



Contact us
+353 1 5242060
info@ors.ie
www.ors.ie

2024

**Stage 1/2 Road Safety Audit
Proposed Residential Development,
Stradbally Road, Portlaoise, Co. Laois**

ENGINEERING A SUSTAINABLE FUTURE

Stage 1/2 Road Safety Audit
Proposed Residential Development, Stradbally Road, Portlaoise, Co. Laois

Document Control Sheet

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1 Introduction

This report documents the findings of a Stage 1/2 Road Safety Audit (RSA) carried out with respect to a proposed residential development, Stradbally Road, Portlaoise, Co. Laois.

The audit team conducted the site visit on the 04th of April 2024. The audit was carried out in the offices of ORS on the 29th of April 2024.

The audit team comprised of the following people:

Audit Team Leader:

Mark Gallagher: AEng, MIEI

Audit Team Member:

David McCormack: BEng (Hons), Dip Eng., CEng, MIEI

During the site visit the weather was overcast with light showers. The road surface was dry, and the traffic levels were noted to be low across the audit period.

Previous Road Safety Audits were not available for review. The audit team reviewed the following documents and drawings provided by the Design Team.

- (1) 23KK001-C001 Rev PL1 Existing Site and Services Layout
- (2) 1926-PA-004 Proposed Site Layout
- (3) 23KK001-C002 Rev PL1 Proposed Site Layout
- (4) 23KK001-C003 Rev PL1 Proposed Site Build Up Layout
- (5) 23KK001-C004 Rev PL1 Proposed Traffic Signs and Road Markings Layout
- (6) 23KK001-C005 Rev PL1 DMURS Compliance Layout
- (7) 23KK001-C010 Rev PL1 Proposed Watermain Layout
- (8) 23KK001-C015 Rev PL1 Proposed Foul Drainage Layout
- (9) 23KK001-C020 Rev PL1 Proposed Storm Drainage Layout
- (10) 23KK001-C070 Rev PL1 Swept Path Analysis
- (11) 23ME002-ME1000 (A) ESB Site Services Layout
- (12) 23ME002-ME1000 (B) Telecom Site Services Layout
- (13) 23ME002-ME1000 (C) Public Lighting Site Services.

Documents/Information not supplied:

- Speed Survey
- Traffic Count Data
- Departures from Standards.

The terms of reference / procedure for the Audit were as per the relevant sections of the **Transport Infrastructure Ireland Road Safety Audit Standard GE-STY-01024**. The audit 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 designs to any other criteria. The Road Safety Audit should not be treated as a design check.

The problems identified and described in this report are considered by the Audit Team to require action to improve the safety of the development and minimise accident occurrence. All comments, references and recommendations in this safety audit are in respect of the review of information supplied by the Design Team.

2 Description of the Proposed Development

The proposed scheme put forward by Hayes Higgins Partnership will consist of a new residential development on the Stradbally Road, Portlaoise, Co. Laois.

The proposed development involves the construction of a single plot of 25 social and 42 affordable housing units (67no. Total) on 2.25Ha of land. The proposal includes the provision of public open space, car parking, upgrading vehicular access, all associated ancillary works including site development works and landscaping.

The site is located on an undeveloped greenfield site, to the south of the N80 national road with the Downs to the west, Glendowns to the east and the Stradbroke Apartment Complex to the north. The site is east of Portlaoise Town on the N80 with the speed limit in the vicinity of the access point is 50km/h. Please refer to the proposed layout at **Figure 2.1** below.



Figure 2.1: Site Layout (Source: Van Dijk Architects)

3 Problems Raised from the Road Safety Audit

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

3.1 Potential Problems Identified

Problem No.01: Sightlines East and West

Location: Main Entrance to the Development.

The audit team note that there are sightlines detailed on the proposed drawings for the development. However, on the day of the site visit it was noted that utility poles and boundary walls are within the line of sight of vehicles exiting the development reducing visibility to the east and west. The audit team is concerned that inadequate sightlines and stopping distances could lead to sideswipe, side impact, or rear end shunt type collisions.



