

**For: Land Development Agency**

Proposed Large-scale Residential Development,  
Sarsfield Road, Wilton, Co. Cork

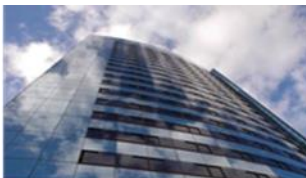


Quality Audit Report

January 2025



**MHL & Associates Ltd.**  
**Consulting Engineers**





## Document Control Sheet

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## TABLE OF CONTENTS

1	Introduction .....	3
1.1	Background .....	3
1.2	Scope of Quality Audit .....	4
1.3	Overview .....	5
1.4	Quality Audit Procedure .....	5
2	PRoposed Site .....	8
2.1	Site Location .....	8
3	Existing Site Transport .....	9
3.1	Existing Modal Split .....	9
3.2	Modal Split Targets.....	9
3.3	Motorised Users .....	10
3.4	Pedestrians and Cyclists.....	10
3.5	Street Lighting .....	12
3.6	Collisions .....	12
3.7	Paths and Pavements in Streets, Roads and Public Areas .....	12
4	Accessibility & Walkability Audit .....	13
4.1	Introduction .....	13
4.2	Access to Local Bus Network.....	13
4.3	Access to the Train .....	13
4.4	Local Amenities.....	13
4.5	Building Accesses .....	14
4.6	Pedestrian Crossing Facilities .....	14
4.7	Target Groups .....	14
4.8	Subways .....	14
4.9	Junctions.....	14
4.10	Signage .....	14
4.11	Public Transport .....	14
4.12	Lighting .....	14
4.13	Visibility .....	14
4.14	Waste Facilities within the Development.....	14
4.15	Carriageway Markings for Pedestrians.....	14
4.16	Parking .....	14
4.16.1	Issue .....	14
4.16.2	Issue .....	15
5	Cycle Audit.....	16
5.1	External Cycle Provision .....	16
5.2	Internal Cycle Provision .....	16
5.2.1	Issue.....	16
5.2.2	Issue.....	16
5.2.3	Issue.....	17
6	Quality Audit Action Plan.....	18
7	Quality Audit Team Statement.....	19
8	References .....	20
9	Appendix A: Site Photographs .....	21

## TABLE OF FIGURES

Figure 1.1: Proposed Revised Development Layout (c: Reddy Architecture + Urbanism).....	3
Figure 1.2: Cork Cycle Network Plan .....	4
Figure 1.3 Quality Audit Process .....	6
Figure 2.1 Proposed Site Location .....	8
Figure 3.1 2022 Census online SAP data – CSO Small Area .....	9
Figure 3.2 Sustainable Travel Mode Share Targets .....	10
Figure 3.3: Pedestrian/Cycle Infrastructure along R641 towards Wilton Roundabout .....	11
Figure 3.4: Pedestrian/Cycle Infrastructure along R641 to Existing Bus Stops .....	11
Figure 3.5: Pedestrian/Cycle Infrastructure along R641 towards Sarsfield Road Roundabout .....	11
Figure 3.6: Existing Greenway at Sarsfield Road Roundabout .....	12
Figure 3.7: Location of proposed shared Pedestrian/Cycle Access .....	12

# 1 INTRODUCTION

## 1.1 Background

M.H.L. & Associates Ltd. Consulting Engineers have been engaged by Land Development Agency to prepare a Quality Audit Report (QAR) to support a planning application for a proposed Large-scale Residential Development on an existing greenfield site on Sarsfield Road, Wilton, Co. Cork. This Quality Audit Report aims to assess the scheme from the perspective of the Design Manual for Urban Roads and Streets on aspects of safety, accessibility and streetscape.

The Land Development Agency (LDA) intends to apply to Cork City Council for permission for a Large Residential Development with a total application site area of c. 2.61ha, on lands adjoining the ESB Networks DAC Office, at Farrandahadore More, Sarsfield Road, Wilton, Cork City. The development will provide 348 no. residential units and a 138 sqm childcare facility, revised access arrangements to Sarsfield Road and all associated development above and below ground.

The scheme to be submitted for planning approval is shown in Figure 1, Site Plan.



**Figure 1.1: Proposed Revised Development Layout (c: Reddy Architecture + Urbanism)**

The Quality Audit site assessment was undertaken on Tuesday 10<sup>th</sup> December 2024 and at the time of the survey the weather was dry, and the ground conditions were dry. On the day the site visit was undertaken, it was noted that traffic levels were high in the area.

