Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Road Safety Improvement Scheme

TII Ref: **N61RN_029.0**

Boyle Safety Scheme
Preliminary Design Report

Comhairle Contae Ros Comáin
Roscommon County Council

Date: 15/12/2023

Contents

Document History

Revision	Date	Prepared By	Checked By	Approved By	Comments
01	27/07/2023	RCC	JF	JF	
02	15/08/2023	RCC	JF	JF	
03	15/12/2023	RCC	DC	JF	

1 Introduction

The N61 is a National Secondary Road within County Roscommon, linking Roscommon town to the N4 outside of Boyle via Tulsk where it crosses the N5. The Route is approximately 75.2km in length of single land carriageway. The N61 through Boyle has an AADT c.6000 vehicles

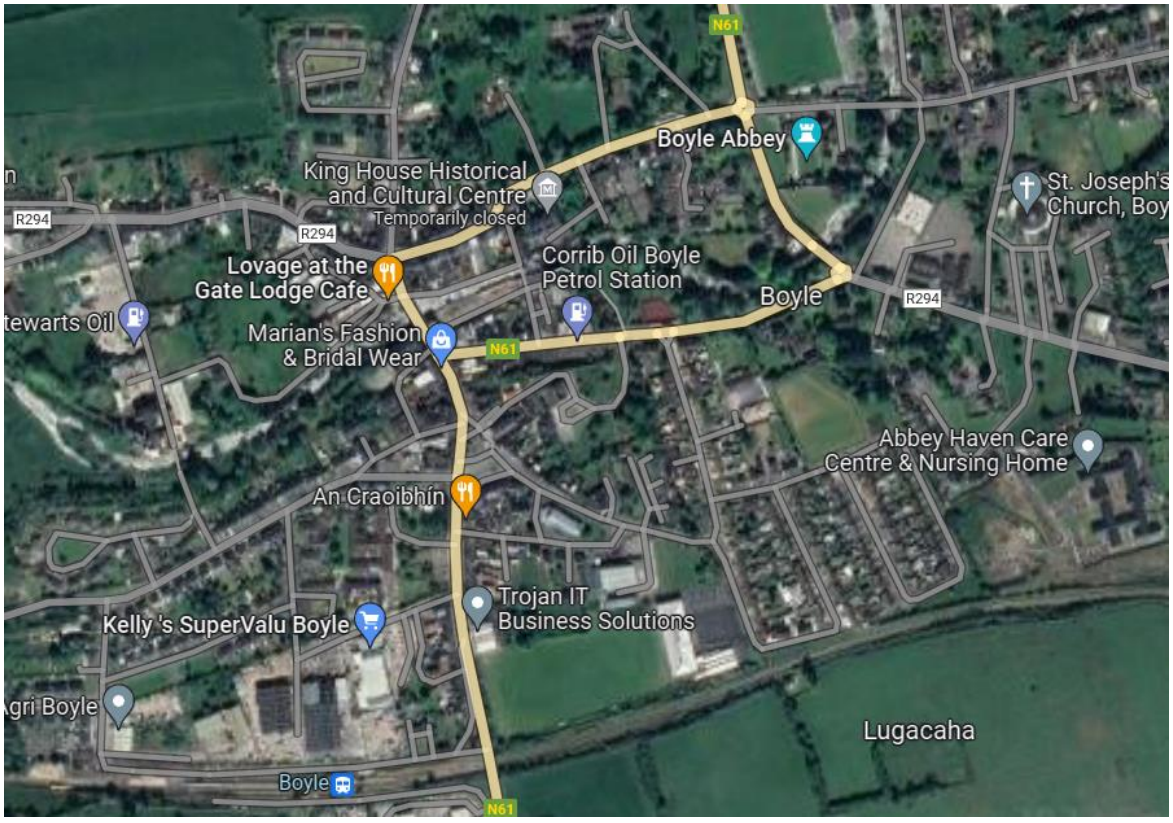
Roscommon County Council in conjunction with TII has identified the urban area of Boyle town as a high-risk location for road collisions. Various sections of the N61 through Boyle town have a history of serious, minor injury and material damage collisions.

Roscommon County Council Road Design Office are creating this feasibility study to ascertain what works can be carried out to remedy the problem and make Boyle a safer environment for pedestrians and vulnerable road users. This Feasibility Study Report has been prepared by addressing the safety issues with the current layout. Included in the report is an assessment of options, the works required to implement the scheme and scheme cost estimates.

The study area is defined as the N61, mainly Elphin St, Bridge St & Main St in the urban centre of the village of Boyle, County Roscommon. It's a 50km/h speed zone.

This report consists of an examination and analysis of the collision history of the study area in order to identify the key safety issues, to investigate the possible causes of the collisions and to identify possible engineering measures to improve road safety in the town in line with the objectives identified in Chapter 7 of the County Development Plan.

The proposed scheme has been assessed under the HD15 Review of NRA High Collision Locations and is identified as a site having a collision rate threshold of twice the average for National roads therefore needing further assessment of collisions to identify if there is a treatable Engineering solution. The scheme identification is Type A.



Study Area - N61 National Route through Boyle Town

2 Collision History

No further collision analysis has been carried out since the production of the Feasibility and Options Report.

3 Safety Objectives

- Encourage vehicles to slow down more when driving through the town centre
- To reduce the frequency of pedestrian collisions as a result of driver failure, improve junction operations and install safe crossing points for pedestrians along the scheme.
- Improve the visibility for the vehicles entering the junction particularly from the L50571 onto the N61 where visibility at the moment is extremely poor.

4 Existing Conditions

4.1 Speed

The N61 through Boyle town is within the 50 km/hr built up area speed limit zone.

4.2 Traffic Volumes

Average daily traffic is in the order of 6300 vehicles per day with approximately 5-6% HGVs

4.3 Horizontal Alignment

It is not proposed to alter the existing horizontal alignment.

4.4 Vertical Alignment

The N61 is relatively level on approach to the Crescent from where its dips towards the Boyle River which runs through the town centre. It is not proposed to alter the existing Vertical Alignment.

4.5 Cross Section Crossfall & Superelevation

4.5.1 Cross Section

The existing Cross section of the N61 is a single carriageway through the town of Boyle. The carriageway width on Roscommon Street is up to 13.6m kerb to kerb near the junction with the L50571 and the proposed pedestrian crossing. The majority of Main Street has on street parking on one side so in some instances the usable road width is down to 5.4m. Cross sections and available road widths are shown in Appendix A – Design Drawings.

4.5.2 Crossfall

There is normal crossfall (2.5%) from the centreline on the streets under consideration.

4.5.3 Superelevation

Not Applicable.

4.6 Junctions & Accesses

A review of collision data has identified the national road through Boyle as a high collision location. This high collision location was identified in 2019. The study area commences at the railway bridge on the southern approach to Boyle and extends through the town centre to the end of Main Street. This stretch of roadway from the L50571 coming on to the N61 (Elphin St) is narrow and the geometry of the Junction is very poor at present due to the proximity of the railway bridge to the right, restricting any reasonable view of oncoming traffic. Approaching this junction from east to west on the N61 motorists tend to increase their speed as the geometry at present opens to a wider road space.

Near the junction between Main St (N61), Green St and the R294, there are Multi Vehicular movements, the variety of these distract from the motorist's awareness of VRUs on the ground, this is added to with on street parking on main St and results in VRUs stepping out between gaps in the traffic.

4.7 Facilities for Vulnerable Road Users

There is a lack of a safe crossing facility on Elphin Street and there are schools, retail, and other services in the vicinity which create desire movements across the N61, resulting in uncontrolled movement of VRUs. The wide road space with on street parking on both side is frequently used for U-turns by vehicles making pedestrian crossing even more hazardous. There is also a lack of a safe crossing facility on Main St and the ability to see oncoming traffic in both directions is extremely difficult along the entire street due to the narrow road width and on street parking.

4.8 Visibility & Sightlines

Due to the current junction geometry and on street parking, visibility is restricted for drivers on both of the main junctions mentioned above.

5 Environmental, Archaeological and Other Constraints

5.1 Appropriate Assessment

Appropriate Assessment screening for this project has been carried out and the report is included in Appendix E.

5.2 Ecological Assessment

It is determined that no further Ecological Assessments are required for the delivery of this project.

5.3 Other Environmental Surveys

It is determined that no further Environmental Assessments are required for the delivery of this project.

5.4 Archaeological Constraints

Following on from discussions with the Roscommon County Council Heritage Department it is determined that no further Archaeological Assessments are required for the delivery of this project.

6 Proposed Design

6.1 General

The proposed design will provide a much safer environment for pedestrians and vulnerable road users in Boyle by introducing various engineering measures that will enable Elphin Street and the town approach to operate more efficiently and safely. This is to be achieved by creating a one-way street on the L50571, re-defining its junction with

the N61 and narrowing down the overall width on the N61 to promote slower vehicle speeds. Installing controlled pedestrian crossing facilities on Elphin Street & Main Street to address uncontrolled crossing desire lines at both locations. Following a workshop held with elected representatives it was decided that a controlled pedestrian crossing at either end of Main St was warranted. Two other existing pedestrian crossing facilities at The Crescent & Military Road are to be upgraded as part of this project. Preliminary design drawings are included in Appendix A. Pedestrian crossing facilities that are currently in place in the town at Bridge St and Shop St are to be upgraded to current standards as part of an ongoing public realm scheme being undertaken by RCC Community & Enterprise Department. Details of this scheme are included in Appendix G.

6.2 Land Acquisition

Not Applicable.

6.3 Horizontal Alignment

The horizontal alignment follows the existing centreline of the N61.

6.4 Vertical Alignment

The vertical alignment will match the existing vertical alignments.

6.5 Cross Section Crossfall & Superelevation.

6.5.1 Cross Section

Typical cross sections are shown in Appendix A

6.5.2 Crossfall

The current crossfall will not be altered as result of the proposed scheme.

6.5.3 Superelevation

Not Applicable.

6.6 Facilities for Vulnerable Road Users

New junction layout will improve facilities for vulnerable road users by reducing road widths and providing controlled crossing points along Main Street and Elphin St. All proposed works are to be in accordance with DMURS.

6.7 Junctions & Accesses

The junction of the L50571 and the N61 (Elphin St) is narrow and the geometry of the Junction is very poor at present due to the proximity of the railway bridge to the right. Driver visibility splays are significantly below standard and the current geometry promotes U turns. The junction between Main St & Green St is not pedestrian friendly and pedestrian facilities cannot be designed or constructed here to any standard therefore a pedestrian crossing facility is proposed as near as possible to the junction along Main Street.

6.8 Visibility and Sightlines

Visibility is poor for drivers at both junctions which puts pedestrians in a more vulnerable situation as there is potential for drivers to be distracted and focused by oncoming traffic and not on pedestrians trying to cross the road. Due to restrictions posed by existing infrastructure that cannot be moved it is not possible to achieve the desired sightline distance in accordance with DMURS at the pedestrian crossings on Main St and at the proposed new junction layout at Elphin St however it is considered that the proposed design represents a substantial improvement on the current layout. Departures for each location is included in Appendix E. Speed Survey data on Main Street is attached in Appendix H.

6.9 Drainage

At the junction's kerbs and gullies will be provided. The capacity of the existing drainage system was checked and there is sufficient capacity to cater for surface water. There are no extra quantities of surface water associated with the new arrangement.

6.10 Pavement

It is not anticipated to carry out any significant pavement renewal as part of this project, the existing pavement has been upgraded recently.

6.11 Safety Barrier Risk Assessment and Provision

Not Applicable

6.12 Traffic Signs and Road Markings

It is proposed to replace/relocate the existing signage as required by the detailed design in accordance with TII standards.

6.13 Accommodation Works

The detailed design will identify any/all accommodation works required to facilitate the scheme as proposed.

6.14 Lighting

No alterations to lighting at existing junctions or crossing locations is proposed however this will be reviewed at detailed design stage.

6.15 Departures from Standard

It is anticipated that a departure from standard DN-GEO-03060 & DN-GEO-03030 will be required for the delivery of this scheme.

7 Road Safety Audit

A Combined Stage 1&2 Road Safety Audit is attached in Appendix B. A Stage 3 RSA is to be carried out on project completion.

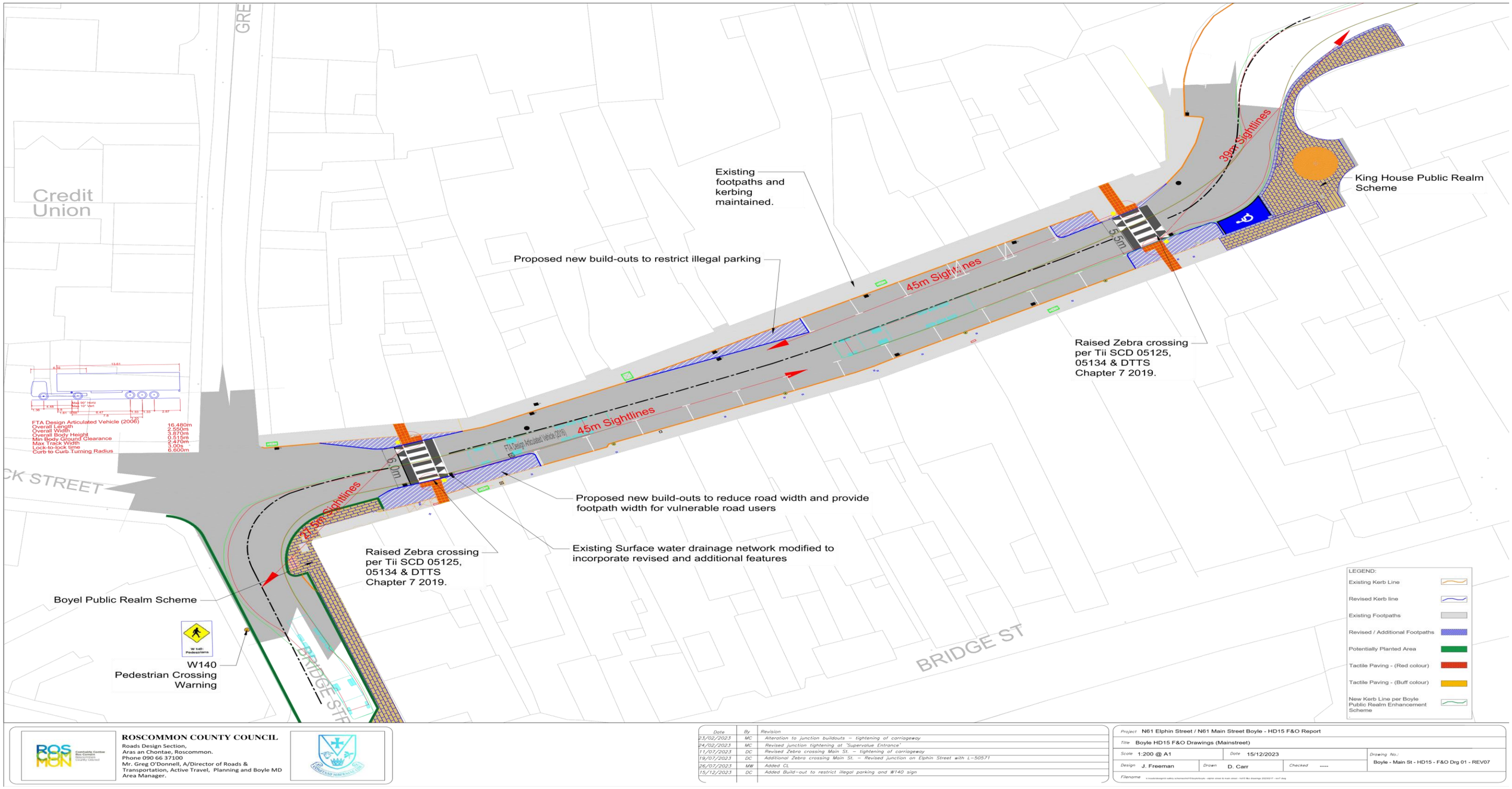
8 Total Scheme Budget

The cost estimate for the scheme in the Feasibility and Options Report approved at Gateway 1 was €167,000 including VAT. Following subsequent consultation with TII Safety Department RCC were asked to review existing pedestrian crossing facilities and provide for upgrading of same to current standards if required. RCC also held a workshop with elected members and have subsequently added a pedestrian crossing at the other end of Main St. As a result, the total scheme budget has increased to €207,000. A cost estimate has been prepared and a breakdown of the estimate is provided in Appendix C of this report.

