

AtkinsRéalis



Stage 1 Road Safety Audit Report

Mayo County Council

May 2025

N59 CARROWREVAGH BRIDGE REHABILITATION WORKS



Comhairle Contae Mhaigh Eo
Mayo County Council



Carrowrevagh Bridge

Stage 1 Road Safety Audit

Atkinsréalis

May 2025

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Document History

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Contents

Section	Page
1. Introduction	2
1.1 Report Context	2
1.2 Details of Site Inspection	2
1.3 The Road Safety Audit Team	2
1.4 Design Information Examined as Part of the Audit Process	2
1.5 Road Safety Audit Compliance	2
2. Road Safety Issues Identified	4
2.1 Problem: Safety Barrier Partially Obscuring Sight Lines	4
2.2 Problem: Pedestrians Falling Over Low Parapet	4
3. Audit Team Statement	5
3.1 Certification & Purpose	5
3.2 Implementation of RSA Recommendations	5
3.3 Road Safety Audit Team Sign-Off	5
4. Designers Response	6
4.1 How the Designer Should Respond to the Road Safety Audit	6
4.2 Returning the Completed Feedback Form	6

List of Tables

Table 1.1 – Site Inspection Details	2
Table 1.2 – Audit Team Details	2
Table 1.3 – Designers Drawing List	2

List of Figures

Figure 2.1 – Landscaping Features (1) & Cycle Parking (2) Obscuring Sight Lines	4
Figure 2.2 – Existing Masonry Parapets to Be Increased to 1m in Height	4
Figure 4.1 – Road Safety Audit Sign-Off and Completion Process	6

Appendices

Appendix A	7
A.1 Road Safety Audit Feedback Form	7

1. Introduction

1.1 Report Context

This report describes the findings of a Stage 1 Road Safety Audit associated with the Carrowrevagh Bridge.

The Audit has been completed by Traffico on behalf of Atkinsréalis.

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Tuesday 29 th April 2025	Daylight	Sunny with dry road pavements.

Table 1.1 – Site Inspection Details

1.3 The Road Safety Audit Team

The members of the Road Safety Audit Team have been listed following:

Status	Name / Qualifications	TII Auditor Reference No:
Audit Team Leader (ATL)	Martin Deegan BEng(Hons) MSc CEng FIEI	MD101312
Audit Team Member (ATM)	Gabriel Dooley B.E CEng MIEI Eurlng	GD7452192

Table 1.2 – Audit Team Details

1.4 Design Information Examined as Part of the Audit Process

The following design information was examined as part of the Road Safety Audit (RSA) process:

Drawing No.	Drawing Title	Rev.
0088572-ATK-10-XX-DR-CE-900203	Carrowrevagh Bridge MO-N59-053.50 Proposed Site Layout Plan	P01

Table 1.3 – Designers Drawing List

1.5 Road Safety Audit Compliance

Procedure and Scope

This Road Safety Audit has been carried out in accordance with the procedures and scope set out in TII publication number GE-STY-01024 - Road Safety Audit.

As part of the road safety audit process, the Audit Team have examined only those issues within the design which relate directly to road safety.

Compliance with Design Standards

The road safety audit process is not a design check, therefore verification or compliance with design standards has not formed part of the audit process.

Minimizing Risk of Collision Occurrence

All problems described in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and minimise the risk of collision occurrence.

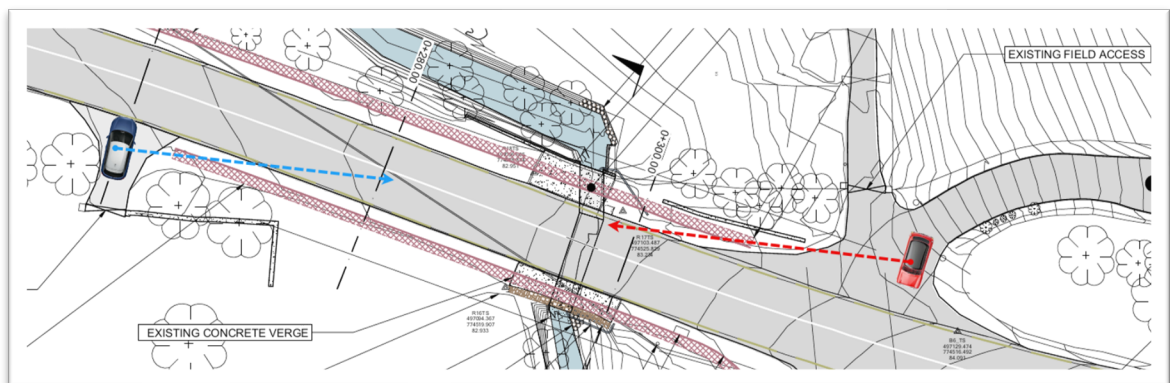
2. Road Safety Issues Identified

2.1 Problem: Safety Barrier Partially Obscuring Sight Lines

Location: Accesses on Either Side of Carrowrevagh Bridge

The proposed safety barrier may partially obscure drivers' sight lines at the field and house accesses on both sides of Carrowrevagh Bridge (see figure below), potentially increasing collision risks on the N59.

