The background is a vibrant red color. It features several abstract geometric shapes: a large teal semi-circle in the top-left corner, a blue semi-circle in the top-right corner containing a white circle, a dark blue horizontal bar in the top-right corner, a teal semi-circle in the bottom-right corner, and a blue semi-circle in the bottom-left corner containing a white circle. There are also smaller white circles and curved lines in blue and dark blue scattered throughout the design.

Appendix M2

Road Safety Audit

Roughan & O'Donovan

BusConnects Core Bus Corridors

Ringsend to City Centre Core
Bus Corridor

Stage 1 Road Safety Audit

Table of Contents

1	Introduction	1
2	Project Description	2
3	Main Report.....	4
4	Observations	11
5	Road Safety Audit Team Statement	12
	Appendix A – Road Safety Audit Brief Checklist	13
	Appendix B – Documents Submitted to the Road Safety Audit Team	15
	Appendix C – Feedback Form	17
	Appendix D – Problem Locations	20

1 Introduction

1.1 General

This report results from a Stage 1 Road Safety Audit on the proposed Ringsend to City Centre Core Bus Corridor Scheme, carried out at the request of Mr Eoin O’Catháin of Roughan & O’Donovan.

The members of the Road Safety Audit Team are independent of the design team, and include: -

Mr. Aly Gleeson

(BSc MEng MBA CEng FIEI RSACert)
Road Safety Audit Team Leader

Mr. Peter Monahan

(BE MSc CEng FIEI RSACert)
Road Safety Audit Team Member

The Road Safety Audit took place during April and May 2021 and comprised an examination of the documents provided by the designers (see Appendix B). In addition to examining the documents supplied, the Road Safety Audit Team visited the site of the proposed measures on the 29th April 2021. Weather conditions during the site visit were dry and the road surface was dry. Traffic volumes during the site visit were moderate, pedestrian and cyclist volumes were moderate and traffic speeds were considered to be generally within the posted speed limit.

Where problems are relevant to specific locations these are shown on drawing extracts within the main body of the report and their locations are shown in Appendix D. Where problems are general to the proposals sample drawing extracts are within the main body of the report, where considered necessary.

This Stage 1 Road Safety Audit has been carried out in accordance with the requirements of GE-STY-01024 - Road Safety Audit (December 2017), contained on the Transport Infrastructure Ireland (TII) Publication’s website.

The scheme has been examined and this report compiled in respect of the consideration of those matters that have an adverse effect on road safety and considers the perspective of all road users. It has not been examined or verified for compliance with any other standards or criteria. The problems identified in this report are considered to require action in order to improve the safety of the scheme and minimise collision occurrence.

If any of the recommendations within this road safety audit report are not accepted, a written response is required, stating reasons for non-acceptance. Comments made within the report under the heading of Observations are intended to be for information only. Written responses to Observations are not required.

1.2 Items Not Submitted for Auditing

Details of the following items were not submitted for audit; therefore, no specific problems have been identified at this stage relating to these design elements, however where the absence of this information has given rise to a safety concern it has been commented upon in Section 3: -

- Vehicle Swept Paths
- Visibility Splays
- Traffic Signal Layout and Phasing
- Traffic Impact Assessment
- Collision Data

2 Project Description

2.1 General

BusConnects is the National Transport Authority's (NTA) programme to improve bus and sustainable transport services. It is a key part of the Government's policies to improve public transport and address climate change in Dublin and other cities. The aim of BusConnects is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects is included in the Programme for Government "Our Shared Future" 2020, as well as within the following Government strategies:

- The National Development Plan 2018 - 2027
- Transport Strategy for the Greater Dublin Area 2016 – 2035
- The Climate Action Plan 2019

Part of the overall BusConnects Programme is to create 16 radial core bus corridors (CBC), as illustrated in Figure 2-1. A CBC is an existing road with bus priority so that buses can operate efficiently, reliably and punctually. This generally means full length dedicated bus lanes on both sides of the road from start to finish of each corridor or other measures to ensure that buses are not delayed in general traffic congestion. The bus lanes are typically alongside segregated cycle lanes/tracks where feasible and general traffic.