9 Project Appraisal Balance Sheet

A project appraisal balance sheet is included in Appendix D

Appendix A – Design Drawings

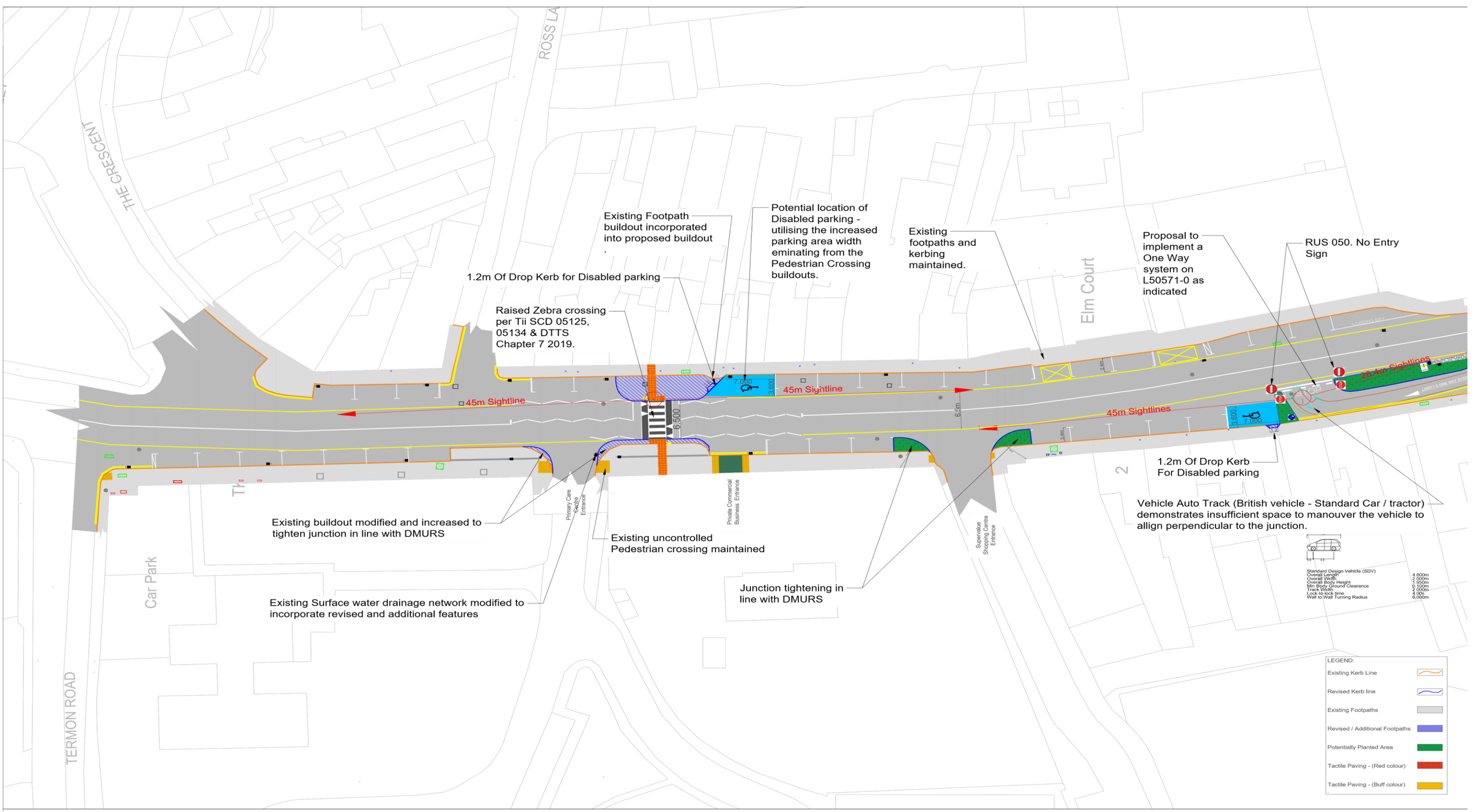


ROSCOMMON COUNTY COUNCIL
Roads Design Section,
Aras an Chontae, Roscommon.
Phone 090 66 37100
Mr. Greg O'Donnell, A/Director of Roads & Transportation, Active Travel, Planning and Boyle MD Area Manager.

Date	By	Revision
23/02/2023	MC	Alteration to junction buildouts – tightening of carriageway
24/02/2023	MC	Revised junction tightening at 'Supervalue Entrance'
11/07/2023	DC	Revised Zebra crossing Main St. – tightening of carriageway
19/07/2023	DC	Additional Zebra crossing Main St. – Revised junction on Elphin Street with L-50571
26/07/2023	MW	Added CL
15/12/2023	DC	Added Build-out to restrict illegal parking and W140 sign

Project	N61 Elphin Street / N61 Main Street Boyle - HD15 F&O Report		
Title	Boyle HD15 F&O Drawings (Mainstreet)		
Scale 1:200 @ A1	Date 15/12/2023		Drawing No.: Boyle - Main St - HD15 - F&O Drg 01 - REV07
Design J. Freeman	Drawn D. Carr	Checked ----	
Filename			

Drawing 01- Proposed Zebra Crossing on Main St



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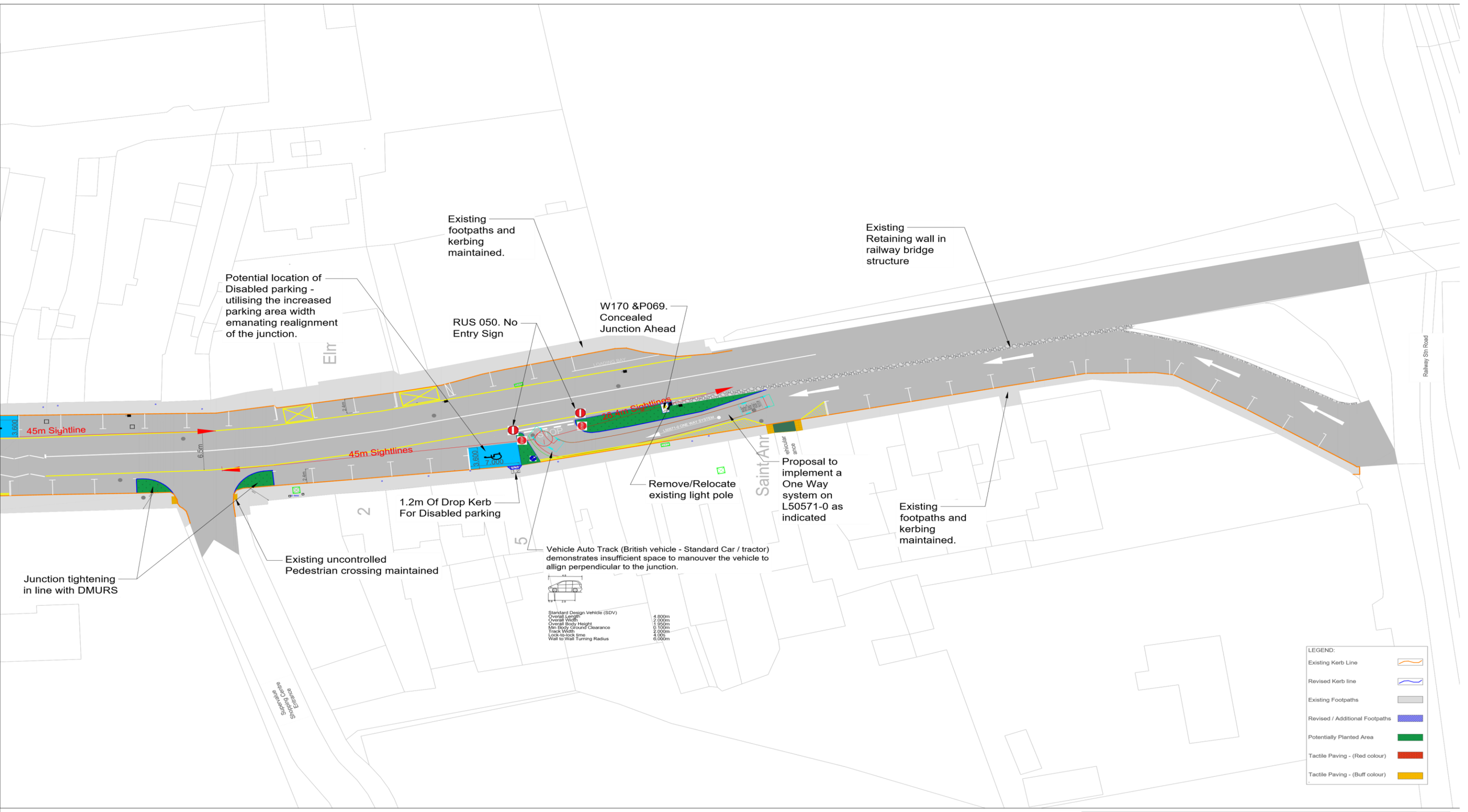
19/07/2023	DC	Additional Zebra crossing Main St. – Revised junction on Elphin Street with L-50571
26/07/2023	MW	Added Double Yellow Lines, No Entry Signs, Yellow hatch on either side of entrance and Arrows
22/11/2023	DC	Alteration to Build-out for pedestrian crossing

Project	N61 Elphin Street / N61 Main Street Boyle - HD15 F&O Report		
Title	Boyle HD15 - F&O Drawings (Elphin Street 1 of 2)		
Scale 1:250 @ A1	Date 15/12/2023		Drawing No.: Boyle - Elphin St - HD15 - F&O Drg 02 - REV07
Design J. Freeman	Drawn D. Carr	Checked ----	
Filename			

Note – The constrained nature of this street, the high volume of traffic and parking all along one side makes visibility difficult for pedestrians trying to navigate a safe crossing.

Drawing 02- Proposed Zebra Crossing on Elphin St



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Project	N61 Elphin Street / N61 Main Street Boyle - HD15 F&O Report		
Title	Boyle HD15 - F&O Drawings (Elphin Street 2 of 2)		
Scale	1:250 @ A1	Date 15/12/2023	Drawing No.: Boyle - Elphin St - HD15 - F&O Drg 03 - REV07
Design	J. Freeman	Drawn D. Carr	Checked ----
Filename			

Note – This crossing is located at the desire line for people crossing towards Boyle Primary Care Centre & Supervalu. It's very busy at school lunchtime and the current road layout does not facilitate safe crossing particularly for VRUs.

Drawing 03- Proposed lane width reduction on Elphin St

Appendix B –Quality Audit

Introduction

The N61 is a National Secondary Road within County Roscommon, linking Roscommon town to the N4 outside of Boyle via Tulsk where it crosses the N5. The Route is approximately 75.2km in length of single land carriageway. The N61 through Boyle has an AADT c.6000 vehicles. Roscommon County Council in conjunction with TII has identified the urban area of Boyle town as a high-risk location for road collisions. Various sections of the N61 through Boyle town have a history of serious, minor injury and material damage collisions. Roscommon County Council Road Design Office are proposing to carry out a series of engineering measures to remedy the problem and make Boyle a safer environment for pedestrians and vulnerable road users. The study area is defined as the N61, mainly Elphin St, Bridge St & Main St in the urban centre of the village of Boyle, County Roscommon. It's a 50km/h speed zone.

This report consists of an examination and analysis of the collision history of the study area in order to identify the key safety issues, to investigate the possible causes of the collisions and to identify possible engineering measures to improve road safety in the town in line with the objectives identified in Chapter 7 of the County Development Plan.

The proposed scheme has been assessed under the HD15 Review of NRA High Collision Locations and is identified as a site having a collision rate threshold of twice the average for National roads therefore needing further assessment of collisions to identify if there is a treatable Engineering solution. The scheme identification is Type A.

Roscommon County Council Road Design Office are preparing this Quality Audit to demonstrate that appropriate consideration has been given to all of the relevant aspects of the design.

The Quality Audit process seeks to integrate existing auditing processes, such as the Road Safety Audit, and expand the utilisation of several other multidisciplinary audits, assessments and approaches into street design. This approach is set out in the Design Manual for Urban Streets and Roads.

Quality Audits generally consist of a number of individual and overlapping audits or assessments that inform the Design Process and aid decision making and problem solving.

The key benefits of a Quality Audit are: -

• A transparent process that demonstrates that the needs of all user groups and the design objectives are being considered.

• Enables the projects objectives to be delivered by putting in place a check procedure.

• Contributes to cost efficiency in design and implementation.

• Encourages engagement with stakeholders.

