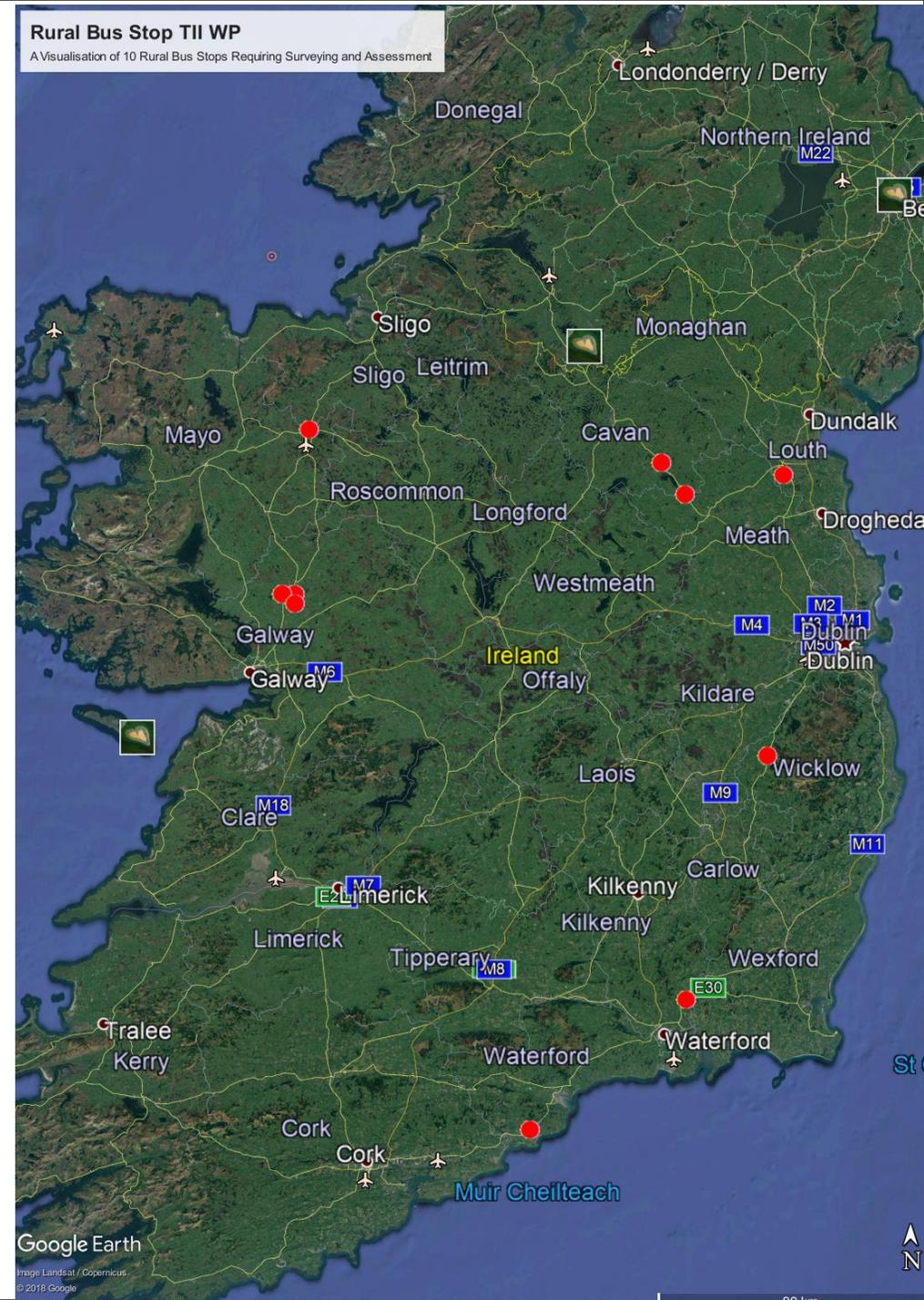


# Rural Single Carriageway Bus Stop Review

13/11/2020

# Introduction

- Scope
- Collision History & Statistics
- Findings
- Analysis & Options
- Conclusions



# 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

At least 10 fatal collisions in the last 15 years at rural bus stops on National Roads

**8 of those occurred after a pedestrian alighted from a bus and attempted to cross the road.**

- **TII research identified fatal pedestrian collisions occurred mainly with crossing movements.**

A study carried out internally within TII in 2017

Based on data from 2014-2016

38 fatal pedestrian collisions on national roads

63% occurred in rural areas

**58% were crossing the road.**

- **Rural Road ⇒ High Speed ⇒ High Injury Severity**
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# Findings

