



**ADOPTED**  
**GORT**  
**TRAFFIC MANAGEMENT PLAN**  
**INCORPORATING PAY AND DISPLAY**  
**PARKING**

**PLEAN BAINISTEOIREACHT TRÁCHTA**  
**AN GORT**  
**Le Páirceáil Íoc agus Taispeáin san áireamh**

**Went before Area Committee Meeting on 27<sup>th</sup>. April 2006**  
**Went before Full Council Meeting on 22<sup>nd</sup>. May 2006**

Galway County Council  
Road Design Section  
May 2006

Mr. J. Morgan B.E.,  
Director of Services,  
Roads and Transportation.

Comhairle Chontae na Gaillimhe  
An Roinn Bóithre agus Iompair  
Bealtaine 2006

Seán O Muireagáin B.E.,  
Stiurthóir Seirbhísí,  
Boithre agus Iompar.

## **INTRODUCTION**

Gort is located approximately 32 kilometres south of Galway City on the Galway to Limerick N18 National Primary Route and at the terminus of the (N66) National Secondary road that links it to Loughrea. Gort provides an important retail, educational and service function, which extends into County Clare and includes the towns of Kinvara and Ardrahan..

The 2002 population census for Gort indicates a population of 1809. The Galway County Council Settlement Strategy at present indicates a population of 3909 in 2009.

The existing traffic volumes for the N18 through Gort (NRA, RT 620, 2003) show an AADT of 9371 with 9.6% HGV's on the N18 and 3365 with 6.8% HGV's on the N66. The proposed new N18 will reduce this volume to 3200 on the N18 and 2800 on the N66 in 2008. It is thus envisaged that through traffic will be replaced, as a result of the provision of the new N18, with internally generated traffic from the indicated population growth.

This plan will deal with vehicular parking, bicycle parking, cycle lanes and pedestrian facilities.

Future link roads will be analysed in the context of evolving developments.

## **SCHEDULES**

### **SCHEDULE 1**

**PARKING TO BE PROHIBITED AT ALL TIMES**

### **SCHEDULE 2**

**2 HOUR PAID PARKING DURING BUSINESS HOURS**

### **SCHEDULE 3**

**PARKING TO BE PROHIBITED DURING BUSINESS HOURS I.E. BETWEEN 8.30a.m. AND 6.00p.m. EXCLUDING PUBLIC HOLIDAYS**

### **SCHEDULE 4**

**LOADING BAY - COMMERCIAL VEHICLES ONLY**

### **SCHEDULE 5**

**DISABLED PERSONS PARKING SPACES**

## **SCHEDULE 6**

**BUS BAY**

## **SCHEDULE 7**

**ONE WAY STREETS**

## **SCHEDULE 8**

**BOX JUNCTIONS**

## **SCHEDULE 9**

**PEDESTRIAN CROSSING**

## **SCHEDULE 10**

**CASUAL TRADING BAYS**

## **SCHEDULE 11**

**PEDESTRIANISED AREA**

## **HISTORY**

Parking Restrictions came into effect in the town of Gort on 28<sup>th</sup> April 1999 under 2 headings.

The prohibition on parking of vehicles at any time and Box Junctions These are indicated in red on the drawing.

### **Proposed Amendments to Parking Restrictions**

It's possible that what is marked on the ground is at variance with what is in the adopted plan (1999). Therefore in general I will put into proposed amendment that what was adopted in the 1999 plan not what is marked on the ground

These are amendments to Gort Traffic Management Plan which was implemented on 28<sup>th</sup>. April 1999 by virtue of Managers Order 1370 of the same date

## SCHEDULE 1

### **PARKING TO BE PROHIBITED AT ALL TIMES**

**Streets or portion of streets in which parking is prohibited except while taking up or setting down passengers or loading or unloading goods**

The Traffic Management Plan which was implemented on 28<sup>th</sup>. April 1999 by virtue of Managers Order 1370 of the same date is indicated in red on the drawing

#### **JUNCTIONS**

The green numbers (ie **34. Crowe St** are reference numbers and should be ignored)

#### **Galway Rd. / Gallagher Lane Junction**

(otherwise known as Galway Road / Glenbrack Road Junction)

- |                       |   |
|-----------------------|---|
| <b>Galway Road.</b>   | <b>East side:</b> between a point 24.4 metres north of its junction with Crowe St. and a point 70 metres north of the said junction.<br>(29.4metres is marked on the ground)            |
| <b>Galway Road.</b>   | <b>West side:</b> between a point 24.4 metres north of its junction with Crowe St. and a point 70 metres north of the said junction.<br>(37.4 metres is marked on the ground)           |
| <b>Crowe Street.</b>  | <b>North side:</b> between a point 24.4 metres southeast of its junction with Galway Road. and a point 70 metres southeast of the said junction.<br>(28 metres is marked on the ground) |
| <b>Crowe Street.</b>  | <b>South side:</b> between a point 24.4 metres southeast of its junction with Galway Road. and a point 74 metres southeast of the said junction.<br>(38 metres is marked on the ground) |
| <b>Glenbrack Road</b> | <b>East side:</b> between its junction with the Galway Road. and a point 10.5 metres southwest of the said junction.<br>(This tallies with what is marked on the ground)                |
| <b>Glenbrack Road</b> | <b>West side:</b> between its junction with the Galway Road. and a point 20.2 metres southwest of the said junction.<br>(10.5metres marked on the ground)                               |

