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GORT TOWN CENTRE PUBLIC REALM ENHANCEMENT PROJECT

Part 8 application: Mobility Management Plan

13/05/2025

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DOCUMENT CONTROL ISSUE SHEET

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1. INTRODUCTION

BACKGROUND

1.1.1 Momentum Transport Consultancy ('Momentum') was commissioned by BDP to support the transport and access elements of the Gort Town Centre Public realm enhancement project on behalf of Galway County Council.

1.1.2 One of the proposals emerging from the TCF Plan is the Gort Public Realm Enhancement Project. Gort has been successful in attracting considerable funding to enhance the public realm within the town centre. The town today is dominated by traffic and parking which detracts from the enjoyment of the town, the safety of all users and the heritage value and appearance.

1.1.3 The proposal is for the re-imagination of the heart of Gort's public realm in the town centre including the Market Square, Bridge Street, Crowe Street, Barrack Street, Queen Street and Canon Quinn Park

1.1.4 The scheme would include:

- New road alignments, narrower carriageways;
- Safer crossing points and more comfortable footpaths;
- New lighting throughout;
- A signage and way-finding scheme;
- New street furniture including designated cycle parking;
- Rationalised on street car parking with the provision of new, public use off street car parks;
- Addition of street trees, low level planting and sustainable urban drainage.
- The creation of a multifunctional pedestrian space in the Market Square
- An enhanced town park with components for all age groups and users – Canon Quinn Park
- Celebrate the heritage of the town through the sensitive design of the public realm and appropriate information and interpretation.

REPORT STRUCTURE

1.1.5 This Mobility Management Plan has been prepared to assess the transportation elements of the proposed scheme as part of the Part 8 planning application.

1.1.6 This chapter forms the introduction, with the remainder of the report structured as follows:

- **Chapter 2: Site location and surroundings:** provides a summary of the existing transport context for Gort
- **Chapter 3: Transport accessibility:** describes the existing level of transport accessibility within the town by mode
- **Chapter 4: Transportation planning policy:** includes a summary of national, regional and local transport policy relevant to the project
- **Chapter 5: Design Manual for Urban Roads and Streets (DMURS):** outlines how DMURS was used to inform the town centre plans
- **Chapter 6: Baseline survey information:** lists the transport data used to inform the proposed street layouts

- **Chapter 7: Proposed plans:** describes the measures proposed for each area of the town within the project area, including the new off-street car park
- **Chapter 8: Impact analysis:** discusses the impact of the proposed town centre layouts by mode and how they meet the aims of the project
- **Chapter 9: Outline Mobility Management Plan:** Outline section setting out key principles of the scheme
- **Chapter 10: Conclusion:** provides a conclusion for the report

1.1.7 The above chapters are supported by detailed technical information appended to this Mobility Management Plan.

1.1.8 The report should be read in conjunction with indicative parking allocation plan 3160-BDP-00-XX-DR-L-0001 for the town prepared by BDP (Appendix A).

1.1.9 Analysis of traffic data used to inform this assessment is provided in Appendix B.

1.1.10 Appendix C includes the junction modelling results that informed the new mini-roundabout.

1.1.11 Appendix D provides benchmark examples of schemes from around Ireland to showcase the possibilities for improved public realm within similar rural towns.

2. SITE LOCATION AND SURROUNDINGS

LOCATION AND CONTEXT

2.1.1 The strategic geographical location of Gort makes it accessible to most major towns and tourist attractions in Connaught. Gort is located approximately 32 kilometres south of Galway Gateway and 64 kilometres north from Limerick Gateway on the M18. Gort is also connected to the M6 Galway to Dublin Motorway via the N18 at Oranmore and via the N66 at Loughrea. The town lies in close proximity to Galway Regional Airport and to Shannon International Airport. The Ennis - Athenry portion of the Western Rail Corridor passes through Gort and links Galway City to Limerick City thereby enhancing accessibility to and from the town.

2.1.2 Gort is also identified as a main town/important urban settlement on the Galway-Limerick/Shannon Development Corridor which connects Galway Gateway with Limerick Gateway and is one of 4 corridors as contained within the Atlantic Gateways Corridor Development Framework.

2.1.3 Church Road and Queen Street form part of an urban block with Bridge Street and Market Square at the centre. Barrack Street, running broadly north-east from Market Square, leads to an area which includes the former barracks, workshops and police buildings The main road, defined by Crowe Street, Bridge Street, Georges Street and Bride Street, is part of the N18.

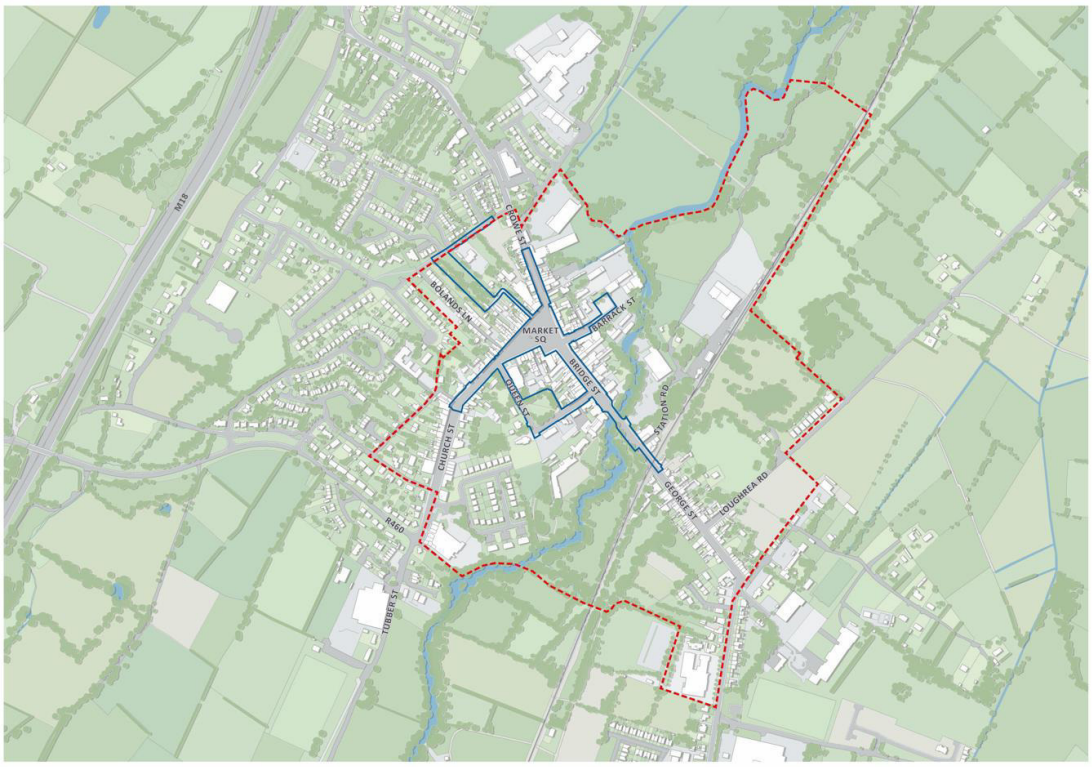
2.1.4 Figure 2.1 shows the Public Realm Study area boundary.

Figure 2.1: Public Realm Study area

STUDY AREAS

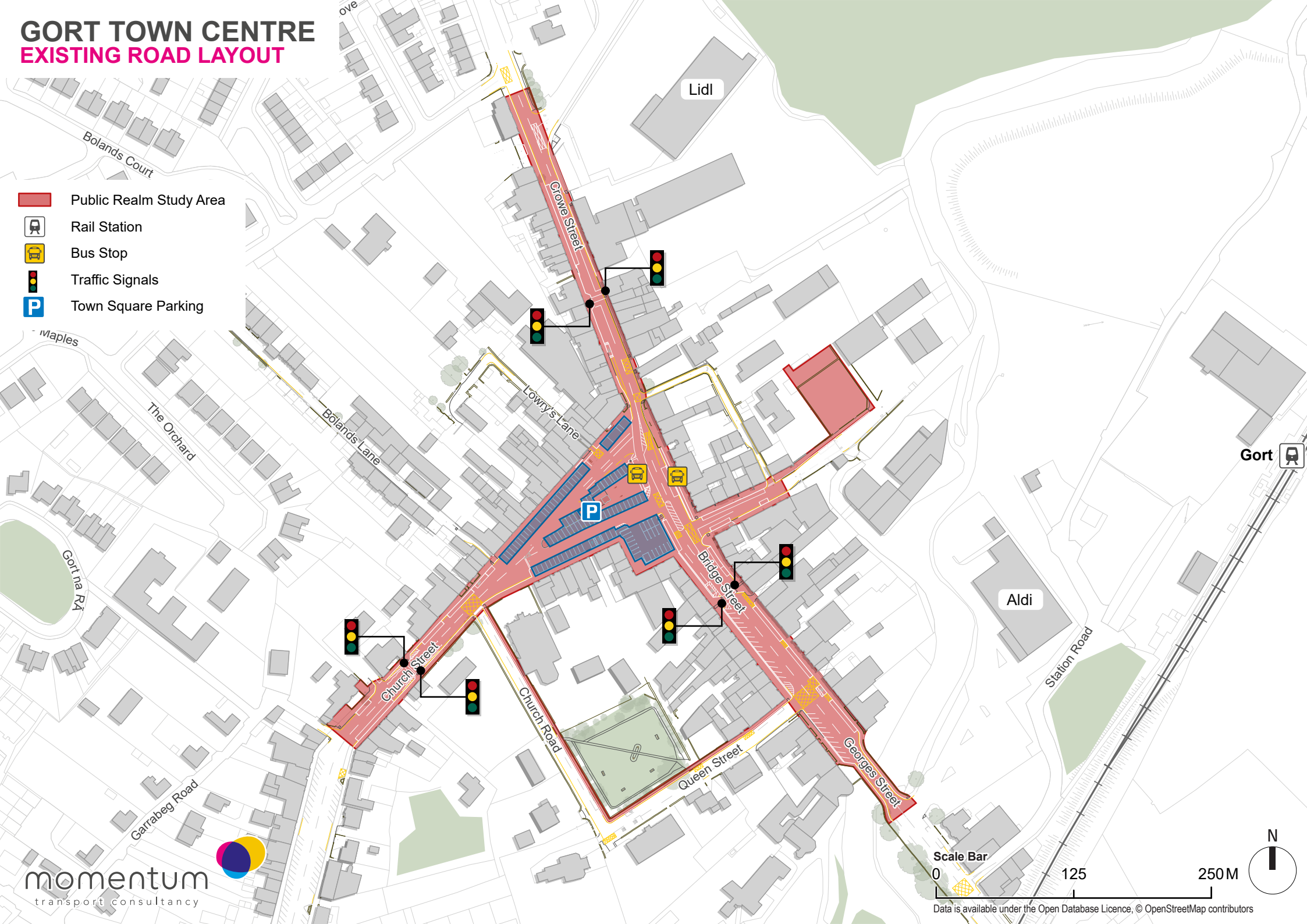
2.1.5 The wider Town Centre First study area of Gort is shown in Figure 2.2. The red line boundary is the TCF boundary. The blue outline is the public realm study area.

