

Our Case Number: ACP-323066-25



An
Coimisiún
Pleanála

John Sullivan
Sullivan's Royal Hotel
Market Square
Gort
Co. Galway

Date: 01 September 2025

Re: Gort Town Centre Public Realm Enhancement Project, Gort, Co. Galway
In the townlands of Gort, Co. Galway

Dear Sir / Madam,

An Coimisiún Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter.

Please note that the proposed development shall not be carried out unless the Commission has approved it with or without modifications.

If you have any queries in relation to the matter please contact the undersigned officer of the Commission at laps@pleanala.ie

Please quote the above mentioned An Coimisiún Pleanála reference number in any correspondence or telephone contact with the Commission.

Yours faithfully,

Lauren Griffin
Executive Officer
Direct Line: 01-8737244

AA02

Teil	Tel	(01) 858 8100
Glao Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	communications@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Sullivans Royal Hotel

Market Square, Gort, Co. Galway

091631257/091 631401 /office@sullivansroyalhotel.ie

AN COIMISIÚN PLEANÁLA	
LDG-	_____
ACP-	_____
29 AUG 2025	
Fee: €	Type: _____
3.57	By: HAND
Time: _____	

August 28th 2025

Submission re ;Gort Town Center Public Realm Enhancement project

To Whom it may concern;

We have been in business in the heart of Market Square since 1966 .

We are one of the towns largest employers with in excess of 40 people employed and up to 55 during holiday periods many who are students working to fund college ..We also contribute to our society and community on many levels .

From day one of this plan we have voiced our grave concerns re removing our parking from outside our business but sadly has fallen on deaf ears .

We have an ageing population in Gort who come to town to conduct their business in person ..not online . Not forgetting the social aspect coming to town center has .In some cases it is the only interaction they may have .These people have been sidelined also .

We have a solid and ever growing takeaway business which will be affected .Our hotel has a function room licensed by the fire Dept for 700 people, 3 restaurants and bars which can bring the number in excess of 1000 people who access via front of hotel .

Our accommodation is accessed via front with our guests preferring the security of having car parked outside .

The proposed public carpark on Lowreys Lane is not practical .Entering and exiting will be challenging as it is narrow and very steep -especially during bad weather .

We have future plans to develop our hotel and business as we have purchased the large property and grounds next door .Lack of parking is going to be a serious issue

The suggested pedestrian crossing directly outside our goods delivery door and across from post office is not practical on so many levels .

We have two funeral homes close by .As it is when we have large funerals as is tradition in west of Ireland ..the town can come to a standstill. With traffic lanes reduced this will further impact movement .

With planning granted for in excess of 350 houses in Gort we feel that the proposed traffic plan is unsafe ,impractical and needs to be reviewed before it is too late .

In Summary ;

We welcome many aspects of the plan but we do have to safeguard our future and the many pay packets we are responsible for .As it is hospitality is struggling and as a major employer in the town we have grave and serious concerns .

Tourism is a vital part of our economy ..the proposed traffic plan will impede tourists from coming to center of town .

We have consulted with other towns who have undergone similar projects and they have resulted in many small business closures .

We firmly believe that the proposed plan will have a major impact on our turnover which could lead to closure !

As part of our Submission we are enclosing an independent Traffic review which has highlighted many concerns .

It is absolutely essential that we maintain our Hotel parking and that the traffic plan is reviewed as a matter of urgency .

Signed ;John Sullivan

A handwritten signature in black ink, appearing to read 'J. Sullivan', with a long horizontal flourish extending to the right.

Mr John Sullivan
Sullivan's Royal Hotel
The Square
Gort
Co. Galway

SULLIVAN'S ROYAL HOTEL
The Square, Gort,
Co. Galway, Ireland.
TEL: 091-631257, 631401
FAX: 091-631916

TTRSA Reference: 250809

Issued by e-mail to: [office@sullivansroyalhotel.ie]

28th August 2025

Re: Gort Town Centre Public Realm Enhancement Project

To whom it may concern.

Traffic Transport and Road Safety Associates (TTRSA) has been engaged by Mr John Sullivan of Sullivan's Royal Hotel located on Market Square, Gort, Co. Galway, to undertake an independent review of the traffic information included within the Part 10 planning application for the Gort Town Centre Public Realm Enhancement Project which was lodged by Galway County Council with An Coimisiún Pleanála on 15th July 2025. The independent review has been undertaken by Matthew Steele: a Director of TTRSA who has over 25 years experience of traffic and road safety matters; a Chartered Fellow of the Chartered Institute of Logistics and Transport; a member of the Chartered Institution of Highways and Transportation; and, a Road Safety Audit Team Leader registered with, and approved by, Transport Infrastructure Ireland (TII). The main findings of the independent review are included as follows:

Flaws in the Road Safety Audit process as presented within the consultation

The framework for the undertaking of Road Safety Audits is defined by Directive (EU) 2019/1936 and Statutory Instrument (S.I.) No. 612/2021, with the process for undertaking Road Safety Audits being defined within the statutory Road Safety Audit Standard published by TII as GE-STY-1024.

The Road Safety Audit Standard requires that for the Road Safety Audit to be completed (closed) 'A completed audit report will include a completed Feedback Form and signatures of all parties concerned'. This is not the case in relation to the Road Safety Audit included within Appendices J and K of the consultation, the Road Safety Audit Team responses to some of the alternative measures are omitted in Appendix J, responses being wholly absent within Appendix K, the signatures of the design team and auditors also being wholly omitted.

Whilst an exception report has been prepared and is included as Appendix L of the consultation, without a completed Road Safety Audit Feedback Form it is not possible to confirm whether exceptions have been prepared to cover all of the problems and recommendations which have not been agreed to by the Design Team and Galway County Council (as the Client). Furthermore the Road Safety Audit Standard requires that the exception report **must** be sent to 'the Director of the Overseeing Organisation for decision'. In the case of Galway County Council the relevant Director is Mr. Uinsinn Finn (See attached Appendix 1 - Designated Public Officials in Galway County Council). In the case of the proposed scheme, the exception report has been signed off by Mr Ronan Conway who also signed the Feedback Form. Whilst Mr Conway is a Senior Executive Engineer, his role is not the Director of Service. The information provided within the consultation shows that the Road Safety Audit process has not been followed as defined within the statutory Road Safety Audit Standard.

Scheme being consulted on is not the scheme that Galway County Council intend to construct

The scheme drawings included within the consultation are dated between period 26th July 2024 and 16th August 2024, and the Road Safety Audit was carried out by CST Chartered Consulting Engineers between 2nd and 4th September 2024, and issued on 18th October 2024. Within the Road Safety Audit report as included within Appendices J and K of the consultation, Galway County Council have agreed to make several changes to the scheme which have not been not incorporated within the consultation drawings. Galway County Council is therefore asking the public to comment on, and An Coimisiún Pleanála to make a decision on, scheme drawings which differ from what Galway County Council: has agreed to; and, subject to planning being granted, intends to construct.

