# Stage 1 Road Safety Audit

## Gort Town Centre Public Realm Scheme

On behalf of **Galway County Council**

Prepared By:
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**October 2024**

Civil
Structural
Traffic

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| **Revision** | R0 | R0 | R1 | R1 | | | | | | | |
| **Purpose of Issue:** P=Preliminary C=Comment F=Final | C | F | C | F | | | | | | | |
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| **Checked By:** | PJG | PJG | PJG | PJG | | | | | | | |
| **Approved By:** | SS | SS | SS | SS | | | | | | | |

# 1. INTRODUCTION

1.1. This report describes a Stage 1 Road Safety Audit carried out on behalf of Galway County Council on proposed alterations to the public space and carriageways within Gort Town Centre.

1.2. The audit was carried out between 2nd and 4th September 2024.

1.3. The audit team were as follows:

***Team Leader:***

Stuart Summerfield, HNC (Civil) FCIHT FSoRSA
Certificate of Competency in Road Safety Audits (SoRSA, 2015)
TII Auditor Ref. SS73290

***Team Member:***

PJ Gallagher, BEng M.Inst.A.E.A. MITAI
TII Auditor Ref. PG3425716

1.4. The audit comprised an examination of the drawings relating to the scheme supplied by the design office. A site visit was carried out by both Audit Team members together on 26th September 2023 between the hours of 11;00-13:30. Weather conditions during the inspection were fine with occasional drizzle and the road surface was dry. Traffic conditions were considered busy with cars, light goods and HGVs. Photographs were taken during the inspection. The design team have confirmed there have been no alterations to the areas since the date of this initial site visit and no new site visit is required by the team for this audit.

1.5. This Stage 1 audit has been carried out in accordance with the relevant sections of the Transport Infrastructure Ireland (TII) Publication (Standard) GE-STY-01024 (Dec 2017) 'Road Safety Audit'. The audit team has 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 design to any other criteria.

1.6. **Appendix A** describes the documents examined by the Audit Team.

**Appendix B** contains the Audit Feed Back Form. The Designer shall consider the Audit Report and prepare a Designer Response to each of the recommendations, using the Feedback Form. The response shall state clearly whether each recommendation is accepted, rejected, or whether an alternative recommendation is proposed. Copies of the Designer Response shall be sent to the Employer and the Audit Team. The Audit Team shall then consider the Designer Response and indicate on the Feedback Form whether the Designer's response to each recommendation is accepted. The completed Report contains the completed Feedback Form with signatures of all three parties involved - Designer, Audit Team Leader and Employer.

1.7. All of the problems described in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and minimise collision occurrence.

# 2. ITEMS RESULTING FROM PREVIOUS STAGE 1 AUDIT

A Stage 1 Road Safety Audit was undertaken on this scheme in October 2023. Due to changes to the design since October 2023 the Design Team have requested a new Stage 1 audit be undertaken. The Audit Team have reviewed this previous audit. Any problems raised at this time that the Team believe remain unresolved have been carried forward into Section 3 of this report.

# 3. ITEMS RESULTING FROM THIS STAGE 1 AUDIT

## 3.1 Collision Data

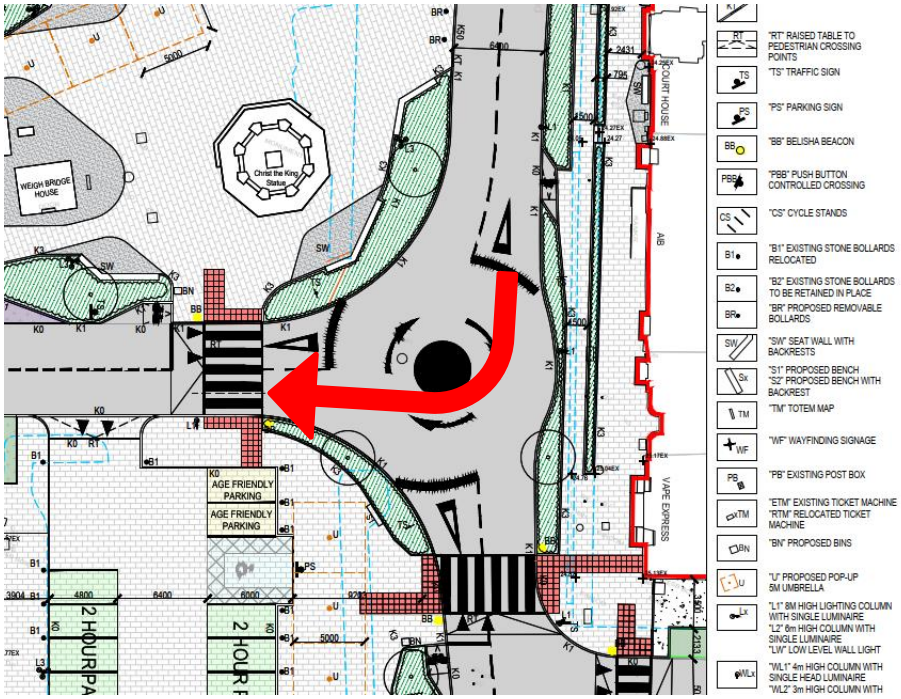
Collision data has not been supplied with this scheme.

Road Collision Data is not currently available on the Road Safety Authority Database, therefore no collision trends in the immediate vicinity of the proposed site can be analysed.

## 3.2 General Problems / Problems at Multiple Locations

### 3.2.1 Zebra Crossings at Roundabout .

**Problem:** The proposals show a new zebra crossing to two arms of the 3-arm roundabout. Motorists arriving at the roundabout from the north and turning right may not expect to encounter crossing pedestrians when exiting the roundabout.




**Hazard:** Pedestrians may be struck by exiting vehicles.

**Recommendation:** Provide an additional zebra crossing to the northern arm of the roundabout, in order to condition motorists that zebra crossings are located at this roundabout.

### 3.2.2 Pedestrian Connectivity Lowery's Lane to Town Core

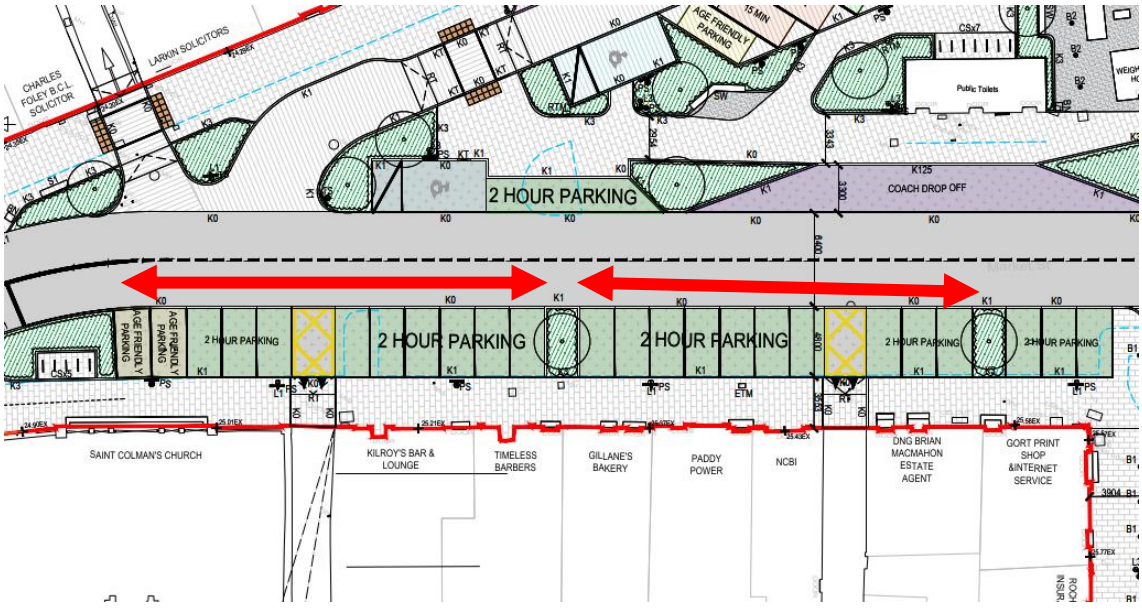
**Problem:** There is a large car park proposed for Lowry's Lane. The likely desire line for pedestrians from this car park is to walk along Lowry's Lane into Market Street and across to the town core. The pedestrian crossings of Market Street are to both ends, which requires a diversion off the likely desire line. Pedestrians are likely to cross Market Street as a continuation of, or close to, Lowry's Lane.


