

Ford Site, Cork City, Co. Cork

Stage 1 Road Safety Audit

240002-X-00-X-XXX-RP-DBFL-CE-0004

November 2024

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1 INTRODUCTION

1.1 OVERVIEW

This report describes a Stage 1 Road Safety Audit (RSA) carried out for a proposed large scale residential development located on Centre Park Road in Cork City.

The subject proposals seek permission for a large scale residential development (LRD) with a 131.1sqm retail unit and 181 sqm creche which is proposed to be accessed off Centre Park Road.

The general location of the subject residential development in relation to the surrounding road network is illustrated in **Figure 1-1** below.



Figure 1-1 Subject Site Location (Source: Google Maps)

1.2 SCHEME DESCRIPTION

The subject development comprises 176 no. apartment units with a 131.1sqm retail unit and 181 sqm creche. The subject development is proposed to be accessed off Centre Park Road where an all modes access is proposed to the west with additional active travel mode accesses further to the east along Centre Park Road.

The proposals include for enhanced active travel infrastructure along the southern side of Centre Park Road along the extents of the site boundary. Works are ongoing on the Marina Promenade project located to the east of the subject site which the subject active travel facilities being delivered would tie into.

Refer to **Figure 1-2** which shows the proposed site layout associated with the subject LRD.



Figure 1-2: Proposed Development (Source: DBFL Drawing 240002-X-04-Z00-XXX-DR-DBFL-CE-1201)

1.3 RSA SCOPE

The geographical scope of this Stage 1 Road Safety Audit considers the extents of the subject site boundary and its transitions with the existing infrastructure. The geographical scope of this Road Safety Audit is illustrated in **Figure 1-3**.



Figure 1-3: Geographical Scope of RSA

The Audit Team membership was as follows:

Team Leader: Mark McKenna
BEng (Hons) MSc CEng MIEI Cert Comp RSA
TII approval number: MM 3363499

Team Member: Sayed Ahmad Saeed
BEng Tech BEng (Hons) MEng CEng MIEI
TII approval number: SS 3419515

The Audit comprised a desktop review of the information listed in Section 4 of this report in addition to an examination on-site of the existing local road network characteristics. The site was visited on Monday 18th November 2024 between 10:00 and 10:30. At the time of the site audit the weather was wet with all road/footway surfaces being noted as wet.

This Audit has been carried out in accordance with the relevant sections of the Transport Infrastructure Ireland guidance (TII) guidance GE-STY-01024 December 2017 for Road Safety Audits.

The Audit Team has examined only those issues within the proposed 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 design criteria. The objective of the site visit was quantifying:

- existing traffic (pedestrian, cyclist and vehicular) and travel demand characteristics,
- the provision of dedicated facilities available to vulnerable road users (VRUs),
- the likely travel desire lines/links to/from the subject site, and
- any issues that might impact the safety of non-motorised users (NMUs).

The problems identified and described in this report are considered by the Audit Team to require action in order to improve the safety of the Scheme and minimise accident / collision occurrence.

1.4 COLLISION HISTORY

The audit Team was not provided with historical road traffic collision data for the study area. The auditors checked the Road Safety Authority website and noted that access to Road Traffic Collision (RTC) data is not available at the moment. The Road Safety Authority website states:

"We are in the process of reviewing our road traffic collision (RTC) data sharing policies and procedures. Record-level RTC data cannot be shared until this review is complete."

