HoyDorman

Athlone Link Road Phase 2
Athlone, Co. Westmeath

Report No. RSA ST1.2 001

Stage 1/2 Combined Road Safety Audit Report

02 June 2025

Hoy & Dorman Limited
Moira Lakes
32B Old Church Lane
Aghalee
BT67 0EY

t. +44 (0) 28 9694 9524
e. info@hoy-dorman.com
w. www.hoy-dorman.com

Client Contact and Audit Brief Details

Client	Name: CST Group Chartered Consulting Engineers Address: 1, O'Connell Street Sligo Ireland F91 W7YV			
Contact	Name: Francis Fidgeon Tel: +353 (0) 71 919 4500 Email: ffidgeon@cstgroup.ie			
Audit Brief Details	**Document Title**	**Document Number**	**Revision Number**	**Date of Issue**

Approved for Issue

	Prepared / Approved for Issue	**Reviewed**
Name	Karl Dorman (Certificate of Competency in Road Safety Audit, awarded August 2016)	PJ Gallagher
Position	Audit Team Leader	Audit Team Member
Date	02 June 2025	02 June 2025
Signature		
Job No.	2025003	
Report No.	RSA ST1.2 001	
Issue No.	1	
Scheme Title	Athlone Link Road Phase 2, Athlone, Co. Westmeath	
Document Title	Stage 1/2 Combined Road Safety Audit Report	
Document Status	FINAL	

Contents

1.0 Introduction

1.1 Hoy Dorman was commissioned by CST Group to arrange for a Stage 1/2 Combined Road Safety Audit of the proposed Athlone Link Road Phase 2, Athlone, Co. Westmeath.

1.2 The proposed scheme will connect the existing Crescent Junction with St. Vincent's Care Centre (close to the junction with Southern Station Road and Coosan Point Road) and features a design that includes four lanes at each end, tapering to two lanes in the centre. This configuration is intended to improve traffic flow and reduce congestion in Athlone's town centre.

1.3 The 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'.

1.4 The Audit was undertaken at the offices of the Audit Team Leader and Team Member as listed below, both of whom were not involved in the design of the proposed scheme to be audited:

- Karl Dorman MEng CEng Eur Ing FICE FIEI FCIHT
  Audit Team Leader – Certificate of Competency in Road Safety Audit, awarded August 2016
- PJ Gallagher BEng M.Inst.A.E.A. MITAI
  Audit Team Member

1.5 A formal Stage 1/2 Combined Audit Brief was not provided. No previous Road Safety Audits have been carried out in relation to this proposed scheme.

1.6 A site visit was carried out by the Audit Team on Friday 09 May 2025 (1500-1700 hrs) in order to document impressions of the scheme prior to the writing of the audit report. The weather during the site visit was dry and sunny overhead. Visibility was good and road surface dry. Traffic conditions were busy with congestion observed at the Ballymahon Road/Grace Park Road/Gleeson Street junction. Traffic was queuing through this junction, travelling south along Gleeson Street, resulting in knock-on queues on the surrounding roads. Pedestrians were observed on all existing roads.

1.7 The Audit comprised an examination of design drawings/information as listed in **Appendix A**. No other information was made available for the purposes of this Audit.

1.8 The scheme has been examined, and this report compiled, only with regard to the safety implications to road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.

1.9 An absence of any comment relating to specific road users / modes in this report does not imply that they have not been considered; instead, the Audit Team feel that they are not adversely affected by the proposed changes.

1.10 Nothing in this Audit should be regarded as a direct instruction to include or remove a measure from within the scheme. Responsibility for designing the scheme lies with the designer and as such the Audit Team accepts no design responsibility for any changes made to the scheme as a result of this audit.

1.11 Any problems that are 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.

1.12 Where recommendations are included within this report, it 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 (Dec 2017) 'Road Safety Audit'. 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. In raising road safety issues relevant to the scheme proposals, the Audit Team are not assigning responsibility for resolving actions to any particular party. The designer, the roads authority and any other relevant stakeholders are required to agree where action is required to implement these recommendations. Where recommendations are not implemented, this should be agreed and the justification for this decision recorded.

1.13 The locations of problems are marked on the drawing located in **Appendix B**.

1.14 **Appendix C** 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.

2.0 Items Resulting From Previous Audits

2.1 No previous audits have been offered for reference.

3.0 Items Resulting From This Stage 1/2 Combined Audit

3.1 COLLISION DATA

3.1.1 Collision data has not been supplied with this scheme.

3.1.2 Road Collision Data is not currently available on the Road Safety Authority Database, and therefore the audit team have no access to the historical collision information for adjacent roads.

3.2 PROBLEMS AT SPECIFIC LOCATIONS – SOUTHERN STATION ROAD

3.2.1 PROBLEM

Location: Proposed cycleway on Southern Station Road.

Summary: Risk of cyclist or pedestrian fall due to insufficient wall height

Detail: A low wall (approximately 300–500 mm high) is located immediately adjacent to the proposed cycleway on the northern side of Southern Station Road. The wall is not designed to function as a barrier and does not provide any containment or edge protection. In the absence of a suitable upstand, barrier, or guardrail, there is a risk that pedestrians, particularly children or those with impaired mobility, could trip or fall over the wall. Cyclists may also misjudge the edge, leading to a loss of control or fall, particularly during darkness or inclement weather. The hazard is further exacerbated if the adjacent level difference is greater than 600 mm.

RECOMMENDATION

Edge protection in the form of a suitable pedestrian restraint system or cycle-friendly barrier should be provided along the length of the wall where the level difference poses a fall hazard. Alternatively, the footway/cycleway alignment should be revised to increase the lateral offset from the wall to reduce the likelihood of user interaction. Any proposed treatment should comply with relevant standards for containment and visibility.

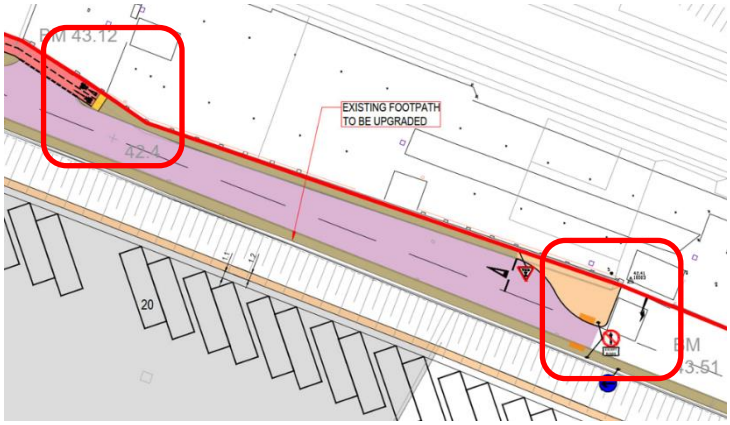
3.2.2 PROBLEM

Location: Proposed cycleway on Southern Station Road.