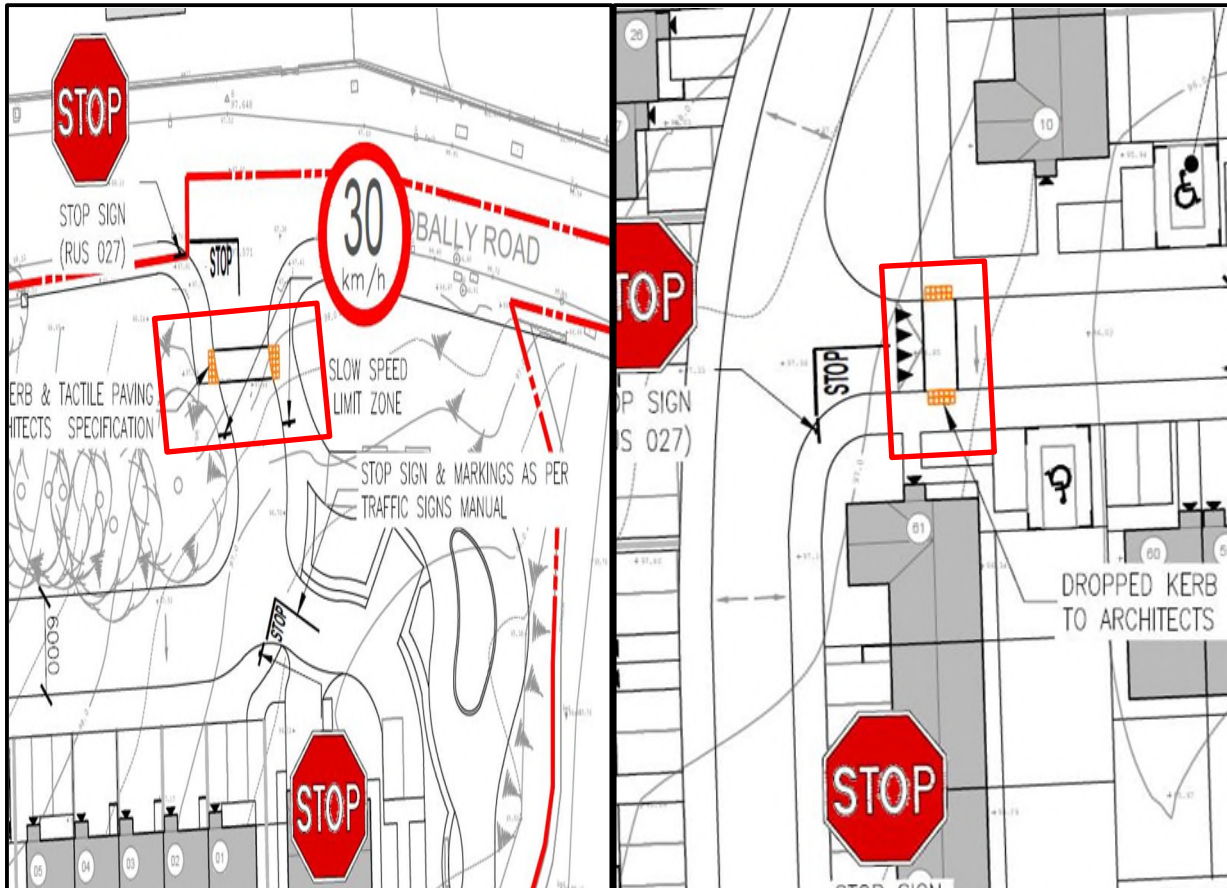
Recommendation:

The design team should ensure that clear visibility is provided in both directions and that visibility envelopes are clear of any obstacles such as street furniture and boundary walls.

Problem No.2: No Crossing Point on Desire Line

Location: Various Locations Throughout Development

The audit team note from the provided drawings that the proposed crossing points at multiple areas of the scheme are not positioned along pedestrian desire lines. This could result in users crossing the carriageway in undesigned locations which could result in potential vehicle collisions with vulnerable users or potential trip and falls.



