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Regional Assembly



Comhairle Contae
Ros Comáin
Roscommon
County Council



The Hodson Bay Waterfront
Park Project is co-funded by
the Government of Ireland and
the European Union through
the EU Just Transition Fund

Stage 1 Road Safety Audit & Quality Audit including Walking and Cycle Audits

For

**Hodson Bay,
Waterfront Project**

At

***Hodson Bay, Barrymore,
Co. Roscommon***

SUBMISSION ISSUE

NRB

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1.0 INTRODUCTION

- 1.1 NRB has been commissioned by Civic to undertake a Stage 1 Road Safety Audit / Quality Audit on the proposed Waterfront Project at Hodson Bay, Barrymore, in Co. Roscommon.
- 1.2 The Quality Audit has been carried out in accordance with the guidance in the Design Manual for Urban Roads and Streets (DMURS), produced by Department of Transport Tourism and Sport in March 2013 and as updated in June 2019 including Advice Notes.
- 1.3 This Quality Audit is a design stage audit and includes a Stage 1 Road Safety Audit, (which has been carried out in accordance with the requirements of TII Publication Number GE-STY-01024, dated May 2025) and a Walking and Cycle Audit.
- 1.4 The Road Safety / Quality Audit Team comprised of;
- Team Leader: Brian McMahon, BE MSc CEng, Cert Comp RSA.
- TII Auditor Approval no. BM142319
- Team Member: John Ryan BEng CEng MSc BE FConsEI, Cert Comp RSA.
- TII Auditor Approval no. JR101
- 1.5 The 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.
- 1.6 The Audit included a site visit on the 18th of June 2026. The weather at the time of the site visit was sunny with a dry road surface.
- 1.7 The response of the Design Team to the Audit should be prepared in the form of an 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.
- 1.8 If any of the recommendations within this Road Safety / Quality Audit report are not accepted, a written response is required, stating reasons for non-acceptance. Comments made within the report under the heading of Observation are intended to be for information only. Written responses to Observations are not required.

- 1.9 The information supplied to the Audit Team is listed in **Appendix A**. The feedback form is contained in **Appendix B**, with the problem locations shown in **Appendix C**.
- 1.10 No departures from standards have been notified to the Audit Team.

2.0 BACKGROUND

- 2.1 The proposed Hodson Bay Waterfront Project is a major tourism, recreation and public realm enhancement scheme located on the shores of Lough Ree, approximately 4 km northwest of Athlone. The project seeks to transform the existing waterfront into a high-quality destination through the delivery of a new watersports pavilion with changing facilities, showers and a café, the expansion and upgrade of the existing marina to provide approximately 50 additional berths, and the creation of an enhanced public realm incorporating a waterfront promenade, swimming access, landscaped open spaces, picnic and play areas, and event space. The proposals also include sustainable transport improvements along the L2020, including enhanced walking and cycling facilities and the reconfiguration of existing car parking to improve accessibility and connectivity while supporting tourism and recreational activity.
- 2.2 Civic have produced preliminary design drawings for the proposed scheme.
- 2.3 The site location for the proposed Waterfront Project is shown below in **Figure 1**.

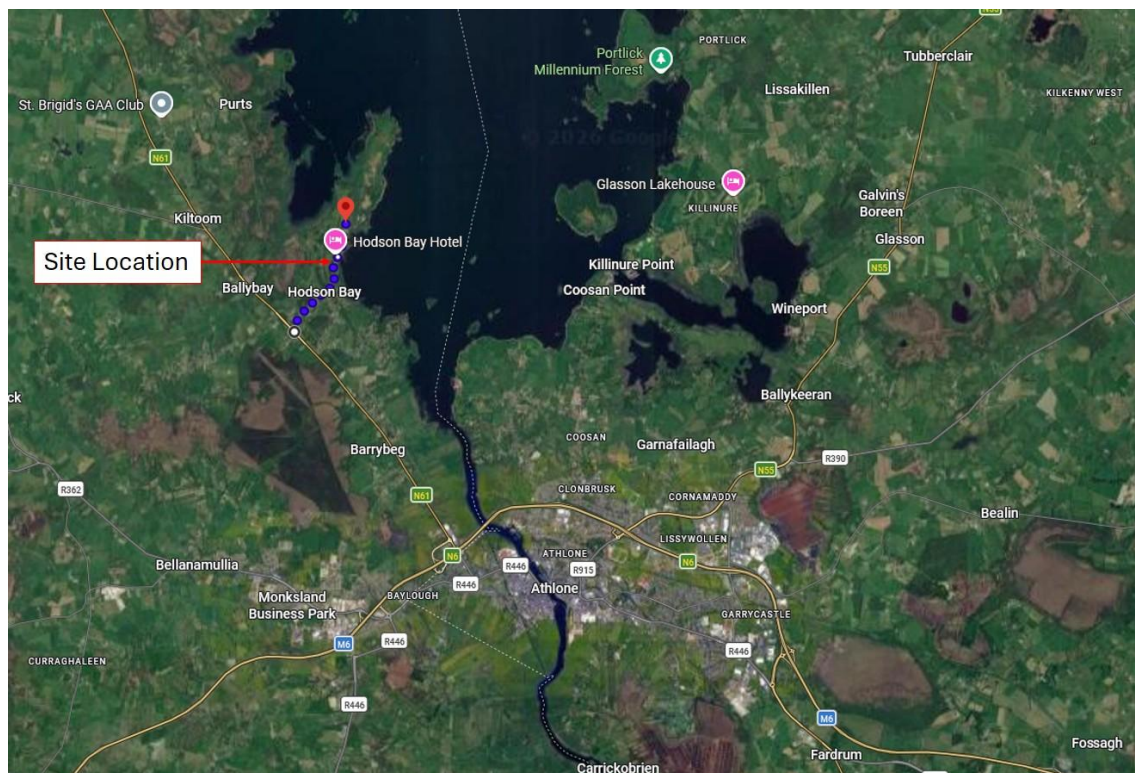


Figure 1 – Site Location

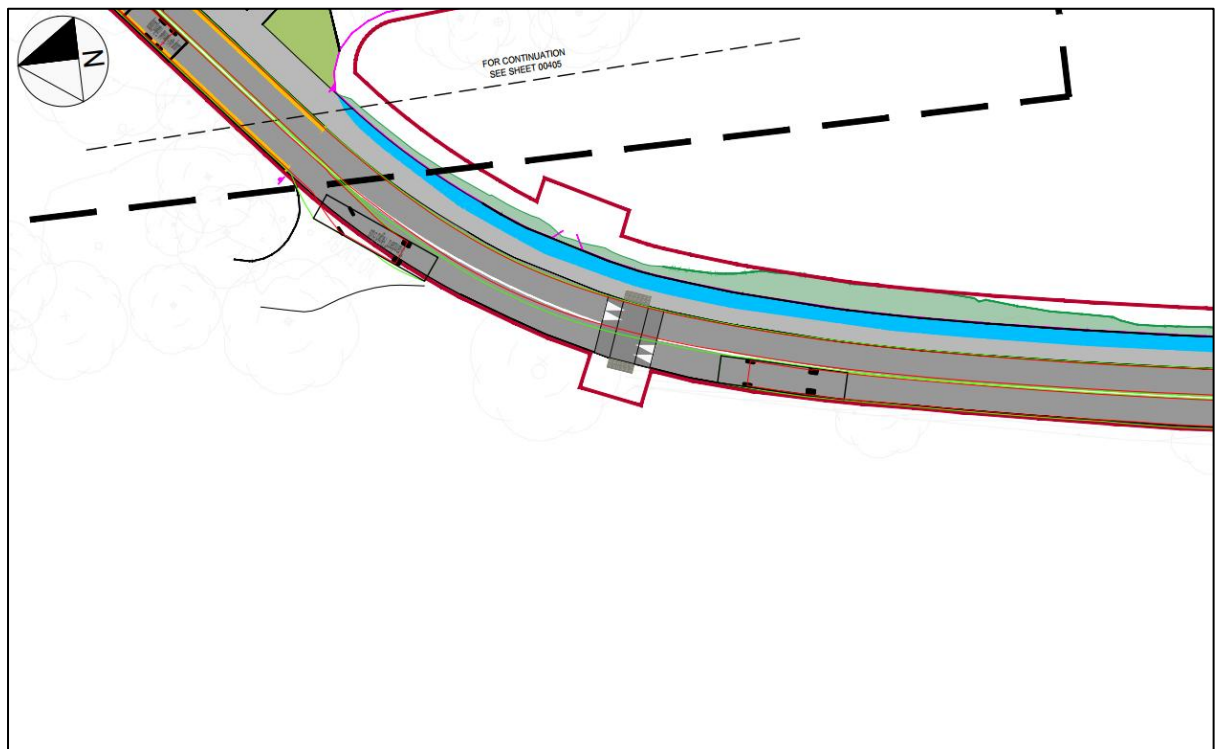
- 2.4 The scheme starts at the N61 / L2020 junction. A 50km/h speed limit is posted on the L2020, close to the junction with the N61.