### Crowe St. / Kinincha Rd. Junction

- 1. Crowe St.**      **East side:** between a point at its junction with Kinincha Rd. and a point 12 metres southeast of the said junction.  
(marked on the ground to within 2.5 metres of building)
- 50. Crowe St.**      **East side:** between a point at its junction with Kinincha Rd. and a point 108 metres northwest of the said junction.
- 15. Kinincha Rd.**      **North side:** between a point at its junction with Crowe St. to a point 115 metres northeast of the said junction.  
(15.8 metres marked on the ground)
- 16. Kinincha Rd**      **South side:** between a point at its junction with Crowe St. to a Point 30 metres northeast of the said junction.  
(33 or 34 metres marked on the ground)

### Crowe St./ Crowe Lane Junction

- 34. Crowe St.**      **West side:** between a point 4.6 metres southeast of its junction with Crowe Lane and a point 60 metres southeast of the said junction.  
(5 metres marked on the ground)
- 35. Crowe St.**      **West side:** between a point 4.6 metres northwest of its junction with Crowe Lane and point 17 metres northwest of the said junction. (his corresponds to the start of parking)  
(5 metres marked on the ground)
- 46.Crowe Lane**      **South side:** between a point 4.6 metres southwest of its junction with Crowe Street and a point 128 metres southwest of the said junction.  
(7.3 metres marked on the ground)
- 47.Crowe Lane**      **North side:** between a point 4.6 metres southwest of its junction with Crowe Street and a point 45.5 metres southwest of the said junction.  
(5 metres marked on the ground)

### Market Square / Crowe St.Junction

- 48. Market Square**      **North side:** between a point at its junction with Crowe St. and point 6.6 metres southwest of the said junction. There will be a raised footpath covering the existing double yellow line  
(5 metres marked on the ground)

- 49. Crowe Street**      **West side:** between a point at its junction with Market Square. and a point 30 metres approx northwest of the said junction.  
It links with car parking measured from Crowe Lane  
(10 or 11 metres marked on the ground)

**Crowe St. / Slipper St. Junction**

- 13. Crowe St.**      **East side:** Between a point 4.6 metre northwest of its junction with Slipper St. to a point 14 metres northwest of the said junction.  
(5.6 metres marked on the ground)
- 14. Crowe St**      **East side:** between a point at its junction with Slipper St. to a point 36.5 metres southeast of the said junction. This is a reduction of 2.5 metres as compared to 1999 Plan.  
(36 metres marked on the ground).
- 11. Slipper St.**      **North side:** between a point 4.6 metres northeast of its junction with Crowe St. to a point 39.5 metres northeast of the said junction.(into the corner ).  
(4.4metres marked on the ground)
- 12. Slipper St**      **South side:** between a point 4.6 metres northeast of its junction with Crowe St. to a point 38.5 metres northeast of the said junction.  
(4.4metres marked on the ground)

**Bridge St. / Market Sq. / Barrack St. Junction**

- 2. Market Sq.**      **East side:** between a point 4.6 metres northwest of its junction with Barrack St. and a point 16 metres northwest of the said junction.  
(7.1 metres marked on the ground)
- 23. Bridge St**      **East side:** between a point at its revised junction with Barrack St. and point 8 metres southeast of the said junction.  
(4.3 metres marked on the ground)
- 24. Barrack St.**      **North side:** between a point 4.6 metres northeast of its junction with Market Sq. and a point 5 metres northeast of the said junction.  
(5.9 metres marked on the ground)
- 25. Barrack St.**      **South side:** between a point at the revised junction with Market Sq. to a point 7.6 metres northeast of the said revised junction, which protrudes an additional 2.9 metres to give additional sight distance.  
(5.9 metres marked on the ground)

### **Barrack St. / Slipper St. Junction**

- 51. Barrack St.**      **North side:** between a point at its junction with Slipper St. and a point 5 metres southwest of the said junction.
- 52. Barrack St.**      **North side:** between a point at its junction with Slipper St. and a point 5 metres northeast of the said junction.
- 53. Slipper St.**      **East side:** between a point at its junction with Barrack St. to a point 74 metres northwest of the said junction. (into the corner).
- 54. Slipper St.**      **West side:** between a point at its junction with Barrack St. to a point 70.5 metres northwest of the said junction.