Traffic Transport and Road Safety Associates Limited

Galway: 09334932 Dublin: 015143748 Cork: 0214555601 Cavan: 0719853847

Internet: www.ttrsa.com Email: info@ttrsa.com

Registered Office: Barran, Blacklion, Co. Cavan

Registered in Dublin, Ireland: 470592 IE Directors: P Townley, M Steele



Errors made within the assessment of the traffic impact of the proposed scheme

Whilst the traffic modelling undertaken in relation to the proposed scheme (as contained within Appendix C of the consultation and within extracts depicted in the images below) shows a ratio of flow to capacity (RFC) of 0.95 with a level of service (LOS) of F neither of which are normally considered to be acceptable, this traffic modelling also contains significant errors as outlined in points 1 to 5 below:

1) The time period modelled does not match the traffic data included within Appendix B of the consultation, the traffic data being provided for a PM peak hour of 17:00-18:00, whereas the modelling output shows a modelled period of 17:00-18:30 (depicted in image below), indicating a traffic modelling peak hour with ARCADY of 17:15-18:15. It is not therefore unclear whether the traffic modelling has been undertaken based on traffic data for the correct time period.

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relations
Scenario 1, PM	Scenario 1	PM		ONE HOUR	17 00	18 30	90	15				✓		

2) Whilst the traffic modeling included within the consultation includes the geometry of the proposed Zebra crossings, no pedestrian flow has been assigned to these crossings. The impact of these crossings on traffic flow is not therefore modelled. This is clearly raised as a warning within the modelling output as depicted within the image below.

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	Arm B - Zebra Details	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	Arm C - Zebra Details	Pedestrian crossing uses default flow of 0. Is this correct?

3) The geometry of the mini-roundabout used as input data for the traffic modelling does not reflect the mini-roundabout proposed within the scheme. In particular, the input 'entry corner kerb line distance' data used (as depicted in the image below) means that the modelled mini-roundabout is larger than the mini-roundabout proposed within the scheme, therefore having a greater circulatory capacity than the proposed scheme, which in turn results in erroneous modelling output relating to junction capacity and queue lengths.

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.20	3.20	4.80	2.70	15.40	15.70	0.00	
B	3.20	3.00	5.00	1.50	13.00	10.00	0.00	
C	3.20	3.20	4.00	1.30	12.70	9.60	0.00	

4) The zebra crossing input data is incorrect as it includes a distance of 50 PCUs¹ (287.5m) between the circulatory area of the roundabout and Zebra Crossing on Bridge Street, and 20 PCUs (115m) between the circulatory area of the roundabout and Zebra crossing on the Market Square (as depicted in the image below) which is not consistent with the proposed scheme.

Zebra Crossings

Arm	Space between crossing and junction entry (PCU)	Vehicles queueing on exit (PCU)	Central Refuge	Crossing Data Type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
B	1.00	50.00		Distance	9.00	6.43				
C	1.00	20.00		Distance	7.00	5.00				

¹ PCU = Passenger Car Unit

5) The demand flows and traffic movements included within the traffic modelling do not reflect the entry flows and traffic movements contained within the traffic data included within Appendix B of the consultation. In particular the traffic model input data for the traffic movement from Crowe Street to Bridge Street (A-B) is 417 PCUs whereas the traffic data included within Appendix B of the consultation shows 678 PCUs. The 261 PCU variance between the traffic data and modelled traffic flow is considerably in excess of any allowance that might be made for reassignment of traffic movements due to changes in circulation afforded by the proposed scheme.

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0 000	417 000	226 500
	B	207 000	0 000	252 000
	C	218 000	226 500	0 000



Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0 00	0 65	0 35
	B	0 55	0 00	0 45
	C	0 49	0 51	0 00

Results of traffic modelling prepared by TTRSA as part of this independent review

Traffic modelling for the proposed scheme has been undertaken by TTRSA using the geometry and traffic data included within the consultation material. The following two scenarios have been modelled.

- The 17:00-18:00 PM peak hour based on the traffic data included within Appendix B of the consultation; and,
- The 17:00-18:00 PM peak hour based on the traffic data included within Appendix B of the consultation with redistribution of traffic movements taking into account the opportunity for u-turn movements at the roundabout and also acknowledging that a small volume of traffic would choose to use the alternative route bounding the northwestern side of the Market Square.

The summary results from this traffic modelling are shown within the table below and the full traffic modelling output is included within the attached Appendix 2. This modelling output shows the mini-roundabout proposed within the scheme as having a RFC of between 1.22 and 1.26, which is significantly over normal operational capacity (an RFC value of 0.85), and that the implementation of the proposed scheme will result in excessive queuing on Crowe Street during the PM peak hour with a mean (average) queue of between 96 PCUs (552m) and 110 PCUs (633m) and a 95th percentile queue (typical maximum queue length) of between 175 PCUs (1006m) and 152 PCUs (874m). To put this into context, queues of over 775m will adversely impact on the operation of the M18 Gort junction (M18 Junction 16). Delay in seconds within the table below is per vehicle, meaning that southbound vehicles would queue for between 7.13 minutes and 8.35 minutes before reaching the mini-roundabout proposed within the scheme.

	PM						
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
2023 GCC Data							
Arm A	D1	109.7	175.2	500.69	1.26	F	250.93
Arm B		1.8	5.0	12.48	0.64	B	
Arm C		3.1	15.6	23.81	0.75	C	
2023 GCC Data with redistribution							
Arm A	D2	96.0	152.9	427.93	1.22	F	217.85
Arm B		1.9	5.2	12.63	0.64	B	
Arm C		2.2	9.6	18.91	0.68	C	

Absence of assessment for future years with traffic growth

The consultation materials related to the proposed scheme do not take account of future traffic growth due to an increase of the town's population and of employment opportunities within the town as a result of: permitted developments; planned zoning within the emerging Gort Local Area Plan; or, developments in the wider hinterland of the town which will likely require access to services within the town and access (through the proposed scheme) to the M18 motorway and/or the R380 Loughrea Road. For context, assuming that a Public Realm Enhancement Project was constructed during 2026, it would be normal for any traffic assessment to model the capacity of the scheme five years and 15-years after completion, therefore to years 2031 and 2041. The predicted traffic growth within Gort between 2023 (the year that the traffic data included within Appendix B of the consultation was collected) and 2041, based on TII Central Growth Travel Demand Predictions included within PE-PAG-02017, is a notable 26.2%.

Lack of assessment of the re-routeing of traffic movements

Whilst there is an alternative highway route enabling some traffic movements to avoid the mini-roundabout junction proposed within the scheme, (for example via Queen Street, Church Street, the R460 and Glenbrack Road), the impacts of such re-routeing on the safe operation of the road network have not been assessed as part of the consultation materials, and the residents and businesses located on the subsequently impacted routes have not been provided with any information in order to comment or respond in relation to the increase in traffic movements that would result on the wider road network.

Without analysis of wider traffic and road safety impact related to the capacity constraint and delays resulting from the proposed scheme, it could be argued that the scheme is premature in advance of the implementation of the planned link road between the R480 (Former N18) and R380 Loughrea Road, noting that this scheme does not have committed funding or a timescale for construction.

Conclusions

- Based on the assessment above, the information provided by Galway County Council as a basis for An Coimisiún Pleanála to make a decision on the related Part 10 planning application contains serious errors.
- Independent analysis of the predicted traffic impact of the proposed scheme, as carried out by TTRSA and contained within this letter, shows that the proposed scheme will have a detrimental impact on the capacity, safety and operational efficiency of the road network.

Please contact me directly in relation to any clarification required in relation to the content of this letter.

Kind regards



Matt Steele

Mobile Telephone: 0894209704

For and on behalf of Traffic Transport and Road Safety Associates Ltd.

Enc.