Figure 2.2: TCF and public realm study area



2.1.6 Figure 2.3 presents the existing road layout, which is discussed in Chapter 3: transport accessibility.

GORT TOWN CENTRE
EXISTING ROAD LAYOUT



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3. TRANSPORT ACCESSIBILITY

3.1.1 This section looks at the existing conditions within the town from a transport accessibility perspective. In particular, elements around road safety, connectivity and parking are summarised.

ROAD SAFETY

Crossing the road

3.1.2 In the town centre, there is a lack of pedestrian crossings at appropriate locations. This causes people to cross the road away from crossings, presenting a risk to both themselves and motorists. Initial observations indicate that there could be more pedestrian crossings on desire lines, such as near the square and the post office to make it safer for people to cross the road. At school drop off time, the junction near the school is very busy with lots of parked cars and turning vehicles, alongside cyclists and pedestrians.

3.1.3 The access roads to the three supermarkets (Aldi, Lidl, Supervalu) have very wide entrances, and could be made tighter to provide a better pedestrian crossing experience. At accesses off main roads, raised or blended crossings would create a more 'pedestrian priority feel', making people feel safer crossing and indicating to motorists that pedestrians will be crossing.

Junctions and visibility

3.1.4 The junction between the Market Square and Crowe Street is described by residents (and observed) as being very busy, with wide roads that encourage speeding, presenting a danger. Alternative Market Square layouts that reduce traffic, in combination with traffic calming measures on Crowe St/Main St could improve the safety of the junction. Church Street is particularly wide, as demonstrated in Figure 3.1.

3.1.5 Visibility at some junctions is poor and therefore presents a danger. For example, the Church Street/R460 junction suffers from particularly poor visibility and could be altered to improve safety of both motorists and pedestrians.

Figure 3.1: Church Street, a wide road that encourages speeding

CONNECTIVITY

Public transport

3.1.6 Feedback from stakeholders and observations on site indicate that public transport is well used in the town, however both buses and trains are infrequent, and finish early. There are two bus stops in Gort, opposite each other; one adjacent to the square, and the other outside AIB.

3.1.7 The bus stops serve four bus routes. The 51 is an intercity service that connects Cork and Galway. It serves Gort hourly in each direction, between 07:55 and 19:45. The other intercity service is the 434, which connects Galway and Gort once a day on weekdays.

3.1.8 There are two local services; the 934 which connects Gort to Loughrea, twice a day on weekdays, and the 349, which connects Gort to Scariff once a day on a Friday.

3.1.9 The location of the bus stops opposite the square are inconvenient and dangerous due to the lack of crossing nearby. The bus stops can be seen in Figure 3.2. Moving the bus stops closer to the rail station would create a 'transport interchange'. This could be enhanced with cycle parking or potentially a cycle hire station.

Figure 3.2: Bus stops in Gort

Cycling

3.1.10 There is a clear desire to cycle within the town centre and wider area. The historic road patterns with varying widths present a challenge to provide dedicated cycle lanes, instead opportunities for other routes need to be explored, revised street layouts including traffic calming measures need to be introduced to encourage more cycling and make it safer. There is a lack of cycle parking which limits the opportunity for passing cyclists to spend time in the town centre.

Market Square

3.1.11 The Square creates a feel of ‘vehicle dominance’ in the town, and becomes particularly congested when events (weddings, funerals etc) are taking place.

3.1.12 There is scope to create a much friendlier pedestrian environment at the Market Square, which is currently vehicle dominated as demonstrated in Figure 3.3. The southern arm could be changed to two-way, allowing the front facing shops/restaurants to have less vehicle dominated frontage.

Figure 3.3: Vehicle dominated Market Square

PARKING

3.1.13 There are over 400 on-street car parking spaces in the town centre, and 274 in the project area. Separately, there are non-Council owned car parks at Lidl, Aldi and the train station. There is no public off-street car park in the town centre for town centre users which has led to an abundance of on-street parking at the expense of safe pedestrian and cyclist space. There is a lack of EV charging in the town centre, with one public charging point at the train station and two charging points provided at Lidl.

Figure 3.4: On street car parking

4. TRANSPORT PLANNING AND POLICY

4.1.1 Galway County Council is the Local and Regional Planning Authority for Gort and is part of the broader Northern and Western Regional Assembly (NWRA) in Ireland. This transport assessment has taken consideration of relevant national, regional and local transport policy applicable to the project area.

NATIONAL PLANNING FRAMEWORK (NPF) – IRELAND 2040

4.1.2 The National Planning Framework was published in February 2018, superseding the National Spatial Strategy (NSS) and sets out the Government's high-level strategic plan for shaping the future growth and development of the country until 2040. One of the Framework's 'Strategic Investment Priorities' is for environmentally sustainable public transport.

4.1.3 Sustainable Mobility is outlined as the 'National Strategic Outcome 4', which in line with Ireland's Climate Change mitigation plan, aims to electrify the public transport system and other mobility systems in the country.

4.1.4 Improved public transport connectivity and electrification of the transport system is also reinforced in the NPF's strategy towards climate change as part of the objectives to create a cleaner environment for society and to enable the country to become more energy efficient.

REGIONAL SPATIAL AND ECONOMIC STRATEGY (RSES) 2020-2032

4.1.5 The RSES provides a high-level development framework for the Northern and Western Region, supporting the implementation of the NPF, through a 12-year strategy for the region.

4.1.6 Transport is addressed under 'Growth Ambition 3: Connectivity – Connected Region', focusing on how to better integrate land-use and transport planning to enhance the connectivity of people and places. This is achieved by promoting sustainable transport options for people of all ages and levels of mobility.

4.1.7 The connection between transport and regional economic development is made through the understanding that an effective transport infrastructure system plays a key role in attracting and retaining skilled labour. In response, the RSES sets out Transport Investment priorities to improve strategic and local connectivity; expand public transport; reduce car dependency; and cater to demands associated with longer-term population and employment growth.

GALWAY COUNTY TRANSPORT AND PLANNING STRATEGY 2022-2028

4.1.8 The Galway County Transport and Planning Strategy (GCTPS) sits alongside and supports the main Galway County Development Plan (2022-2028).

4.1.9 The GCTPS proposes a range of measures, including transport infrastructure upgrades, support for service enhancements, and supporting activities, which will collectively deliver enhancements and changes in travel behaviour within the County which are consistent with the policy objectives defined within the County Development Plan (CDP).

4.1.10 The measures proposed as part of the GCTPS are outlined below:

- **Safety-Led Improvements** (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures): address identified safety concerns within identified Travel Corridors; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
- **Demand Management Improvements** (incl. junction layout amendments, additional capacity for sustainable modes): improvement to conditions for vehicular based travel, with resultant

benefits in terms of congestion and delay; manage demand throughout identified Travel Corridors.

- **Multi-Modal Hubs**: encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety).
- **Local Walking / Cycling Routes**: improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development; enhance linkages with local rural routes.
- **National Cycle Routes** (between Dublin, Ballinasloe, Galway City and Clifden): improved connectivity for cyclists; enhanced safety for cyclists and other road users; benefits to bus journey times (through the removal of cyclists from bus lanes which can reduce bus speeds and increase delay).
- **Support for Park & Ride Provision** (e.g. near M6 / N6 junction at Ardaun): reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times, wider benefits to journeys to and from Galway City.
- **Support for Electric Vehicles:** increased use of electric vehicles and gradual reduction in petrol / diesel vehicles for personal use.

GORT LOCAL AREA PLAN – 2013-2023 (AS EXTENDED)

4.1.11 The Gort Local Area Plan is a land use plan and overall strategy for the development of Gort over the period 2013-2023 (as extended). At the time of writing, the Gort LAP 2013-2023 (as extended) was close to reaching its lifespan, and as such GCC were commencing work on a new LAP. The new LAP will set out the future policies, land use zoning and policy objectives for Gort and will pay cognisance to the Gort TCF Plan. Nonetheless, this Plan has taken into consideration the current LAP (2013-2023).

4.1.12 Section 3.5 outlines Development Policies, Objectives and Guidelines for transportation infrastructure.

4.1.13 The identified Gort Local Area Plan identifies the following sustainable transportation policy:

- **Policy TI1 – Sustainable Transport, Walking and Cycling** states that “It is the policy of Galway County Council to promote the use of public transport, walking and cycling as safe, convenient and environmentally sustainable alternatives to private transport and to implement the key goals, policy guidance and relevant actions” set out in National and County policy, as well as in the DMURS guidance.

4.1.14 This is supported by the following sustainable transportation objectives:

- **Objective TI1 – Integrated Land Use and Transport:** ensure that land use planning is integrated with transportation planning and reduce the need to travel, particularly by private transport.
- **Objective TI2 – Sustainable Transportation:** facilitate any Smarter Travel initiatives that will improve sustainable transportation within the Plan Area and facilitate sustainable transportation options including public transport, electric vehicles, car clubs, public bike schemes, park and ride/park and stride facilities, improved pedestrian and cycling facilities, as appropriate.
- **Objective TI4 – Walking:** facilitate the improvement of the pedestrian environment and network so that it is safe and accessible to all through the provision of the necessary infrastructure such as footpaths, lighting, pedestrian crossings, traffic calmed streets etc.
- **Objective TI5 – Cycling:** facilitate the improvement of the cycling environment and network so that it is safe and accessible through adequate traffic management and the provision of the

necessary infrastructure, such as surface treatment, junction treatment, traffic calmed streets, cycle track/s, cycle lane/s, lighting, road crossings, etc.

