative Measures Accepted by Auditors (Yes/No)
3.1	Yes	Yes	Amendments as described – Cycle lane removed	Y
3.2	Yes	Yes	Existing Location for the Stop Line is to remain in place. Visibility Splay will be increased by removing the wall.	Y
3.3	Yes	Yes	Amendments as described – Tactile paving will be directly in line	Y
3.4	Yes	Yes	Amendments have been considered but are restricted due to site constraints and housing demand	Y
3.5	Yes	Yes	A raised crossing with tactile paving at both sides is now proposed. Providing a safe crossing point and traffic calming.	Y
3.6	Yes	Yes	Kerblines will be left in place and the green area extended. Existing stone wall is to be relocated to create a new boundary wall in front of the bungalows	Y
3.7	Yes	Yes	Amendments as described.	Y

Please refer to updated Drawing LCC-LN-08 Rev D

NB: Alternatively, the designer may compose a formal letter outlining in detail their responses and alternative solutions (if any) to the problems outlined by the audit team.

Signed: Declan Kenny

Date: 08/12/23

Design Team Leader

Signed: Aisling Toomey

Date: 21/12/23

Audit Team Leader

Signed: Dele Mayne

Date: 08/01/2024

Employer