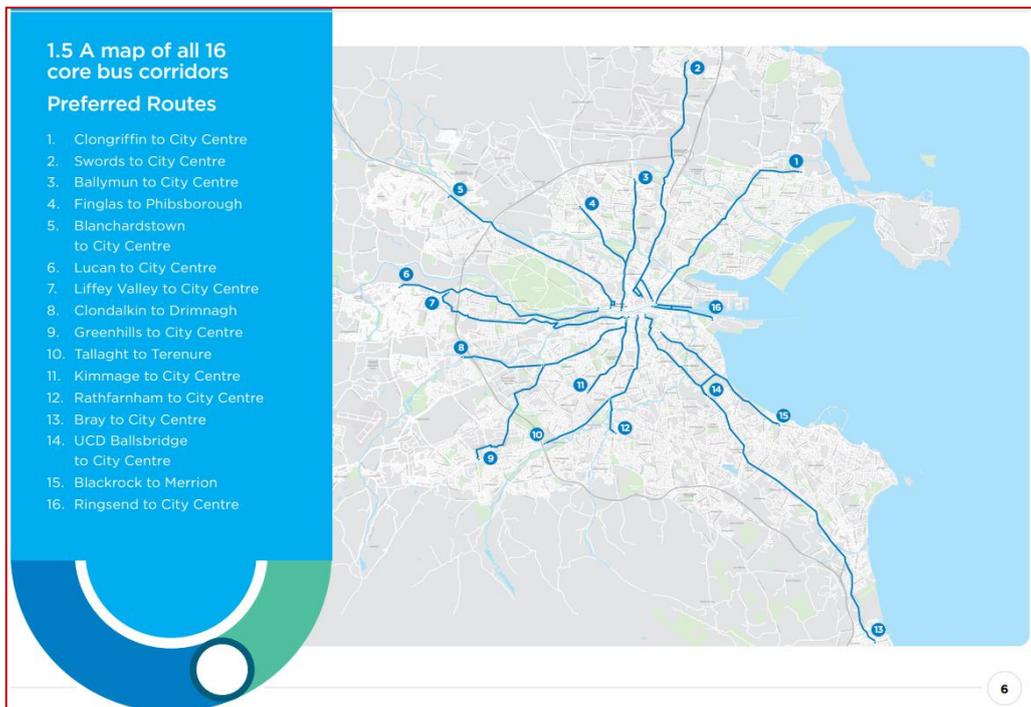


FIGURE 2-1 BUSCONNECTS RADIAL MAP (SOURCE: BUSCONNECTS.IE)

The Ringsend to City Centre corridor (Route 16 in Figure 2-1) travels in an east-west direction along the Quays and through the city centre. The route can be summarised as follows, and is illustrated in Figure 2-2:

Ringsend to City Centre (Route 16): The Ringsend to City Centre Core Bus Corridor (CBC) commences at Talbot Memorial Bridge. The route encompasses bus lane and cycle infrastructure on both the north and south quays connecting Dublin city centre with the Docklands and onto Ringsend & Irishtown. Priority for buses is provided along the entire length of the North Quays, from the Custom House to the 3-Arena at Tom Clarke Bridge, consisting of dedicated bus lanes in each direction.

Segregated two-way cycle tracks will be provided in the campshires on both sides of the River Liffey. A cycle route will extend through Ringsend and Irishtown towards the Poolbeg Peninsula.