Appendix 1 - Designated Public Officials in Galway County Council



Comhairle Chontae na Gaillimhe
Galway County Council

Designated Public Officials in Galway County Council

Executive Team	
Liam Conneally	Chief Executive
Katie O'Connor	Head of Finance, Motor Taxation, ICT and Digital Transformation
Eileen Ruane	Director of Services – Human Resources, City & County Libraries & Environment
Liam Hanrahan	Director of Services - Planning & Economic Development
Michael Owens	Director of Services – Corporate Services and Rural, Community & Tourism Development & Integration
Uinsinn Finn	Director of Services – Physical Development, Fire & Emergency Services, Climate Change
Damien Mitchell	Director of Services – Housing

Junctions 9							
ARCADY 9 - Roundabout Module							
Version: 9.5.2.1013 © Copyright TRL Limited, 2019							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: mini-rbt.j9

Path: \\192.168.1.33\trsa\projects\P250809_Gort_Public_Realm_Consultation_Response

Report generation date: 28/08/2025 13:14:30

»2023 GCC Data, PM

»2023 GCC Data with redistribution, PM

Summary of junction performance

	PM						
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	2023 GCC Data						
Arm A	D1	109.7	175.2	500.69	1.26	F	250.93
Arm B		1.8	5.0	12.48	0.64	B	
Arm C		3.1	15.6	23.81	0.75	C	
	2023 GCC Data with redistribution						
Arm A	D2	96.0	152.9	427.93	1.22	F	217.85
Arm B		1.9	5.2	12.63	0.64	B	
Arm C		2.2	9.6	18.91	0.68	C	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	Proposed Market Square Mini-Roundabout
Location	Gort, Co. Galway
Site number	
Date	28/08/2025
Version	Consultation Response
Status	Final
Identifier	
Client	Sullivans
Jobnumber	250809
Enumerator	TTRSA
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	per/hour	s	-Min	perMin



The junction diagram reflects the last run of Junctions

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75	✓			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 GCC Data	PM	ONE HOUR	16:45	18:15	15	✓
D2	2023 GCC Data with redistribution	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2023 GCC Data, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Arm A - Capacity	Pedestrian Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 5 timesegment(s).
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Proposed Market Square Mini-Roundabout	Mini-roundabout		A, B, C	250.93	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
A	Crowe Street	
B	Bridge Street	
C	Market Square	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	4.04	4.04	5.75	3.7	19.37	2.00	0.0	
B	3.80	3.52	6.49	3.5	15.11	11.69	0.0	
C	4.32	4.14	4.93	1.3	14.99	2.00	0.0	

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queuing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
B	1.00	1.00		Distance	6.80	4.86
C	1.00	1.00		Distance	6.60	4.71

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.656	1024
B	0.645	970
C	0.644	850

The slope and intercept shown above include any corrections and adjustments

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 GCC Data	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	867	100.000
B		ONE HOUR	✓	490	100.000
C		ONE HOUR	✓	439	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	10.00
C	[ONEHOUR]	77.00

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	678	189
	B	294	0	196
	C	238	201	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	4	4	4
	B	4	4	4
	C	4	4	4

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	1.26	500.69	109.7	175.2	F	796	1193
B	0.64	12.48	1.8	5.0	B	450	674
C	0.75	23.81	3.1	15.6	C	403	604

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	653	163	150		852	0.766	640	397	0.0	3.2	16.992	C
B	369	92	140	7.53	869	0.424	366	650	0.0	0.8	7.478	A
C	331	83	220	57.97	708	0.467	327	286	0.0	0.9	9.849	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	779	195	180		801	0.973	745	476	3.2	11.8	49.685	E
B	440	110	162	8.99	850	0.518	439	762	0.8	1.1	9.190	A
C	395	99	263	69.22	679	0.581	393	338	0.9	1.4	13.109	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	955	239	219		762	1.252	758	581	11.8	60.8	186.370	F
B	540	135	165	11.01	843	0.640	537	812	1.1	1.8	12.258	B
C	483	121	322	84.78	641	0.754	477	380	1.4	2.9	22.263	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	955	239	221		760	1.257	759	585	60.8	109.7	409.586	F
B	540	135	165	11.01	843	0.640	539	815	1.8	1.8	12.475	B
C	483	121	324	84.78	640	0.755	483	381	2.9	3.1	23.811	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	779	195	184		789	0.988	780	483	109.7	109.6	500.690	F
B	440	110	170	8.99	844	0.522	443	793	1.8	1.2	9.510	A
C	395	99	266	69.22	678	0.582	401	347	3.1	1.5	13.962	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	653	163	152		811	0.805	803	403	109.6	71.9	408.237	F
B	369	92	175	7.53	843	0.437	370	781	1.2	0.8	8.029	A
C	331	83	222	57.97	706	0.468	333	323	1.5	0.9	10.202	B

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	3.18	0.04	0.43	8.62	16.21			N/A	N/A
B	0.76	0.58	1.05	1.47	1.53			N/A	N/A
C	0.90	0.58	1.05	1.47	1.53			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	11.79	0.22	5.87	29.89	41.34			N/A	N/A
B	1.11	0.11	1.04	1.78	2.08			N/A	N/A
C	1.41	0.09	1.10	2.76	3.69			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	60.84	27.56	57.34	91.58	103.25			N/A	N/A
B	1.81	0.03	0.29	1.81	4.97			N/A	N/A
C	2.93	0.03	0.35	5.85	15.64			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	109.69	62.93	106.16	151.04	165.68			N/A	N/A
B	1.84	0.03	0.29	1.84	3.21			N/A	N/A
C	3.07	0.03	0.31	3.07	13.11			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	109.56	56.62	105.01	157.70	175.25			N/A	N/A
B	1.17	0.08	0.95	2.11	2.96			N/A	N/A
C	1.52	0.05	0.50	3.85	6.01			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	71.90	24.31	65.59	119.29	138.48			N/A	N/A
B	0.83	0.05	0.52	1.65	2.24			N/A	N/A
C	0.94	0.04	0.38	2.27	4.18			N/A	N/A

2023 GCC Data with redistribution, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Arm A - Capacity	Pedestrian Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 5 timesegment(s).
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Proposed Market Square Mini-Roundabout	Mini-roundabout		A, B, C	217.85	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 GCC Data with redistribution	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	847	100.000
B		ONE HOUR	✓	490	100.000
C		ONE HOUR	✓	389	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONE HOUR]	10.00
C	[ONE HOUR]	77.00

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	10	678	159
	B	294	10	186
	C	198	171	20

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	4	4	4
	B	4	4	4
From	C	4	4	4

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	1.22	427.93	96.0	152.9	F	777	1166
B	0.64	12.63	1.9	5.2	B	450	674
C	0.68	18.91	2.2	9.6	C	357	535

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	638	159	150		855	0.745	626	374	0.0	2.9	15.818	C
B	369	92	140	7.53	870	0.424	366	636	0.0	0.8	7.463	A
C	293	73	234	57.97	698	0.419	290	271	0.0	0.7	9.204	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	761	190	180		805	0.946	735	449	2.9	9.6	42.775	E
B	440	110	164	8.99	850	0.518	439	750	0.8	1.1	9.184	A
C	350	87	281	69.22	668	0.523	348	322	0.7	1.1	11.779	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	933	233	219		764	1.221	759	547	9.6	53.1	163.236	F
B	540	135	173	11.01	839	0.643	537	805	1.1	1.8	12.393	B
C	428	107	342	84.78	629	0.681	424	368	1.1	2.1	18.173	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	933	233	221		762	1.224	761	550	53.1	96.0	359.281	F
B	540	135	174	11.01	839	0.643	539	808	1.8	1.9	12.635	B
C	428	107	344	84.78	628	0.682	428	370	2.1	2.2	18.906	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	761	190	183		790	0.964	782	455	96.0	90.9	427.932	F
B	440	110	174	8.99	843	0.523	443	790	1.9	1.2	9.543	A
C	350	87	284	69.22	666	0.525	354	333	2.2	1.2	12.271	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	638	159	152		812	0.786	802	382	90.9	49.7	317.977	F
B	369	92	175	7.53	845	0.437	370	779	1.2	0.8	8.005	A
C	293	73	239	57.97	695	0.421	295	306	1.2	0.8	9.488	A