The Quality Audit Report should summarise the issues raised within each individual audit or assessment used to inform the design process, identify any potential conflicts between audits or assessments and

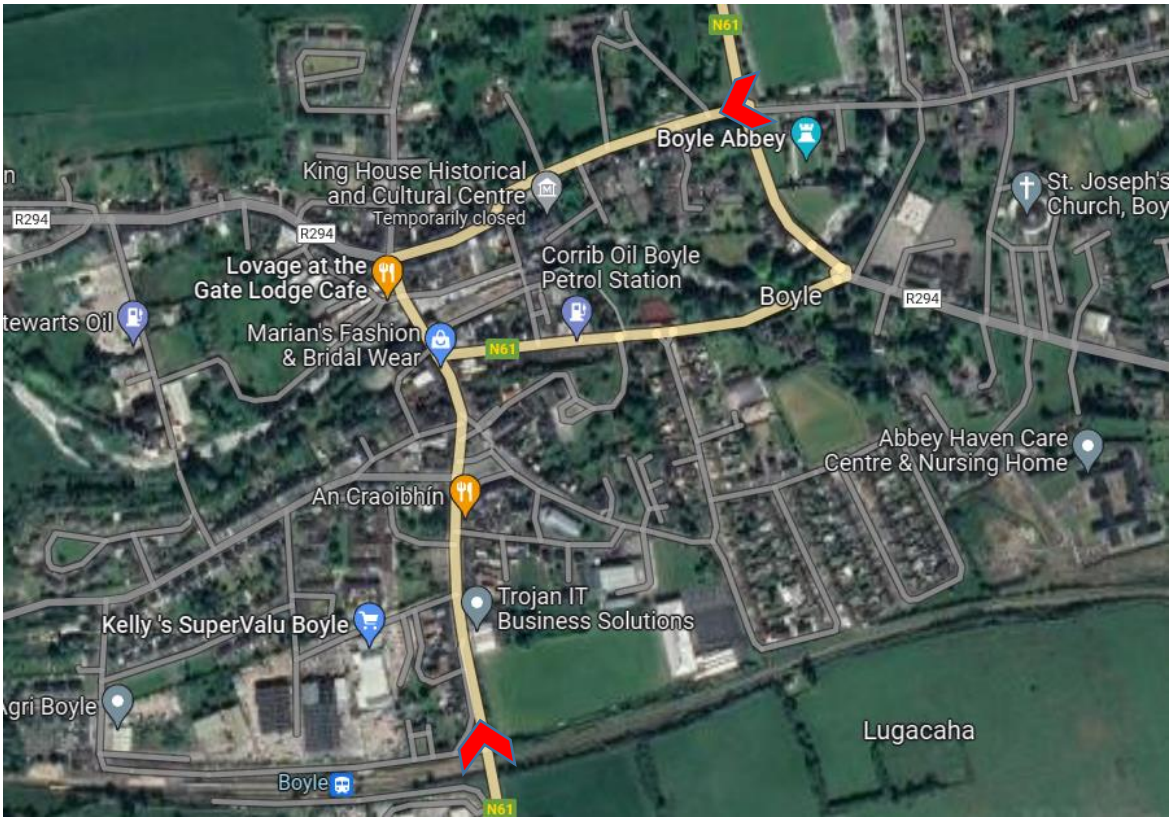
propose solutions. All solutions should be measured against the main objectives of the scheme/project and presented as a series of recommendations and decisions.

A Quality Audit involves various assessments of the impacts of a street scheme in terms of road safety, visual quality and the use of streets by the community. Access for disabled people, pedestrians, cyclists and drivers of motor vehicles is considered.

DMURS states that Quality Audits should consist of the following parts:

- DMURS Street Design Audit
- Individual Design Audits
- Quality Audit Report

Safety Priorities to be addressed on Main Street to address HCL locations



The study area is defined as the N61, mainly Elphin St, Bridge St & Main St in the urban centre of the village of Boyle, County Roscommon. It's a 50km/h speed zone.

Scheme Objectives

- To provide a safe & efficient means for pedestrians and vulnerable road users to make their way across the main street & junctions.
- Prevent vehicles mounting the footpaths and endangering pedestrians
- Force vehicles to slow down more when driving through the town centre

Proposed Design

The proposed design will provide a much safer environment for pedestrians and vulnerable road users in Boyle by introducing various engineering measures that will enable Elphin Street and the town approach to operate more efficiently and safely. This is to be achieved by creating a one-way street on the L50571, re-defining its junction with the N61 and narrowing down the overall width on the N61 to promote slower vehicle speeds. Installing controlled pedestrian crossing facilities on Elphin Street & Main Street to address uncontrolled crossing desire lines at both locations. Following a workshop held with elected representatives it was decided that a controlled pedestrian crossing at either end of Main St was warranted. Two other existing pedestrian crossing facilities at The Crescent & Military Road are to be upgraded as part of this project. Preliminary design drawings are included in Appendix A. Pedestrian crossing facilities that are currently in place in the town at Bridge St and Shop St are to be upgraded to current standards as part of an ongoing public realm scheme being undertaken by RCC Community & Enterprise Department. Details of this scheme are included in Appendix G.

Street Design Audit

1.0 Connectivity -		
Key Issues	Key DMURS Reference	Design Response
Strategic routes/major desire lines been identified and are clearly incorporated into the design.	3.1 – Integrated Street Network 3.2.1 – Movement Function 3.3.1 – Street layouts 3.3.4 - Wayfinding	The proposed design will provide a much safer environment for pedestrians and vulnerable road users in Boyle by introducing various engineering measures that will improve pedestrian safety and junction operation making the N61 route through town safer for all road users.
Multiple points of access are provided to the site/place, in	3.3.1 – Street Layouts	Creating a one-way street on the Elphin St junction will vastly improve the current uncontrolled layout and will improve the overall operation of the junction

particular for sustainable modes.		minimising the potential for conflict points between motorised road users, cyclists and pedestrians.
Accessibility throughout the site is maximised for pedestrians and cyclists, ensuring route choice.	3.3.1 – Street Layouts 3.3.2 – Block Sizes 3.4.1 – Vehicle Permeability	The design significantly improves movement through the town centre for pedestrians and cyclists and creates a much safer environment right through the town centre for vulnerable road users. Designated pedestrian crossings are being introduced based on pedestrian desire lines. The introduction of raised pedestrian crossing facilities will have an overall effect of slowing down the through traffic thereby creating a much safer environment for cyclists.
Through movements by private vehicles on local streets are discouraged by an appropriate level of traffic calming measures.	3.2.1 – Movement Function 3.2.3 – Place Context 3.4.1 – Vehicle Permeability	Junction upgrades within the space available have been designed to optimise the movement of traffic through the junctions in a safe manner by creating a more controlled access of the N61. Focus has been given in design to providing connectivity and accessibility demands of pedestrians while design and landscaping proposals promote the importance of the place. Design elements within the scheme will reduce vehicle speeds and increase ease of movement for more vulnerable road users
2.0 Self-Regulating Street Environment -		
Key Issues	Key DMURS Reference	Design Response
A suitable range of design speeds have been applied with regard to context and function.	3.2.1 – Movement Function. 3.2.2 – Place Context. 4.1.1 – A Balanced Approach to Speed	The geometric design parameters and traffic calming measures included in the design aim to lower operational speeds and create a main street that is more appealing to pedestrians and cyclists.
The street environment will facilitate the creation of a traffic calmed environment via the use of 'softer' or passive measures.	4.2.1 – Building Height and Street Width 4.2.2 – Street Trees 4.2.3 – Active Street Edges	Introduction of raised table crossings will have an overall traffic calming effect on the town centre. Extensive road markings are proposed throughout the scheme to help narrow active carriageway widths, discourage illegal parking manoeuvres and vehicle speeds. This will be particularly beneficial on the approach to the Crescent where excessive carriageway width encourages increased speed.

	4.2.4 – Signage and Line Marking 4.2.7 – Planting 4.4.2 – Carriageway Surfaces 4.4.9 - On-Street Parking Advice Note 1 – Transitions and Gateways	
A suitable range of design standards/measures have been applied that are consistent with the applied design speeds.	4.4.1 - Carriageway Widths 4.4.4 – Forward Visibility 4.4.5 – Visibility Splays 4.4.6 – Alignment and curvature 4.4.7 – Horizontal and Vertical Deflections Advice Note 1 – Transitions and Gateways	Design standards as outlined in DMURS have been adopted to improve the operation of the two main junctions. DMURS has been used as the defining document when determining carriageway widths, road geometry, junction design and providing for pedestrians and cyclists.
3.0 Pedestrian & Cycling Environment -		
Key Issues	Key DMURS Reference	Design Response
The built environment contributes to the creation of a safe and comfortable pedestrian environment.	4.2.1 – Building Height and Street Width 4.2.3 – Active Street Edges 4.2.5 – Street Furniture 4.4.9 - On-Street parking	Introduction of raised table crossings and reduction in carriageway widths will have an overall traffic calming effect on the town centre. Pedestrian crossing desire lines have been targeted within the proposal.

Junctions been designed to ensure the needs of pedestrians and cyclists are prioritised.	4.3.2 - Pedestrian Crossings 4.3.3 – Corner Radii 4.4.3 - Junction Design	The proposed design will provide a much safer environment for pedestrians and vulnerable road users in Boyle by introducing various engineering measures that will enable the Elphin Street junction to operate more efficiently. Pedestrian crossings are to be added to cater for all desire line movements.
Footpaths are continuous and wide enough to cater for the anticipated number of pedestrian movements.	3.2.1 – Movement Function. 3.2.3 – Place Context. 4.2.5 – Street Furniture 4.3.1 - Footways, Verges and Strips 4.3.2 - Pedestrian Crossings	It is proposed to increase footpath space at all locations where the new pedestrian crossings are to be located. This will improve facilities for all pedestrians' particularly vulnerable road users.
The particular needs of visually and mobility impaired users been identified and incorporated in the design.	4.2.5 - Street Furniture 4.3.1 - Footways, Verges and Strips 4.3.2 - Pedestrian Crossings 4.3.4 - Pedestrianised and Shared Surfaces	The Designer has been cognisant of the use of tactile paving, kerbing at shared surfaces, pedestrian crossings and height changes between areas in the proposed design to consider needs of visually and mobility impaired users. Crossing points are being designed to ensure access for all
Cycling facilities will cater for cyclists of all ages and abilities.	3.2.1 – Movement Function. 3.2.3 – Place Context. 4.3.5 - Cycle facilities.	Given width constraints and the focus on prioritising pedestrian facilities space is not available within the study area to provide an offline cycle facility. Cyclists will share the carriageway with motorised road users. The designer notes that no cycle facilities exist on the N61 through Boyle and that provision of offline or cycle lane facilities is not possible due to the constrained lane widths in the town.
4.0 Visual Quality -		

Key Issues	Key DMURS Reference	Design Response
The landscape plan responds to the street hierarchy and the value of the place	3.2.1 – Movement Function. 3.2.3 – Place Context. 4.2.2 – Street Trees 4.2.7 – Planting Advice Note 1 – Transitions and Gateways	RCC road design team have liaised with the Conservation Department of Roscommon County Council and Archaeology sections to ensure that the landscape plan is in keeping with the Planning specifications of the area.
Street furniture is orderly placed.	3.2.1 – Movement Function. 3.2.3 – Place Context. 4.2.5 - Street Furniture. 4.3.1 - Footways, Verges and Strips	Street Furniture will be placed cognisant of pedestrian desire lines, footpath widths and likely use of available space within the scheme extents
The use of signage and line marking has been minimised	3.2.1 – Movement Function. 3.2.3 – Place Context. 4.2.4 - Signage and Line Marking.	Appropriate levels of signage and delineation in accordance with current standards are being included as part of the design process.
Materials and finishes used throughout the scheme have been selected from a limited palette and respond to the value of the place	3.2.1 – Movement Function. 3.2.3 – Place Context. 4.2.6 – Materials and Finishes 4.2.8 – Historic Contexts.	Materials and finishes will be chosen at detailed design stage. Full consideration will be given to construction guidance as outlined in DMURS Advice Note 2 – Materials and Specifications to ensure that appropriate surface and sub-surface materials and construction are implemented The Design team are engaging with Roscommon County Council Architectural and Conservation departments along with planners to ensure a design in keeping with the area.

	4.3.2 – Pedestrian Crossings 4.4.2 – Carriageway Surfaces Advice Note 2 – Materials and Specifications		
6.0 Additional Comments -			
7.0 Personnel Information -			
	Name	Date	Signature
Prepared By	John Freeman	15/08/2023	
Designer	Roscommon County Council	15/08/2023	

Stage 1/2 Road Safety Audit

Proposed Pedestrian Safety Scheme, Boyle, Co. Roscommon

Document Control Sheet

Client:	Roscommon County Council
Document No:	230881-ORS-XX-XX-RP-TR-13g-001

Revision Status		Author:	Reviewed by:	Approved By:	Issue Date
P01	S2	LD	AP	DMC	30/06/2023
P02	S2	MG	AP	DMC	08/12/2023
P03	S2	MG	AP	DMC	11/12/2023

Table of Contents

1 Introduction

This report documents the findings of a Stage 1/2 Road Safety Audit (RSA) carried out with respect to the proposed Pedestrian Safety Scheme, Boyle, Co. Roscommon.

The audit team conducted the site visit on Tuesday the 20th of June 2023. The audit was carried out in the offices of ORS on Wednesday the 28th of June 2023. A revised audit was carried out on the scheme on Wednesday the 6th of December 2023 due to additional design changes carried out by the design team.

The audit team comprised of the following people:

Audit Team Leader:

Adam Price	BEng (Hons), CEng, MIEI

Audit Team Member:

David McCormack:	BEng (Hons), Dip Eng., CEng, MIEI

Audit Team Observer:

Mark Gallagher	AEng, MIEI

During the site visit the weather was dry. The road surface was dry, and the traffic levels were noted to be moderate across the audit period.

Previous Road Safety Audits were not available for review. The audit team reviewed the following documents and drawings provided by Roscommon County Council.

(1) Boyle - Elphin Street - HD15 - F&O Drg 02 – REV05
(2) Boyle - Elphin Street - HD15 - F&O Drg 03 – REV05
(3) Boyle - Main Street - HD15 - F&O Drg 01 – REV 05
(4) Boyle Safety Scheme – Preliminary Design Report

Documents/Information not supplied:

- Speed Survey
- Traffic Count Data
- Departures from Standards.

The terms of reference / procedure for the Audit were as per the relevant sections of the **Transport Infrastructure Ireland Road Safety Audit Standard GE-STY-01024**. The audit examined only those issues within the design relating to the road safety implications of the scheme and has therefore not examined or verified the compliance of the designs to any other criteria. The Road Safety Audit should not be treated as a design check.

