Rochestown College Eastbound and Westbound Bus Stop Assessment

Report Title:	Rochestown College Eastbound and Westbound
Date:	15th October 2026
Document Reference & Rev:	PTSDT-ACM-GEN_ZZ_0016_271-18-TN-ZZ-0001-Rochestown College Eastbound and Westbound – Rev P01
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1. Overview

1.0 The proposed Rochestown College Eastbound and Westbound bus stops are located on Monastery Road, Cork, adjacent to Rochestown (St. Francis) College. The scheme forms part of the National Transport Authority Bus Stop Enhancement Programme and seeks to improve access to public transport for students, staff, residents and visitors travelling to and from the area.

1.1 The proposals comprise the provision of new eastbound and westbound bus stop facilities, including accessible boarding and alighting areas, passenger waiting facilities, footway improvements, road markings and associated signage. A road level signal-controlled pedestrian crossing is also proposed between the two bus stops to facilitate safe pedestrian movements across Monastery Road and improve access to Rochestown College.

1.2 The proposed bus stops are located on a section of Monastery Road currently subject to a 60 km/h speed limit. A reduction to 50 km/h has been proposed by Cork City Council as part of a city-wide review of speed limits. The proposed crossing arrangement is dependent on the implementation of this speed reduction, which must be completed prior to the installation of the crossing. Due to the horizontal alignment of the road and the proximity of the existing side road junction, particular consideration has been given to visibility and road safety during the design process. The proposed layout achieves the required 50 m Stopping Sight Distance (SSD) associated with a 50 km/h design speed and has been developed in accordance with relevant National Transport Authority guidance and applicable design standards.

2. Options

2.1 The proposed bus stop locations were identified by the National Transport Authority and agreed with Cork City Council as part of the Bus Stop Enhancement Programme. During the design development process, a number of layout options were considered to determine the most appropriate arrangement for the bus stops and pedestrian crossing facilities at this location.

Option	Comments
Option 1	The proposed eastbound and westbound bus stops were positioned opposite each other, east of the existing St Francis College entrance. An uncontrolled pedestrian crossing was proposed to the west of both bus stops. While this option provided pedestrian connectivity between the stops, Cork City Council requested a controlled crossing following review. Consequently, this option was not progressed further.

Option 2	Following a review with Cork City Council, Option 2 was developed to accommodate proposed changes to the St Francis College layout. The eastbound bus stop was relocated to the west of the proposed pedestrian crossing to improve pedestrian and vehicular access and egress associated with the revised school layout. The crossing arrangement remained uncontrolled at this stage. However, an ongoing city-wide review of speed limits, including this location, introduced the potential for a controlled crossing, which was subsequently considered a more appropriate solution by all parties. Consequently, Option 2 was not progressed further.
Option 3	Option 3 retained the revised bus stop arrangement developed under Option 2 and incorporated a signal-controlled pedestrian crossing between the eastbound and westbound bus stops. The controlled crossing was proposed in conjunction with Cork City Council's planned speed limit reduction on Monastery Road. The location has been confirmed as part of the wider speed limit review, with the proposed reduction to 50 km/h facilitating the installation of a signal-controlled crossing and provision of the required SSD. This option provides improved pedestrian safety and accessibility between the two bus stops and nearby schools.

2.2 Following a review with Cork City Council and the National Transport Authority, Option 3 was selected as the preferred option. The introduction of a signal-controlled crossing was considered the most appropriate solution, having regard to anticipated pedestrian demand, school-related movements, accessibility requirements and the surrounding road environment. Consequently, Options 1 and 2 were discounted and not progressed further.

3. Key Design Considerations

Bus Stop and Crossing Location

3.1 The proposed bus stop locations were identified by the National Transport Authority and agreed with Cork City Council at the outset of the project. An initial concept design was subsequently developed around these locations.

3.2 The position of the signal-controlled crossing was influenced by a number of site-specific constraints and opportunities, including the available hard shoulder width, observed pedestrian desire lines, proximity to existing and future school access arrangements, the nearby crossroads junction to the south, and the requirement to accommodate existing private school bus operations. The crossing location was also selected to ensure appropriate visibility for approaching drivers, with the required 50 m SSD achieved in accordance with DMURS guidance for the proposed 50 km/h speed environment. The selected arrangement takes account of the local horizontal alignment while providing a direct connection between the eastbound and westbound bus stops and balancing the operational requirements of the local road network.

Bus Shelter Provision

3.3 The incorporation of a bus shelter was considered during the design development process. However, sufficient space was not available within the existing highway boundary to accommodate a shelter while maintaining the required accessible pedestrian waiting and circulation space. Consequently, a shelter has not been included as part of the current proposals.

Raised Crossing

3.4 The provision of a raised pedestrian crossing was considered during the design development process. Monastery Road serves an important movement function within the local road network, facilitating the safe and efficient movement of general traffic and public transport. The design therefore sought to balance pedestrian accessibility and safety with the need to maintain suitable operating conditions for vehicles using the route, including Hybrid Double Deck buses, Electric Single Deck buses and private school buses serving the adjacent educational facilities.

3.5 The proposed crossing location is situated on a key local route where maintaining suitable vehicle operating conditions and passenger comfort is an important consideration. The introduction of a raised

table would require vertical deflection of all vehicles passing through the location, which can result in adverse impacts on passenger comfort, increased vehicle braking and acceleration, and potential operational impacts for larger vehicles.

3.6 In addition, the proposed scheme includes a signal-controlled pedestrian crossing, which provides positive pedestrian priority and a controlled crossing environment without the need for vertical traffic calming measures. The controlled crossing is also proposed in conjunction with Cork City Council's planned reduction of the speed limit on Monastery Road from 60 km/h to 50 km/h, which will further improve pedestrian safety at the location. The proposed crossing arrangement is dependent on the implementation of this speed reduction, which must be completed prior to the installation of the crossing.

3.7 Having regard for the proposed signalisation, anticipated pedestrian demand, the road function, and the requirement to accommodate regular bus and school bus movements, a signal-controlled crossing was considered to provide a more appropriate solution than a raised crossing at this location.

Drawing Reference

3.8 Please refer to Drawing **PTSDT-ACM-GEO_GA_0016_271-18-DR-CR-0011_P02** which illustrates the proposed Rochestown College Eastbound and Westbound bus stop arrangements in further detail, including the proposed bus stop infrastructure, pedestrian crossing facilities and associated highway modifications.