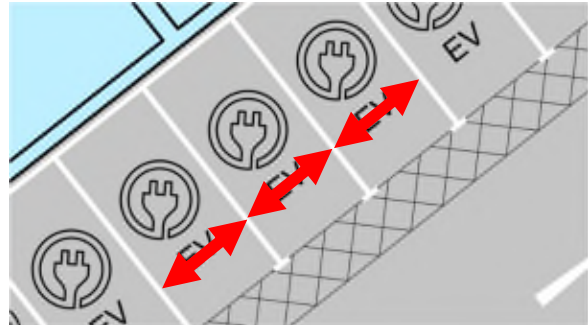
2 ITEMS RAISED DURING THIS STAGE 1&2 ROAD SAFETY AUDIT AND ACCESSIBILITY AUDIT

2.1 PROBLEMS AT GENERAL LOCATIONS

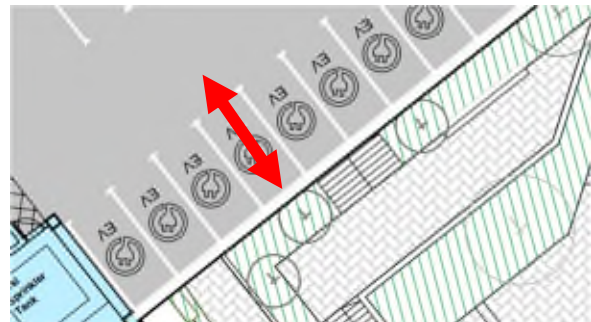
Location (G1) – EV Car Parking Spaces

Problem:

The width of the EV car parking spaces appear to be a similar width to the standard bays. It is unclear if any widening of spaces is proposed to accommodate pedestrian manoeuvrability within the space to connect EV chargers. Failure to provide a sufficient buffer zone between these spaces could result in the electric cables presenting trip hazards to vehicle occupants as they travel between their vehicle and the charge point.



In addition, at EV charger spaces where no buffer to the aisle is provided, it is unclear if the positioning of an EV charging unit will result in parked vehicles protruding into the aisle. Should vehicles protrude into the aisle, this could result in material damage to vehicles should a collision occur between vehicles exiting the spaces on the opposite side of the aisle or with vehicles travelling past.



Recommendation:

A sufficient buffer zone should be provided between EV charger bays. EV charger units should be positioned so that vehicles are able to be parked within the bay.

Location (G2) – Existing Ponding

Problem:

At the time of the site visit, which took place after a consistent period of rainfall, there was evidence of ponding to the west of the proposed site access location. The auditors are concerned that further development in this vicinity could exacerbate this existing problem. Excessive ponding

could cause aquaplaning as cars travel through affected areas or slippery conditions during freezing temperatures which could result in vehicle loss of control type incidents.

Recommendation:

It is recommended that the design team take cognisance of the existing drainage issues in their design.

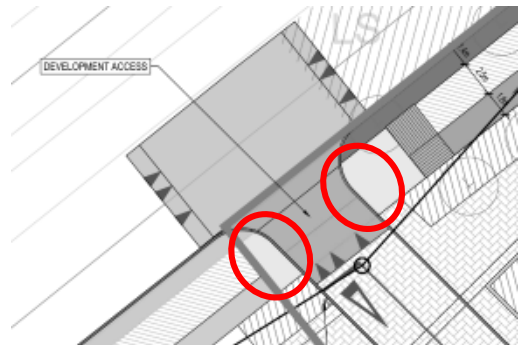


2.2 PROBLEMS AT SPECIFIC LOCATIONS

Location (S1) –Pedestrian & cycle crossing across site access

Problem:

Cyclists and pedestrians are proposed to enter a shared space on approach to the site access junction. Whilst appropriate tactile paving is proposed to be provided at the transition between the segregated facilities and the shared facility, no tactile paving has been proposed at the crossing point. Accordingly, visually impaired pedestrians could misread this layout and continue across the junction in the path of vehicular traffic potentially resulting in vehicle / pedestrian conflicts.



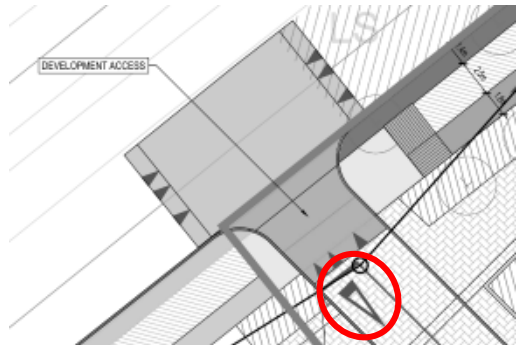
Recommendation:

At detailed design stage, the appropriate tactile paving should be incorporated at the crossing point.