The problems identified and described in this report are considered by the Audit Team to require action to improve the safety of the development and minimise accident occurrence. All comments, references and recommendations in this safety audit are in respect of the review of information supplied by Roscommon County Council.

A Departure from Standards application has been made in relation to Problem No. 4 of this report due to the restricted visibility to the east of the junction due to the topography of the N61 over the railway line below. Details of this are noted in the Boyle Safety Scheme Preliminary Design Report.

2 Description of the Proposed Development

The proposed scheme put forward by Roscommon County Council will consist of road and pedestrian enhancement works on Elphin Street and Main Street in Boyle, Co. Roscommon.

The proposal involves the upgrade of pedestrian infrastructure within Boyle with the purpose of providing a safer space for vulnerable road users. The scheme will include road tightening, new kerb lines, raised zebra crossings, alterations to on-street parking arrangements, road markings, drainage, and all associated works.

The speed limit within Boyle in the vicinity of the works areas is 50km/h. Please refer to **Figure 2.1** below for the site location and **Figures 2.2, 2.3 and 2.4** overleaf to the proposed layout.

Figure 2.1: Site location (Source: Google Earth)

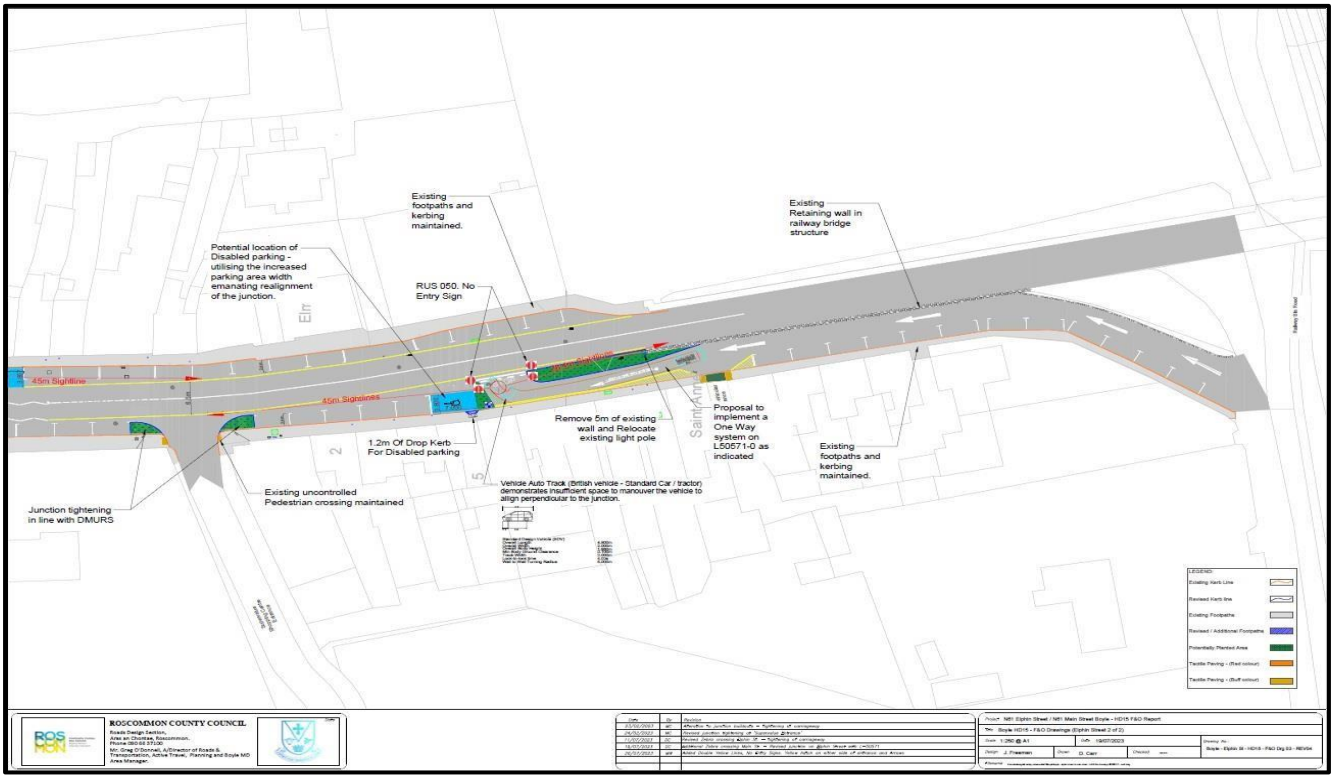


Figure 2.2: Proposed design on Elphin Street HD15 - F&O Drg 02 – REV05 (Source: RCC)

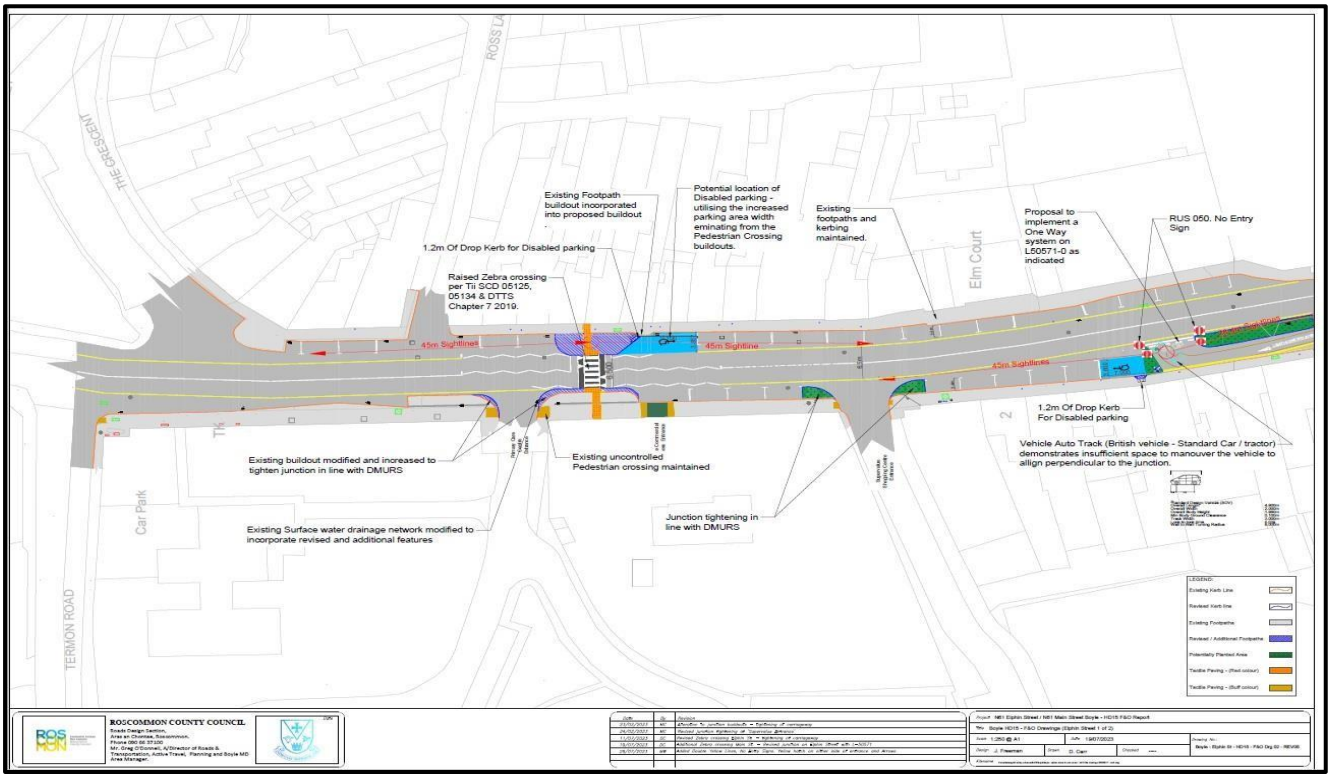


Figure 2.3: Proposed design on Elphin Street HD15 - F&O Drg 03 – REV05 (Source: RCC)

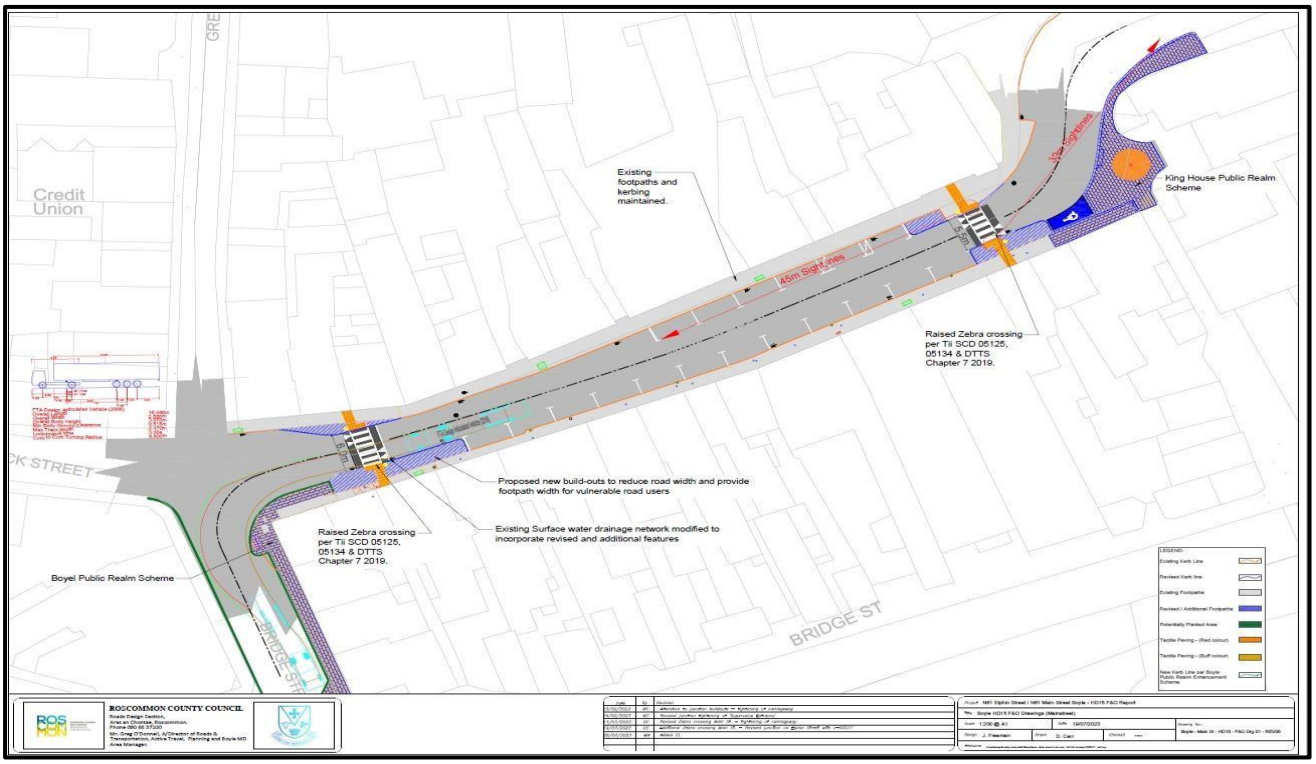


Figure 2.4: Proposed design on Main Street Main Street - HD15 - F&O Drg 01 – REV 05 (Source: RCC)

3 Problems Raised from the Road Safety Audit

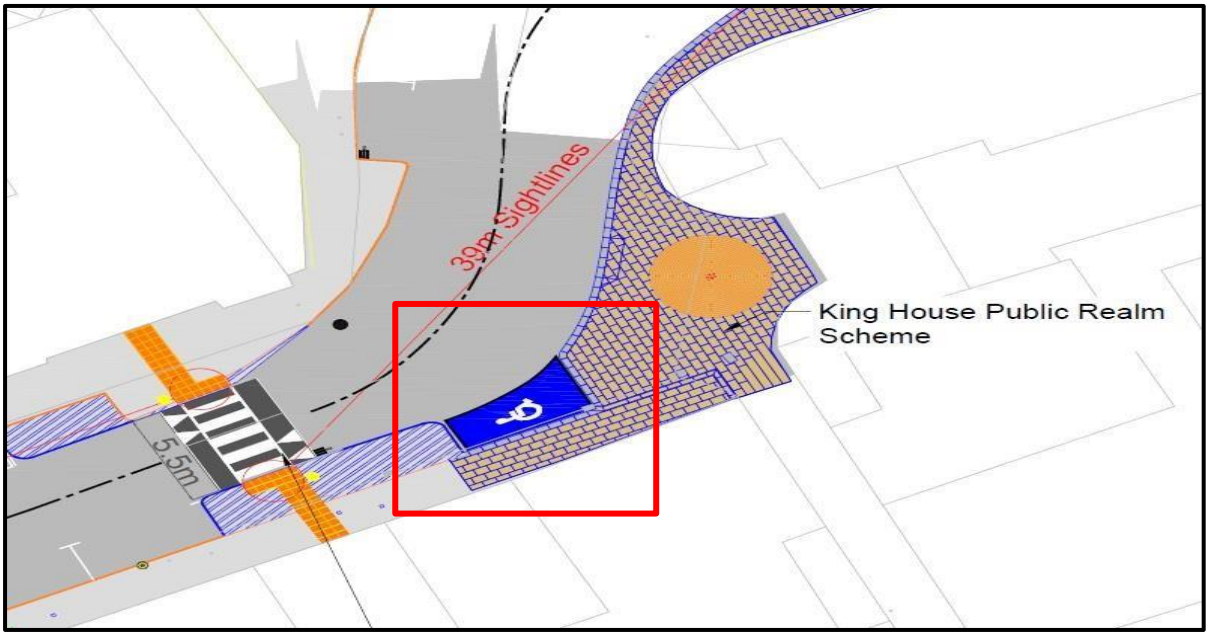
The following are problems and recommendations to address the safety issues associated with the proposal. The recommendations are proposed to the designer of the scheme to reduce any safety risks associated with it.

3.1 Potential Problems Identified

Problem No.1: Accessible Parking Space

Location: King House Public Realm Scheme, Main Street.

The audit team note that there is 1 No. accessible parking bay proposed to the east of Main Street beside King House Public Realm Scheme. There is very little information provided on the length and width of the parking bay, and provision of dropped kerbs at the parking space. Lack of appropriate accessible parking bay geometry and dropped kerbs could lead to vulnerable road users having to make use of the roadway to be able to exit from vehicles and to gain access to the footpath. This could lead to conflicts between vulnerable road users and vehicles on the main line, resulting in injury to vulnerable users.



