



Stage 1 Road Safety Audit

**Proposed Social Housing Development at
St Joseph's Rd, Portumna**

On behalf of **Galway County Council**

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

May 2025

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.....	11
APPENDIX A LIST OF DOCUMENTS EXAMINED	12
APPENDIX B RSA FEEDBACK FORM	13

DOCUMENT CONTROL

Revision	R0	R0										
Purpose of Issue: P=Preliminary C=Comment F=Final	C	F										
Date:	12 05 25	15 05 25										
Originator:	SS	SS										
Checked By:	PJG	PJG										
Approved By:	SS	SS										

© CST Group 2025

1. INTRODUCTION

- 1.1. This report describes a Stage 1 Road Safety Audit carried out on behalf of Galway County Council on a proposed 38 unit social housing development to be accessed off St Joseph's Road, Portumna, Co Galway.
- 1.2. The audit was carried out between 23rd April – 12th May 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 23rd April 2025 between the hours of 13:40 – 14:00. Weather conditions during the inspection were fine and the road surface was dry. Traffic conditions were considered moderate with cars, light goods and HGVs. Photographs were taken during the inspection.
- 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

No previous audit has been offered for reference.

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 R352 Junction Visibility

Problem: There is an existing masonry wall along the development side of the R352. The proposals drawings also indicate tree planting to the front of the development. There is concern that either, or both, the wall or tree planting will restrict drivers' visibility of approaching vehicular or pedestrian traffic when attempting to exit the development.



Hazard: Motorists may exit the development and impact with either R352 traffic or pedestrians.

Recommendation: The Design Team should ensure suitable clear junction visibility splays are provided and maintained.

3.2.2 R352 Footpath

Problem: The footpath to the development side of the R352 is shown on the drawings to be diverted into the development. Users of this footpath are unlikely to deviate so far off of their desire line. These users are likely to cross closer to the mouth of the development junction close to the R352 carriageway edge. Additionally, visibility to the pedestrian may be compromised for motorists who are turning left into the development by the boundary wall or landscaping.



Hazard: The pedestrian may slip on the wet landscaped area or trip on the high kerb and fall into the path of turning traffic.

Recommendation: The Design Team should relocate the uncontrolled crossing closer to the desire line.

3.2.3 Refuse Bins

Problem: There are a number of units that do not have direct carriageway frontage, including but not limited to units 1-9. There is concern that on bin collection days the residents will leave multiple rubbish bins together on an area of the footpath with easy access to the carriageway / refuse vehicle. Multiple bins at the same location may block the footpath for impaired pedestrians. The pedestrian may attempt to pass the bins by either walking on the grass or possibly entering the carriageway.

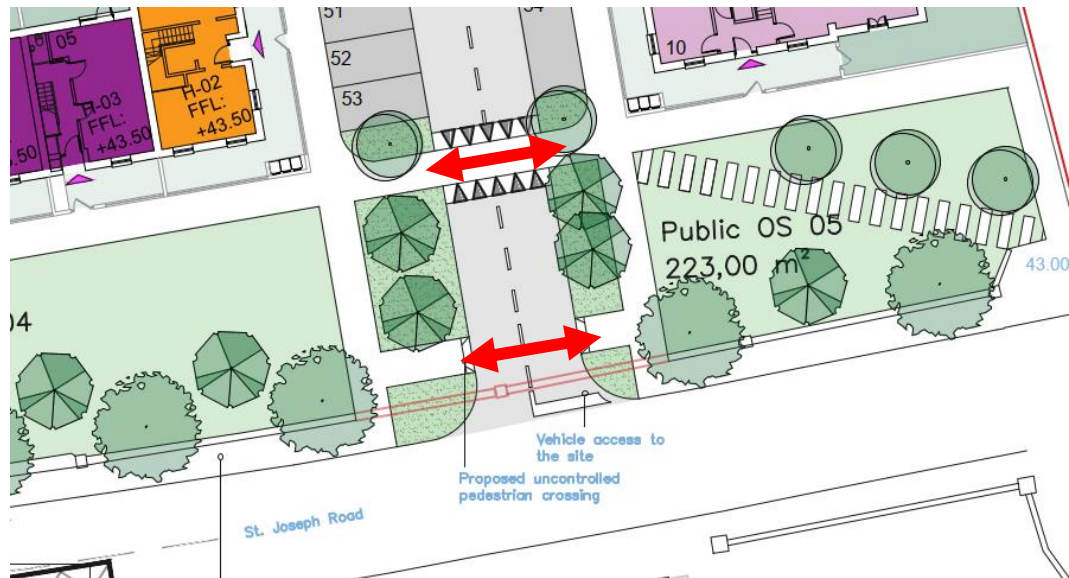
Hazard: Slip / falls or impact from passing vehicle injuries may result.

Recommendation: The Design Team should provide a paved area off the footpath for refuse bins to be placed on the day of collection.

3.3 Problems at Specific Locations

3.3.1 Internal Pedestrian Crossing at Entrance to the Development

Problem: There is a pedestrian priority crossing of the development spine road in close proximity to the R352 junction and the uncontrolled crossing adjacent to the R352.



Hazard: Motorists exiting the development may concentrate on the pedestrian priority crossing and fail to observe pedestrians at the nearby uncontrolled crossing. A similar problem may exist for motorists entering the development.

Recommendation: The Design Team should omit the pedestrian priority crossing at this location.