3.0 ITEMS RAISED IN THIS STAGE 1 ROAD SAFETY AUDIT

3.1 Road Carriageway Widths

Problem

While the proposed narrowing of the carriageway is expected to reduce vehicle speeds, larger vehicles, particularly buses, may overrun the centreline on tight bends due to their swept path and rear overhang. This could result in opposing vehicles being forced to take evasive action or lead to side-swipe or head-on collisions.



**Figure 2 – Example Swept Path Analysis Bus Sheet 6 of 9
(31022-CIV-XX-XX-D-C-00400-Hodson Bay Vehicle Tracking Drawings)**

Recommendation

The carriageway widths should be reviewed, in particular at tight bends using swept path analysis. Where necessary, the road carriageway should be widened locally to accommodate the largest anticipated vehicle, while maintaining the traffic calming objectives of the scheme.

3.2 Vehicle Tracking

Problem

Swept path analysis has been undertaken using a standard bus, however, it is not clear that the largest anticipated vehicle expected to use the route has been assessed, as large 3-axle buses were seen on site. If a larger design vehicle cannot safely negotiate the layout, it may overrun opposing traffic lanes, footways or verges, resulting in conflicts with other road users and resulting in collisions.



Figure 3 – Various Bus Sizes noted on Site

Recommendation

Swept path analysis should be undertaken using the largest anticipated vehicle expected to regularly use the route. Where necessary, the road layout should be updated to ensure the largest anticipated vehicle can safely negotiate the alignment without encroaching onto opposing traffic lanes, footways or other areas intended for vulnerable road users.

3.3 Existing Zebra Crossings

Problem

It is unclear whether the existing zebra crossings are to be retained or replaced with uncontrolled crossing points. If the existing zebra crossings are removed, regular users may continue to expect pedestrian priority at these locations based on their familiarity with the existing layout. This could result in pedestrians entering the carriageway when drivers do not anticipate the need to yield, resulting in pedestrian-vehicle collisions.



Figure 4 – Existing Zebra Crossings

Recommendation

The existing zebra crossings should be retained as part of the proposed layout to maintain pedestrian priority and ensure continuity for regular site users. Consideration should also be given to providing zebra crossings across the L2020, instead of uncontrolled crossings, to provide a consistent pedestrian crossing treatment throughout the scheme.

3.4 Existing Path Too Narrow

Problem

The existing footpath and pedestrian crossing are insufficiently wide to accommodate the anticipated pedestrian demand. The proposed raised crossing provides a flat-top width of only 1.6 m, which may result in pedestrians stepping onto the ramped sections when crossing in groups or passing one another, resulting in trips and falls.



Figure 5 – Existing Footpath

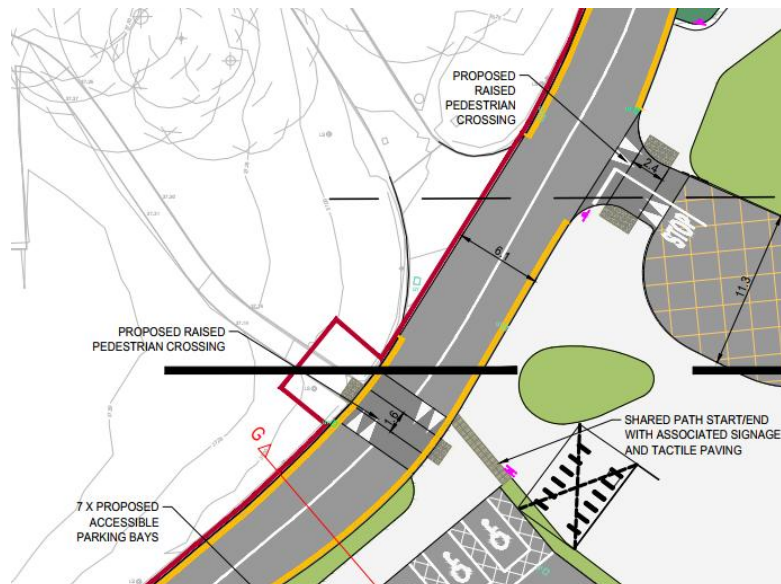


Figure 6 – Proposed Crossing Width

Recommendation

The flat-top section of the raised crossing should be widened, and the footpath should be widened locally at the crossing to provide sufficient space for pedestrians to cross safely and comfortably.

3.5 Pedestrian / Cycle Route Crossing Point

Problem

The proposed crossing point forms part of the 3.0m wide pedestrian / cycle route serving the development. However, it is unclear whether the proposed crossing provides an appropriate level of priority for both pedestrians and cyclists. In addition, visibility of the crossing on the vehicle approach appears restricted, which may reduce driver awareness of crossing users. This could result in conflicts between vehicles, pedestrians and cyclists, resulting in a collision.