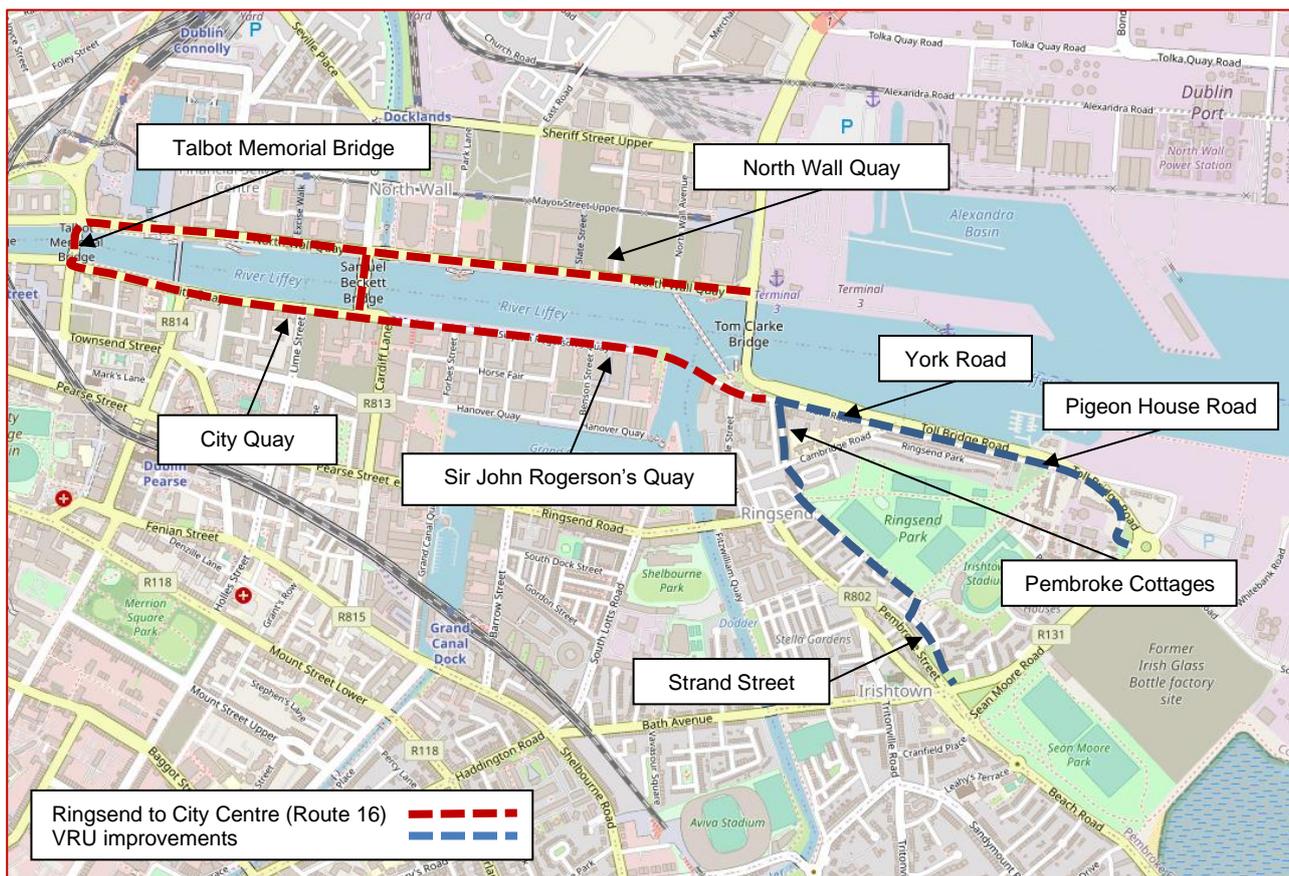


FIGURE 2-2: LOCATION PLAN

The key roads on the route are highlighted in Figure 2-2, and comprise urban streets with 50kph speed limits, high pedestrian and cyclist volumes, existing bus stops and bus lanes, signalised junctions, pedestrian crossings, public lighting and a mix of public amenities (shops, parks, carparks etc.).

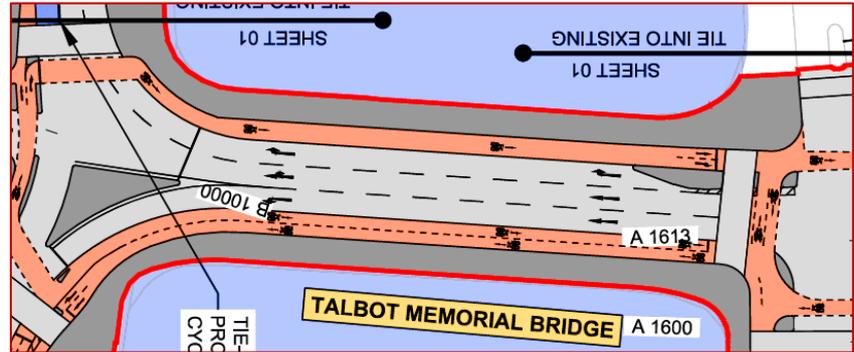
As well as improvements to Route 16, pedestrian and cycle improvements are proposed on York Street, Pigeon House Road, Pembroke Cottages and Strand Street.

3 Main Report

3.1 Problem

Location: Drawing No BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0001 (L03 S3)

Summary: Lack of physical separation between the cycle tracks and general traffic on Talbot Memorial Bridge may increase the risk of a cyclist being struck by an errant vehicle.



There is a lack of separation (vertical or kerb/bollard) indicated between the proposed two-way cycleway on the eastern side of the Talbot Memorial Bridge. Insufficient separation between the proposed cycle tracks and general traffic on Talbot Memorial Bridge could increase the risk of cyclists being struck by an errant vehicle, particularly turning left onto City Quay.

The existing northbound cycle lane on the western side of Talbot Memorial Bridge is located adjacent to the footpath and separated from the trafficked carriageway by a kerb. It is unclear from the drawing provided if this arrangement is to be retained, and if not, insufficient separation between the proposed cycle track and general traffic could increase risk of cyclists being struck by an errant vehicle.

Recommendation

The cycle tracks on Talbot Memorial Bridge should be physically separated from general traffic, and if possible from the footway also.

3.2 Problem

Location: Drawing No BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0001 (L03 S3)

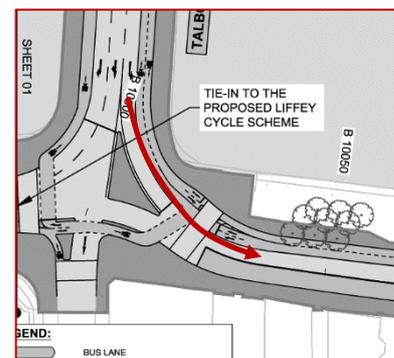
Summary: Potential for large vehicles to encroach onto cycle track.

It is unclear if the left-turn lane from Talbot Memorial Bridge onto City Quay can accommodate the swept path of a large vehicle without encroachment into the adjacent two-way cycle track.

Vehicles encroaching upon the two-way cycle track could increase the likelihood of a vehicle/cyclist collision.

Recommendation

It is recommended that separation be provided between the carriageway and the cycle track, and that a swept-path analysis is undertaken to ensure that all vehicles can complete this turn within the proposed road layout.



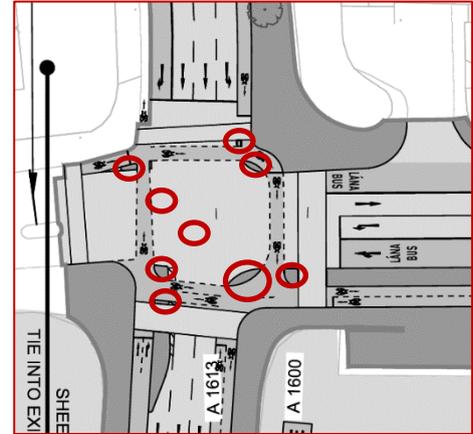
3.3 Problem

Location: General Problem

Example: Drawing No BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0001 (L03 S3)

Summary: Small islands proposed at signalised junctions may be impractical to sign, and lead to these islands being struck.

Small islands have been indicated within signalised junctions to separate vehicle, cyclist, and pedestrian movements. The relatively small size of the islands, and their number within a junction, may be impractical to sign, and lead to these signs being struck by vehicles and cyclists, leading to material damage and loss of control collisions.