### **Church Rd. / Church St. Junction**

- 40. Church St.**      **South side:** between a point at its junction with Church Rd. and a point 64.4 metres southwest of the said junction.  
(6.2 metres marked on the ground)
- 41. Church St**      **South side:** between a point at its junction with Church Rd. and a point 31 metres east of the said junction.  
(6.5 metres marked on the ground)
- 42. Church Rd.**      **West side:** between a point at its junction with Church St. and a point 145.6 metres southeast of the said junction.  
(6.8 metres marked on the ground)
- 43. Church Rd.**      **East side:** between a point at its junction with Church St. and point 6 metres southeast of the said junction.  
(7.3 metres marked on the ground)

### **Church Rd. / Queen St. Junction**

- 44. Church Rd**      **East side:** between a point at its junction with Queen St. and a point 10 metres northwest of the said junction. (This tallies with a point 129,2 metres southeast of its junction with Church St. )
- 45. Queen St.**      **North side:** between a point at its junction with Church Rd. and point 10.6 metres northeast of the said junction.

### **Bridge St. / Queen St. Junction**

- 20. Bridge St.**      **West side:** between point 4.6 metres northwest of its junction with Queen St. and point 7 metres northwest of the said junction.  
(5.5 metres marked on the ground)

- 19. Bridge St.**      **West side:** between a point 4.6 metres southeast of at its junction with Queen St. and a point 5 metres southeast of the said junction.  
(6 metres marked on the ground)
- 21. Queen St.**      **North side:** between point 4.6 metres southwest of its junction with Bridge St. and point 9.2 metres southwest of the said junction. (This tallies with a point 113.9 metres northeast of its junction with Church Rd.)  
(7.7 metres marked on the ground)
- 22. Queen St.**      **South side:** between a point 4.6 metres southwest of its junction with Bridge St. to a point 31.7 metres southwest of the said junction.  
(5 metres marked on the ground)

**Market Sq. / Bolands Lane. Junction**

- 55. Bolands Lane.**      **East side:** between a point at its junction with Market Square. to a point 215 metres northwest of the said junction.
- 56. Bolands Lane.**      **West side:** between a point at its junction with Market Square. to a point 218.7 metres northwest of the said junction.
- 57. Market Sq.**      **North side:** between a point at its junction with Bolands Lane. and a point 5 metres northeast of the said junction.
- 58. Market Sq.**      **North side:** between a point at its junction with Bolands Lane. and a point 5 metres southwest of the said junction

**Georges St. / Station Rd. Junction**

- 17. Georges St.**      **East side:** between point 4.6 metres northwest of its junction with Station Rd and point 40.6 metres northwest of the said junction.  
(5.2 metres marked on the ground)
- 18. Georges St.**      **East side:** between point 4.6 metres southeast of its junction with Station Rd. and point 58.5 metres southeast of the said junction.  
(5 meters marked on the ground)
- 3. Station Rd.**      **North side:** between a point 4.6 metres northeast of its junction with Georges St. and a point 68 metres northeast of the said junction.  
(11 metres marked on the ground)



- 4. Station Rd.** **South side:** between a point 4.6 metres northeast of its junction with Georges St. and a point 68 metres northeast of the said junction.  
(11.2 metres marked on the ground)

**Georges St. / Loughrea Rd. Junction**

- 5. Georges St.** **East side:** between a point 4.6 metres northwest of its junction with Loughrea Rd. and a point 5 metres southeast of its junction with Station Rd.
- 6. Georges St.** **East side:** between a point 4.6 metres southeast of its junction with Loughrea Rd. and a point 53 metres southeast of the said junction.
- 8. Loughrea Rd.** **North side:** between a point 4.6 metres northeast of its junction with Georges St. and a point 62.4 metres northeast of the said junction.
- 9. Loughrea Rd.** **South side:** between a point 4.6 metres northeast of its junction with Georges St. and a point 11 metres northeast of the said junction.
- 7. Georges St.** **West side:** between a point 51 metres northwest of its junction with Ennis Rd. and a point 22.8 metres northwest of the junction with Courtneys Lane.

**Georges St./ Ennis Rd. Junction**

- 10. Ennis Rd.** **West side:** between a point 12.2 metres south of the apex point at the corner outside “Hawkins” shop and a point 70 metres south of the said apex.  
(18.3 metres marked on the ground)
- 27 Georges St.** **West side:** between a point at its junction with Ennis Rd. to a point 8 metres north west of the said junction. 15.3 metres was described on the 1999 Traffic Management Plan.  
(13.5 metres marked on the ground)

**Ennis Rd. /Community School Junction**

- 28 Ennis Rd.** **East side:** between a point 4.6 metres south of its junction with Community School Rd to a point 70 metres south of the said junction.
- 29 Community School Rd.** **South side** between a point 4.6 metres east of its junction with the Ennis Rd. and a point 28 metres southeast of the said junction.

**30 Community School Rd.** **East side** between a point at its revised junction with Ennis Road. and a point 76 metres southeast of the said junction.

**31 Lavally Rd** **South side:** between a point at its revised junction with Georges Street and a point 9 metres northeast of the said junction.