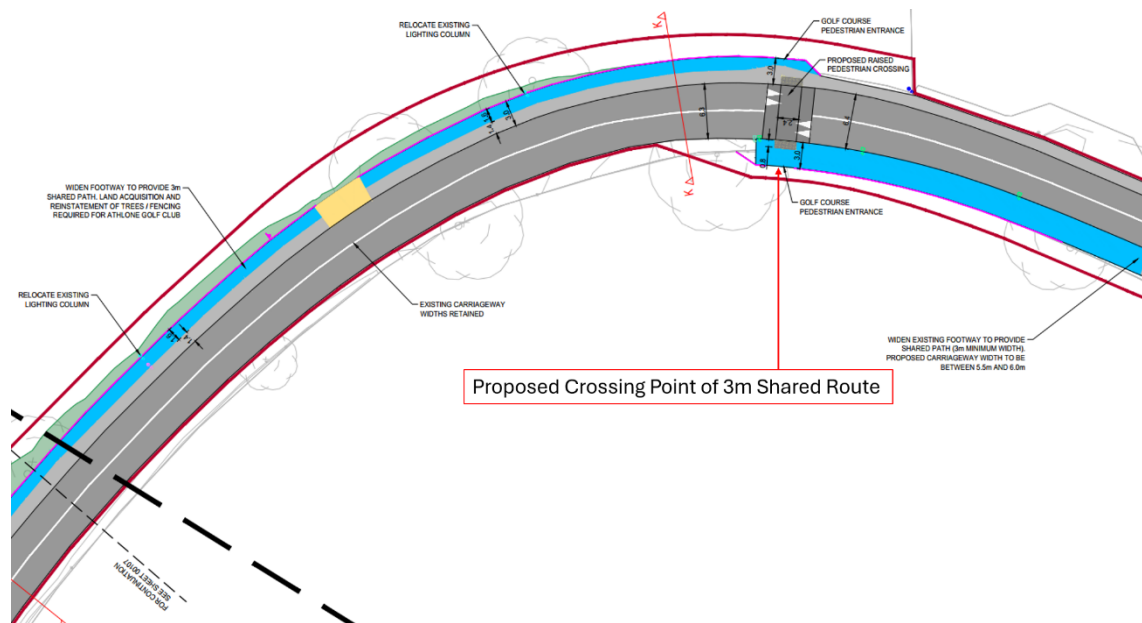


Figure 7 – Existing Zebra Crossings

Recommendation

The proposed crossing arrangement should be reviewed to determine whether a controlled crossing, such as a Zebra or Toucan crossing, is more appropriate. The crossing should safely accommodate both pedestrians and cyclists, reflecting the function of the active travel route. Given the restricted approach visibility, appropriate advance warning signage and road markings should also be provided to improve driver awareness of the crossing.

3.6 Existing Speed Limit on the L2020

Problem

A posted speed limit of 50 km/h is provided on the internal access road from the northern car park towards the hotel. Given the high levels of pedestrian activity, the proposed increase in parking provision, multiple pedestrian crossing points and the presence of community facilities, this speed limit appears excessive for the function of the road. This may encourage some drivers to travel at excessive speeds, increasing the risk and severity of collisions with pedestrians and other road users.



Figure 8 – Existing Posted Speed Limit

Recommendation

The posted speed limit should be reviewed to reflect the function of the road and the high levels of pedestrian activity. Where appropriate, the existing 50 km/h speed limit should be removed and replaced with a lower speed limit.

3.7 Existing Signage

Problem

The proposed development includes an expanded car park; however, the existing directional signage appears inadequate and potentially confusing. In particular, there is no clear signage directing motorists to the hotel reception at the site entrance, while a sign for the hotel reception is provided at the exit. This inconsistency may cause driver uncertainty, resulting in sudden braking, late manoeuvres or erratic vehicle movements, resulting in rear-end and other vehicle collisions. Furthermore, the existing NO ENTRY road markings are worn and faded away.



Figure 9 – Existing Hotel Exit

Recommendation

A comprehensive wayfinding strategy should be provided throughout the site. Clear and consistent directional signage should be installed at all decision points, particularly at the hotel entrance and exit, to guide motorists safely to the hotel reception, new car parking areas and other key destinations, thereby reducing driver confusion and the potential for collisions.

3.8 Bus Routes and Parking

Problem

The proposed angled bus parking spaces can only be accessed if buses circulate through the site in an anti-clockwise direction. Should bus drivers fail to follow this route, there are limited opportunities for buses to turn around within the site, which may result in unsafe reversing or turning manoeuvres, increasing the risk of collisions with other vehicles, pedestrians and site infrastructure.

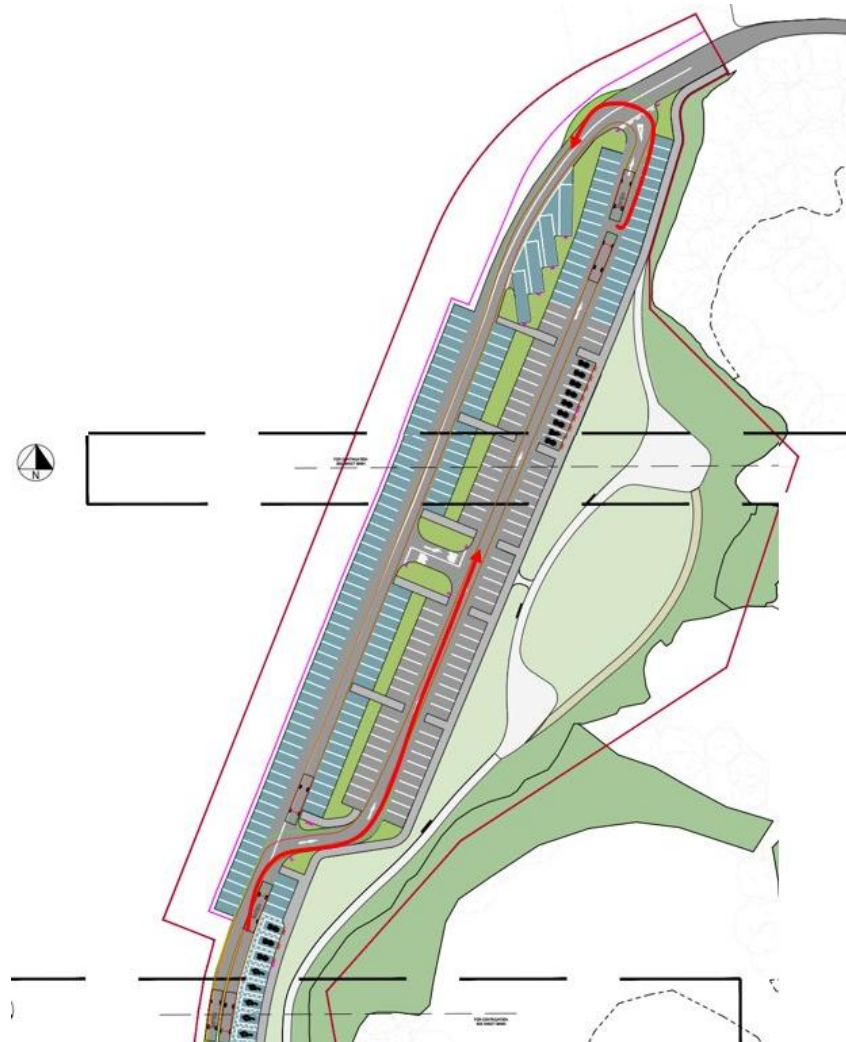


Figure 10 – Proposed Bus Route

Recommendation

A comprehensive bus wayfinding strategy should be implemented throughout the site. Clear and consistent directional signage should be provided at all decision points to direct buses along the intended circulation route and safely to the designated bus parking areas. The internal layout should also be reviewed to ensure buses can safely manoeuvre in the event of driver error or missed turns.

3.9 Bus Parking and Pedestrian Routes

Problem

No dedicated pedestrian route is shown for passengers alighting from the bus parking area to access the main pedestrian network or site facilities. As a result, bus passengers may walk through areas used by moving vehicles, increasing the risk of conflicts and collisions between pedestrians and vehicles.



Figure 11 – Proposed Bus Parking

Recommendation

A continuous, safe and clearly defined pedestrian route should be provided from the bus parking area to the main building entrances and pedestrian network.

3.10 **Trees Obscuring Street Lighting**

Problem

Existing trees appear to obscure a number of street lighting columns. As the trees mature, the effectiveness of the lighting may be further reduced, resulting in lower lighting levels along pedestrian and cycle routes. Reduced visibility during the hours of darkness may increase the risk of trips, falls and collisions involving pedestrians, cyclists and vehicles.

Recommendation

Trees should be managed through regular pruning, so that they do not reduce the effectiveness of the lighting.