Queue Variation Results for each time segment
16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	2.87	0.05	0.53	7.96	12.94			N/A	N/A
B	0.76	0.58	1.05	1.47	1.53			N/A	N/A
C	0.75	0.58	1.05	1.47	1.53			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	9.61	0.19	4.65	24.31	33.71			N/A	N/A
B	1.11	0.11	1.04	1.79	2.09			N/A	N/A
C	1.13	0.11	1.04	1.83	2.22			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	53.06	22.95	49.72	81.07	91.83			N/A	N/A
B	1.83	0.03	0.29	1.83	5.16			N/A	N/A
C	2.12	0.03	0.31	2.12	9.63			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	95.95	51.95	92.33	135.40	149.66			N/A	N/A
B	1.86	0.03	0.29	1.86	3.39			N/A	N/A
C	2.19	0.03	0.30	2.19	7.41			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	90.90	42.47	86.18	135.95	152.88			N/A	N/A
B	1.18	0.08	0.94	2.14	2.98			N/A	N/A
C	1.19	0.06	0.70	2.64	3.79			N/A	N/A

18:00 - 18:15

Am	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	49.72	14.41	44.39	85.58	100.58			N/A	N/A
B	0.83	0.05	0.51	1.65	2.27			N/A	N/A
C	0.78	0.04	0.42	1.77	2.82			N/A	N/A



Stage 1 Road Safety Audit

Gort Town Centre Public Realm Scheme

On behalf of Galway County Council

*SULLIVAN'S ROYAL HOTEL
The Square, Gort,
Co. Galway, Ireland.
TEL: 091-631257, 631401
FAX: 091-631916*

Prepared By:

CST GROUP

Chartered Consulting Engineers

1, O'Connell Street, Sligo, F91 W7YV

+353 (0)71 919 4500 info@cstgroup.ie www.cstgroup.ie

October 2024

**Civil
Structural
Traffic**

Table of Contents

DOCUMENT CONTROL.....	2
1. INTRODUCTION.....	3
2. ITEMS RESULTING FROM PREVIOUS STAGE 1 AUDIT	4
3. ITEMS RESULTING FROM THIS STAGE 1 AUDIT	5
4. AUDIT TEAM STATEMENT.....	28
APPENDIX A LIST OF DOCUMENTS EXAMINED	29
APPENDIX B RSA FEEDBACK FORM	30

DOCUMENT CONTROL

Revision	R0	R0	R1	R1								
Purpose of Issue: P=Preliminary C=Comment F=Final	C	F	C	F								
Date:	11 10 23	24 10 23	11 09 24	18 10 24								
Originator:	SS	SS	SS	SS								
Checked By:	PJG	PJG	PJG	PJG								
Approved By:	SS	SS	SS	SS								

© CST Group 2024

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

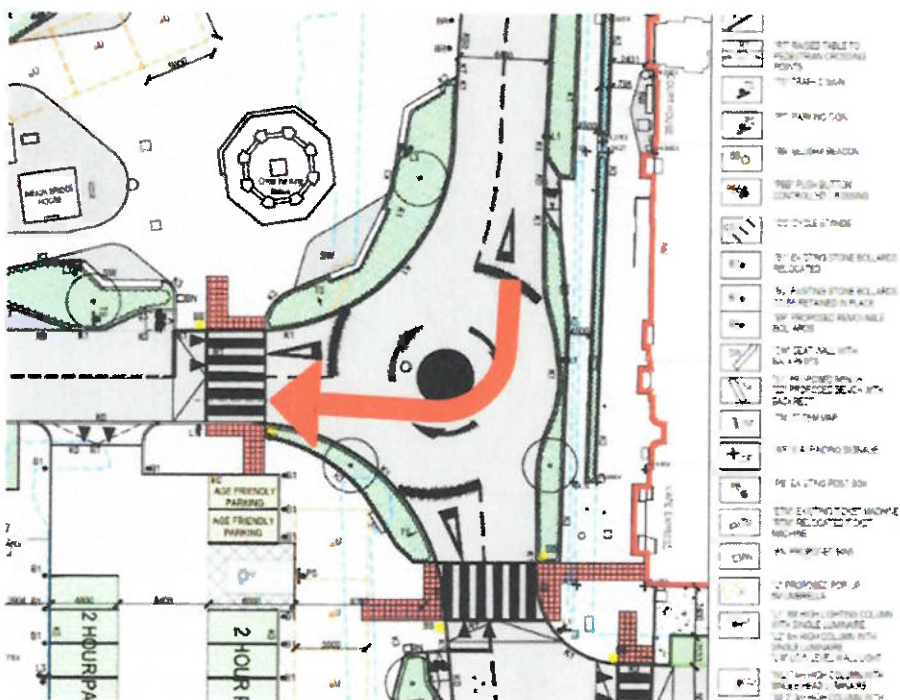
Collision data has not been supplied with this scheme.

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 Lowry'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.

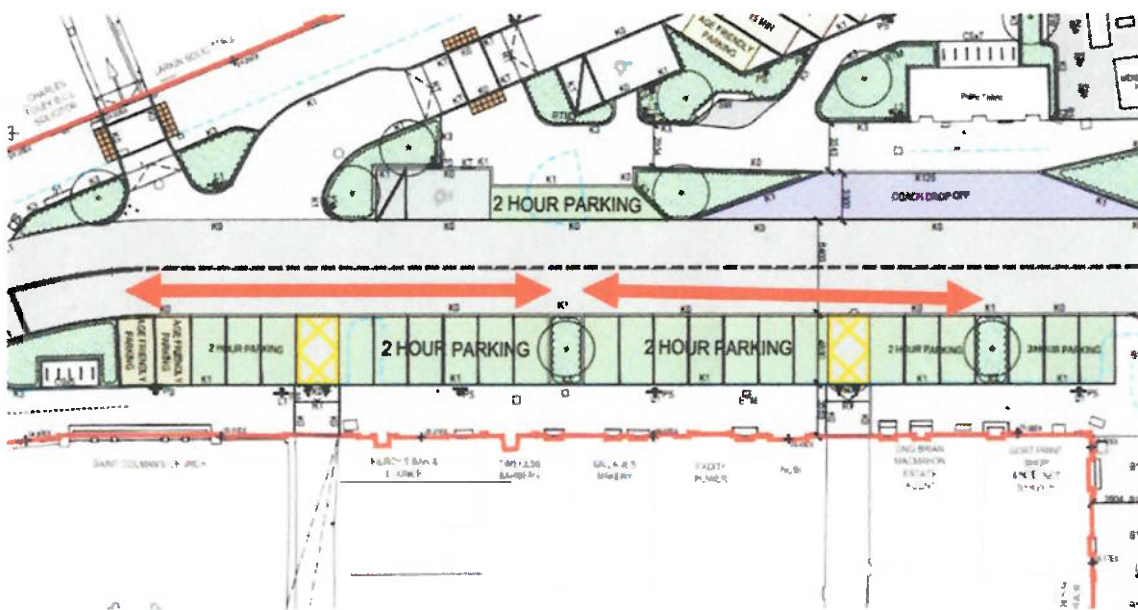


Hazard: No assistance for sight impaired pedestrians attempting to cross the road in this location is given. The sight impaired pedestrian may errantly enter the carriageway, into the path of oncoming traffic.