- All 10 locations

High Speed ✓

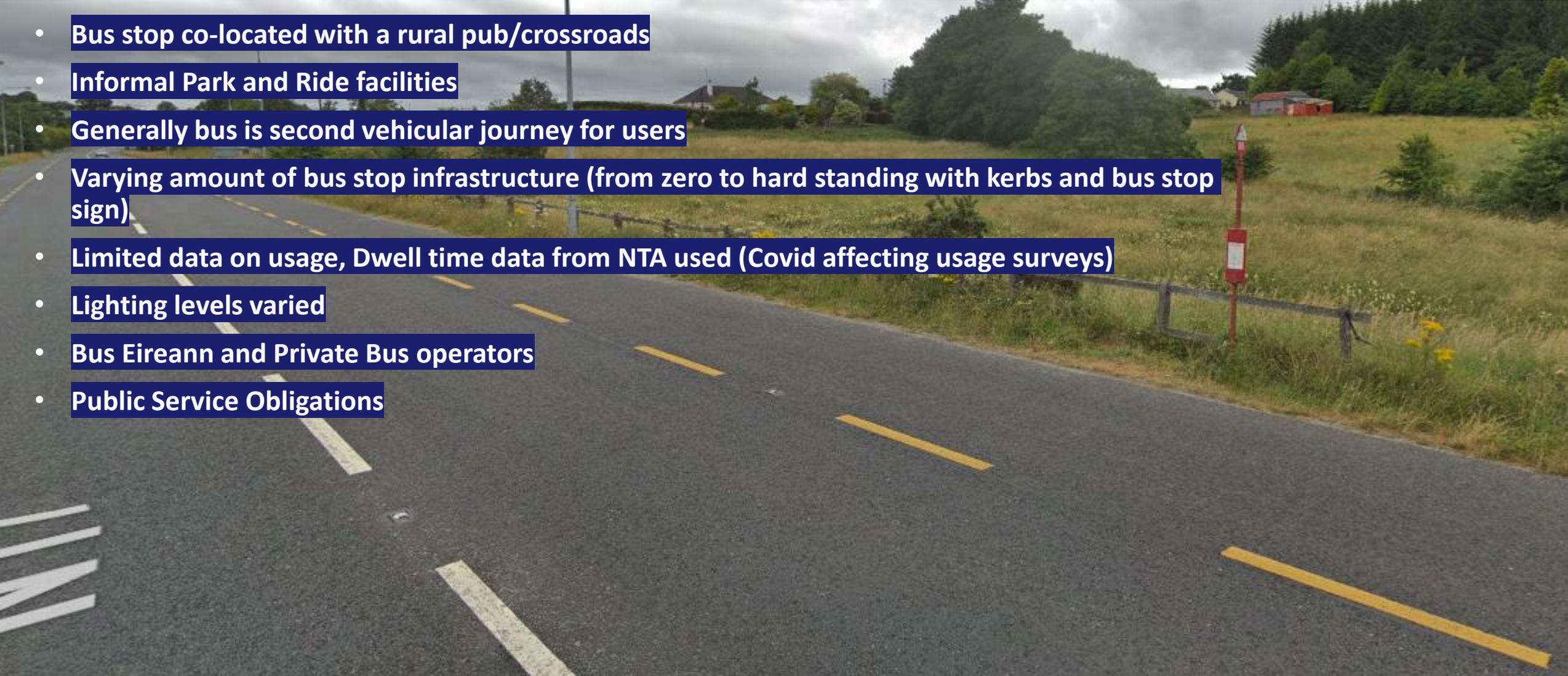
Bus stops on both sides, pedestrians crossing the road ✓

Likelihood of a collision = High

Severity of a collision = High

Risk = High

# Other Findings

- **Bus stop co-located with a rural pub/crossroads**
  - **Informal Park and Ride facilities**
  - **Generally bus is second vehicular journey for users**
  - **Varying amount of bus stop infrastructure (from zero to hard standing with kerbs and bus stop sign)**
  - **Limited data on usage, Dwell time data from NTA used (Covid affecting usage surveys)**
  - **Lighting levels varied**
  - **Bus Eireann and Private Bus operators**
  - **Public Service Obligations**
- 

# Analysis & Options

## ANALYSIS

- Analysis of usage
- Location of bus stop appropriate for now and for the future?

## Options

- Do Nothing
- Do Minimum \*
- Do Something

\* Do minimum can be worse than do nothing.

Small works such as a hard standing, a bus stop pole, bus cage road markings, single public light can give the impression of safety and attract greater use.

# Options

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- **Do something options (not in order of preference, all subject to site specific analysis)**
    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. **Reduce speed limit. (Careful consideration if no other reason for reduction than pair of bus stops)**
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# 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.
- Several options for mitigating /eliminating the risk are available.
- 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**





 Bonneagar Iompair Éireann  
Ionad Gnó Gheata na Páirce  
Sráid Gheata na Páirce  
Baile Átha Cliath 8  
Éire, D08 DK10

 Transport Infrastructure Ireland  
Parkgate Business Centre  
Parkgate Street  
Dublin 8  
Ireland, D08 DK10

 [www.tii.ie](http://www.tii.ie)

 [info@tii.ie](mailto:info@tii.ie)

 +353 (0)1 646 3600

 +353 (0)1 646 3601