Recommendation

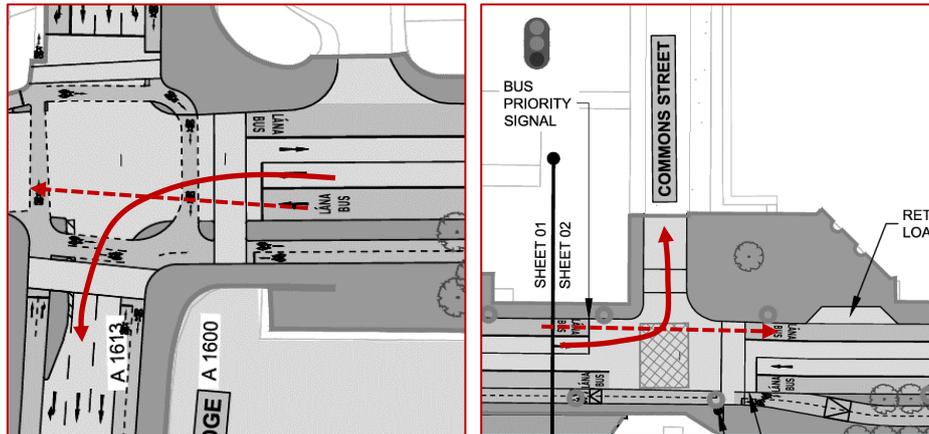
Ensure physical islands can accommodate traffic signs and provide at least 450mm between the carriageway edge and the sign.

3.4 Problem

Location: General Problem

Example: Drawing No BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0001 (L03 S3)
 Drawing No BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0002 (L03 S3)

Summary: Risk of general traffic turning left across straight-ahead bus movements, resulting in side-on collisions.



Details of the proposed signal phasing have not been provided at this stage in the design process. Where “Bus Priority Signals” are proposed, it is unclear if the general traffic lane will be held while buses proceed, and conversely that buses will be held while general traffic proceeds.

Should all traffic proceed on the same signal phase, there is an increased risk of side-on collisions between left turning traffic and straight-ahead buses/cyclists, resulting in side-on and vehicle/cyclist collisions.

Recommendation

Ensure that the general traffic lane operates on a separate signal phase to the bus and cycle lane(s).

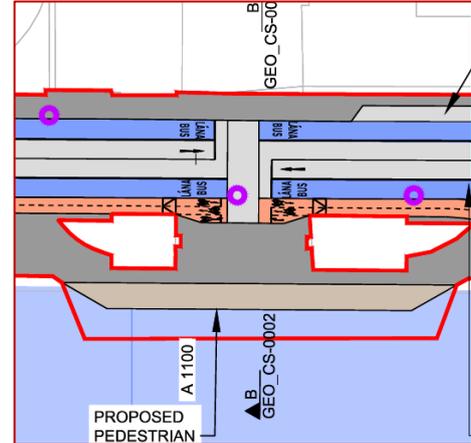
3.5 Problem

Location: Drawing No BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0002 (L03 S3)

Summary: Drivers may have limited visibility to some signals at the signalised crossing on North Wall Quay, leading to an increased risk of overshoot and vehicle/pedestrian collisions.

It is unclear what type of signal supports (e.g. standard height, high mast, cantilever, etc) are proposed at the signalised crossing located on the North Wall Quay. There is a risk that the traffic signal location on the southern footway, which is offset from the carriageway, may be outside a driver's eyeline on approach to the signalised crossing, and possibly blocked by the nearby buildings either side of the crossing. This could increase the likelihood of overshoot and vehicle/pedestrian collisions.

In addition, a bus within the bus lane at the crossing stop line may obscure visibility towards the signals for an approaching driver in the general traffic lane, which may also result in overshoot and vehicle/pedestrian collisions.



Recommendation

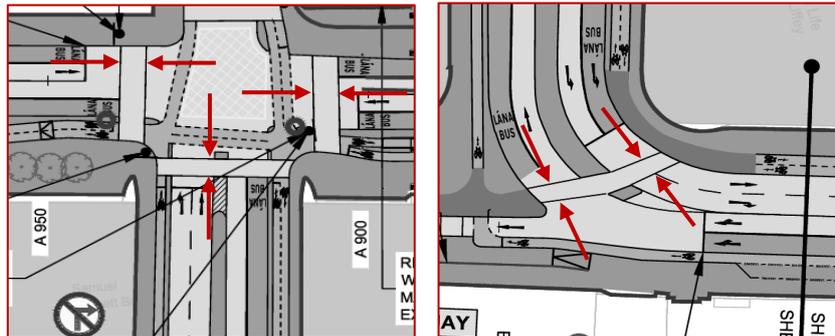
Ensure that approaching drivers have adequate visibility to the upcoming signals. This may require the provision of high-mast or cantilever-type signal supports.

3.6 Problem

Location: General Problem

Example: Drawing No BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0002 (L03 S3)

Summary: Proposed crossing widths at signalised pedestrian crossings may be insufficient for the anticipated high pedestrian volumes.



The pedestrian crossing widths indicated appear to be relatively narrow given the likely volumes of pedestrians during peak times, particularly near the Convention Centre (e.g. on the northern & southern side of the Samuel Beckett Bridge). This may be of increased concern on the southern side of the Samuel Beckett Bridge, which is a Toucan crossing.

