Public Transport Stop Design Team Services

Stage 1/2 Road Safety Audit
Bus Connects Cork (Rochestown College Option 3 - Stops Batch 16) Brief No. 0086

National Transport Authority

Project number: 60729129
PTSDT-ACM-GEN_ZZ_0000_XXX-18-RP-ZZ-0066

April 2025

Delivering a better world

Quality information

Prepared by	Checked by	Verified by	Approved by
			
Michael Collins Consultant Transport Engineer	Rowan Lyons Principal Engineer	Jacqueline Haley Associate Director	Rowan Lyons Principal Engineer

Revision History

Revision	Revision date	Details	Authorized	Name	Position
A	29.04.2025	Draft Issue	RL	Rowan Lyons	Principal Engineer
B	13.05.2025	Final	RL	Rowan Lyons	Principal Engineer

Distribution List

# Hard Copies	PDF Required	Association / Company Name
N.A	Y	National Transport Authority

Prepared for:

National Transport Authority

Prepared by:

Michael Collins
Consultant Transport Engineer
E: michael.collins@aecom.com

AECOM Ireland Limited
1st floor, Montrose House
Carrigaline Road
Douglas, Cork T12 P088
Ireland

T: +353 21 436 5006
F: +353 21 436 5156
aecom.com

© 2025 AECOM Ireland Limited. All Rights Reserved.

AECOM Ireland Limited ("AECOM") has prepared this Report for the sole use of National Transport Authority ("Client") in accordance with the terms and conditions of appointment.

AECOM shall have no duty, responsibility and/or liability to any party in connection with this Report howsoever arising other than that arising to the Client under the Appointment. Save as provided in the Appointment, no warranty, expressed or implied, is made as to the professional advice included in this Report or any other services provided by AECOM.

This Report should not be reproduced in whole or in part or disclosed to any third parties for any use whatsoever without the express written authority of AECOM. To the extent this Report is reproduced in whole or in part or disclosed to any third parties (whether by AECOM or another party) for any use whatsoever, and whether such disclosure occurs with or without the express written authority of AECOM, AECOM does not accept that the third party is entitled to rely upon this Report and does not accept any responsibility or liability to the third party. To the extent any liability does arise to a third party, such liability shall be subject to any limitations included within the Appointment, a copy of which is available on request to AECOM.

Where any conclusions and recommendations contained in this Report are based upon information provided by the Client and/or third parties, it has been assumed that all relevant information has been provided by the Client and/or third parties and that such information is accurate. Any such information obtained by AECOM has not been independently verified by AECOM, unless otherwise stated in this Report. AECOM accepts no liability for any inaccurate conclusions, assumptions or actions taken resulting from any inaccurate information supplied to AECOM from the Client and/or third parties.

Table of Contents

1. Introduction 1
1.1 Overview 1
1.2 Scheme Description 1
1.3 Road Safety Audit 2
1.4 Collision History 3
1.5 Previous Road Safety Audits 3
2. Departures from Standards 4
2.1 General 4
3. Items Resulting from This Stage 1/2 Road Safety Audit 5
3.1 Overview 5
3.2 Site 1 – Rochestown College Option 3 5
4. Audit Team Statement 8
Appendix A Document copies Submitted to the Audit Team 9
Appendix B Problem Location Maps 10
Appendix C Road Safety Audit Feedback Form 11

Figures

Figure 1-1 - Indicative Site Location (Source: Public Transport Stop Design Team Services Stage 1/2 Road Brief) 2
Figure 3-1 - Unclear if Proposed Bollard is Retroreflective 5
Figure 3-2 - Carriageway Appears Narrow 6
Figure 3-3 – Existing Faded Centreline 6
Figure 3-4 – Existing Entrance 7

Tables

Table 1.1 – Summary of Site Proposals 2

1. Introduction

1.1 Overview

AECOM has been commissioned by the National Transport Authority (NTA) to undertake a Stage 1/2 Road Safety Audit (RSA) of the bus stop proposals and associated works at an individual site within the Cork City administrative area, which are part of the NTA Public Transport Stops Programme.

This Stage 1/2 RSA will assess the safety implications for all road users.

The Safety Audit Report indicates each of the problems identified, provides outline recommendations for solving the problems, presents the Audit Team Statement, and describes a schedule of documents reviewed. The members of the Audit Team were:

Audit Team Leader:

Rowan Lyons, Beng CEng MIEI MCIHT MSoRSA Cert Comp in RSA

Principal Engineer, AECOM

Auditor Ref. No. RL124322

Audit Team Member:

Michael Collins, BEng MIEI

Consultant Transport Engineer, AECOM

Auditor Ref. No. MC*364

The audit comprises of an examination of the proposed scheme drawings and onsite inspection. The site visit took place on Thursday 17th April 2025. On the day of the site visit, the weather was clear, and the road surfaces was dry. The site visit was undertaken in daylight between the hours of 11:30 and 12:00.