This Quality Audit will assess how pedestrians, cyclists and other vulnerable road users including the mobility impaired users, push chair users and wheelchair users will navigate from the proposed development along likely desire lines within the proximity of the development by using existing and proposed infrastructure.

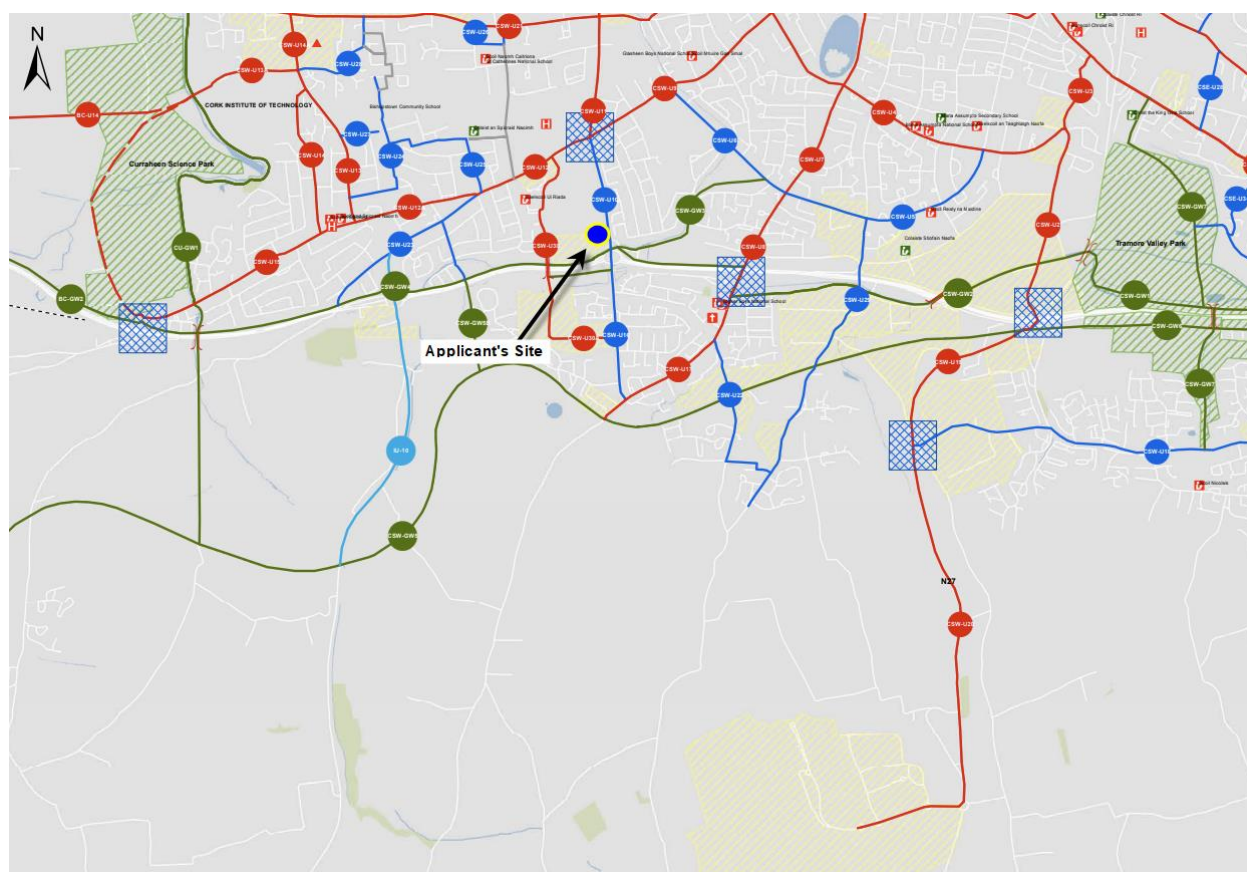
The assessment was carried out along Sarsfield Road to the local shopping centre and onward as far as the existing bus stops, north of the site, and also through the Sarsfield Road



Roundabout, south of the site, which are deemed to be the desire lines to/from nearby amenities for occupants of the proposed scheme.

The site is located approximately 300m north of the Sarsfield Road Roundabout and is accessed from the existing entrance to the ESB Networks complex.

The Cork Cycle Network Plan sets out a proposed future cycle network for the Cork City South West area. The development will be made accessible to pedestrians and cyclists with the proposed active travel upgrades. A greenway is to be provided along the northern extents of the N40 connecting the Togher to Bishopstown and further west. Sarsfield Road is also to connect to the Wilton Town Centre via a secondary route, as can be seen in Figure 1.2. These local routes also align with the network identified in the NTA's CycleConnects documentation.