**Georges St. / Lavally Rd. Junction**

**32. Lavally Rd** **North side:** between its revised junction with Georges St. and a point 65 metres northeast of the said junction.  
(7.6 metres marked on the ground)

**33. Georges St.** **East side:** between a point at its revised junction with Lavally Rd. to a point 15 metres north of the said junction.  
(6.8 metres marked on the ground)

**STREETS**

**Streets or portion of streets in which parking is prohibited except while taking up or setting down passengers or loading or unloading goods AT ANY TIME.**

**Market Sq.** **North West side:** from a point 29.1 metres southwest from its junction with Crowe St. to a point 34.2 metres southwest of the said junction.

**Market Sq.** **North West side:** between a point 17 metres southwest of its junction with Boland's Lane and a point 19.7 metres southwest of said junction.

**Church St.** **North West side:** between a point 39.6 metres southwest of its junction with Boland's Lane and a point 43.4 metres southwest of said junction.

**Church St.** **North West side:** between a point 60.6 metres southwest of its junction with Boland's Lane and a point 64.1 metres southwest of said junction.

**Church St.** **North West side:** between a point 76.5 metres southwest of its junction with Boland's Lane and a point 88.9 metres southwest of said junction. (This is at the existing access road to Doctors Surgery).

**Church St.** **North West side:** between a point 94.1 metres southwest of its junction with Boland's Lane (This is at the existing access road to

Doctors Surgery on the southern side).and a point 102.5 metres southwest of said junction. (at Garrabeg Junction)

- Church St.** **North West side:** between a point 112.6 metres southwest of its junction with Boland’s Lane and a point 126.8 metres southwest of said junction.
- Garrabeg Road** **South Western side:** between its junction with Church Street and a point 34 metres northwest of said junction.
- Garrabeg Road** **North Eastern side:** between its junction with Church Street and a point 32 metres northwest of said junction.
- Church St.** **South East side:** between a point 94.2 metres southwest of at its junction with Church Rd. and a point 104.4 metres southwest of said junction.
- Church Rd.** **East side:** between a point 75.8 metres southeast of its junction with Church St. and point 83 metres southeast of said junction
- Queen St.** **North side:** between a point 17.5 metres northeast of its junction with Church Rd. and a point 93.9 metres northeast of the said junction.
- Queen St.** **South side:** between a point at the outer junction on the kerb of Church Rd. with Queen St. and a point 6.2 metres northeast of the said point.
- Queen St.** **South side:** between a point 66.2 metres northeast of its junction with Church Rd. and point 69.1 metres northeast of the said junction.
- Queen St.** **South side:** between a point 89.2 metres northeast of its junction with Church Rd. and point 94.2 metres northeast of the said junction. (This point is at the existing access road to school).
- Georges St.** **West side:** between a point 98 metres northwest of the centerline of the Railway Crossing and a point 134.7 metres northwest of the said point. **39.7 metres mentioned in the Gort Traffic Management Plan which was implemented on 28<sup>th</sup>. April 1999.**  
(36.7 metres marked on the ground)
- Georges St.** **West side:** between a point 19.8 metres northwest of the centerline of the Railway Crossing and a point 25.8 metres northwest of the said point..

<b>Georges St.</b>	<b>East side:</b> between a point 73.3 metres southeast of its junction with Station Rd. and a point 76.5 metres southeast of the said junction.
<b>Georges St.</b>	<b>East side:</b> between a point 88.3 metres southeast of its junction with Station Rd. and a point 91.1 metres southeast of the said junction.
<b>Georges St.</b>	<b>East side:</b> between a point 116.6 metres southeast of its junction with Station Rd. and a point 119.8 metres southeast of the said junction.
<b>Georges St.</b>	<b>West side:</b> between a point 79.4 metres north west of its junction with Courtney.s Lane. to a point 83.3 metres north west of the said junction.
<b>Georges St.</b>	<b>West side:</b> between a point 104.7 metres north west of its junction with Courtney.s Lane. to a point 109.2 metres north west of the said junction.
<b>Georges St.</b>	<b>West side:</b> between a point 127.6 metres north west of its junction with Courtney.s Lane. to a point 130.6 metres north west of the said junction.
<b>Georges St.</b>	<b>West side:</b> between a point 139.9 metres north west of its junction with Courtney.s Lane. to a point 143.9 metres north west of the said junction.
<b>Loughrea Rd.</b>	<b>South side:</b> between a point 32.9 metres northeast of its junction with Georges St. and a point 36.5 metres northeast of the said junction.
<b>Community School Rd.</b>	<b>South side</b> between a point 35metres east of its junction with the Ennis Rd. and a point 77 metres southeast of the said junction.
<b>Bridge St.</b>	<b>West side:</b> between the concrete kerb at the Pedestrian Crossing and point 5 metres northwest of the said point.
<b>Bridge St</b>	<b>East side:</b> between a point. 24 metres southeast of its revised junction with Barrack St and a point 29 metres southeast of the said junction.
<b>Bridge St.</b>	<b>East side:</b> between the concrete kerb at the Pedestrian Crossing and point 9.1 metres southeast of the said point.