Recommendation

Provide signalised crossings at least 4m wide (Ref: DMURS section 4.3.2, page 92).

3.7 Problem

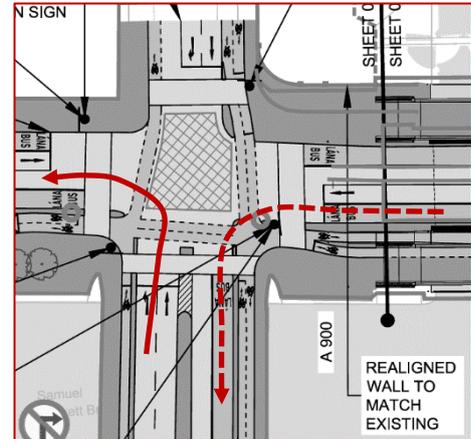
Location: General Problem

Example: Drawing No BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0002 (L03 S3)

Summary: Large vehicles may fail to navigate left-turns without mounting the kerbs, leading to vehicle/pedestrian, vehicle/cyclist, and material damage collisions.

It is unclear if buses are intended to turn left from Spencer Dock onto the Samuel Beckett Bridge. If this manoeuvre is anticipated in the future, the proposed road layout may not accommodate the swept path of a bus undertaking this manoeuvre. Similarly, it is unclear if a large vehicle or a bus can undertake a left turn from Samuel Beckett Bridge onto the North Wall Quay without encroaching into the opposing traffic lane, or mounting the kerb on the inside of the turn.

Modifications to the existing junction radii may increase the risk of kerb strikes, vehicle/pedestrian, vehicle/cyclist, and material damage collisions.



Recommendation

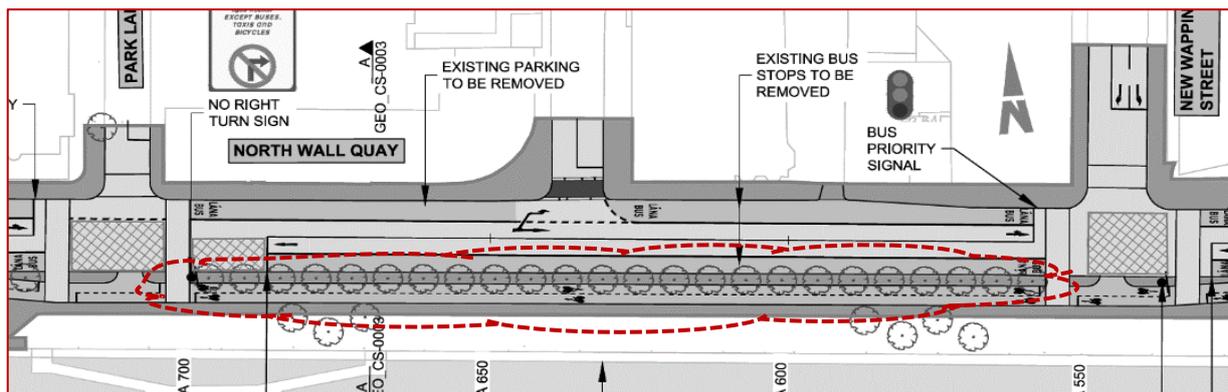
A swept-path analysis should be undertaken at each junction to confirm that large vehicle movements can be accommodated safely within the proposed road layout.

3.8 Problem

Location: General Problem

Example: Drawing No BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0003 (L03 S3)

Summary: Trees and their canopies may increase the risk of bus strikes and reduced visibility, leading to material damage and side-on collisions, or present a hazard to cyclists on the adjacent cycle track.



Tree planting is indicated on North Wall Quay, between CH A550 and CH A700. The tree canopies may, as they mature, overhang the bus corridor, increasing the risk of bus strikes and material damage collisions.

Low hanging tree canopies may present a hazard to cyclists on the two-way cycle track, leading to personal injury collisions.

Recommendation

Care will be required during the subsequent Design Development phases to ensure that the tree species chosen have canopies, when mature, that will not present a hazard to vehicles travelling in the adjacent bus lane, or to cyclists on the two-way cycle track.

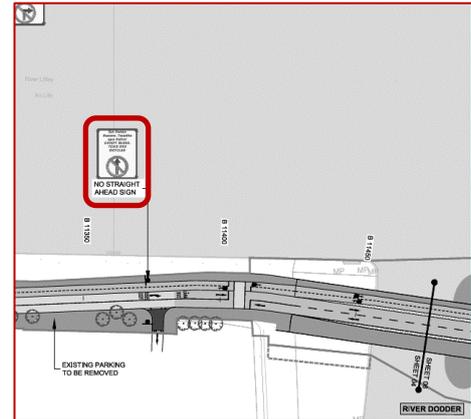
3.9 Problem

Location: Drawing No BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0004 (L03 S3)

Summary: Insufficient advance warning of “No Straight Ahead Sign” restriction may lead to unsafe reversing manoeuvres, or potentially increased traffic along the adjacent narrow road network.

A sign has been indicated on the Sir John Rogerson’s Quay, which advises drivers that they cannot proceed east on the new Dodder Public Transport Bridge. The position of the sign may be too late to prevent some drivers inadvertently travelling this far east.