**Figure 1.2: Cork Cycle Network Plan**

## 1.2 Scope of Quality Audit

The geographical scope of this Quality Audit considers the applicant's development site (extent of proposed new infrastructure works within the site boundary), the proposed site access/egress locations and the immediate pedestrian/cycle/vehicular routes leading to/from the development site.

The audit sets out a critical assessment of public connectivity facilities in the vicinity of the site, along particular desire routes. It is not intended that the applicant should be required to address these issues, but that they should be addressed by the local authority, possibly in collaboration with local developers, possibly using particular roads contributions to fund some of the necessary improvements.

### 1.3 Overview

The Access Audit identifies a range of barriers that potentially restrict access for both ambulant and disabled people in the external and internal built environments. Specifically, the use of sustainable transport measures are assessed and the ease of access to same so as to encourage a modal shift towards these transport solutions ahead of the private car.

For the purposes of the access assessment, the environment's features have been broken down into its constituent features. Each feature is assessed for conformity against certain access criteria. These criteria are derived from the following range of Best Practice sources, guidelines, standards, publications and legislation:

- The Disability Act 2005 and related Sectoral Plans
- British Standards Institute BS8300:2001 and BS5588
- Building Regulations 2000, Technical Guidance Document M
- Access for People with Disabilities (Department of the Environment, Heritage and Local Government)
- Buildings for Everyone Access and use for all citizens (National Disability Authority)
- Traffic Management Guidelines (Irish Government Publications 2003)
- Design Manual for Urban Road and Streets (Department of Transport, Tourism and Sport)
- Access Auditing of the Built Environment guidelines (National Disability Authority)
- Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (Department of Transport United Kingdom)
- Guidance on the use of Tactile Paving Surfaces: UK Department for Transport

Where a site feature does not conform to this guidance, an explanation as to the potential restriction on access is provided, together with a suggested action and the priority in which such actions should be undertaken.

The Disability Act 2005 and the National Disability Authority's initiatives build on relationships and practices which currently exist among councils, city planners, building professionals and community groups to make services in Ireland more accessible to people with disabilities. In addition to people who use wheelchairs or have restricted mobility, there are many people affected by some degree of hearing loss, learning disability, visual impairment or conditions such as arthritis. This access assessment considers the needs of all potential users from a universal access perspective.

The audit is an organisation's first step in identifying physical barriers that people with disabilities may encounter when engaging with the community, public services and facilities.

### 1.4 Quality Audit Procedure

The DMURS Advice Note 4 States sets out the following description of a Quality Audit:

"The Quality Audit process seeks to integrate existing auditing processes and expand their scope to fully embrace a multidisciplinary approach to street design." "The Quality Audit Report will summarise the issues raised within each individual Design Audit, identify any potential conflicts between audits and propose solutions. All solutions should be measured against the main objectives of the project and presented as a series of recommendations."

The definition of a Quality Audit is provided within the Department for Transport (UK) Traffic Advisory Leaflet 5/11 "Quality Audit", and states:

"QA is a defined process, independent of, but involving, the design team, that through planning, design, construction and management stages of a project, provides a check that high quality places are delivered and maintained by all relevant parties, for the benefit of all end users. QA is a process, applied to highway, traffic management or development schemes, which systematically reviews projects using a series of discrete but linked evaluations and ensures that the broad objectives of a place, functionality, maintenance and safety are achieved."

The design manual for Urban Roads and Streets (DMURS) states:

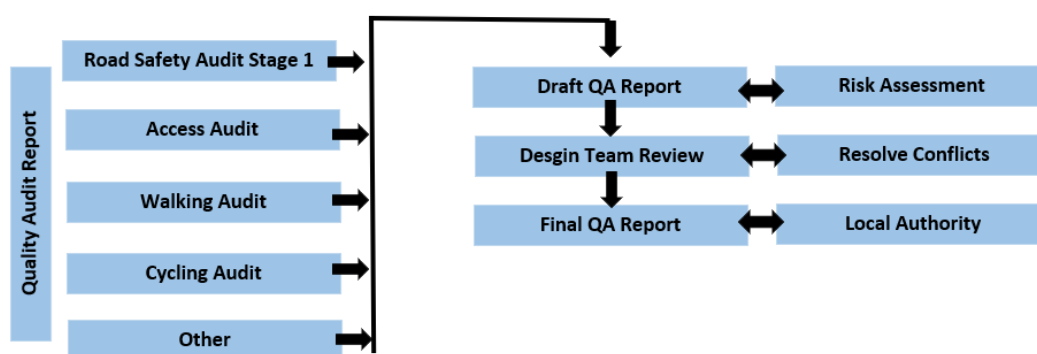
"The intention of a Quality Audit is not to pass or fail a design rather it is intended as an assessment tool that highlights the strengths and weakness of a design and a documented process of how decisions were made".