Summary: Abrupt start/end of cycle facility with no clear direction for onward movement.

Detail: The cycle lane terminates without any signage or physical guidance to indicate the appropriate onward route for cyclists. This can result in confusion for cyclists unfamiliar with the area and may lead to unsafe manoeuvres, such as swerving into live traffic lanes or mounting

footways to continue their journey. Cyclists travelling towards Coosan Point Road are required to cross the carriageway to join the cycle lane. The absence of clear route continuity compromises cyclist safety and may discourage use of the facility.



RECOMMENDATION

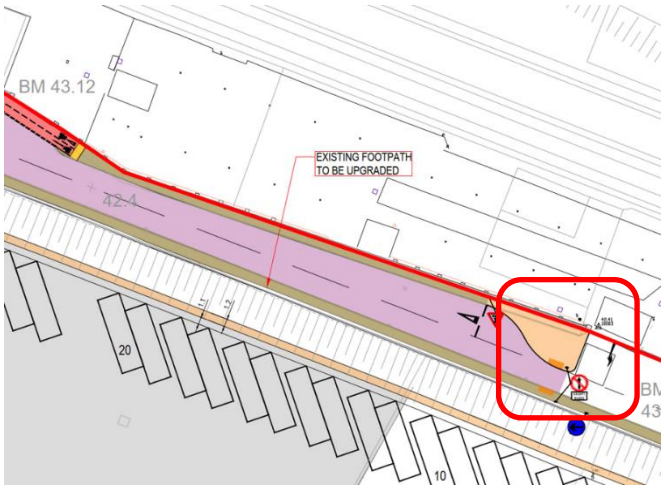
Provide appropriate signage, road markings, or physical infrastructure be provided to clearly indicate the onward route for cyclists when the cycle lane terminates. Where a designated continuation route is not available, advance signage should inform cyclists of the lane's termination and direct them to the nearest safe alternative. Suitable facilities should be provided for cyclists to cross the carriageway when travelling towards Coosan Point Road.

3.2.3 PROBLEM

Location: Termination point of footway on Southern Station Road.

Summary: Footway ends abruptly with no formal crossing or onward pedestrian provision.

Detail: The pedestrian footway terminates suddenly at the edge of the carriageway on the eastern side, with no dropped kerb, tactile paving, crossing point, or alternative pedestrian facility provided. On the western side the footway terminates at the start/end of the proposed cycle lane. Pedestrians, including vulnerable users such as children, elderly persons, or those with impaired mobility, are forced to step directly into the live carriageway travelling eastbound, increasing the risk of conflict with passing vehicles. Travelling westbound, pedestrians may enter the cycleway, increasing the risk of conflict with oncoming cyclists.



RECOMMENDATION

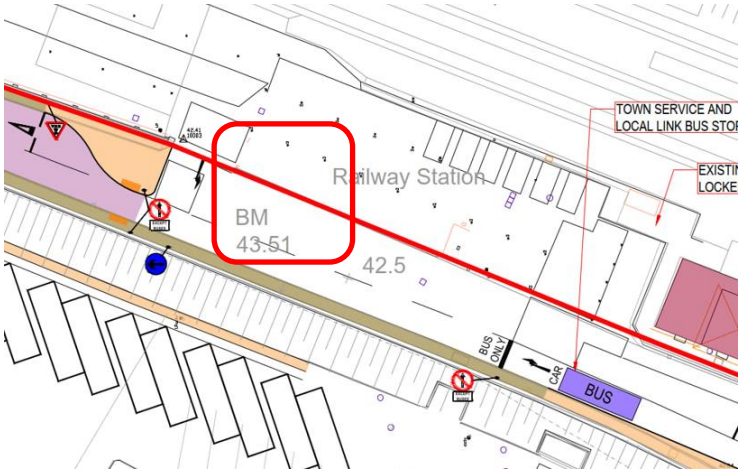
Provide a safe and accessible pedestrian facility at the termination point of the footway at the start and end point. This may include a dropped kerb with tactile paving and a formal or uncontrolled crossing point to the opposite side of the carriageway. If a crossing is not appropriate at this location, the footway should be extended through the car park entry/exit area (existing taxi waiting area) to connect with the existing footway approaching the train station, with appropriate signage or barriers to guide pedestrian movement and discourage unsafe desire lines across the carriageway.

3.2.4 PROBLEM

Location: Exit from train station car park to Southern Station Road.

Summary: Restricted visibility for vehicles exiting car park onto main road.

Detail: Visibility from the car park access onto the main road is restricted due to the existing boundary wall to the right on exit. Drivers exiting the car park may have insufficient visibility of approaching traffic from the right. This increases the risk of side-impact collisions as drivers may emerge without adequate awareness of oncoming vehicles, cyclists, or pedestrians.



RECOMMENDATION

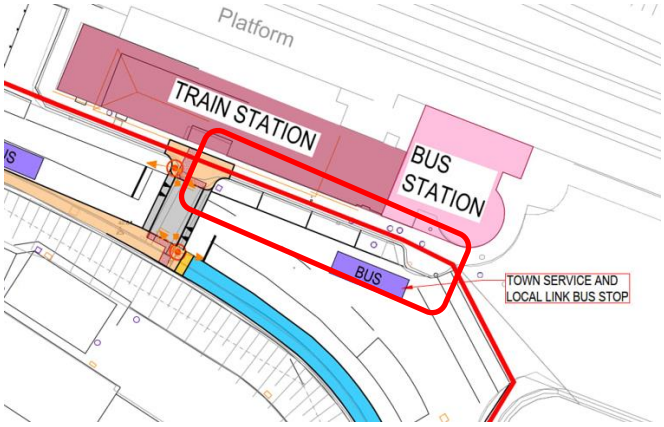
Visibility splays should be assessed and provided in accordance with appropriate design standards. If adequate visibility cannot be achieved, consideration should be given to relocating the access point, subject to further design review. If a footway is provided through the existing access point (refer to Problem 3.2.3), this may assist in achieving an improvement to the visibility splay to the right.

3.2.5 PROBLEM

Location: Existing disabled parking bays adjacent to train station.

Summary: Removal of disabled parking bays reduces accessibility for mobility-impaired users.