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.

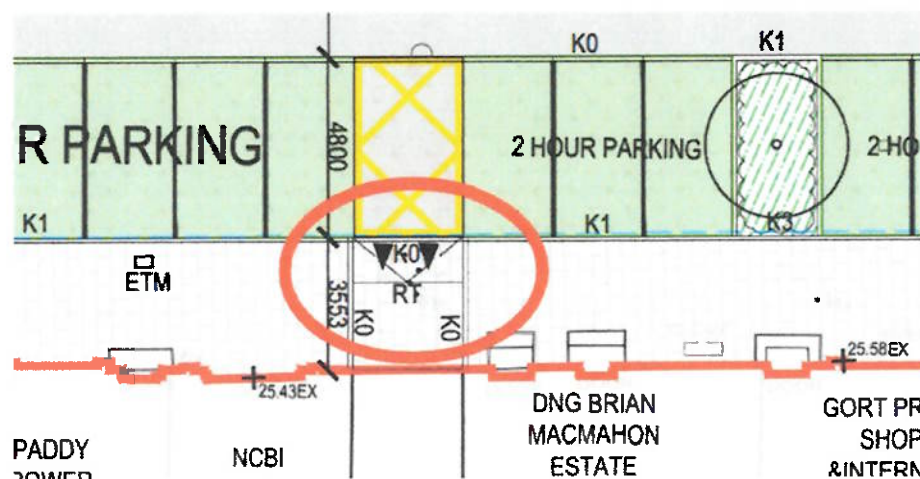


Hazard: Motorists may impact with other road users, possibly cyclists, at high-speed resulting in serious injuries.

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.



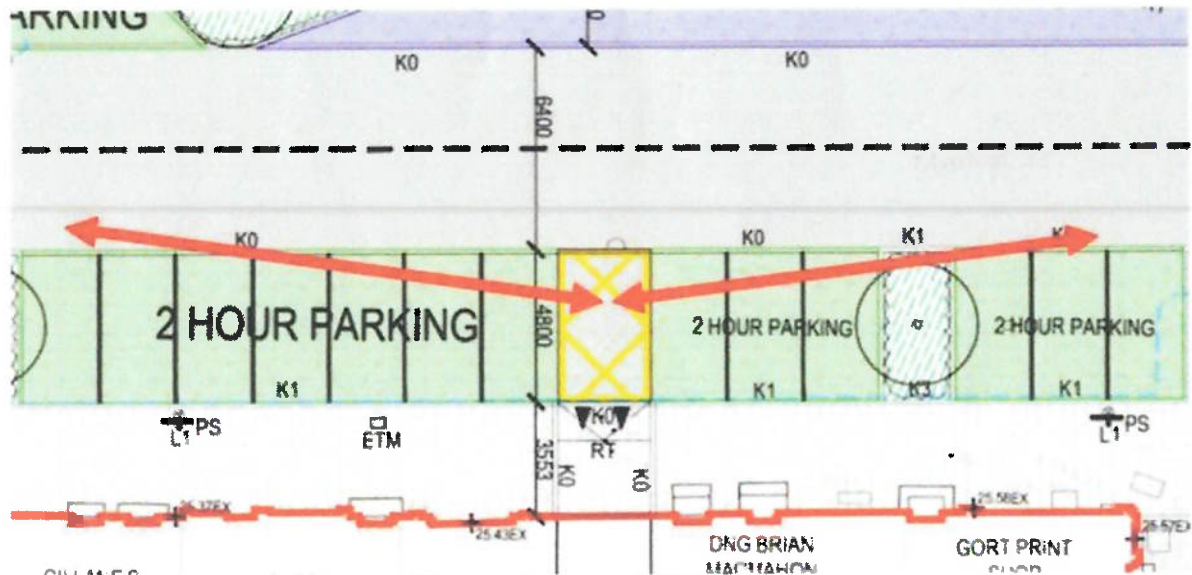
Hazard:

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.

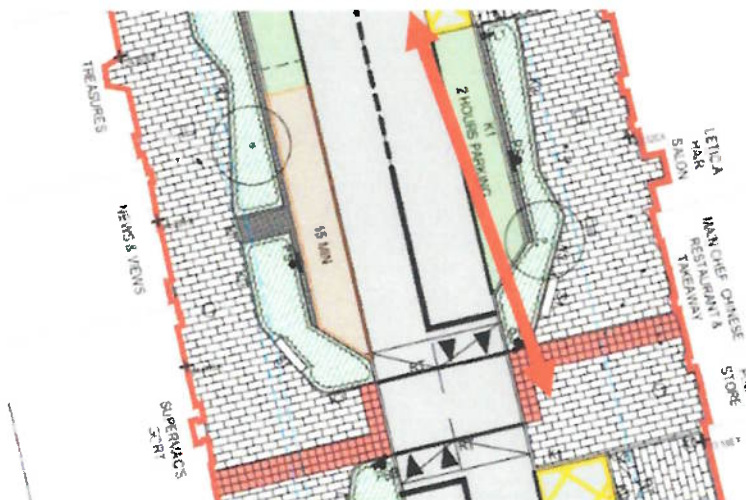


Hazard: Motorists may proceed into the path of oncoming traffic.

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.

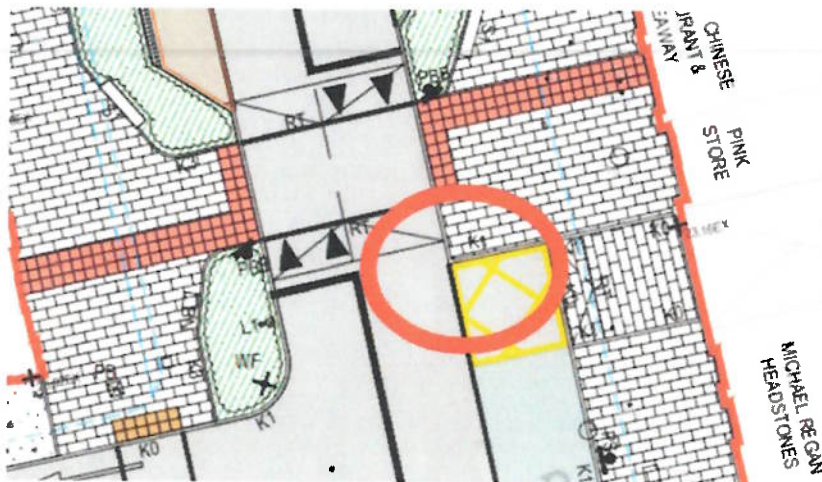


Hazard: Pedestrian may step out into the path of oncoming traffic.

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.