**Hazard:** No assistance for sight impaired pedestrians attempting to cross the road in this location is given. The sight impaired pedestrian may errantly enter the carriageway, into the path of oncoming traffic.

**Recommendation:** The Design Team should provide an uncontrolled crossing closer to the likely pedestrian desire line.

### 3.2.3 Car Parking Market Street Main Square

**Problem:** There is a long run of perpendicular car parking proposed on the Market Street main square. When these spaces are unoccupied the street will appear very wide. Wide and straight streets have a poor record of high vehicle speeds.

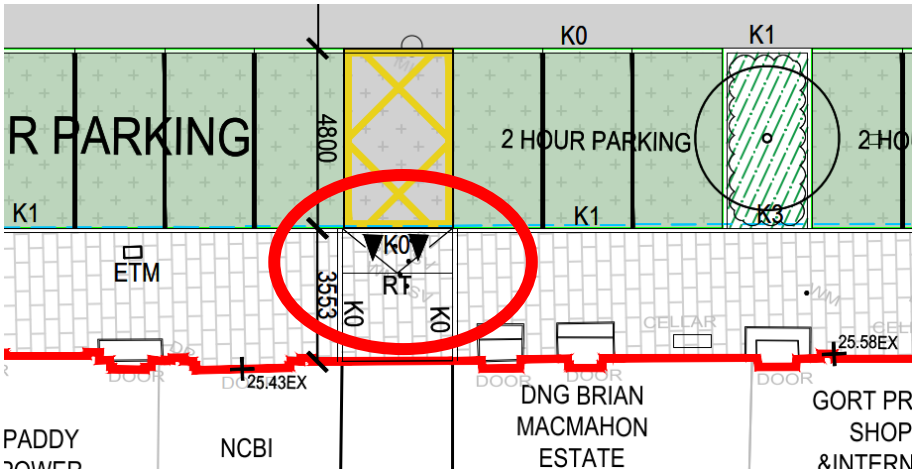


**Hazard:** Motorists may impact with other road users, possibly cyclists, at high-speed resulting in serious injuries.

**Recommendation:** Provide additional breaks in the parking that contain vertical features, in an attempt to control vehicle speeds.

### 3.2.4 Vehicular Footpath Crossovers

**Problem:** There are a number of locations where vehicles are permitted to cross the footpath in order to access driveways and back lands. At these locations a flush kerb is indicated to the rear of the car parking bay adjacent to a 100mm face kerb. It appears there is a ramp up from the car park level to the footpath level incorporated into the footpath. There are two problems with this arrangement.



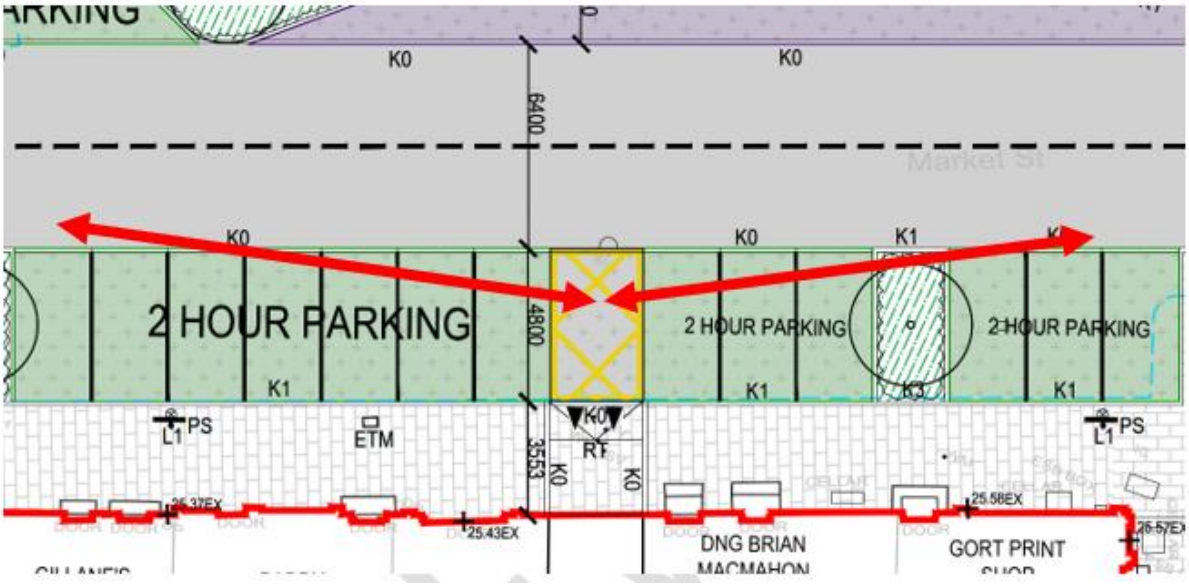

**Hazard:**

1. Pedestrians walking along the line of the footpath may trip on the side of the ramp.
2. Sight impaired users may errantly depart the footpath where there is zero kerb face and walk within the car parking bays / carriageway.

**Recommendation:** Omit any trip hazards within the footpath and also retain a minimum 60mm kerb face between the footpath and the car parking bay / carriageway.

### 3.2.5 Driveway Visibility

**Problem:** There are a number of locations where vehicles are permitted to cross the footpath in order to access driveways and back lands in between roadside parking bays. Visibility may be restricted by high sided vehicles in the parking bay.

