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2025

**Stage 1/2 Road Safety Audit
Proposed Residential Development
Gort Mhaoilir, Athenry, Co. Galway**

Stage 1/2 Road Safety Audit
Proposed Residential Development at Gort Mhaoilir,
Athenry, Co. Galway

Document Control Sheet

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1 Introduction

This report documents the findings of a Stage 1/2 Road Safety Audit (RSA) carried out with respect to a proposed residential development at Gort Mhaoilir, Athenry, Co. Galway.

The audit team conducted the site visit on the Thursday the 13th of March 2025. The audit was carried out in the offices of ORS on the 09th of April 2025.

The audit team comprised of the following people:

Audit Team Leader:

Mark Gallagher AEng, MIEI

Audit Team Member

David McCormack BEng (Hons), Dip Eng., CEng, MIEI

Audit Team Observer

John Igoe BEng (Hons), MEng

During the site visit the weather was clear and sunny. The road surface was dry, and the traffic levels were noted to be low across the audit period.

The audit team reviewed the following documents and drawings provided by the Design Team.

- (1) 24181-3000 Site Location Map T2
- (2) 24181-A-3020 Site Layout-Boundary&SurfaceFinishesRoad&ParkingLevels Sheet 1 PL.3
- (3) 24181-A-3021 Site Layout-Boundary&SurfaceFinishesRoad&ParkingLevels Sheet 2 PL.3
- (4) 24181-A-3026 Site Layout-ShowingEmergencyVehicleEnteringAndExitingTheSite PL.1

Documents/Information not supplied:

- Previous Road Safety Audits
- Collision Data
- Speed & Traffic Surveys
- Departures from Standards
- Visibility Splay Analysis.
- Drainage Layout
- Public Lighting Layout

The terms of reference / procedure for the Audit were as per the relevant sections of the **Transport Infrastructure Ireland Road Safety Audit Standard GE-STY-01024**. The audit 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 designs to any other criteria. The Road Safety Audit should not be treated as a design check.

The problems identified and described in this report are considered by the Audit Team to require action to improve the safety of the development and minimise accident occurrence. All comments, references and recommendations in this safety audit are in respect of the review of information supplied by the Design Team.

2 Description of the Proposed Development

The proposed development put forward by the design team will consist of a new Social Housing development at Gort Mhaolir, Athenry, Co. Galway.

The site is currently in use as a green area and is located to the west of Athenry Village with access off Gort Mhaolir Road. The speed limit in the vicinity of the access point is 30km/h.

Associated site development works including access road, footpaths, parking, landscaped public open space and street lighting.

Please refer to the Site Layout Plan in **Figure 2.1** and **Figure 2.2** below.

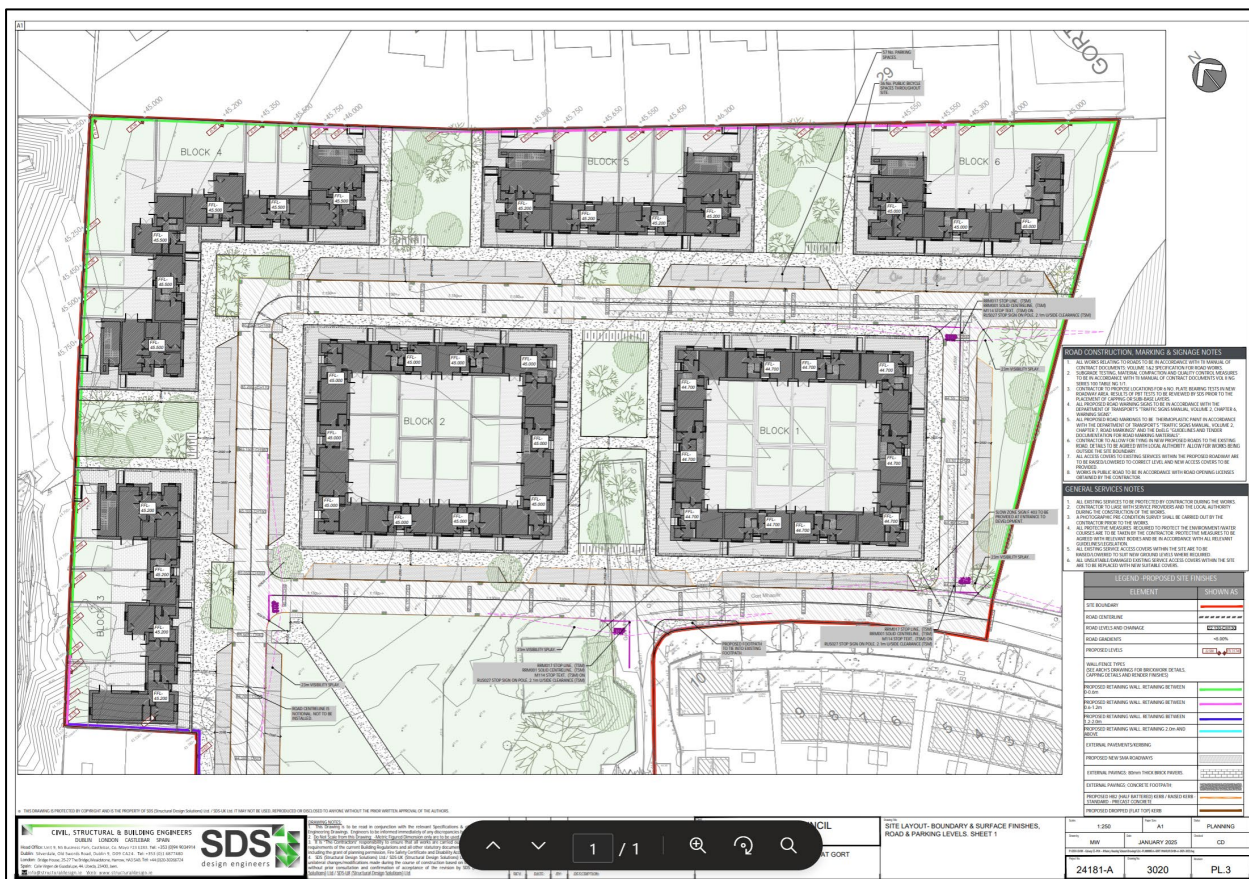
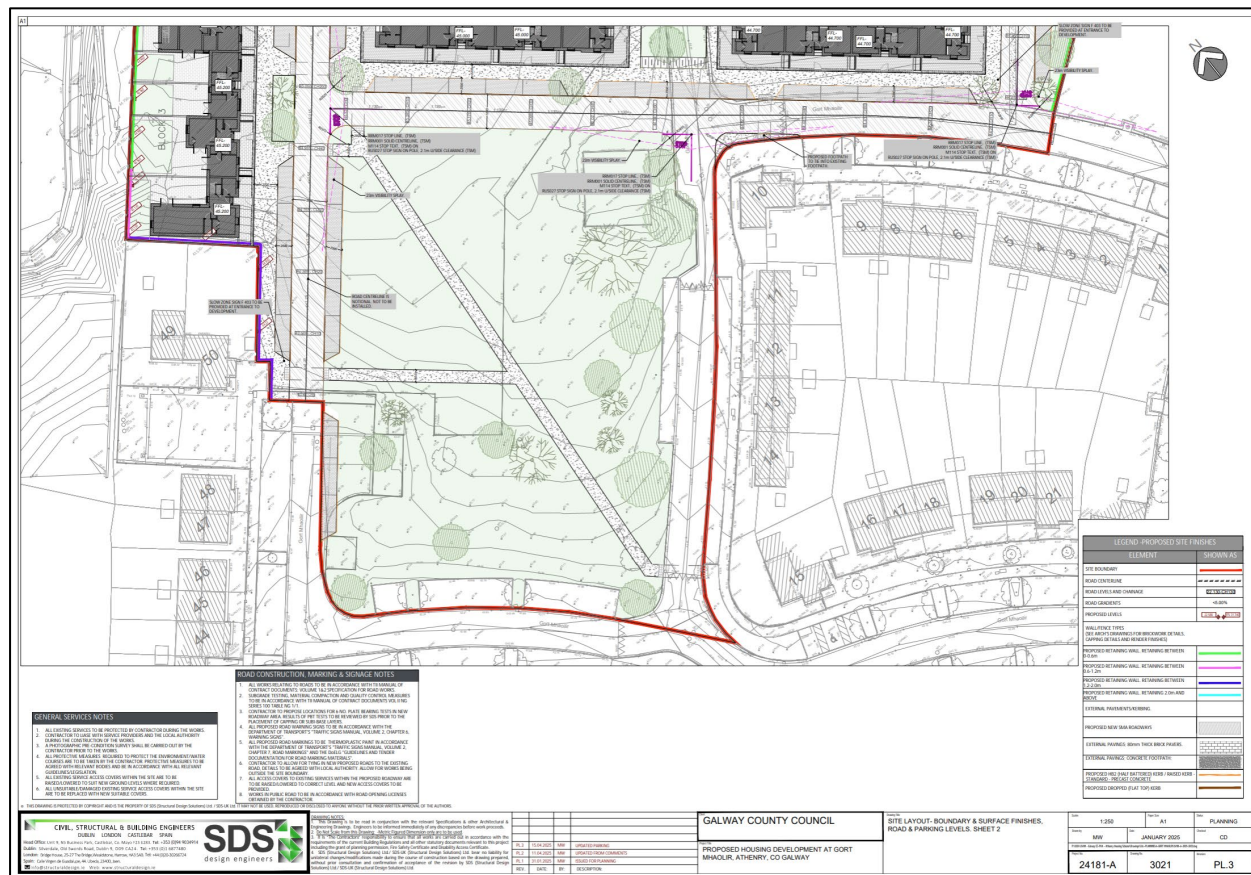