- **Objective TI6 – Bicycle Parking:** ensure that adequate levels of bicycle parking are provided as required within the Plan Area in accordance with the standards set out in the Galway County Development Plan and ensure that new developments provide adequate safe, secure and sheltered bicycle parking facilities.
- **Objective TI8 – Pedestrian Crossings:** facilitate the provision of pedestrian crossings adjacent to schools and at other appropriate locations within the Plan Area, as required.
- **Objective TI9 – Mobility Management Plans:** require Mobility Management Plans for all medium to large scale residential, commercial, mixed use, business/enterprise or industrial developments, as appropriate.
- **Objective TI10 – Charging Points for Electric Vehicles:** facilitate the provision of recharging points for electric powered vehicles within public car parks and at other appropriate locations in Gort for domestic, transition and end of journey type travel.
- **Objective TI12 – Amenity/Walking/Cycling Network:** support the progressive improvement of the amenity/walking/cycling network, to include existing and enhanced public footpaths along the main streets and providing linkages to existing and future schools, cycling routes where possible and amenity corridors linking town centre, residential, community facility, public amenity, commercial and transport nodes.

4.1.15 Policies TI2 Roads, Streets and Parking and TI3 County Development Plan Policies, Objectives & Development Management Standards outline the Council's approach to Roads, Streets and Parking. These are supported by the following Objectives:

- **Objective TI14 – Urban Street Network and the Design Manual for Urban Roads and Streets**: support the treatment of the route network within the built areas of the town as urban streets that prioritise the needs of pedestrians, that facilitate cyclists wherever possible and that support public and private transport movements, stopping and parking, as appropriate in line with the DMURS guidance.
- **Objective TI15 – Transport Network Improvements:** support the improvement of the road and street network in and around the Plan Area, subject to normal planning and environmental considerations, in accordance with the DoECLG 'Spatial Planning and National Roads Guidelines' and including in combination effects under the EU Habitats Directive Assessment as appropriate.
- **Objective TI20 – Parking Facilities:** ensure that existing parking facilities in the town centre are managed appropriately. Provide additional long stay public parking facilities in suitable locations within the Plan Area to serve the needs of the town in accordance with applicable standards and guidelines. Provide disabled car parking facilities at appropriate locations throughout the town and ensure that all new developments have adequate car parking, disabled parking and cycling facilities. Requirements for car parking are contained in the Galway County Development Plan.

5. DESIGN MANUAL FOR URBAN ROADS AND STREETS 2019 (DMURS)

5.1.1 DMURS is a guidance document that sets out the principles and guidelines for the design of urban roads and streets in Ireland. While its primary focus is on road design, its impact extends beyond transportation, and informs wider public realm.

5.1.2 DMURS places emphasis on enhanced pedestrian experience, prioritising the needs of pedestrians by recommending wider footways, pedestrian-friendly crossings, and the inclusion of street furniture. These elements directly contribute to creating welcoming and walkable town centres. There is also a focus on improved accessibility; the manual promotes accessibility for all, including individuals with disabilities.

5.1.3 The manual highlights guidance around traffic management within town centres. It encourages the use of traffic calming measures, such as roundabouts and shared spaces, to create safer and more pleasant environments for both pedestrians and motorists. In doing so, it aligns with Ireland's wider sustainability goals. It promotes sustainable drainage systems, cycling infrastructure, and green initiatives within town centre plans.

5.1.4 Consultation and engagement is an important recommendation within the guidance. The manual encourages local authorities to involve residents, businesses, and other stakeholders in the planning process. This inclusive approach ensures that town centre plans are not only practical but also reflect the unique character and aspirations of each community.

5.1.5 Throughout the design process, DMURS has been constantly referred to as the guidance with which to inform the Gort town centre plans.

6. BASELINE SURVEY INFORMATION

PARKING

6.1.1 Parking data was collected by an independent traffic survey company in March 2023. On-street parking beat, and off-street occupancy surveys (at Aldi, Lidl and the train station) were conducted on Thursday 23rd, Friday 24th and Saturday 25th March 2023. This was done using a combination of manual counts, and the use of cameras. Data was then collated into databases and analysed.

6.1.2 The findings of the survey data informed the town centre designs.

6.1.3 Peak occupancy across three days was analysed. This is summarised in Table 6.1.

Table 6.1: Peak occupancy across three days

Road	Capacity	0800-1000	1000-1200	1200-1400	1400-1600	1600-1800	1800-2000
Crowe St	18	50%	39%	56%	56%	56%	72%
Lower Crowe St	5	80%	80%	80%	80%	100%	60%
Market Square	119	26%	71%	91%	90%	79%	73%
Queen St	36	8%	64%	75%	61%	69%	39%
Church St	74	16%	36%	54%	42%	45%	28%
Church St Upper	18	33%	50%	72%	56%	61%	39%
Barrack St	12	33%	58%	58%	67%	50%	58%
Main St Upper	48	44%	83%	85%	83%	85%	83%
Lower Main St A	66	23%	33%	41%	38%	44%	27%
Lower Main St B	18	39%	39%	28%	22%	39%	33%
Loughrea Road	5	20%	60%	60%	40%	60%	40%

6.1.4 Parking occupancy in Market Square, the largest parking area, split by time period and parking duration is shown in Figure 6.1 and Figure 6.2.

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Figure 6.1: Market Square Occupancy % by time period

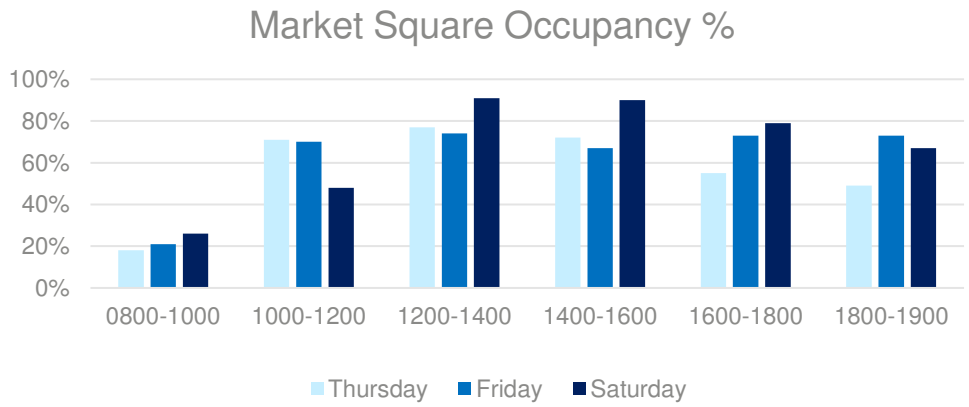
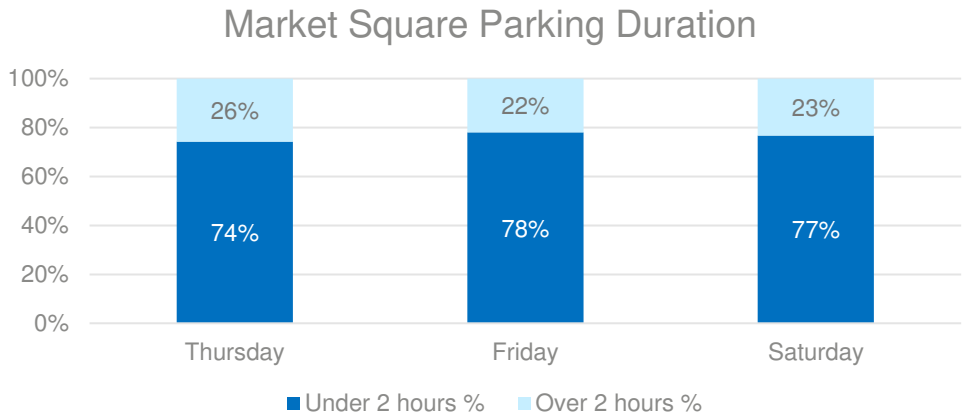


Figure 6.2: Market Square Parking Duration



6.1.5 The Market Square and Main Street are the busiest on-street parking areas, with occupancy often over 85%. This is due to the relatively high supply of on-street parking at these locations in the centre of the town.

6.1.6 Market Square has 119 spaces and the highest occupancy rates out of all of the parking areas. The Market Square is busiest on Saturdays. Saturday afternoon reached 91% occupancy (108/119 spaces). Weekday occupancy did not exceed 77%.

6.1.7 The busiest time overall was in the afternoon, between 1200 and 1600. The typical pattern was for people to stay for 2 hours or less in the afternoon. Overall, 70-80% of people parking in the Market Square stay for two hours or less. The remaining 20-30% of people park for more than 2 hours. Few people stayed for 8 hours or more. Those that did parked before 1400.

6.1.8 While the Square and surrounding roads are generally busy, some roads have lower occupancy. Church Street remains at below 50% occupancy for most of the day, apart from 1200-1400 where occupancy peaks at 54%. The lower part of Main Street (towards the rail station) remains at a constantly low level of demand, not reaching more than 44% occupancy.