4.0 ITEMS RAISED IN THIS QUALITY AUDIT

4.1 Raised Pedestrian Crossings

Problem

A significant number of buses were observed using the site. The proposed raised pedestrian crossings appear to incorporate relatively short flat-top tables. This may result in buses experiencing excessive vertical deflection when traversing the crossings, leading to discomfort for passengers and potentially encouraging drivers to brake sharply before, and accelerate after the crossings.

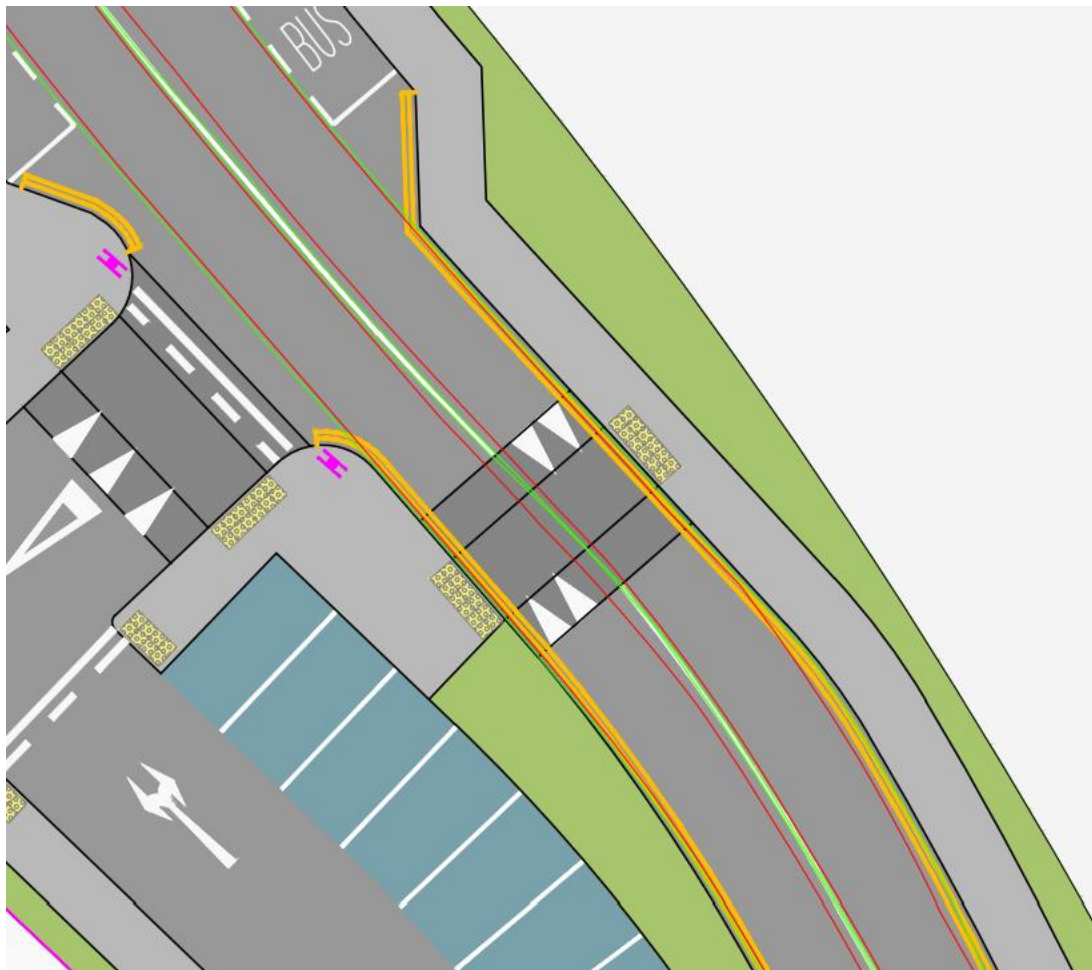


Figure 12 – Proposed Raised Pedestrian Crossing

Recommendation

The raised pedestrian crossings should incorporate a minimum 6.0 m flat-top table to provide a smoother transition for buses while maintaining effective speed reduction and pedestrian priority.

4.2 EV Parking Spaces

Problem

The proposed development includes a number of EV charging spaces; however, the associated charging equipment appears to be located within the pedestrian footway. EV charging units are often substantial in size, and charging cables may extend across pedestrian routes during use. This could obstruct the footway and increase the risk of trips and falls, particularly for visually impaired pedestrians and wheelchair users.

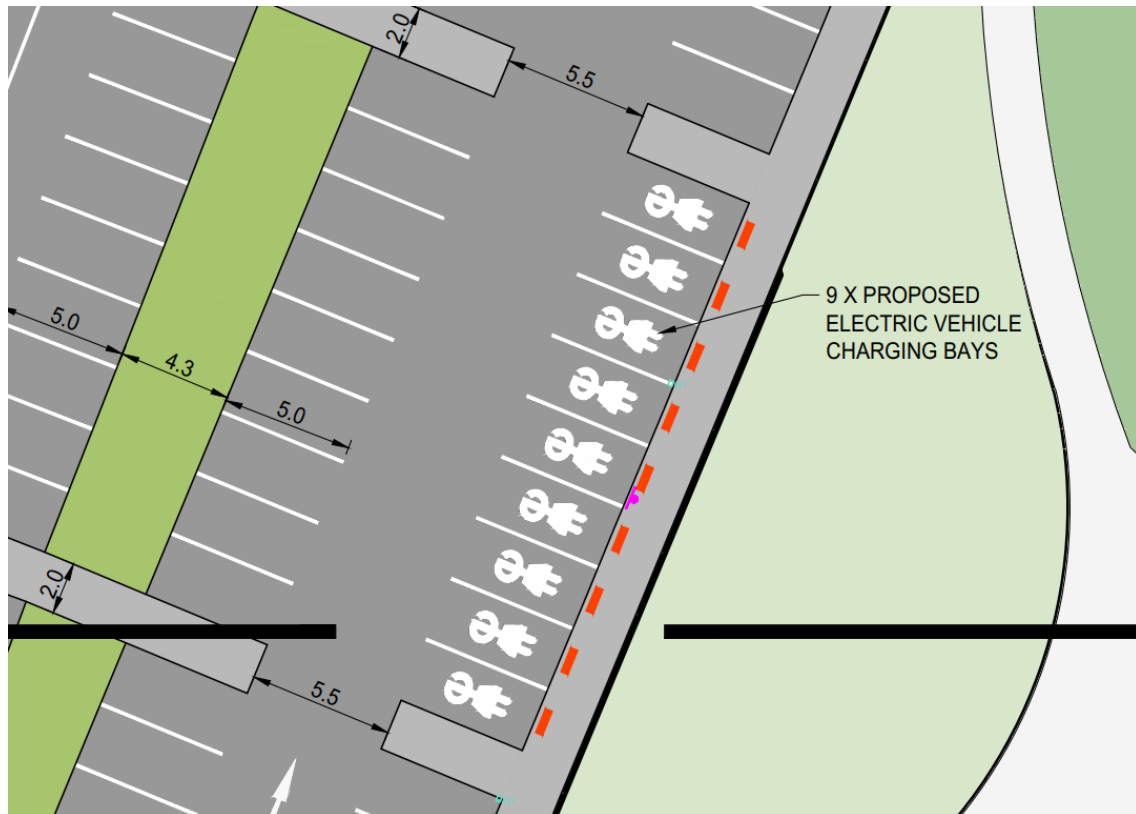


Figure 13 – EV Charging Bays (Sheet 1 of 9)

31022-CIV-XX-XX-S-C-00100-Hodson Bay_General Arrangement

Recommendation

The EV charging equipment should be located outside the pedestrian desire line, with dedicated space provided adjacent to the parking bays to ensure the footway remains clear and unobstructed. The layout should be designed to minimise the potential for charging cables to encroach onto pedestrian routes during operation.