This could lead to unnecessary, and possibly unsafe, reversing manoeuvres or potentially increased traffic along the adjacent narrow road network, resulting in rear-end-shunt and material damage collisions.



Recommendation

Advance signage should be provided at a suitable junction further upstream (to the west) so that drivers can follow an appropriate alternate route.

3.10 Problem

Location: Drawing No BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0006 (L03 S3)

Summary: Lack of pedestrian facilities between Pembroke Cottages, the new Dodder Sustainable Transport Bridge, and the Tom Clarke Bridge may lead to vehicle/pedestrian and pedestrian/cyclist collisions.

No pedestrian facilities have been indicated between the Zebra crossings at Pembroke Cottages, the new Dodder Sustainable Transport Bridge, and the Tom Clarke Bridge. It is therefore unclear how pedestrians in the Ringsend and Irishtown residential catchment areas will access the footways on the new Dodder Sustainable Transport Bridge or the existing Tom Clarke Bridge.

The absence of appropriate pedestrian facilities may lead to pedestrians travelling within the two-way cycle track, or within the York Road carriageway, where there is an increased risk of pedestrian/cyclist and vehicle/pedestrian collisions.



Recommendation

A pedestrian footpath, which ties in with a controlled crossing of York Road, should be provided between Pembroke Cottages and the new Dodder Sustainable Transport Bridge/ Tom Clarke Bridge, ensuring that pedestrian/cyclist conflicts are minimised.

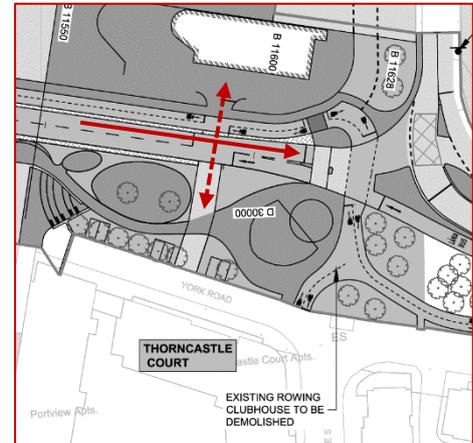
3.11 Problem

Location: Drawing No BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0005 (L03 S3)

Summary: The close proximity of signals may lead to driver confusion, resulting in overshoot, rear-end-shunt and side-on collisions.

It is unclear if it is proposed to provide signals on the new Dodder Sustainable Transport Bridge for access to the rowing club. The road layout indicated implies that signals will be provided to facilitate access across the sustainable transport bridge carriageway and the two-way cycle track.

The proximity of the signals to the downstream junction signals could result in eastbound drivers misinterpreting the first set of signals as applying to the downstream junction, resulting in overshoot, rear-end-shunt and side-on collisions.



Recommendation

Provide measures at the rowing club signals to reduce the risk of eastbound drivers misinterpreting the first set of signals as applying to the downstream junction (e.g. both sets of signals operating in-phase).

3.12 Problem

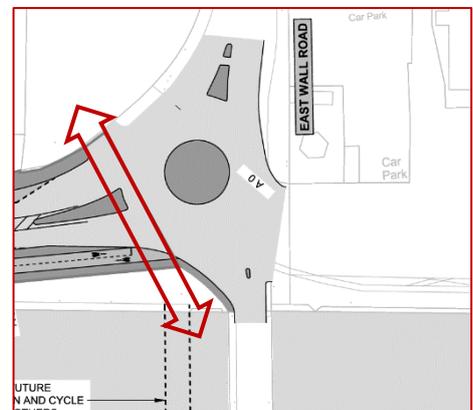
Location: Drawing No BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0005 (L03 S3)

Summary: A lack of safe crossing facilities for pedestrians, particularly partially sighted or mobility impaired pedestrians, may lead to vehicle/pedestrian collisions at the North Wall Quay/Tom Clarke Bridge Roundabout junction.

There may be a likely pedestrian desire line to/from the narrow footpath on the western side of the Tom Clarke Bridge and the area around the 3-Arena on East Wall Road.

There are no existing, or proposed, pedestrian crossing facilities in the vicinity of the existing roundabout on the northern side of the Tom Clarke Bridge.

A lack of safe crossing facilities for pedestrians, particularly partially sighted or mobility impaired pedestrians, may lead to vehicle/pedestrian collisions.



Recommendation

Identify likely pedestrian desire lines and demand for vulnerable road users between Tom Clarke Bridge and East Wall Road and provide pedestrian facilities where necessary.

3.13 Problem

Location: Drawing No BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0009 (L03 S3)

Summary: Removal of existing vehicle restriction on Pigeon House Road may lead to the re-introduction of high traffic volumes on a narrow residential street, increasing the risk of vehicle/cycle and material damage collisions.

Dublin City Council is currently (May 2021) trialling a vehicle restriction on Pigeon House Road. The restriction prevents motorists on Pigeon House Road from accessing the Sean Moore Road Roundabout, and vice versa. It is unclear if the Ringsend to City Centre Core Bus Corridor Scheme proposes to remove the restriction on through-traffic on the Pigeon House Road.

Removing any existing restrictions could result in a significant diversion of traffic through the relatively narrow local streets to the west of this location, along which is intended to route cyclists to/from the new facilities on Sir John Rogerson's Quay. This may lead to an increased risk of vehicle/cycle and material damage collisions.