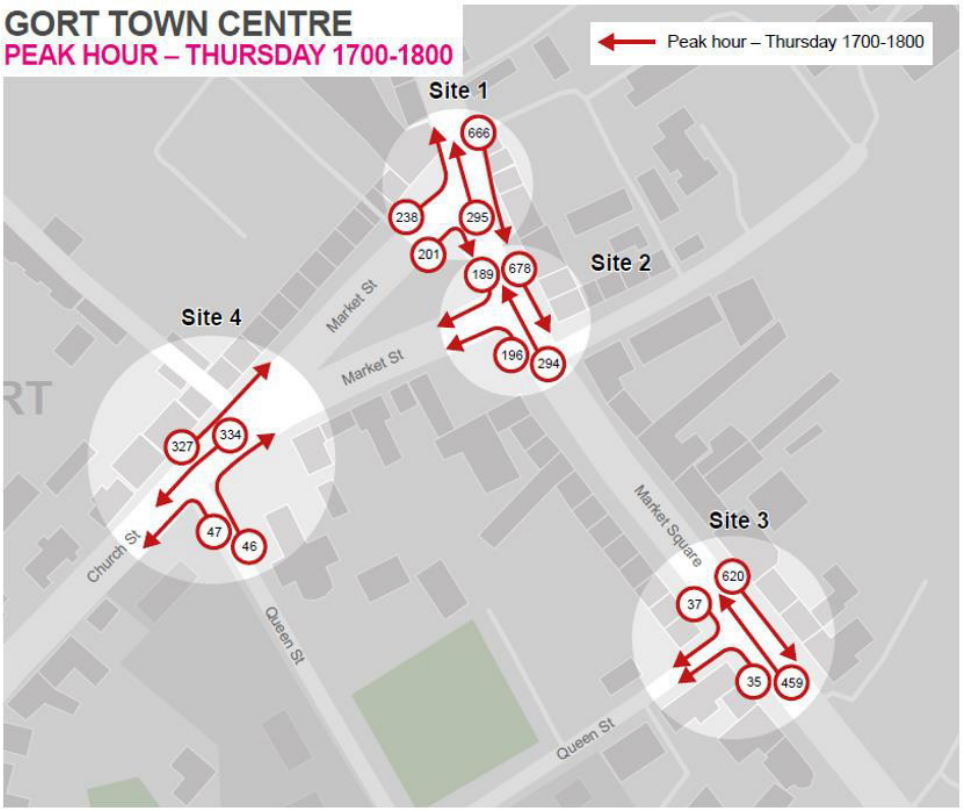
TRAFFIC DATA

6.1.9 Traffic data was collected by an independent traffic survey company in March 2023. Junction turning counts were collected at the Market Square on Thursday 23rd, Friday 24th and Saturday 25th March 2023. Automatic Turning Counts were collected for a week in March

2023. Pedestrian surveys were collected at the Market Square on Thursday 23rd, Friday 24th and Saturday 25th March 2023. Data were then collated into databases and analysed.

6.1.10 Junction counts were undertaken at four sites. These are shown in Figure 6.3.

Figure 6.3: Junction Turning Counts (Peak Hour – Thursday 1700-1800)

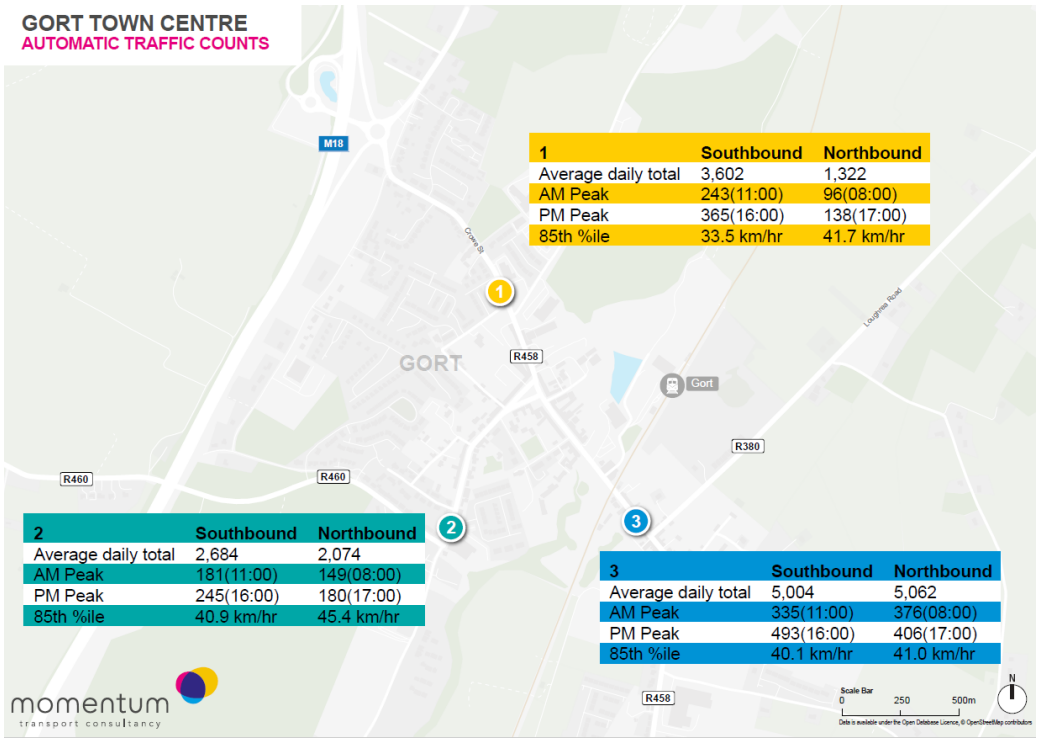


6.1.11 The greatest traffic flow is on Main Street. Close to equal numbers turn left and right out of the Market Square onto Crowe St/ Main St. Similarly, close to equal numbers to into Market Square from Crowe St/Main St. Thursday was generally the busiest day out of the Thursday, Friday and Saturday surveyed, with Saturday having the lowest level of traffic.

6.1.12 On Thursday, a total of 17 cyclists were counted during the whole day. Saturday was the busiest day for cyclists, with 34 counted. The peak was between 0900 and 1100 (14 cyclists).

6.1.13 Automatic Traffic Counts were undertaken at three sites. These are shown in Figure 6.4.

Figure 6.4: Automatic Traffic Counts



1	Southbound	Northbound
Average daily total	3,602	1,322
AM Peak	243(11:00)	96(08:00)
PM Peak	365(16:00)	138(17:00)
85th %ile	33.5 km/hr	41.7 km/hr

2	Southbound	Northbound
Average daily total	2,684	2,074
AM Peak	181(11:00)	149(08:00)
PM Peak	245(16:00)	180(17:00)
85th %ile	40.9 km/hr	45.4 km/hr

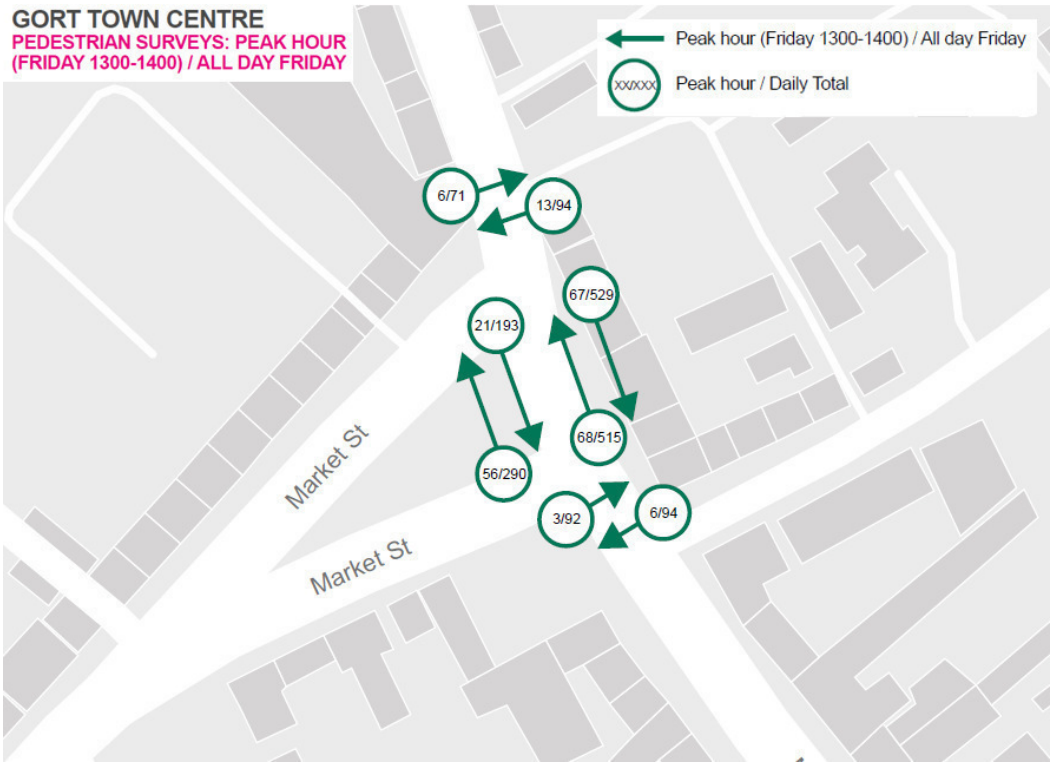
3	Southbound	Northbound
Average daily total	5,004	5,062
AM Peak	335(11:00)	376(08:00)
PM Peak	493(16:00)	406(17:00)
85th %ile	40.1 km/hr	41.0 km/hr

6.1.14 The largest flows are on the southern end of Main St, likely because of access to the school, in addition to the villages further south. Approx. 90% of motor traffic is cars, 8% is Light Goods Vehicles (LGVs), and the remaining is Other Goods Vehicles (OGVs) and public transport.

6.1.15 The speed limit in Gort is 50kph. On Crowe St, the 85th %ile speed southbound is 33kmph, compared to 41.7kph northbound. On Main St, this increases to 40.9kph southbound, and 45.4kph northbound.

6.1.16 Pedestrian counts were conducted at the Square. These are shown in Figure 6.5.

Figure 6.5: Market Square Pedestrian Counts



6.1.17 The highest pedestrian flow is on the eastern side of Main Street. High numbers of pedestrians are crossing from south of the Market Square, towards the hotel, without a dedicated crossing facility.