Figure 2.1: Site Layout Plan (Source: SDS Design Engineers)

Figure 2.2: Site Layout Plan (Source: Galway County Council)



3 Problems Raised from the Road Safety Audit

The following are problems and recommendations to address the safety issues associated with the proposal. The recommendations are proposed to the designer of the scheme to reduce any safety risks associated with it.

3.1 Collision History

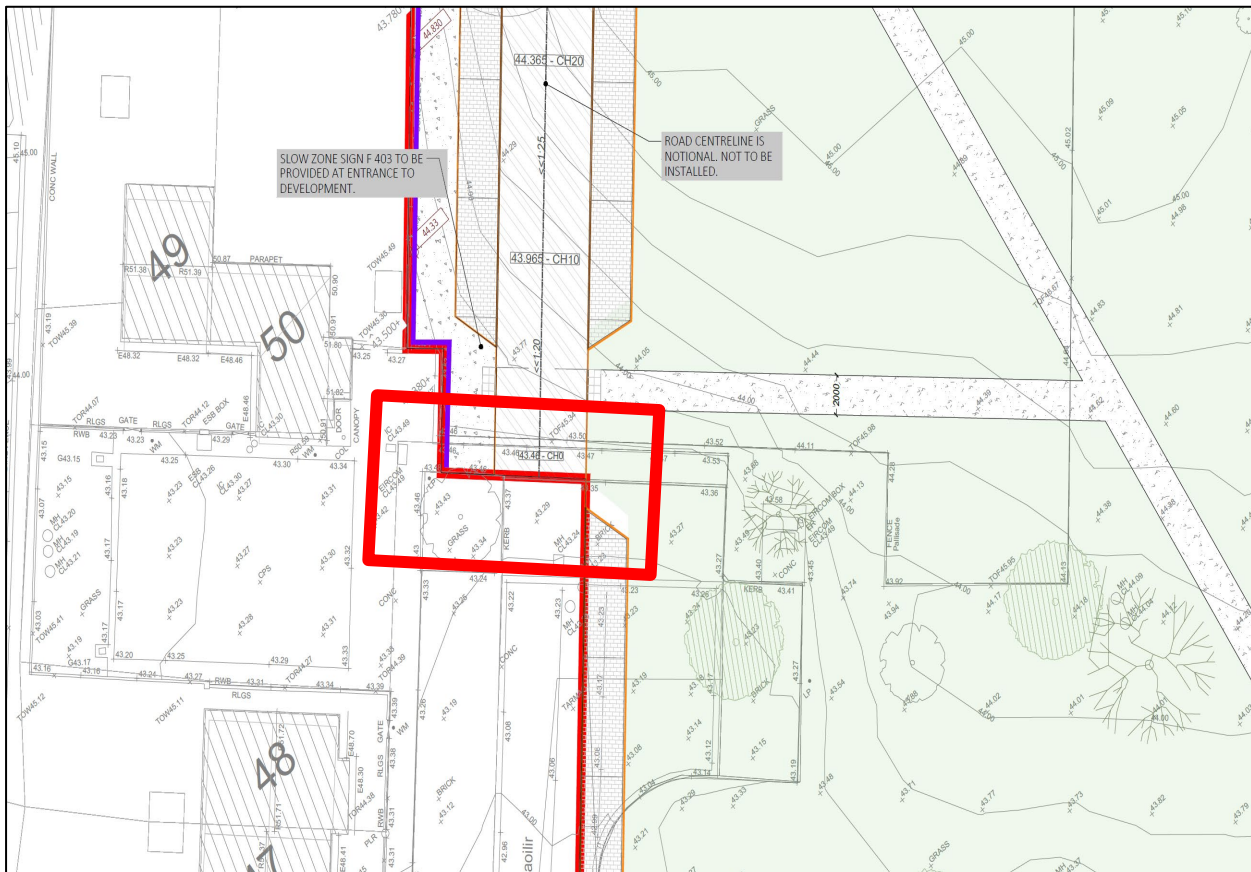
Due to ongoing review of road traffic collision data by the Road Safety Authority website, no traffic collision data could be obtained for the vicinity of the proposed development site.

