
Gort Public Realm Enhancement Scheme

Exception Report: Road Safety Audit Stage 1

Doc No: BDP-RP-001-ER:RSAS1
Issue: Planning
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BDP.

1.0 Introduction

This report has been prepared in response to the Safety Audit feedback form following a Road Safety audit stage 1 carried out for the Gort Public Realm Enhancement Scheme by a team from CST Engineers in September 2024.

2.0 Exception

This section identifies three particular issues where the designer has responded to the road safety audit's recommendations with either alternative measures or reasons for not accepting them, and that the response was not accepted by the road safety audit team.

The particular issues are extracted from the final RSA Stage 1 report and presented here, along with a detailed explanation of the exception requested.

The full Road Safety Audit Stage 1 report is attached, for information.

Issues 3.2.1, 3.3.1, 3.3.13 follow:

RSA Report Ref	RSA Report Heading	Description / Response
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.
	Problem accepted:	No
	Recommended measure accepted:	No
	Reasons for not accepting recommended measure:	This is a town centre location and a 30kph zone. There are clear visible sightlines from all directions to the mini roundabout.
	Alternative measures or reasons accepted by auditors:	No. Motorists are likely to be concentrating on other vehicle movements and may not notice the pedestrians to their right.
	Reasons for Exception	This project must respond to the layout and road network of the existing town centre and seeks to change driver behaviour and significantly improve pedestrian comfort and safety. We are seeking a balance within the main square; there is a controlled raised surface crossing 50 metres to the north of where the third zebra is suggested to be installed – we consider this too close and unnecessary. We would also lose green infrastructure which is providing a buffer from the road and roundabout and helping with creating a setting for a new

		seating area within the new square. To the east of the proposed additional crossing there is a change in level, so a new crossing would not provide any additional direct access. Pedestrian flows, both existing and future have been analysed and all desire lines accounted for, not requiring this crossing point. (this includes from new car parks and adjoining streets accessing the square).
	Decision by Director	Accepted  Ronan Conway B.E., LL.B., MIEI A/Senior Executive Engineer Galway County Council Planning and Economic Development Department Áras an Chontae Prospect Hill / Cnoc an Radharc Galway /Gaillimh H91 H6KX Tel: +353 (091) 509175 E-mail: rconway@galwaycoco.ie

RSA Report Ref	RSA Report Heading	Description / Response
3.31	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.
	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.
	Problem accepted:	Yes
	Recommended measure accepted:	No
	Reasons for not accepting recommended measure:	Options are being considered to provide necessary vehicular access to Lowry's Lane from the new off street car park, to omit the need for vehicles to use this link
	Alternative measures or reasons accepted by auditors:	No. The outcome of these "considerations" may be to maintain vehicular use of the link.
	Reasons for Exception	This is an existing road which has vehicular traffic accessing a limited number of premises including private car parking at the end of the lane. The proposal is to construct a new off street car park, with pedestrian only access along this lane to link with the town centre. The private car parking at the end of the lane would in future be accessed via the new car park, which has vehicular access from Crowe Street, therefore reducing further vehicles using this lane. We will ensure that

		no through access is possible for vehicles from the new car park to the square, however we have to retain access to the few private driveways / garages which currently exist. The number of vehicles will be minimal who use this lane. Discussions are ongoing to determine a better solution for the access to the lane.
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RSA Report Ref	RSA Report Heading	Description / Response
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.
	Problem accepted:	Yes
	Recommended measure accepted:	No
	Reasons for not accepting recommended measure:	Currently large vehicles reverse down Barrack Street. We have designed the ability for them to drive down the street and turn within the new car park. This movement re-quires the kerbs lines to be as shown, the swept path analysis demonstrates this. We have introduced a raised pedestrian zebra crossing to assist the ability to cross the road.
	Alternative measures or reasons accepted by auditors:	No. If the carriageway width must remain, the adjacent parking bay should be shortened / removed.
	Reasons for Exception	We can not change the carriageway width due to the swept path analysis of the types of vehicles who use this side street. We have installed a raised zebra crossing to assist crossing the road which will be a considerable improvement to the existing. This project has undertaken considerable

		stakeholder and public consultation and much thought has gone into achieving the balance between carriageway, parking and pedestrian space. On this side street it was determined through conversations with the local businesses that the parking at this location was imperative to their businesses, hence it has been retained.
	Decision by Director	Accepted  Ronan Conway B.E., LL.B., MIEI A/Senior Executive Engineer Galway County Council Planning and Economic Development Department Áras an Chontae Prospect Hill / Cnoc an Radharc Galway /Gaillimh H91 H6KX Tel: +353 (091) 509175 E-mail: rconway@galwaycoco.ie