1.2 Scheme Description

The RSA Brief provided by the Design Team states the following:

"The bus stops will be designed to include Transport for Ireland (TFI) bus poles to post new timetable information and provide consistent branding. As per the NTA Draft Bus Stop Design Guidance, the bus stop poles will be a minimum of 2.5m to the underside of the flag. These improvements will bring the stops in line with other stops around the country. The designs will include modifications to the existing kerb lines to provide insitu or accessible kerbs and modifications to the surrounding road markings where required.

The general design principles agreed between NTA and Cork County Council and adopted are:

- *To follow the recommended layouts and positioning included in the NTA except where local site constraints require a bespoke solution.*
- *As the routes will be served by kneeling buses accessibility kerbs will only be provided where existing kerb heights are <125mm or at locations where new footway, kerb re-alignment or significant footway alterations are proposed."*

The RSA Brief also states:-

"It should be noted by the Road Safety Audit team that other adjacent infrastructure elements, such as adjacent footways, crossings, or junctions, do not form part of the project framework unless identified on the drawing. Notwithstanding where legacy or material safety issues are identified these should be identified for discussion with the NTA in an appropriate manner. Where appropriate, the NTA may choose to raise these issues with the Councils as part of the design development process for future consideration or incorporating within the works."

The schemes proposals for the bus stop sites are outlined in Table 1.1 below:

Table 1.1 – Summary of Site Proposals

Site No.	Site Name	Proposals
1	Rochestown College Option 3	– Installation of two 18x2.8m inline bus cages. Installation of TFI branded flag, pole and RS60 socket installed within the proposed footway area (to the rear) of the eastbound stop and within the hardstanding area (to the rear) of the westbound stop. – Proposed 9m length of 160mm accessible kerbing (with associated transitions) and proposed 100mm anti-slip chlorinated rubber yellow paint strip to be installed 450mm offset from edge of kerb. – Proposed hardstanding to be installed in the existing hardshoulder to the south to accommodate the proposed westbound bus stop with insitu kerbing and dropped kerbs at each end as well as a keep right bollard on the eastern end of the hardstanding. – Existing Slow Markings to be removed and proposed slow markings to be installed east of the proposed westbound bus cage and west of the proposed eastbound bus cage. – Proposed pelican crossing with traffic signals across Monastery Road, with dropped kerbs (and associated transitions) and red coloured blister tactile paving, as well as zig zag markings to the east and west of the proposed crossing. Associated ESB location and Electrical ducting to be installed. – Two proposed gullies to be installed. – Existing double yellow lines to be removed within the proposed zig zag markings. – Existing broken edge of carriageway markings to be removed and a proposed broken edge of carriageway marking is to be installed on the southern side of the carriageway. – Existing northern footway is to be widened up to the proposed controlled crossing with associated proposed footway and footway regrading. – Proposed triangle hatching to be installed either side of the proposed hardstanding. – Proposed bench to be installed in the proposed hardstanding. – Existing crossroad warning sign to be relocated west. – Proposed W042 Traffic Signal Sign to be installed to the west of the proposed controlled crossing.

The location of the sites are indicatively illustrated in Figure 1-1 below.

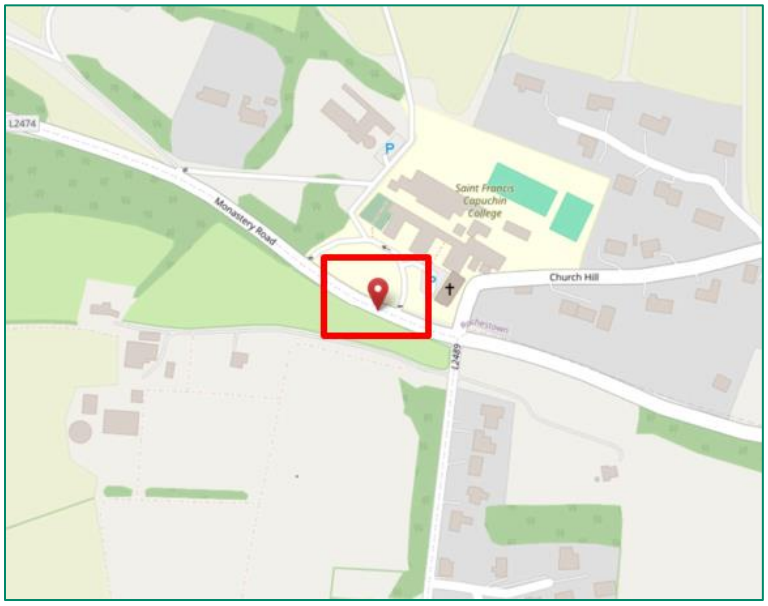


Figure 1-1 - Indicative Site Location (Source: Public Transport Stop Design Team Services Stage 1/2 Road Brief)

1.3 Road Safety Audit

This Safety Audit represents the response of an independent Audit Team to various aspects of the scheme. The recommendations contained therein are the opinions of the Audit Team and are intended as a guide to the designers on how the scheme as proposed can be improved to address issues of road safety.