Figure 2.1 – Safety Barrier Partially Obscuring Sight Lines at Private Accesses



Recommendation

Assess sight lines at the accesses and adjust the safety barrier (if required) to optimize visibility.

2.2 Problem: Pedestrians Falling Over Low Parapet

Location: Existing Masonry Parapet to Be Increased to 1m in Height

The proposal to raise the existing parapets to a height of 1 metre is not likely to be adequate in preventing pedestrians from falling into the river.

Figure 2.2 – Existing Masonry Parapets to Be Increased to 1m in Height



Recommendation

The height of the parapets should be increased to improve pedestrian safety.

3. Audit Team Statement

3.1 Certification & Purpose

We certify that we have examined the drawing(s) listed in Chapter 1 of this Report.

Sole Purpose of the Road Safety Audit

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

3.2 Implementation of RSA Recommendations

The problems identified herein have been noted in the Report together with their associated recommendations for road safety improvements.

We (the Audit Team) propose that these recommendations should be studied with a view to implementation.

Audit Team's Independence to the Design Process

No member of the Audit Team has been otherwise involved with the design of the measures audited.

3.3 Road Safety Audit Team Sign-Off

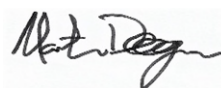
Martin Deegan

Audit Team Leader

Road Safety Engineering Team

traffico

Signed:



Date:

14th May 2025

Gabriel Dooley

Audit Team Member

Road Safety Engineering Team

traffico

Signed:



Date:

14th May 2025

4. Designers Response

4.1 How the Designer Should Respond to the Road Safety Audit

The Designer should prepare an Audit Response for each of the recommendations using the Road Safety Audit Feedback Form attached in Appendix A.

When completed, this form should be signed by the Designer and returned to the Audit Team for consideration. See flow-chart following for further description.



Figure 4.1 – Road Safety Audit Sign-Off and Completion Process

4.2 Returning the Completed Feedback Form

The Designer should return the completed Road Safety Audit Feedback Form attached in Appendix A of this report to the following email address:

- Email address: martin@traffico.ie
- Telephone: 01 699 1551

The Audit Team will consider the Designer's response and reply indicating acceptance or otherwise of the Designers response to each recommendation.

Triggering the Need for an Exception Report

Where the Designer and the Audit Team cannot agree on an appropriate means of addressing an underlying safety issue identified as part of the audit process, an Exception Report must be prepared by the Designer on each disputed item listed in the audit report.

Appendix A

A.1 Road Safety Audit Feedback Form

Road Safety Audit Feedback Form

Scheme: Carrowrevagh Bridge

Audit Stage: Stage 1 Road Safety Audit

Audit Date: 14th May 2025

Problem Reference (Section 2)	Designer Response Section			Audit Team Response Section
	Problem Accepted (yes / no)	Recommended Measure Accepted (yes / no)	Alternative Measures or Comments	Alternative Measures Accepted (yes / no)
2.1	Yes	Yes	Sightlines have been assessed with the end of the safety barrier on the southwest departure to be flared to avoid impact on sightlines from the field access. The sightlines from the domestic entrance northeast of the bridge location are not affected by the proposed barrier due to the relative ground levels at the location.	Noted.
2.2	No	No	The proposed 1m parapet height meets the requirements of BS 6779-4 for masonry pedestrian parapets on existing bridges and raising the south parapet height above 1m would impact on existing sightlines from the junction southeast of the bridge. The proposed safety barriers on both verges across the structure also increases the likelihood of the low frequency pedestrian movements being contained to the road edge and the verge areas in front of the barriers.	Yes.

**The Designer should complete the Designer Response Section above, then fill out the designer details below and return the completed form to the Road Safety Audit Team for consideration and signing.*

Designer's Name: Mark Gilsenan
(AtkinsRéalis)

Designer's Signature:



Date: 16/05/2025

Employer's Name: JOHN KEARNS
For MAYO Co Co

Employer's Signature:



Date: 19/5/25

Audit Team's Name: Martin Deegan

Audit Team's Signature:



Date: 20 / 05 / 2025



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