

# Treatment of Rural Bus Stop on National Roads &

## Provision of Park & Share Facilities

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# Introduction

## Rural Bus Stops

- Safety issues identified
- Surveys undertaken
- Sample sites reviewed
- Next steps for Local Authorities



# Background

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- **Approximately 500 bus stops on National Rural Roads (Both Single and Dual Carriageways)**



- **Safety issues have been raised through Road Safety Inspection (RSI) process.**
  - **TII Safety Team carried out a review of collisions in the period 2003 to 2017.**
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# Collision History & Statistics

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- TII research identified issues with pedestrians as bus stops.

Some difficulty identifying pedestrian collisions as bus stops.

Search for 'bus' did not give an accurate result

12 fatal collisions involved pedestrians crossing to get to or from a bus.  
the vast majority were after alighting from the bus.

- Risks identified (align with NTA Guidance on Bus Stop locations in Rural Areas 2016)



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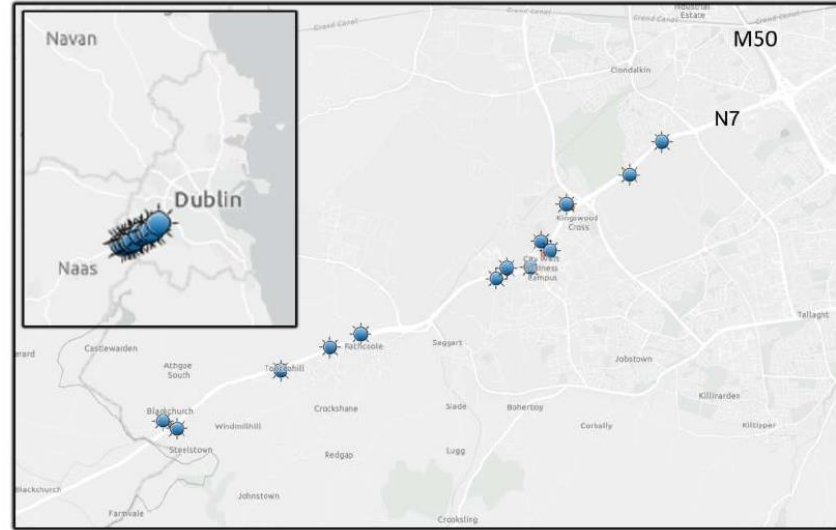


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- Rural Road ⇒ High Speed ⇒ High Injury Severity
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# Surveys

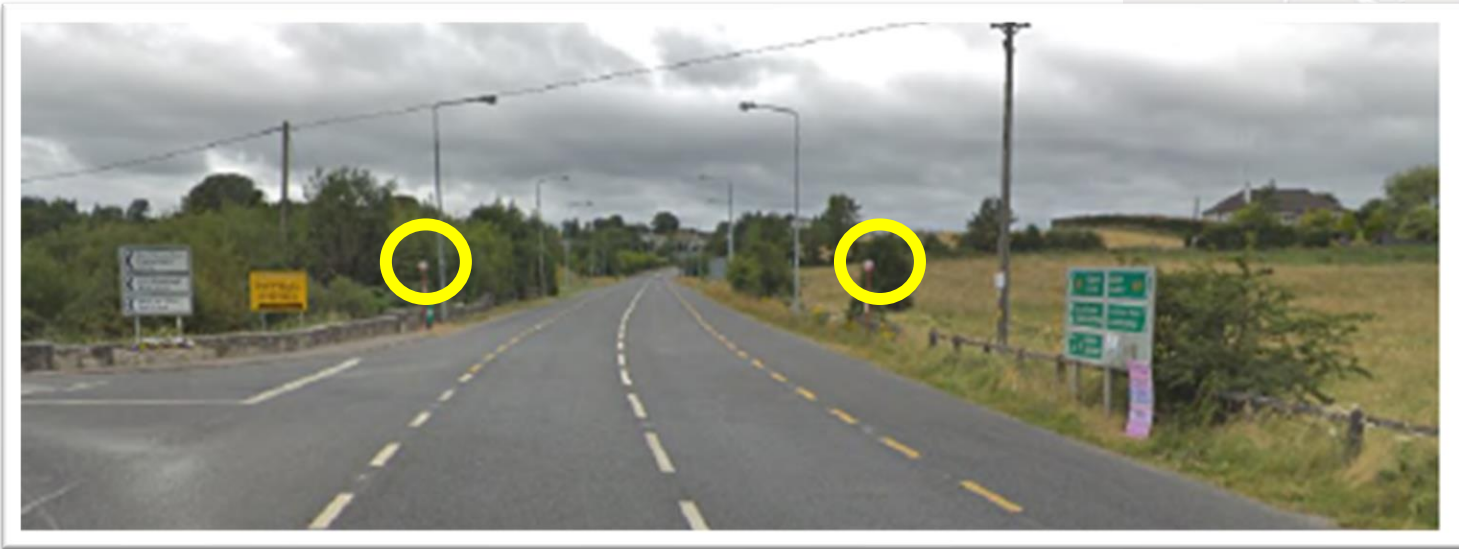
- 19 Sites brought to TII's attention (8 single carriageway 13 dual carriageway) had detailed reviews carried out.