Quality Audits are a relatively new process within Ireland and as such no formal detailed guidance has been published here to date. Accordingly, until the publication of such guidance in Ireland, MHL continue to use our internally derived Quality Audit report structure which has been compiled in reference to international best practice guidance including, amongst others, the Department for Transport (UK) Traffic Advisory Leaflet 5/11 "Quality Audit", and the CIHT document "Manual for Streets 2". Through the adoption of the guidance detailed within the aforementioned documents, MHL submit that this Quality Audit complies fully with the requirements introduced in DMURS.

For developer led schemes, the Quality Audit is an integral element of the development team approach through which all relevant disciplines contribute to the planning process.

The Quality Audit seeks to identify a set of clear, agreed outcomes and recommendations that are set fed back into the design process through discussion and agreement with the relevant parties of the design team (e.g. architects, planners, engineers etc.).

The Quality Audit process can be summarised as follows:



**Figure 1.3 Quality Audit Process**



The Quality Audit encompasses an Access Audit, Walking Audit and Cycling Audit. The scope of the audit considers the subject development site and the immediate pedestrian/cycle/vehicular routes leading to/from the development site.

The Quality Audit Team was as follows:

*Brian Murphy BE C.Eng., MIEI*

*MHL Consulting Engineers Ltd.*

*Bryan Hill MEng MIEI*

*MHL Consulting Engineers Ltd.*

The Audit comprised a review of the drawings/documents as detailed in this report in addition to an examination of the existing conditions on site. The site was visited on Tuesday 10<sup>th</sup> December 2024 with the objective of quantifying:

- Existing traffic (pedestrian, cyclist and vehicular) and travel demand characteristics
- The provision of dedicated facilities available for Non-Motorised Users (NMU's) and their functionality
- The likely travel desire lines/links to/from the subject site; and
- Any issues that might impact the comfort and safety of NMU's.

This Audit has been carried out in accordance with the DMURS Advice Note 4 – Quality Audits and also the DMRB (UK) Section 5 Part 2 HD45/02 Non-Motorised User Audits, the relevant sections of Transport Infrastructure Ireland guidance, in addition to respecting the requirements of the Access Audit, Cycling Audit and Walking Audit.

The problems identified and described in this report are considered by the Audit Team to require action in order to improve accessibility, enhance comfort and safety levels of the scheme and minimise accident occurrence.

## 2 PROPOSED SITE

### 2.1 Site Location

The site is located at Sarsfield Road, Wilton, Co. Cork.

<b>Location:</b>	Sarsfield Road, Wilton, Co. Cork
<b>Classification:</b>	Proposed Large-scale Residential Development
<b>Local (Public) Road Speed Limit:</b>	50kph
<b>Internal Road Speed Limit:</b>	30kph
<b>Local Authority:</b>	Cork City Council
<b>Type of Roads:</b>	Regional Roads (R641) Local Roads (Access Road)



**Figure 2.1 Proposed Site Location**

Figure 2.1 highlights the location of the site in Wilton in close proximity to the R641, and Cork City Centre. The R641, which will be the primary access route for users of the proposed development, is directly east of the site. There are high quality pedestrian and cycle facilities currently provided on the access road to ESB Networks and on Sarsfield Road. Footpaths and raised cycle tracks, of approximate width 2m, are provided northbound along the R641 for 500m as far as The Wilton Roundabout. In the southerly direction of Sarsfield Road Roundabout, a shared pedestrian/cycle path is provided through the roundabout as far as Richmond Residential Estate (circa. 350m from the proposed development).

Signalized pedestrian crossings are provided in several locations along the R641 and through the Sarsfield Road Roundabout. These controlled crossings provide high quality connectivity from the site north as far as the existing bus stops and south through the Sarsfield Road Roundabout.