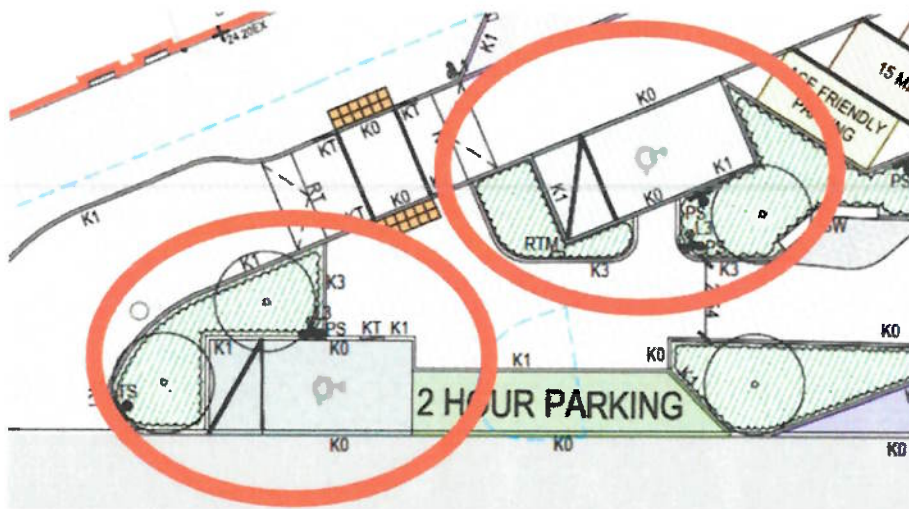


Hazard: Tyre damage caused at these locations may result in tyre failure elsewhere on high-speed roads.

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.

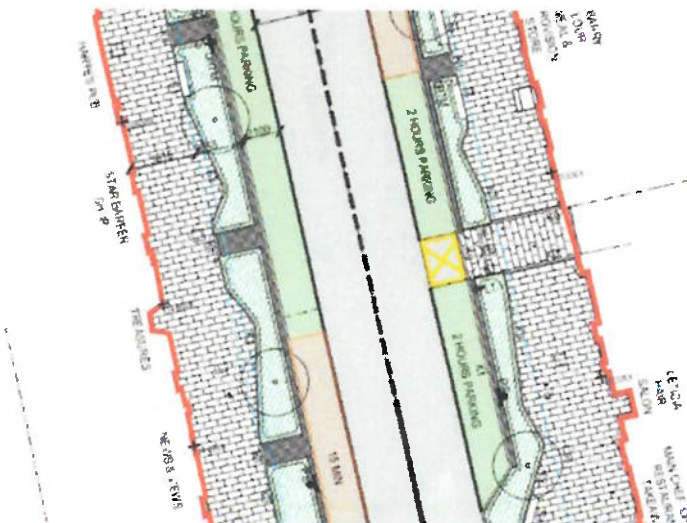


Hazard: Disabled users without direct access to the footpath may be required to travel on the carriageway prior to accessing the footpath. Impact from passing vehicles may result.

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.

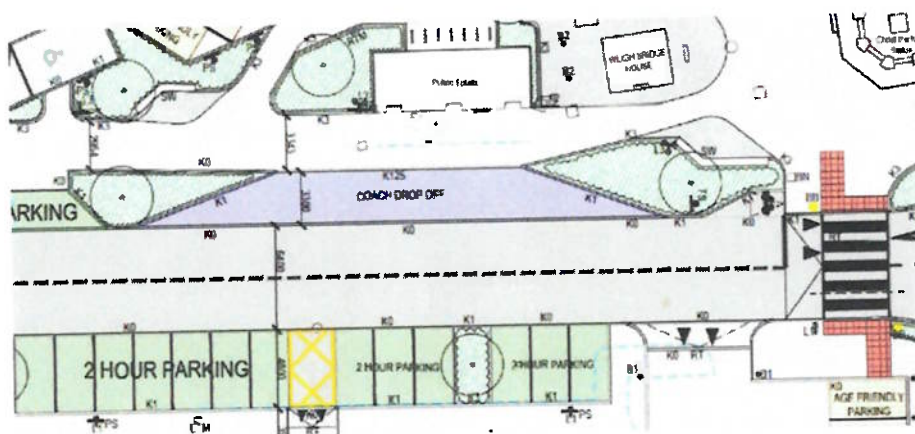


Hazard: Vehicle drivers and passengers are likely to walk within the carriageway until they can find a paved link through to the footpath. This may involve walking the full length of the parking bay on the carriageway. Impact from passing traffic may result.

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.

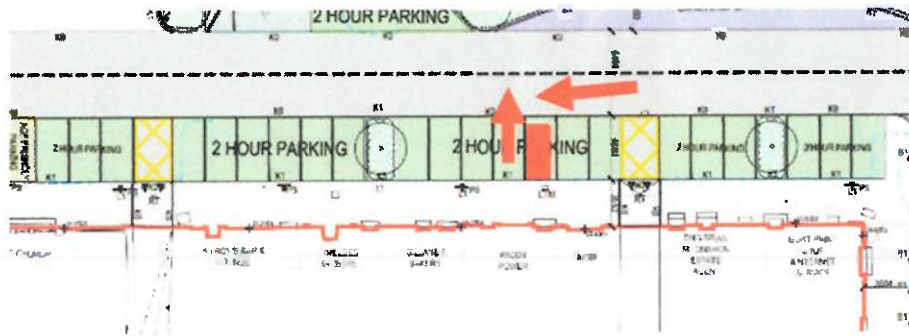


Hazard: The coach may attempt to reverse into one of the side streets off Church Street. Impact with other road users may result. If passengers alight into the carriageway, impact from passing traffic may result.

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.



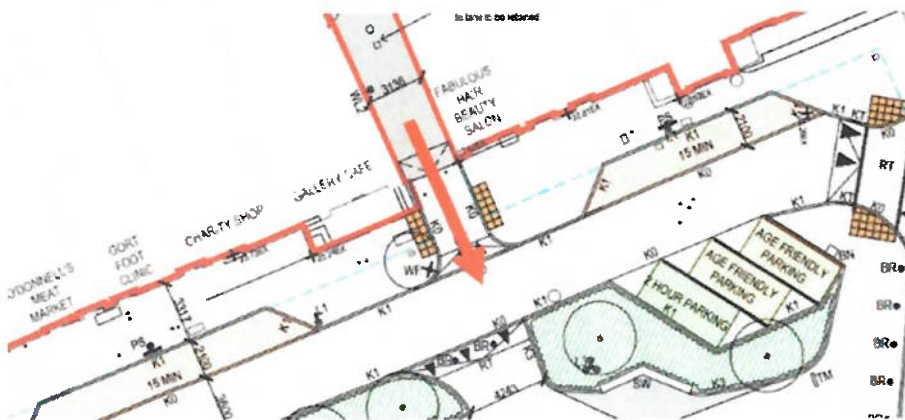
*Even for pedestrians =
Absolutely the whole way down!
Dangerous *
as there is
No Room*

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.