<b>Bridge St.</b>	<b>East side:</b> between a point. 34.4 metres southeast the concrete kerb at the Pedestrian Crossing and point 37.5 metres southeast of the said point.
<b>Bridge St.</b>	<b>East side:</b> between a point. 60 metres southeast the concrete kerb at the Pedestrian Crossing and point 64 metres southeast of the said point.
<b>Bridge St.</b>	<b>East side:</b> between a point. 98 metres southeast the concrete kerb at the Pedestrian Crossing and point 145 metres southeast of the said point. <b>39.7 metres mentioned in the Gort Traffic Management Plan which was implemented on 28<sup>th</sup>. April 1999.</b>
<b>Crowe Lane</b>	<b>North side:</b> between a point 55 metres southwest of its junction with Crowe Street and a point 123 metres southwest of the said. junction.
<b>Crowe St.</b>	<b>East side:</b> Between a point 14 metre northwest of its junction with Slipper St. to a point 139.4 metres northwest of the said junction.
<b>Crowe St.</b>	<b>West side:</b> between a point 106.5 metres southeast of its junction with Crowe Lane and a point 111.8 metres southeast of the said junction..
<b>Market Square</b>	<b>South side:</b> between a point 63.5 metres east of its junction with Church Rd. and a point 67.9 metres east of the said junction.
<b>Market Square</b>	<b>West side:</b> between its junction with the southern side of Market Square and a point 5.2 metres north of the said junction.
<b>Market Square</b>	<b>South side:</b> between its junction with the southern side of Market Square and a point 4.8 metres east of the said junction.
<b>Barrack St.</b>	<b>North side:</b> between a point 11 metres northeast of its junction with Slipper St. and a point 28.7 metres northeast of the said junction.
<b>Barrack St.</b>	<b>North side:</b> between a point 41 metres northeast of its junction with Slipper St. and a point 45.3 metres northeast of the said junction.
<b>Barrack St.</b>	<b>North side:</b> between a point 63.9 metres northeast of its junction with Slipper St. and a point 71.8 metres northeast of the said junction.

- Barrack St.**                    **At the end of cul de sac:** 8.9 metres across.
- Barrack St.**                    **South side:** between a point 19.8 metres northeast of the revised junction with Market Sq., and a point 41.6 metres northeast of the said junction.
- Barrack St.**                    **South side:** between a point 46.6 metres northeast of the revised junction with Market Sq., and a point 64.6 metres northeast of the said junction.
- Barrack St.**                    **South side:** between the cul de sac and a point 5 metres southwest of the said . cul de sac.
- Barrack St.**                    **South side:** between a point 24.3 metres southwest of the. cul de sac and a point 32.7 metres southwest of the said. cul de sac.

## **SCHEDULE 2**

### **2 HOUR PAID PARKING DURING BUSINESS HOURS**

**(Business Hours are as follows: 8.30am – 6.00pm Monday to Saturday other than a holiday.)**

- Market Sq.**                    **North West side:** from a point 6.6 metres southwest from its junction with Crowe St. to a point 25.8 metres southwest of the said junction.  
**(8 No. Spaces at right angles to kerb).**
- Market Sq.**                    **North West side:** from a point 34.2 metres southwest from its junction with Crowe St. to a point 106 metres southwest of the said junction.  
**(30 No. Spaces at right angles to kerb).**
- Market Sq.**                    **North West side:** between point 5 metres southwest of its junction with Boland’s Lane and a point 11 metres southwest of said junction

<b>Market Sq.</b>	<b>Centre of Square:</b> A total of 43 Spaces.
<b>Market Sq.(South)</b>	A total of 8 Spaces. .(This is parking on the western side of the newly laid footpath to the front of Market Square)
<b>Church St.</b>	<b>North West side:</b> between point 19.7 metres southwest of its junction with Boland’s Lane and a point 39.6 metres southwest of said junction.
<b>Church St.</b>	<b>North West side:</b> between point 43.4 metres southwest of its junction with Boland’s Lane and a point 60.6 metres southwest of said junction.
<b>Church St.</b>	<b>North West side:</b> between point 64.1 metres southwest of its junction with Boland’s Lane and a point 76.5 metres southwest of said junction.
<b>Church St.</b>	<b>North West side:</b> between point 102.5 metres southwest of its junction with Boland’s Lane and a point 112.6 metres southwest of said junction.
<b>Church St.</b>	<b>South side:</b> between a point 64.4 metres southwest of at its junction with Church Rd. and a point 94.2 metres southwest of said junction.
<b>Church Rd.</b>	<b>East side:</b> between a point 6 metres southeast of its junction with Church St. and point 75.8 metres southeast of said junction
<b>Church Rd.</b>	<b>East side:</b> between a point 83 metres southeast of its junction with Church St. and point 129.2 metres southeast of said junction
<b>Queen St.</b>	<b>North side:</b> between a point 93.9 metres northeast of its junction with Church Rd. and a point 113.9 metres northeast of the said junction.
<b>Queen St.</b>	<b>South side:</b> between point 25.2 metres northeast of its junction with Church Rd. and point 66.2 metres northeast of the said.
<b>Queen St.</b>	<b>South side:</b> between point 69.1 metres northeast of its junction with Church Rd. and point 83.2 metres northeast of the said junction.
<b>Bridge St.</b>	<b>West side:(Angled Parking).</b> between a point 5 metres southeast of at its junction with Queen St. and a point 36.6 metres southeast of the said junction. <b>9 Spaces</b>