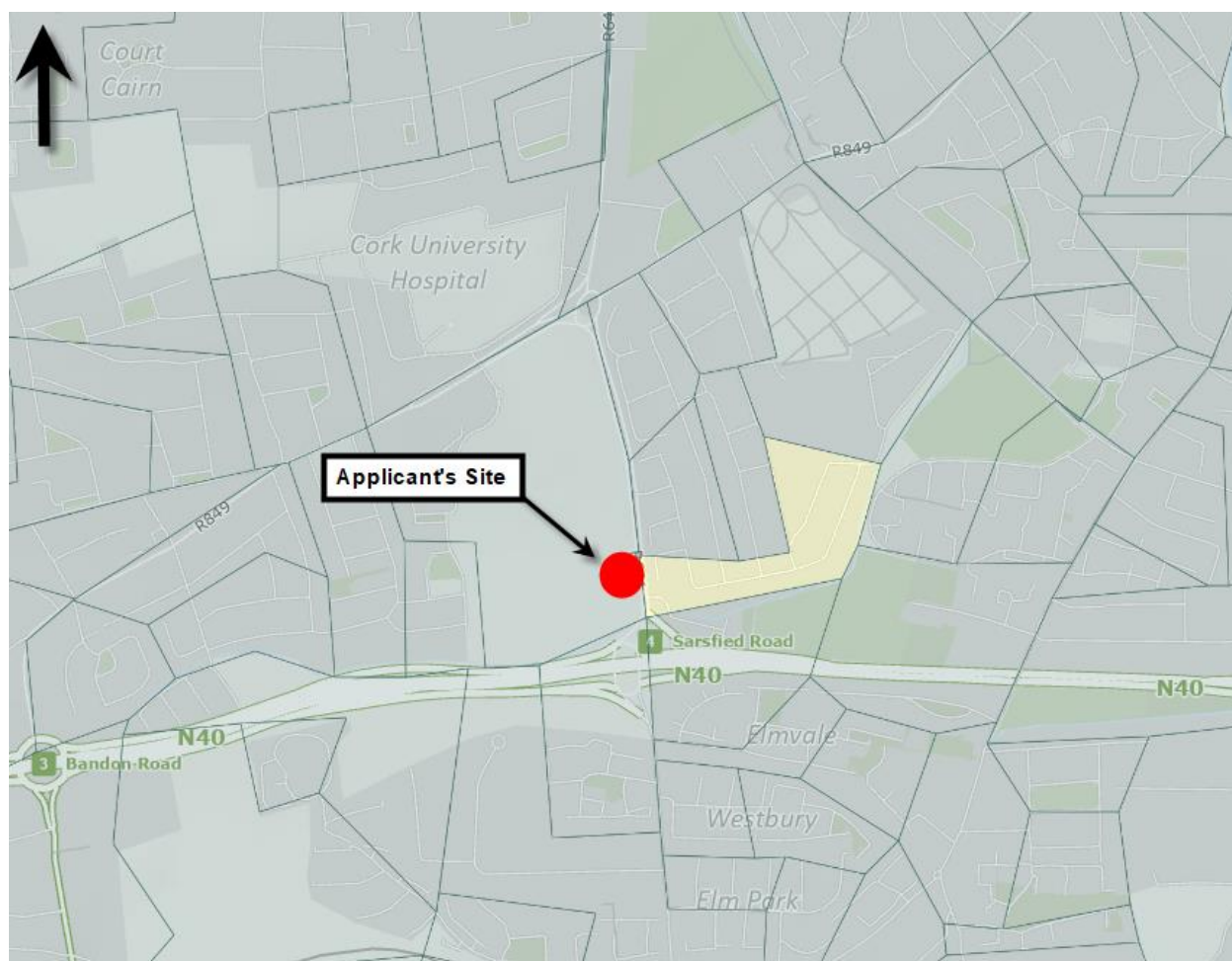
The access road from the R641 to the proposed development is equipped with 2m footpaths and 1.5m cycle lanes either side of the road.

### 3 EXISTING SITE TRANSPORT

#### 3.1 Existing Modal Split

This section describes the current level of modal split (the use of sustainable modes of travel) based on available data and compares these to national targets. The data is based on residents in a nearby residential area. It presents an indication of the general modal split in the area.

In looking more closely at the site location a review of the CSO "Small Area" population statistics (CSO Ref: A048009004) presents information of the population in the immediate vicinity of the site. The small area surveyed includes the development lands.



**Figure 3.1 2022 Census online SAP data – CSO Small Area**

These statistics cover a population of 152no. residents and reports that **34%** of commuters travel by sustainable modes (walking/cycle/bus). The private vehicle dominated the current modal shift in the area with 43% of people taking the car as either a driver or passenger. The remaining residents either work from home or use alternative modes of travel (van/motorcycle etc.) or did not state their means of travel. The current high quality facilities for pedestrians and cyclists are a major factor for the high level of active travel in the area.

#### 3.2 Modal Split Targets

The national policy document on sustainable transport Smarter Travel: A Sustainable Transport Future, 2009 – 2020 sets out a long-term objective to reduce the percentage of car-based commuter trips to 45%, therefore a proposed mode share assigned to sustainable travel modes of 55%.



