



## **Stage 1/2 Road Safety Audit**

**Housing Development at Pairc na hAbhainn, Athenry**

**On behalf of Galway County Council**

Prepared By:

**CST GROUP**

Chartered Consulting Engineers

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**November 2025**

**Civil**  
**Structural**  
**Traffic**

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## DOCUMENT CONTROL

<b>Revision</b>	R0	R0										
<b>Purpose of Issue:</b> P=Preliminary C=Comment F=Final	C	F										
<b>Date:</b>	26 09 25	17 11 25										
<b>Originator:</b>	SS	SS										
<b>Checked By:</b>	PJG	PJG										
<b>Approved By:</b>	SS	SS										

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# 1. INTRODUCTION

1.1. This report describes a Stage 1/2 Road Safety Audit carried out on behalf of Galway County Council on a proposed extension to the existing housing development at Pairc na hAbhainn, Athenry, Co Galway.

1.2. The audit was carried out between 23<sup>rd</sup> – 26<sup>th</sup> September 2025.

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 23<sup>rd</sup> September 2025 between the hours of 12:45 – 13:00 Weather conditions during the inspection were fine and the road surface was dry. Traffic conditions were considered light with cars and pedestrians only. Photographs were taken during the inspection.

1.5. This Stage 1/2 audit has been carried out in accordance with the relevant sections of the Transport Infrastructure Ireland (TII) Publication (Standard) GE-STY-01024 (May 2025) '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. Elements of the design such as proposed levels and gradients, carriageway and footpath surfacing materials, street lighting etc. have not been provided to the audit team and therefore no review of these elements has been possible. A Stage 2 Audit should have availability to full detailed design. It is therefore recommended a further road safety audit of the full design is undertaken prior to commencing the construction of this scheme.

1.7. **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.

1.8. 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. 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. ITEMS RESULTING FROM PREVIOUS AUDIT(S)**

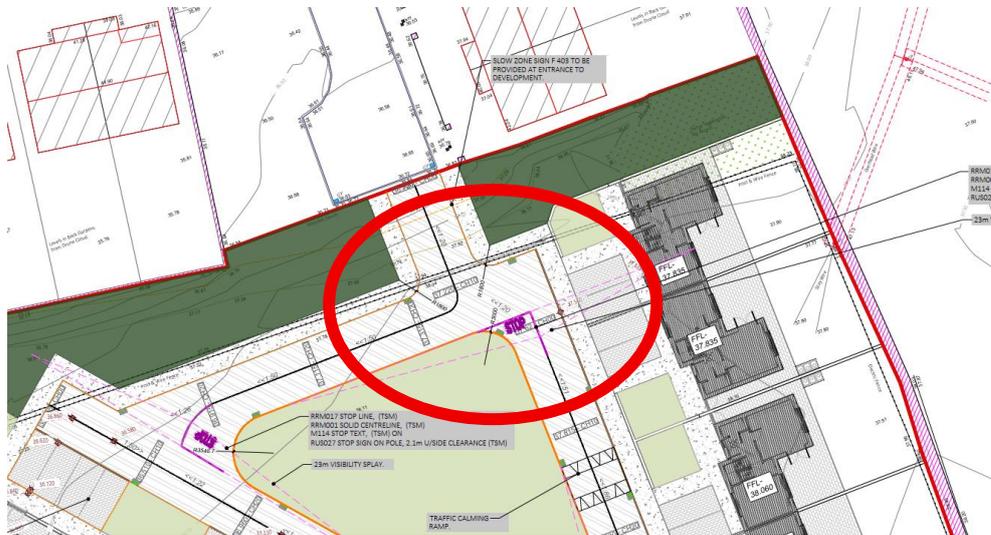
No previous audit has been offered for reference.

## 4. ITEMS RESULTING FROM THIS STAGE 1/2 AUDIT

### 4.1 General Problems / Problems at Multiple Locations

#### 4.1.1 Entrance to proposed development

**Problem:** The entrance to the proposed housing development is confusing, whereby the priority is offered to motorists who are undertaking a sharp right-hand turn. It is likely users exiting from the eastern road will not stop at the indicated road junction.