5.0 ITEMS RAISED IN THIS CYCLE AUDIT

5.1 End / Start of Shared Path.

Problem

The proposed shared pedestrian/cycle path ends approximately 200m south of the proposed Water Sports Pavilion, despite the overall active travel scheme extending for approximately 1.6 km. Cyclists travelling to the Water Sports Pavilion are therefore likely to continue beyond the end of the shared facility. The remaining pedestrian routes are relatively narrow and may not safely accommodate shared use, resulting in conflicts / collisions between pedestrians and cyclists.

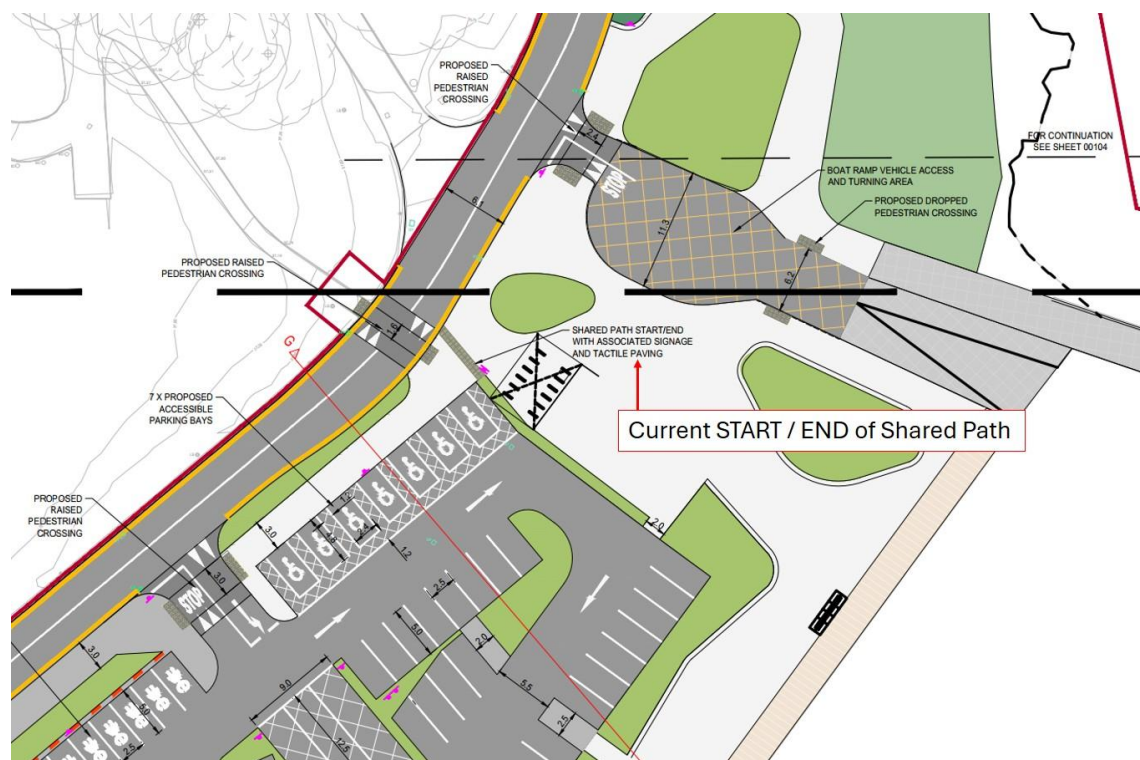


Figure 14 – Proposed end of Shared Route

Recommendation

The shared pedestrian/cycle route should be extended to the Water Sports Pavilion. The connecting routes and crossing points should be designed to accommodate the anticipated levels of pedestrian and cyclist activity, with sufficient width provided to minimise conflicts between users.

5.2 N61 - End / Start of Shared Path.

Problem

There is no dropped kerb or other transition arrangement shown to enable cyclists to safely enter or leave the proposed shared pedestrian/cycle path from the carriageway. It is therefore unclear how cyclists are expected to access the facility, which may result in cyclists mounting kerbs or joining and leaving the shared path at unsuitable locations, increasing the risk of loss of control or conflict with pedestrians and vehicles. In addition, the junction corner radii appear generous, which may encourage higher vehicle turning speeds and increase the risk of collisions with vulnerable road users.

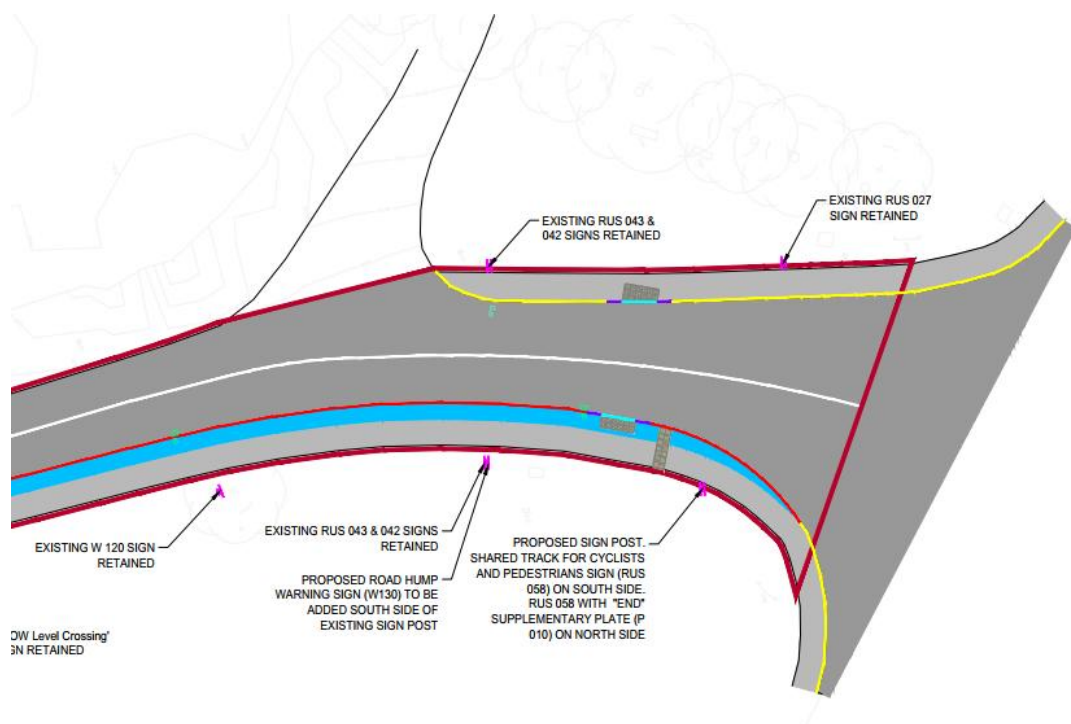


Figure 15 – Proposed Raised Pedestrian Crossing

Recommendation

The junction should be redesigned to provide appropriate transition arrangements, including dropped kerbs and flush connections, to facilitate the safe entry and exit of cyclists between the carriageway and the shared pedestrian/cycle path in accordance with the Cycle Design Manual. The junction corner radii should also be tightened to reduce vehicle turning speeds and improve safety for pedestrians and cyclists crossing the junction.