3.2 Potential Problems Identified

Problem No.01: Tie-in with Existing Estate Road

Location: Location Identified.

The audit team note from the drawings provided that the road widths between the existing and proposed estate varies. The audit team has concern's that vehicles exiting the estate could collide with the existing planter at this location and cause injury to the occupants of the vehicle.



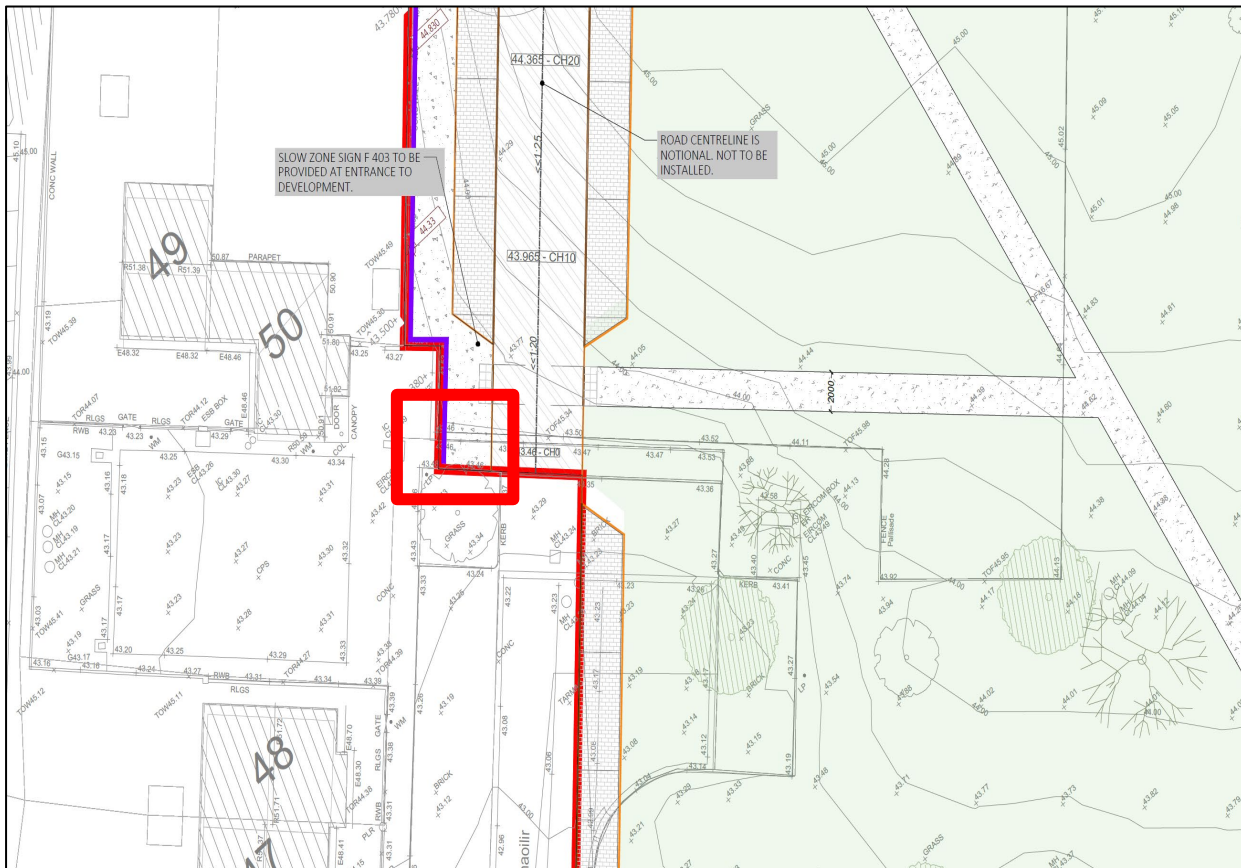
Recommendation:

The design team should ensure a smooth transition between the existing and proposed estate roads and provide the appropriate signage to indicate the narrowing of the road.

Problem No.02: Tie-in to Existing Footpath

Location: Location Identified

The audit team note from the site visit and drawings and the site visit that the existing footpath is narrower than the proposed at the intended tie in location. It is not clear how the existing and proposed footpaths are to tie in with each other. Lack of an appropriate tie-in to the existing footpath could lead to pedestrian trips and falls.



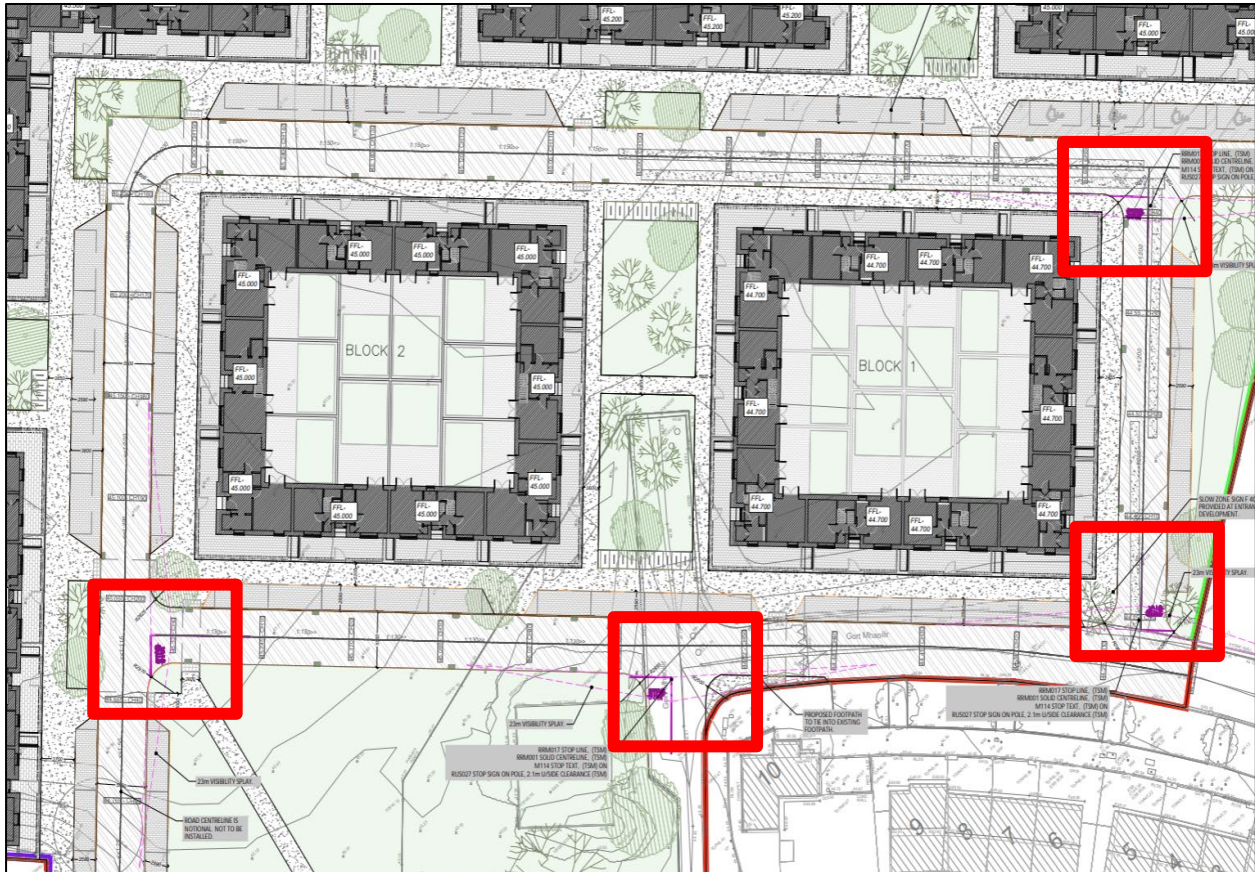
Recommendation:

The design team should provide provision for appropriate tie-in and width to the existing footpaths.

Problem No.03: Sightline Availability

Location: Locations Identified

The audit team note that there are no sightlines in the drawings provided to demonstrate that appropriate sightlines can be achieved when vehicles are entering and exiting the development. The audit team is concerned that the appropriate sightlines cannot be achieved as boundary walls, landscaping and parked cars along the carriageway may obstruct visibility at the junctions. This could result in vehicles encroaching onto the main carriageway into the line of oncoming vehicles which could lead to sideswipe or side impact type collisions.



Recommendation:

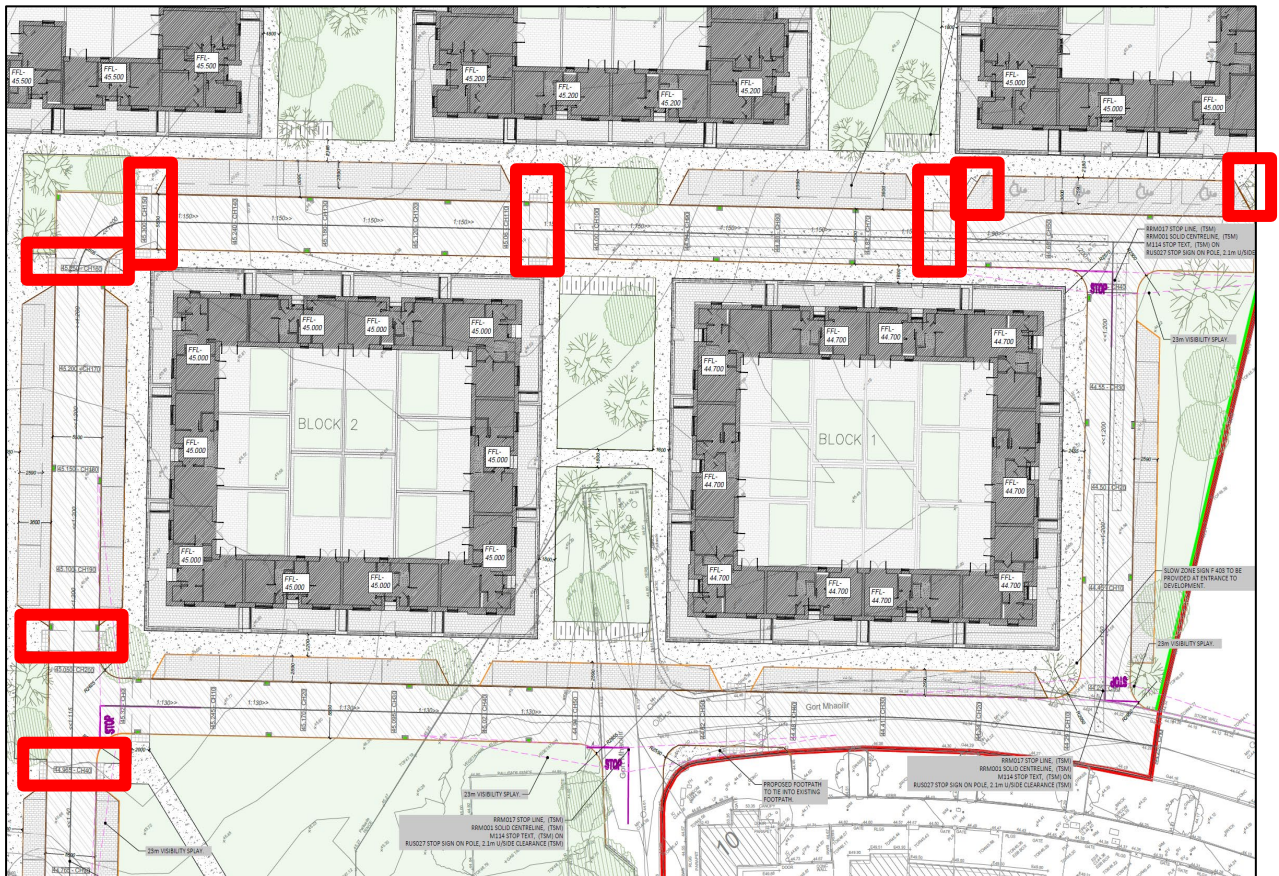
The design team should ensure that clear visibility is provided in both directions and that visibility envelopes are clear of any obstacles.

Problem No.04: Kerb Heights at Uncontrolled Crossings

Location: Locations Identified

The audit team note that uncontrolled crossings are detailed at the locations identified. It is unclear from the drawing if the kerbs at the crossings are full height or dropped. The audit team is concerned that pedestrians especially those with mobility impairments could trip and fall while stepping up or down from a full height kerb causing injury.