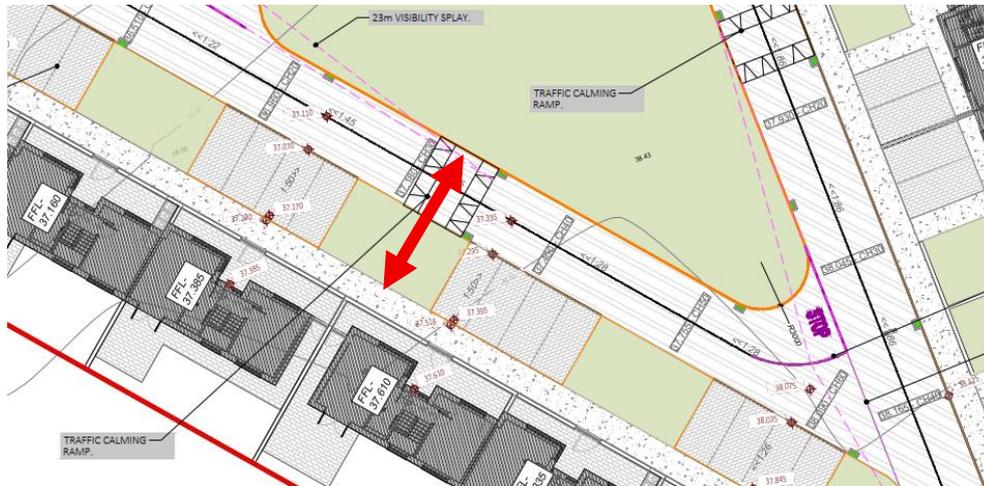


**Hazard:** Impacts within the junction may result.

**Recommendation:** The Design Team should redesign the junction such that the use is intuitive.

#### 4.1.2 Pedestrian Access to Public Open Space

**Problem:** There is no direct pedestrian access to the public open space from the road to the south. Pedestrians are likely to walk in between parked vehicles and cross the road unsighted to approaching drivers.



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

**Recommendation:** The Design Team should provide a footpath to link with the proposed raised table on this road.

#### 4.1.3 Electric Vehicle Charging

**Problem:** There are no E.V charging pods shown on the drawings. There is concern E.V users will trail cables from the dwelling house across footpaths, or the E.V charging pods will be installed within the footpath and reduce the usable width of the footpath.

**Hazard:** Pedestrians may trip / fall over trailing cables. Wheelchair users may have difficulty in passing charger pods.

**Recommendation:** The Design Team should provide adequate number of E.V. charging points throughout the development and ensure these are not restrictive to footpath use.

## 4.2 Problems at Specific Locations

### 4.2.1 Turning Head

**Problem:** The turning head appears small. Large vehicles including the refuse collection vehicle may have difficulty in turning within the space provided. The vehicle may be required to reverse back to the nearest road junction.



**Hazard:** Impact with other road users or crossing pedestrians may result.

**Recommendation:** The Design Team should ensure the turning head is of sufficient size for turning of all anticipated vehicles.

### 4.2.2 Existing Turning Head / Footpath Connectivity

**Problem:** The proposed development extends where the existing turning head is located. There is no footpath to the western side of the existing estate road for the proposed new footpath to connect with. Pedestrians exiting the proposed development are likely to cross the road diagonally, with their back to development exiting traffic in this area.