The modal shift targets as set out in the Cork Metropolitan Area Transport Strategy (CMATS) is 15% mode share for public transport in the Metropolitan Area, this could be achieved primarily by a modal shift to bus/rail. The existing and proposed, target mode splits for the various sustainable travel modes for the Study Area are set out in the table in Figure 3.2 below:

TRANSPORT MODE	CURRENT CITY MODE SPLIT	TARGET MODE SPLIT
Public Transport	10%	26%
Cycling	1%	10%
Walking	21%	21%
TOTAL SUSTAINABLE MODES	<b>32%</b>	<b>57%</b>
<i>Based on Cork City Development Plan 2022-2028 (Table 4.1 - CMATS Modal Share Baseline and Targets)</i>		

**Figure 3.2 Sustainable Travel Mode Share Targets**

As seen in the above table the existing modal split for residents in the immediate vicinity of the subject site do not reflect Cork City Council modal split targets but are above the measured rates for the wider city for uptake of sustainable modes. Further improving this infrastructure and providing additional travel links would result in an increased level of walking and cycling to the nearby facilities. Significant increases in Public Transport infrastructure in the area, as outlined in the recently published BusConnect Preferred Route drawings will serve to attract additional commuters to use Public Transport for their commuting demands. The "Sustainable Transport Corridor Preferred Route F - Bishopstown to City will provide significant improvements to bus services in the wider Wilton and Bishopstown area.

### 3.3 Motorised Users

Sarsfield Road is a wide carriageway of approximately 17.5m, inclusive of a right turn lane into the existing ESB Networks development. This is a signalized T-Junction with appropriate road markings and yellow boxes to allow for movements in/out of the ESB access Road. It is a busy road with high traffic levels experienced on the day of the site visit.

The proposed development site benefits from being close to the N40 Cork South Ring Road. Given the scale and location of the existing Wilton Shopping Centre, the local roads network suffers from peak hour congestion. Its proximity to the site will provide future residents with particular transport benefits, being located within easy walking distance (c.300m) of the site.

The speed limit on the roads network in the area of the proposed site is 50kph. From site observations it appears that this speed limit is generally obeyed. There are no proposals shown to further reduce the speed limit for the development roads.

### 3.4 Pedestrians and Cyclists

High quality pedestrian and cycle facilities are available for the area surrounding the proposed development. Footpaths (circa. 2m wide) are available north along Sarsfield Road as far as nearby bus stops and The Wilton Roundabout. Segregated, raised cycle tracks (circa. 1.75m wide) are also available on either side of the road, northbound from the proposed development. Signal controlled crossings are provided at the Wilton Shopping Centre access junction and in close proximity to the bus stops either side of the R641.

Pedestrians and cyclists can also make use of existing shortcuts through nearby residential estates for safe connectivity to the Togher area.

To the south of the proposed development, a shared cycle/pedestrian surface is available connecting to The Sarsfield Road Roundabout and an existing greenway which provides

connectivity to The Bandon Road Roundabout and the wider Bishopstown area. Signal controlled crossings are provided at Sarsfield Road Roundabout to allow for the safe passage of pedestrians/cyclists through the roundabout.



**Figure 3.3: Pedestrian/Cycle Infrastructure along R641 towards Wilton Roundabout**



**Figure 3.4: Pedestrian/Cycle Infrastructure along R641 to Existing Bus Stops**



**Figure 3.5: Pedestrian/Cycle Infrastructure along R641 towards Sarsfield Road Roundabout**





**Figure 3.6: Existing Greenway at Sarsfield Road Roundabout**

### 3.5 Street Lighting

Public lighting is provided on all routes in the vicinity of the proposed development. Sarsfield Road is equipped with public lighting at regular intervals, with columns stationed in the middle of the road. The site visit was undertaken in daylight hours and therefore, the performance of the lighting was not observed.

### 3.6 Collisions

No specific road accident data was provided to the audit team. Collision data was not available on the Road Safety Authority collisions map due to GDPR reasons.

### 3.7 Paths and Pavements in Streets, Roads and Public Areas

The proposed development includes pedestrian access points on the eastern boundary of the site. One of these access points is also for the provision of cyclists off Sarsfield Road.



**Figure 3.7: Location of proposed shared Pedestrian/Cycle Access**

## 4 ACCESSIBILITY & WALKABILITY AUDIT

### 4.1 Introduction

The proposed development is in an urban area that includes a comprehensive network of existing footways and pedestrian crossing facilities on Sarsfield Road, with strong links to Wilton Shopping Centre, Cork University Hospital and associated businesses and schools north of the development. Public lighting is provided on Sarsfield Road.