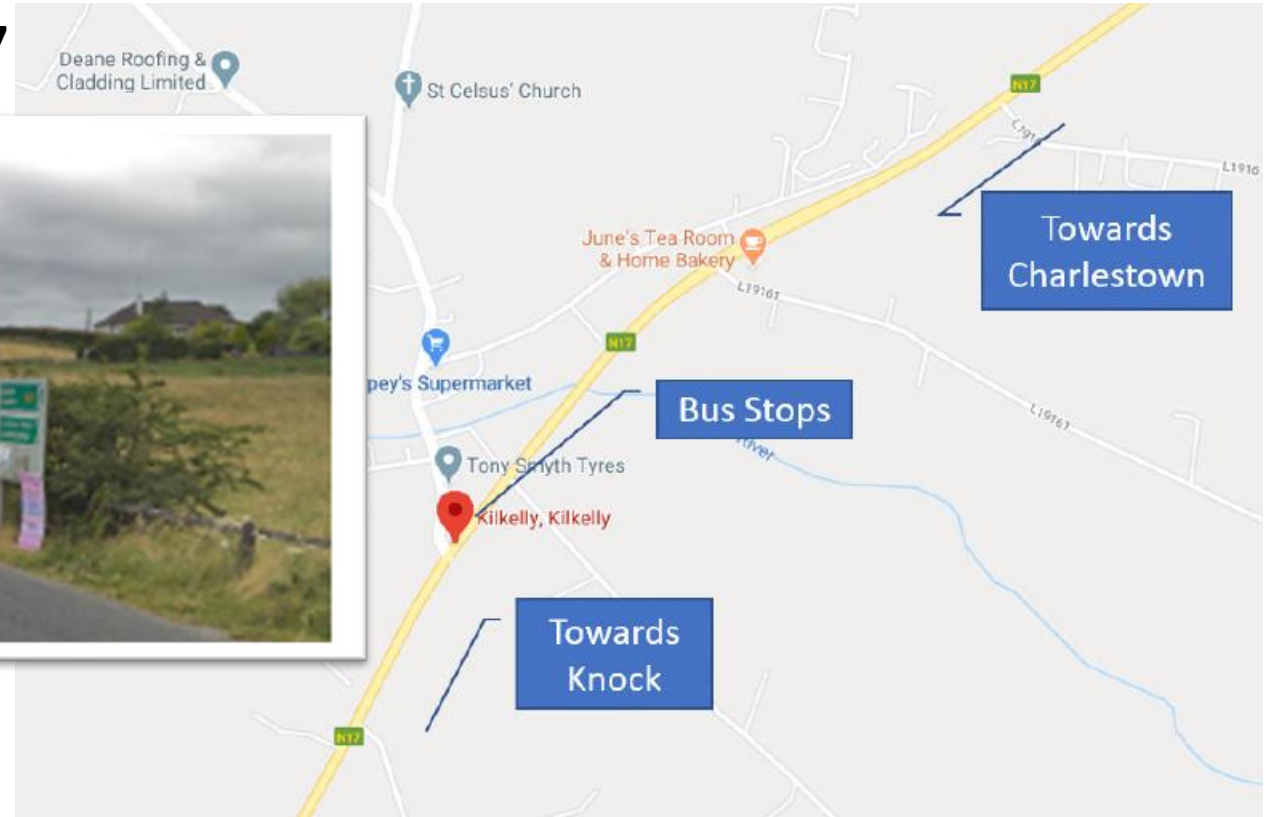
- Automated Vehicle Location Data (AVL) obtained from NTA
- Site surveys, questionnaires
- Intercept Surveys
- Other stakeholders (NTA, Bus Eireann, Road Authorities, Other operators)