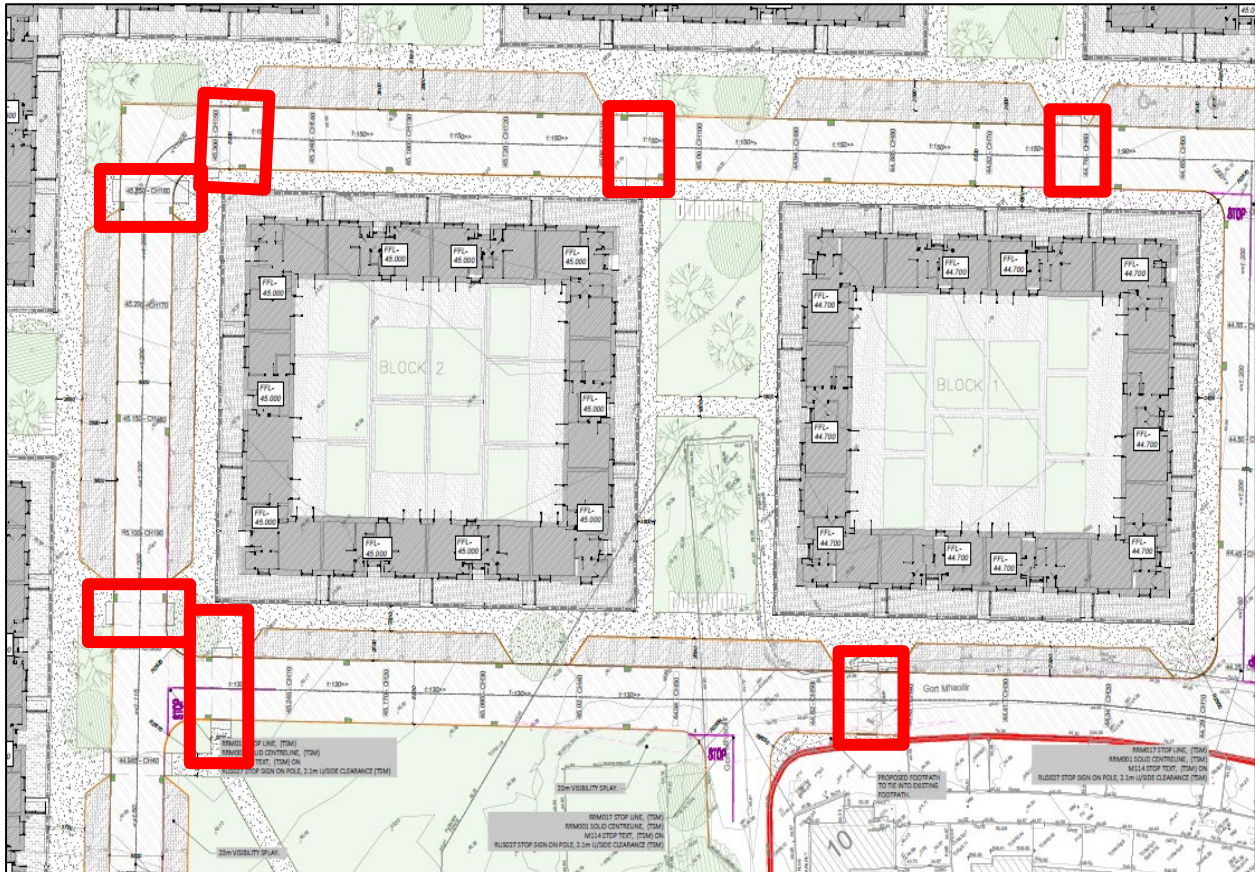
Recommendation:

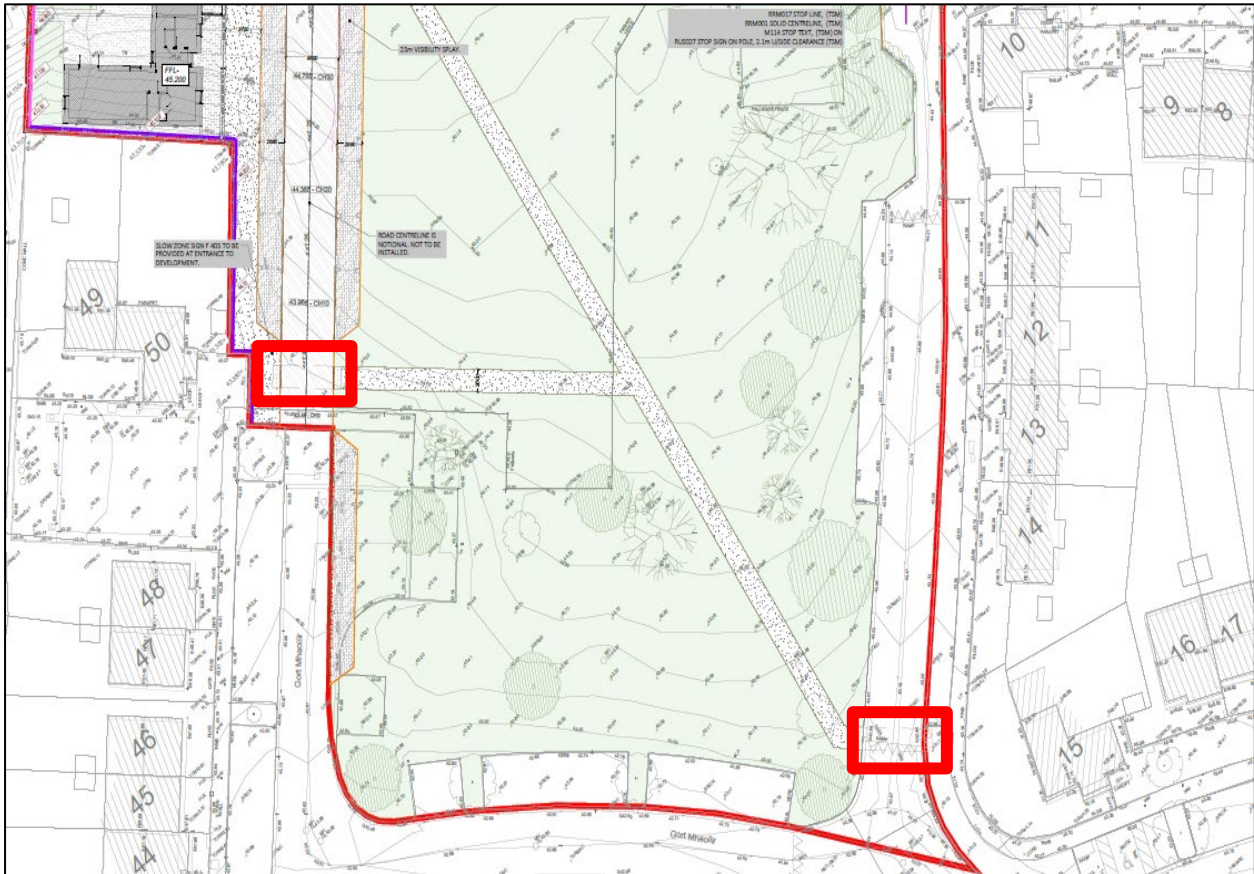
The design team should provide the appropriate dropped kerbing and tactile paving at the uncontrolled crossings.