The documents that were provided by the Design Team are shown in Appendix A.

The terms of reference of the Audit are as described in TII guidelines GE-STY-01024. The team has examined and reported only on the road safety implications of the scheme as presented and they have not examined or verified the compliance of the design to any other criteria.

The Safety Audit guidelines do not provide a facility for the Audit Team to classify individual problems according to their severity, and hence the level of priority to be attached to each. It is instead the task of the design team and/or their representative to take a view on the validity of each of the recommendations and decide on an appropriate course of action.

The report indicates each of the problems identified together with recommendations to solve or mitigate the problems, the Audit Team Statement and a schedule of documents reviewed.

All comments and recommendations are referenced to the design drawings and where applicable, the locations of problems are shown in conjunction with the scheme proposals in Appendix B where the reference numbers relate to the problems identified in this report.

Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GE-STY-01024, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

Where applicable, the locations of problems are shown in conjunction with the scheme proposals in Appendix B where the reference numbers relate to the problems identified in this report.

The response of the Design Team to the Safety Audit should be prepared in the form of a Safety Audit Feedback Form, accepting the changes proposed by the Audit Team or providing an alternative solution to the problem. The Feedback Form is then returned to the Audit Team for review and verification. A template for a Safety Audit Feedback Form is included as Appendix C.

1.4 Collision History

As per the audit brief, no collision data has been obtained or provided to the Audit Team.

1.5 Previous Road Safety Audits

In September 2024 the Audit Team undertook a Stage 1/2 RSA on both sites. The scheme design had been updated since the previous RSA.

In October 2024 the Audit Team undertook a Stage 1/2 RSA on both sites. The scheme design has again been updated since the previous RSA.

In December 2024 the Audit Team undertook a Stage 1/2 RSA on both sites. The scheme design has again been updated since the previous RSA.

2. Departures from Standards

2.1 General

No departures from standards have been notified to the audit team.

3. Items Resulting from This Stage 1/2 Road Safety Audit

3.1 Overview

This Safety Audit has reported on issues relating to the bus stop proposals at one individual site in the Cork City Council administrative area. This is classified as a Stage 1/2 Road Safety Audit, as defined within the TII Road Safety Audit Guidelines.

3.2 Site 1 – Rochestown College Option 3

3.2.1 Problem

Location:	Monastery Rd
Drawing:	PTSDT-ACM-GEO_GA_0016_271-18-DR-CR-0006 Revision P02
Summary:	Unclear if proposed bollard is retroreflective

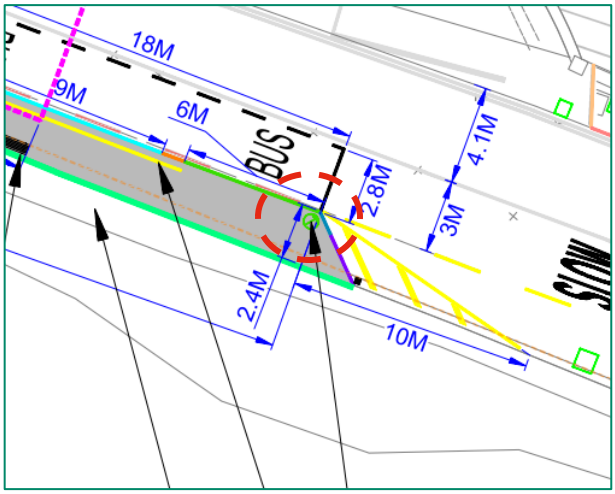


Figure 3-1 - Unclear if Proposed Bollard is Retroreflective

Description:

It is proposed to provide a keep right bollard at the eastern side of the proposed hardstanding. However, it is unclear if the proposed bollard will be retroreflective. During hours of darkness or inclement weather conditions, drivers may fail to observe the new hardstanding and full height kerb. This could result in vehicles striking the kerb, leading to loss of control incidents resulting in collisions with pedestrians or vehicles.

Recommendation:

Ensure that the proposed bollard is retroreflective.

3.2.2 Problem	
Location:	Monastery Rd
Drawing:	PTSDT-ACM-GEO_GA_0016_271-18-DR-CR-0006 Revision P02
Summary:	Insufficient lane widths
Description:	



Figure 3-2 - Carriageway Appears Narrow

At the western side of the proposed hardstanding, the scheme drawing indicates a 3.1m lane width is available eastbound, and 3m lane is available westbound in addition to a 2m wide hardstanding area. The actual lane widths observed on site appear narrow in some locations. It is acknowledged that the design team has provided tracking analysis of buses utilising the hard shoulder to the east of the proposed hardstanding. However the tracking analysis does not indicate vehicles travelling westbound while a bus is occupying the hard shoulder, or vehicles travelling in opposing directions on Monastery Road when a bus is occupying the hard shoulder. If a carriageway lane is too narrow, this could lead to vehicles encroaching into the opposing lane, resulting in a head on or side swipe collisions.