Location (S2) –Site access junction control

Problem:

A Yield arrangement is proposed at the site access junction. This junction control coupled with the slightly skewed approach to the junction could result in drivers failing to stop before entering the main road potentially leading to vehicle / vehicle collisions should a visibility splay not be achievable for a Yield arrangement.



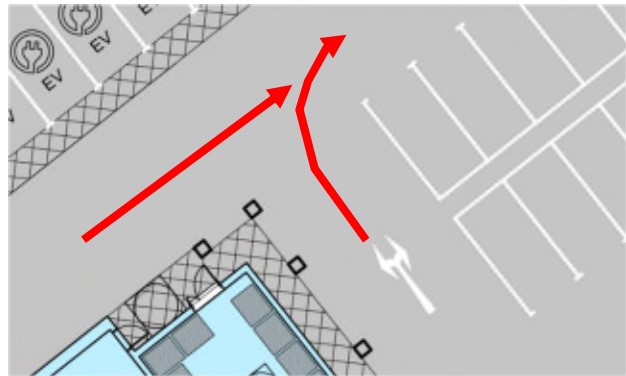
Recommendation:

It is recommended that the more onerous visibility splay required for a Yield arrangement are achievable. If this is not achievable, a STOP control arrangement should be provided.

Location (S3) – Car Park Arrangement

Problem:

A one-way arrangement is proposed within the undercroft car park. At the location where the southern car park section joins the northern section, no junction control is proposed. This could result in confusion as to who has priority potentially leading to vehicle collisions.



Recommendation:

At detailed design stage, the priority arrangement within the car park should be made obvious.

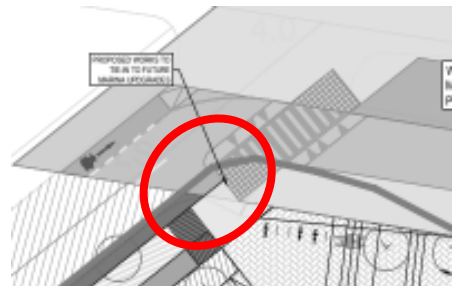
2.3 COMMENTS

Comment C1 – Drawing Co-ordination

A number of inconsistencies in the drawings provided have been observed. It is assumed that these will be co-ordinated prior to planning submission.

Comment C2 – Tie-in to Marina Promenade Scheme

There appears to be a drafting error at the tie-in between the proposed scheme and the Marina Promenade Scheme. It is assumed that this will be tied in correctly prior to planning submission.



3 AUDIT TEAM STATEMENT


3.1 AUDIT TEAM STATEMENT

I certify that I have examined the drawings and other information listed in Section 4. This Audit 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 I have identified have been noted in the report, together with suggestions for improvement which we recommend should be studied for implementation.

Audit Team Leader: Mr. Mark Mckenna *BEng (Hons) MSc CEng MIEI Cert Comp RSA*
DBFL Consulting Engineers

Signed: 
Date: 25/11/2024

Audit Team Member: Mr. Sayed Ahmad Saeed *BEng Tech BEng (Hons) MEng CEng MIEI*
DBFL Consulting Engineers

