

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.	
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	
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.	
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.	
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	
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		

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3.2.9	Yes	No	A paved margin will be provided adjacent to the kerb to assist connectivity for all vehicle passengers	
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	
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 within the new car park. This movement requires the kerbs lines to be as shown, the swept path analysis demonstrates this. We have introduced a	

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			raised pedestrian zebra crossing to assist the ability to cross the road.	
3.3.14	Yes	Yes		
3.3.15	No	Yes	This is a narrow street and this is a low frequency used driveway. We have positioned a raised pedestrian crossing to link to the park to slow down vehicles, which in turn will assist cars exiting this driveway.	
3.3.16	Yes	Yes		
3.3.17	Yes	Yes		
3.3.18	Yes	No	The loading bay has been placed here to accommodate deliveries at this location. Currently vehicles reverse down Station Road and the intention of this bay is to stop them needing to do this. If this is moved it is unlikely that they will use the bay.	
3.3.19	Yes	Yes		
3.3.20	Yes	Yes		
3.3.21	Yes	Yes		
3.3.22	Yes	Yes		

Signed: _____ Design Team Leader Date: _____
Kevin McGann
BDP

Signed: _____ Audit Team Leader Date: _____
Stuart Summerfield
CST Group Chartered Consulting Engineers

Signed: Ronan Conway A/SEE Employer Date: 19/11/2024
For Galway County Council