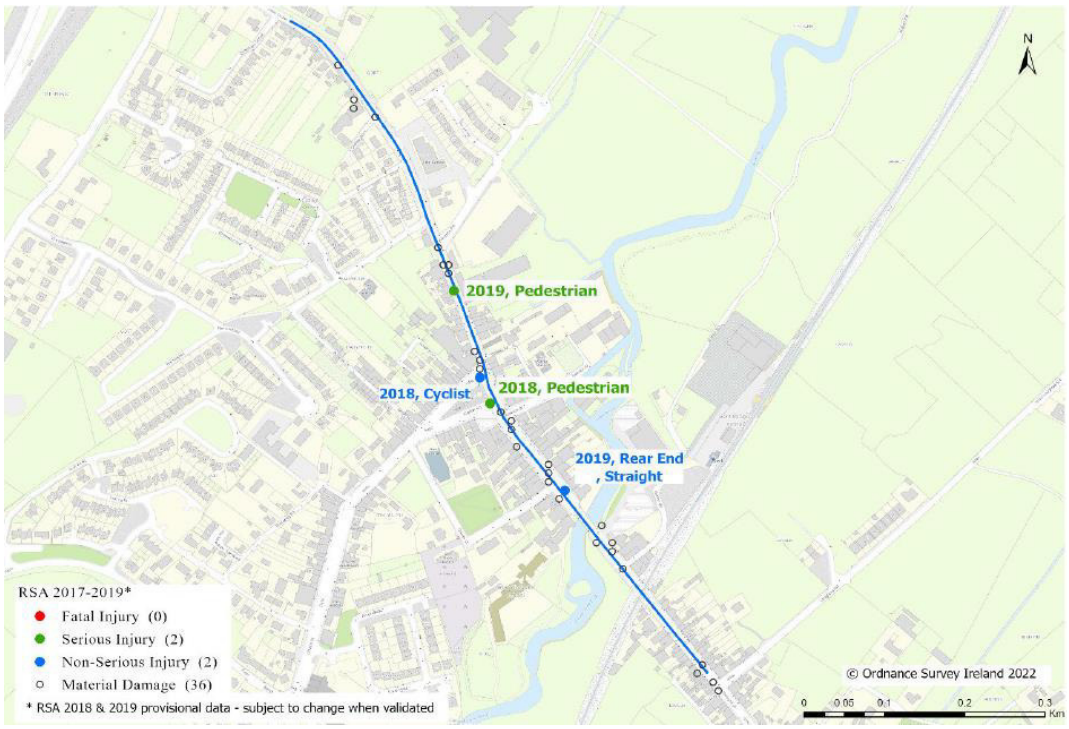
6.1.18 Some people are crossing informally from the Market Square to the eastern side of Main Street. Currently there is no crossing facility, and pedestrians have to walk further south to the signals outside Keanes.

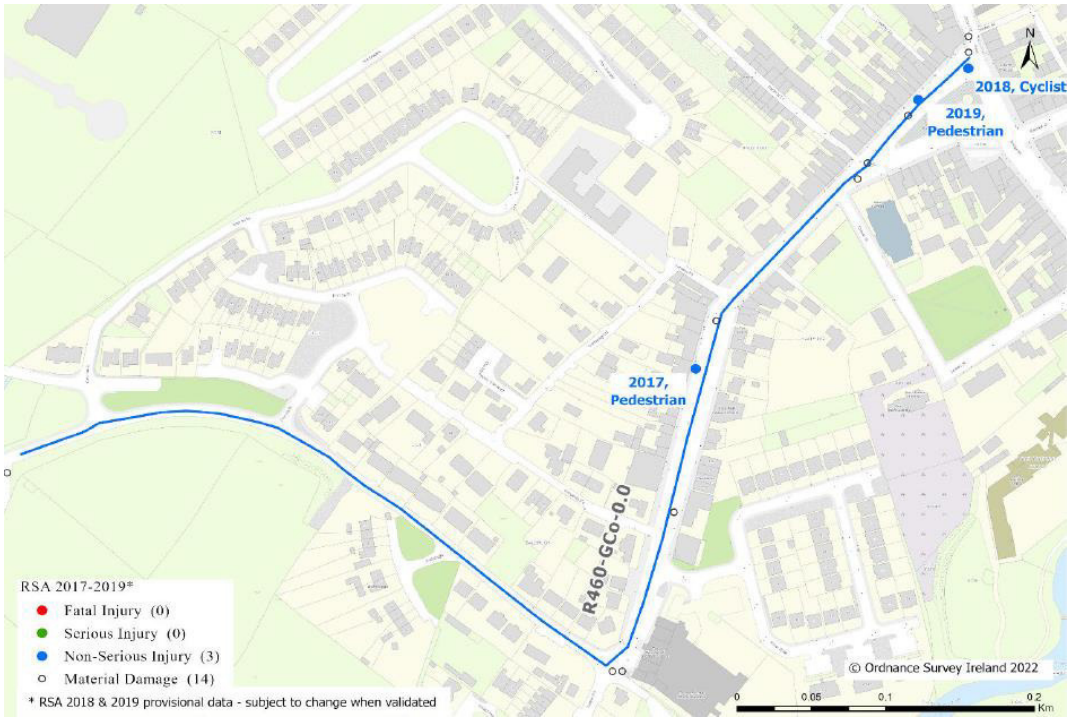
ROAD SAFETY

6.1.19 Collision data has been analysed using the Department for Transport Regional Road Network Safety Analysis.

6.1.20 At the Market Square in Gort there was one serious pedestrian injury, one non-serious pedestrian injury and two non-serious cyclist injuries between 2017 and 2019. There was also one non-serious pedestrian injury on Church Street, and one serious pedestrian injury on Crowe Street. These are shown in Figure 6.6.

Figure 6.6: Collision map 2017-2019





KEY FINDINGS

6.1.21 The baseline survey information provided a number of key findings that were used to inform the town centre plans.

6.1.22 Firstly, it was found that there is sufficient capacity on nearby roads to take some of the high parking demand at the Market Square and on Main Street at peak times, such as on Church

Street, Crowe Street, or the lower end of Main Street. Utilising this capacity would reduce the feel of vehicle dominance in the town centre.

6.1.23 The provision of off-street car parking locations, close to the town centre, could take pressure away from on-street parking. This would generate less vehicle traffic in the town centre, creating a more pedestrian friendly environment.

6.1.24 The levels of cycling were also considered. Referring to the National Cycle Manual, the traffic flows and speeds of Gort can be suited to either segregated or non-segregated cycle lanes, or a shared space.

6.1.1 Analysis of pedestrian movement shows that high numbers of people are crossing around the Square with no dedicated crossing facility. This highlights the need for more crossings close to the Square to improve safety.

6.1.2 Lastly, the collision data demonstrates the importance of improving road safety in the town centre through the use of traffic calming.

7. PROPOSED PLANS

INTRODUCTION

7.1.1 This chapter of the MMP describes the proposed street layouts for the project area in order to address the findings of the baseline survey.

7.1.2 This section should be read in conjunction with the general arrangement drawings 3160-BDP-00-XX-DR-L-0001 submitted by BDP for the Part 8 application. Figure 7.1 provides an overview of the proposed street layouts for the project area.

7.1.3 The key aims for the street layouts are to:

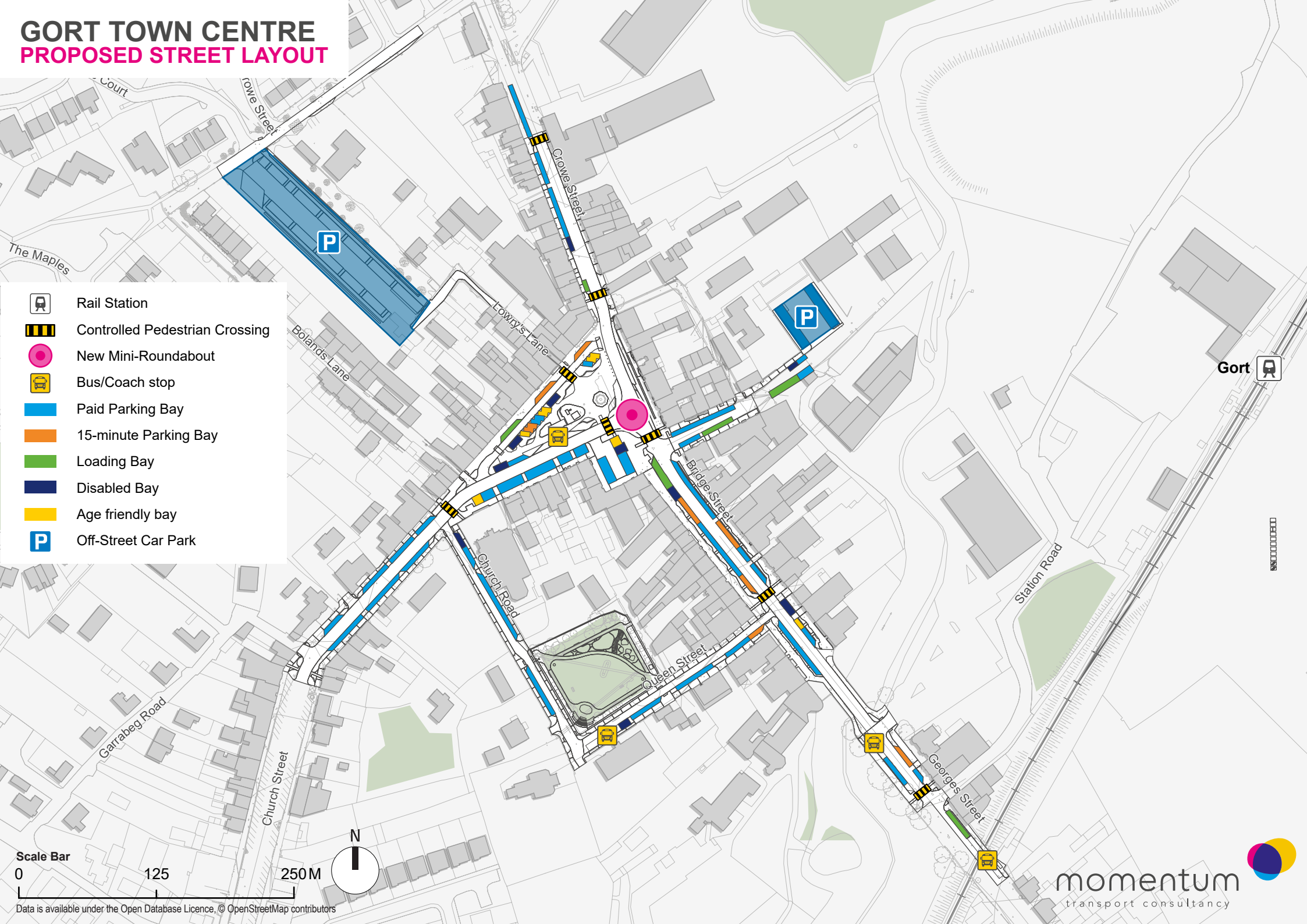
- Encourage lower traffic speeds
- Widen footways to provide more space for public realm
- Improve connectivity for pedestrians and cyclists
- Improve public transport (bus) accessibility
- Maintain a free flowing through route for traffic serving the town centre and local business and amenities.