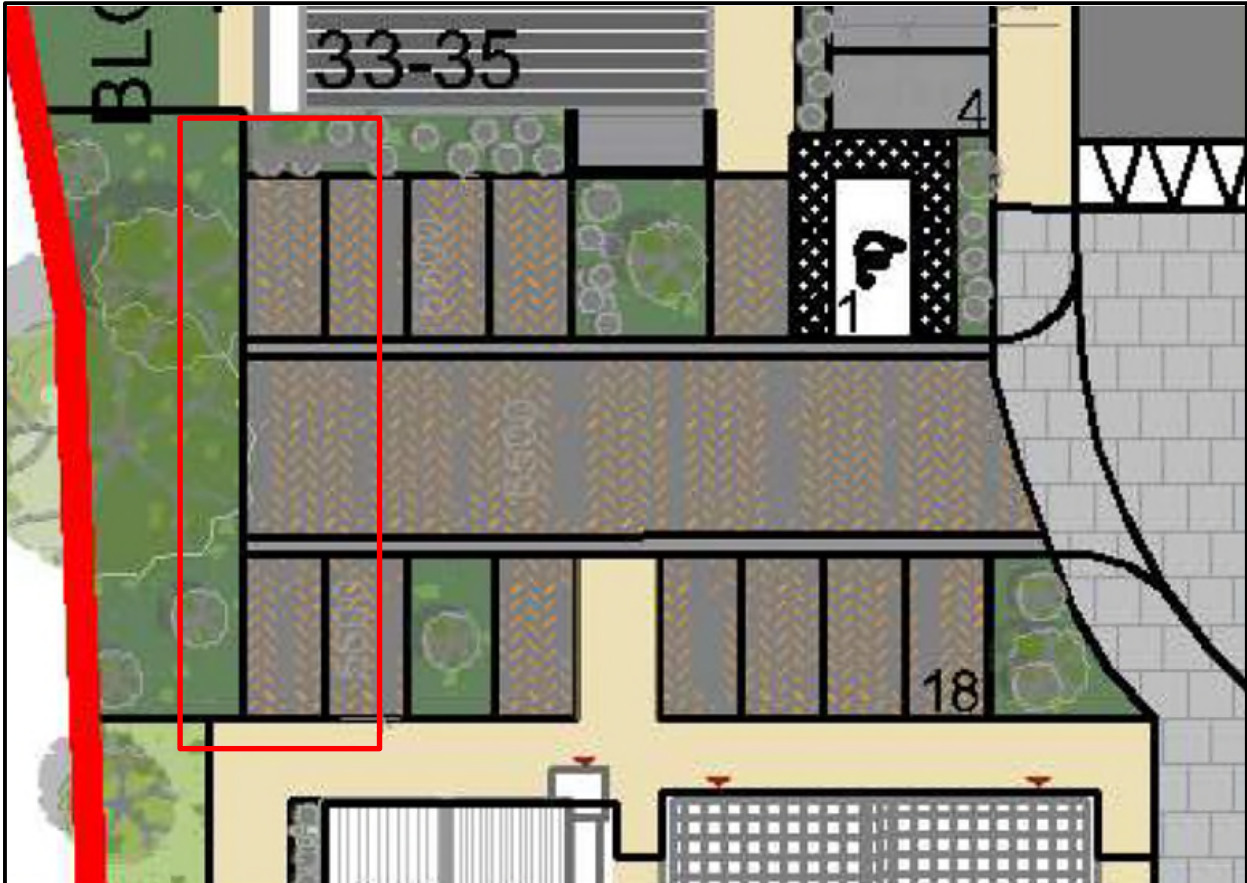
Recommendation:

The design team should ensure that the dedicated crossing points are positioned on desire lines to mitigate the safety risk identified.

Problem No.3: Restricted Car Parking Spaces

Location: Adjacent to Property No. 33 & 36

The audit team note from the drawings that parking space to adjacent to the identified properties appear to be limited in space and could be difficult for users to access given their restricted nature. This could increase the risk of potential conflicts among vehicles or vehicles conflicts with pedestrians as users may have to reverse excessive distances to exit the spaces.