5.3 Minor Access Details

Problem

The treatment of the minor access crossing is unclear. If the shared pedestrian/cycle route is interrupted by kerbs or changes in level, pedestrians and cyclists may be required to give way unnecessarily or negotiate an uneven surface. This may reduce the attractiveness of the route and increase the potential for conflicts, loss of control by cyclists, and trips or falls.

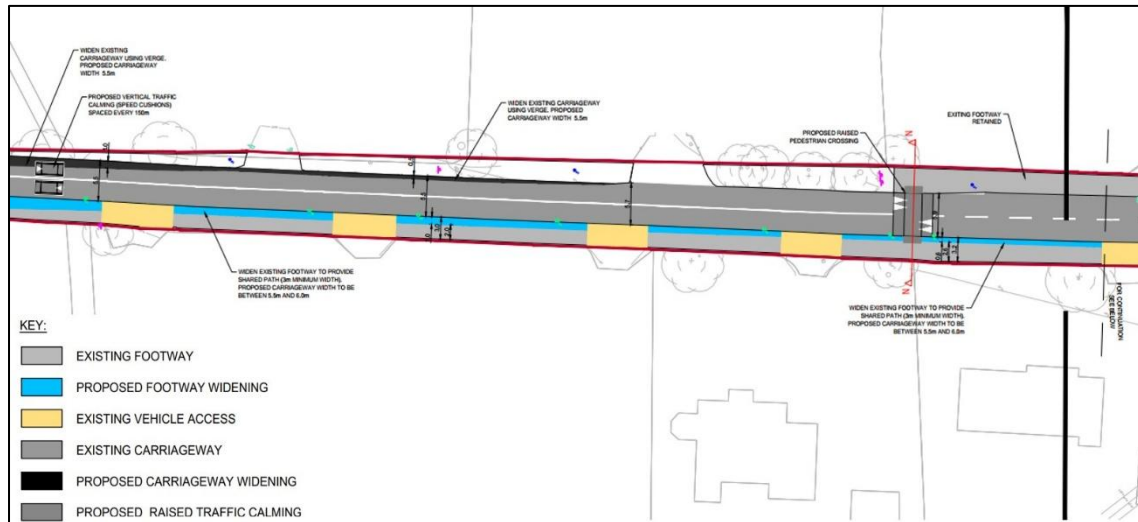


Figure 16 – Existing Vehicle Access Points

Recommendation

The minor access should be designed as a continuous pedestrian and cycle crossing in accordance with the principles of the Cycle Design Manual. The footway/shared path should be carried across the access at a consistent level, with a bevel kerb provided to facilitate access for vehicles.

5.4 **Overhanging Tree Hazard**

Problem

Trees are adjacent to and overhanging the shared pedestrian/cycle surface. As the trees mature, branches may encroach into the available height and width of the route, potentially striking cyclists or causing them to deviate from their intended path, increasing the risk of collisions with pedestrians or loss of control.

Recommendation

Trees should be managed through regular pruning, so that they do not encroach into the pedestrian/cycle route or create a hazard for users.

6.0 ITEMS RAISED IN THIS WALKING AUDIT

6.1 Lack of Dropped Kerbs & Tactile Paving

Problem

Dropped kerbs and tactile paving are not shown on the footpaths through the car park. In the absence of these facilities, pedestrians, particularly mobility-impaired users, wheelchair users, and those with visual impairments, may experience difficulty crossing the road. The absence of appropriate crossing infrastructure may also result in trips and falls.



Figure 17 – Proposed Crossing Points

Recommendation

Dropped kerbs and tactile paving should be provided either side of the proposed crossing points.

6.2 Pedestrian Access

Problem

A large, shared pedestrian space is proposed adjacent to the car park; however, a landscaped strip separates the car park from the shared area, with only one direct pedestrian access provided to the south. As a result, pedestrians, particularly wheelchair users and those with reduced mobility, may be required to take indirect routes or cross the landscaped area, reducing accessibility and potentially leading to unsafe pedestrian movements through the car park.

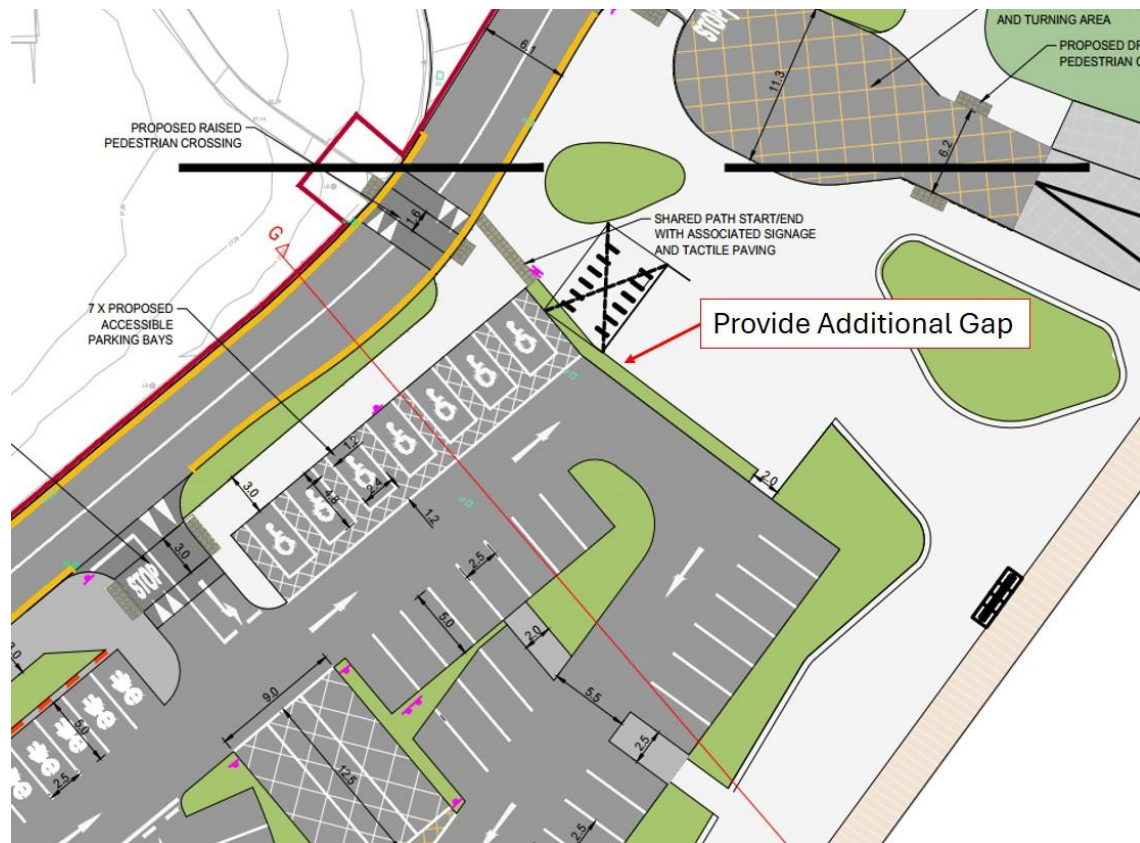


Figure 18 – Car Parking

Recommendation

A direct, accessible pedestrian connection should be provided between the car park and the shared space. The route should include a flush crossing point with dropped kerbs where appropriate, be fully accessible to wheelchair users and those with reduced mobility and align with the principal pedestrian desire lines.