7.1.4 To facilitate the key aims listed above, the following design parameters have been incorporated into the street layout design:

- At the Market Square, a new mini-roundabout will be implemented to enable free flowing traffic and reduce traffic dominance, increasing pedestrian and cycle safety. The mini-roundabout will also help to encourage slower speeds near the Square.
- The one-way southern arm of the Square will be converted to two-way, freeing up space on the northern arm.
- The northern arm will act as an ‘access road’ for servicing and some parking at the Square, reducing the vehicle dominance outside the businesses and creating public realm space.
- There will be a bus/coach drop off area at the Square to allow for people to disembark in the town centre. This provides additional capacity to the bus stops, and future proofs the town for future growth in tourism and additional bus services.
- Relocate 87 on-street parking spaces in total from the town centre to create additional space for public realm. This will be relocated to the off-street car parks at Barrack Street and behind Lowry’s Lane to allow for reduced vehicle dominance in the town. Barrack Street car park will have 21 parking spaces, and the car park behind Lowry’s Lane will have 79 spaces.
- Nine disabled (no change) bays located at the Square, Crowe Street, Queen Street and Main Street, and eight new age friendly bays at the Square and Main Street.
- Six new loading bays (there are currently no formal loading facilities)
- 12 new ’15-minute’ parking bays for short-stay parking
- Wider footways on Main Street to create an improved pedestrian environment.
- Five new pedestrian crossings (on Church Street, Crowe Street, Market Street, and two on Main Street). This will facilitate safe crossings for pedestrians in the town centre. The crossings will also help to encourage slower speeds through the town centre
- The relocation of the bus stops from the Market Square to further south on Main Street. This is to create an interchange with the train station, and future proof for any micro mobility opportunities (such as cycle hire).

- Cycle parking at the Square and around Canon Quinn Park in the form of 10 new Sheffield stands

GORT TOWN CENTRE
PROPOSED STREET LAYOUT



8. IMPACT ANALYSIS

8.1.1 The Chapter discusses the impact of the proposed street layouts by mode and how they meet the aims of the project.

PEDESTRIANS AND CYCLISTS

8.1.2 Wider footways throughout the project area will benefit pedestrians. The additional space in the Market Square and public realm opportunities provide a focal point for the town enhancing the pedestrian experience, giving space and shelter to stop and rest and importantly, encouraging greater footfall to drive an increase in spending.

8.1.3 Crucially the narrower roads and intermittent provision of pedestrian crossings will create a calming effect which will help to encourage lower speeds through the town, facilitating safe crossing for pedestrians in the town centre. This is particularly important where traffic is approaching the town through higher speed link roads, the streetscape will provide the distinction for drivers to recognise that they are entering a built-up area and therefore their speed should be adjusted. Slower speeds throughout the town along with creation of a streetscape which is less vehicle focussed facilitates a safer environment which will make it more attractive to cyclists.

8.1.4 As part of the public realm improvements proposed, cycle parking will be provided. There are no cycle parking facilities at present in the town centre so opportunities for residents within the town to use cycle for short journeys are limited as there is nowhere to securely leave bicycles. Providing secure cycle parking facilities will help to encourage short cycling trips within the town. In addition, the cycle parking and improved public realm will help to encourage those passing through the town on the emerging Galway to Athlone cycleway to stop and rest, using the local businesses to refuel and to enjoy the public space.

PUBLIC TRANSPORT ACCESSIBILITY (BUSES AND COACHES)

8.1.5 The bus stops will be relocated from the Square to further south on Main Street, close to the rail station. This will create additional public realm space at the Square, contributing to a reduced feel of vehicle dominance. The bus stops at the rail station offer the opportunity for a ‘transport interchange’, where public transport users can connect between the bus and the train. While there are few train and bus services currently, having them closer together allows for further future opportunity. It also allows for micro-mobility opportunities, such as bike sharing as part of a multi modal transport hub.

8.1.6 The proposed locations of the bus stops are 230m (northbound) and 300m (southbound) south of the existing stops. This is approximately a three-minute walk. The distances that the relocated stops have been moved by is not expected to impact users.

8.1.7 The bus stops still sit outside the traffic lane, minimising the impact on other traffic by allowing vehicles to pass when the bus stops.

8.1.1 Bus shelters will be provided for waiting passengers, providing a more pleasant waiting experience while being sheltered from the elements. These also allow for the addition of Real Time Passenger Information.

8.1.2 A pedestrian crossing point will be located between the bus stops, so passengers can safely cross the road when accessing either stop.

8.1.3 A coach/bus drop off point will be located at the Square, allowing passengers to disembark in the centre of the town. This provides additional capacity to the bus stops, and future proofs the

town for growth in tourism and additional bus services. It also allows those with mobility impairments to be close to nearby amenities once dropped off. The coach/bus drop off could also play a role in the potential for a future bus link between Coole Park and Gort.

8.1.4 Loading bays

8.1.5 The six dedicated loading bays in key locations to serve businesses will contribute to efficient loading/unloading activity.

8.1.6 Disabled and Age Friendly Parking

8.1.7 The disabled and age friendly parking will provide accessibility for disabled and older drivers/passengers.

8.1.8 Car Parking

8.1.9 Relocating car parking from the Market Square is key to unlocking space for public realm improvements for the town. Approximately 20% of the on-street parking within the town would be re-located to off-street town car parks. However, a significant amount of on-street parking will remain available, as shown in Table 8.1.

8.1.10 Within the project area, there are 252 existing on-street car parking spaces. In the proposals, there are 165 proposed on-street car parking spaces. This represents a loss of 87 on-street spaces. However, within the Barrack Street off-street car park and new off-street car park behind Lowry's Lane, there will be a total of 100 spaces. This represents a net gain of 13 spaces overall.

Table 8.1: Parking within the project area

	Existing spaces	Proposed spaces (of which disabled)
Crowe St	13	9(1)
Market Square	119	58(4)
Church St	12	20(0)
Queen St	36	27(2)
George St	13	6(0)
Bridge St	49	36(2)
Barrack St	10	9(0)

NEW OFF-STREET CAR PARK BEHIND LOWRY'S LANE

8.1.11 The proposals include a new off-street car park behind Lowry's Lane. This will be free, long stay parking. People can use this car park and walk into the town through Lowry's Lane. The car park will have 79 spaces, including 5 disabled bays and 12EV bays. It will also have cycle parking, in addition to Recreational Vehicle parking (RV).

8.1.12 Passing bays have been provided on Crowe Street to allow for additional space when two-cars are passing. This is currently possible, however with the additional volume of traffic and potential RVs that may use the road, passing bays would allow for additional capacity.

8.1.13 The car park is demonstrated in the Figure below.

KEY PARKING BAY:

- 2 HOUR PARKING BAY
- E.V. PARKING BAY
- LOADING BAY
- 15 MINUTE PARKING BAY
- COACH / BUS BAY
- AGE FRIENDLY PARKING BAY
- DISABLED PARKING BAY
- RV PARKING BAY
- LAYBY
- ELECTRIC CHARGING POINT

KEY

- EXTENT OF PROJECT BOUNDARY
- NATURAL STONE PAVING - PAVING SIZE VARIES ACCORDING TO USE
- CONCRETE BLOCK PAVING
- INSITU EXPOSED AGGREGATE CONCRETE WITH SETT BAND
- VEHICULAR GRADE ASPHALT
- VEHICULAR GRADE ASPHALT WITH ROLLED BUFF CHIPPINGS
- FEATURE PAVING
- PERMEABLE GRAVEL RETENTION SURFACE
- PERMEABLE CONCRETE BLOCK PAVING
- FEATURE PAVING SETTS
- RED TACTILE BLISTER PAVING TO CONTROLLED AND ZEBRA CROSSINGS
- BUFF TACTILE BLISTER PAVING TO UNCONTROLLED CROSSINGS
- Kx — "K1" 100mm UPSTAND KERB "K0" FLUSH KERB
- K3 K50 — "K3" EDGING KERB "K50" 50mm HIGH CHAMFERED KERB
- KT — "KT" TRANSITION KERB
- RT — "RT" RAISED TABLE TO PEDESTRIAN CROSSING POINTS
- TS — "TS" TRAFFIC SIGN
- PS — "PS" PARKING SIGN
- BB — "BB" BELISHA BEACON
- PBB — "PBB" PUSH BUTTON CONTROLLED CROSSING
- CS — "CS" CYCLE STANDS
- B1 — "B1" EXISTING STONE BOLLARDS RELOCATED
- B2 — "B2" EXISTING STONE BOLLARDS TO BE RETAINED IN PLACE
- BR — "BR" PROPOSED REMOVABLE BOLLARDS
- SW — "SW" SEAT WALL WITH BACKRESTS
- Sx — "S1" PROPOSED BENCH "S2" PROPOSED BENCH WITH BACKREST
- TM — "TM" TOTEM MAP
- WF — "WF" WAYFINDING SIGNAGE
- PB — "PB" EXISTING POST BOX
- ETM — "ETM" EXISTING TICKET MACHINE "RTM" RELOCATED TICKET MACHINE
- BN — "BN" PROPOSED BINS
- U — "U" PROPOSED POP-UP 5M UMBRELLA
- Lx — "L1" 8M HIGH LIGHTING COLUMN WITH SINGLE LUMINAIRE "L2" 6m HIGH COLUMN WITH SINGLE LUMINAIRE "LW" LOW LEVEL WALL LIGHT
- WLx — "WL1" 4m HIGH COLUMN WITH SINGLE HEAD LUMINAIRE "WL2" 3m HIGH COLUMN WITH SINGLE HEAD LUMINAIRE
- L3 — "L3" 6m HIGH COLUMN WITH MULTI-HEAD LUMINAIRE
- BSP — BUS STOP POLE AND SIGN
- EXISTING TREES
- PROPOSED STREET TREES
- PROPOSED PLANTING MIXES OF SHRUBS AND GROUND COVER (300-500mm HIGH)
- EXISTING KERB LINE
- 25.95EX — "EX" EXISTING SPOT LEVEL RETAINED
- 25.80 — PROPOSED SPOT LEVEL