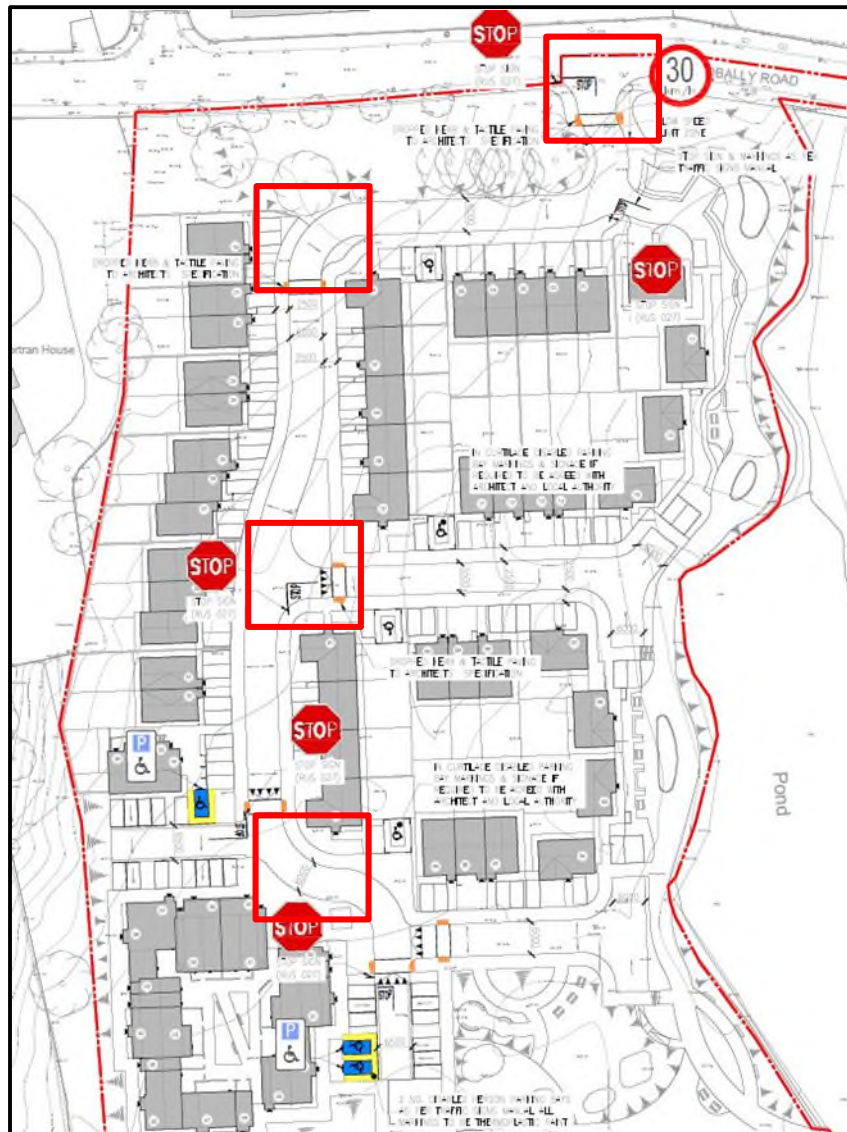
Recommendation:

The design team should review the geometry of these parking spaces to ensure that vehicles can safely enter and exit.

Problem No.4: Corner Radii within the Scheme

Location: Within Scheme

The audit team note from the drawings provided that the corner radii appear to be excessive which could increase the potential for higher vehicle speeds within the development. The audit team has concerns, that vehicles would not be encouraged to slow down and could result in collisions with vulnerable road users at the uncontrolled crossing.



Recommendation:

The design team should ensure that the corner radii is appropriate for the design speed to slow vehicles down.

Problem No.5: Delineation/Visual Contrast of Driving Area

Location: Location Identified

The audit team note from the drawings provided that the area identified is fully paved with access to a disabled car parking space to the north. It is not clear if a kerb line will be provided and if it is how, it visually contrasts with the paving installed. The audit team has concerns that motorists may be given the impression that the carriageway is wider which could lead to vehicles driving in areas meant for vulnerable road users and could result in collisions with vulnerable road users. There is also a risk of illegal parking in this open area which increases the safety risk for vulnerable users.