Recommendation:

Ensure sufficient lane widths are provided.

3.2.3 Problem	
Location:	Monastery Rd
Drawing:	PTSDT-ACM-GEO_GA_0016_271-18-DR-CR-0006 Revision P02
Summary:	Faded centreline may encourage overtaking leading to head on collisions
Description:	



Figure 3-3 – Existing Faded Centreline

It was observed that the existing centreline has worn away in places. When the bus has stopped to allow passengers to board or disembark there is a likelihood that vehicles would attempt to overtake, given the lack of centreline marking at this location. This could lead to head-on collisions with a vehicle overtaking a bus and a vehicle travelling in the opposite direction.

Recommendation:

The solid centreline should be reinstated.

3.2.4 Problem	
Location:	Monastery Rd
Drawing:	PTSDT-ACM-GEO_RY_0016_271-18-DR-CR-0003 Revision P01
Summary:	Unclear if a bus can access St Francis College utilising the existing entrance
Description:	



Figure 3-4 – Existing Entrance

The scheme vehicle tracking drawings show a bus exiting St Francis College from the eastern access. However, it was noted on site that this is the existing entrance to the school. It is unclear to the audit team if the current access arrangements are to be changed and if so, is there adequate manoeuvre space available. If a bus is unable to access the school, this could lead to erratic bus manoeuvres when attempting to access, resulting in collisions with vehicles travelling on Monastery Road.

Recommendation:

A swept path analysis of a bus turning left into St Francis College should be undertaken.

4. Audit Team Statement

We certify that the site was visited and that this audit has been carried out in accordance with the Transport Infrastructure Ireland Road Safety Audit Guidelines GE-STY-01024-08 and Standard GE-STY-01027-02.

The Road Safety Audit has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme.

No one on the audit team has been involved with the scheme design.

Audit Team Leader:

Name: Rowan Lyons

Position: Principal Engineer **Signed:** 

Organisation: AECOM **Date:** 29.04.2025

Address: 10th Floor, The Clarence West Building

2 Clarence Street West

Belfast, BT2 7GP

Audit Team Member:

Name: Michael Collins

Position: Consultant Transport Engineer **Signed:** 

Organisation: AECOM **Date:** 29.04.2025

Address: 1st Floor, Montrose House

Douglas Business Centre

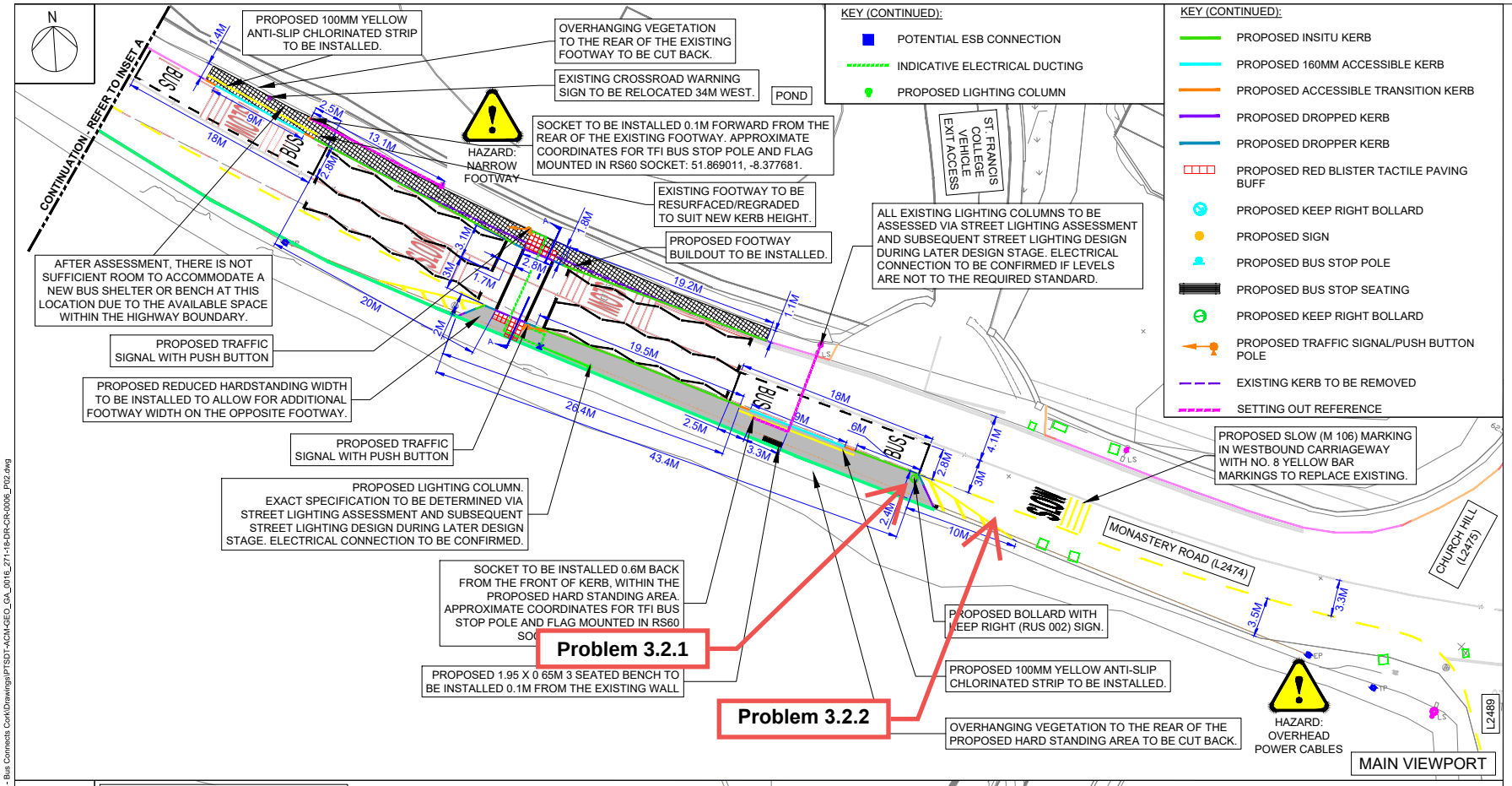
Carrigaline Road, Douglas,

Co. Cork

Appendix A Document copies Submitted to the Audit Team

Document No.	Rev.	Description	Date
PTSDT-ACM-GEN_ZZ_0000_XXX-00-RP-ZZ-0086	0	Public Transport Stop Design Team Services Stage 1/2 Road Safety Audit Brief	April 2025
PTSDT-ACM-GEO_GA_0016_271-18-DR-CR-0006	P02	Rochestown College Option 3 Eastbound and Westbound General Arrangement Sheet 1 of 2	07/03/2025
PTSDT-ACM-GEO_GA_0016_271-18-DR-CR-0006	P02	Rochestown College Option 3 Eastbound and Westbound General Arrangement Sheet 2 of 2	07/03/2025
PTSDT-ACM-GEO_RY_0016_271-18-DR-CR-0003	P01	Rochestown College Option 3 Eastbound and Westbound Vehicle Tracking Sheet 1 of 3	04/02/2025
PTSDT-ACM-GEO_RY_0016_271-18-DR-CR-0001	P01	Rochestown College Option 3 Eastbound and Westbound Vehicle Tracking Sheet 2 of 3	04/02/2025
PTSDT-ACM-GEO_RY_0016_271-18-DR-CR-0001	P01	Rochestown College Option 3 Eastbound and Westbound Vehicle Tracking Sheet 3 of 3	04/02/2025
PTSDT-ACM-GEO_GA_0016_271-18-DR-CR-0007	P01	Rochestown College Option 3 Eastbound and Westbound Speed Limit Arrangement	04/02/2025