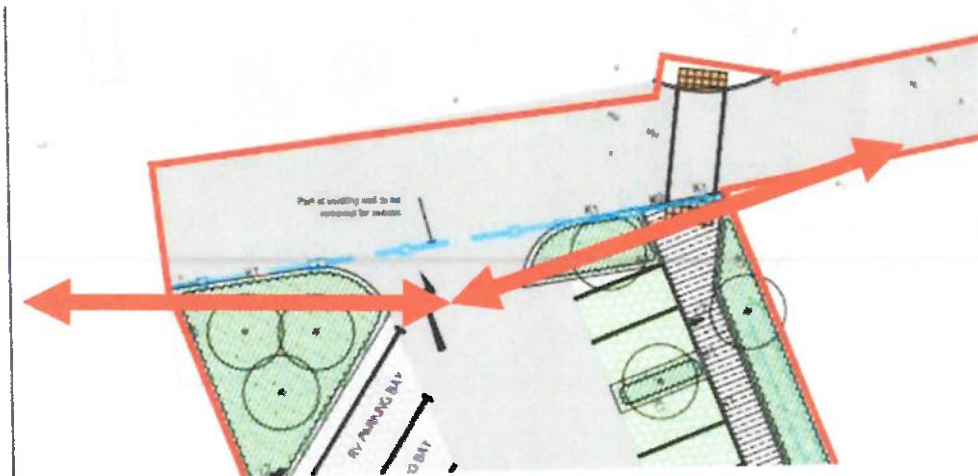


Hazard: Motor vehicle impact with pedestrians on Market Street may result.

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.

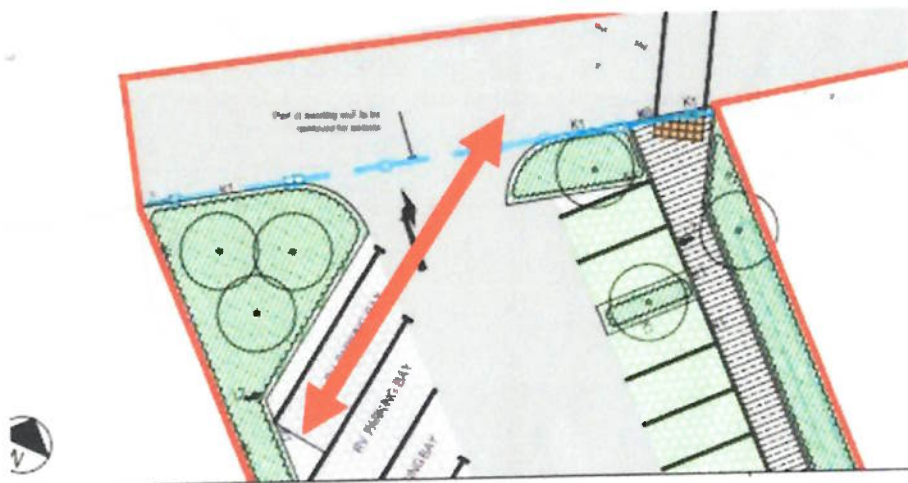


Hazard: Car park users may exit into the path of oncoming traffic.

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.

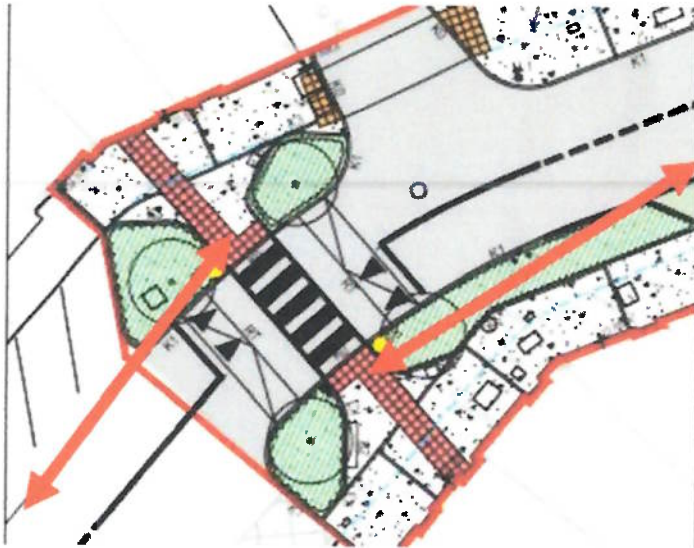


Hazard: Vehicles may overshoot the crossing, impacting with pedestrians.

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.

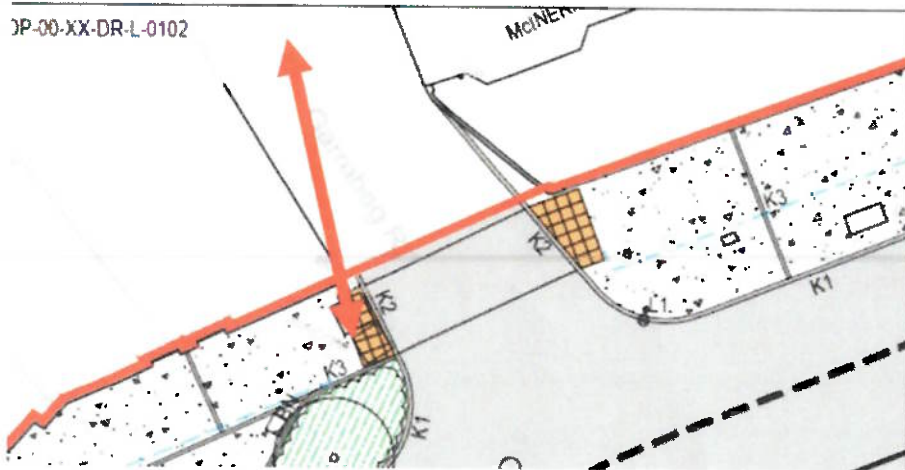


Hazard: Pedestrians may commence their crossing into the path of unsighted vehicles.

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 Gararghbeg Road is located such that pedestrians crossing from west to east will have very limited sight of vehicles approaching on Gararghbeg 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.



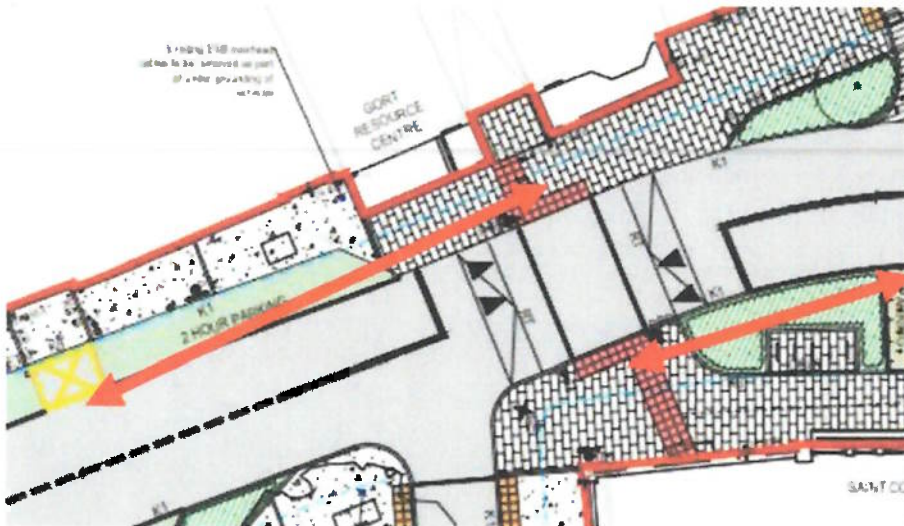


Hazard: Riders of powered two-wheeled vehicles may lose vehicle control when attempting to cross the kerb. Additionally high sided vehicles in the parking bay may restrict visibility on exit from the driveways.

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.