NOTES

REFER TO DRAWINGS:
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3160-BDP-00-XX-DR-L-0107 - GA SHEET 7 OF 9
3160-BDP-00-XX-DR-L-0108 - GA SHEET 8 OF 9
3160-BDP-00-XX-DR-L-0109 - GA SHEET 9 OF 9

REVISION / DESCRIPTION	DRAWN	CHECKED	DATE
P06 PART 10 PLANNING	DK	KM	16.08.24
P05 PART 10 PLANNING	DK	KM	26.07.24
P04 DRAFT PLANNING	DK	MK	14.06.24
P03 DRAFT PLANNING	IF	MK	17.10.23
FIRST ISSUE FINAL DRAFT PLANNING	IF	MK	29.09.23

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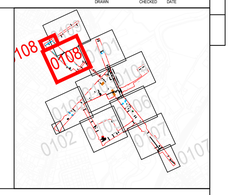

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Tionscadal Éireann Project Ireland 2040

PROJECT TITLE
GORT TOWN CENTRE

PROJECT NUMBER
P3003160

DRAWING TITLE
LANDSCAPE GENERAL ARRANGEMENT SHEET 8 OF 9

SCALE @ A1
1:200

DATE
29.09.23

DRAWING No.
3160-BDP-00-XX-DR-L-0108

REVISION
P06

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- LOADING — LOADING BAY
- 15 MIN — 15 MINUTE PARKING BAY
- COACH / BUS BAY
- AGE FRIENDLY PARKING — AGE FRIENDLY PARKING BAY
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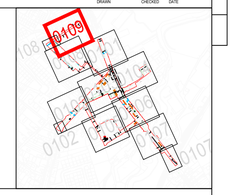

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LANDSCAPE GENERAL ARRANGEMENT SHEET 9 OF 9

SCALE @ A1 1:200

DATE 29.09.23

DRAWING NO. 3160-BDP-00-XX-DR-L-0109

REVISION P05

HIGHWAYS

8.1.14 The one-way southern arm of the Square will be converted to two-way, freeing up space on the northern arm. The northern arm will act as a 'slip road' for servicing and parking in the Square, reducing the vehicle dominance outside the businesses and creating public realm space.

8.1.15 The existing priority junctions were assessed at the Market Square. This included where Church Street and Market Street meet the R458. It was identified that an intervention was required that improved road safety. The mini roundabout proposed for the Market Square junction emerged as the preferred layout for this key junction as it facilitates safe movement of pedestrians and cyclists while maintaining free flowing traffic through the town centre.

8.1.16 The mini roundabout has been modelled using standard industry software for assessing priority roundabouts: Junctions 8. The results are provided in Table 8.4 as delay (in seconds), queue (average queue in vehicles) and RFC (ratio of flow to capacity). The RFC determines whether or not the roundabout is likely to be able to accommodate traffic in capacity terms. Results less than '1' indicate the junction is within theoretical capacity.

8.1.17 As outlined in Section 6, junction turning counts were collected around the town centre, including the two existing junctions at the Market Square on Thursday 23rd, Friday 24th and Saturday 25th March 2023 between 07:00 and 19:00. The survey data indicated that traffic levels were the highest on Friday March 24th between 17:00 and 18:00 (PM peak) and this has therefore been used to model a worst-case scenario.

8.1.18 The traffic survey data was converted into Passenger Car Unit (PCU) to adjust the heterogeneity of vehicle types and their impact on the volume of queues and behaviour. A car has a PCU value of 1.0, while a bus has a PCU value of 2.0, which means that a bus has the same impact on the road network than two cars. A cycle has a PCU value of 0.2 which is significantly less than on car.

8.1.19 For the existing arrangements, survey results for both junctions were put into two different traffic origin-destination matrixes summarising the vehicle counts in PCU along each arm.

8.1.20 Arm widths and visibility data for the existing priority junctions were collected using OS mapping data and Google Street View. Measurements for the proposed mini-roundabout were taken using the GA layouts of the proposals.

MODELLING RESULTS

8.1.21 This section outlines the results of the modelling for the existing priority junctions and proposed mini-roundabout junction arrangement.

8.1.22 Junctions 8 software has been used to model the existing priority junctions and proposed mini-roundabout (ARCADY and PICADY).

8.1.23 The full modelling reports are available in Appendix C.

8.1.24 The modelling results are presented below for the PM peak (17:00-18:00) period which was the busiest time recorded in the survey results. It should be noted that the results indicate the worst 15 minutes during that peak hour which is 17:45-18:00.

EXISTING JUNCTIONS

8.1.25 Table 8.2 and Table 8.3 show the modelling results for the worst 15 minutes of the peak hour (17:45-18:00). Figure 8.2 shows the existing layout and the arms included within the modelling. The RFC for both existing junctions is below the typically accepted reasonable threshold of 0.85 in the PM peak period. The queues and delays are within an acceptable

level, with a maximum of one vehicle queuing at a single moment and maximum delays below 13 seconds. Arm B on Site 1 (Market St northern arm – right lane) has a RFC score of 0.65, which is still within an acceptable level. A maximum of two vehicles are queuing at a single moment with delays of 27 seconds.

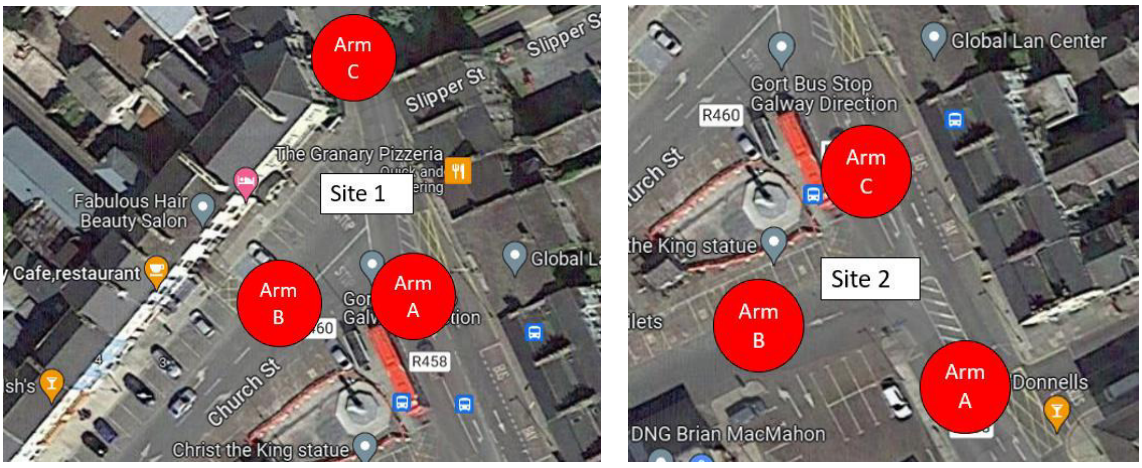
Table 8.2 Modelling Results for Site 1 Market Square Northern Arm (17:45-18:00)

	Queue (PCU)	Delay (s)	RFC
Stream B-C (Market St left lane)	0.76	11.60	0.44
Stream B-A (Market St right lane)	1.81	26.95	0.65

Table 8.3 Modelling Results for Site 2 Market Square Southern Arm (17:45-18:00)

	Queue (PCU)	Delay (s)	RFC
Stream C-B (Crowe St turning right into Church Street)	0.88	12.88	0.47

Figure 8.2: Existing junction layout



PROPOSED MINI-ROUNDABOUT

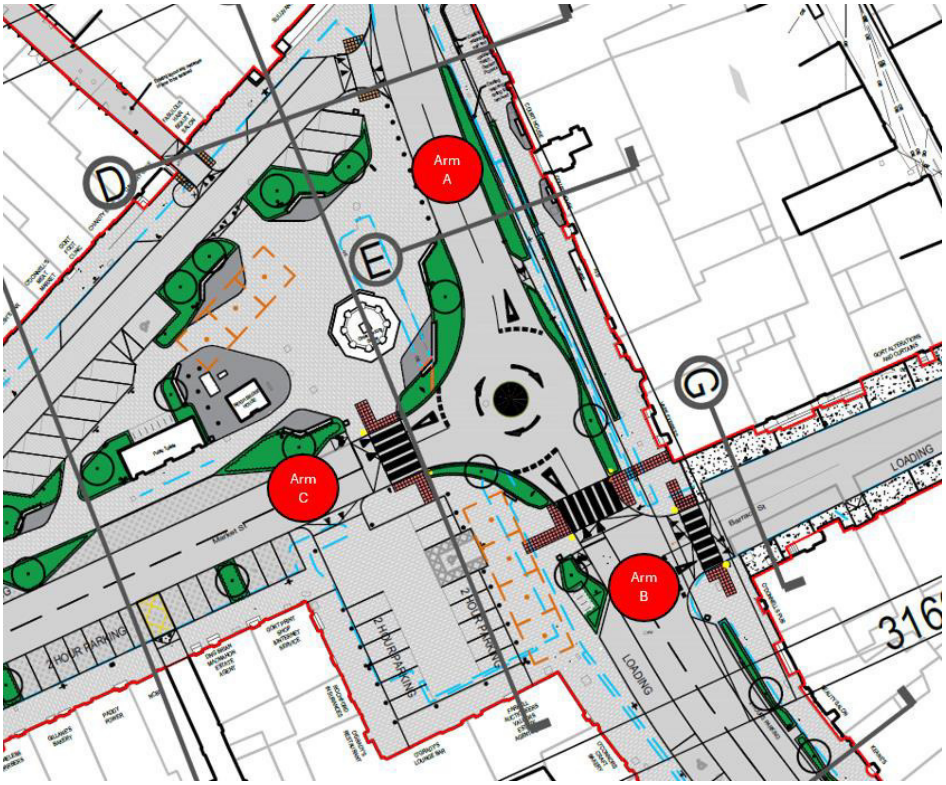
8.1.26 Table 8.4 shows the modelling results for the worst 15 minutes of the peak hour (17:45-18:00). Figure 8.3 shows the roundabout layout and arms included in the modelling. During these peak 15 minutes, the roundabout would operate close to full capacity. The RFC score for Arm A (Crowe St north) and Arm B (Market Square south) would both be 0.95. Along Arm A, delays would reach 60 seconds and with queues of up to eleven vehicles during these 15 minutes, while on Arm B delays would reach 70 seconds (11 vehicle queue). On Arm C, delays would reach 54 seconds (7 vehicle queue).