Appendix B Problem Location Maps

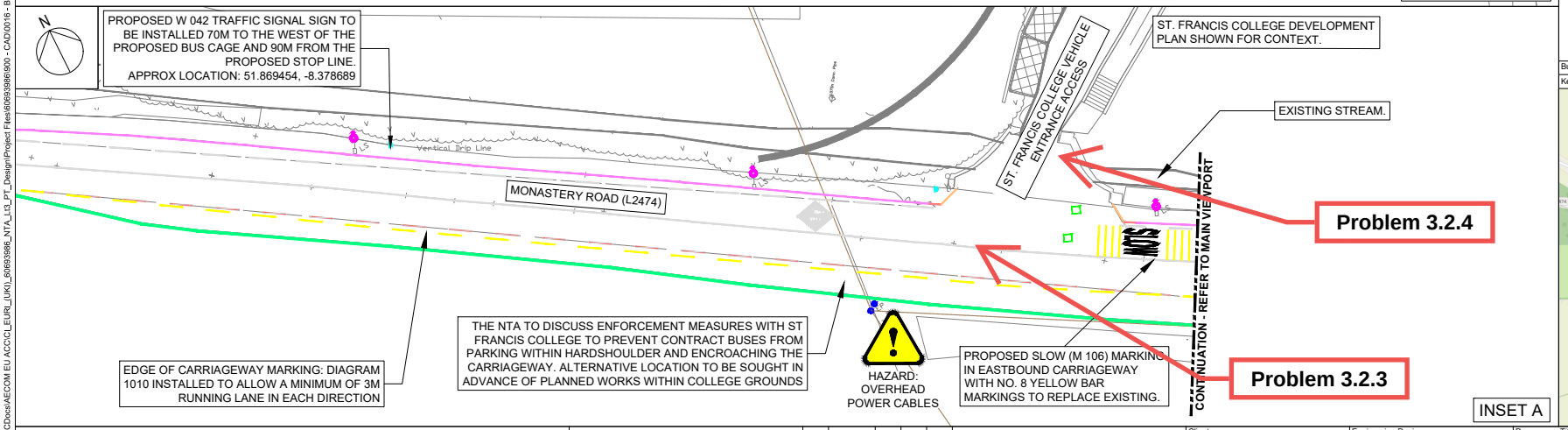


NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.
10. DESIGN TO BE INSTALLED IN CONJUNCTION WITH THE SPEED LIMIT ARRANGEMENT. REFER TO DRAWING NO. PTSDT-ACM-GEO_GA_0016_271-18-DR-CR-0007

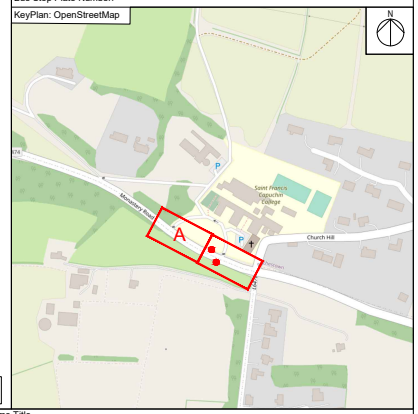
KEY:

- EXISTING ROAD MARKING
- EXISTING ROAD MARKING TO BE REMOVED
- EXISTING DROPPED KERB
- EXISTING DROPPER KERB
- PROPOSED FOOTWAY
- EXISTING IN-SITU KERB
- EXISTING DROPPER KERB
- EXISTING SERVICE COVER
- EXISTING UTILITY POLE
- EXISTING OVERHEAD UTILITY LINE
- EXISTING LIGHTING COLUMN
- EXISTING SIGN
- EXISTING SIGN TO BE REMOVED
- EXISTING WALL
- PROPOSED ROAD MARKING
- PROPOSED HARD STANDING AREA



Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Disclaimer
a. © National Transport Authority (NTA) 2022. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.
b. This drawing is to be used for the design element identified in the titleblox. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.
c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number CYAL50310228 © Ordnance Survey Ireland/Government of Ireland. All elevations are in metres and relate to OSI Geoid Model (OSGM15) Malin Head. All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OSi active local GPS station.
d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus.The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superceded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.
e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it). Any liabilities are hereby expressly disclaimed.

Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	04/02/2025	HS	LN	ADR	ISSUE FOR CONCEPT DESIGN
P02	07/03/2025	OD	LN	ADR	AMENDED TO CLIENT COMMENTS

Client: NTA Údarás Náisiúnta Iompair / National Transport Authority

Engineering Designer: AECOM

Date: 07/03/2025 | Scale: 1:200 @ A1, - @ A3 | Drawn: OD | Checked: LN | Approved: ADR