Problem No.05: Pedestrian Visibility at Uncontrolled Crossings

Location: Locations Identified

The audit team note that the proposed drawing does not detail the visibility from the uncontrolled crossing at the locations identified. It is not clear from the drawings if appropriate visibility is provided for at the crossings. The audit team is concerned that parked vehicles and vegetation may restrict visibility for both pedestrians and vehicles approaching the crossings which could lead to conflicts between pedestrians crossing and vehicles on the internal road.





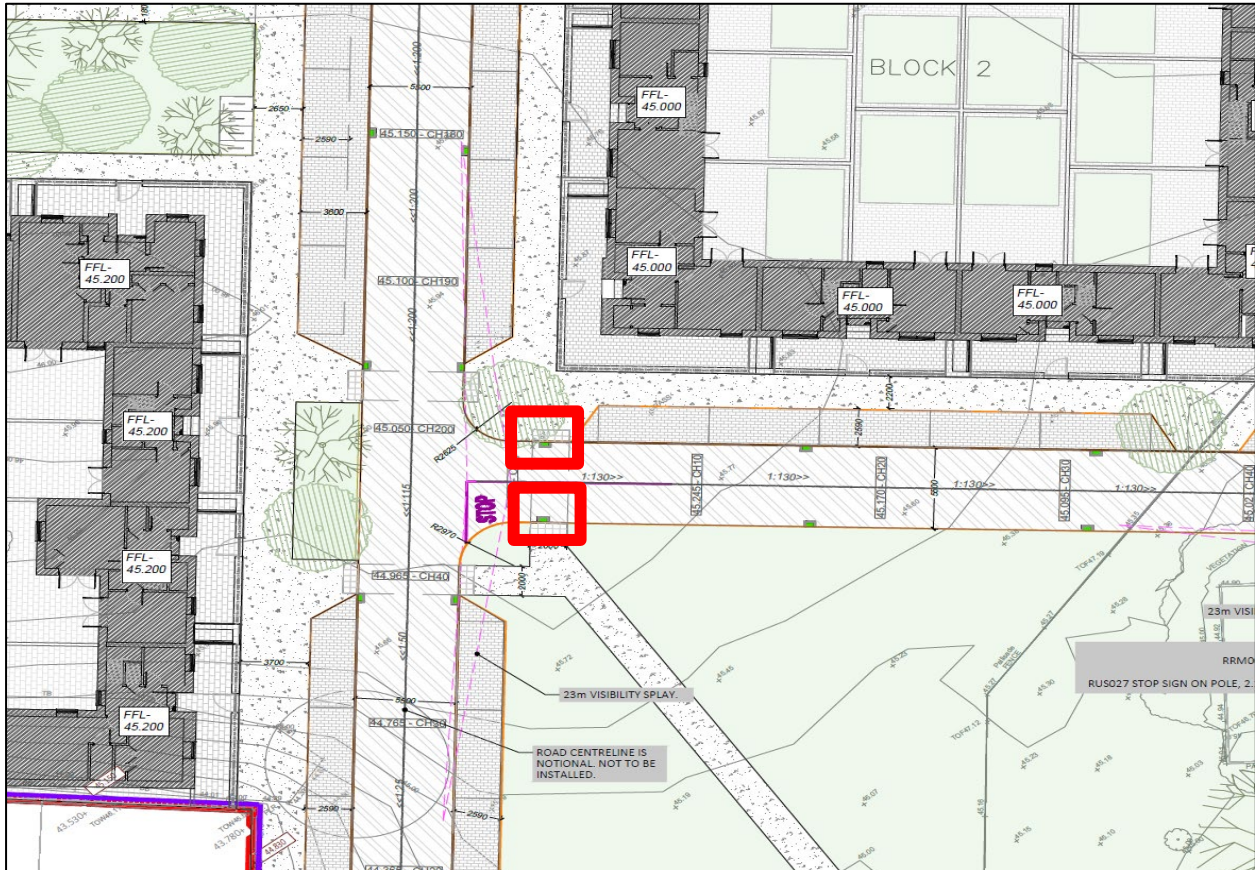
Recommendation:

The design team should provide pedestrian visibility splays and forward visibility splays along the internal road to ensure visibility is not obstructed by any permanent features.

Problem No.06: Inappropriately Located Gullies

Location: Locations Identified

The audit team note from the drawings provided, that there are gullies located within areas designated for vulnerable road users at the locations identified. Inappropriate gully positioning may lead to potential trip and fall hazards for vulnerable users.



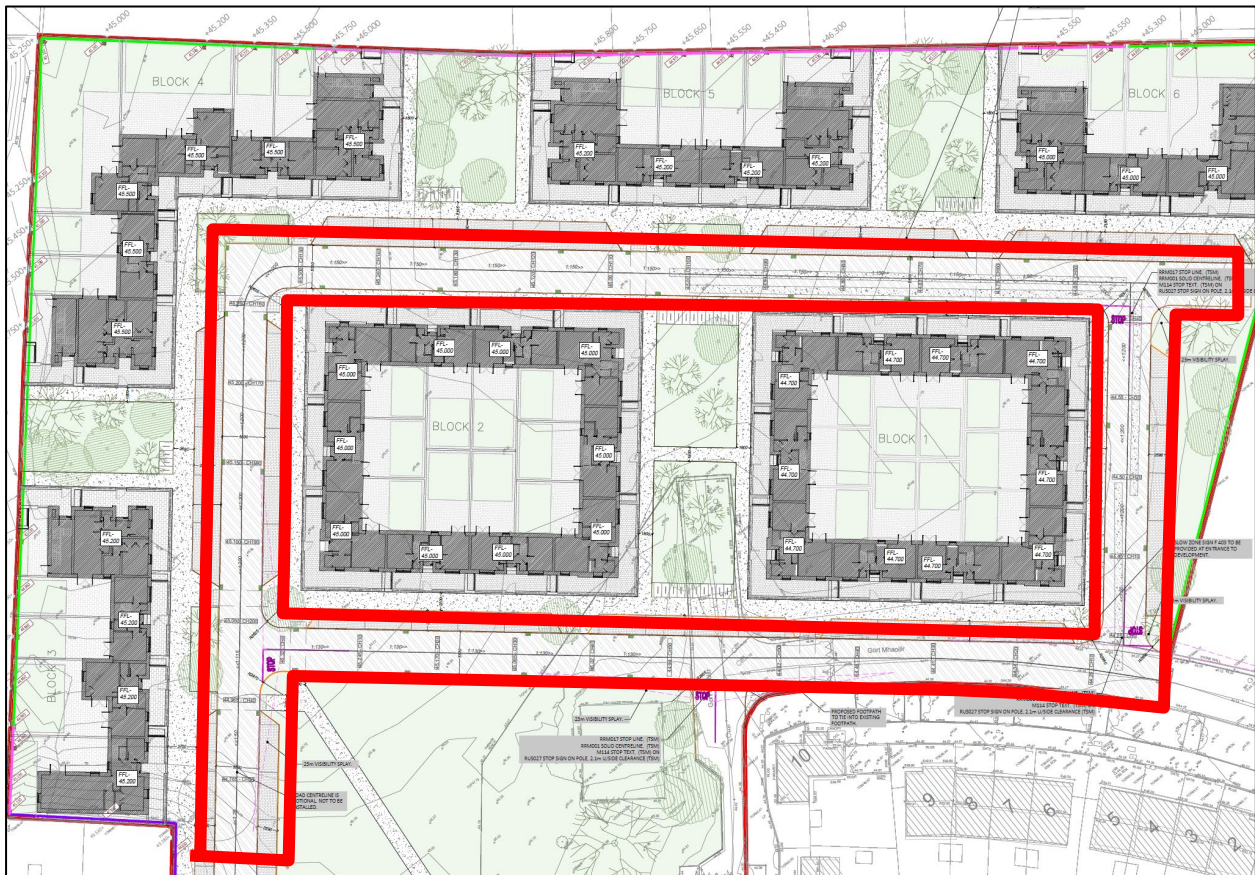
Recommendation:

The design team should ensure drainage gullies are strategically positioned outside of pedestrian crossings.

Problem No.08: Speed Control Measures and Road Widths

Location: Throughout Development

The audit team noted from the drawings provided, that there are no speed control measures proposed throughout the scheme. The audit team are concerned that the layout as its currently presented particularly with the long straight stretches could encourage higher speeds which could put vulnerable users within the development at risk of serious injury.



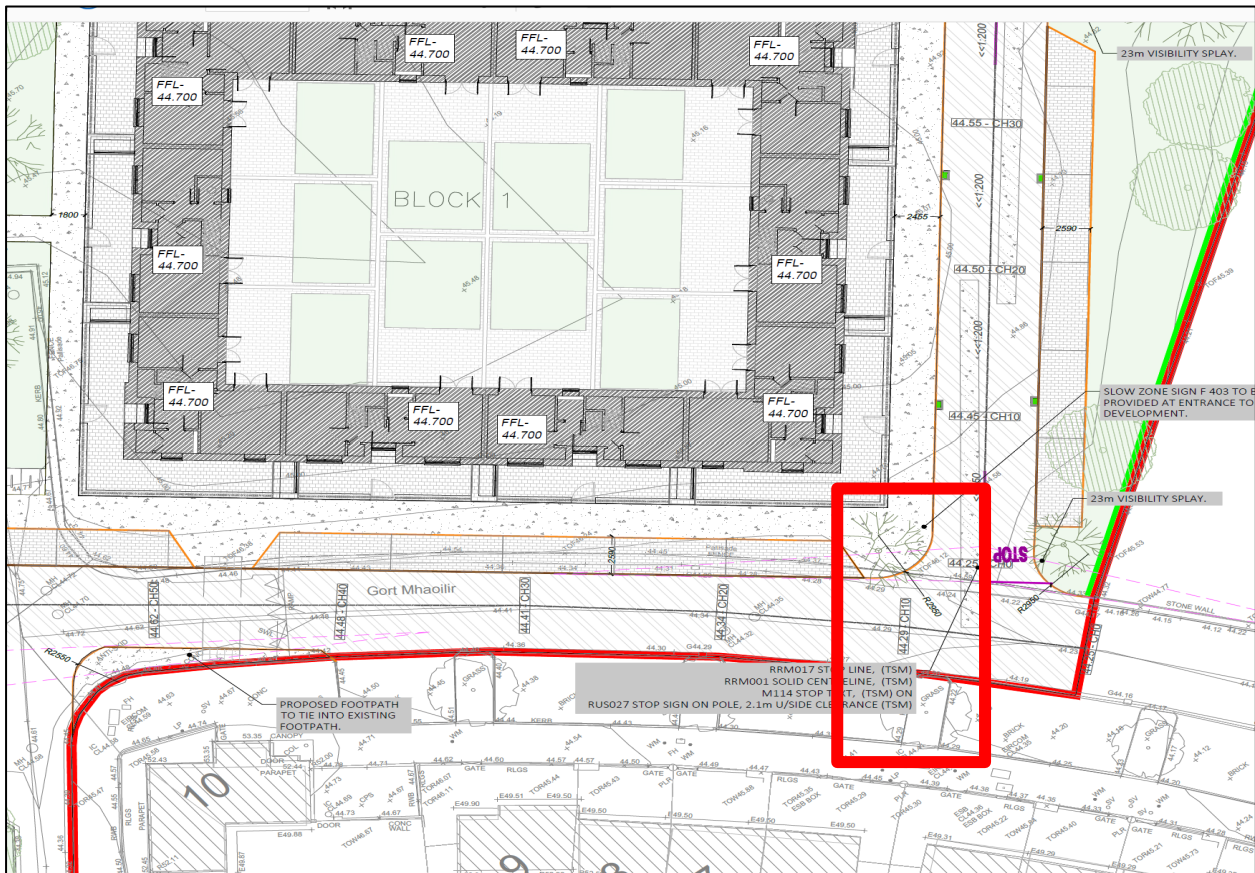
Recommendations:

The design team should ensure that appropriate speed control measures are incorporated within the development to reduced vehicular speeds.

Problem No.09: Desire Line

Location: Location Identified

The audit team note from the provided drawings that there is no crossing points proposed on the pedestrian desire line. The audit team has concern's that pedestrians will cross on the desire line for which there is no pedestrian facilities for on both sides of the road. This could lead to slips and trips leading to injury of pedestrians.