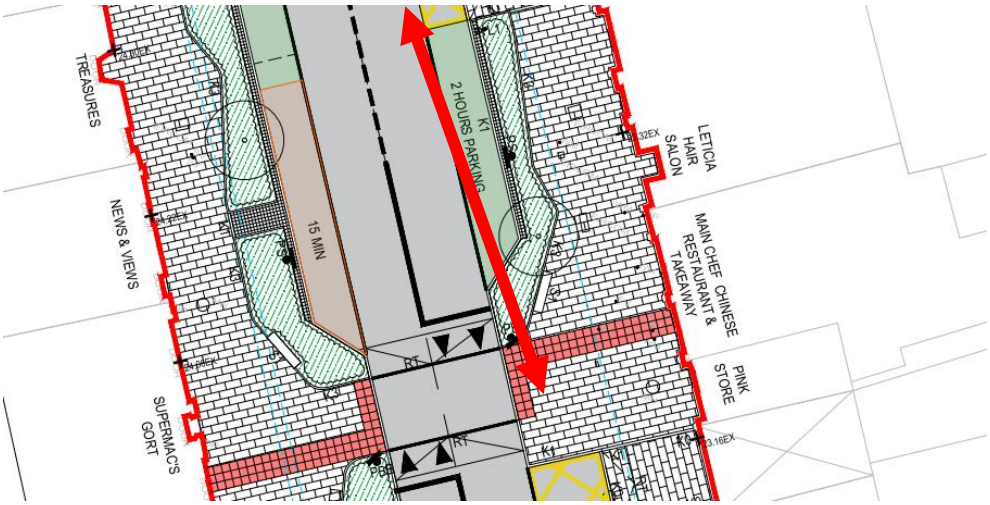



**Hazard:** Motorists may proceed into the path of oncoming traffic.

**Recommendation:** Ensure adequate visibility is provided for all users entering the public carriageway.

### 3.2.6 Pedestrian Crossings – Visibility

**Problem:** Visibility to pedestrians waiting to cross the road may be restricted by high sided vehicles parked in adjacent parking bays and/or high vegetation. This problem includes signal-controlled crossing locations, as pedestrians often cross the carriageway even when shown a red man at the light.

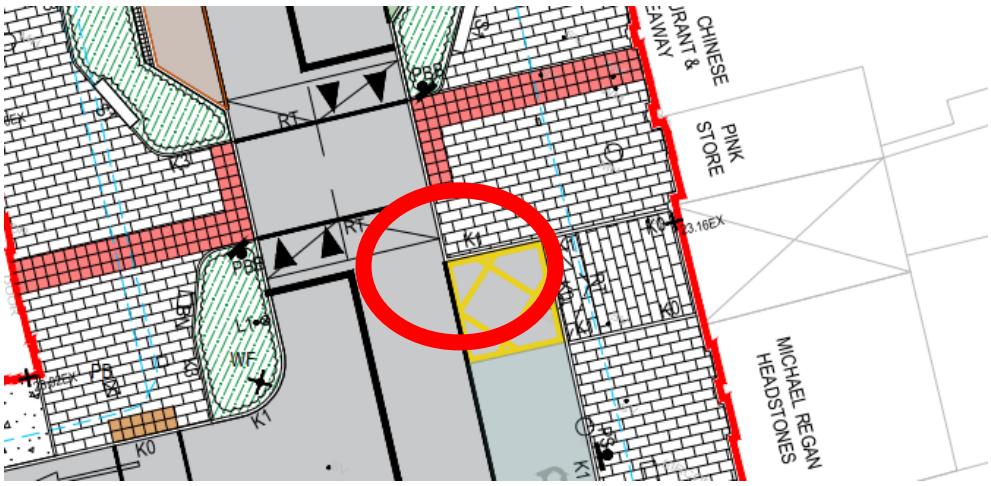


**Hazard:** Pedestrian may step out into the path of oncoming traffic.

**Recommendation:** the Design Team should ensure adequate visibility is provided. This should include pedestrians waiting to the rear of push chairs at the carriageway edge.

### 3.2.7 Sharp Kerb Edges

**Problem:** There are areas within the design that indicate a 100mm high kerb meeting at a 90 degree corner. Vehicles that attempt to turn at these locations are at risk of tyre damage on the kerb.

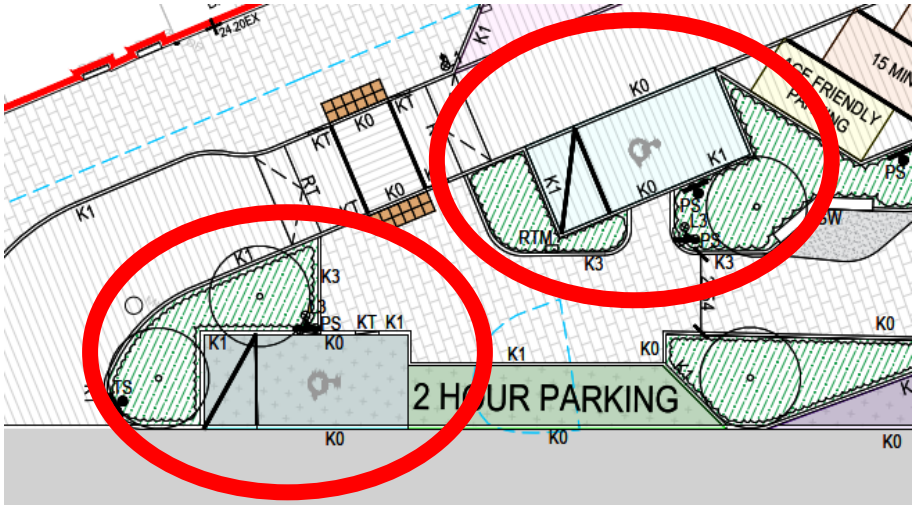



**Hazard:** Tyre damage caused at these locations may result in tyre failure elsewhere on high-speed roads.

**Recommendation:** The Design Team should design out areas of potential vehicle tyre damage.

### 3.2.8 Disabled User Parking Bays – Church Street and Market Street

**Problem:** There are a number of disabled user parking bays located throughout the scheme. Some of these bays have landscaping located between the bay and the footpath. Users with differing disabilities use different methods of accessing / egressing their vehicles. This can include rear door access, rear side doors or front doors.

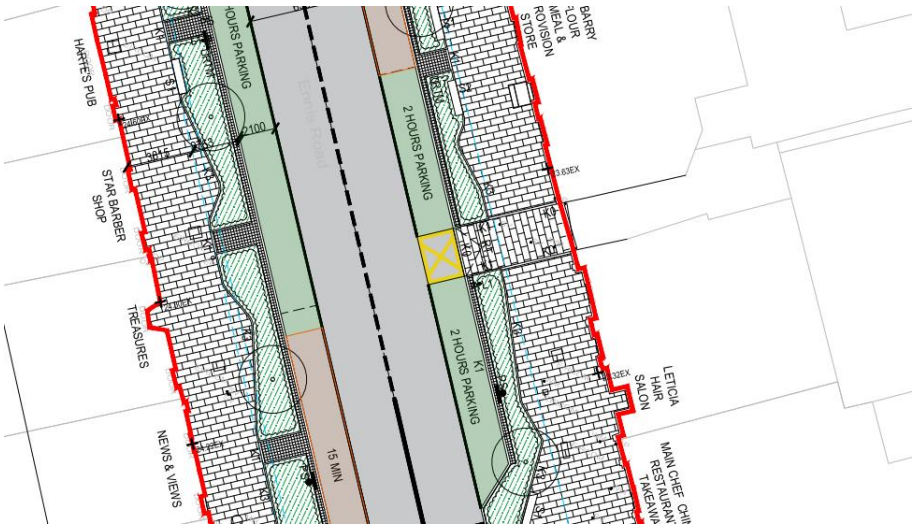



**Hazard:** Disabled users without direct access to the footpath may be required to travel on the carriageway prior to accessing the footpath. Impact from passing vehicles may result.

**Recommendation:** The Design Team should ensure direct access to the footpath can be achieved from all the vehicle passenger doors.

### 3.2.9 Landscaping Adjacent to Parking Bays

**Problem:** There are lengths of linear landscaping strips located adjacent to on-line parking bays. Although there are a number of paved links from the footpath at the rear of the landscaping through to the parking bay, these links will only be of use if the parked vehicle directly aligns with the paved link and even then, they will only be of use for the passenger adjacent to this link.