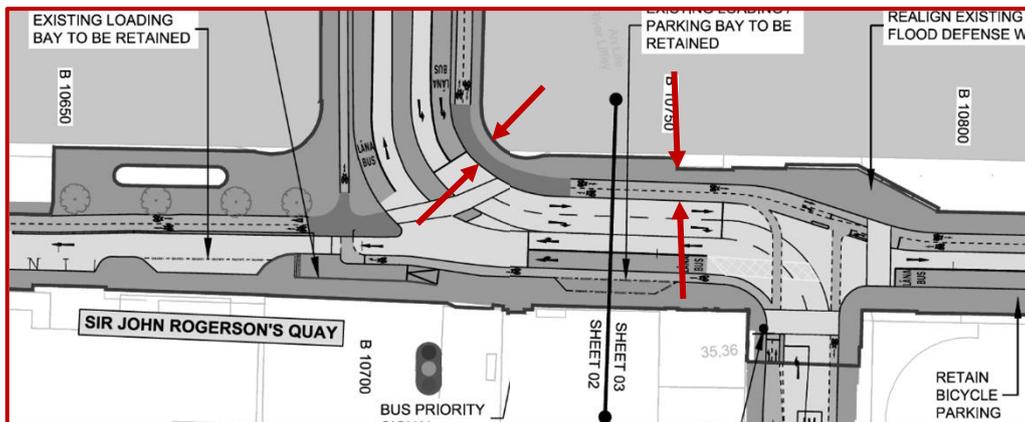
Recommendation

The Design team should consult with Dublin City Council to understand the trial's conclusions before determining whether the restriction should be retained or removed.

3.14 Problem

Location: Drawing Nos Drawing No BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0009 (L03 S3) & Drawing No BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0009 (L03 S3)

Summary: Insufficient footway width may lead to pedestrian/cyclist and vehicle/VRU collisions.



It is unclear if the proposed footway width at the junction between Samuel Beckett Bridge and Sir John Rogerson Quay can safely accommodate the likely volume of pedestrians and cyclists at this location, in particular during peak times. The existing footway width is constrained at this location, and insufficient width may lead to pedestrians and cyclists colliding on the bend, or to cyclists and/or pedestrians stepping into the carriageway to pass opposing users, leading to vehicle/VRU collisions.

Recommendation

Ensure the footway is wide enough to accommodate the expected volumes of Vulnerable Road Users.

4 Observations

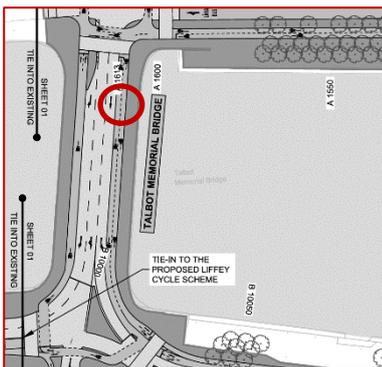
4.1 While tactile paving has not been indicated at this early stage in the design process, it will be required at all controlled & uncontrolled pedestrian crossings, and also at the interface between segregated pedestrian/cyclist facilities and shared surfaces, for example the shared surface which extends out to the “floating island” bus stop arrangements.

In addition, measures will be required at the proposed “floating island” bus stop arrangements to ensure that visually impaired public transport users are guided safely to/from the bus stop and the adjacent footpath.

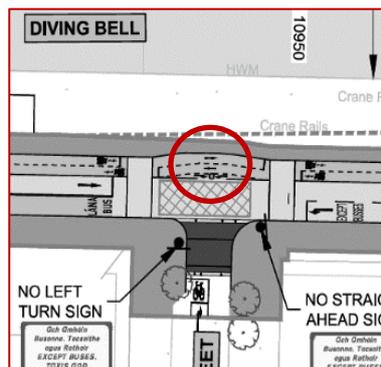
4.2 The Talbot Bridge nearside lane shows a straight-ahead arrow in a lane that can only turn left downstream. The straight-ahead arrow should be replaced by a left turn arrow.

4.3 The proposed arrangement for cyclists to access side roads at a number of locations on the south quays (e.g. at Forbes Street) from the two-way cycle track appears unnecessarily complicated. Cyclists could use the adjacent toucan crossings to access the side roads at these locations.

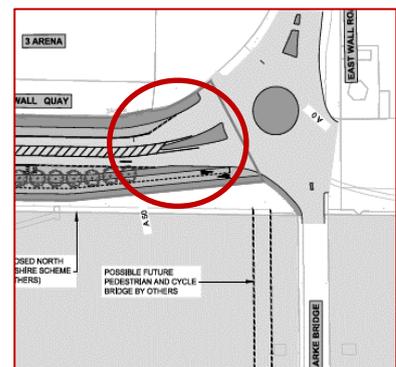
4.4 The eastbound approach to the existing roundabout on the northern side of the Tom Clarke Bridge is poorly defined. The existing arrangement has two lanes entering the roundabout, one for left-turning traffic and one for right-turning traffic. Vehicles in the general traffic lane on North Wall Quay will have to move left in order to turn left at the roundabout. The absence of appropriate guidance may result in late lane-change manoeuvres and possible side-swipe collisions. Provide guidance markings to support good lane discipline and clear direction for approaching drivers.