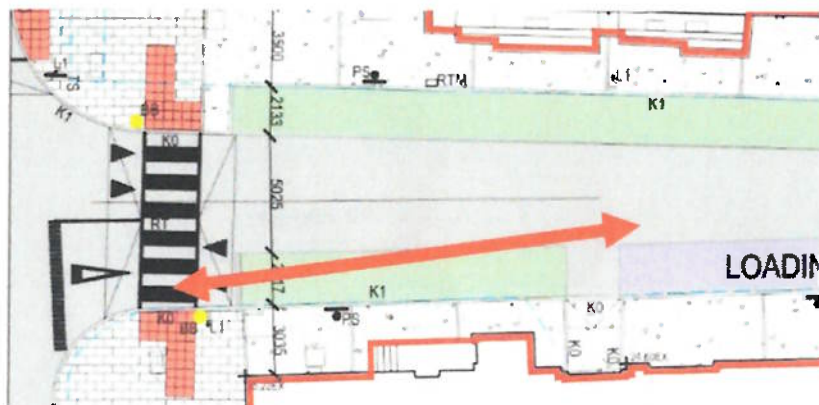


Hazard: Motorists may exit Queens Street into the path of oncoming traffic, Pedestrians may commence their crossing unsighted to oncoming motorists, or motorists may fail to stop when shown a red light.

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.

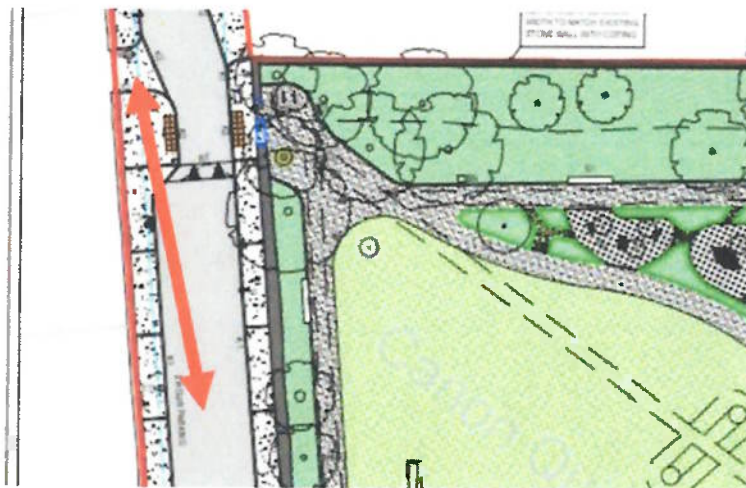
Problem: The coach parking is indicated with a K100 kerb adjacent. Some users may have difficulty in stepping from the kerb up onto the bus.

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 ensure 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.



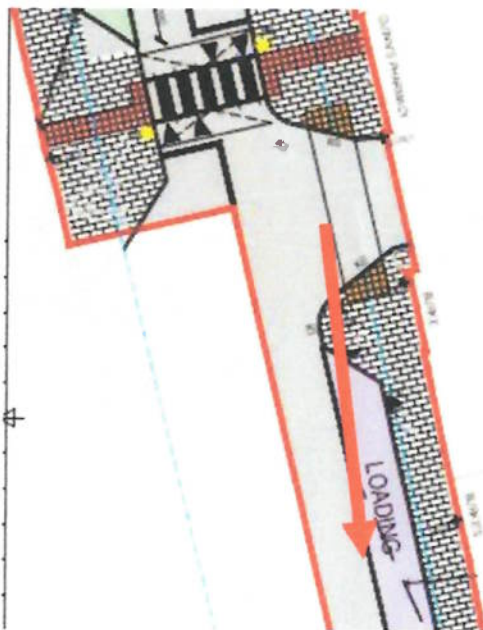


Hazard: Mobility-impaired users may fall due to the gradient.

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.



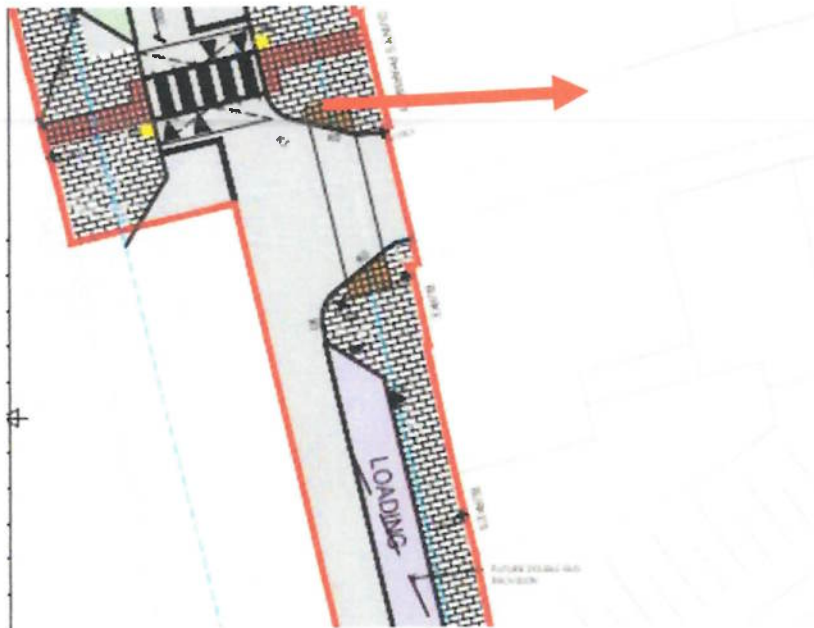
Hazard: Users may exit Station Road into the path of oncoming traffic.

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.

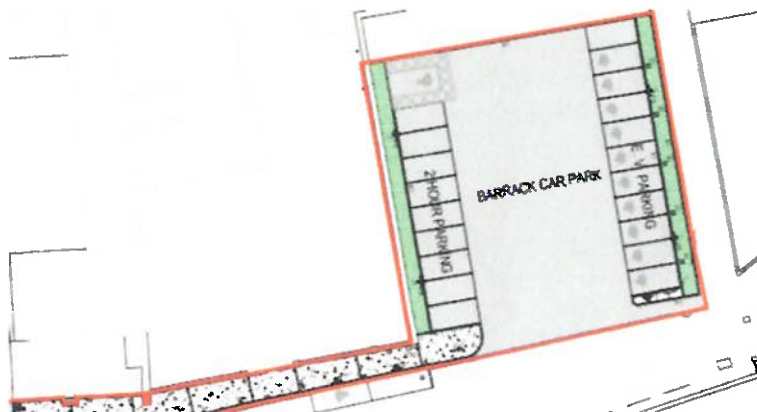


Hazard: Pedestrian / vehicle collisions may result.

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.

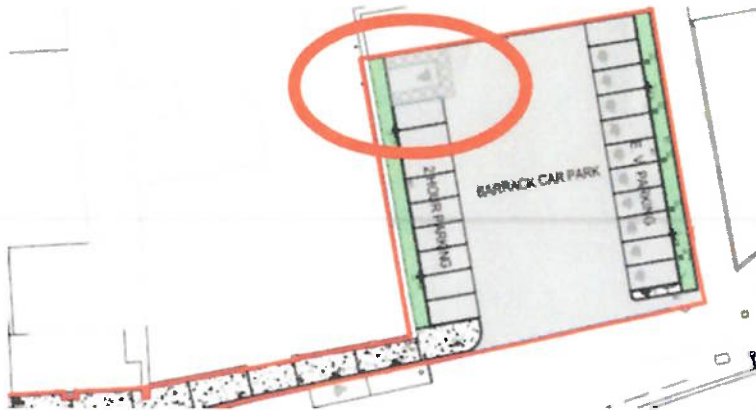


Hazard: Impact with Regional Road traffic may occur.

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