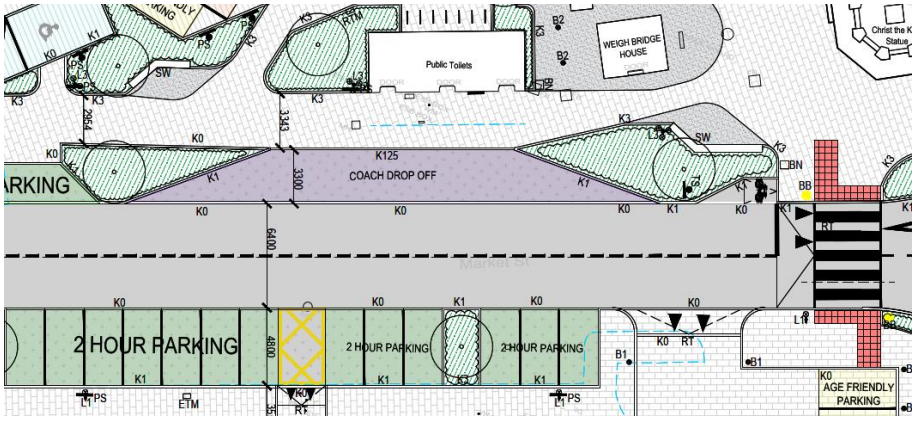


**Hazard:** Vehicle drivers and passengers are likely to walk within the carriageway until they can find a paved link through to the footpath. This may involve walking the full length of the parking bay on the carriageway. Impact from passing traffic may result.

**Recommendation:** The Design Team should omit the landscaping and provide direct connectivity to the footpath for all vehicle passengers.

### 3.2.10 Coach Drop-off Bay

**Problem:** The coach drop-off bay is located on the northern side of Church Street. No information has been provided by the Design Team to the route of the coach. There is concern the coach may arrive from the M18/R458. If this is the case the coach will need to turn on or near to Church Street in order for the passenger door to be adjacent to the footpath, or passengers will alight into the carriageway. There is no obvious location for the coach to undertake a 'U' turn along Church Street.

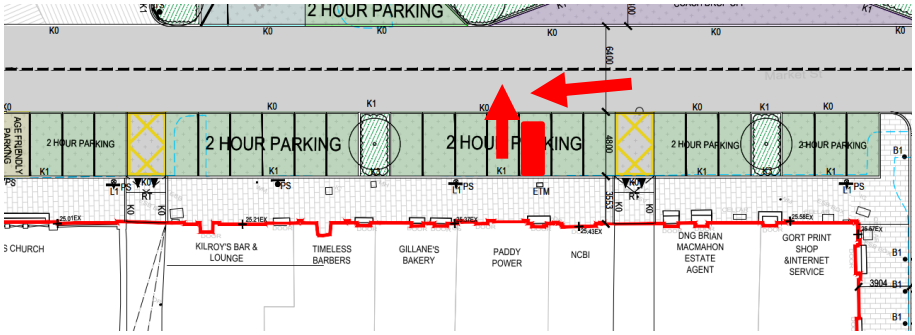



**Hazard:** The coach may attempt to reverse into one of the side streets off Church Street. Impact with other road users may result. If passengers alight into the carriageway, impact from passing traffic may result.

**Recommendation:** The Design Team should ensure the coach arrives from Church Street west and does not need to undertake a 'U' turn in order to achieve a drop off or collection.

### 3.2.11 Church Street – Perpendicular Parking Bays

**Problem:** There is a long run of perpendicular parking bays on Church Street. Users attempting to exit these bays may have visibility to oncoming traffic restricted by adjacent parked high-sided vehicles.




**Hazard:** Exiting motorists may be struck by passing mainline traffic.

**Recommendation:** The Design Team should provide a buffer strip between the carriageway and parking bay, such that mainline traffic can observe a moving vehicle and slow/stop to permit this vehicle safe egress.

## 3.3 Problems at Specific Locations

### 3.3.1 Crowe Street Car Park – Pedestrian Access

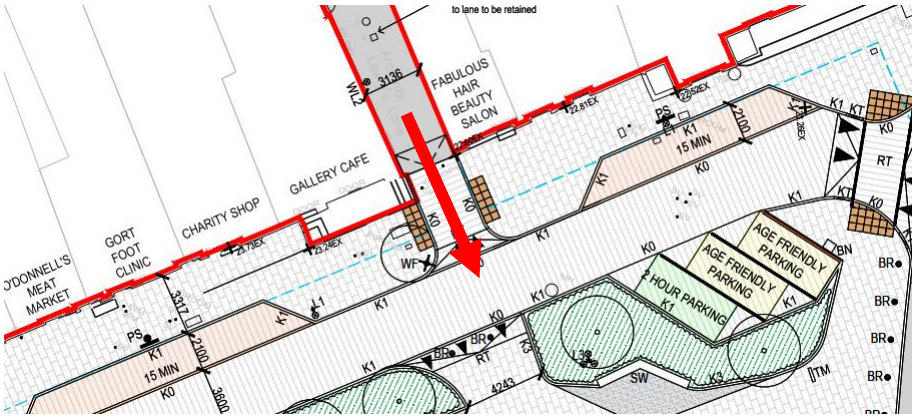
**Problem:** It appears from the drawings that pedestrian access to/from the car park is intended to be achieved via Lowry's Lane. This lane is very narrow and currently used by vehicles to access the rear of premises.

**Hazard:** Motor vehicles are unlikely to have sufficient room to pass wheelchair users. The motorist may decide to reverse back onto Market Street. Impact with pedestrians on Market Street may result.

**Recommendation:** Prohibit vehicular use of the lane.

### 3.3.2 Lowry's Lane – Pedestrian Access

**Problem:** Pedestrians walking from Crowe Street car park to the town core are likely to walk along Lowry's Lane. Upon arrival at Market Street the pedestrian, possibly sight-impaired, is offered no warning they may be entering the Market Street carriageway.

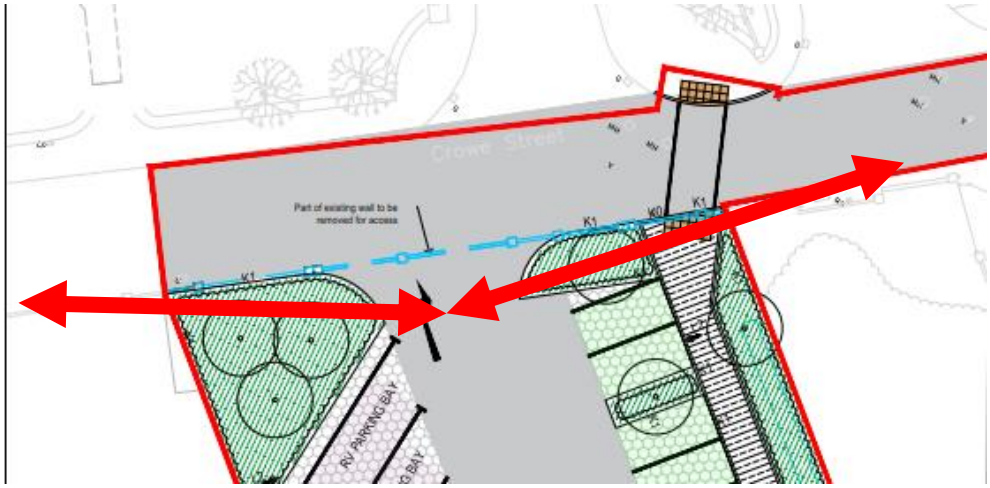



**Hazard:** Motor vehicle impact with pedestrians on Market Street may result.

**Recommendation:** The Design Team should provide a pedestrian deterrent / hazard warning surface at the junction of Lowry's Lane / Market Street.

