



Comhairle Cathrach na Gaillimhe
Galway City Council

**GALWAY CITY COUNCIL
PEDESTRIAN CROSSING
LIOSBAN ROAD
STAGE 1/2 ROAD SAFETY AUDIT**



PEDESTRIAN CROSSING LIOSBAN ROAD

STAGE 1/2 ROAD SAFETY AUDIT

Document Control Sheet	
Document Reference	11266 TR02 RSA
Report Status	Final
Report Date	December 2023
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Client:	Galway City Council
Client Address:	City Hall, College Road, Galway
Project Number	11266

Galway Office Fairgreen House, Fairgreen Road, Galway, H91 AXK8, Ireland. Tel: +353 (0)91 565 211	Dublin Office Block 10-4, Blanchardstown Corporate Park, Dublin 15, D15 X98N, Ireland. Tel: +353 (0)1 803 0406	Castlebar Office Market Square, Castlebar, Mayo, F23 Y427, Ireland. Tel: +353 (0)94 902 1401
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Revision	Description	Author:	Date	Reviewed By:	Date	Authorised by:	Date
D01	Draft	■■■	13/12/2023	■■■	19/12/2023	■■■	19/12/2023
A	Final	■■■	21/12/2023	■■■	21/12/2023	■■■	21/12/2023
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Appendix B – Problem Location Map

Appendix C – Road Safety Audit feedback Form



1.0 INTRODUCTION

This report describes the Stage 1/2 Road Safety Audit carried out for a proposed pedestrian crossing on the Liosban Road. The proposed scheme is located within the jurisdictional boundary of Galway City Council.

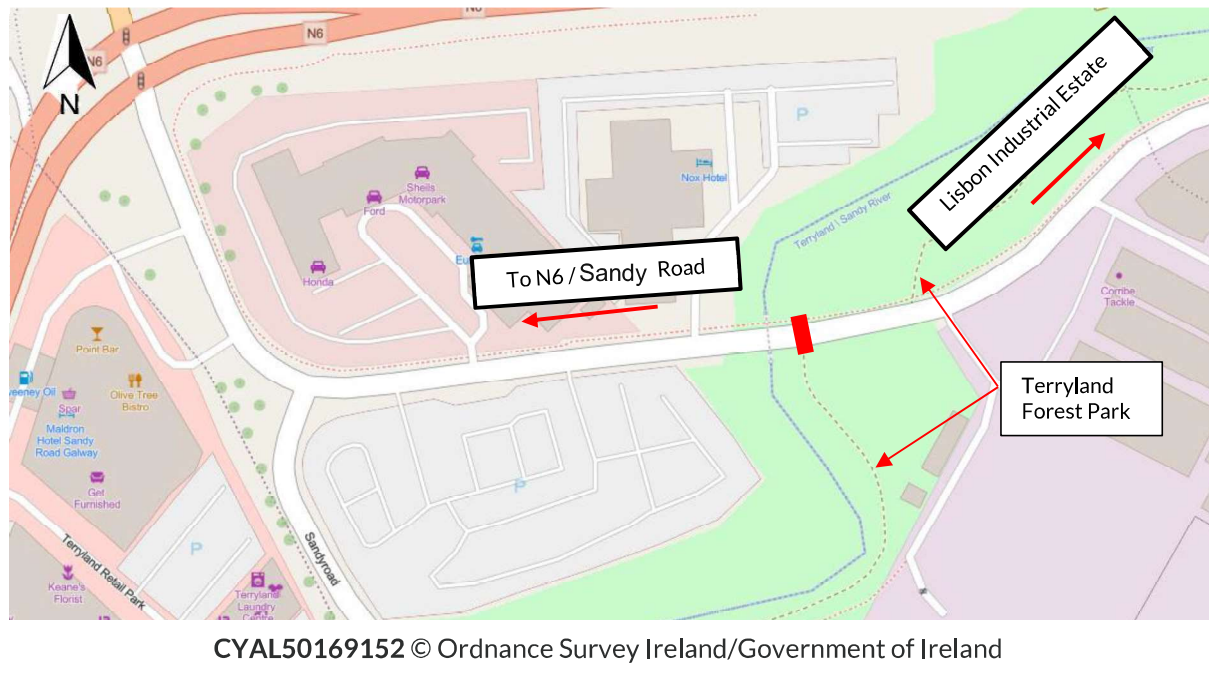


Figure 1-1: Site Location

1.1 EXISTING ENVIRONMENT

The existing road, Liosban Road, has a speed limit of 50km/h and is a two-way single carriageway road, with footways on both sides on the carriageway. Street lighting and road markings are present. The drainage is by a gully system. There are no cycle facilities present along the Liosban Road. The Terryland Forest park trail crosses Liosban Road in the immediate vicinity of the proposed development.

1.2 PROPOSED DEVELOPMENT

The proposed development is to provide a controlled crossing with all associated infrastructure on Liosban Road as a link between the Terryland Forest Park accesses.

1.3 COLLISION DATA

Collision data has not been supplied with this scheme.

Road Collision Data is not currently available on the Road Safety Authority Database, and therefore the audit team has no access to the historical collision information for this site and / or adjacent roads.

1.4 AUDIT DETAILS

The audit took place at the Galway office of TOBIN Consulting Engineers in December 2023. The audit comprised an examination of the drawings provided by the Design Team and listed in Appendix A.

In addition, a day-time site visit took place on Friday the 1st of December 2022. During the site visit the weather was wet and overcast and the road surface was wet.

The following information was not made available to the audit team:

- Site levels;
- Tie-in with existing infrastructure (i.e. topographical survey);
- Vertical visibility splay / stop sight distances;
- Signal Timings;
- Swept path analysis; and
- Signage schedule.

The audit team members were as follows:

Audit Team Leader

- [REDACTED] - BEng (Hons) Civil Eng., CEng., MIEI, [REDACTED]
[REDACTED] TOBIN Consulting Engineers. – TII Reference [REDACTED]

Audit Team Members

- [REDACTED] BEng (Hons) Civil Eng., MEng, CEng, MIEI. [REDACTED]
[REDACTED] TOBIN Consulting Engineers. – TII Reference [REDACTED]

This Stage 1 / 2 Audit has been carried out in accordance with the relevant sections of Transport Infrastructure Ireland Publication (Standards) “Road Safety Audit” GE-STY-01024 (December 2017). The team have examined and reported only on the road safety implications of the design submitted and has not examined or verified the compliance of the design to any other criteria. However, to clearly explain a problem or a recommendation, it may be necessary to refer to another Standard or Advice Note, but such reference will not conflict with the requirements of the above Terms of Reference.

The Design Team and Employer (Client) is reminded that the Road Safety Audit Feedback Form, in Appendix C shall be completed and returned to the Road Safety Audit Team Leader for sign off.

2.0 ITEMS RESULTING FROM THIS ROAD SAFETY AUDIT

2.1 PROBLEM

Traffic Calming

The Audit Team observed the approach speed of vehicles on site was higher than anticipated. It was also noted the proposed crossing is not raised. The Audit Team are concerned that pedestrians emerging from the Forest Park Trail to use the crossing will not be seen by speeding vehicles and may result in a collision between a vehicle and a vulnerable road user (VRU).

Recommendation

The design team should raise the proposed crossing providing a vertical deflection in line with the design standards or alternative traffic calming measures.

2.2 PROBLEM

Drainage

It was observed no additional drainage is proposed as part of the scheme. The Audit Team are concerned no proposed drainage is provide at the new crossing. This may result in ponding along the proposed crossing which could pose a slip / trip hazard to pedestrians especially in freezing conditions. This may result in collisions between vehicles and a VRUs.

Recommendation

The design team should ensure adequate surface water drainage is provided for in the drainage design.

2.3 PROBLEM

Proposed Kerbing

It was noted the proposed kerbing does provide access to the existing gate. The Audit Team are concerned drivers may increase speed on approach to mount the kerb. This may result in a collision between a vehicle and a VRU.

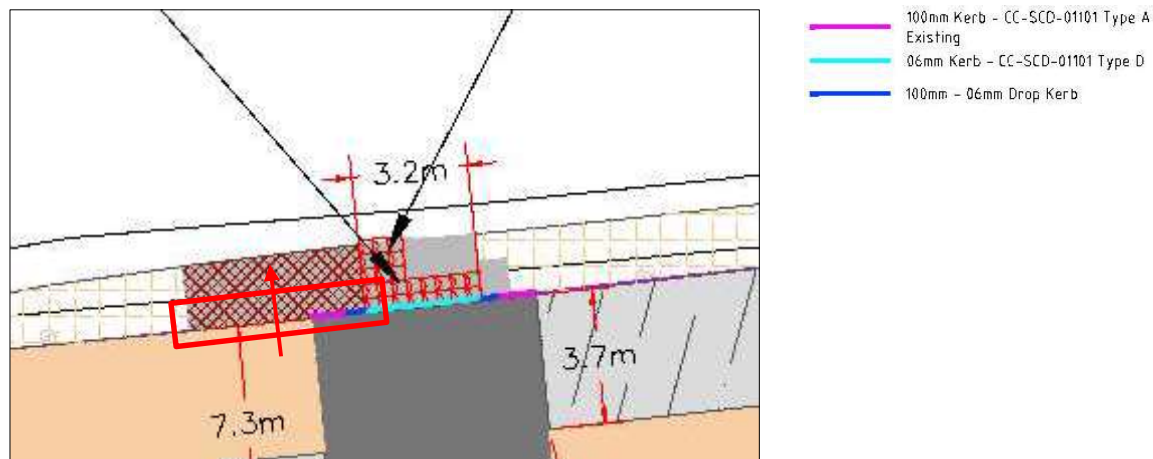


Figure 2-1: Proposed Kerbing (Drawing 11266-6110-D02)

Recommendation

The design team should provide 25mm mountable kerbing across the existing access.