- Bridge St.**                    **West side :( Angled Parking)** between 7 metres northwest of its junction with Queen St. and point 62.2 metres northwest of the said junction.                    **15 Spaces.**
- Bridge St.**                    **West side:** between and point 29 metres northwest the concrete kerb at the Pedestrian Crossing and point 48.3 metres northwest of the said point.(This is kerbside parking along newly laid footpath to the front of Market Square)
- Georges St.**                    **West side:** between a point 25.8 metres northwest of the centerline of the Railway Crossing and a point 98 metres northwest of the said point..
- Georges St.**                    **West side:** between a point at the centerline of the Railway Crossing and a point 19.8 metres northwest of the said point.
- Georges St.**                    **East side:** between a point 58.5 metres southeast of its junction with Station Rd. and a point 73.3 metres southeast of the said junction.
- Georges St.**                    **East side:** between a point 76.5 metres southeast of its junction with Station Rd. and a point 88.3 metres southeast of the said junction.
- Georges St.**                    **East side:** between a point 91.1 metres southeast of its junction with Station Rd. and a point 116.6 metres southeast of the said junction.
- Georges St.**                    **East side:** between a point 119.8 metres southeast of its junction with Station Rd. and a point 182.3 metres southeast of the said junction. (.This should be equal to 5 metres northwest of its junction with Loughrea Rd.)
- Georges St.**                    **East side:** between a point 53 metres southeast of its junction with Loughrea Rd. and a point 104 metres southeast of the said junction.
- Loughrea Rd.**                    **South side:** between a point 36.5 metres northeast of its junction with Georges St. and a point 65.2 metres northeast of the said junction.
- Lavally Rd**                    **South side:** between a point 9 metres northeast of its revised junction with Georges St. and a point 59 metres northeast of the said junction.



- Georges St.** **West side:** between a point 23 metres north west of its junction with Ennis Rd. to a point 51 metres north west of the said junction.
- Georges St.** **West side:** between a point 22.8 metres north west of its junction with Courtney.s Lane. to a point 67.4 metres north west of the said junction.
- Georges St.** **West side:** between a point 83.3 metres north west of its junction with Courtney.s Lane. to a point 104.7 metres north west of the said junction.
- Georges St.** **West side:** between a point 109.2 metres north west of its junction with Courtney.s Lane. to a point 127.6 metres north west of the said junction.
- Georges St.** **West side:** between a point 130.6 metres north west of its junction with Courtney.s Lane. to a point 139.9 metres north west of the said junction.
- Georges St.** **West side:** between a point 143.9 metres north west of its junction with Courtney.s Lane. to a point at the centre of Railway Bridge which is 155.4 metres north west of the said junction.
- Bridge St** **East side:** between a point. 8 metres southeast of its revised junction with Barrack St and a point 24 metres southeast of the said junction.
- Bridge St.** **East side:** between a point. 9.1 metres southeast the concrete kerb at the Pedestrian Crossing and point 34.4 metres southeast of the said point.
- Bridge St.** **East side:** between a point. 37.5 metres southeast the concrete kerb at the Pedestrian Crossing and point 60 metres southeast of the said point.
- Bridge St.** **East side:** between a point. 70 metres southeast the concrete kerb at the Pedestrian Crossing and point 98 metres southeast of the said point.
- Crowe St.** **West side:** between a point 60 metres southeast of its junction with Crowe Lane and a point 106.5 metres southeast of the said junction.
- Crowe St.** **West side:** between a point 111.8 metres southeast of its junction with Crowe Lane and a point 152.7 metres southeast of the said junction.