3.3.2 R354 Signal Controlled Crossing (1)

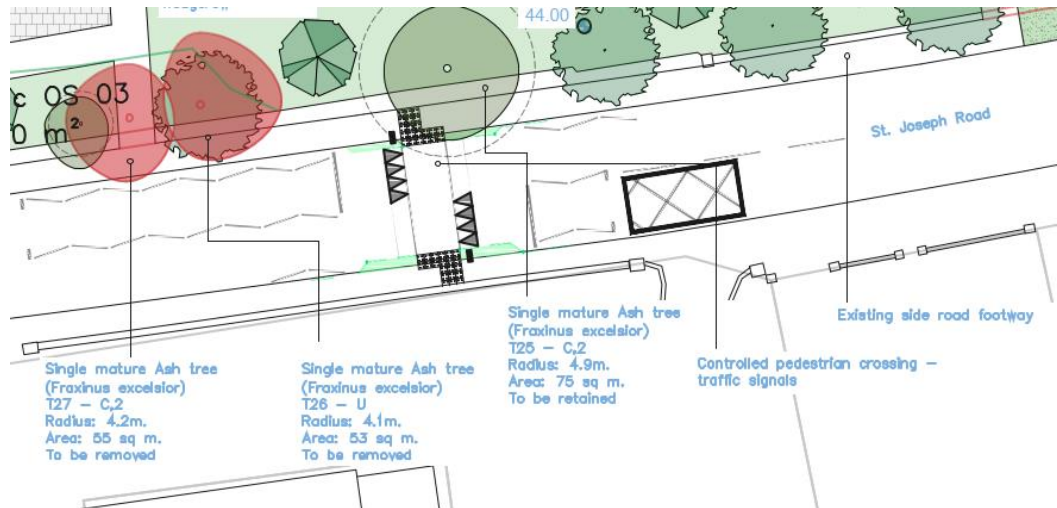
Problem: There is a proposed signal-controlled pedestrian crossing located on the R352. The width of the crossing appears to be narrow, maybe 2-3m. The R352 is likely to be used by buses and coaches. There is a historic problem with confined flat top tables where bus passengers sustain injury from the “up and down” ramps being close together, known as “the double bump”

Hazard: Bus passengers may sustain personal injury due to the double bump.

Recommendation: The Design Team should widen the flat top element of the crossing to 6m.

3.3.3 R354 Signal Controlled Crossing (2)

Problem: There is a proposed signal controlled pedestrian crossing located on the R354. To the east of this crossing there is a yellow box road marking, to keep the access to the dwelling house clear. The provision of the yellow box marking results in the minimum recommended number of zig-zag markings not being provided. The zig-zag markings indicate the crossing “controlled zone” where parking and/or pedestrians crossing the road should not occur. The zig-zag markings also provide warning to the motorists of the crossing ahead.



Hazard: Vehicle / pedestrian impacts may result.

Recommendation: The Design Team should omit the yellow box markings and extend the zig-zag markings.

3.3.4 Forward Visibility Opposite Unit 19

Problem: There is a very tight bend on the estate road near unit 19. There is tree planting indicated on the inside of this bend, that may restrict forward visibility for the motorist.



Hazard: Impact with crossing pedestrians or detritus in the road may result.

Recommendation: The Design Team should ensure suitable clear forward visibility is provided throughout.

3.3.5 Horizontal Alignment Opposite Unit 19

Problem: There is a very tight bend on the estate road near unit 19. There is concern that opposing cars may not be able to pass at this location.



Hazard: Head-on impacts may result.

Recommendation: The Design Team should undertake swept path analysis and redesign the bend if necessary for two opposing cars to pass.

3.3.6 Switch-back Bend Near Unit 14

Problem: There is a switch-back bend in the carriageway near unit 14. There is concern motorists may become complacent and drive the “racing line” through this section of road.

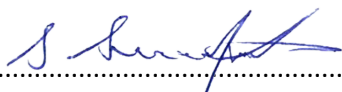


Hazard: Impact with opposing road users, possibly cyclists may result.

Recommendation: The Design Team should reduce the severity of the switch-back bend or introduce a central median to prevent vehicles crossing the centre of the road.

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 12/05/2025
.....

Signed 
.....
PJ Gallagher
Audit Team Member

Date 12/05/2025
.....

APPENDIX A LIST OF DOCUMENTS EXAMINED

DOCUMENT REF / NAME:	RECEIVED FROM:	DATE:
2390-SHP-SJK-DR-205 Rev P04 Proposed Site Plan	Simon J Kelly	02/05/2025

APPENDIX B RSA FEEDBACK FORM

ROAD SAFETY AUDIT FEEDBACK FORM

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

Scheme: Proposed Social Housing Development at St Joseph's Rd, Portumna

Audit Stage: 1 Date Audit Completed: 12/05/2025 Route No. R352 Our Ref: 124422 | 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. Only complete if recommended measure is not accepted.	Alternative measures or reasons accepted by Auditors (Yes/No)
3.2.1	✓	Y	N/A	N/A
3.2.2	✓	Y	"	"
3.2.3	✓	Y	"	"
3.3.1	✓	Y	"	"
3.3.2	✓	Y	"	"
3.3.3	✓	Y	"	"
3.3.4	✓	Y	"	"
3.3.5	✓	Y	"	"
3.3.6	✓	Y	"	"

Signed:



Design Team Leader

Date: 14/05/2025

Dermot McCabe
Simon J Kelly & Partners

Signed:



Audit Team Leader

Date: 15/05/2025

Stuart Summerfield
CST Group Chartered Consulting Engineers

Signed:



Employer

Date: 15/05/2025

Michael Kerrigan
Galway County Council