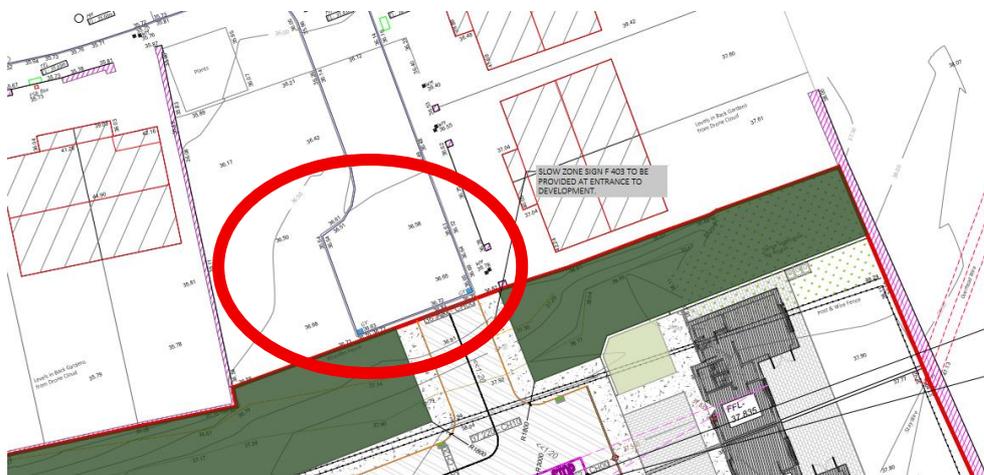


**Hazard:** Pedestrians may be struck by vehicles.

**Recommendation:** The Design Team should interconnect the footpaths to the southern side of the existing housing development road.

#### 4.2.3 Existing Turning Head

**Problem:** It was observed during the site visit the existing turning head is being used for long term car parking. Upon opening of the proposed development, there is concern these parked cars will protrude into the path of vehicles exiting the development.



**Hazard:** Development traffic may collide with parked vehicles.

**Recommendation:** The Design Team should remove the existing turning head.

## 5. 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 26<sup>th</sup> September 2025 .....

Signed  .....  
PJ Gallagher  
Audit Team Member

Date 26<sup>th</sup> September 2025 .....

## APPENDIX A LIST OF DOCUMENTS EXAMINED

DOCUMENT REF / NAME:				RECEIVED FROM:	DATE:			
Drawing Title SITE LAYOUT- BOUNDARY & SURFACE FINISHES, ROAD & PARKING LEVELS	Scale	1:250	Paper Size	A1	SDS	15/09/2025		
	Status	PLANNING						
	Drawn by	NMCD	Date	AUGUST 2025			Checked	CD
	<small>P:\025\256 - PK - Sakari &amp; Piri - Ku Wai Shue Housing Development\3.1 - PLANNING\2514-B-Fairview\04\256-B-2025-2025-Aug</small>							
Project No.	25156-B	Drawing No.	3020	Revision	PL.2			

## APPENDIX B    RSA FEEDBACK FORM

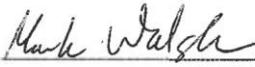
# ROAD SAFETY AUDIT FEEDBACK FORM

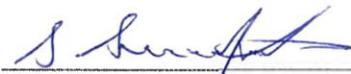
CST Group Chartered Consulting Engineers  
1, O'Connell Street, Sligo, F91 W7YV, Ireland

Scheme: Housing Development at Pairc na hAbhainn, Athenry, Co Galway

Audit Stage: 1/2 Date Audit Completed: 26/09/2025 Route No. \_\_\_\_\_ Our Ref :125313|R0

TO BE COMPLETED BY DESIGNER				TO BE COMPLETED BY AUDIT TEAM LEADER
Paragraph No. in Safety Audit Report	Problem accepted (Yes/No)	Recommended measure accepted (Yes/No)	Describe alternative measure(s): Give reasons for not accepting recommended measure. <b>Only complete if recommended measure is not accepted.</b>	Alternative measures or reasons accepted by Auditors (Yes/No)
4.1.1	Yes	Yes		
4.1.2	Yes	Yes		
4.1.3	Yes	Yes		
4.2.1	Yes	Yes		
4.2.2	Yes	Yes		
4.2.3	No	No	Yellow hatch to be painted on existing turning head and sign wrote on road stating 'no parking'	Yes

Signed:  MARK WALSH Design Team Leader Date: 14/11/2025  
Select and Print Name Here SDS.

Signed:  Audit Team Leader Date: 17/11/2025  
Stuart Summerfield  
CST Group Chartered Consulting Engineers

Signed:  James Farrell Employer Date: 11/11/2025  
for Galway County Council