Detail: The proposed scheme removes existing designated disabled parking bays without providing suitable replacement spaces of equivalent proximity or accessibility. This reduction in accessible parking provision may disproportionately affect mobility-impaired users, particularly for access to the train station. The absence of conveniently located and clearly marked accessible bays may result in mobility-impaired drivers being forced to park further away or in unsuitable locations, increasing their exposure to vehicular traffic and potentially leading to unsafe crossing or movement through the car park or carriageway.



RECOMMENDATION

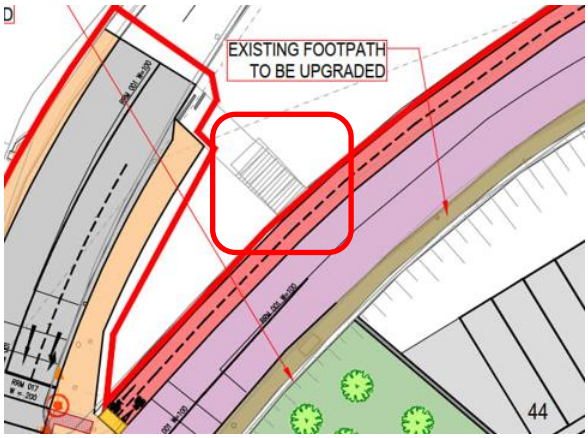
The design should be reviewed to ensure that an adequate number of accessible parking bays are retained or provided in accordance with relevant standards (e.g. Building Regulations Part M, Inclusive Mobility guidance). Bays should be located close to key destinations with level access, sufficient space for side and rear transfer, and clear signage.

3.2.6 PROBLEM

Location: Pedestrian access steps leading onto proposed cycleway at Southern Station Road.

Summary: Risk of collision or trip due to steps emerging directly onto a live cycle route.

Detail: A set of pedestrian steps leads directly onto the cycleway from Coosan Point Road without any form of buffer space, warning signage, or visibility measures. Pedestrians may emerge suddenly onto the cycle track, often at reduced visibility or speed due to the descent. Cyclists travelling along the route may be unaware of the pedestrian access and unable to react in time to avoid conflict, particularly if speeds are moderate or higher. The interface creates a risk of collision and may also pose a trip hazard if the cycleway surface is flush with or obscures the step edge. This arrangement does not align with recommended separation or transition design between pedestrian and cycling facilities.



RECOMMENDATION

Remove steps as there appeared to be no formal pedestrian route from Coosan Point Road to the existing steps.

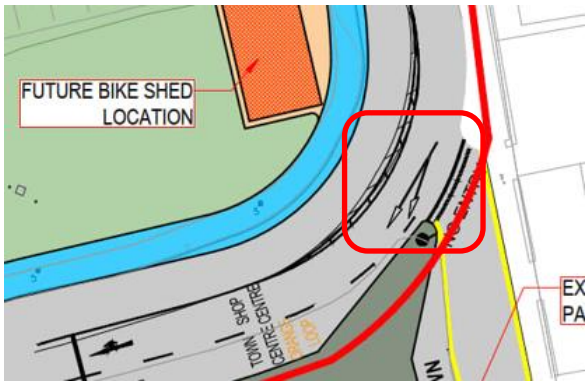
3.2.7 PROBLEM

Location: Southern Station Road junction with link to Ballymahon Road.

Summary: Removal of yellow box may lead to blocking of junction and increased risk of collisions.

Detail: The proposed design removes an existing yellow box road marking at the junction of Southern Station Road and the link road to Ballymahon Road. The yellow box previously served to prevent vehicles from queuing across the junction and obstructing turning movements or cross-traffic flows. Its removal may result in vehicles entering and stopping within the junction during congestion, leading to blocked side-road access, driver frustration, and unsafe manoeuvres such as vehicles forcing gaps or entering opposing traffic lanes. This could also reduce visibility between

opposing drivers and increase the risk of side-impact collisions or pedestrian conflicts, particularly at busy intersections or during peak hours.



RECOMMENDATION

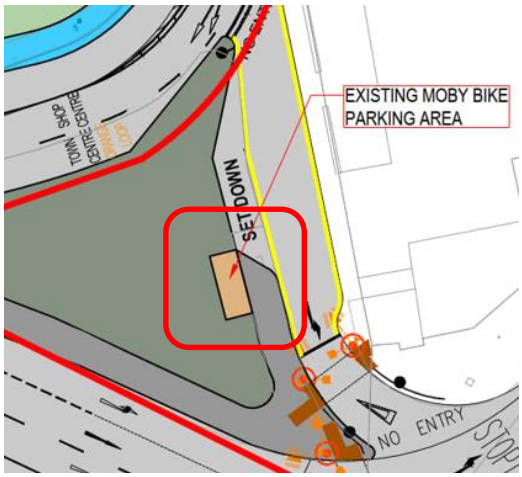
It is recommended that the need for yellow box markings be reviewed and retained where they are necessary to maintain junction clearance and safe turning movements. If removal is intended, justification should be provided through junction modelling and capacity analysis. Where junction blocking is still a risk, reinstatement of the yellow box or implementation of alternative junction control measures (e.g. keep-clear markings, traffic signal staging adjustments) should be considered.

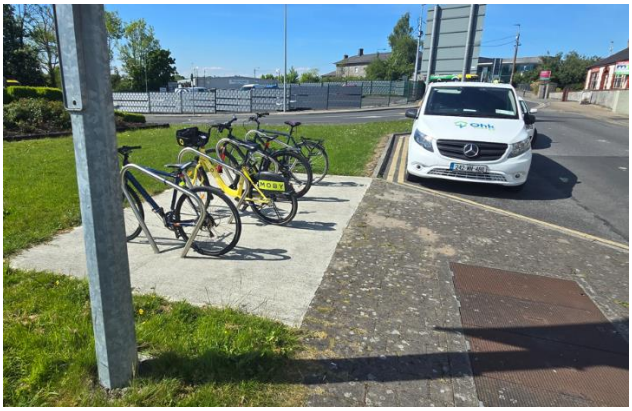
3.2.8 PROBLEM

Location: Moby bike parking area on link road to Ballymahon Road from Southern Station Road.

Summary: No cycle lane or safe access route provided to serve bicycle parking area.

Detail: The existing Moby bike parking area is located adjacent to the carriageway; however, there is no dedicated cycle lane or marked access route connecting the facility to the wider cycling network. Cyclists are required to either dismount and wheel their bicycles across pedestrian areas or merge with general traffic, which may be unsuitable or intimidating for less confident cyclists. This may result in unpredictable cyclist movements, including riding on footways, conflicting with pedestrians, or errant movements through vehicle lanes. The lack of defined connectivity undermines the utility and safety of the facility and may deter use.