2.4 PROBLEM

Proposed Gate Location

The Audit Team observed the proposed gate is approx. 5.1m from the road edge. The Audit Team are concerned a vehicle utilising the gate will not have sufficient room to set-down. The Audit Team are concerned a vehicle may partially set down on the road or proposed crossing this may lead in a rear end collision or obscure a VRU attempting to use the crossing .

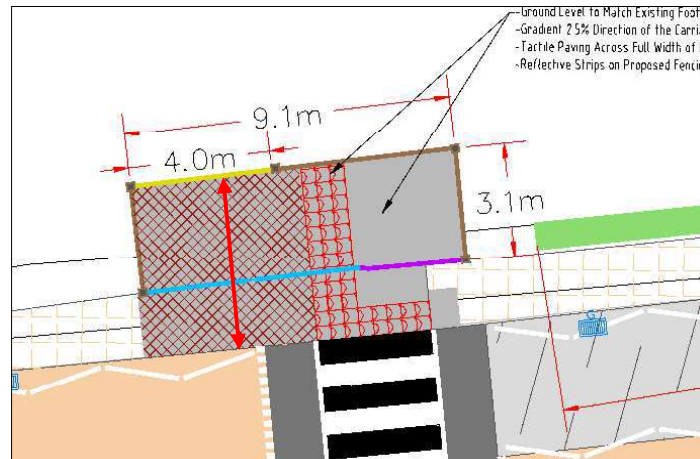


Figure 2-2: Proposed Gate Set- Back (Drawing 11266–6135)

Recommendation

The design team should ensure the gate is set back an adequate distance for a vehicle to safely set down away from the crossing point.

2.5 PROBLEM

Connectivity

The Audit Team observed the proposed scheme does not incorporate a direct link from the crossing to the existing walkway. The Audit Team are concerned the proposed works will encourage pedestrian to enter the unpathed area through the upgraded gated and slip or trip on the uneven ground surface. The lack of a direct link may also discourage pedestrians approaching from the north side from using the crossing and lead to pedestrian crossing movements on the bend with reduced visibility where drivers are not anticipating any crossing movements to occur.



Figure 2-3: Existing Terryland forest walk (Drawing 11266-6100)

Recommendation

The design team should provide a link from the crossing to the existing forest walk.

2.6 PROBLEM

Vehicles Tracking

The Audit Team observed the vehicle tracking undertaken overruns into the footway. The Audit Team are concerned the proposed design has not allowed for safe access and egress from the gate. This may result in a collision between a vehicle and a VRU.

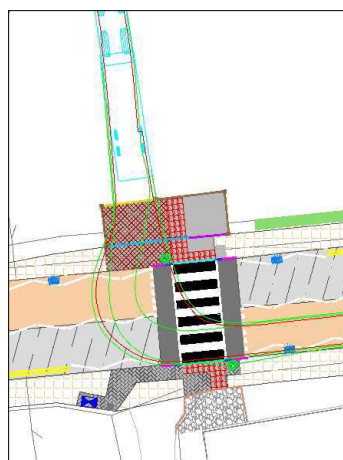


Figure 2-4: Vehicle Tracking (Drawing 11266-6140)

Recommendation

The design team to provide sufficient room for all turning manoeuvres.

3.0 OBSERVATION

3.1 OBSERVATION

Maintenance

It was noted on site existing gullies are not cycle friendly.



Plate 3-1: Existing Gullies

3.2 OBSERVATION

Maintenance

It was noted on site vegetation and trees were overhanging the existing footpath potentially restricting visibility on the inside of the bend.



Plate 3-2: Existing Vegetation

3.3 OBSERVATION

Pavement & Footway Condition

It was noted on site the existing carriageway and footway were experiencing signs of deterioration that could lead to unsafe conditions if left untreated.



Plate 3-3: Pavement Condition



Plate 3-4: Footway Condition

3.4 OBSERVATION

Road Markings

It was noted on site the existing carriageway east of the proposed scheme is marked with a full broken centreline indicating safe overtaking on a relatively sharp bend with multiple access/egress points.


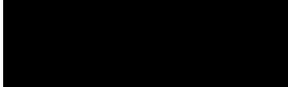




Plate 3-5: Existing Centreline





4.0 AUDIT TEAM STATEMENT

We certify that we have examined the design drawings and other information listed in the Appendices to this report and have carried out a desktop study. This examination has been carried out with the sole purpose of identifying any features of the scheme that can be removed or modified in order to improve the safety of the scheme. The problems that we have identified have been noted in this report, together with suggestions for improvement, which we recommend should be studied for implementation. We have not been involved with the scheme design.

AUDIT TEAM LEADER

Name:		Signed:	
TII Reference:		Date:	21/12/2023
Position:			
Organisation:	TOBIN Consulting Engineers		
Address:	Fairgreen House, Fairgreen Road, Galway.		

AUDIT TEAM MEMBERS

Name:		Signed:	
TII Reference:		Date:	21/12/2023
Position:			
Organisation:	TOBIN Consulting Engineers		
Address:	Fairgreen House, Fairgreen Road, Galway.		

Appendix A – List of Documents Examined

11266 – 6100 – D01

11266 – 6105 – D01

11266 – 6110 – D02

11266 – 6115 – D02

11266 – 6116 – D02

11266 – 6120 – D01

11266 – 6130 – D02

11266 – 6131– D02

11266 – 6135 – D02

11266 – 6136 – D02

11266 – 6137– D01

11266 – 6140– D01

11266 – 6145– D01

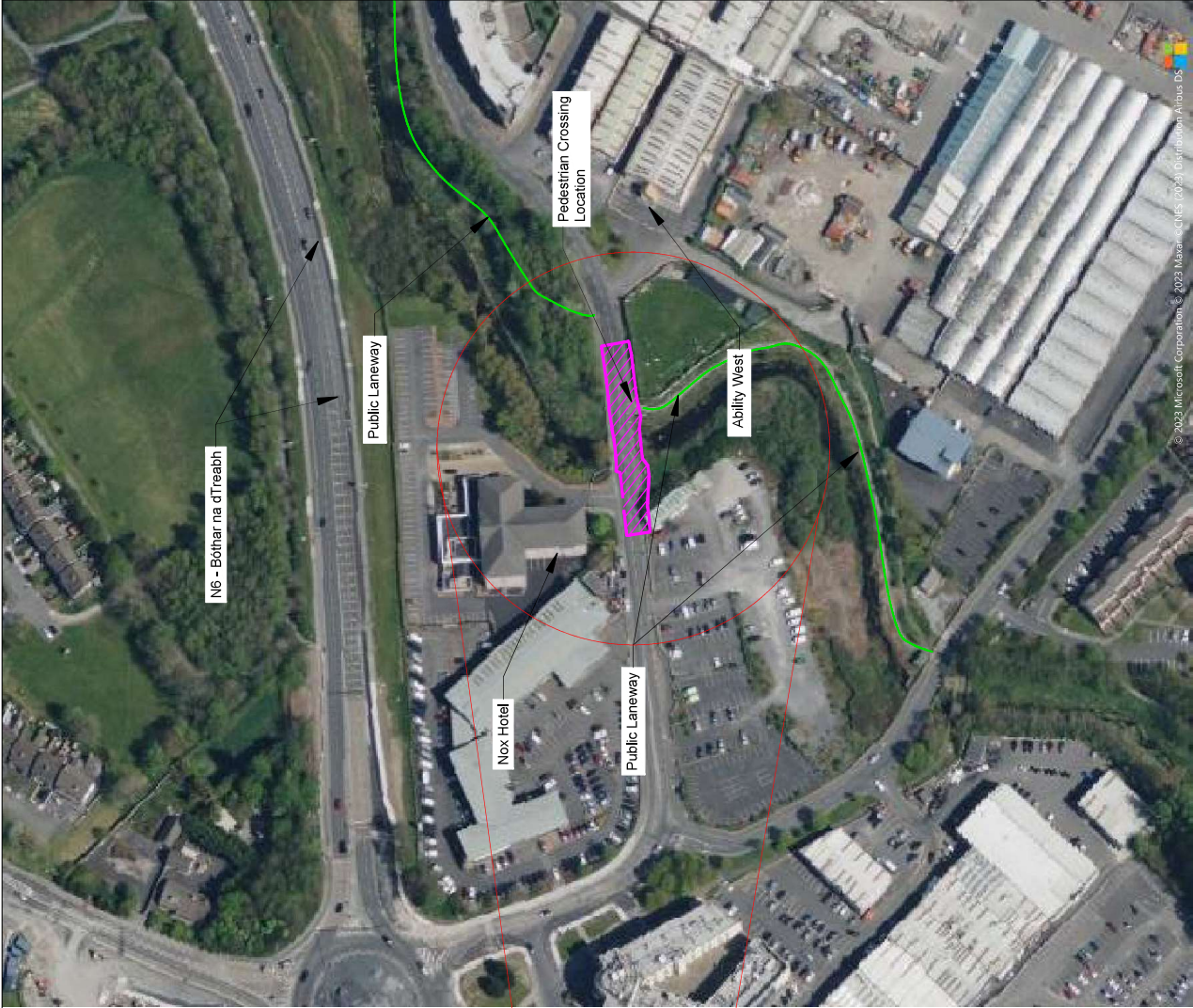


© 2022 Microsoft Corporation Earthstar Geographics SIO




LEGEND:
Scheme Location
Public Laneway

Rev	Date	Description	By	Chkd.
001	28/11/23	Draft		



© 2023 Microsoft Corporation © 2023 Mapbox © 2023 OpenStreetMap contributors

Client



Comhairle Galtrach na Gaillimhe
Galway City Council

Project

GCC Pedestrian Crossings
Sandy Road
Detailed Design
Location Map

Prepared by

Checked:

Date:

Project Director

Drawing Status

Scale @ A1:

TOBIN

TOBIN, Market Square,
Castlbar,
Co. Mayo, Ireland.
tel: +353-(0)94-9271401
fax: +353-(0)94-9271534
www.tobin.ie
tobin@tobin.ie

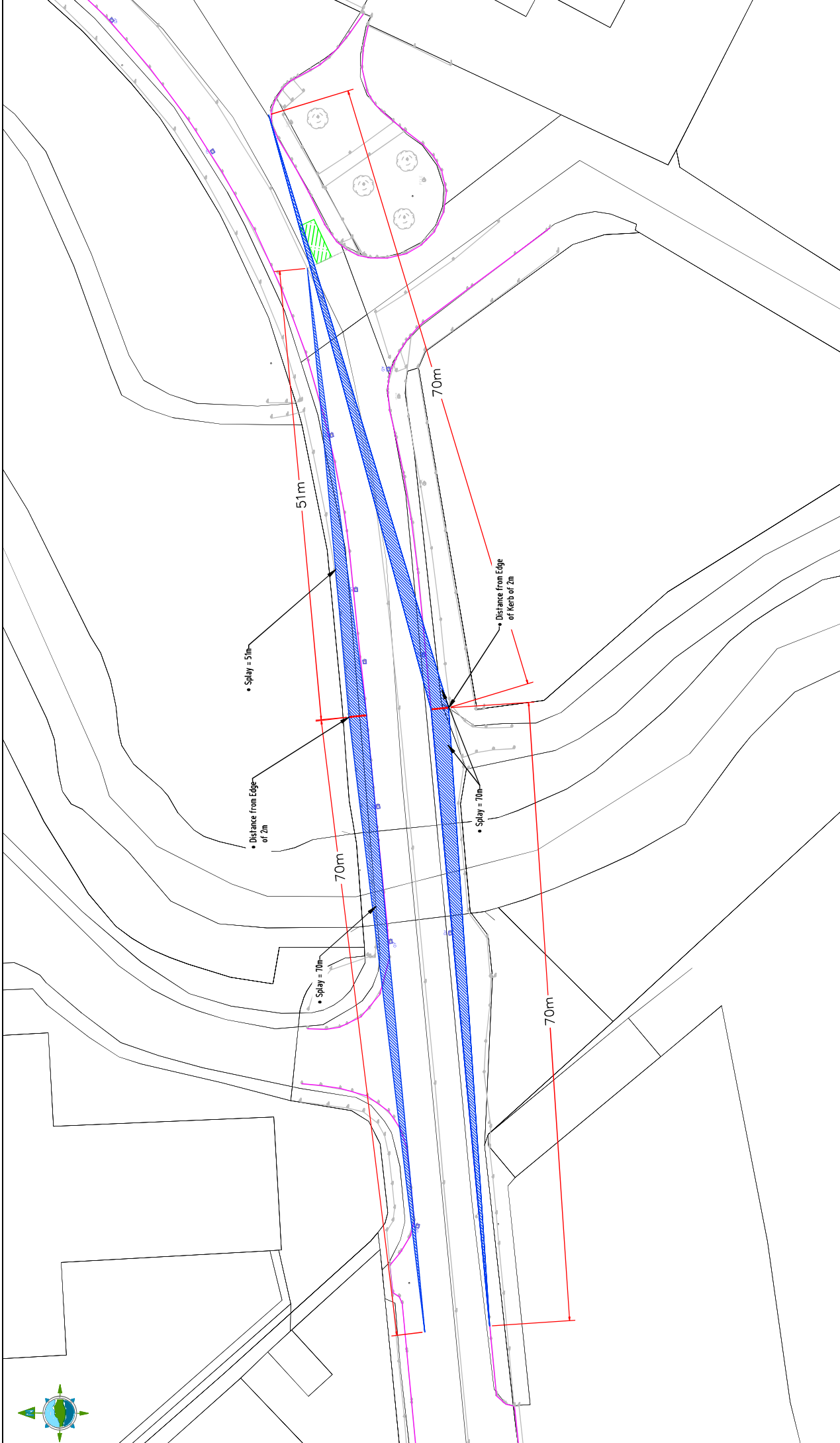
Revision:

D01

Drawing No. 11266-6100

Scale @ A1: N/A - 1:1,000

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- LEGEND:**
- Visibility Splay
 - Vehicle
 - Distance from Edge of Kerb - 2m

SLO STANDARDS

Design Speed (km/h)	SLO Standard (meters)	Design Speed (km/h)	SLO Standard (meters)
10	1.4	30	23
20	1.5	40	33
30	1.6	50	45
40	1.7	60	59

Forward Visibility

Design Speed (km/h)	Forward Visibility (meters)
10	10
20	15
30	24
40	36
50	49
60	65

Forward Visibility on Bus

Design Speed (km/h)	Forward Visibility (meters)
10	10
20	15
30	24
40	36
50	49
60	65

Table 4.2: Reduced SLO standards for application within urban areas and villages. Reduced forward visibility increases driver caution and reduces vehicle speeds.

Rev	Date	Description	By	Chkd.
D01	20/11/23	Draw Issue		

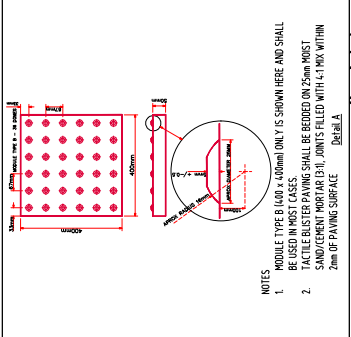
Client: Comhairle Cathrach na Gaillimhe
Galway City Council

Project: GCC Pedestrian Crossings
Sandy Road
Title: Detailed Design
Visibility Splay

Prepared by: [Signature]
Checked: [Signature]
Date: November 2023
Project Director: [Signature]
Drawing Status: Draft
Scale @ A1: 1:200

TOBIN
100-102, House
Fairgreen Road
Co. Galway, Ireland
tel: +353 (0)941-565211
e-mail: info@tobin.ie
www.tobin.ie

Drawing No.: 112666-6105
Revision: D01



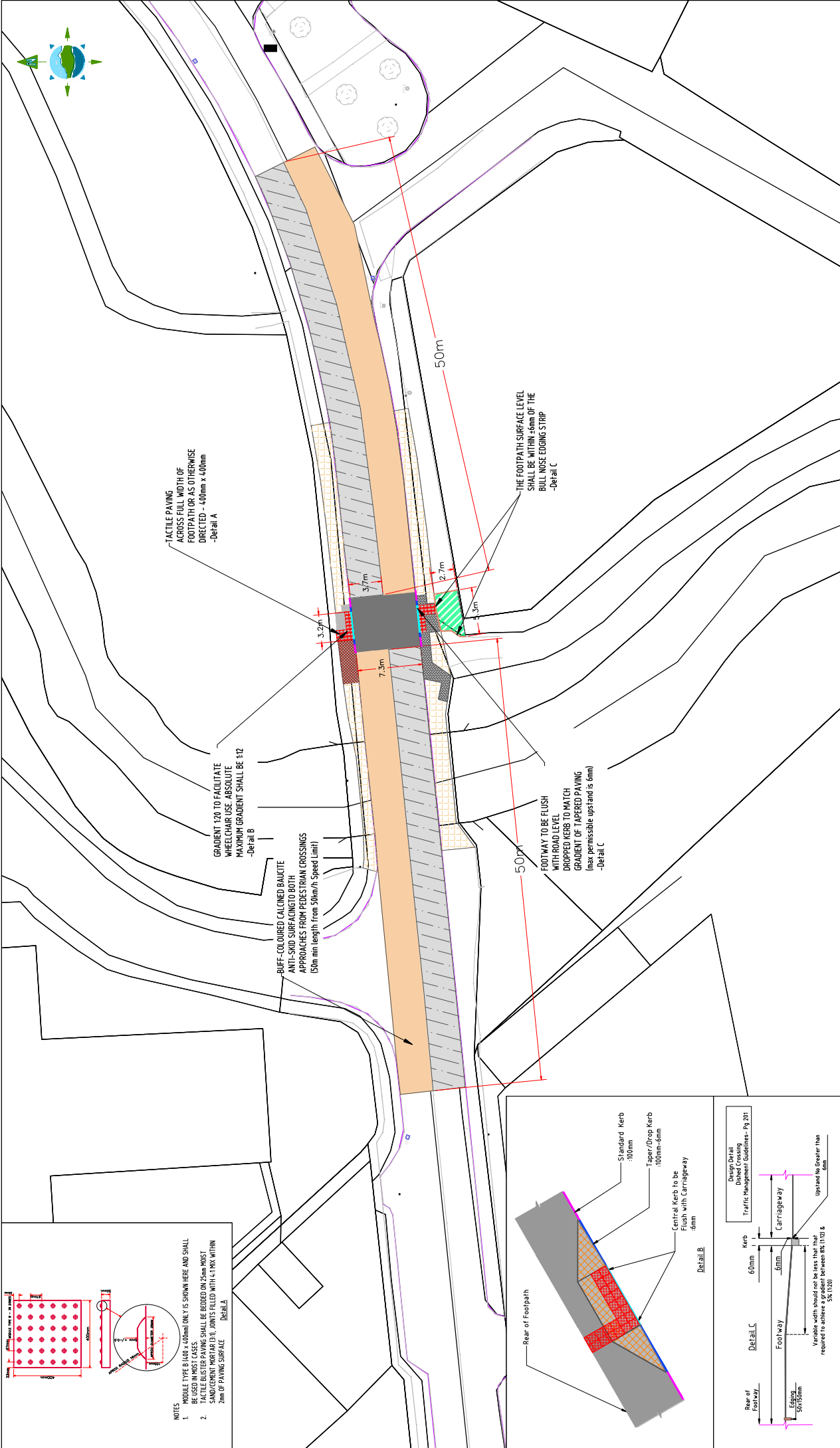
NOTES

1. MODULE TYPE B (400 x 400mm ONLY) IS SHOWN HERE AND SHALL BE USED IN MOST CASES.

2. TACTILE BUSTER PAVING SHALL BE BORDERED ON 25mm MOST SLOPE SIDE OF THE PAVING SURFACE. JOINTS FILLED WITH 4:1 MIX WITHIN 2mm OF PAVING SURFACE.