# Sample Site (Single Carriageway)

- Single carriageway example, Kilkelly Co. Mayo , N17



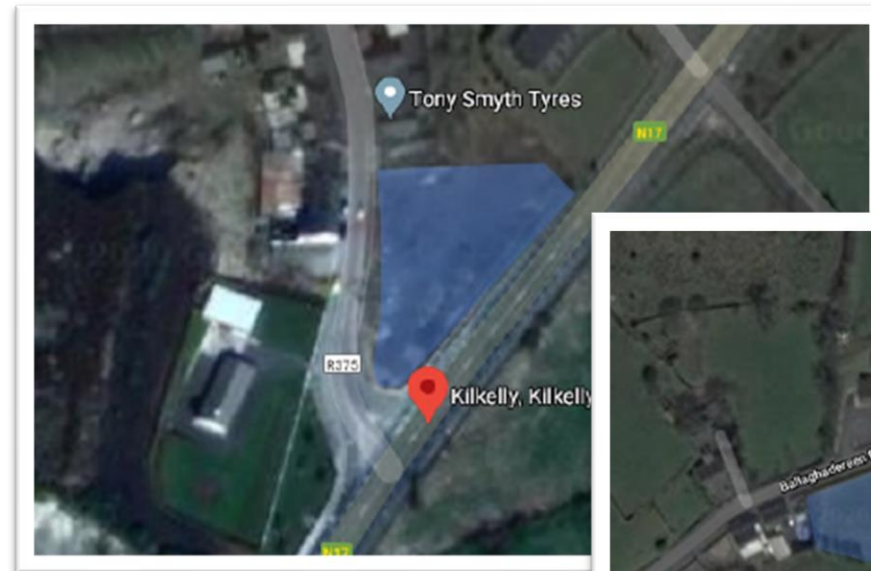
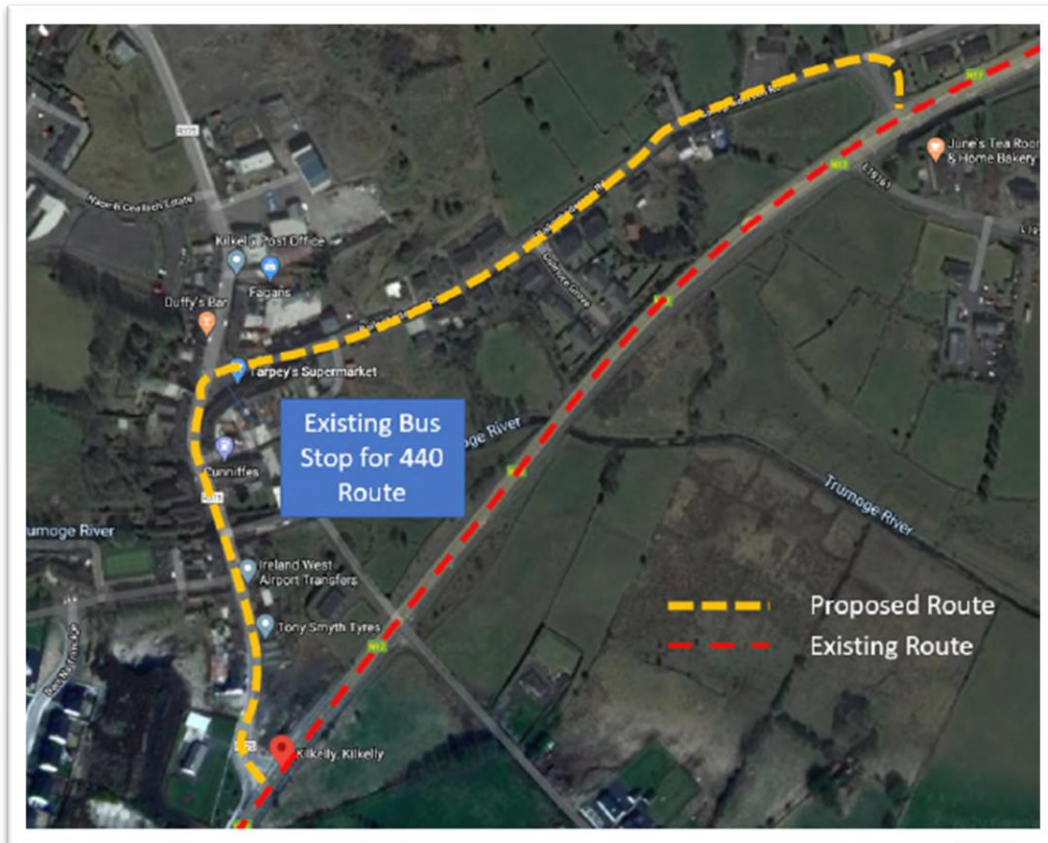
Identified in 2017 RSI