Signed: 
Date: 25/11/2024

4 LIST OF INFORMATION RECEIVED

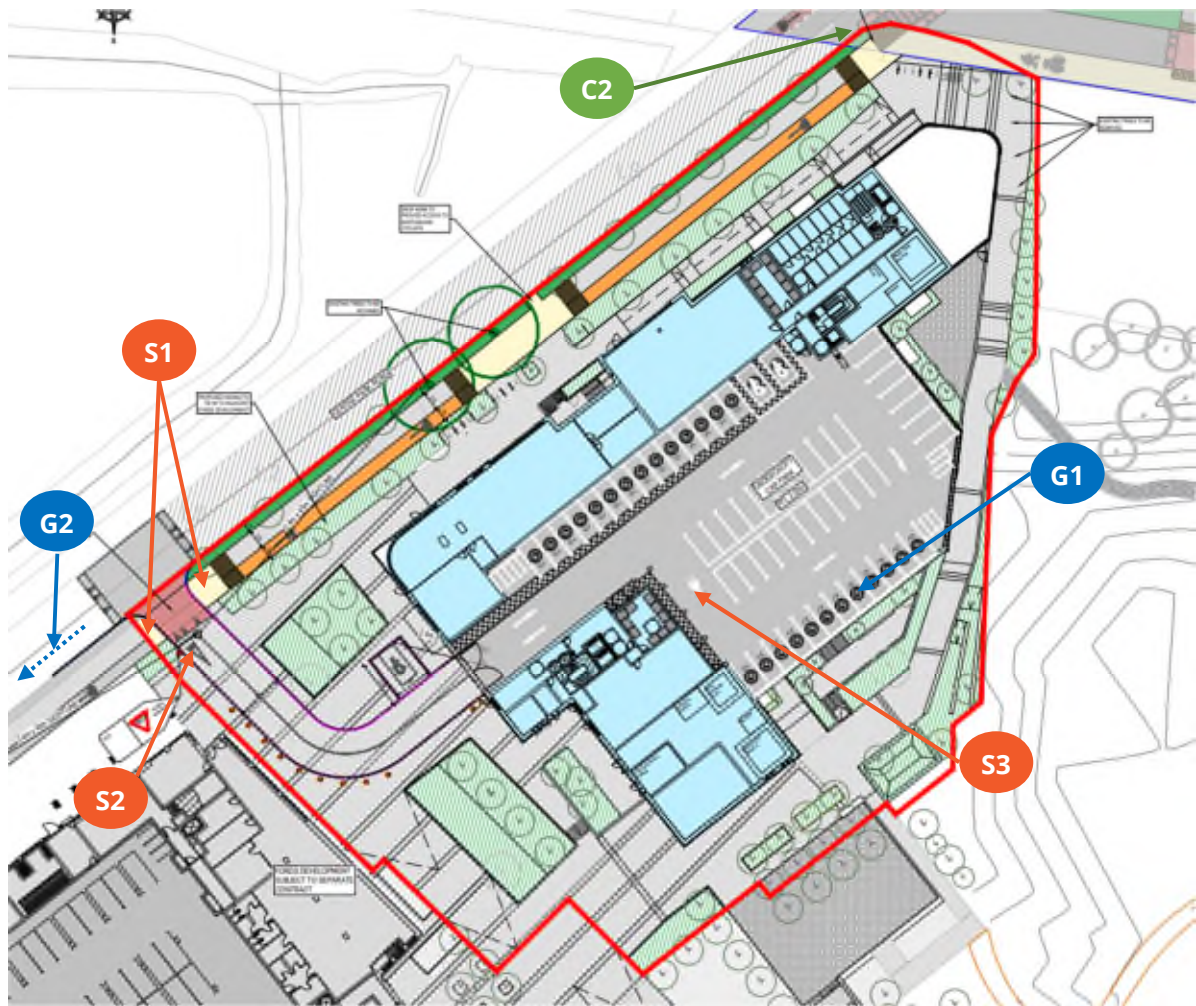
Information received that assisted this Audit is summarised in **Table 4-1**.