Observation 4.2



Observation 4.3



Observation 4.4

5 Road Safety Audit Team Statement

We certify that we have examined the drawings referred to in this report. The examination 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 problems identified have been noted in this report together with associated safety improvement suggestions, which we would recommend should be studied for implementation.

No one on the Road Safety Audit Team has been involved with the design of the scheme.

ROAD SAFETY AUDIT TEAM LEADER

Aly Gleeson

Signed:



Dated:

6th October 2021

ROAD SAFETY AUDIT TEAM MEMBER

Peter Monahan

Signed:



Dated:

6th October 2021

Appendix A – Road Safety Audit Brief Checklist

Have the following been included in the audit brief?: (if 'No', reasons should be given below)

	Yes	No
1. The Design Brief	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Departures from Standard	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Scheme Drawings	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Scheme Details such as signs schedules, traffic signal staging	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Collision data for existing roads affected by scheme	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Traffic surveys	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Previous Road Safety Audit Reports and Designer's Responses/Feedback Form	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Previous Exception Reports	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Start date for construction and expected opening date	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Any elements to be excluded from audit	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Any other information?

(if 'Yes', describe below)

<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Appendix B – Documents Submitted to the Road Safety Audit Team

DOCUMENT/DRAWING TITLE	DOCUMENT/DRAWING NO.	REV
CBC 16 Ringsend to City Centre GA	BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0001	L03
CBC 16 Ringsend to City Centre GA	BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0002	L03
CBC 16 Ringsend to City Centre GA	BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0003	L03
CBC 16 Ringsend to City Centre GA	BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0004	L03
CBC 16 Ringsend to City Centre GA	BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0005	L03
CBC 16 Ringsend to City Centre GA	BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0006	L03
CBC 16 Ringsend to City Centre GA	BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0007	L03
CBC 16 Ringsend to City Centre GA	BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0008	L03
CBC 16 Ringsend to City Centre GA	BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0009	L03
CBC 16 Ringsend to City Centre GA	BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0010	L03
CBC 16 Ringsend to City Centre GA	BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0011	L03
CBC 16 Ringsend to City Centre GA	BCIDD-ROT-GEO_GA-0016_XX_00-DR-CR-0012	L03

Appendix C – Feedback Form

Road Safety Audit Feedback Form

Scheme: Ringsend to City Centre Core Bus Corridor Scheme

Route No.: R801, R813, R131 and local urban roads

Audit Stage: Stage 1 Road Safety Audit **Date Audit Completed:** 21st May 2021

To Be Completed by Designer				To Be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem Accepted (Yes/No)	Recommended Measure(s) Accepted (Yes/No)	Describe Alternative Measure(s). Give reasons for not accepting recommended measure	Alternative Measures or Reasons Accepted by Auditors (Yes/No)
3.1	Yes	Yes		
3.2	Yes	Yes		
3.3	Yes	Yes		
3.4	Yes	Yes		
3.5	Yes	Yes		
3.6	Yes	No	Space constraints prevent a blanket provision of 4m wide crossings everywhere within the scheme. Where space allows we have widened all crossings to up to 4m. At Beckett Bridge south however, the design is especially constrained by levels and opening bridge paraphernalia and the layout as constructed is the most that can be achieved at this location. The existing crossing layout is being retained with enhancements to the footpaths and cycle facilities on each side where practicable.	Yes
3.7	Yes	Yes		
3.8	Yes	Yes		
3.9	No	No	Drivers can continue to turn right at the location of the sign via Steven's Walk and Green Street East. Larger HGVs that don't use Steven's Walk can continue to use Benson Street. It is noted that 5+ axle HGV's are not permitted to use Sir John Rogerson's Quay as a haul route and there are several 3.5T parking bans on the streets perpendicular to discourage such large vehicles from entering the area.	Yes

Road Safety Audit Feedback Form

Scheme: Ringsend to City Centre Core Bus Corridor Scheme

Route No.: R801, R813, R131 and local urban roads

Audit Stage: Stage 1 Road Safety Audit **Date Audit Completed:** 21st May 2021

To Be Completed by Designer				To Be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem Accepted (Yes/No)	Recommended Measure(s) Accepted (Yes/No)	Describe Alternative Measure(s). Give reasons for not accepting recommended measure	Alternative Measures or Reasons Accepted by Auditors (Yes/No)
			<p>It is not possible to provide any other statutory vehicle limit signs at Benson Street without potentially affecting the allowance for buses and coaches to continue through the junction. In the event a large HGV does find itself beyond Benson Street and unable to turn down Steven's Walk, they can continue through the Bus Gate and accept a fine.</p> <p>The proposed bus gate is not affecting any existing rights of way therefore all other road users will continue to use the existing streets as they currently do.</p>	
3.10	Yes	Yes		
3.11	Yes	Yes		
3.12	Yes	No	<p>This junction is outside the scope of this project and is being progressed separately by DCC. The issue will be brought to DCC's attention</p>	Yes
3.13	Yes	Yes		
3.14	Yes	Yes		

Signed:  Designer **Date** 08.09.2021

Signed:  Audit Team Leader **Date** 6th Oct 2021

Signed: colm griffin Employer **Date** 11th October 2022

Appendix D – Problem Locations