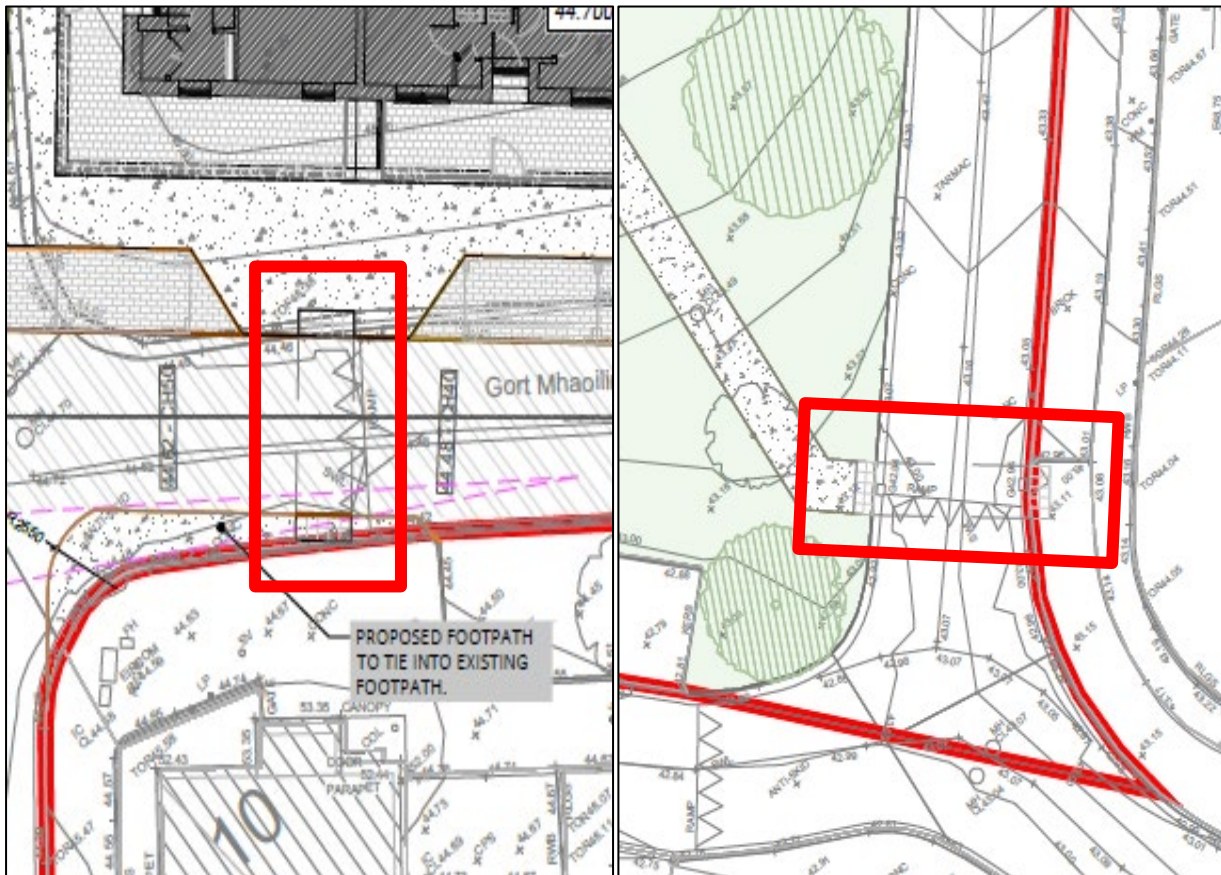
Recommendation:

The design team should ensure that crossing points are provided along desire lines.

Problem No.10: Location of Uncontrolled Crossing

Location: Location Identified

The audit team note from the drawings provided that the proposed uncontrolled crossings appear to be on the sloped section of the raised table. The position of the crossings leads to an uneven surface particularly for mobility impaired pedestrians which could result in slips, trips and falls at the crossing location which could lead to injury.



Recommendation:

The design team should provide the uncontrolled crossings in the appropriate position on the raised table.



Recommendation:

The design team should ensure that boundary treatments and landscaping do not hinder visibility for vehicles exiting these parking spaces. The design team should also ensure that landscaping does not restrict sightline availability at crossing points, junctions, and forward visibility for vehicles.

3.3 General Problems Identified

Problem No.13: Signage

Location: Throughout Scheme

The audit team noted that there is no signage detailed on the drawings provided. Signage aid in, informing road users of the direction of travel and the presence of vulnerable road users and ramps. The lack of adequate signage may result in conflicts of vehicles with vulnerable users and vehicles with other vehicles.

Recommendation:

The design team should ensure that the appropriate signage is provided.

Problem No.14: Public Lighting

Location: Throughout Scheme

The audit team note from the drawings provided that no public lighting was detailed for the development. Areas in low light conditions may result in slips, trips and falls on pedestrian paths. Drivers may not be able to see pedestrians in the internal road network and at pedestrian crossings which has the potential to lead to pedestrian – vehicle collisions resulting in, injuries to pedestrians.

Recommendation:

The design team should ensure that details and locations of all public lighting columns are provided for in the development and that the positioning does not cause any obstruction or hazard to vulnerable road users and that lighting is distributed uniformly throughout the development.

4 Audit Team Statement

We certify that we have examined the drawings listed in Appendix A and examined the site by means of a site visit. 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 issues that we have identified have been noted in the report, together with suggestions for improvement, which we recommend should be studied for implementation.

Audit Team Leader: Mark Gallagher, AEng MIEI
ORS

Signed:

Date: 09th April 2025

Audit Team Member: David McCormack: BEng (Hons), Dip Eng., CEng, MIEI
ORS

Signed:

Date: 09th April 2025

Audit Team Observer: John Igoe BEng (Hons), MEng
ORS

Date: 09th April 2025



Appendix A – Inspected Documents

The audit team reviewed the following drawings and documents provided by the Design Team:

- (1) 24181-3000 Site Location Map T2
- (2) 24181-A-3020 Site Layout-Boundary&SurfaceFinishesRoad&ParkingLevels Sheet 1 PL.3
- (3) 24181-A-3021 Site Layout-Boundary&SurfaceFinishesRoad&ParkingLevels Sheet 2 PL.3
- (4) 24181-A-3026 Site Layout-ShowingEmergencyVehicleEnteringAndExitingTheSite PL.1

Appendix B – Designer Response Form

Job: 242462 – Proposed Residential Development Gort Mhaolir, Athenry, Co. Galway

Stage of Audit: Stage 1/2

Date Audit Completed: 29th April 2025

Problem Reference in Safety Audit Report	To Be Completed by the Designer			To be Completed Audit Team Leader
	Problem Accepted (Yes/No)	Recommendation Accepted (Yes/No)	Alternative Option (Describe) (Only complete if recommendation not accepted)	Alternative Option Accepted by Auditors (Yes/No)
P1	Yes	Yes		
P2	Yes	Yes		
P3	Yes	No	Due to the road geometry we feel the design speed of the development would not be met at this location. And that a 15kph design speed would only require a visibility splay of 14m	Yes
P4	Yes	No	Dropped Kerbs Shown at all crossing locations	Yes
P5	Yes	No	Sightline for Pedestrian will be at kerb line.	Yes
P6	Yes	Yes		
P7	Yes	Yes		
P8	Yes	Yes		
P9	No	No	No crossing point as this location as it would be interfering with existing parking. GCC	Yes
P10	Yes	Yes		
P11	No	No	This is Existing parking	Yes
P12	Yes	Yes		
P13	Yes	Yes		
P14	Yes	Yes		

Signed: *Connor Daly* Designer

Date: 30.04.2025

Signed: *Mark Gallagher* Audit Team Leader

Date: 02/05/2025

Signed: Employer

Date:



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