Phase: 01 | Route: 0016 | Stop Number: 271

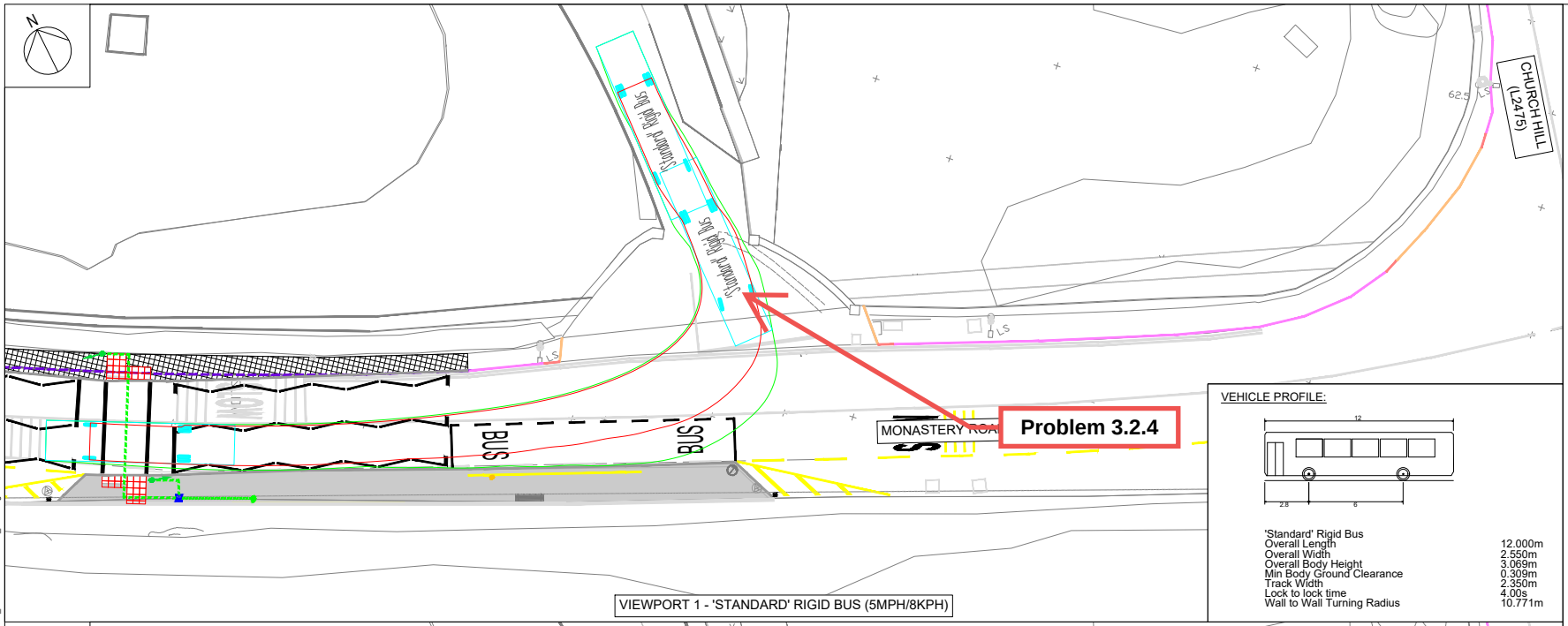
Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ROCHESTOWN COLLEGE OPTION 3 EASTBOUND AND WESTBOUND GENERAL ARRANGEMENT

Drawing File Name: PTSDT-ACM-GEO_GA_0016_271-18-DR-CR-0006 | Sheet Number: 1 of 2 | Status: S0 | Rev: P02

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\Oliver.Deacon\DCVACCDocs\AECOM EU ACCICLEURL_(UK)_6993986_NTA_US_PT_Design\Project Files\6993986900 - CAD\0016 - Bus Connects Cork\Drawings\PTSDT-ACM-GEO_GA_0016_271-18-DR-CR-0006_P02.dwg



VIEWPORT 1 - 'STANDARD' RIGID BUS (5MPH/8KPH)

VEHICLE PROFILE:

'Standard' Rigid Bus

Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m

NOTES:

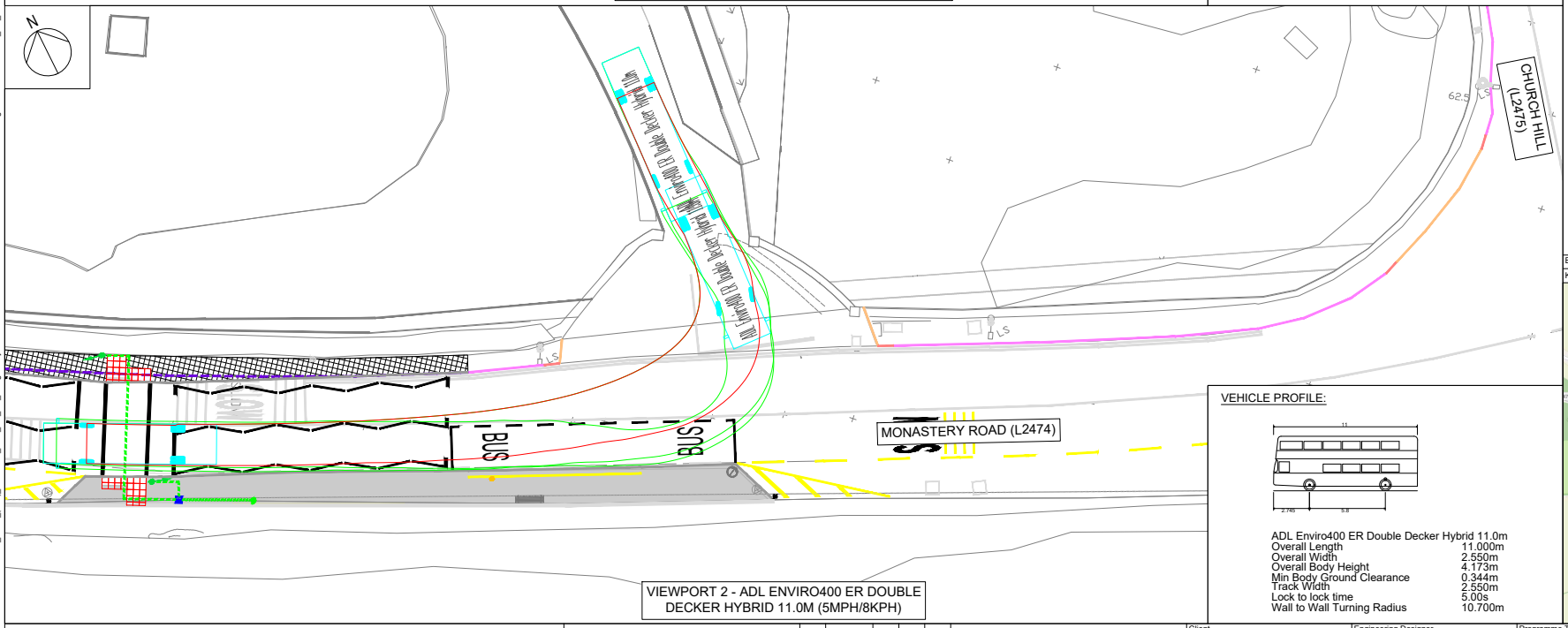
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE.
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- VEHICLE BODY OUTLINE
- VEHICLE CHASSIS OUTLINE
- PROPOSED BUS STOP POLE