Detail A

Detail B



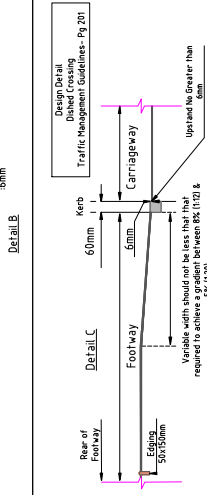
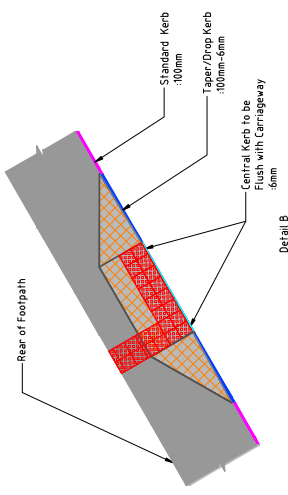
TACTILE PAVING
ACROSS FULL WIDTH OF
FOOTPATH OR AS OTHERWISE
DIRECTED - 400mm x 400mm
-Detail A

GRADIENT 1:20 TO FACILITATE
WHEELCHAIR USE. ABSOLUTE
MAXIMUM GRADIENT SHALL BE 1:12
-Detail B

BUFF-COLOURED CALCINED BAULCITE
ANTI-SKID SURFACING TO BOTH
APPROACHES FROM PEDESTRIAN CROSSINGS
(50m min length from 50km/h Speed Limit)

FOOTWAY TO BE FLUSH
WITH ROAD LEVEL
DROPPED KERB TO MATCH
GRADIENT OF TAPERED PAVING
(max permissible upstand is 6mm)
-Detail C

THE FOOTPATH SURFACE LEVEL
SHALL BE WITHIN -6mm OF THE
BULL NOSE EDGING STRIP
-Detail C



LEGEND:		NOTES:	
Proposed High Friction Surface	Proposed Pavement	1. Drawings to be read in conjunction with 1000 Series	
Til CC-SCD-0105 or as Specified by GCC	Pavement Type B1 DN-GEO-0304.7		
Footpath Gradient 1:20	Existing		
Proposed Asphalt Footpath to TII	Existing		
Spec or as Specified by GCC	Existing		
Proposed Tactile Paving (red)	Existing		
Existing Footpath	Existing		
Existing Pavement	Existing		
Additional Reinforcement for Vehicular Traffic	Existing		

Rev	Date	Description	By	Chkd.
D02	28/11/23	Draft		
D01	28/11/23	Draft		

Comhairle Cathracha na Gaillimhe
Galway City Council

Client

Project: GCC Pedestrian Crossings
Sandy Road

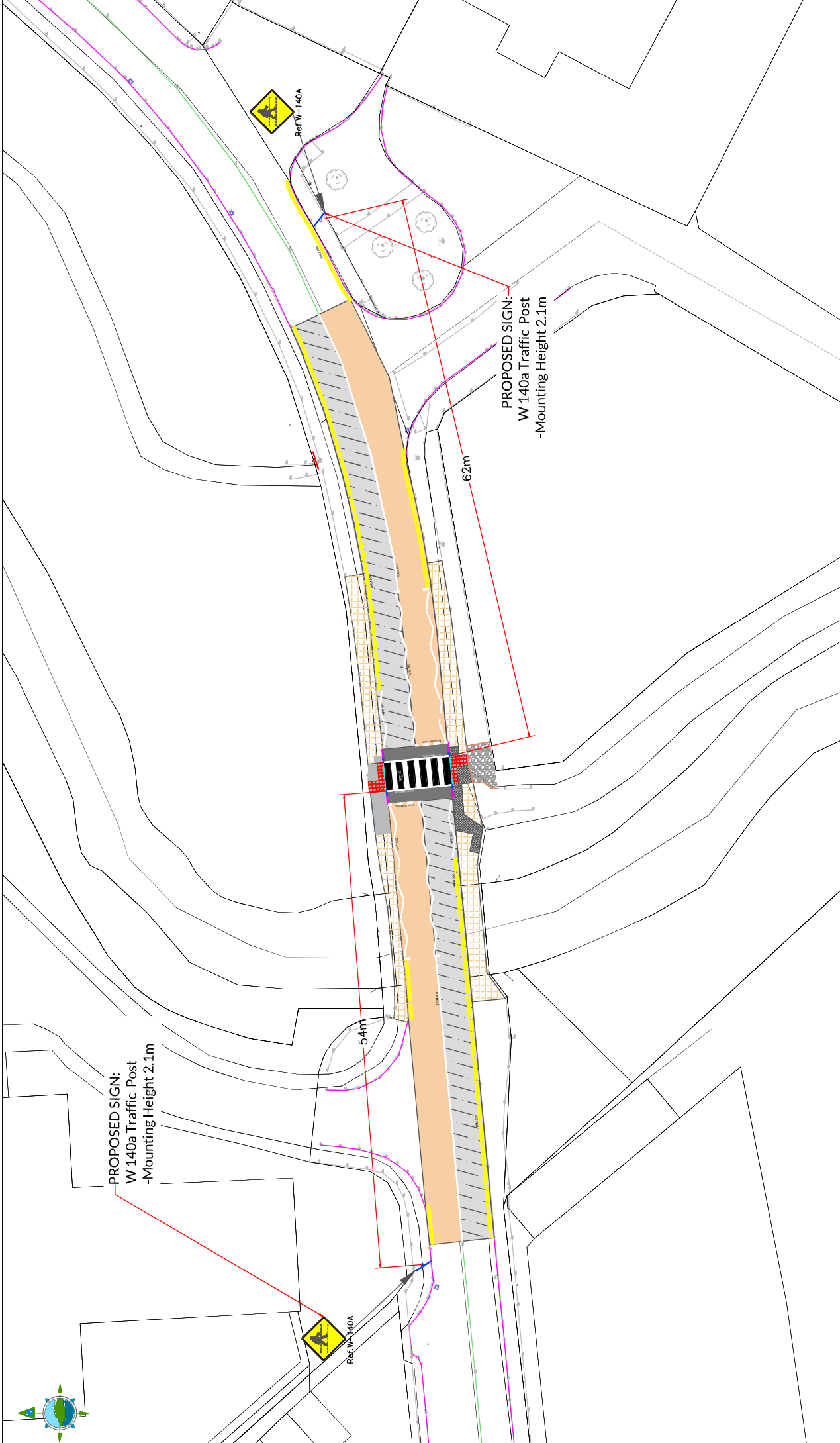
Title: Detailed Design
Kerbing, Footways and Paved Areas

TOBIN
Market Square, Castlbar,
Co. Mayo, Ireland.
tel: +353-(0)91-49021401
fax: +353-(0)91-49021534
e-mail: castlbar@tobin.ie
www.tobin.ie

Prepared by: [Redacted]
Checked: [Redacted]
Date: November 2023

Project Director: [Redacted]
Drawing Status: Draft
Scale @ A1: 1:200

Drawing No.: 11266-6110
Revision: D02



LEGEND: Road Markings

RPC 002	- 0.1m - TSM Ch7 pg99
RRM 001	- 0.1m
Transverse	- 0.2m - 0.5m Segment & Space
RRM 008	- 0.1m
Pedestrian	- 0.1m
Proposed Sign & Post	
Existing Sign & Post	