### 3.3.3 Crowe Street Car Park – Visibility

**Problem:** Visibility on exit from the car park may be restricted in either direction by boundary walls / vegetation.

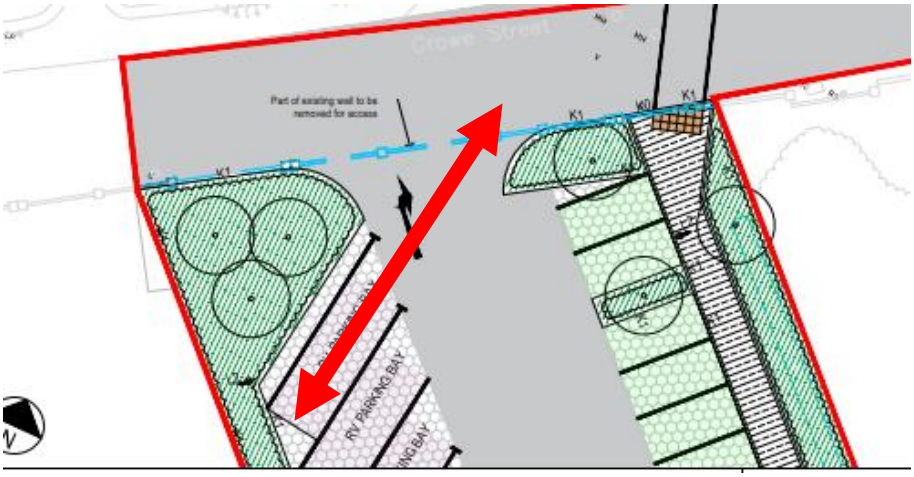



**Hazard:** Car park users may exit into the path of oncoming traffic.

**Recommendation:** The Design Team should ensure suitable visibility is provided in both directions.

### 3.3.4 Crowe Street Car Park – RV Parking

**Problem:** RV parking is indicated near the entrance to the car park. It is not clear how long vehicles are meant to enter / exit these spaces. It is likely the users will drive forward into the space and reverse back out of the car park junction in order to exit.




**Hazard:** Impact with vehicles entering the car park may result.

**Recommendation:** The RV spaces should be relocated where entry and exit to the car park can be achieved without need to reverse towards entering vehicles.

### 3.3.5 Crowe Street – Widening (1)

**Problem:** Sections of Crowe Street are intended to be widened, but this widening does not include the full length of the street. Sections remain narrow, where passage of two-way traffic may be difficult. Narrow sections include the carriageway at the housing development junctions opposite the proposed car park. Users existing the housing development and other junctions may be concentrating on vehicles approaching from their right only. The provision of the car park is likely to generate a substantial increase in traffic movements on Crowe Street.


**Hazard:** Head-on impact between users may result.

**Recommendation:** The Design Team should ensure adequate carriageway width is provided in areas where left turning movements onto Crowe Street may occur.

### 3.3.6 Crowe Street – Widening (2)

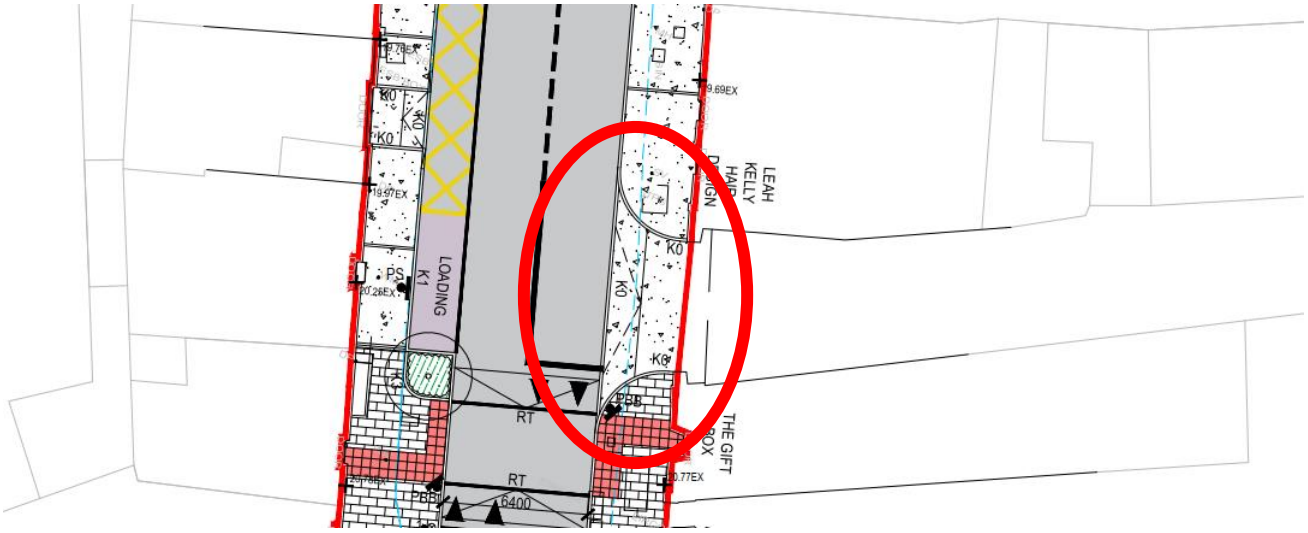
**Problem:** Two separate sections of carriageway widening are proposed on Crowe Street for passing of opposing vehicles. There is concern the widenings will be used for vehicle parking and serve to further reduce the available carriageway width.

**Hazard:** Head-on impacts from opposing vehicles may result.

**Recommendation:** The Design Team should ensure the passing bays are kept clear of parking vehicles.

### 3.3.7 Ennis Road – HGV Access adjacent to An Post

**Problem:** The paving plan indicates the kerb returning into the HGV access. Motorists may believe vehicles have priority at this junction, yet pedestrians are not advised to take care for vehicles here.




**Hazard:** Pedestrians, in particular sight-impaired pedestrians, may cross the mouth of the junction into the path of turning vehicles.

**Recommendation:** Due to the proximity of the tactile paving for the adjacent controlled crossing, tactile paving could be confusing if located for this entrance. The Design Team should remove the radius kerbs leading to the access lane and treat this area as a footpath crossover, where pedestrians have priority.

### 3.3.8 Crowe Street (Ennis Road R380) Controlled Crossing

**Problem:** The controlled crossing located to the front of "The Gift Box / An Post" is located on a steep downhill section of carriageway. Vehicles approaching from the south may have their ability to stop compromised by the steep carriageway, particularly in wet or frosty conditions.

**Hazard:** Vehicles may overshoot the crossing, impacting with pedestrians.

**Recommendation:** The Design Team should provide enhanced friction material on the carriageway surface.

### 3.3.9 Church Street – Zebra Crossing near Garraghbeg Road

**Problem:** There is a zebra crossing proposed to the south of Garraghbeg Road junction. This zebra crossing is located on a bend with both landscaping and vehicles parking to both sides. Pedestrians waiting to cross the road may be shielded from view by either/or the landscaping or parked high sided vehicles.

**Hazard:** Pedestrians may commence their crossing into the path of unsighted vehicles.

**Recommendation:** The Design Team should ensure all visibility splays are clear of obstruction.

### 3.3.10 Gararghbeg Road – Pedestrian Crossing

**Problem:** The tactile paving / pedestrian crossing on Garraghbeg Road is located such that pedestrians crossing from west to east will have very limited sight of vehicles approaching on Garraghbeg Road.