# Sample Site (Single Carriageway)

- Single carriageway example, Kilkelly Co. Mayo , N17 – Possible solutions

Do Nothing – Do Minimum – Do Something



# Sample Site (Dual Carriageway)

- Dual carriageway example, An Poitín Stil, N7





# Next Steps For Local Authorities (LA's).

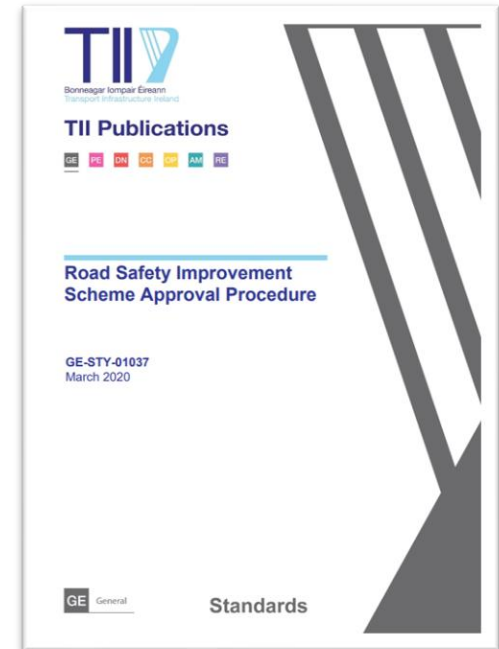
## Sites already reviewed

- Reports for each site have been forwarded to LA's by Regional Road Safety Engineers.
- Recommendation that a Feasibility and Options report should be prepared and submitted as per the guidance set out in **TII Publication GE-STY-01037,**

## Road Safety Improvement Scheme approval Procedure

## Other sites

- Make TII Road Safety Section aware, support is available!



# Next Steps For Local Authorities (LA's).

Identification of safety concerns at bus stop



Assess operational risk at bus stop



Assess demand for bus stop



Assess appropriateness of location of bus stop



Consider options for improvement



*Request funding for implementation of proposed improvements.*

see GE-STY-01037

# Possible Solutions

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- **Do something options (not in order of preference, all subject to site specific analysis, non exhaustive)**

1. Relocate bus stop to nearest urban area (low usage stops, no local catchment, possible use of Local Link to provide shuttle service)

2. Provide bus turning area (Bus crosses the road, single movement, not the users multiple movements)

3. Provide Park and Ride facility

4. Reroute bus through nearest village (expressway time constraints taken into consideration)

5. Incorporate bus facilities in future scheme (Possible use of existing road as park and Ride facility)

6. Parallel Lanes

Note: no templates provided as each is very site specific.

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## Park and Share (P&S)

Initially identified as part of RSI procedures.  
Further studies identified all informal sites.



## Pilot Scheme, J16 M1 Co. Louth

Before and After




Opened Oct 2019 - Follow up surveys and analysis underway

# Conclusions

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- Bus stops in rural (high speed) national roads carry a high road safety risk. New bus stops should not be provided where pedestrians have to cross the road.
  - Where existing bus stops occur they should be improved to an extent that pedestrians do not have to cross the road.
  - Local Authorities have been issued initial reports on known sites
  - Feasibility and Options reports should be prepared in consultation with The TII Safety Team.
  
  - Similarly P&S facilitates should be provided to cater for existing needs
  - Feasibility and Options reports should be prepared in consultation with The TII Safety Team.
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