Rev	Date	Description	By	Chkd.
D02	30/11/23	Draft		
D01	20/11/23	Draft		

Client: Comhairle Cathrach na Gaillimhe
Galway City Council

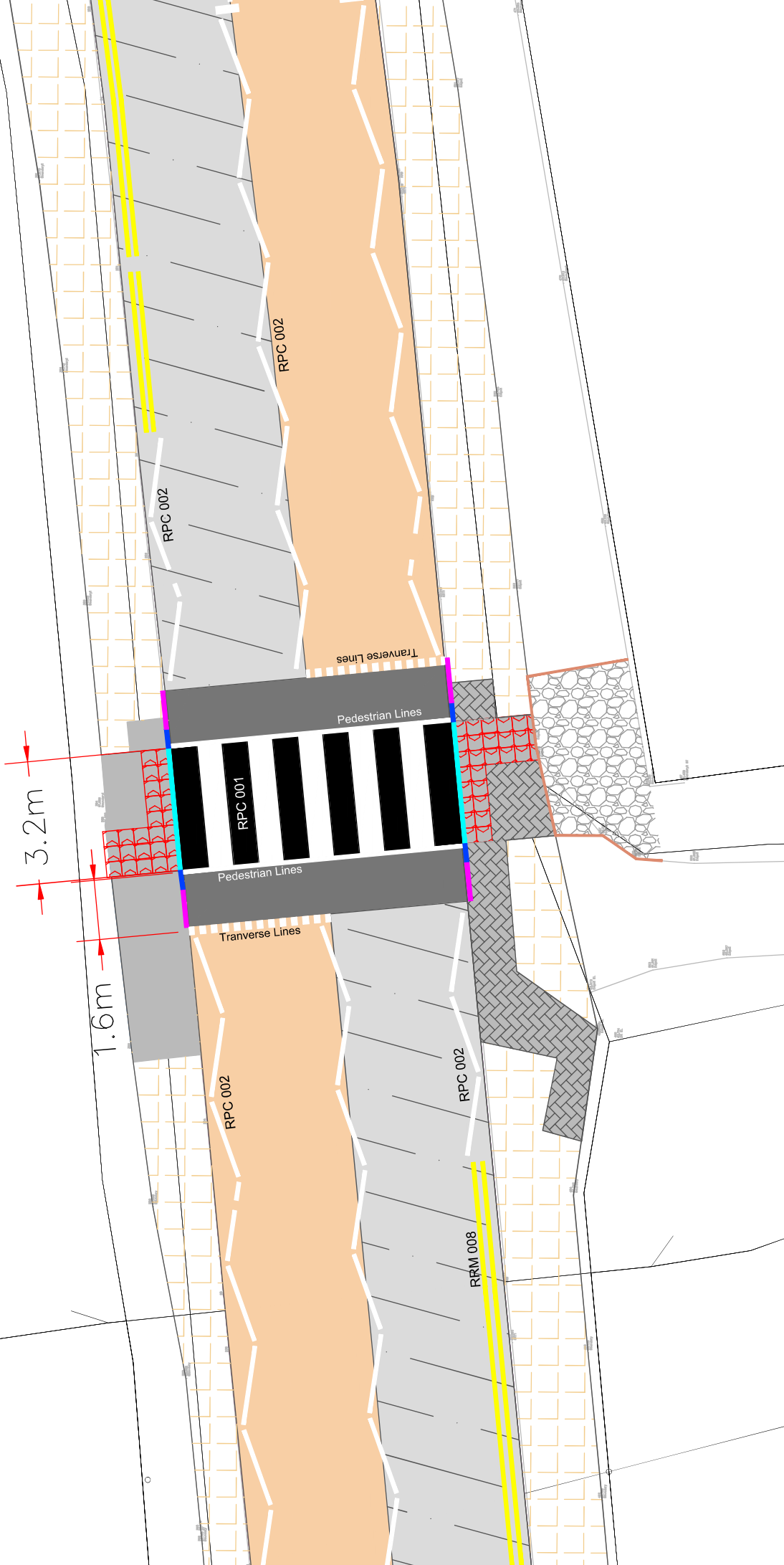
Project: GCC Pedestrian Crossings
Sandy Road

Title: Detailed Design
Road Markings & Traffic Signs
Sheet 1 of 2

Prepared by:	November 2023
Checked:	
Date:	November 2023
Project Director:	
Drawing Status:	Draft
Scale @ A1:	1:200

TOBIN
TOBIN House
Fairgreen Road
Co. Galway, Ireland
Tel: +353 (0)91-565211
e-mail: info@tobin.ie
www.tobin.ie

Drawing No: 112666-6115
Revision: D02



LEGEND: Road Markings

RPC 002	- 0.1m - TSM Ch7 pg99
RRM 001	- 0.1m
Transverse	- 0.2m - 0.5m Segment & Space
RRM 008	- 0.1m
Pedestrian	- 0.1m
Proposed Sign & Post	
Existing Sign & Post	

Rev	Date	Description	By	Chkd.
D02	30/11/23			
D01	28/11/23			

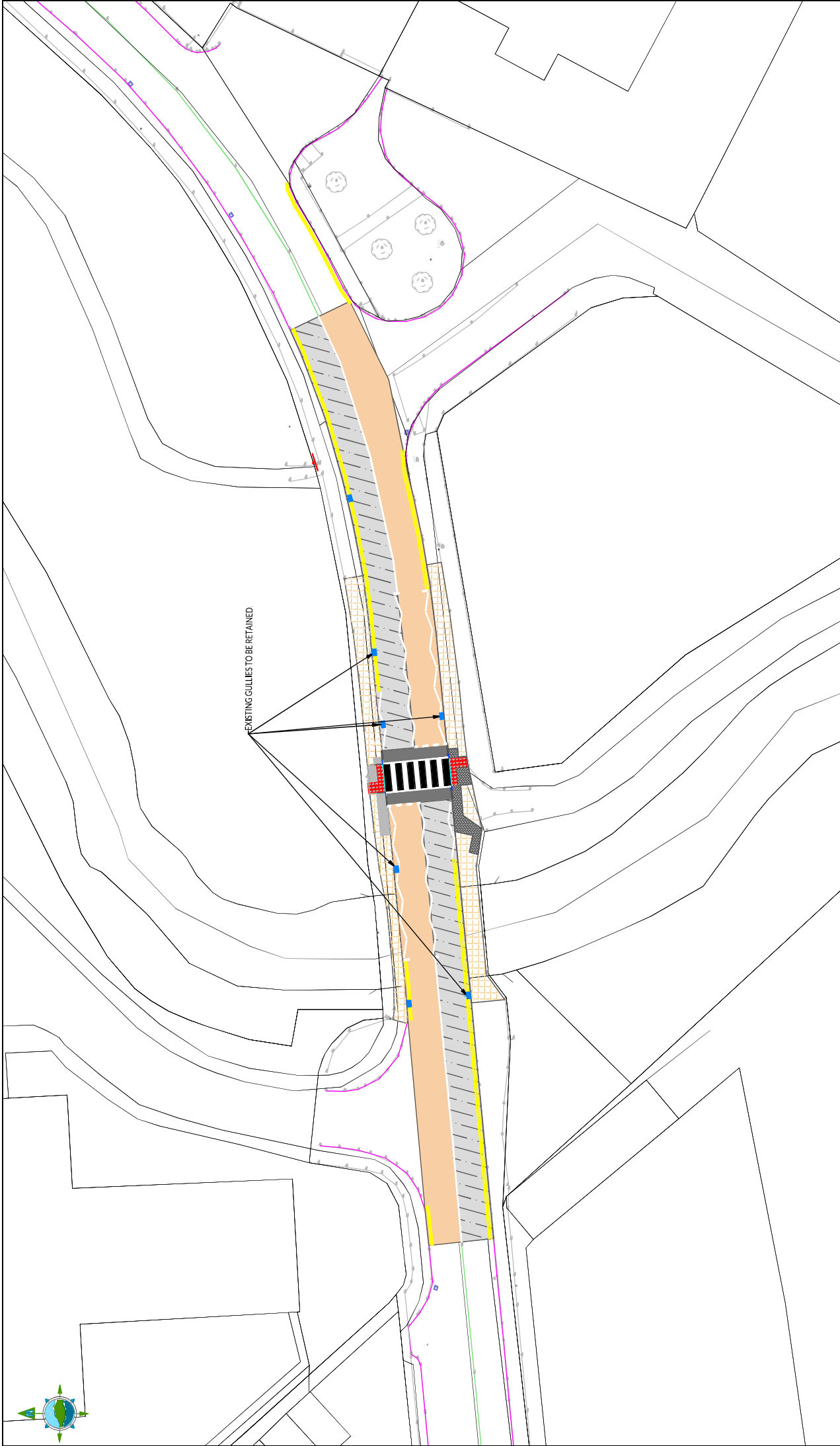
Client:
Comhairle Cathrach na Gaillimhe
Galway City Council

Project:
GCC Pedestrian Crossings
Sandy Road
Detailed Design
Road Markings & Traffic Signs
Sheet 2 of 2

TOBIN
100 Main House
Fairgreen Road
Co. Galway, Ireland
Tel: +353 (0)91-565211
e-mail: info@tobin.ie
www.tobin.ie

Prepared by: [Redacted]
Checked: [Redacted]
Date: November 2023
Project Director: [Redacted]
Drawing Status: Draft
Scale @ A1: 1:50