RECOMMENDATION

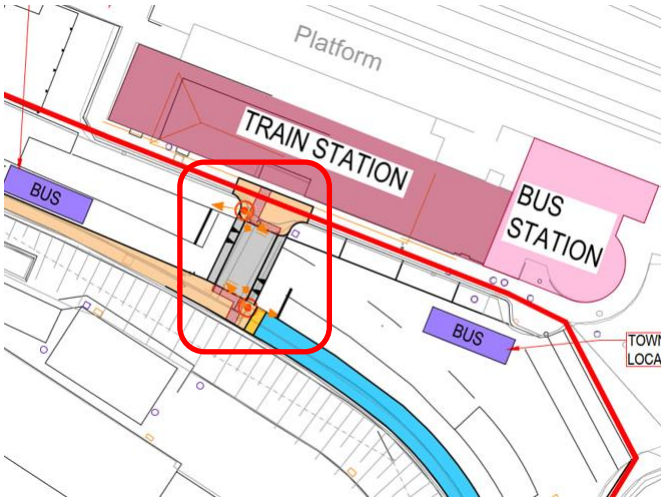
A clearly marked, continuous, and safe cycle access route should be provided between the bicycle parking area and the nearest cycle lane. This route should be designed to minimise conflicts with pedestrians and vehicles. Wayfinding signage and surface markings should be used to assist user understanding of the route and encourage proper use. Alternatively, relocate the Moby bike parking area to be adjacent to the proposed shared cycleway.

3.2.9 PROBLEM

Location: Controlled crossing at train station on Southern Station Road.

Summary: Shared facility terminates without clear provision for onward cyclist movement at controlled crossing.

Detail: The shared footway/cycleway terminates abruptly at the existing controlled crossing with no defined onward route or crossing facility for cyclists. There is no dedicated cycle crossing, cyclist signal head, or guidance on whether cyclists should dismount and use the pedestrian crossing. This lack of clarity may result in inconsistent or unsafe behaviours, such as cyclists remaining mounted and weaving through pedestrian traffic or attempting to cross within the live carriageway outside of signal control. The arrangement increases the risk of conflict with pedestrians or vehicles and fails to provide a legible and continuous route for cyclists in accordance with good design practice.



RECOMMENDATION

The design should be revised to provide a formal and continuous crossing facility for cyclists. Options may include a parallel crossing with appropriate markings and cyclist signal heads (e.g. Toucan crossing), or clear signage and layout to indicate dismounting where appropriate.

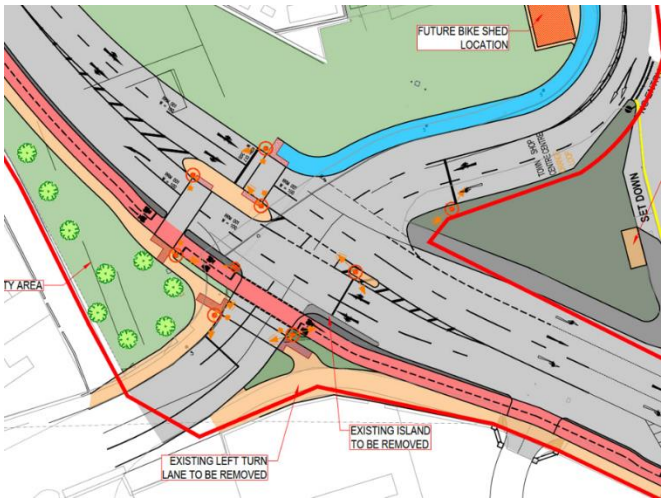
3.3 PROBLEMS AT SPECIFIC LOCATIONS – THE CRESCENT / SOUTHERN STATION ROAD / PROPOSED LINK ROAD JUNCTION

3.3.1 PROBLEM

Location: Signalised junction at The Crescent / proposed link road junction with Southern Station Road.

Summary: Potential insufficient capacity at signalised junction may lead to congestion and driver frustration.

Detail: Observed queue lengths indicate that the signalised junction may not have sufficient capacity to accommodate peak hour traffic demand. This may result in extended delays, vehicles queuing beyond designated storage areas, and blocking of adjacent junctions or access points. Prolonged queuing and driver frustration can increase the likelihood of risky manoeuvres, such as vehicles entering the junction on a red signal, sudden lane changes, or mounting footways to bypass queues. Congestion at the junction may also impact pedestrian and cyclist safety, particularly where crossings are located near conflict points or blocked by stationary vehicles.



RECOMMENDATION

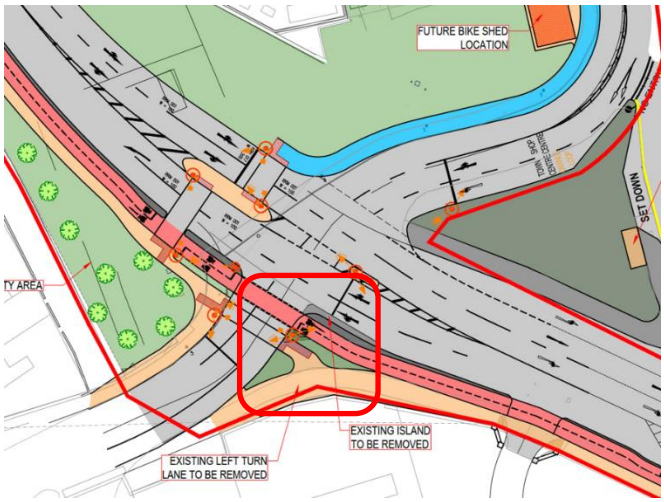
It is recommended that the junction capacity be assessed using updated traffic flow data, and signal timings or staging be optimised to improve throughput. Consideration should also be given to junction layout adjustments (e.g. additional turning lanes, extended storage lengths). If capacity constraints cannot be resolved through layout changes, measures to manage traffic demand or encourage modal shift should be explored.

3.3.2 PROBLEM

Location: The Crescent junction.

Summary: Insufficient junction corner radius may restrict HGV manoeuvres, leading to safety risks.

Detail: The junction design incorporates a tight corner radius that appears insufficient to accommodate the swept path of large vehicles, such as HGVs or refuse vehicles, turning into or out of the side road. As a result, HGVs may be required to encroach into opposing traffic lanes or mount footways to complete turning movements, creating a risk of side-swipe collisions, conflicts with oncoming traffic, or danger to pedestrians. The current layout may also result in kerb overruns, structural damage to footways, and increased maintenance needs.