Recommendation:

The design team should ensure that any proposed mobility impaired parking spaces are designed to appropriate standards and with appropriate facilities to allow safe usage of mobility impaired users.

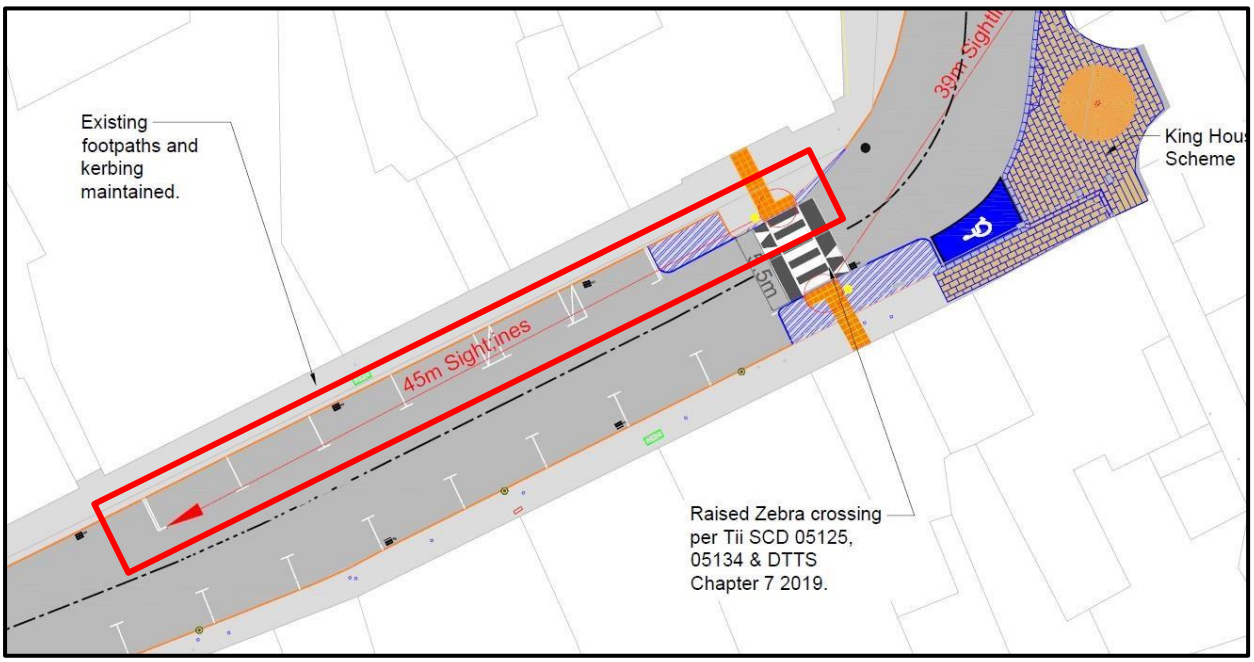
Problem No.

Location:

2: Pedestrian Visibility Looking West from Crossing.

Controlled Crossing on the Eastern end of Main Street.

The audit team note that the proposed shows a visibility splay from the controlled crossing 45m meters to the west. The audit team is concerned that when cars are parked in the parking bays on the northern side Main Street, this may restrict visibility for both the pedestrian and vehicle approaching the crossing which could lead to conflicts between pedestrians crossing and vehicles on the N61.



Recommendation:

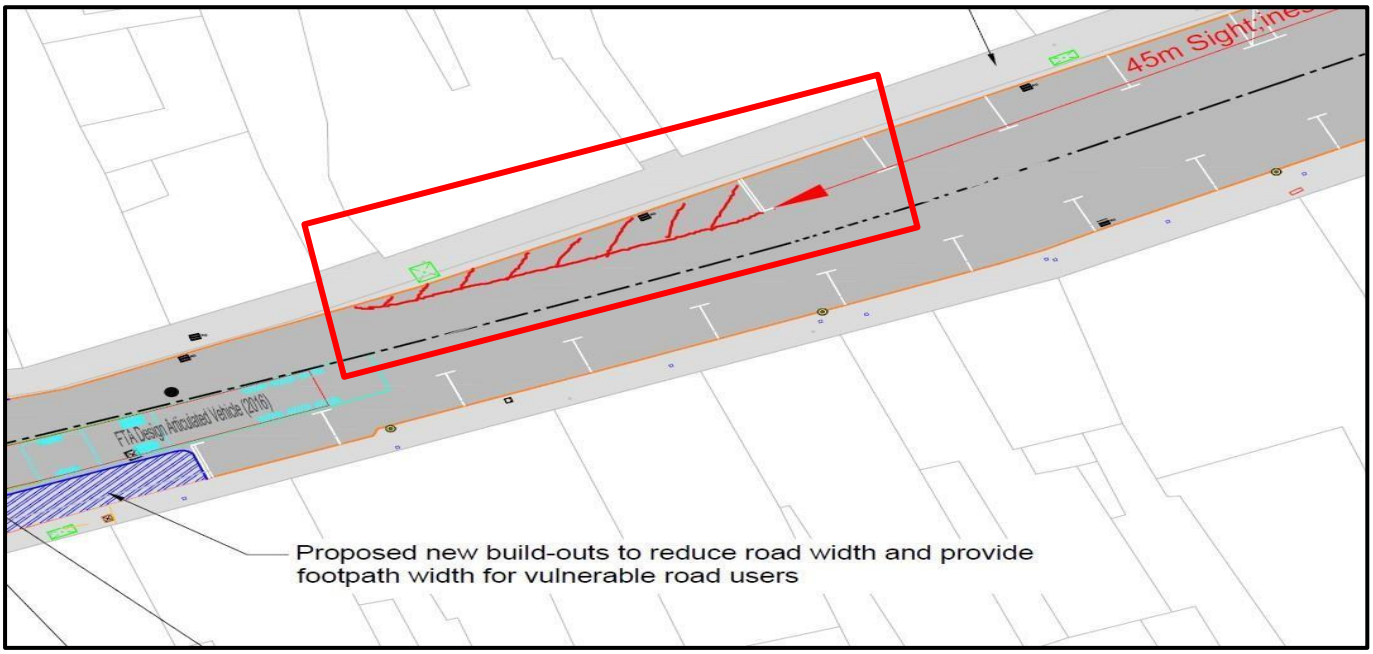
The design team should ensure that appropriate sightlines are shown from the controlled crossing to facilitate greater visibility between the pedestrian and vehicles on the N61.

Problem No.

Location:

3: Car Parking along Main Street (Western End) Main Street

The audit team note that there is painted road markings along Main Street. The audit team has concern's that vehicles may continue to park where there is no designated parking spaces and restrict vehicle movements on the eastern side of the road and restrict visibility from the controlled pedestrian crossing. The risk is that vehicles may have to continue east on the wrong side of the road and vulnerable users may not have adequate visibility of approaching vehicles which could result in potential conflicts.



Recommendation:

The design team should provide a concrete island at this location to restrict carparking on Main Street and to protect parked vehicles from conflicts with passing vehicles.

ORS

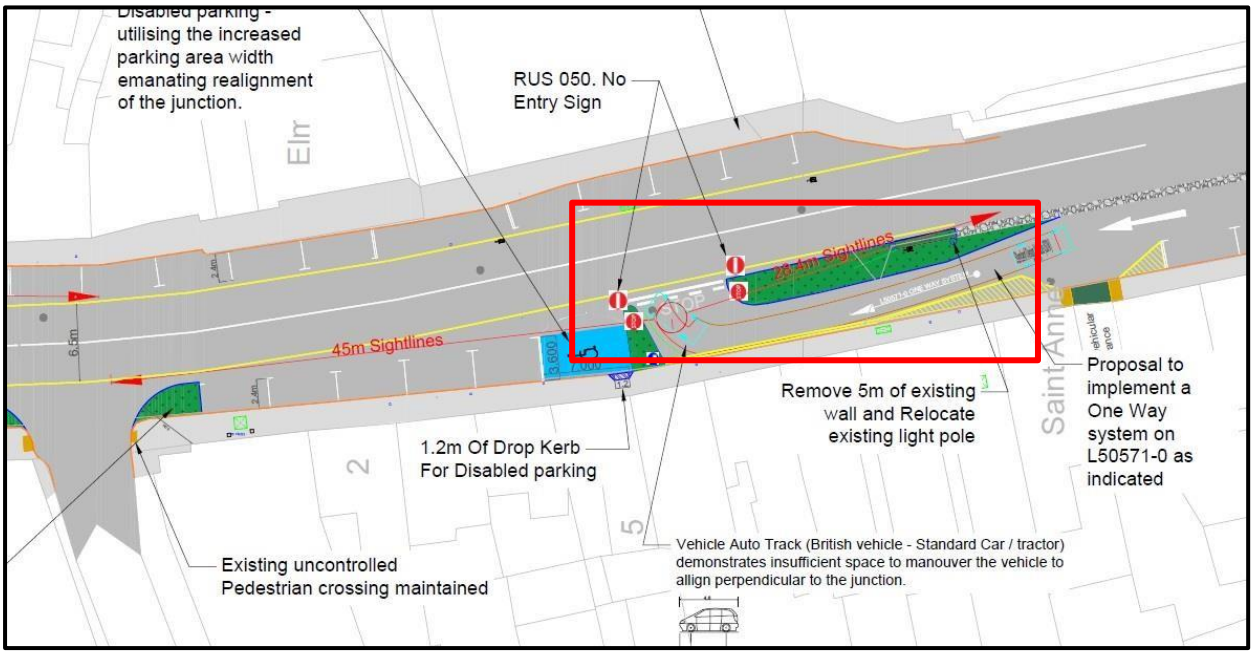
Problem No.

Location:

4: Junction Visibility

Station Road/N61 Junction

The audit team note that the proposed one-way system on the L50571-0 details a sight line of 28.4m to the east. The audit team note that this is subject to a Departure from Standards application. The risk is that users may not have adequate visibility of approaching vehicles which could result in potential conflicts.



Recommendation:

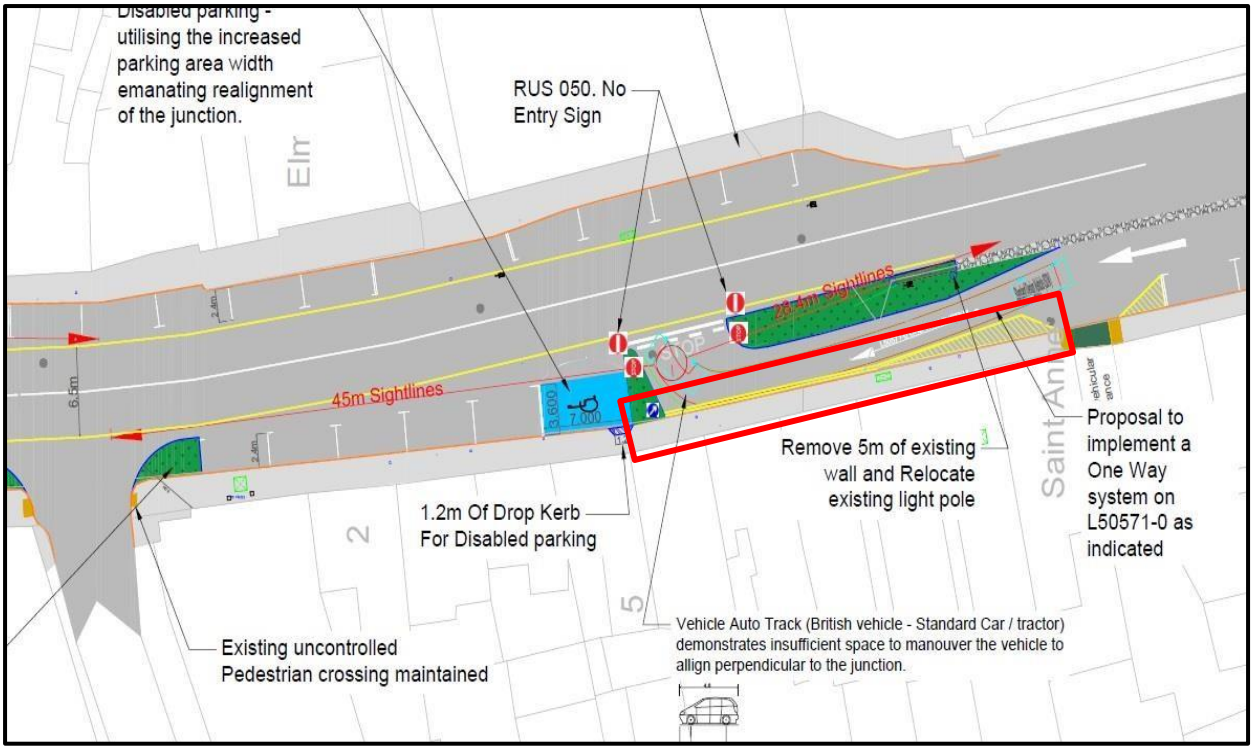
The design team should ensure that appropriate signage is provided and located to alert vehicles traveling west of a concealed junction and slow-moving traffic. The design team should also ensure that any proposed vegetation does not affect driver visibility.

Problem No.

Location:

5: Illegal Parking Station Road

The audit team note that within the proposed one-way system along the L50571-0/Station Road, it is proposed to remove some parking spaces to facilitate the new junction arrangement. The proposal also includes a hatched area to prevent undesired parking. The audit team is concerned that motorists will fail to follow road markings guidance and park in this hatched area. This could create conflicts with cars trying to exit at the new junction resulting in injury to road users.



Recommendation:

The design team should ensure appropriate measures are implemented at this location such as a kerbed concrete island to prevent undesired parking in this area.