Drawing No.: 112666-6116
Revision: D02



LEGEND:
Existing Gullies to be Maintained


Rev	Date	Description	By	Chkd.
D01	20/11/23	Draft		

Client:
 Comhairle Cathrach na Gaillimhe
Galway City Council

Project:
GCC Pedestrian Crossings
Sandy Road
Detailed Design
Drainage

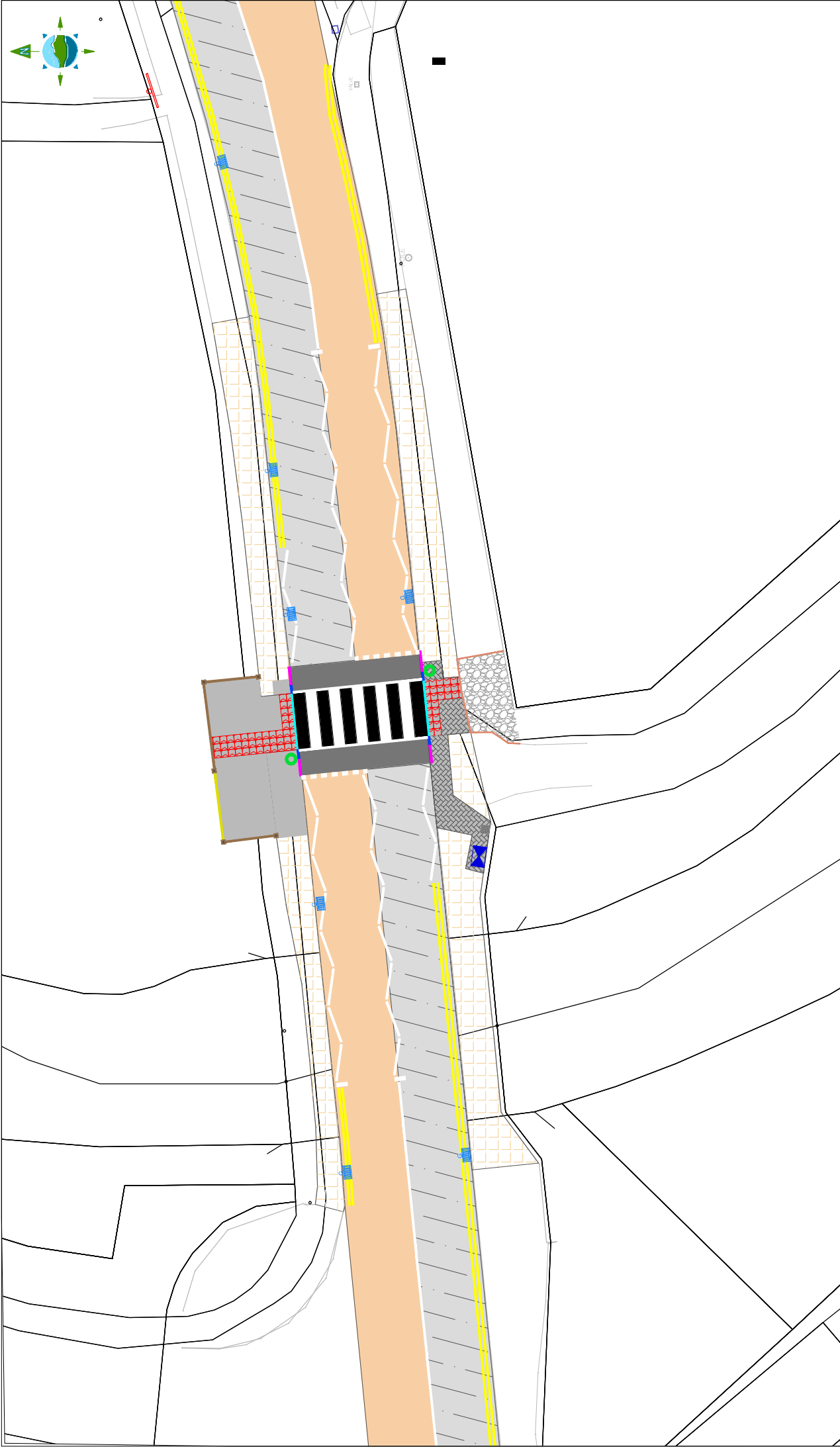
Title:
Detailed Design
Drainage

Prepared by: 
Checked: 
Date: November 2023

Project Director: 
Drawing Status: Draft
Scale @ A1: 1:200

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Tobin House
Fairgreen Road
Co. Galway, Ireland
Tel: +353 (0)91-565211
e-mail: info@tobin.ie
www.tobin.ie

Revision:
D01
Drawing No.: 11266-6120
Licence Number: XXXX/XXXX




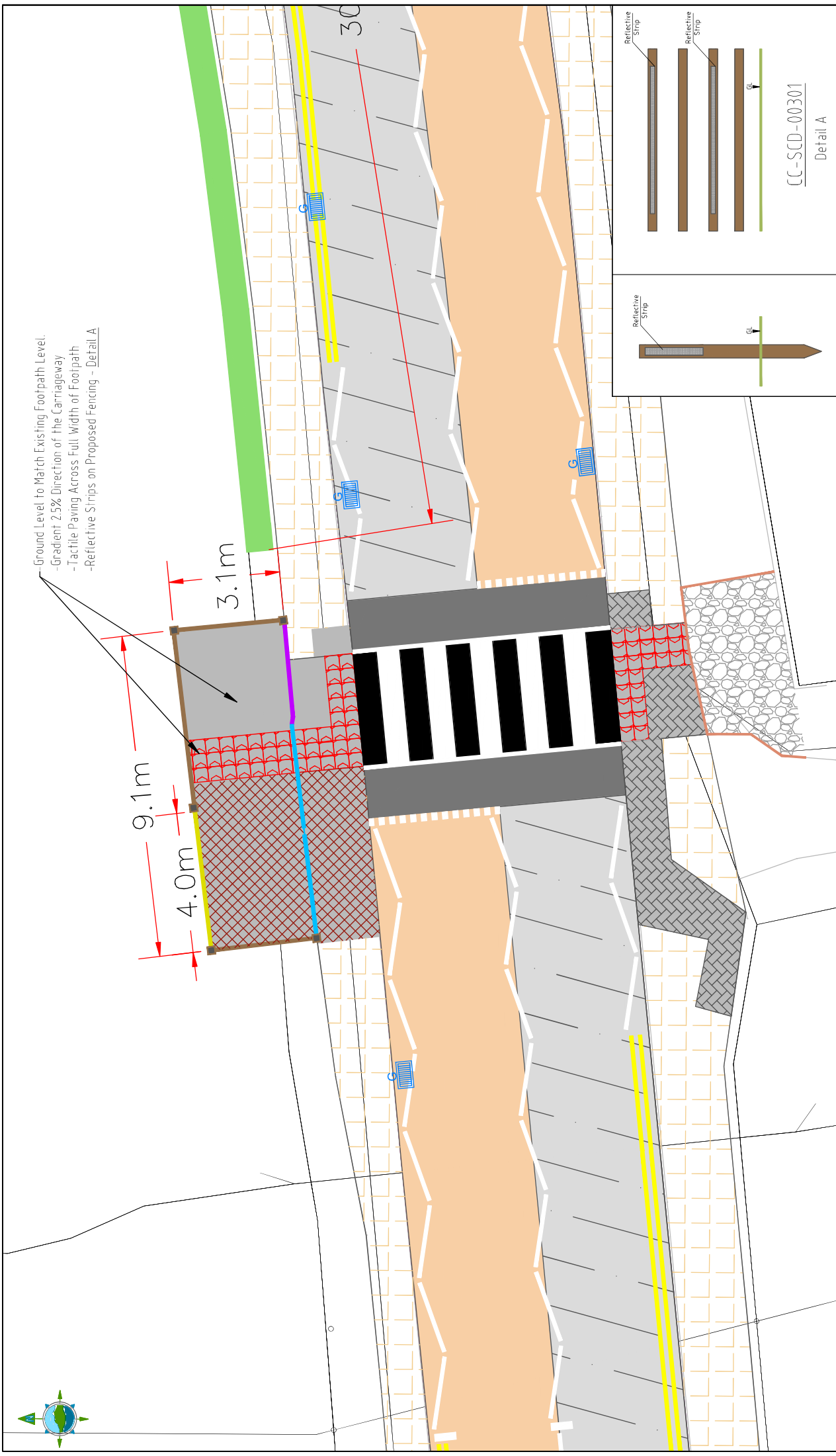
Client: **Comhairle Cathrach na Gaillimhe**
Galway City Council

TOBIN
Tobin Consulting Engineers
Market Square, Castlebar,
Co. Mayo, Ireland.
tel. +353-(0)89-49021401
fax +353-(0)89-49021534
e-mail: castbar@tobin.ie
www.tobin.ie

Prepared by: 
Checked: 
Date: November 2023
Project Director: 
Drawing Status: 
Scale @ A1: 1:100
Drawing No.: **11266-6131**
Revision: **D02**

Project: **GCC Pedestrian Crossings**
Sandy Road
Title: **Detailed Design**
General Arrangement
Sheet 2 of 2

Rev	Date	Description	By	Chkd.
D02	28/11/23	Draft		
D01	28/11/23	Draft		



- Ground Level to Match Existing Footpath Level
- Gradient 2.5% Direction of the Carriageway
- Tactile Paving Across Full Width of Footpath
- Reflective Strips on Proposed Fencing - Detail A

LEGEND:

- Existing Maintenance Access
- Gates - Reused
- Proposed New Wooden Fence, CC-SCD-0301 - Height 1.5m
- Existing Wooden Fence - Removed
- Proposed New Maintenance Access CC-SCD-0301 - Height 1.5m
- Proposed Concrete Footway 1.5m
- Additional Reinforcement for Vehicular Traffic

NOTES:

- The visual performance requirements of Transilluminated and retroreflective strip/tape shall comply with I.S. EN 12899-2.

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D02	30/11/23	Draft		
D01	20/11/23	Draft		

Client: Comhairle Cathrach na Gaillimhe
Galway City Council

Project: GCC Pedestrian Crossings
Sandy Road

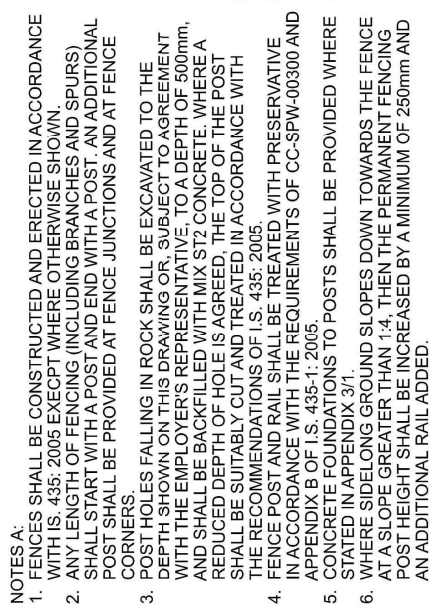
Title: Detailed Design
Boundary Treatment
Sheet 1 of 3

Prepared by: [Redacted]
Checked: [Redacted]
Date: November 2023
Project Director: [Redacted]
Drawing Status: Draft
Scale @ A1: 1:50

TOBIN
Tobin House
Fairgreen Road
Co. Galway, Ireland
tel: +353 (0)941-565211
e-mail: info@tobin.ie
www.tobin.ie