Items Received		Yes/No	Details
1	Scheme Description	Yes	
2	Project Brief	Yes	
3	Scheme / Project Drawings	Yes	<p>DBFL Consulting Engineers Drawings</p> <ul style="list-style-type: none"> 240002-X-04-X-XXX-DR-DBFL-CE-5201 Road Construction Details Sheet 1 Rev 0 240002-X-04-X-XXX-DR-DBFL-CE-5201 Road Construction Details Sheet 2 Rev 0 240002-X-04-Z00-XXX-DR-DBFL-CE-1201 Roads Layout Rev 2 240002-X-05-X-XXX-DR-DBFL-CE-3301 Drainage Longitudinal Sections Rev 0 240002-X-05-X-XXX-DR-DBFL-CE-5304 Typical SUDS Details Rev 0 240002-X-05-Z00-XXX-DR-DBFL-CE-1301 Site Services Layout Rev 2 240002-X-91-Z00-DTM-DR-DBFL-CE-1310 Surface Water Strategy Plan Rev 0 240002-X-91-Z00-DTM-DR-DBFL-CE-3321 Surface Water Attenuation Tank Plan and Sections Rev 0 240002-X-93-Z00-XXX-DR-DBFL-CE-1601 Watermain Layout Rev 2 <p>JFA Architects Drawings</p> <ul style="list-style-type: none"> FRD_00_00_DR_JFA_AR_P2000-Proposed Ground Floor Plan - Blocks A&B Rev 5 FRD_00_ZZ_DR_JFA_AR_P1002-Proposed Site Layout Plan Rev 4 FRD_00_ZZ_DR_JFA_AR_P4000-Proposed contiguous elevations Rev 3 FRD_00_ZZ_DR_JFA_AR_P4001-Proposed contiguous elevations Rev 4 FRD_00_B1_DR_JFA_AR_P2012 Proposed Basement Plan - Blocks A&B Rev 5 FRD_00_ZZ_DR_JFA_AR_P5001-Proposed Sections AA & BB Rev 5 FRD_00_ZZ_DR_JFA_AR_P5002-Proposed Sections CC & DD Rev 0 <p>Áit Urbanism + Landscape</p> <ul style="list-style-type: none"> 24C02_DR-0100 Landscape Plan – Overall Rev 0 24C02_DR-0101 Landscape Plan – Sheet 1 of 2 Rev 0 24C02_DR-0102 Landscape Plan – Sheet 2 of 2 24C02_DR-0110 Landscape Plan – Centre Park Road Interface Rev 0 24C02_Landscape Report <p>EDC</p>

			<ul style="list-style-type: none"> CC22002 Ford Site-Podium 4 Lighting Drawing
4	Departures from Standard	No	
5	Traffic Signal Information	N/A	
6	Road Signs & Road Marking Details	Yes	<ul style="list-style-type: none"> 240002-X-04-Z00-XXX-DR-DBFL-CE-1201 Roads Layout Rev 2
7	Traffic Count Information	Yes	TTA Provided
8	Speed Survey Data	No	
9	Collision Data	N/A	
10	Previous Road Safety Audit Reports	N/A	
11	Relevant Design Standards	No	
12	Public Transport Information	Yes	TTA Provided
13	Other Information	No	

Table 4-1: Information Received as basis for Road Safety Audit

Appendix A : Problem Location Figure



KEY	
	Problem (General Location)
	Problem (Specific Location)
	Comment

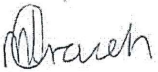
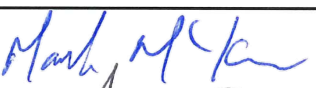
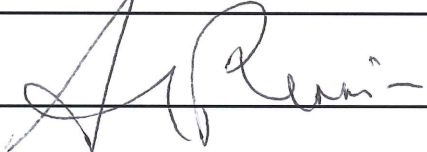
Appendix B : Feedback Form

STAGE 1 ROAD SAFETY AUDIT FEEDBACK FORM
Scheme: Ford Site, Cork City, Co. Cork

Audit Stage: Stage 1

Date Audit Completed: November 2024

To be Completed By Designer				To be Completed by Audit Team Leader
Problem No. in Quality 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)
G1	Yes	Yes		
G2	Yes	Yes		
S1	Yes	Yes		
S2	Yes	Yes		
S3	Yes	Yes		

Signed: 
 Signed: 
 Signed: 

Designer: Melissa Crouch **Date:** 21/11/2024
Audit Team Leader: Mark McKenna **Date:** 25/11/2024
Employer: Anthony Perrin **Date:** 25/11/2024

Please complete and return to safety auditor.



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