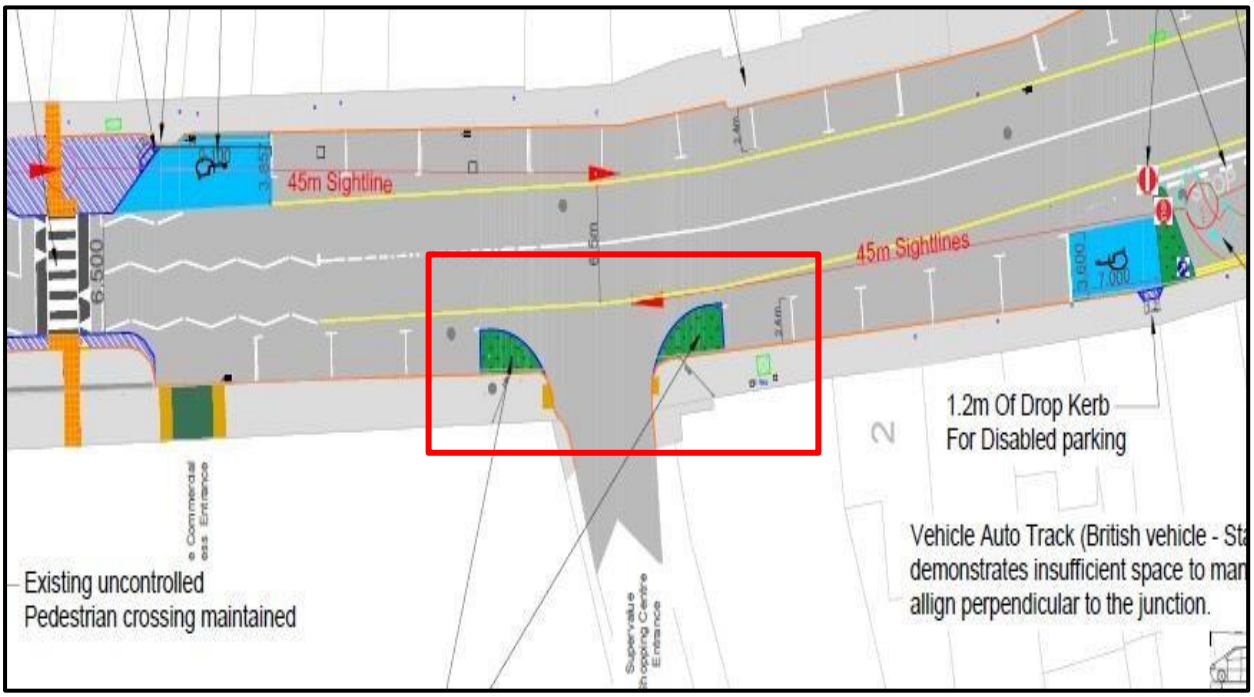
Problem No.

Location:

6: Junction Visibility

Junction with Supervalu Shopping Centre Entrance and N61

The audit team note that the existing junction from Supervalu does not detail the visibility splay envelope. The audit team also note that the parallel car parking spaces to the east and west of the junction may restrict visibility. The risk is that users may not have adequate visibility of approaching vehicles which could result in potential conflicts.



Recommendation:

The design team should provide a sight line drawing detailing if the car parking spaces to the east and west are outside of the sightline envelope. The design team should ensure that clear visibility is provided in both directions from the junction. The design team should also ensure that any proposed vegetation does not affect driver visibility.

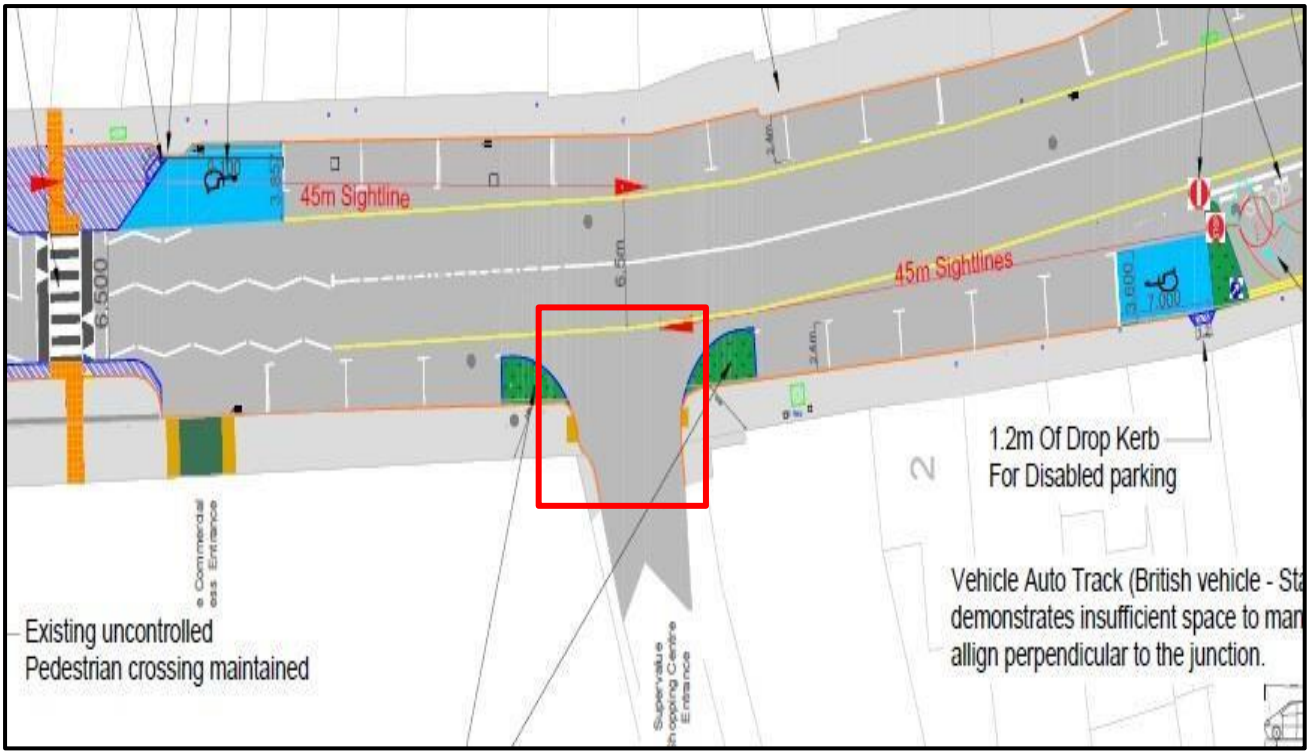
Problem No.

Location:

7: Stop Signage and Road Markings

Junction with Supervalu Shopping Centre Entrance and N61

The audit team note that the junction with the N61 does not indicate Stop Road Markings or Signage. The audit team is concerned that the absence of mandatory road features may result in motorists failing to Stop to oncoming traffic which could lead to head on or side on impact collisions. This could also result in injury to the car occupants.



Recommendation:

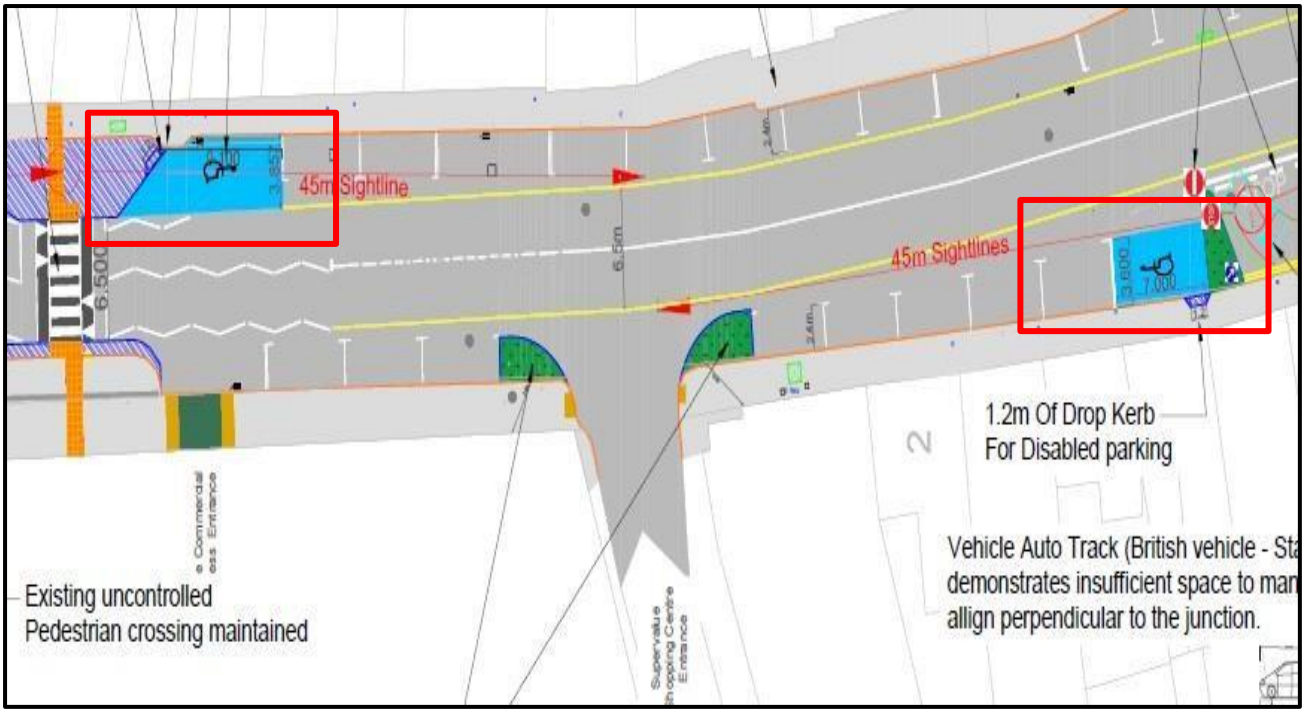
The design team should ensure that appropriate road markings and signage are provided for at the junction with the N61.

Problem No.

8: Accessible Parking Spaces

Location: N61

The audit team note that there are 2No. accessible parking bays proposed along the N61. However, very little information is provided on the length, width, and provision of dropped kerbs at the parking spaces. Lack of appropriate accessible parking bay geometry and dropped kerbs could lead to vulnerable road users having to make use of the roadway to be able to exit from vehicles and to gain access to the footpath. This could lead to conflicts between vulnerable road users and vehicles on the main line, resulting in injury to vulnerable users.



Recommendation:

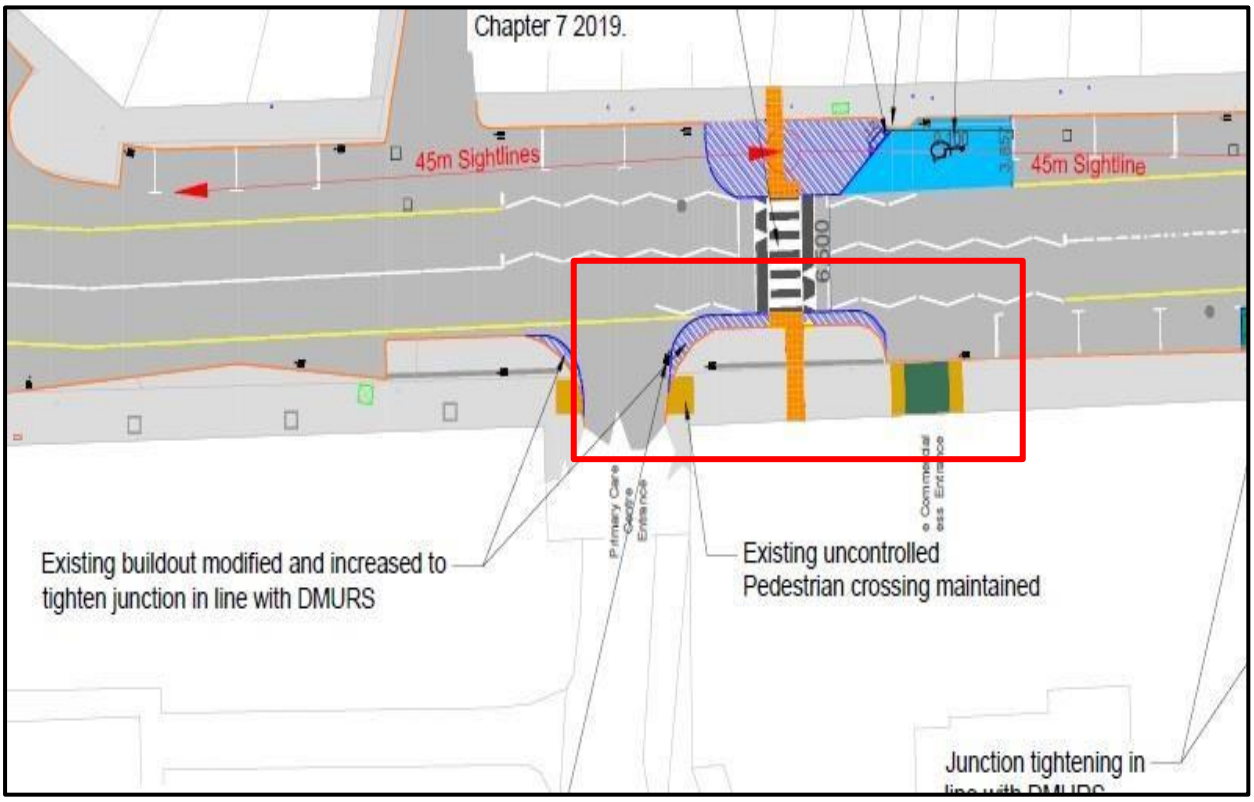
The design team should ensure that any proposed mobility impaired parking spaces are designed to appropriate standards and with appropriate facilities to allow safe usage of mobility impaired users.

Problem No.

9: Junction Visibility

Location: Junction with Primary Care Centre Entrance and N61

The audit team note that the existing junction from the Primary Care Centre does not detail the visibility splay envelope. The audit team also note that the parallel car parking spaces to the east of the junction may restrict visibility. The risk is that users may not have adequate visibility of approaching vehicles which could result in potential conflicts.