8.1.27 Outside the peak, delays would be much less. Traffic levels are 25% lower during the AM peak hour (08:00-09:00). Shorter queues and delays could therefore be expected along the arms during morning peak hour, and the rest of the day.

Table 8.4 Modelling Results for proposed Mini-Roundabout: Peak of peak (17:45-18:00)

	Queue (PCU)	Delay (s)	RFC
Arm A / Crowe St north	11.11	60.12	0.95
Arm B / Market Square south	11.30	70.04	0.95
Arm C / Market St west	6.87	54.40	0.90

Figure 8.3: Proposed mini-roundabout modelling layout



8.1.28 Beyond the peak 15-minutes within the PM peak, the mini-roundabout is close to capacity for a further 15-minutes with delays of 50-70 seconds per vehicle. However, the modelling results show that it would still be able to operate with some fluctuations of traffic. It will comfortably work outside of this peak period.

8.1.29 Other options were assessed for the configuration of this junction considering all road users and the ability to safely cross the road. The key objectives for the Market Square area and junction layout are as follows:

- Improved facilities for pedestrians and cyclists
- Improved safety through slower traffic speeds
- Maintaining the free flow of buses and general traffic

8.1.30 The following options were reviewed:

- Traffic signal-controlled junction (Do Maximum)

- Priority T-junction (Do Minimum)
- Mini-roundabout (Do Something)

8.1.31 Currently it is not safe to cross the road given the lack of crossing points and width of Crowe St. Many pedestrians decide to cross between oncoming traffic, increasing the risk of conflicts. The existing junction is unsafe for cyclists either moving through the junction or turning. Narrowing the carriageway at this location gives the opportunity for the existing junction layout to be reviewed and rationalised to provide safer space for pedestrian and cyclists while maintaining all vehicular movements.

8.1.32 The traffic signal controlled junction was not taken forward for reasons around pedestrian safety and priority. It would add more waiting time for pedestrians when there is no traffic, and can give them a false sense of priority and safety.

8.1.33 The option of retaining the existing junction would be in contrast to the wider objectives of the project to improve safety and public realm space. There is currently no traffic intervention, meaning cars drive past the square, often at speed. There are also no crossing points for pedestrians.

8.1.34 The mini-roundabout was preferred for several reasons:

- A roundabout will be effective in allowing traffic to flow freely through most of the day
- Right turning cyclists (from Crowe St to Market St) will have priority over oncoming traffic.
- The crossings on each arm and narrower carriageway will help to encourage lower vehicle approach speeds

8.1.35 Out of the three options explored, it is considered that the ‘do something’ mini-roundabout option is the most suitable layout for the Market Square junction as it balances the needs of all users, providing for cyclists and pedestrians and allowing for bus and HGV movements.

9. MOBILITY MANAGEMENT PLAN (MMP)

OVERVIEW

9.1.1 This Mobility Management Plan (MMP) has been prepared as an outline document which sets out the key principles, objectives and targets governing mobility for the site.

9.1.2 The MMP draws from the masterplanning process, setting out the expected transport demand and resulting mobility solutions across a range of modes.

9.1.3 It is anticipated that this outline MMP will be further developed as the design progresses and will expand on the following sections:

- Existing and Future public transport, cycle and pedestrian facilities
- Objectives and targets

EXISTING PUBLIC TRANSPORT, CYCLE AND PEDESTRIAN FACILITIES

9.1.4 Chapter 3 provides a comprehensive overview of the existing public transport, cycle and pedestrian facilities.

9.1.5 Overall, the site benefits from a positive location in Galway County with key destinations available by public transport and active travel. Bus stops are provided at the Square, connecting with Cork and Galway. Gort Station is also located within a walking and cycling distance of the Square.

9.1.6 However, the walking and cycling environment is traffic dominated, with high traffic volumes and levels of parking.

FUTURE PUBLIC TRANSPORT AND CYCLE AND PEDESTRIAN FACILITIES

Public transport

9.1.7 Public transport will be improved through the relocation of the bus stops to near Gort rail station. This will create an interchange between bus and rail passengers. The interchange could be developed further in future through the addition of cycle hire or other micromobility schemes. The bus stops will have shelters which allow for the addition of Real Time Passenger Information.

9.1.8 The public transport improvements encourage future users to use public transport to travel to and from Gort. By futureproofing for public transport use, operators can increase frequencies of buses in the future.

Walking and cycling

9.1.9 The proposals will improve the walking and cycling environment in Gort.

9.1.10 The walking environment will be improved with wider footways throughout the project area. This will particularly benefit those with mobility impairments.

9.1.11 The additional pedestrian space in the Market Square and public realm opportunities this will provide will give a focal point for the town enhancing the pedestrian experience, giving space and shelter to stop and rest.

9.1.12 The additional pedestrian crossings around the town centre will facilitate safe crossing for both pedestrians in the town centre. The slower speeds that will be encouraged through narrower carriageways and traffic calming effect of the pedestrian crossings throughout the town will make it more attractive to cyclists.

9.1.13 The proposals will narrow the roads and provide additional crossing points, creating a traffic calming effect which will help to encourage lower speeds through the town. Slower speeds throughout the town, along with creation of a streetscape which is less vehicle focussed facilitates a safer environment which will make it more attractive to cyclists.

9.1.14 As part of the public realm improvements proposed, cycle parking will be provided. There are no cycle parking facilities at present in the town centre so opportunities for residents within the town to use cycle for short journeys are limited as there is nowhere to securely leave bicycles.

9.1.15 Providing secure cycle parking facilities will help to encourage short cycling trips within the town. In addition, the cycle parking and improved public realm will help to encourage those passing through the town on the on the emerging Galway to Athlone cycleway to stop and rest, using the local businesses to refuel and to enjoy the public space.

OBJECTIVES AND TARGETS

9.1.16 Objectives and targets for the MMP align with the wider transport objectives for the scheme. These are set out in Table 9.1.

Table 9.1: MMP Objectives and targets

Objective	Target
Increased pedestrian linkage into and around the town centre	Provide attractive, safe and accessible walking infrastructure
Reduction of impact of traffic and parking on important urban spaces	Relocate parking from the town centre to off-street car parks to allow for increased public realm space in the town
High quality public realm to support economic viability of the town and its businesses	Transport public realm space, including the Square, to allow for increased pedestrian amenity space
Improved visitor orientation around the town	Provide wayfinding infrastructure around the town for people to use to help navigate themselves
Enhancement of the arrival experience into Gort	Provide attractive routes into the town centre for people walking, cycling, taking public transport or by car

DESIGN SOLUTIONS

9.1.17 The design of the site aims to improve conditions for walking, cycling and public transport to make sure these are accessible modes of travel. The proposed design solutions to meet the objectives of the MMP are outlined in Table 9.2.

Table 9.2: Design solutions

Category	Design solution	Benefit
Street Hierarchy	Provision of streets with specific layouts and functions catering for different users	Encourage active travel by walking and cycling, minimise car dominance
Cycle Parking	Provision of long and short-stay cycle parking facilities.	Cycling

Pedestrian Routes and Infrastructure	Provision of attractive and direct routes with public realm (shelters, greening, seating and lighting) installations	Walking, minimise car dominance
Access to Public Transport	Provision of safe and signed routes to bus stops and the rail station	Public Transport
Junctions, crossings	Provision of pedestrian crossing points. Providing mini-roundabout at Market Square.	Walking, cycling, minimise car dominance
Car Parking	Relocating parking to off-street car parks. Providing 15-minute parking bays.	Minimise car dominance and use to travel to and from the site
Drop-Off/Loading bays	Provision of integrated loading and drop off bays to reduce the distance travelled by cars within the town while maintaining accessibility and practicality	Minimise car dominance

MONITORING

9.1.18 The MMP should be reviewed throughout the design process up until construction. It should also be reviewed and monitored against post-construction, assessing progress against the objectives.

10. CONCLUSION

10.1.1 This Mobility Management Plan has been prepared by Momentum Transport Consultancy (Momentum) in coordination with BDP on behalf of Galway County Council for the Gort town centre first plan.

10.1.2 A summary of the project objectives has been provided alongside details of existing transport issues in the town, as identified in the project brief.

10.1.3 Data collected regarding the current situation has been summarised in Chapter 6. This has helped to inform the designs for improvements to the town centre to provide more space for public realm improvements and better connectivity for active modes through re-allocation of road space.

10.1.4 The proposed street layouts are described in Chapter 7.

10.1.5 A Stage 1 Road Safety Audit has been undertaken based on the drawings provided in Appendix A.

10.1.6 Chapter 8 includes an impact analysis of the proposed street layouts and demonstrates that the proposals provide a balanced approach to meet the needs of different users while prioritising public space for active modes.

10.1.7 The proposals target the overall aims of the project to create a more coherent and connected town, with enhanced public spaces and improved pedestrian and cycle permeability. The successful implementation of this vision will enable Gort to improve health and social outcomes with improved safety and a sense of place while encouraging a reduction in the town centre's carbon footprint.

NEXT STEPS

10.1.8 Subject to approval of the Part 8 application, the next detailed design stage of the project will consider the following:

- Future stakeholder consultation
- Detailed design considerations in relation to the proposed street layouts
- A Stage 2 Road Safety Audit will also be required on completion of detailed design