MANOEUVRE:

BUS HEADING SOUTHBOUND ALONG ST. FRANCIS COLLEGE VEHICLE EXIT ACCESS, THEN TURNING RIGHT ONTO MONASTERY ROAD (L2474) HEADING WESTBOUND.



VIEWPORT 2 - ADL ENVIRO400 ER DOUBLE DECKER HYBRID 11.0M (5MPH/8KPH)

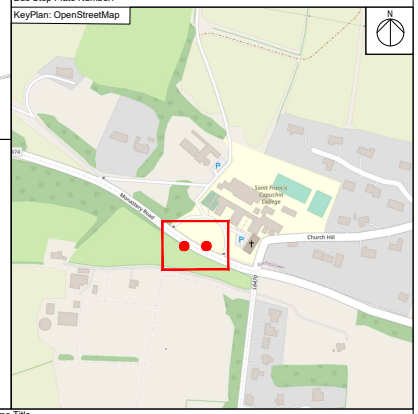
VEHICLE PROFILE:

ADL Enviro400 ER Double Decker Hybrid 11.0m

Overall Length	11.000m
Overall Width	2.550m
Overall Body Height	4.173m
Min Body Ground Clearance	0.344m
Track Width	2.550m
Lock to lock time	5.00s
Wall to Wall Turning Radius	10.700m

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Disclaimer
a. © National Transport Authority (NTA) 2022. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.
b. This drawing is to be used for the design element identified in the titlebox. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.
c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number CYAL50310228 © Ordnance Survey Ireland/Government of Ireland. All elevations are in metres and relate to OSI Geoid Model (OSGM15) Malin Head. All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OSI active local GPS station.
d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus.The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superceded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.
e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it). Any liabilities are hereby expressly disclaimed.

Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	04/02/2025	HS	LN	ADR	ISSUE FOR CONCEPT DESIGN

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ROCHESTOWN COLLEGE OPTION 3 EASTBOUND AND WESTBOUND VEHICLE TRACKING

Date	Scale	Drawn	Checked	Approved
04/02/2025	1:200 @ A1, 1:400 @ A3	HS	LN	ADR

Phase	Route	Stop Number
01	0016	271

Drawing File Name: PTSDT-ACM-GEO_RY_0016_271-18-DR-CR-0003

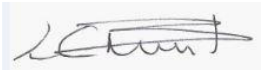
Sheet Number: 2 of 3 | Status: S0 | Rev: P01

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

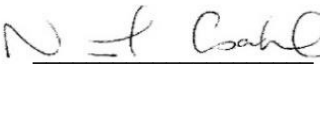
C:\Users\Shellard\HDOACCDs\ie\AECOM EU ACCCI_EUR_(UK)_60693986_NTA_LIS_PT_Design\Project Files\60693986900 - CAD\0016 - Bus Connects Cork\Drawings\PTSDT-ACM-GEO_RY_0016_271-18-DR-CR-0003_P01.dwg

Appendix C Road Safety Audit Feedback Form

	Scheme: Public Transport Stop Design Team Services **Audit Stage: Stage 1/2** **Date Audit Completed: 29.04.2025**			
Paragraph No. in Safety Audit Report	To be Completed by Designer			To be completed by Audit Team Leader
	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	No	Further vehicle tracking drawings are to be carried out to show the manoeuvres mentioned in the RSA report.	Yes
3.2.3	Yes	Yes		
3.2.4	Yes	No	The St. Francis College development has proposed that the entrance is to the west and the exit is to the east which is not currently the case, this will be noted on the drawing.	Yes

Signed  Designer Liam Nugent Date 07/05/2025

Signed  Audit Team Leader Rowan Lyons Date 09.05.2025

Signed  Employer Nevil Coakley (NTA) Date 12/05/2024