**Hazard:** Pedestrians may step into the carriageway into the path of oncoming vehicles.

**Recommendation:** Relocate the crossing closer to Church Street, where improved inter-visibility can be achieved.

### 3.3.11 Church Street – McInerney Auctioneers and Dwelling House

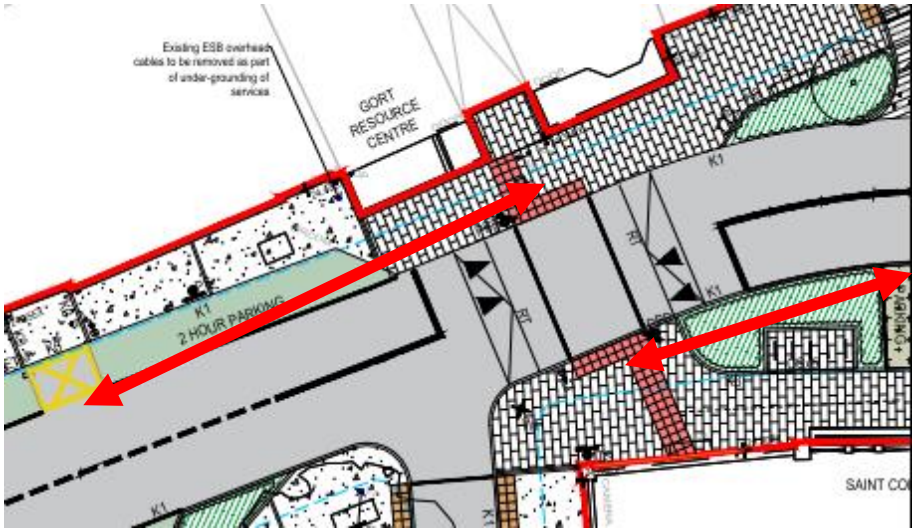
**Problem:** There is existing off-street parking located at McInerney Auctioneers and a dwelling house at the corner of the Gort Family Practice. The proposals include for the provision of a 100mm high kerb across both entrances and also a parking bay.


**Hazard:** Riders of powered two-wheeled vehicles may lose vehicle control when attempting to cross the kerb. Additionally high sided vehicles in the parking bay may restrict visibility on exit from the driveways.

**Recommendation:** The Design Team should provide suitable entrance to the parking areas, with suitable visibility splays.

### 3.3.12 Church Street – Controlled Crossing and Queens Street Junction visibility.

**Problem:** There is a parking bay located to both sides of the controlled crossing, also with landscaping to the east the crossing. High-sided vehicles within the parking bays or high vegetation may restrict driver visibility to the crossing signal heads and also visibility for motorists exiting Queens Street. Furthermore, pedestrians have a poor record at signal-controlled crossings of crossing when the red man is illuminated.

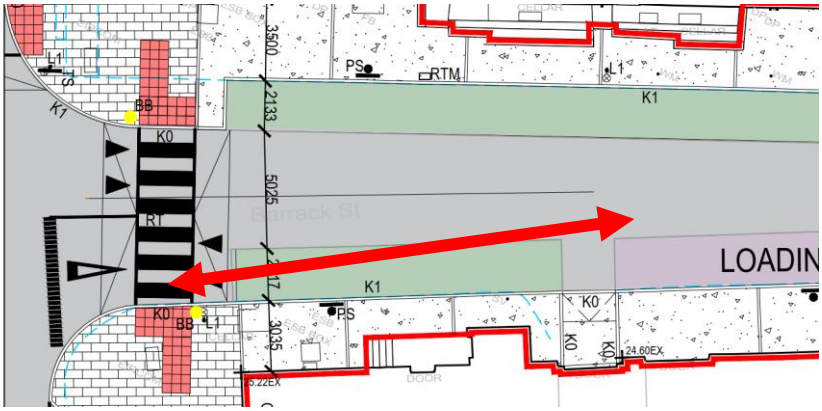



**Hazard:** Motorists may exit Queens Street into the path of oncoming traffic**,** Pedestrians may commence their crossing unsighted to oncoming motorists, or motorists may fail to stop when shown a red light.

**Recommendation:** The Design Team should ensure adequate visibility is provided.

### 3.3.13 Barrack Street – Controlled Crossing at R458 Junction.

**Problem:** There is a parking bay located to the east of the controlled crossing. High sided vehicles within the parking bay may restrict driver visibility to the waiting or northbound crossing pedestrian.




**Hazard:** Pedestrians may commence their crossing unsighted to oncoming motorists.

**Recommendation:** The Design Team should reduce the carriageway width at the mouth of the junction such that the southern side of the crossing is visible to approaching motorists.

### 3.3.14 Coach Parking Near Christ the King Statue.

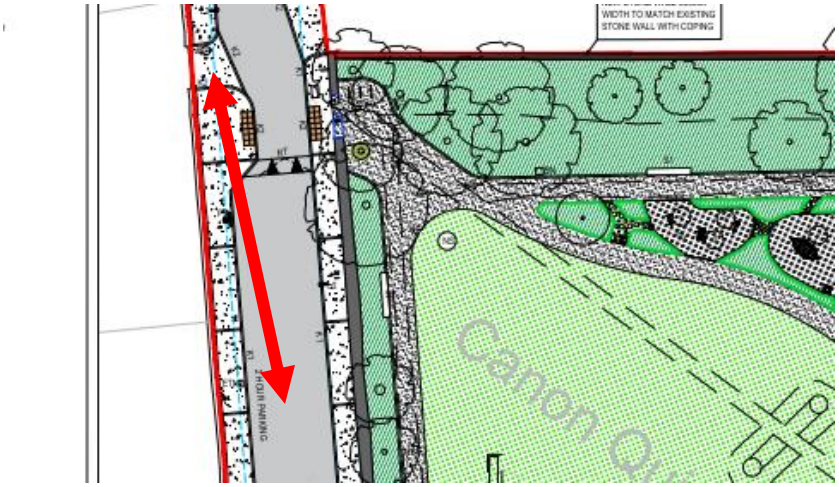
**Problem:** The coach parking is indicated with a K100 kerb adjacent. Some users may have difficulty in stepping from the kerb up onto the bus.

**Hazard:** Trip/fall incidents may result.

**Recommendation:** The Design Team should replace the K100 kerb with a Bus Kerb.

### 3.3.15 Queens Street - Chicane

**Problem:** The proposed vehicle parking on Queens Street is to the west of the carriageway near the park. There is a dwelling house on the western side of the street. High-sided vehicles parked in the bay may restrict visibility for users exiting the dwelling driveway.