7.0 OBSERVATIONS

7.1 Bus Parking Numbers

Observation

Only 4 no. dedicated bus parking spaces are shown on the proposed drawings. However, during the site visit, 10 no. buses were observed parked on site. If the proposed provision is insufficient to accommodate operational demand, buses may park in inappropriate locations, resulting in obstruction of vehicle circulation



Figure 19 – Proposed Bus Parking

7.2 **Electric Vehicle Charging Parking**

Observation

The Zero Emission Vehicles Ireland's (ZEV) Universal Design Guidelines for Electric Vehicle Charging Infrastructure emphasise that EV charging bays require additional space beyond a conventional parking bay to safely accommodate the charging equipment, charging cables and user movements. The layout of the EV charging should meet with the ZEV guidelines to qualify for installation funding.

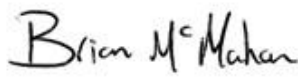
8.0 AUDIT TEAM STATEMENT

This portion of the Quality Audit has been carried out in accordance with the guidance given in DMURS and takes into consideration the principles approaches and standards of that Manual.

We certify that the site was visited and that this audit has been carried out in accordance with the requirements of TII Standard GE-STY-01024 and Guidelines GE-STY-01027.

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.

The audit has been carried out by the persons named below who have not been involved in any design work on this scheme as a member of the Design Team.

Name:	Brian McMahon	Signed	
Position:	Audit Team Leader	Date:	26.06.2026
Name:	John Ryan	Signed	
Position:	Audit Team Member	Date:	26.06.2026

Appendix A - List of Material Provided to the Design Team

Civic

- 31022-CIV-XX-XX-D-C-00001 - Hodson Bay Site Location Plan
- 31022-CIV-XX-XX-D-C-00400-Hodson Bay Vehicle Tracking Drawings
- 31022-CIV-XX-XX-S-C- 00100-Hodson Bay General Arrangement_v3
- 31022-CIV-XX-XX-S-C-00200-Hodson Bay_Signs Lines Kerbs and Surfaces_v1
- 31022-CIV-XX-XX-S-C-00301-Hodson Bay Visibility Splays_v1-00301
- 31022-CIV-XX-XX-S-C-00500-Hodson Bay_Sections_v1
- Hodson Bay Waterfront Park_Project Brief_v1

Appendix B - Feedback Form

Scheme: Hodson Bay, Co. Roscommon

Stage: Stage 1 Road Safety / Quality Audit

Date Site Visit Completed: 18/06/2026

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 accepted by auditors (Yes / No)
3.1	Yes	No	The proposed narrowing forms an integral part of the traffic calming strategy and is intended to reduce vehicle speeds within the scheme area. Vehicle tracking has been undertaken to confirm that two 15 m coaches can safely pass at all proposed carriageway narrowing locations. The existing sections of the L2020 that are outside the scope of the proposed works and are not being altered and will remain unchanged. Accordingly, the proposed layout is considered capable of accommodating the anticipated vehicle movements while maintaining the objectives of the scheme.	Yes
3.2	Yes	Yes		
3.3	Yes	Yes		
3.4	Yes	Yes		
3.5	No	No	The proposed crossing has been assessed in the context of anticipated pedestrian and cyclist demand, vehicle flows, visibility and proposed operating speeds, subject to approval of the Roads Authority. The crossing is located within a traffic-calmed environment incorporating raised crossing facilities and speed-reduction measures. Available visibility exceeds the required stopping sight distance for the design speed and vehicle movements are expected to occur at low speeds. Consequently, a controlled crossing is not considered necessary or proportionate at this location, and the proposed raised	Yes

			uncontrolled crossing is considered appropriate.	
3.6	Yes	Yes	The concern regarding the existing speed limit is accepted. Consideration will be given to a review of the existing speed limit on the L2020 in light of the proposed development, increased pedestrian activity and enhanced public realm environment. However, any amendment to the statutory speed limit is subject to the approval of the Roads Authority and is outside the direct control of this project. Notwithstanding this, the proposed scheme incorporates traffic calming measures, raised crossings and carriageway narrowing features which are intended to encourage lower vehicle speeds and improve safety for all road users	
3.7	Yes	No	A comprehensive wayfinding strategy has been developed as part of the scheme and the no-entry road markings will be reinstated. However, the existing sign identified by is in private ownership. The safety concern will be brought to the attention of Hodson Bay Hotel for their consideration.	Yes
3.8	Yes	Yes		
3.9	No	No	Dedicated coach pick-up and drop-off facilities are proposed immediately adjacent to the Watersports Pavilion and associated amenities. As such, coach passengers will be able to embark and disembark in close proximity to their destination without the need to traverse vehicular circulation areas. The northern coach parking spaces are intended solely for coach parking purposes, with no proposal for passengers to embark/disembark at this location. Consequently, the potential for pedestrian-vehicle conflict associated with passengers walking from the coach parking area to site facilities is significantly reduced. The proposed arrangement is therefore considered appropriate for the anticipated coach operations	Yes
3.10	Yes	Yes		
4.1	Yes	Yes		
4.2	Yes	Yes		

5.1	No	No	The promenade is intended to operate as a pedestrian-only environment and is not proposed to accommodate cycling activity due to the anticipated high levels of pedestrian use and the constrained nature of the space". Cyclists will be directed to park at the marina cycle parking facilities before continuing on foot along the promenade or alternatively remain on the adjacent carriageway. Introducing cycling onto the promenade would conflict with the intended pedestrian function of the space	Yes
5.2	Yes	No	While the issue identified is acknowledged, the recommended alterations relate to the N61 junction and are outside the scope of the current project. Any changes to the national road network would require separate assessment and approval by TII. Opportunities to improve cyclist connectivity at this location may be considered as part of the future design and development of the Lough Ree Greenway	Yes
5.3	Yes	Yes		
5.4	Yes	Yes		
6.1	Yes	Yes		
6.2	Yes	Yes		

Name: Aisling Murphy

Signed



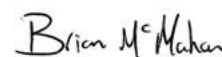
Position: Design Team Leader

Date:

07/07/2026

Name: Brian McMahon

Signed



Position: Audit Team Leader

Date:

10/07/2026

Name: Enda Mulryan

PP Signed

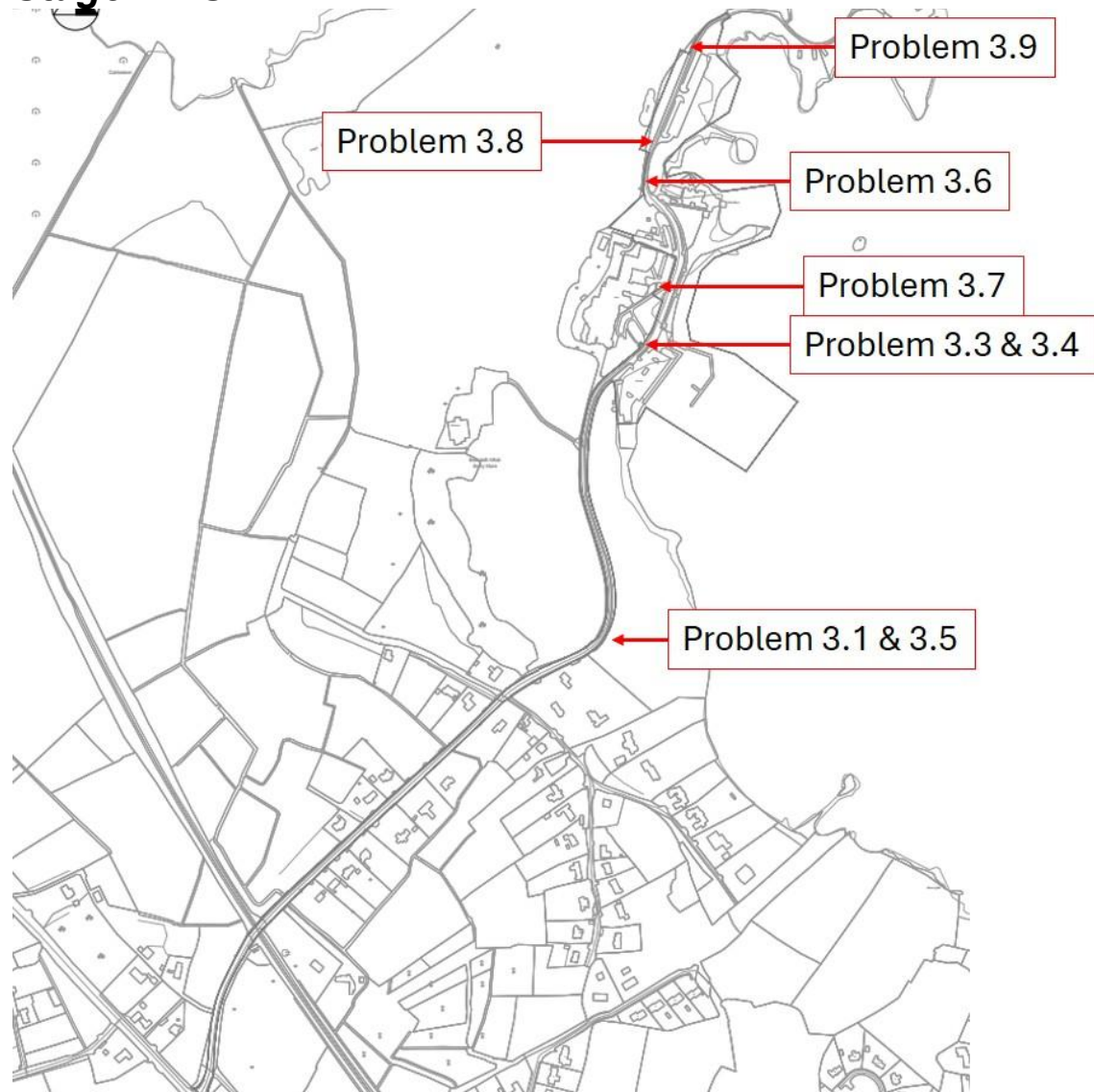


Position: Employer / Developer

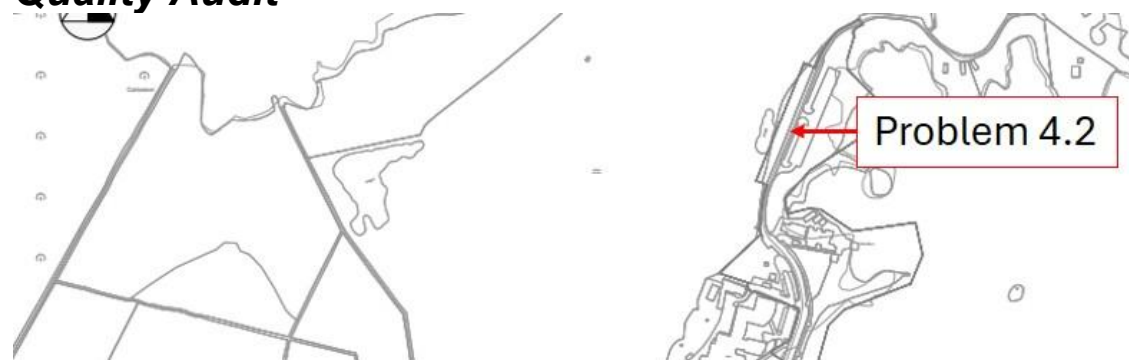
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Appendix C – Problem Locations

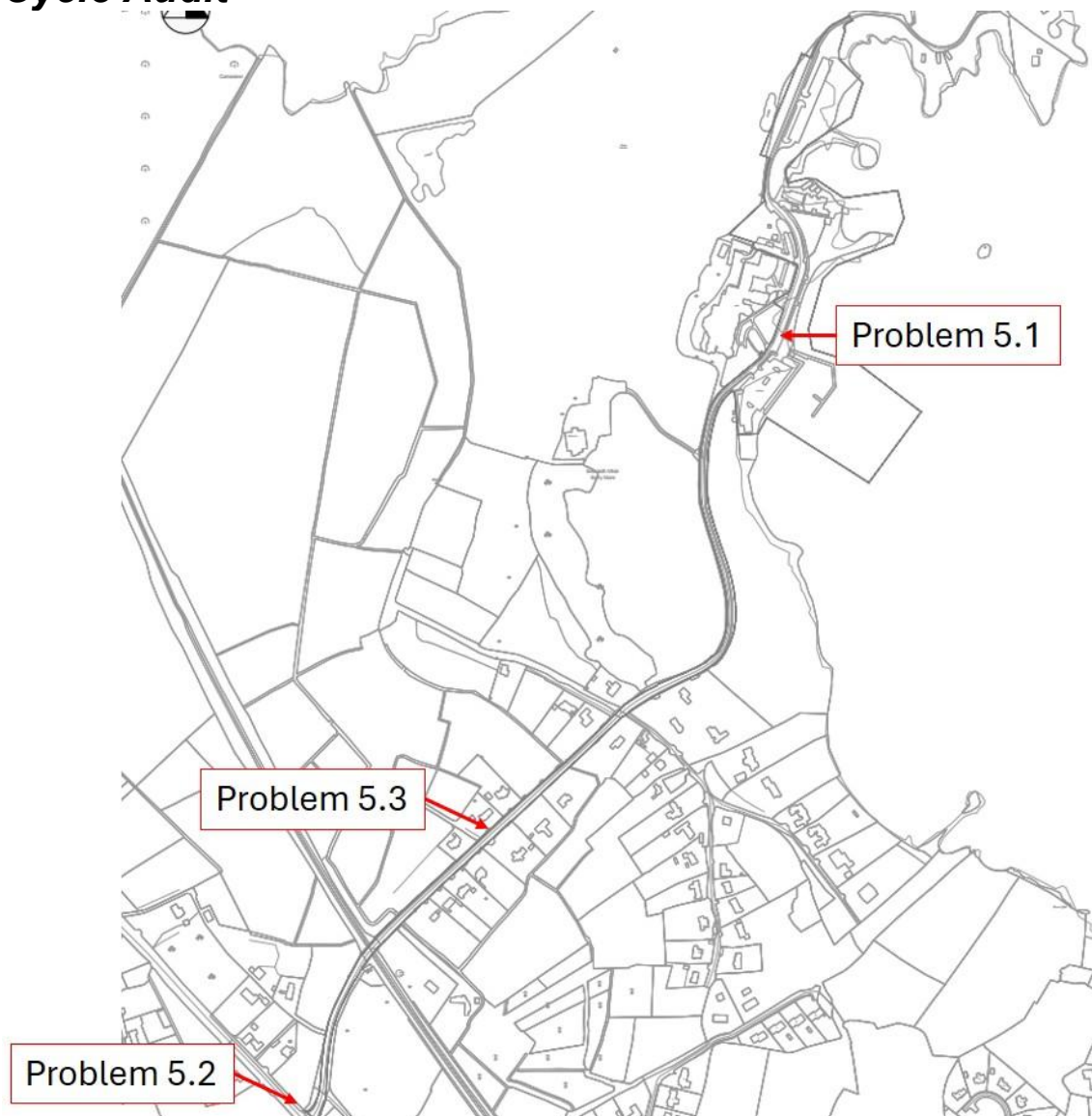
Stage 1 RSA



Quality Audit



Cycle Audit



Walking Audit