<b>Market Square</b>	<b>South side:</b> between a point 31 metres east of its junction with Church Rd. and a point 63.5 metres east of the said junction. <b>(13 No. Spaces at right angles to kerb)</b>
<b>Market Square</b>	<b>South side:</b> between a point 71.2 metres east of its junction with Church Rd. and a point 83.8 metres east of the said junction. <b>(5 No. Spaces at right angles to kerb)</b>
<b>Market Square</b>	<b>West side:</b> between a point 5.2 metres north of its junction with the southern side of Market Square and a point 22 metres north of the said junction. <b>(7 No. Spaces at right angles to kerb)</b>
<b>Market Square</b>	<b>South side:</b> between a point 8.1 metres east of its RIGHT ANGLED junction with Market Square and a point 20.5 metres east of the said junction. <b>(5 No. Spaces at right angles to kerb)</b>
<b>Barrack St.</b>	<b>North side:</b> between a point 5 metres northeast of its junction with Market Sq. and a point 41.2 metres northeast of the said junction.
<b>Barrack St.</b>	<b>North side:</b> between a point 5 metres northeast of its junction with Slipper St. and a point 11 metres northeast of the said junction.
<b>Barrack St.</b>	<b>North side:</b> between a point 34.7 metres northeast of its junction with Slipper St. and a point 41 metres northeast of the said junction.
<b>Barrack St.</b>	<b>North side:</b> between a point 45.3 metres northeast of its junction with Slipper St. and a point 63.9 metres northeast of the said junction.
<b>Barrack St.</b>	<b>South side:</b> between a point 7.6 metres northeast of the revised junction with Market Sq., and a point 19.8 metres northeast of the said junction.
<b>Barrack St.</b>	<b>South side:</b> between a point 41.6 metres northeast of the revised junction with Market Sq., and a point 46.6 metres northeast of the said junction.
<b>Barrack St.</b>	<b>South side:</b> between point 5 metres southwest of the. cul de sac and a point 24.3 metres southwest of the said. cul de sac.
<b>Barrack St.</b>	<b>South side:</b> between a point 32.7 metres southwest of the. cul de sac and a point 40.3 metres southwest of the said. cul de sac.

### **SCHEDULE 3**

#### **PARKING TO BE PROHIBITED DURING BUSINESS HOURS I.E. BETWEEN 8.30 a.m. AND 6.00 p.m. EXCLUDING PUBLIC HOLIDAYS**

**Nothing in the current Proposal**

### **SCHEDULE 4**

#### **LOADING BAY - COMMERCIAL VEHICLES ONLY**

**Maximum permitted time for loading/unloading is 30 mins. Monday to Saturday. (8.30am to 6pm )**

<b>Bridge St.</b>	<b>West side:</b> between and point 11 metres northwest the concrete kerb at the existing Pedestrian Crossing and point 29 metres northwest of the said point. <b>(18 metres in length)</b>
<b>Georges St.</b>	<b>West side:</b> between a point 8 metres north west of its junction with Ennis Rd. to a point 23 metres north west of the said junction.. <b>(15 metres in length)</b>
<b>Georges St.</b>	<b>West side:</b> between a point 67.4 metres north west of its junction with Courtney's Lane. to a point 79.4 metres north west of the said junction. <b>(12 metres in length)</b>
<b>Loughrea Rd.</b>	<b>South side:</b> between a point 17 metres northeast of its junction with Georges St. and a point 32.9 metres northeast of the said junction.. <b>(15.9 metres in length)</b>
<b>Barrack St.</b>	<b>South side:</b> between a point 40.3 metres southwest of the. cul de sac and a point 60 metres southwest of the said. cul de sac. <b>(19.7 metres in length)</b>

## SCHEDULE 5

### DISABLED PERSONS PARKING SPACES

<b>Market Sq.</b>	<b>North West side:</b> from point 25.8 metres southwest from its junction with Crowe St. to a point 29.1 metres southwest of the said junction. <b>(3.3 metres in width)</b>
<b>Market Sq.</b>	<b>North West side:</b> between point 11 metres southwest of its junction with Boland's Lane and point 17 metres southwest of the said junction. <b>(6 metres in length)</b>
<b>Queen St.</b>	<b>North side:</b> between a point 10.6 metres northeast of its junction with Church Rd. and a point 17.5 metres northeast of the said junction. <b>(6.9 metres in length)</b>
<b>Queen St.</b>	<b>South side:</b> between point 83.2 metres northeast of its junction with Church Rd. and point 89.2 metres northeast of the said junction. <b>(6 metres in length)</b>
<b>Bridge St.</b>	<b>West side:</b> between and point 5 metres northwest the concrete kerb at the Pedestrian Crossing and point 11 metres northwest of the said point. <b>(6 metres in length)</b>
<b>Bridge St.</b>	<b>East side:</b> between a point. 64 metres southeast the concrete kerb at the Pedestrian Crossing and point 70 metres southeast of the said point. <b>(6 metres in length)</b>
<b>Crowe St.</b>	<b>West side:</b> between a point 152.7 metres southeast of its junction with Crowe Lane and a point 158.3 metres southeast of the said junction. <b>(5.6 metres in length)</b>
<b>Market Square</b>	<b>South side:</b> between a point 67.9 metres east of its junction with Church Rd. and a point 71.2 metres east of the said junction. <b>.(3.3 metres in width)</b>
<b>Market Square</b>	<b>South side:</b> between a point 4.8 metres east of its RIGHT ANGLED junction with Market Square and a point 8.1 metres east of the said junction. <b>.(3.3 metres in width)</b>
<b>Barrack St.</b>	<b>North side:</b> between a point 28.7 metres northeast of its junction with Slipper St. and a point 34.7 metres northeast of the said junction. <b>(6 metres in length)</b>

**Loughrea Rd.**      **South side:** between a point 11 metres northeast of its junction with Georges St. and a point 17 metres northeast of the said junction. **(6 metres in length)**

## **SCHEDULE 6**

### **BUS BAY**

The existing Bus Bay outside the Court House is included in the 1999 Traffic Management Plan for Gort.