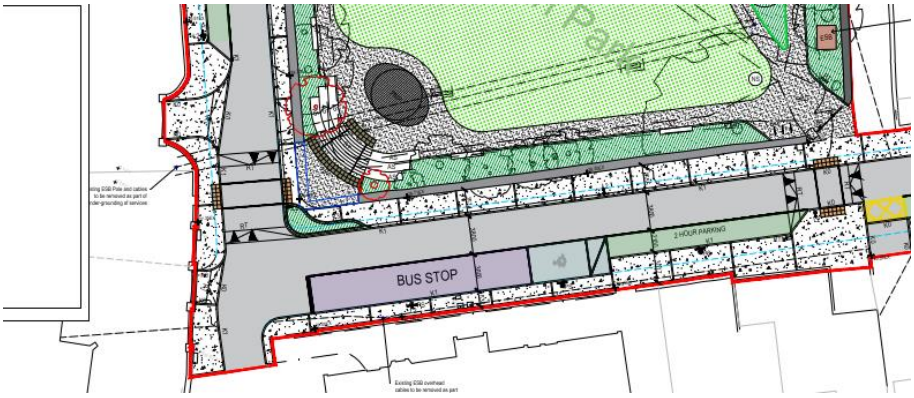



**Hazard:** Users may exit the driveway into the path of oncoming traffic.

**Recommendation:** The Design Team should **e**nsure adequate driveway visibility is provided.

### 3.3.16 Queens Street – Bus Parking

**Problem:** It appears the design is reducing the carriageway width on elements of Queens Street. There is a bus stop located on Queens Street. There is concern that the general reduction of carriageway width will result in difficulties for the bus to navigate along and around the tight bend in Queens Street. The bus may be required to reverse or over-run the footpath.




**Hazard:** The bus may impact with other vehicles or pedestrians.

**Recommendation:** The Design Team should ensure adequate carriageway space is provide for the bus to travel without the need to reverse or overhang the footpath.

### 3.3.17 Georges Street – Pedestrian Cross Outside Supermac's

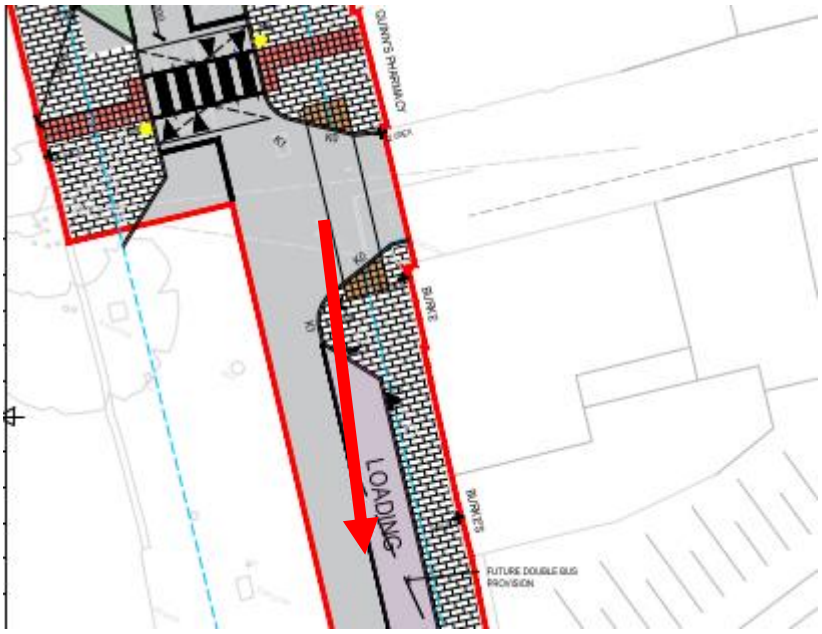
**Problem:** There is a pedestrian crossing proposed on Georges Street, outside of the Supermac's premises. Currently there is a double kerb in this location as the carriageway is substantially lower than the footpath. There is concern that the footpath to the crossing will be excessively steep.

**Hazard:** Mobility-impaired users may fall due to the gradient.

**Recommendation:** The Design Team should ensure all footpath gradients comply with current best practice.

### 3.3.18 Station Road – Visibility

**Problem:** There is a loading bay located to the south of Station Road. Large vehicles parked in the bay may block visibility for exiting traffic.



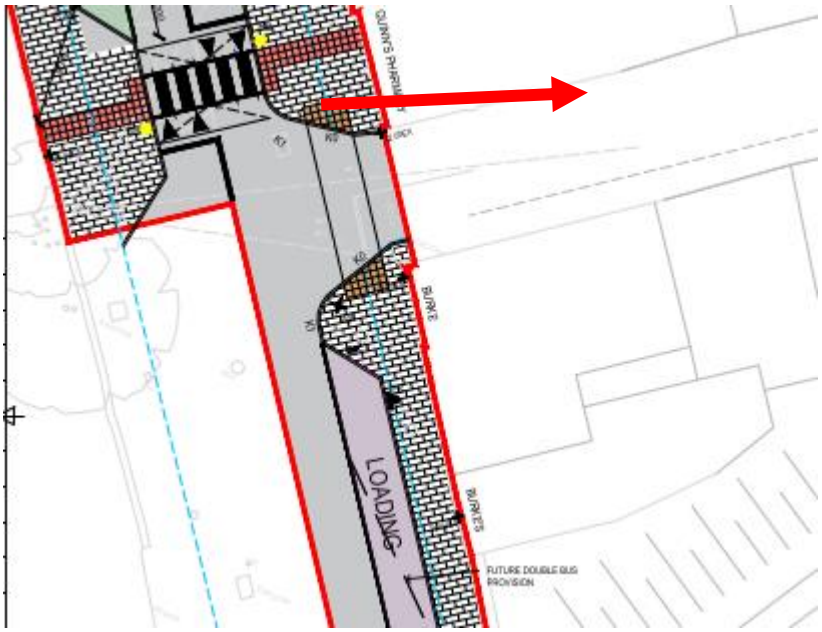

**Hazard:** Users may exit Station Road into the path of oncoming traffic.

**Recommendation:** The Design Team should ensure suitable junction visibility is achieved.

**Note:** If all parking is needed in this area, swapping the bus bay with the loading bay may result in shorter occupancy of the problem bay.

### 3.3.19 Station Road – Pedestrian Crossing Visibility

**Problem:** Pedestrians crossing north south of Station Road have their visibility to traffic exiting Station Road restricted by the building.




**Hazard:** Pedestrians may commence their road crossing and be subject to vehicle strikes.

**Recommendation:** The Design Team should relocate the tactile paving and dropped kerb closer to the Ennis Rd carriageway edge.

### 3.3.20 Gort Medical Centre – Car Park

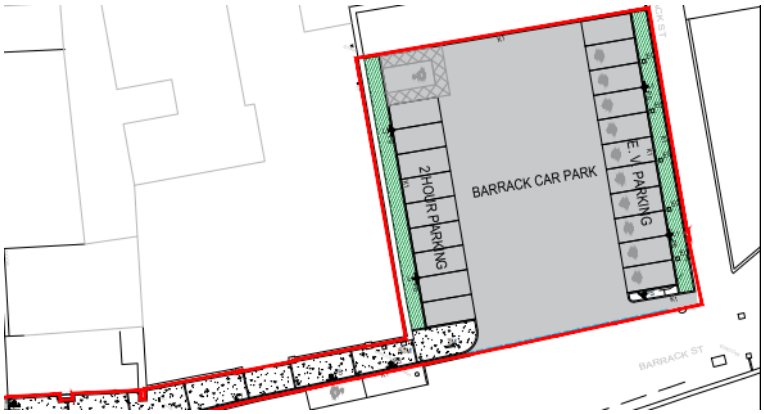
**Problem:** Motorists' visibility to pedestrians crossing the entrance to Gort Medical Centre is very restricted, both by boundary walls and the angle of the entrance. It was noted during the site visit this car park is very busy and has a high turnover rate.

**Hazard:** Pedestrian / vehicle collisions may result.

**Recommendation:** The team, in consultation with the medical centre, should undertake works to improve the existing car park access.