RECOMMENDATION

A swept path analysis should be carried out for the largest design vehicle expected to use the junction. The corner radii should be adjusted as necessary to ensure safe and efficient HGV movements without encroaching onto pedestrian areas or into opposing lanes. If widening is constrained, alternative mitigation such as overrun strips or HGV-friendly kerb arrangements may be considered.

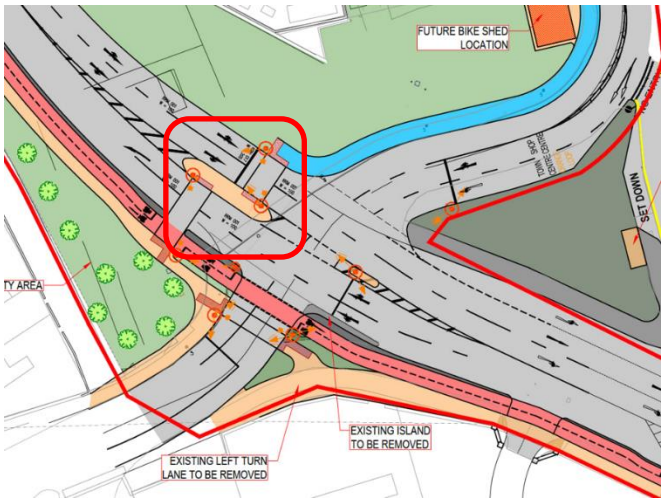
3.3.3 PROBLEM

Location: Splitter island at the Crescent junction.

Summary: Potential insufficient width of central refuge creates safety and usability issues for cyclists.

Detail: The central refuge area forming part of a staggered signal-controlled crossing may be of insufficient width to safely accommodate cyclists waiting to complete the crossing manoeuvre. The refuge appears to be designed primarily for pedestrians and does not allow adequate space for a

bicycle to remain fully within the island without encroaching into the adjacent traffic lanes or obstructing pedestrian flows. This presents a safety risk to cyclists who may feel pressured to complete the crossing in a single stage or may encroach onto live traffic lanes while waiting, particularly in groups or when accompanied by cargo bikes or adapted cycles. The lack of sufficient standing space also undermines compliance with staged signal timings and increases the risk of conflict between pedestrians and cyclists.



RECOMMENDATION

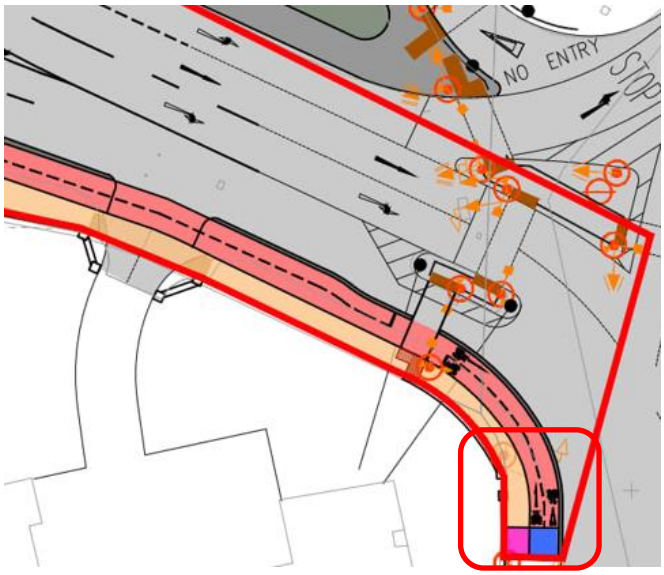
It is recommended that the central refuge island be widened to provide adequate waiting space for cyclists in accordance with relevant standards, including the accommodation of larger or non-standard cycles. The design should ensure cyclists can wait safely without obstructing pedestrian movement or entering live traffic lanes. Alternatively, if widening is not feasible, the crossing should be redesigned to allow single-stage crossing for cyclists, or a separate parallel crossing provided to improve flow and safety for all users.

3.3.4 PROBLEM

Location: Start / end of proposed cycleway at Gleeson Street junction with The Crescent.

Summary: Unclear start and end of cycle lane in footway area creates confusion and risk of conflict.

Detail: The cycle lane begins and terminates within a pedestrian footway area without clear delineation, signage, or transition markings to guide cyclist and pedestrian movements. The absence of defined start and end points results in a lack of clarity regarding cyclist priority, direction of travel, or expected behaviour at the interface. This may lead to conflicts between pedestrians and cyclists and increases the risk of collisions or near misses. The arrangement may also cause uncertainty for visually impaired users, as tactile guidance is not continuous or clearly aligned with cycle movements.



RECOMMENDATION

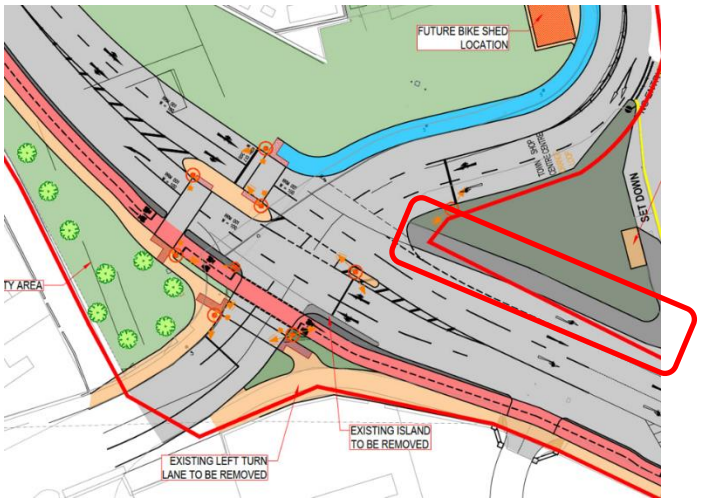
Clear and continuous delineation should be provided at the start and end of the cycle lane within the footway area. This should include surface markings, contrasting surfacing, and vertical or tactile separation as appropriate. Wayfinding signage and on-surface symbols should be used to reinforce user expectations. Where shared space is unavoidable, adequate width and sightlines should be maintained, and conflict minimisation measures introduced to promote safe coexistence of pedestrians and cyclists.

3.3.5 PROBLEM

Location: Footway on northern side of The Crescent junction.

Summary: The footway leads directly to a junction without any formal pedestrian crossing facility, creating a safety risk due to informal and potentially hazardous crossing movements.