The proposed development also includes new pedestrian footways and crossings, which will support increased pedestrian permeability within the development, and at the LRD and the surrounding footway network.

As such, the development's location is supported by existing pedestrian infrastructure that will promote walking to and from the development.

### 4.2 Access to Local Bus Network

The proposed development is well served by Transport for Ireland bus routes. The nearest bus stops are located a 5 minute walk north of the site. A list of bus routes serving the area is provided below, including the distance of the bus stops to the proposed development.

**Table 1: Bus Routes Near Proposed Development**

Bus Stop (Name)	Bus Stop (Number)	Proximity to the Development	Bus Route	Travelling Between
Wilton SC East	243311	500m	214	Glanmire - CUH
			219	Mahon - CIT
Wilton Shopping Cen	243351	600m	214	CUH - Glanmire
			219	CIT – Mahon
Southbury Road	243141	600m	216	Monkstown – CUH

### 4.3 Access to the Train

Kent Station in Cork City can be accessed from the development in 42 minutes via bus, or in 23 minutes by bicycle.

### 4.4 Local Amenities

The proposed development is located in close proximity to Wilton Shopping Centre, which is located north of the site. This location provides the development with access to a wide range of amenities within a short walking/cycling distance. These amenities include various retail outlets, library, cafes, restaurants, supermarkets, department stores, pharmacies etc. Table 2 below includes a selection of amenities which can be accessed in a short journey time, walking or cycling, from the development site.

**Table 2: Local Amenities in Close Proximity to the Proposed Development**

Amenity	Distance	Journey Time on Foot/Bicycle	Direction from Development
Wilton Shopping Centre	500m	8 mins / 3 mins	North
Doughcloyne Industrial Estate	750m	11 mins / 5 mins	South
CUH	750m	11 mins / 4 mins	North
St. Finbarr's Hurling & Football Club	1.8km	24 mins / 7 mns	East

#### **4.5 Building Accesses**

No accessibility issues were identified relating to building accesses.

#### **4.6 Pedestrian Crossing Facilities**

No accessibility issues were identified relating to pedestrian crossing facilities.

#### **4.7 Target Groups**

No accessibility issues were identified relating to target groups.

#### **4.8 Subways**

No accessibility issues were identified relating to subways.

#### **4.9 Junctions**

No accessibility issues were identified relating to junctions.

#### **4.10 Signage**

No accessibility issues were identified relating to signage.

#### **4.11 Public Transport**

No accessibility issues were identified relating to public transport.

#### **4.12 Lighting**

No accessibility issues were identified relating to lighting.

#### **4.13 Visibility**

No accessibility issues were identified relating to visibility.

#### **4.14 Waste Facilities within the Development**

No accessibility issues were identified relating to waste facilities within the development.

#### **4.15 Carriageway Markings for Pedestrians**

No accessibility issues were identified relating to carriageway markings for pedestrians.

#### **4.16 Parking**

##### **4.16.1 Issue**

Electric Vehicle (EV) charge parking is not identified in the drawings provided to the audit team; however, it is likely that a portion of the parking spaces will be required for EVs. These spaces are typically wider than a standard parking space to support a buffer zone to account for potentially different charging port connections on vehicles. The additional width allows user access to connect/disconnect the charging cables as well as spaces for electric cables.

With exception to the disabled parking spaces, all parking spaces appear to have similar dimensions. There is a potential risk that if any of these areas are allocated for EVs as the design develops, there may not be sufficient space to accommodate the required buffer zone and infrastructure for EV parking.

### **Recommendation**

An adequate number of parking spaces within the development's car park should be designated for EV use, with sufficient space provided at these locations in compliance with the Traffic Signs Manual 2019.

Ensure that an adequate number of disabled parking spaces are also provided, in accordance with the Cork City Development Plan.

#### **4.16.2 Issue**

Access to the disabled parking spaces close to the East Block appears to be difficult to negotiate. Drivers accessing the spaces, particularly the east-most space would likely have to turn the car before reversing into the space. This complicated manoeuvre should be reviewed.

### **Recommendation**

Carry out a swept path assessment of these parking spaces to ensure that drivers can easily gain access to the spaces. Consider relocating the spaces westwards to allow drivers to easier access to the spaces.



## 5 CYCLE AUDIT

Existing cycle facilities are provided along Sarsfield Road, in the form of raised cycle tracks on either side of the road from the development site north as far as Wilton Roundabout. Cyclists can also make use of existing shortcuts through nearby residential estates for safe connectivity to the Togher area.