### 3.3.21 Barrack Street – Car Park

**Problem:** The car park has a large vacant space to the middle. We have been informed by the design team that this space is required for turning of HGVs. There is concern that overspill car parking will occur in this central space and this will prevent the HGV from turning here. The HGV may reverse back onto the regional Road.

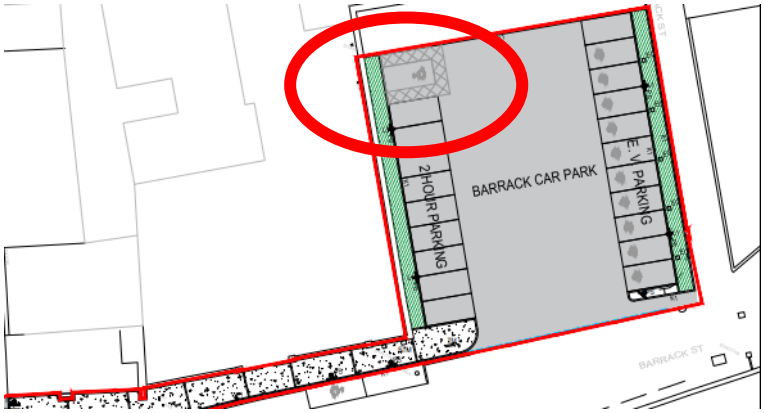



**Hazard:** Impact with Regional Road traffic may occur.

**Recommendation:** The Design Team should provide suitable road markings and advisory signage in order to prevent vehicle parking within the turning area.

### 3.3.22 Barrack Street – Car Park Disabled users Parking

**Problem:** The disabled user parking space within the car park is not located adject to a segregated footpath. Disabled users will be required to walk through the trafficked area of the car park in order to access the footpath.




**Hazard:** Impact from passing or reversing vehicles may occur.

**Recommendation:** The Design Team should relocate the disabled user parking spaces, such that direct access to a segregated footpath can be achieved.

# 4. AUDIT TEAM STATEMENT

We certify that we have examined the drawings and other information listed in Appendix A. 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 problems that we have identified have been noted in the report, together with suggestions for improvement which we recommend should be studied for implementation. No one in the Audit Team has been involved with the scheme design as shown in Appendix A.

Signed .....

Stuart Summerfield
Audit Team Leader

Date 4th September 2024

Signed .....

PJ Gallagher
Audit Team Member

Date 4th September 2024

# APPENDIX A LIST OF DOCUMENTS EXAMINED

Received from BDP 20/08/2024:

- 3160-BDP-00-XX-DR-L-0001
- 3160-BDP-00-XX-DR-L-0002
- 3160-BDP-00-XX-DR-L-0003
- 3160-BDP-00-XX-DR-L-0101
- 3160-BDP-00-XX-DR-L-0102
- 3160-BDP-00-XX-DR-L-0103
- 3160-BDP-00-XX-DR-L-0104
- 3160-BDP-00-XX-DR-L-0105
- 3160-BDP-00-XX-DR-L-0106
- 3160-BDP-00-XX-DR-L-0107
- 3160-BDP-00-XX-DR-L-0108
- 3160-BDP-00-XX-DR-L-0109

# APPENDIX B RSA FEEDBACK FORM

# ROAD SAFETY AUDIT FEEDBACK FORM

**CST Group** Chartered Consulting Engineers
1, O'Connell Street, Sligo, F91 W7YV, Ireland

**Scheme:** Gort town Centre Public Realm Scheme

**Audit Stage:** 1 **Date Audit Completed:** 11/09/2024 **Route No.** **Our Ref :-**123316|R1

| TO BE COMPLETED BY DESIGNER | | | | TO BE COMPLETED BY AUDIT TEAM LEADER |
|---|---|---|---|---|
| **Paragraph No. in Safety Audit Report** | **Problem accepted (Yes/No)** | **Recommended measure accepted (Yes/No)** | **Describe alternative measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted.** | **Alternative measures or reasons accepted by Auditors (Yes/No)** |
| 3.2.1 | No | No | This is a town centre location and a 30kph zone. There are clear visible sightlines from all directions to the mini roundabout. | No. Motorists are likely to be concentrating on other vehicle movements and may not notice the pedestrians to their right. |
| 3.2.2 | Yes | No | We will provide a raised crossing as a shared space to enable access to the main square and traffic calming along Market Street | Yes |
| 3.2.3 | Yes | Yes | | |
| 3.2.4 | Yes | No | This is a tried and tested detail which allows a continuous footpath level for a minimum of 2m against the building edge and then a sloped section for cars to mount. This detail ensures that there are not excessive slopes across the whole footpath and towards the channel line of the road. The paving will also be contrasting colour to demarcate this as a driveway crossover. | Yes |
| 3.2.5 | Yes | No | This is typical and an existing scenario within the town where there is on street parking and entrances to driveways / alleyways. Its not feasible to take out all of the parking on the streets, instead the yellow markings provide a clear space for vehicles to enter an exit. There is very low number of vehicles doing this movement. | Yes. However, it is suggested the landscaping within the bay is located to the approaching traffic side of the entrance, to provide some visibility. |
| 3.2.6 | No | Yes | Across the town we have designed lots of crossings with a set back before the parking spaces are created. The crossing in this case is raised to further calm traffic and the crossing is built out the channel line to maximise visibility. All planting next to crossings will be maintained to a maximum 600mm high | |

# ROAD SAFETY AUDIT FEEDBACK FORM

**CST Group** Chartered Consulting Engineers
1, O'Connell Street, Sligo, F91 W7YV, Ireland

| TO BE COMPLETED BY DESIGNER | | | | TO BE COMPLETED BY AUDIT TEAM LEADER |
|---|---|---|---|---|
| **Paragraph No. in Safety Audit Report** | **Problem accepted (Yes/No)** | **Recommended measure accepted (Yes/No)** | **Describe alternative measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted.** | **Alternative measures or reasons accepted by Auditors (Yes/No)** |
| 3.2.7 | No | Yes | All 90 degree kerbs will be a smooth radius quadrant kerb with a bull nose top | |
| 3.2.8 | Yes | Yes | | |
| 3.2.9 | Yes | No | A paved margin will be provided adjacent to the kerb to assist connectivity for all vehicle passengers | Yes |
| 3.2.10 | No | Yes | The coach will have a set route and will not turn in side streets | |
| 3.2.11 | Yes | Yes | | |
| 3.3.1 | Yes | No | Options are being considered to provide necessary vehicular access to Lowrys Lane from the new off street car park, to omit the need for vehicles to use this link | No. The outcome of these "considerations" may be to maintain vehicular use of the link. |
| 3.3.2 | Yes | Yes | | |
| 3.3.3 | Yes | Yes | | |
| 3.3.4 | Yes | Yes | | |
| 3.3.5 | Yes | Yes | | |
| 3.3.6 | Yes | Yes | | |
| 3.3.7 | Yes | Yes | | |
| 3.3.8 | Yes | Yes | | |
| 3.3.9 | No | Yes | We have carefully located the crossing at this location to ensure the best possible visibility given the bend in the road. In addition this crossing is a raised table. All vegetation will be ground cover to ensure visibility | |
| 3.3.10 | Yes | Yes | | |
| 3.3.11 | Yes | Yes | | |
| 3.3.12 | Yes | Yes | | |
| 3.3.13 | Yes | No | Currently large vehicles reverse down Barrack Street. We have designed the ability for them to drive down the street and turn | No. If the carriageway width must remain, the |