Detail: Pedestrians approaching the junction with Southern Station Road along The Crescent (travelling west) via the footway are not provided with any designated crossing facility. As a result, pedestrians – including vulnerable users such as children, older people, and mobility-impaired individuals – may be required to cross multiple traffic lanes informally, often between moving or waiting vehicles. This can lead to unsafe crossing behaviour, increased exposure time on the carriageway, and a heightened risk of pedestrian-vehicle conflict, particularly during peak traffic periods or low visibility conditions.



RECOMMENDATION

A controlled crossing facility should be provided at the junction on Southern Station Road. The facility should align with pedestrian desire lines. Alternatively, the footway should be removed.

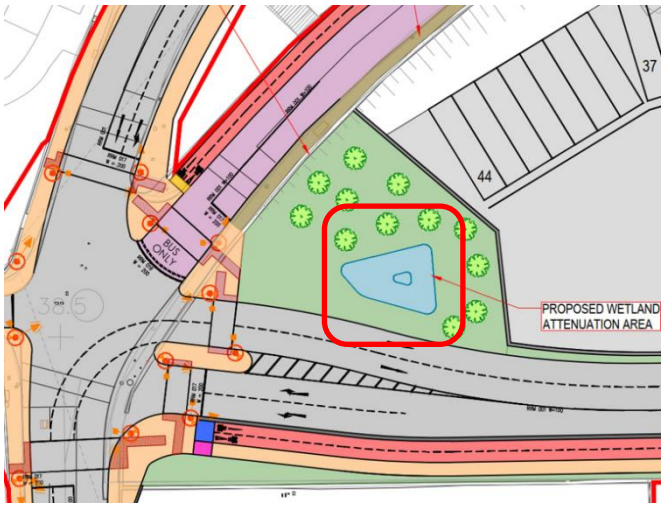
3.4 PROBLEMS AT SPECIFIC LOCATIONS – COOSAN POINT ROAD, NORTHGATE STREET, SOUTHERN STATION ROAD AND PROPOSED LINK ROAD

3.4.1 PROBLEM

Location: Proposed wetlands area at western end of proposed link road.

Summary: Proximity of proposed wetlands to road may increase risk of vehicle incursion and water-related hazards.

Detail: The proposed scheme includes the creation of a wetlands area located immediately adjacent to the carriageway, separated only by a verge or shallow embankment with no physical restraint or containment feature indicated. In the event of vehicle loss of control, particularly in poor weather or during evasive manoeuvres, there is a risk that a vehicle may leave the carriageway and enter the wetlands, potentially resulting in occupant injury or vehicle submersion. The presence of standing or slow-moving water also increases the risk of hydroplaning due to water splash or runoff onto the carriageway. Additionally, there may be safety concerns related to maintenance access and unauthorised pedestrian entry into the wetlands from the road edge.



RECOMMENDATION

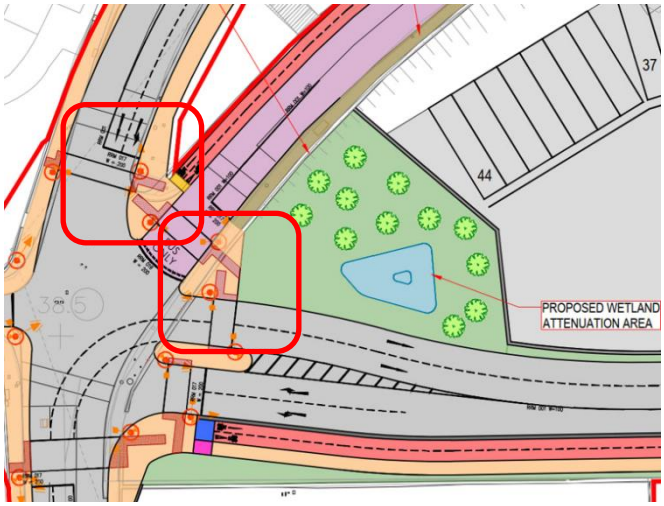
It is recommended that a suitable containment system (e.g. vehicle restraint barrier) be provided between the carriageway and the wetlands area, particularly where the verge width or embankment gradient is insufficient to prevent vehicle overrun. Drainage design should ensure runoff from the wetlands does not compromise road surface conditions. Consideration should also be given to fencing or low-profile barriers to deter pedestrian access from the carriageway and to maintain road user safety.

3.4.2 PROBLEM

Location: Right-turning movement for bus at junction with Southern Station Road and Coosan Point Road and left turn for bus to proposed link road from Southern Station Road.

Summary: Inadequate swept path provision for bus may result in vehicle conflict and overrun.

Detail: The junction layout does not appear to adequately accommodate the swept path of a standard or articulated bus making a right or left turn manoeuvre. A bus may encroach into adjacent lanes, opposing traffic lanes, or mount kerbs and footways while completing the turn. This creates a risk of conflict with oncoming vehicles, stationary traffic, or pedestrians at the kerb edge. Repeated overrunning of the kerb may also damage footway surfaces and increase maintenance requirements.



RECOMMENDATION

It is recommended that swept path analysis be carried out using appropriate design vehicles (e.g. 12m rigid or 18m articulated bus) to verify the adequacy of the junction geometry. If the current layout does not accommodate bus movements safely, revisions should be made to widen the turning radius, adjust kerb lines, or provide additional lane width. The revised design should ensure that buses can turn without entering opposing lanes or over-running pedestrian areas.

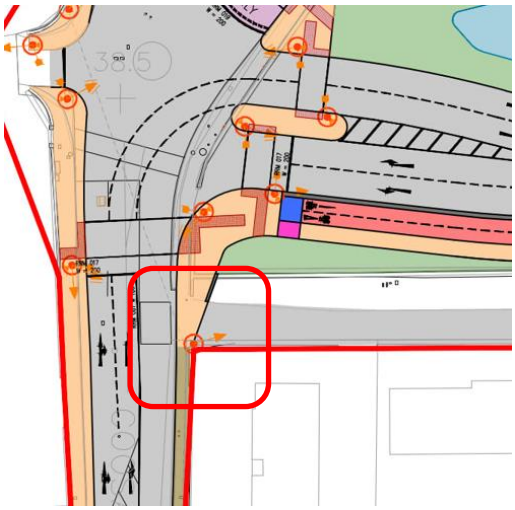
3.4.3 PROBLEM

Location: Private access lane opposite St Vincent's Care Centre on Northgate Street.

Summary: Restricted visibility for vehicles emerging from private access located at or near the junction stop line.