The second bus bay across the road in the Square is at present in use is not included in the 1999 Traffic Management Plan. This is to be included as follows:

**Market Sq.**      **West side:** From a point 69 metres northwest the concrete kerb at the Pedestrian Crossing to a point 88 metres northwest of the said point. (A footpath with a minimum width of 1.8 metres is to be constructed alongside this Bus Bay). **(19 metres in length)**

**Queen St.**      **South side:** between point 6.2 metres northeast of its junction with Church Rd. and point 25.2 metres northeast of the said junction. **(19 metres in length)**

**Market Sq.**      **East side:** between a point 16 metres northwest of its junction with Barrack St. and a point 35 metres northwest of the said junction. **(19 metres in length)**  
(this differs slightly to what was on the 1999 Traffic Management Plan)

## **SCHEDULE 7**

### **ONE WAY STREETS**

There are currently no one-way streets in Gort. It is proposed to make the following one-way:

**Slipper Street** to become one-way from the direction of Crowe St. to Barrack Street.

**Queen Street and Church Road** to become one-way from Bridge Street to Church Street.

**Market Square** to become one-way around the square in a clockwise direction.

## **SCHEDULE 8**

### **BOX JUNCTIONS**

#### **Box Junctions:**

The existing full box junctions: as per the 1999 Traffic Management Plan for Gort. are

Bridge Street – Market Square – Barrack Street, **(Half Full Box at Barrack Street to be retained).**

Bridge Street – Queen Street, **(Full Box to be retained).**

Georges Street – Loughrea Road. **(Full Box to be retained).**

Georges Street – Lavally Road, – **(To be erased).**

Ennis Road – Community School Junction **(Full Box to be retained).**

Additional box junctions proposed for:

Crowe Street – Crowe Lane Junction, **(Half Full Box).**

Crowe Street – Kinincha Road, **(Half Full Box).**

Bridge Street – Church Street,	<b>(Half Full Box)</b>
Bridge Street – Market Square,	<b>(Half Full Box).</b>
Georges Street – Station Road,	<b>(Full Box)</b>
Church Street – Church Road,	<b>(Full Box)</b>

## **SCHEDULE 9**

### **PEDESTRIAN CROSSINGS**

It is proposed to provide such facilities at

- 1) Crowe Street on N18 (Uncontrolled Crossing) The crossing width is 8.5 metres approx
- 2) Market Square on N18 (Controlled Crossing Pelican Type with Signal Control) It will have a central refuge. The crossing width is 13.2 metres approx. This will involve the shifting of the existing Traffic Lights on Bridge Street as there is only a distance of 55 metres between the two locations This would then allow for the creation of some additional car parking spaces in the vicinity of the existing Traffic Lights.
- 3) Bridge on N18 (Controlled Crossing Zebra Type with Belisha Beacons) The crossing width is 7.2 metres approx
- 4) Junction on N66 and junction on N18. (Controlled Crossing at proposed Traffic Lights)
- 5) Ennis Road junction with Georges Street on N18 near Community School. (Controlled Crossing Pelican Type with Signal Control). It is proposed to reduce the width of the crossing to 10.5 metres approx. There will be no central refuge
- 6) Church Street, (Controlled Crossing Zebra Type with Belisha Beacons) It will have a central refuge. The crossing width is 11 metres approx

Tactile kerbing and audio signals to be provide for disabled persons at all junctions

## **SCHEDULE 10**

### **CASUAL TRADING BAYS**

Casual Trading Bye Laws are not part of the Traffic Management Plan but it is worthwhile to make provision for them in the Traffic Management Plan

There are 12 trading bays in Gort's Square at present where typically the size is 3 metres in width by 4.8 metres in depth.

4 of these casual trading bays are positioned on the northern side of Market Sq. (Bay No.'s. 9,10,11 and 12).8 are positioned on the southern side of Market Sq. of which 3 (Bay No.'s. 6,7 and 8) are positioned towards the western end

The existing layout is deficient in many respects

It is proposed therefore that these 12 Casual Trading Bays will be increased in size to 6 metres in width by 4metres in depth and located more functionally to allow for easier circulation of people between the individual bays. These revised casual trading bays will cover most of the central parking area. except for about 18 metres at the Tubber end. 6 bays are to be positioned on the northern side of Market Sq. and 6 bays are to be positioned on the southern side of Market Sq.

The proposed size will be a 2.5 times a standard car parking space (6metres by 4metres).

This gives some space for people to stand off the carriageway. .

The proposed layout will facilitate the easier movement of customers between the individual trading bays

## **SCHEDULE 11**

### **PEDESTRIAN ZONES**

It is proposed to have Boland's Lane designated as a Pedestrian Area