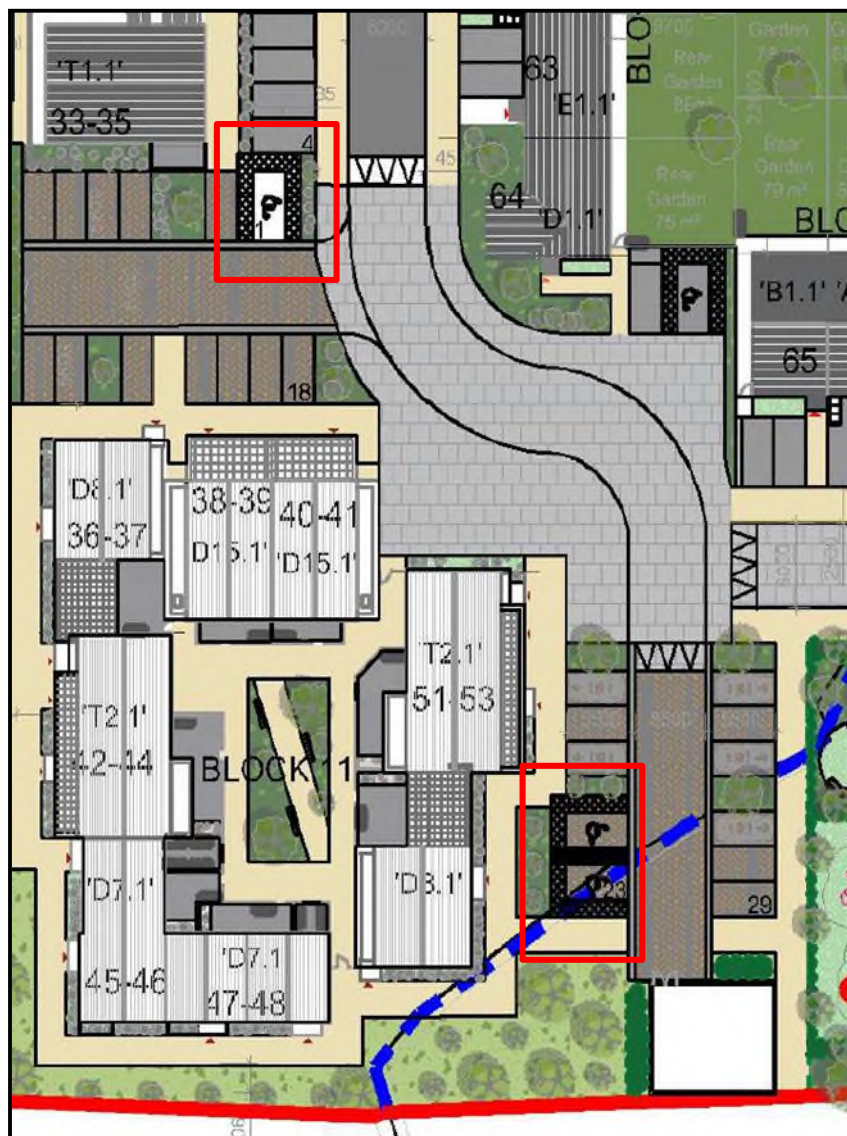
Recommendation:

The design team should ensure that the area provided with appropriate road marking/signage and that the colour contrast of materials between any footpath/ kerbing such that clear distinction can be made between the carriageway and footpath area. The design team should also provide hard measures in the open space to mitigate the risk if illegal parking.

Problem No.6: Accessibility of Disabled Parking Spaces

Location: Disabled Parking Spaces at Properties 34 and 50

The audit team note from the drawings provided, that there are disabled parking spaces provided throughout the development. It is not clear from the drawings provided if appropriate dropped kerbing is provided for these spaces at the locations identified below. The audit team are concerned that users of the spaces may not have access to the footpath and may use the closest road to access the footpath resulting in potential collisions between vehicles and vulnerable road users.



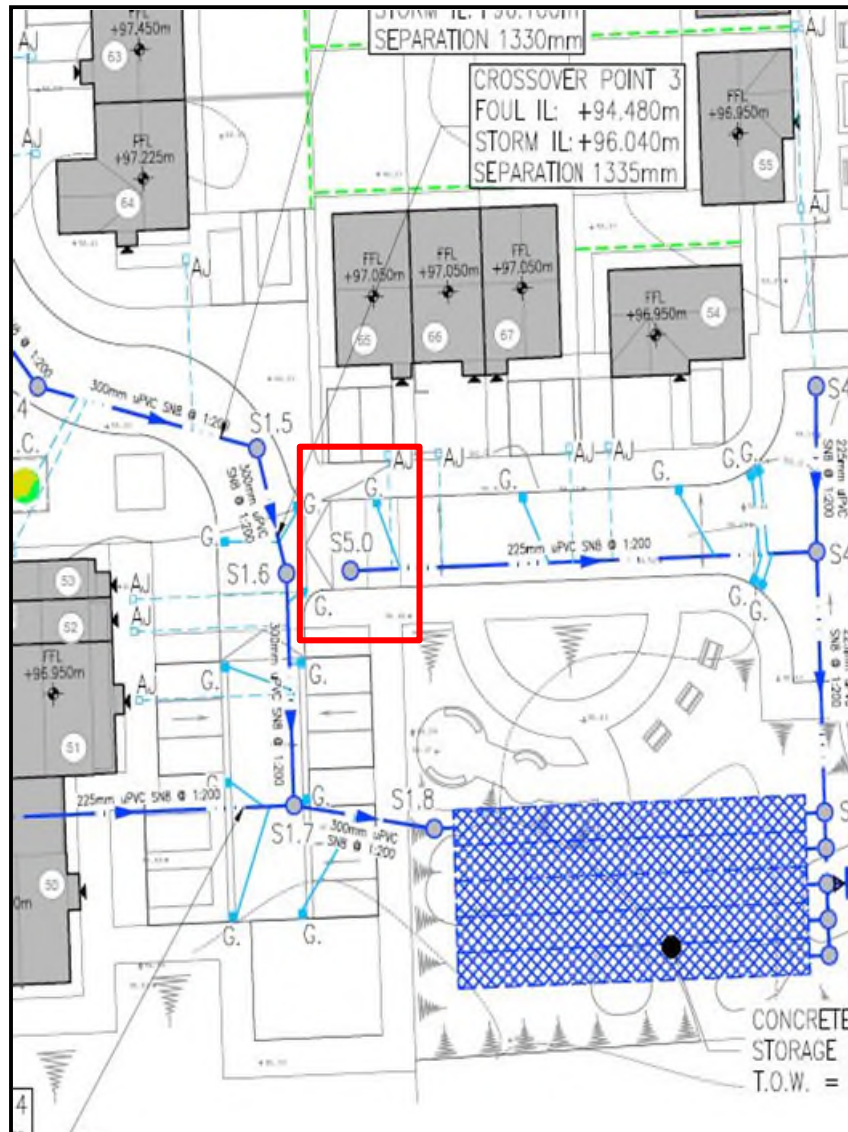
Recommendation:

The design team should provide adequate provision for users of the spaces to access the footpath safely.

Problem No.7: Gully Location

Location: Uncontrolled Crossing to the front of No. 65

The audit team note from the storm drainage drawings provided, that there appears to be a gully positioned in the line of the uncontrolled crossing. The audit team are concerned that the gullies positioned in the uncontrolled crossing line would cause slips, trips and falls to vulnerable road users.



Recommendation:

The design team should position gullies out of the line of crossings.

Problem No.8: Utility Manholes

Location: Uncontrolled Crossing Identified

The audit team note from the services drawings provided, that there are utility manholes in the uncontrolled crossing areas. The audit team are concerned that the manholes positioned along pedestrian crossing lines would cause slips, trips and falls to vulnerable road users.



Recommendation:

The design team should position utility manholes out of the line of crossings.

Problem No.9: Public Lighting at Uncontrolled Crossings

Location: Main Entrance and Internally within Site

The audit team note from the public lighting drawing's provided that although there is public lighting provided it is not clear if this will adequately illuminate the uncontrolled crossings. This creates an issue in low light conditions where drivers may be unable to see pedestrians on the crossings. This has potential to lead to pedestrian-vehicle collisions which poses a risk of serious injury to pedestrians.



Recommendation:

The designers should ensure that appropriate public lighting is provided to illuminate the crossings.

Problem No.10: Protection to Pond to the East

Location: Pond to the East

The audit team note that there is a pond that runs parallel to pedestrianised surface which could be a high footfall area for children in particular. As no protection is provided for vulnerable users, the audit team has concerns that a vulnerable road user could inadvertently enter the pond area which could result in potential drowning incidents.