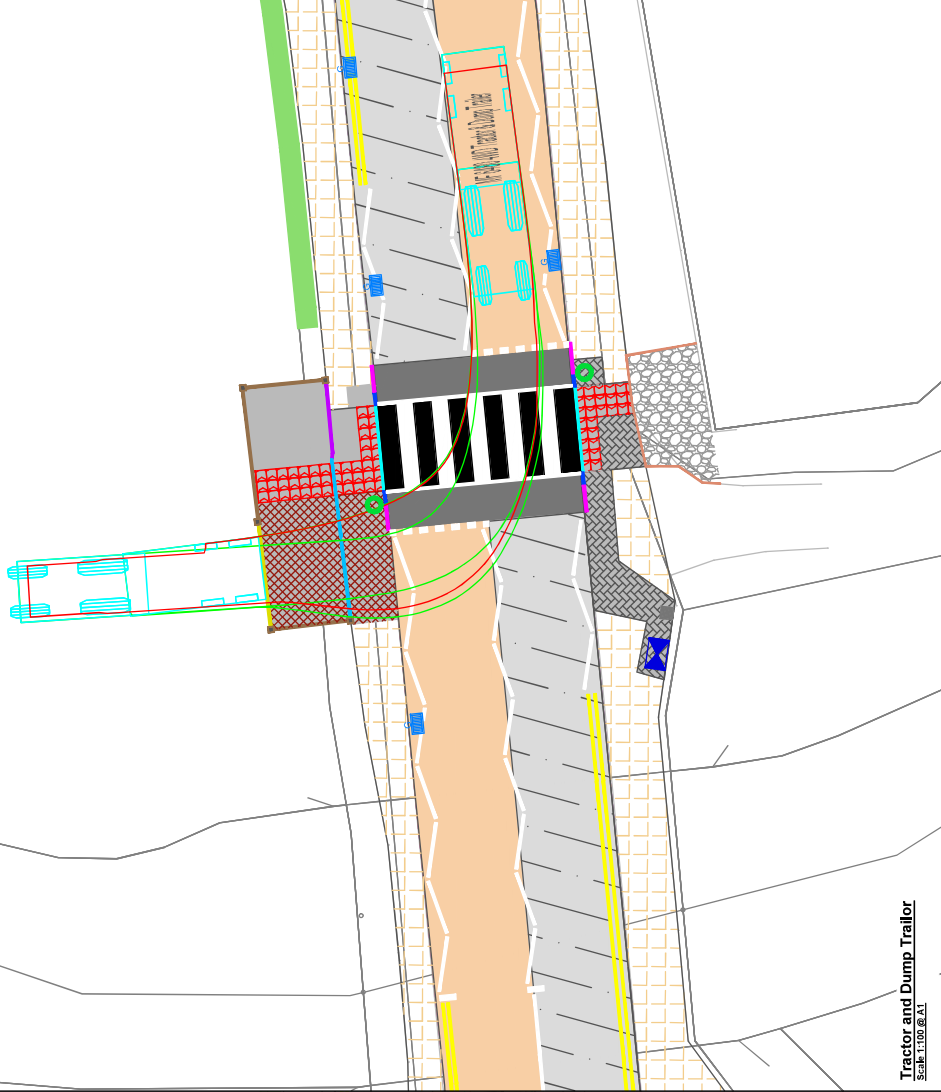
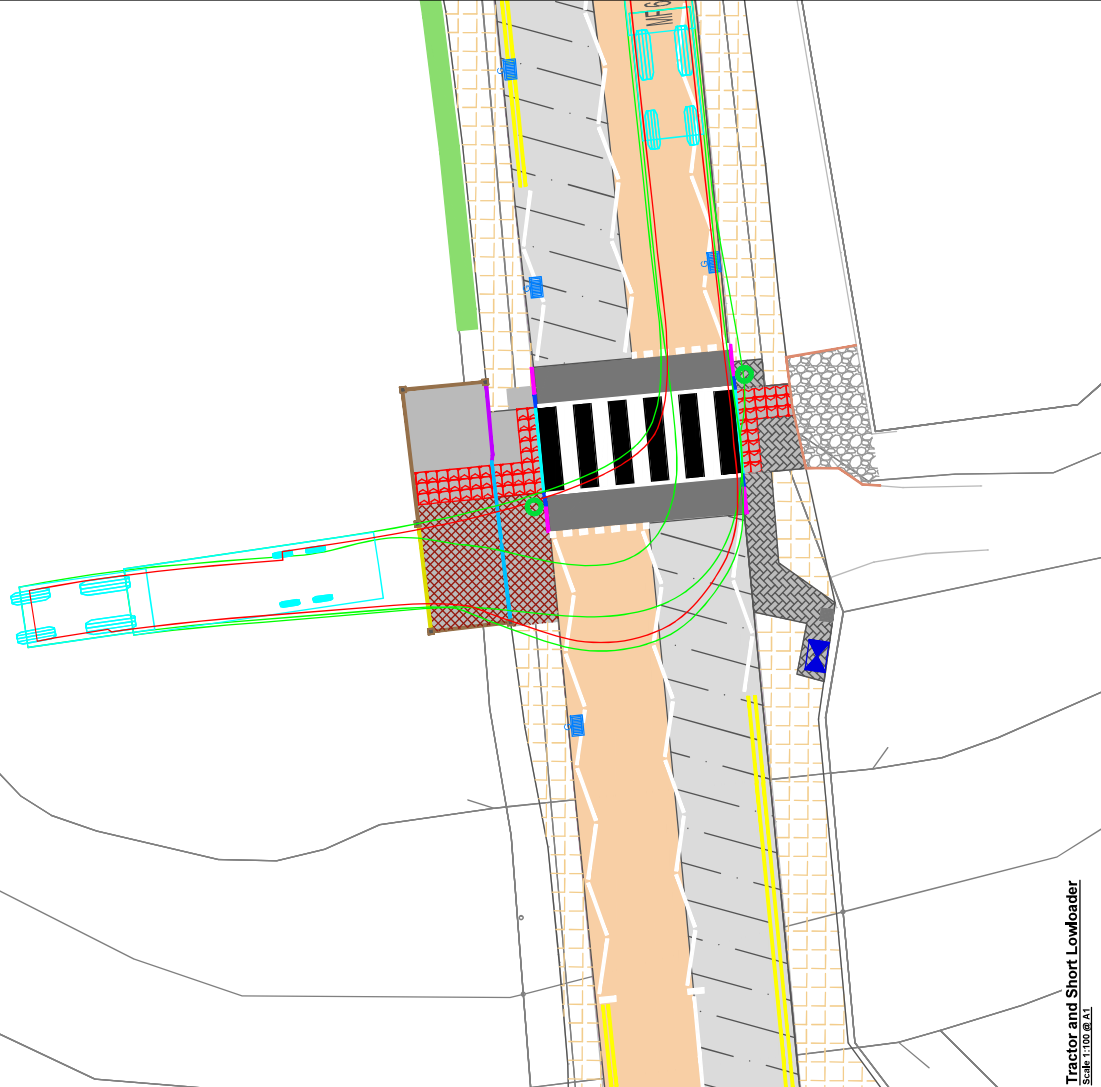
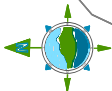
Drawing No.: 112666-6135
Revision: D02

Detail A
CC-SCD-00301



 Bonasgar Impair Éireann transport infrastructure Ireland	ACTIVITY  Construction & Commissioning	PUBLICATION TITLE FENCING TIMBER POST AND RAIL FENCE	HISTORICAL REFERENCE RCD/300/1	DOCUMENTATION SET STANDARDS	PUBLICATION DATE JANUARY 2009	ACTIVITY STREAM PUBLICATION NUMBER DRAWING NUMBER CC SCD SCD 00301
STANDARD CONSTRUCTION DETAILS (SCD)						

[illegible]




LEGEND: Vehicle Profile



NOTES:

- The temporary removal of existing Blueprints to accommodate the traffic movements of maintenance vehicles may be required.

Rev	Date	Description	By	Chkd.
D01	20/11/23	Draft		



Comhairle Cathrach na Gaillimhe
Galway City Council

Project: GCC Pedestrian Crossings
Sandy Road
Detailed Design
Swept Path Analysis

Title: Swept Path Analysis

Prepared by: [Redacted]

Checked: [Redacted]

Date: November 2023

Project Director: [Redacted]