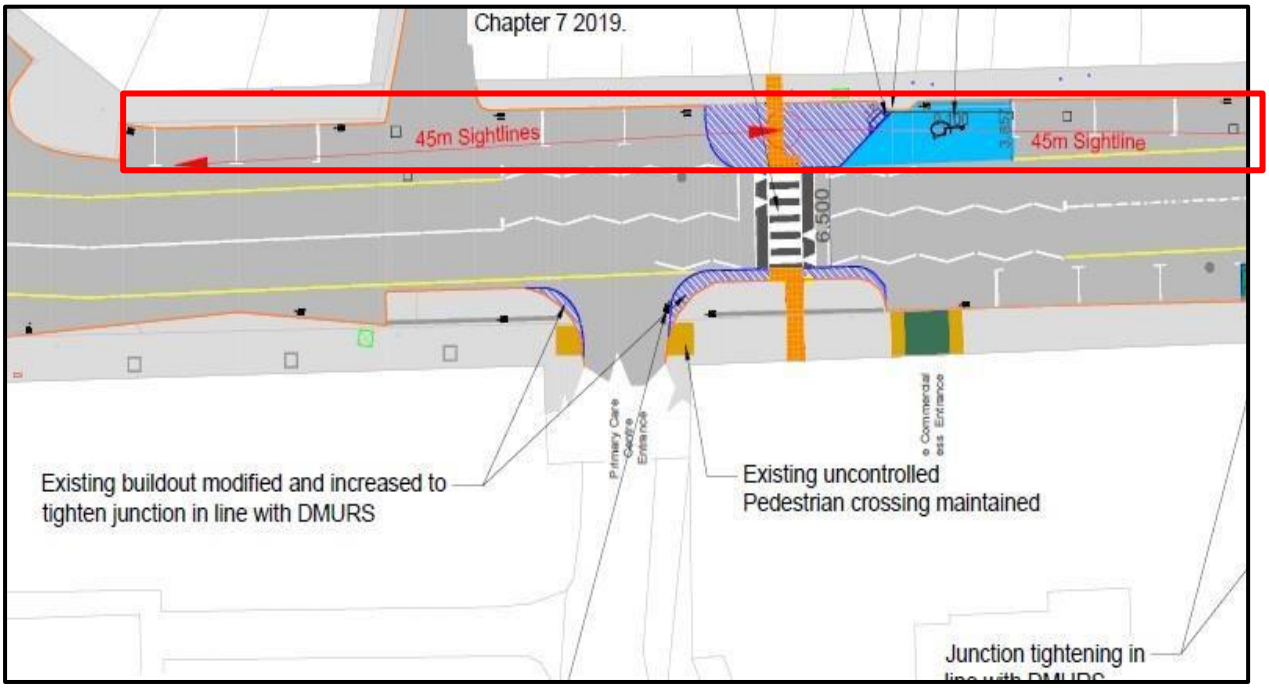
Recommendation:

The design team should provide a sight line drawing detailing if the car parking spaces to the east are outside of the sightline envelope. The design team should ensure that clear visibility is provided in both directions from the junction.

10: Pedestrian Visibility Looking East and West from Crossing.

Location: Controlled Crossing on the Western end of N61.

The audit team note that the proposed shows a visibility splay from the controlled crossing 45m meters to the east and west. The visibility splay appears to be set too far back from the road edge and not at the side of the footpath and shows the parking bays within the sight line envelope. The audit team has concerns that when vehicles are parked in the accessible parking space on the eastern side of new crossing, this may restrict visibility for both the pedestrian and vehicle approaching the crossing which could lead to conflicts between pedestrians crossing and vehicles on the N61.



Recommendation:

The design team should ensure that appropriate sightlines are shown from the controlled crossing to appropriate visibility between the pedestrian and vehicles on the N61.

4 Audit Team Statement

We certify that we have examined the drawings listed in Appendix A and examined the site by means of a site visit. This examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme. The issues that we have identified have been noted in the report, together with suggestions for improvement, which we recommend should be studied for implementation.

Audit Team Leader: Adam Price: BEng (Hons), CEng, MIEI

ORS
Signed: 

Date: 07th December 2023

Audit Team Member: David McCormack: BEng (Hons), Dip Eng., CEng, MIEI

ORS 

Signed:

Date: 07th December 2023

Audit Team Observer: Mark Gallagher, MIEI ORS

Date: 07th December 2023

Appendix A Inspected Documents

The audit team reviewed the following drawings and documents provided by Roscommon County Council:

(1) Boyle - Elphin Street - HD15 - F&O Drg 02 – REV05
(2) Boyle - Elphin Street - HD15 - F&O Drg 03 – REV05
(3) Boyle - Main Street - HD15 - F&O Drg 01 – REV 05
(4) Boyle Safety Scheme – Preliminary Design Report

Appendix B Designer Response Form

Road Safety Audit Feedback Form

Job: 230881 – Proposed Pedestrian Safety Scheme, Boyle, Co. Roscommon.

Stage of Audit: Stage 1/2

Date Audit Completed: 07/12/2023.

Problem Reference in Safety Audit Report	To Be Completed by the Designer			To be Completed Audit Team Leader
	Problem Accepted (Yes/No)	Recommendation Accepted (Yes/No)	Alternative Option (Describe) (Only complete if recommendation not accepted)	Alternative Option Accepted by Auditors (Yes/No)
P1	No	No	Outside scope of scheme	Yes
P2	YES	YES		
P3	YES	YES		
P4	YES	YES		
P5	YES	YES		
P6	YES	YES		
P7	No	No	Not proposing to make any changes to junction – It's a private road and we don't have remit	Yes
P8	YES	YES		
P9	YES	YES		
P10	YES	YES		

Signed:…… ……. Designer Date:……

Signed:……Audit Team Leader Date:…11/12/23

Signed:…… ……. Employer Date:…11/12/2023

Appendix C TII Approval

From: TII Systems Notification <noreply@tii.systems>

Sent: Friday, June 23, 2023 12:50 PM

To: jfreeman@roscommoncoco.ie

Cc: roadsafetyaudits@nra.ie; Fiona.Bohane@corkrdo.ie; Alastair.DeBeer@TII.ie; Bryan.kennedy@TII.ie; LCurtis@Kerrycoco.ie; Kevin.O'Flynn@tii.ie; Damian.Chojnacki@tii.ie; adamprice9@gmail.com; David Mc Cormack <d.mccormack@ors.ie>; Johannes De Klerk <j.deklerk@ors.ie>

Subject: RSAAS - Road Safety Audit Approvals System - Audit Approval 39677404/40355/Stage 1 & 2 **Importance:** High

1. *John Freeman*
2. *County Buildings*
3. *Roscommon*

Date: 23/06/2023

Our Ref: 39677404/40355/Stage 1 & 2

re: N61 Boyle HD15 safety Scheme

APPROVAL OF ROAD SAFETY AUDIT TEAM, Stage 1 & 2

Dear John Freeman,

The following members of the proposed road safety audit team are approved to carry out the Stage 1 & 2 road safety audit of N61 Boyle HD15 safety Scheme.

4. Adam Price - ORS Consulting Engineers - Leader
5. David McCormack - ORS Consulting Engineers - Leader
6. johannes Matthys de klerk - ORS Consulting Engineers - Member

A copy of all audit reports, design team response and exception reports must be uploaded through RSAAS. Successful upload of these reports and completion of the audit approval process is necessary for any further audit approval on this scheme.

Yours sincerely,

Lucy Curtis

Regional Road Safety Engineer roadsafetyaudits@tii.ie

Appendix C – Cost Estimate

Item	Cost (€)
Land	0
Property	0
Design & Statutory	4,000
Consultant Fees	8,000
Preliminaries	1,500
Ground Penetration Radar Surveys	2,000
Pavement	16,000
Drainage	2,500
New Lining	8,000
New Signs	2,000
Soft Furniture	3,000
Supervision	3,000
New Zebra Crossings	92,000
Junction Realignment	65,000
Total Cost	**207,000**

Appendix D – PABS

PAG Unit 14 Project Appraisal Balance Sheet - Summary Table for Minor Projects (10.5m to 15m) as defined by DN-GEO-03030									
Scheme Name:		**Description:**		**Problems Identified:**				**Budget Cost In**	
Bayle HD15 safety Scheme		Safety Interventions along the N61 route through Bayle town involving Junction Improvement and the introduction of controlled pedestrian crossings at three locations. Upgrading of existing crossings is also included.		Collision data has identified Bayle as a HD15 site. Pedestrian safety is compromised due to a lack of safe crossing facilities for pedestrians. Junction needs to be improved as part of the scheme.					
Current Typical Carriageway Width:		**Route No:**		**Speed Limit:**	**Proposed Carriageway Standard:**			**10.2 m**	
Approximately 7.0m average		N60		50 kph	Type 1 Single Carriageway				
Appraisal Criteria	**Appraisal Sub-Criteria**	**Objectives** ***(Guidance available in PAG Unit 3.0)***	**Qualitative Statement:**					**Sub-criteria Performance Description**	**Sub-criteria Score**	**Appraisal Criteria**
Environment	**Air Quality**	No Impact	The proposed scheme may have some environmental impact on the town as it will facilitate pedestrians and may promote more walking journeys.					Moderately positive	6	**Slightly Positive**
	Noise and vibration	No Impact	The proposed scheme may have some environmental impact on the town as it will facilitate pedestrians and may promote more walking journeys.					Moderately positive	6	
	Landscape & visual quality	No Impact	Neutral					Not significant or Neutral	4	
	Biodiversity	No Impact	Neutral					Not significant or Neutral	4	
	Cultural, Archaeological, Architectural	No Impact	Neutral					Not significant or Neutral	4	
	Land Use	No Impact	More efficient use of road space.					Moderately positive	6	
	Water resources	No Impact	Neutral					Not significant or Neutral	4	
Safety	**Collision reduction**	To reduce collision rates	Scheme will reduce collision rates	**Current Rate:**	? PIA/mvkm			Major or highly positive	7	**Highly Positive**
				Proposed Rate (see PAG 6.11):	2 Lane Single carriageway < 60kph	0.213 PIA/mvkm				
	Security	Improve safety for all road users						Major or highly positive	7	
Economy	**Transport Efficiency and Effectiveness**	Improve the operation of the N60 as a national route.		**Current AADT:**		6,000		Major or highly positive	7	**Highly Positive**
				Forecast 2030 HG AADT:		6,000				
	Wider economic impact	Improve the operation of the N60 as a national route.	Implementation of the proposed scheme will have a positive impact					Major or highly positive	7	
	Transport Reliability and Quality		Implementation of the proposed scheme will have a positive impact					Major or highly positive	7	
Accessibility and Social Inclusion	**Vulnerable groups**	Improve safety for Vulnerable road users	Implementation of the proposed scheme will have a positive impact					Major or highly positive	7	**Highly Positive**
	Deprived geographic areas	Improve overall safety for all	Implementation of the proposed scheme will have a positive impact					Major or highly positive	7	
Integration	**Transport integration**	Improvement in road operation for all road users	Implementation of the proposed scheme will have a positive impact					Major or highly positive	7	**Highly Positive**
	Land-use integration	Better operation of the overall roadspace as a facility for all road users.	Implementation of the proposed scheme will have a positive impact					Major or highly positive	7	
	Geographical integration	Better operation of the overall roadspace as a facility for all road users.	Implementation of the proposed scheme will have a positive impact					Major or highly positive	7	
	Integration with other government	Better operation of the overall roadspace as a facility for all road users.	Implementation of the proposed scheme will have a positive impact					Major or highly positive	7	
Physical Activity	**Physical Activity**	Improvement in facilities that will promote active travel	Implementation of the proposed scheme will have a positive impact					Major or highly positive	7	**Highly Positive**
	Overall Description of Scheme:							**Moderately Positive**		

Scaling collision Benefits

Current collision rate:	0.151	
Proposed collision rate:	0.081	
Proposed difference in rate / Current collision Rate	0.5	
Reduce current rate by half	=	Major or highly positive
Reduce current rate by less than half	=	Moderately positive
Limited change to current rate	=	Not significant or Neutral
Increase current rate by less than half	=	Moderately negative
Increase current rate by half	=	Major or highly negative

Appendix E - Departures from Standard

Application for a Departure from the TII Publications as part of a Preliminary Design Report in accordance with DN-GEO-03030

Application for a Departure from TII Publications (Standards)

Includes all documents classified as Standards on www.tiipublications.ie including the Requirements for Measuring and Pricing (RMP)

General Information for Application No. _____:		
Route Number:	Scheme:	Contract Type:
N61	HD15 RSIS Boyle	Preliminary Design Stage
Design Speed:	Traffic Flow and Composition (if applicable):	
__50_ km/h	Approx. ___6000 AADT____ (2022)	
Carriageway Type / Road Cross Section:		
Urban Single carriageway		
Applicant Information:		
Applicant Name:	Contact Person and Contact Details:	
Roscommon County Council	Name: John Freeman Email: jfreeman@roscommoncoco.ie	
Applicants Departure Reference No:		
N61RN_029.0		
Departure Information:		
Departure Location and Chainage *(as relevant):*		
L50571/ Elphin St Junction. (Easting 580144.709) (Northing 802206.183)		
Publication Stream:		

Geometry
Publication:
DN-GEO-03030
Publication Paragraph:
Paragraph 5.0 – Design Reports
Departure Type:
Visibility Splays at Junctions
Standard Required:
TII Docment DN-GEO-03060
Standard Provided:
As shown in Drawing 03 Elphin St
Justification:
The current uncontrolled layout of the junction needs to be revised. Due to restricted road width and the topography of the national road compared to the side road it is not possible to achieve visibility splays in accordance with current TII standards and DMURS. A departure from current standards is therefore required.
Other Departures or Relaxations at same location:
N/A

Additional Information:
Auto-tracking of the junction has been included as part of this report
Comments:
The current layout has raised safety concerns for TII and RCC due to the uncontrolled access to the N61. Pedestrians and other road users are considered to be at risk under current arrangements. Due to site constraints RCC are limited in the proposals that can be considered however it is thought that the proposal will be a significant improvement on the current layout.
Supporting Documentation:
F&O report submitted previously. Design Drawings included above.
Status:

Application for a Departure from the TII Publications as part of a Preliminary Design Report in accordance with DN-GEO-03030

Application for a Departure from TII Publications (Standards)

Includes all documents classified as Standards on www.tiipublications.ie including the Requirements for Measuring and Pricing (RMP)

General Information for Application No. _____:

Route Number:	Scheme:	Contract Type:
N61	Boyle HD15 Safety Scheme	Preliminary Design Stage
Design Speed:	**Traffic Flow and Composition (if applicable):**	
__50_ km/h	Approx. ___6000 AADT____ (2022)	

Carriageway Type / Road Cross Section:

Urban Single carriageway

Applicant Information:

Applicant Name:	Contact Person and Contact Details:
Roscommon County Council	Name: John Freeman Email: jfreeman@roscommoncoco.ie
Applicants Departure Reference No:	
N61RN_029.0	

Departure Information:

Departure Location and Chainage *(as relevant):*

Bridge St/Main St Junction – (E580096.56) (N802637.43)

Publication Stream:

Geometry

Publication:

DN-GEO-03030
Publication Paragraph:
Paragraph 5.0 – Design Reports
Departure Type:
Inter-visibility of pedestrian crossings at junctions
Standard Required:
TII Document DN-GEO-03030 DMURS
Standard Provided:
As shown in Drawing 01
Justification:
A pedestrian crossing is required at this location to address uncontrolled crossing movements around the junction. Due to the narrow street width available the location selected is considered to be suitable. The maximum visibility splays that can be achieved are 23m-27m. This would be in compliance with DMURS for a 30km/hr road. We have carried out a speed survey and have confirmed that the average speed at the proposed crossing location is 20.56km/hr and the 85th% at 24.92km/hr. On this basis we consider the proposed location to be acceptable to install a raised pedestrian crossing.
Other Departures or Relaxations at same location:
N/A
Additional Information:

Auto-tracking of the junction has been included as part of the design drawings.
Comments:
A controlled crossing would be of great benefit to pedestrians at this location and would make crossing the street much safer particularly for vulnerable road users.
Supporting Documentation:
F&O report submitted previously. Design Drawings included above.
Status:

Application for a Departure from the TII Publications as part of a Preliminary Design Report in accordance with DN-GEO-03030

Application for a Departure from TII Publications (Standards) *Includes all documents classified as Standards on www.tiipublications.ie including the Requirements for Measuring and Pricing (RMP)*		
General Information for Application No. _____:		
Route Number:	Scheme:	Contract Type:
N61	Boyle HD15 Safety Scheme	Preliminary Design Stage
Design Speed:	Traffic Flow and Composition (if applicable):	
__50_ km/h	Approx. ___6000 AADT____ (2022)	
Carriageway Type / Road Cross Section:		
Urban Single carriageway		
Applicant Information:		
Applicant Name:	Contact Person and Contact Details:	
Roscommon County Council	Name: John Freeman Email: jfreeman@roscommoncoco.ie	
Applicants Departure Reference No:		
N61RN_029.0		
Departure Information:		
Departure Location and Chainage *(as relevant):*		

Main St (King House) – (E580173.98) (N802670.96)
Publication Stream:
Geometry
Publication:
DN-GEO-03030
Publication Paragraph:
Paragraph 5.0 – Design Reports
Departure Type:
Sightlines at pedestrian crossings – Stopping Sight Distance
Standard Required:
TII Document DN-GEO-03030 DMURS
Standard Provided:
As shown in Drawing 01
Justification:
A pedestrian crossing is required at this location to address uncontrolled crossing movements around the junction. Due to the narrow street width available the location selected is considered to be suitable. The maximum visibility splays that can be achieved is 39m. DMURS gives an appropriate SSD of 45m for a 50km/hr road however speed surveys carried out have indicated that traffic speeds are considerably below this. On this basis we consider the proposed location to be acceptable to install a raised pedestrian crossing.
Other Departures or Relaxations at same location:

N/A

Additional Information:

All relevant site information is included in the design drawings.

Comments:

A controlled crossing would be of great benefit to pedestrians at this location and would make crossing the street much safer particularly for vulnerable road users.

Supporting Documentation:

F&O report submitted previously. Design Drawings included above.

Status:

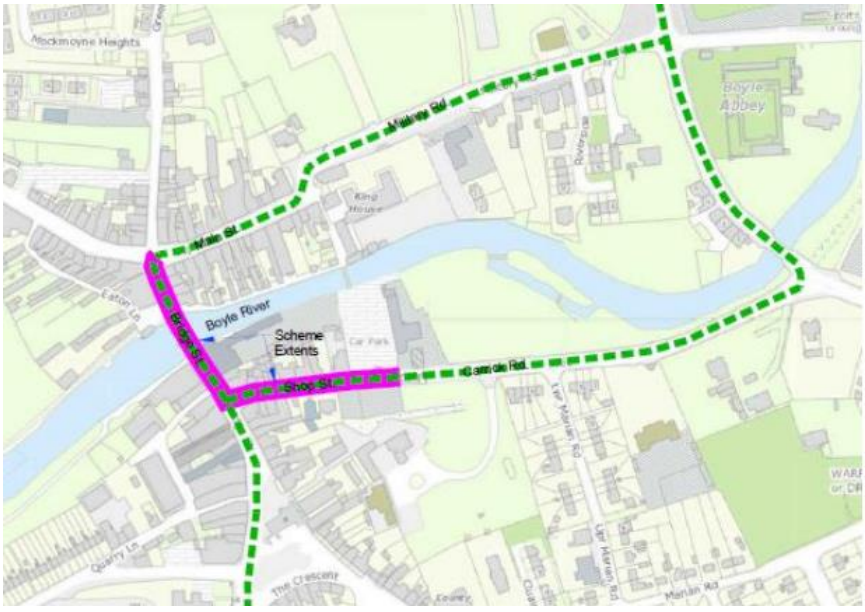
Appendix G – Current Public Realm Improvement Works in Boyle

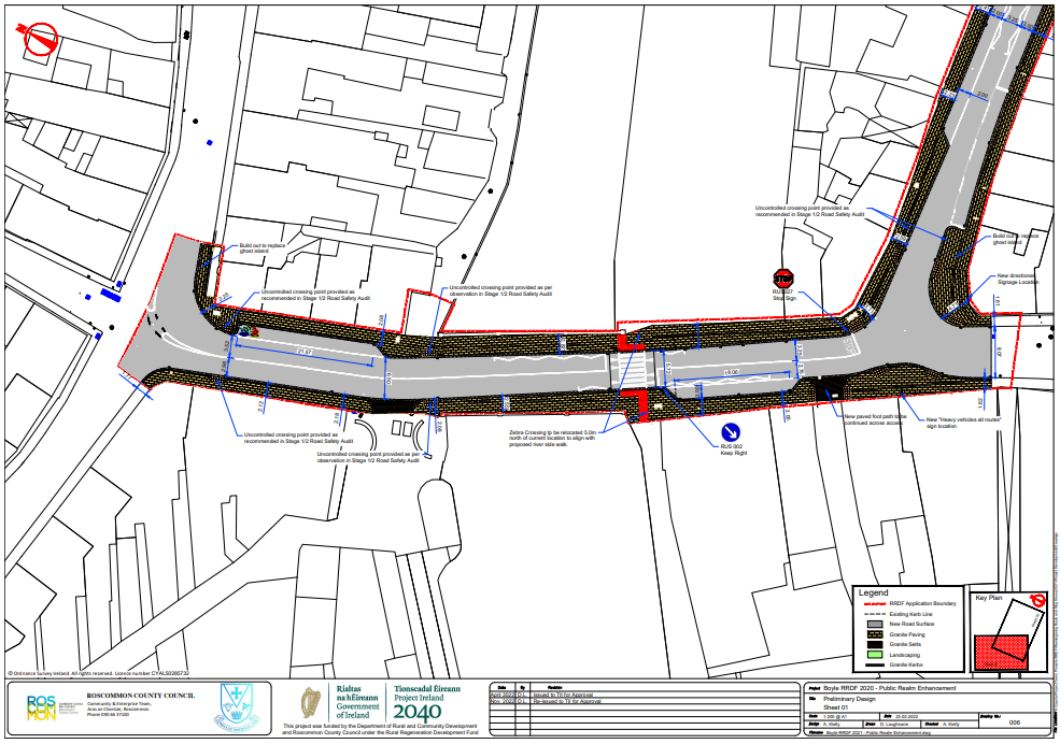
The scheme consists of:

- 1845m2 of Resurfacing of the N61 - 138m of two-way carriageway – Bridge Street - 128m of one-way carriageway – Shop Street
- 580m of Footpath widening with high quality paving and Granite Kerbs - Min. width 2.0m
- Footpath and kerbs to be provided to areas of existing painted ghost islands
- 24 No. Car parking Spaces – Removal of 4 spaces along Boyle River bridge
- Retaining Zebra Crossing - Bridge Street
- Retaining Zebra Crossing - Shop Street
- New entrance and exit to upgraded Local Authority car park on Shop Street

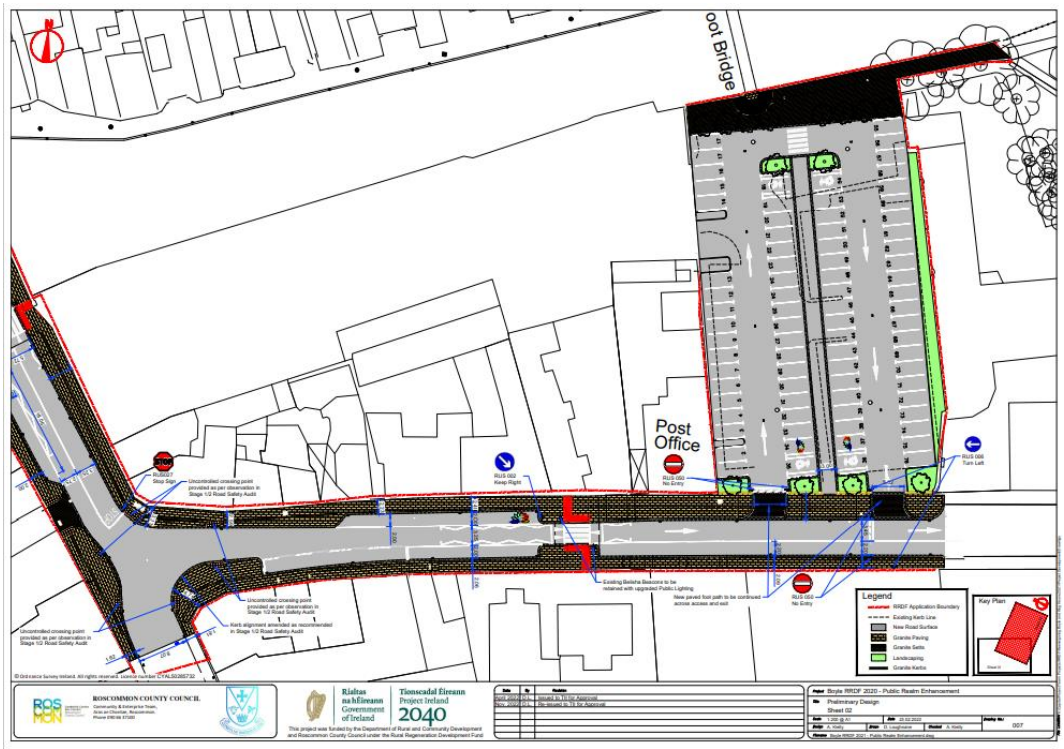
Roscommon County Council as part of the Public Realm Improvement Works in Boyle proposes to rationalise the carriageway width of the existing N61 National Primary Route Carriageway from the junction of Main Street / Bridge Street, along Bridge Street past the former Royal Hotel Site and onto Shop Street. The carriageway width along Shop Street will remain predominately unchanged except at the junction with Bridge Street/Crescent. The footpath along the front of the Post Office will be widened to discourage parking (currently double yellow lines along here, however, motorists are inclined to park on these lines). These works will introduce a more uniform carriageway width and increase the public realm space. The works have already received Part 8 approval from the Elected Members of Roscommon County Council. This reduction in carriageway width will provide a positive speed calming effect and enable the provision of increased footpath widths and public realm improvements as shown in the preliminary design drawings (Appendix 1). This should also provide more of a shared space within the extents of the scheme to provide an environment more suitable to cyclists of all ages and abilities.

The existing pedestrian crossings will be enhanced with the provision of belisha beacons and road markings. The crossing on Bridge Street will be relocated approximate 5.0m north along the desire line of the proposed river walk. The width of the crossings is to be increased to 4.0m on both Bridge Street & Shop Street with the build outs being extended to provide better sightlines for vehicles and pedestrians.





Proposed C&E Works on Bridge Street



Proposed C&E works on Shop Street.

Appendix H – Speed Survey Main Street Boyle

IDASO

Survey Name:	408 23668 Boyle Town ATC
Site:	ATC 1
Location:	Main St
Date:	Wed 06 Dec 2023 – Tue 12 Dec 2023

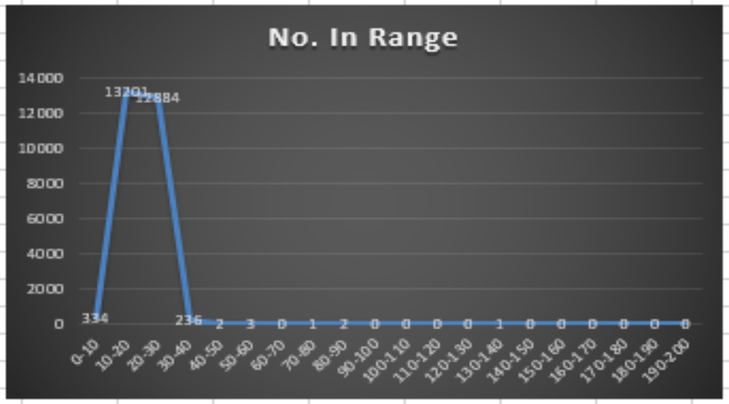
Speed Survey

Cummulative 85% Speed	24.92	KPH
Cummulative Minimum Speed	0.92	KPH
Cummulative Maximum Speed	130.6	KPH
Cummulative Average Speed	20.56	KPH

Westbound (A => B)

No. of Vehicles	26664	
85% Speed	24.24	KPH
Minimum Speed	1.81	KPH
Maximum Speed	130.6	KPH
Average Speed	19.86	KPH

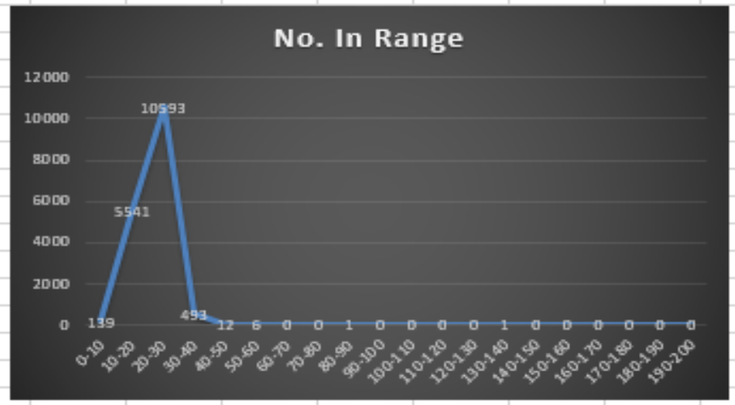
Speed KPH	No. In Range
0-10	334
10-20	13201
20-30	12884
30-40	236
40-50	2
50-60	3
60-70	0
70-80	1
80-90	2
90-100	0
100-110	0
110-120	0
120-130	0
130-140	1
140-150	0
150-160	0
160-170	0
170-180	0
180-190	0
190-200	0



Eastbound (B => A)

No. of Vehicles	16786	
85% Speed	25.8	KPH
Minimum Speed	0.92	KPH
Maximum Speed	130.6	KPH
Average Speed	21.67	KPH

Speed KPH	No. In Range
0-10	139
10-20	5541
20-30	10593
30-40	493
40-50	12
50-60	6
60-70	0
70-80	0
80-90	1
90-100	0
100-110	0
110-120	0
120-130	0
130-140	1
140-150	0
150-160	0
160-170	0
170-180	0
180-190	0
190-200	0



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