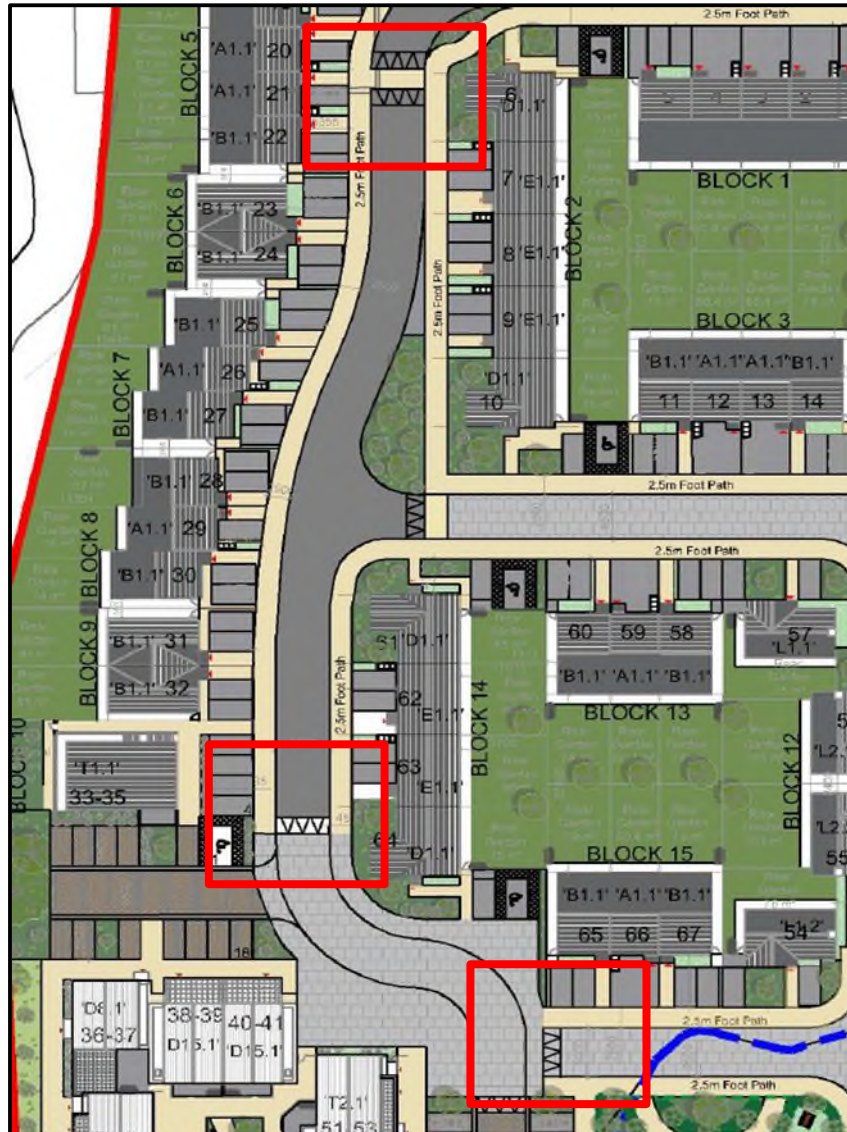
Recommendation:

The design team should provide adequate protection to the pond and any protruding pipework is provided to prevent vulnerable users from entering the pond area.

Problem No.11: Raised Table Ramps Positioned Over Parking Spaces

Location: Throughout Development at Raise Table Locations

The audit team note that the ramps for the raised tables appear to straddle or cross over the entrances to parking bays throughout the scheme. This could result in potential trips and falls for users when walking to the rear of their vehicles. There is a particular risk at night when the ramps may be harder to notice.



Recommendation:

The design team should ensure that the proposed ramps for the raised tables do not interact with the proposed parking bays throughout the scheme.

3.2 General Problems Identified

Problem No.12: Landscaping

Location: Proposed Scheme

The audit team note from the drawings provided that no landscaping has been detailed within the development. Inappropriately. Trees, high bushes, and shrubbery should be avoided in areas where visibility is to be maintained to ensure that drivers are clearly able to see approaching vehicles and pedestrians at junctions and designated pedestrian crossing locations. This could potentially lead to instances of vehicle- vehicle or pedestrian-vehicle collisions resulting in injury.

Recommendation:

The design team should ensure that any proposed landscaping does not impact on visibility of the internal roads and junctions or forward visibility at the proposed pedestrian crossings.

4 Audit Team Statement

We certify that we have examined the drawings listed in Appendix A and examined the site by means of a site visit. 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 issues that we have identified have been noted in the report, together with suggestions for improvement, which we recommend should be studied for implementation.

Audit Team Member: Mark Gallagher, MIEI
ORS

Signed: 

Date: 18th August 2025

Audit Team Leader: David McCormack: BEng (Hons), Dip Eng., CEng, MIEI
ORS

Signed: 

Date: 18th August 2025

Appendix A – Inspected Documents

The audit team reviewed the following drawings and documents provided by the Design Team:

- (1) 23KK001-C001 Rev PL1 Existing Site and Services Layout
- (2) 1926-PA-004 Proposed Site Layout
- (3) 23KK001-C002 Rev PL1 Proposed Site Layout
- (4) 23KK001-C003 Rev PL1 Proposed Site Build Up Layout
- (5) 23KK001-C004 Rev PL1 Proposed Traffic Signs and Road Markings Layout
- (6) 23KK001-C005 Rev PL1 DMURS Compliance Layout
- (7) 23KK001-C010 Rev PL1 Proposed Watermain Layout
- (8) 23KK001-C015 Rev PL1 Proposed Foul Drainage Layout
- (9) 23KK001-C020 Rev PL1 Proposed Storm Drainage Layout
- (10) 23KK001-C070 Rev PL1 Swept Path Analysis
- (11) 23ME002-ME1000 (A) ESB Ste Services Layout
- (12) 23ME002-ME1000 (B) Telecom Site Services Layout
- (13) 23ME002-ME1000 (C) Public Lighting Site Services.