Detail: A private access/egress is located immediately adjacent to the signalised junction stop line (on the opposite side of the carriageway), with limited visibility of approaching traffic from Coosan

Point Road. Due to the presence of signal poles, street furniture, boundary fencing, or queuing vehicles, drivers emerging from the private access may have insufficient sight distance to safely assess traffic conditions or signal phases. This could lead to vehicles exiting the access unsafely into live traffic or conflicting with vehicles approaching the stop line. The problem is exacerbated during peak periods or where access demand is high, creating an increased risk of side-impact collisions or blocking of the junction's operational area.



RECOMMENDATION

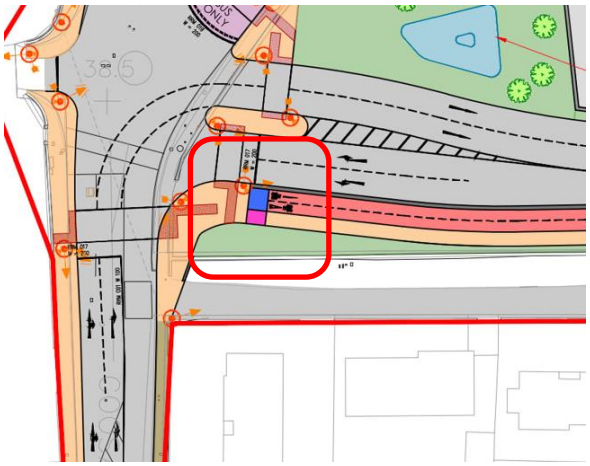
The location and operation of the private access should be reviewed in the context of the signalised junction layout. Where feasible, the access should be relocated or restricted to avoid direct interaction with the stop line. If relocation is not possible, mitigation measures such as improved visibility splays, controlled access (e.g. entry-only or timed operation), mirror installations, or advanced warning signage should be considered.

3.4.4 PROBLEM

Location: Start / end of proposed cycleway at western side of proposed link road.

Summary: Unclear start and end of cycle lane in footway area creates confusion and risk of conflict.

Detail: The cycle lane begins and terminates within a pedestrian footway area without clear delineation, signage, or transition markings to guide cyclist and pedestrian movements. The absence of defined start and end points results in a lack of clarity regarding cyclist priority, direction of travel, or expected behaviour at the interface. This may lead to conflicts between pedestrians and cyclists and increases the risk of collisions or near misses. The arrangement may also cause uncertainty for visually impaired users, as tactile guidance is not continuous or clearly aligned with cycle movements.



RECOMMENDATION

Clear and continuous delineation should be provided at the start and end of the cycle lane within the footway area. This should include surface markings, contrasting surfacing, and vertical or tactile separation as appropriate. Wayfinding signage and on-surface symbols should be used to reinforce user expectations. Where shared space is unavoidable, adequate width and sightlines should be maintained, and conflict minimisation measures introduced to promote safe coexistence of pedestrians and cyclists.

3.4.5 PROBLEM

Location: Proposed link road.

Summary: Manhole covers located within vehicle wheel tracks may pose a hazard to road users.

Detail: One or more manhole covers are located directly within the predominant vehicle wheel tracks in the carriageway. This positioning may lead to repeated loading and degradation of the covers and surrounding surfacing, resulting in localised settlement, noise, or the development of uneven surfaces and potholes over time. For motorcyclists and cyclists, manhole covers in the wheel path present a particular hazard due to reduced traction, especially in wet conditions, and the potential for loss of control type collisions. For other vehicles, degraded covers may increase maintenance costs and contribute to occupant discomfort or distraction. The current layout may also lead to lane wandering as drivers attempt to avoid the covers.

RECOMMENDATION

It is recommended that the location of manhole covers be reviewed in relation to the wheel tracks of typical vehicle movements. Where possible, covers should be relocated outside the primary wheel paths. If relocation is not feasible, the use of high-friction or inset covers should be considered, and installation should ensure flush alignment with the road surface to minimise impact.

4.0 Auditor Statement

Declaration and Signature

I certify that I have examined the proposals as presented on the listed drawings and considered their impact on the adjacent road network and surrounding land. The examination has been carried out with the sole purpose of identifying any features of the proposals that could be modified to improve the safety of the scheme and is generally in accordance with Transport Infrastructure Ireland (TII) Publication (Standard) GE-STY-01024 'Road Safety Audit'.

Audit Team Leader

Karl Dorman MEng CEng Eur Ing FICE FIEI FCIHT (Certificate of Competency in Road Safety Audit, awarded August 2016)