Drawing Status: Draft

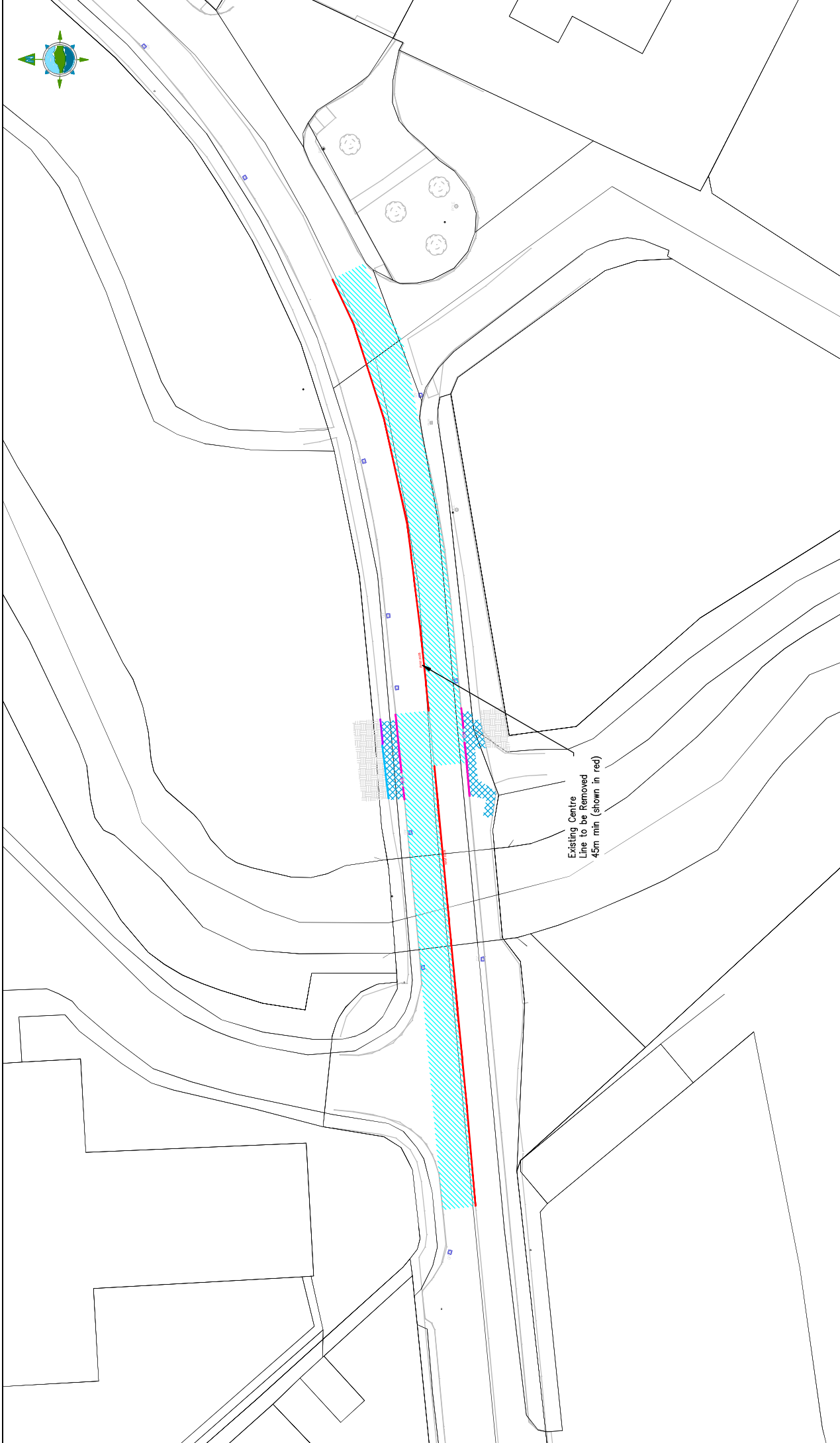
Scale @ A1: 1:100

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100
Fairgreen Road
Co. Galway, Ireland
tel: +353 (0)91-565211
e-mail: info@tobin.ie
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Drawing No: 11266-6140

Revision: D01



Existing Centre
Line to be Removed
45m min (shown in red)

LEGEND:

- General Site Clearance
- Footpath to be Removed
- Pavement to be Resurfaced
- Kerbing to be Removed
- Road Markings to be Removed
- Existing Maintenance Access
- Gates - Removed
- Existing Wooden Fence - Removed

Rev	Date	Description	By	Chkd.
D01	30/11/23	Draft		

Client: Comhairle Cathrach na Gaillimhe
Galway City Council

Project: GCC Pedestrian Crossings
Sandy Road
Detailed Design
Site Clearance

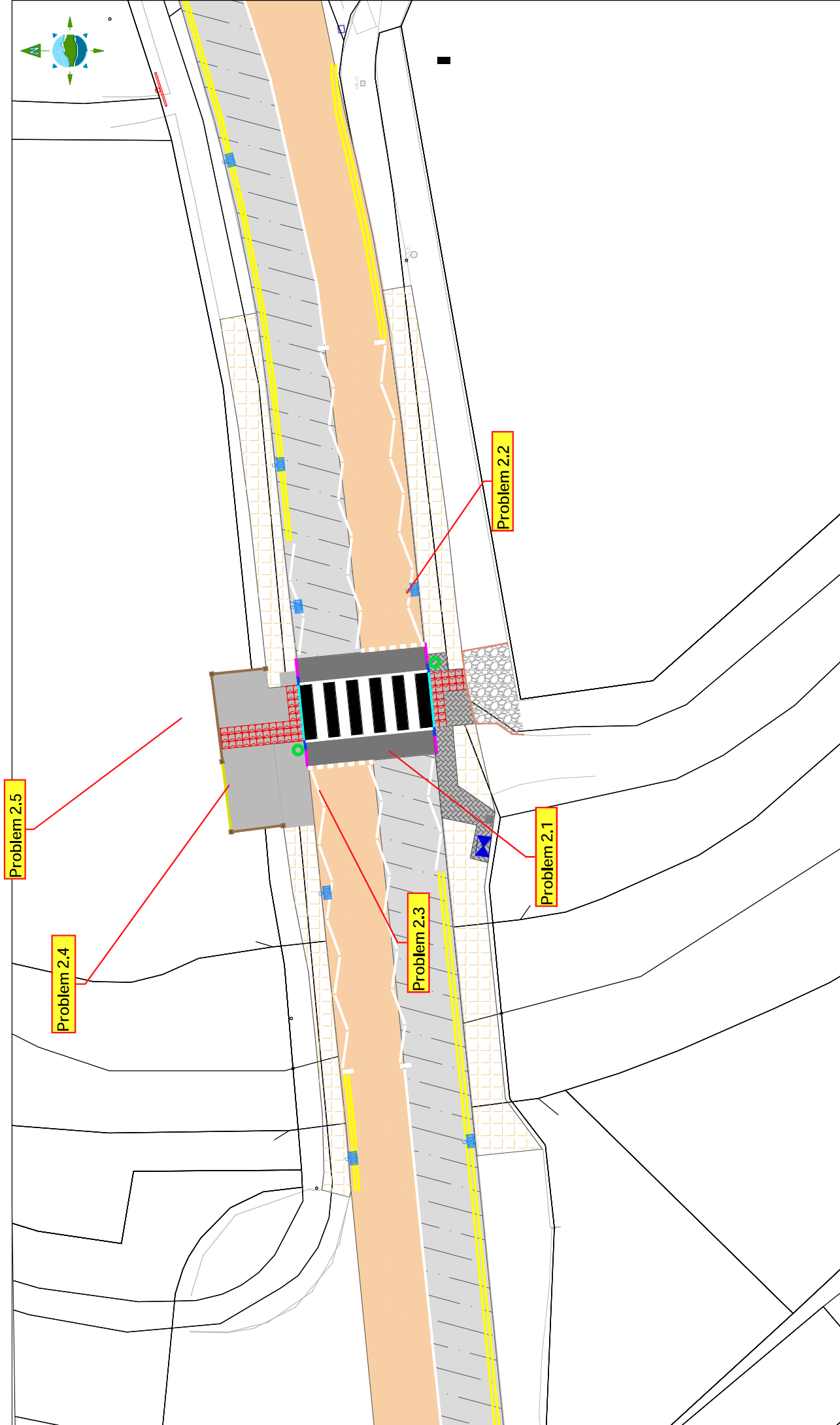
Prepared by: [Redacted]
Checked: [Redacted]
Date: November 2023
Project Director: [Redacted]
Drawing Status: Draft
Scale @ A1: 1:200

TOBIN

TOBIN House
Fairgreen Road
Co. Galway, Ireland
Tel: +353 (0)91-565211
E-mail: info@tobin.ie
www.tobin.ie

Revision: D01
Drawing No: 11266-6145
Licence Number: XXXX/XXXX

Appendix B – Problem Location Map



Client:	Comhairle Cathrach na Gaillimhe Galway City Council	
	Project: GCC Pedestrian Crossings Sandy Road	
	Title: Detailed Design General Arrangement	
	Sheet 2 of 2	

Prepared by:	Checked:	Date:	November 2023
Project Director:	Drawing Status:	Scale @ A1:	1:100

Rev	Date	Description	By	Chkd.
D02	28/11/23	Draft		
D01	28/11/23	Draft		

TOBIN
Market Square, Castlebar,
Co. Mayo, Ireland.
tel. +353-(0)89-49021401
fax +353-(0)89-49021534
e-mail: castbar@tobin.ie
www.tobin.ie

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Drawing No. 11266-6131

Revision: D02

Appendix C – Road Safety Audit Feedback Form

Road Safety Audit Feedback Form					
Scheme: Sandy Road Pedestrian Crossing					
Audit Stage: 1-2		Route No.: Sandy Road	Date of Audit: 18/12/2023		
To be Completed by Designer			To Be Completed by Audit Team Leader		
Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended Measures Accepted (yes/no)	Alternative Measures (describe). Give reason for not accepting recommended measure	Alternative Measures or reasons accepted by auditors (yes/no)	
2.1	Yes	Yes			
2.2	Yes	No	There are existing gullies on site to cater for drainage and it is not intended to put in Raised tables that would otherwise impede flow path.		
2.3	Yes	Yes			
2.4	Yes	No	Bollards with retention sockets to be placed along back of kerb to prevent vehicle parking along crossing and in front of gate and also the gate is used very infrequently so it is envisaged that the operators will remove bollards and open gate before attempting to enter through gates.		
2.5	Yes	Yes			
2.6	Yes	Yes			

Signed:		Designer	TOBIN	Date:	20/12/2023
Signed:	Frank O'Leary	Client	Galway City Council	Date:	20/12/2023
Signed:		Audit Team Leader	TOBIN	Date:	21/12/23

www.tobin.ie



TOBIN Consulting Engineers



@tobinengineers

Galway

Fairgreen House,
Fairgreen Road,
Galway,
H91 AXK8,
Ireland.
Tel: +353 (0)91 565 211

Dublin

Block 10-4,
Blanchardstown Corporate Park,
Dublin 15,
D15 X98N,
Ireland.
Tel: +353 (0)1 803 0406

Castlebar

Market Square,
Castlebar,
Mayo,
F23 Y427,
Ireland.
Tel: +353 (0)94 902 1401