Appendix B – Designer Response Form

Job: 240130 – Proposed Residential Development, Stradbally Road, Portlaoise, Co. Laois

Stage of Audit: Stage 1/2

Date Audit Completed: 29th April 2024

Problem Reference in Safety Audit Report	To Be Completed by the Designer			To be Completed Audit Team Leader
	Problem Accepted (Yes/No)	Recommendation Accepted (Yes/No)	Alternative Option (Describe) (Only complete if recommendation not accepted)	Alternative Option Accepted by Auditors (Yes/No)
P1	Yes	Yes		
P2	Yes	Yes		
P3	Yes	Yes		
P4	Yes	Yes		
P5	Yes	Yes		
P6	Yes	Yes		
P7	Yes	Yes		
P8	Yes	Yes		
P9	Yes	Yes		
P10	Yes	Yes		
P11	Yes	Yes		
P12	Yes	Yes		

Signed:  Darryl Wylie Designer
Van Dijk Architects

Date: 20/08/2025

Signed:  Mark Gallagher Audit Team Leader

Date: 23/08/2025

Signed:  James Ward Employer
Laois County Council

Date: 20/08/2025

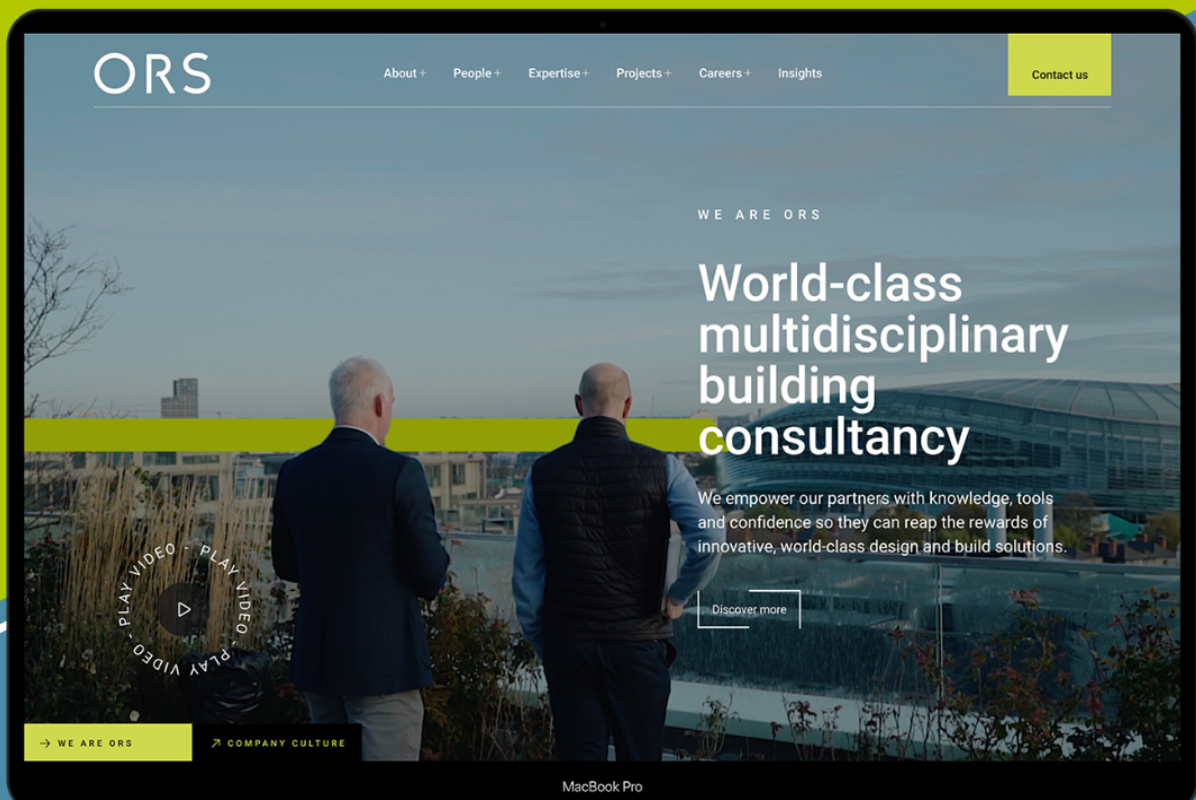
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