Signed……

Date…… 02 June 2025

Audit Team Member

PJ Gallagher BEng M.Inst.A.E.A. MITAI

Signed……

Date…… 02 June 2025

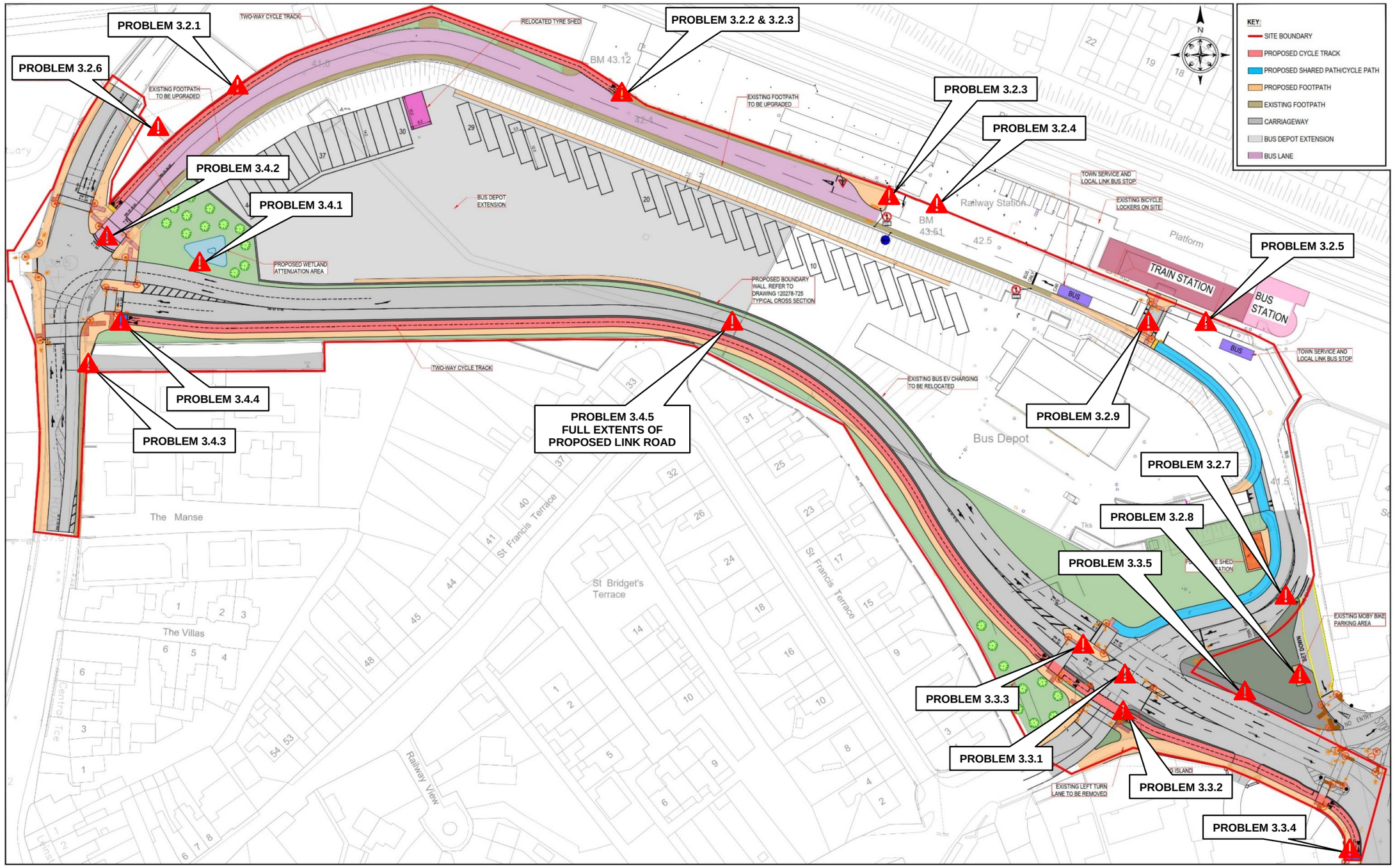
Appendix A

LIST OF DRAWINGS RECEIVED

Number	***Revision***	***Title***	***Scale***	***Date***
120278-001	PL1	Site Location Map	1:1000	09.06.2021
120278-501	PL0	Proposed Storm and Foul Drainage Layout	1:500	09.06.2021
120278-705	P0	Proposed Road Long Section	1:500	09.06.2021
120278-725	PL1	Typical Cross Section	1:500	09.06.2021
120278-750	PL0	Standard Details	1:500	09.06.2021
120278-1301	PL0	Proposed Lighting Layout	1:500	09.06.2021
120278-4001	PL2	Proposed Site Layout	1:500	09.06.2021
120278-4501	PL1	Athlone Active Travel Routes	1:1250	16.09.2024
120278-5001	PL0	Vegetation to be Removed	1:500	06.12.2024
120278-9001	PL0	Proposed Bike Shelter Details	1:50	09.06.2021

Appendix B

PROBLEM LOCATION DRAWING



Appendix C

AUDIT FEEDBACK FORM

AUDIT FEEDBACK FORM

Hoy & Dorman Limited
Moira Lakes
32B Old Church Lane
Aghalee, BT67 0EY
N. Ireland

Scheme: Athlone Link Road Phase 2, Athlone, Co. Westmeath **Route No.**

Audit Stage: 1/2 **Date Audit Completed:** 02 June 2025 **Our Ref :** RSA ST1.2 001

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.**	**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	YES	NO	This is an existing problem which is outside of the extent of the scheme and the control of the local authority.	YES

AUDIT FEEDBACK FORM

Hoy & Dorman Limited
Moira Lakes
32B Old Church Lane
Aghalee, BT67 0EY
N. Ireland

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.**	**Alternative measures or reasons accepted by Auditors (Yes/No)**
3.2.5	NO	YES	The existing accessible parking bays are being retained.	YES
3.2.6	YES	YES		
3.2.7	YES	YES		
3.2.8	YES	NO	This is outside the extent of the scheme.	YES
3.2.9	YES	YES		

AUDIT FEEDBACK FORM

Hoy & Dorman Limited
Moira Lakes
32B Old Church Lane
Aghalee, BT67 0EY
N. Ireland

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.	Alternative measures or reasons accepted by Auditors (Yes/No)
3.3.1	YES	YES		
3.3.2	YES	YES		
3.3.3	YES	YES		
3.3.4	YES	YES		
3.3.5	YES	YES		

AUDIT FEEDBACK FORM

Hoy & Dorman Limited
Moira Lakes
32B Old Church Lane
Aghalee, BT67 0EY
N. Ireland

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.**	**Alternative measures or reasons accepted by Auditors (Yes/No)**
3.4.1	YES	YES		
3.4.2	YES	NO	Coosan Point Road north of this junction has a low bridge which restricts the size of vehicles making these manoeuvres. The proposed junction layout does not alter the swept path from existing for these movements.	YES
3.4.3	YES	YES	The existing layout of the entrance and its location, will not change in the proposed scheme, other than it will become signal controlled with an enhanced sightline to the right. This is considered to be an improvement on the existing situation, and relocation is not considered possible. Other mitigation measures will be considered as recommended by the auditor.	
3.4.4	YES	YES		
3.4.5	YES	YES		

AUDIT FEEDBACK FORM

Hoy & Dorman Limited
Moira Lakes
32B Old Church Lane
Aghalee, BT67 0EY
N. Ireland

Signed:	Fiachra Fitzgerald	**Designer**	**Date:**	01.07.2025
Signed:	Karl Dorman	**Audit Team Leader**	**Date:**	01.07.2025
Signed Off:	Sean Quinn	**Employer**	**Date:**	3/7/2025

HoyDorman

Hoy & Dorman Limited
Moira Lakes
32B Old Church Lane
Aghalee
BT67 0EY

t. +44 (0) 28 9694 9524
e. info@hoy-dorman.com
w. www.hoy-dorman.com

This document has been prepared in accordance with the scope of Hoy & Dorman Limited appointment and is subject to the terms of that appointment. It is intended for sole and confidential use of the Hoy & Dorman Limited Client. Hoy & Dorman Limited accepts no liability for any use of this document other than by its Client and only for the purposes for which it was prepared and provided. No person other than the Client may copy (in whole or in part) use or rely on the contents of this document, without the prior written permission of a Hoy & Dorman Limited Partner. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document do not provide legal advice or opinion.
© Hoy & Dorman Limited 2025