To the south of the proposed development, a shared cycle/pedestrian surface is available connecting to The Sarsfield Road Roundabout and an existing greenway which provides connectivity to The Bandon Road Roundabout and the wider Bishopstown area. Signal controlled crossings are provided at Sarsfield Road Roundabout to allow for the safe passage of pedestrians/cyclists through the roundabout.

The proposed development includes a shared pedestrian/cycle surface which can be accessed from Sarsfield Road at two locations. There is also provision made for a future connection from the western extent of the site via a shared pedestrian/cycle path which would connect to Cardinal Court. The proposed shared surfaces are to be constructed at the same level as the connecting footways. Cycle parking is provided within the proposed development, with cycle stands strategically located near public open spaces, shared pedestrian/cycle surfaces and apartment blocks.

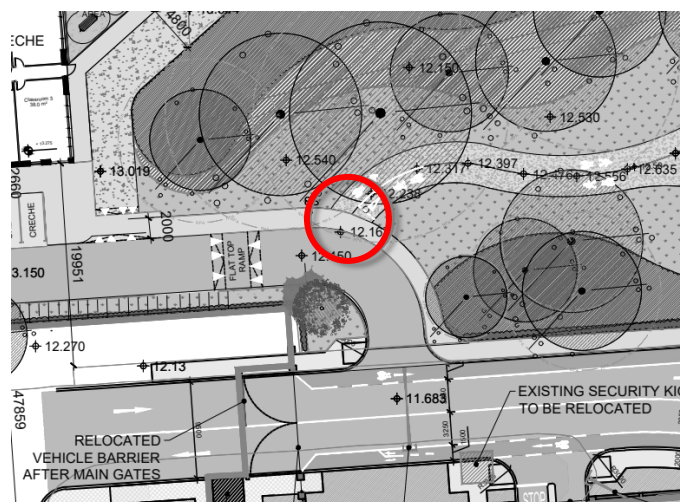
### 5.1 External Cycle Provision

Accessibility issues relating to external cycle provision have been discussed in the submitted Road Safety Audit under Section 2.4. These issues may be addressed in a Cork City Council scheme that is to be delivered along the R641 Wilton Road. No details of this scheme were provided to the Audit team.

### 5.2 Internal Cycle Provision

#### 5.2.1 Issue

No provision for cyclists to exit the shared surface onto the adjoining internal road. This may result in cyclists continuing along the footpath or entering the carriageway off the raised kerb at an unsafe location. Both of these scenarios could result in a collision between a cyclist and a pedestrian or a cyclist and a moving vehicle.



#### Recommendation

Provide a ramped exit to/from the shared surface for cyclists to ensure safe connectivity to the existing cycle lane along the ESB Access Road, with appropriate signage, in accordance with the relevant design standards.

#### 5.2.2 Issue

The shared surface will be constructed at grade with the adjoining footway. No information to visually impaired users of the changed use across these pathways is shown in the drawings.



There is a risk that visually impaired users may enter the shared surface without due care and attention.

**Recommendation**

Tactile paving should be used at crossings and at entry to shared cycle/pedestrian areas throughout the development to clearly warn visually impaired pedestrians when approaching a roadside crossing or a shared space.

**5.2.3 Issue**

It is unclear if any cycle paths are to be covered. Residents in the apartments or employees working in the creche, may be discouraged from using cycle stands if they believe the locations are unsafe, or if their bicycle will be exposed to the weather. This may discourage users from choosing cycling as a sustainable form of transport

**Recommendation**

Provide a portion of covered/secure cycle stands where possible throughout the site.

## 6 QUALITY AUDIT ACTION PLAN

Issue	Situation	Action/Adjustment	Priority	Cost
4.16.1	An adequate number of EV and Disabled Parking Spaces should be provided in the scheme. The dimensions of EV and disabled parking spaces are such that that their inclusion should be carefully considered in the scheme layout.	Ensure an adequate number of EV and disabled parking spaces is provided, in accordance with the Cork City Development Plan.	P1	C3
4.16.2	Access to the disabled parking spaces close to the East Block appears to be difficult to negotiate.	Consider relocating the spaces to a more easily accessible location.	P1	C1
5.2.1	No provision for cyclists to exit the shared surface onto the adjoining internal road.	Provide dropped kerb to facilitate cycle connections internally.	P1	C1
5.2.2	Lack of tactile paving to inform visually impaired users of the introduction of a shared space. Also appropriate tactile paving to be provided at all new crossings.	Provide appropriate tactile paving throughout the scheme. Provide contrasting surface colour between shared surfaces and pedestrian areas.	P1	C2
5.2.3	Lack of secure/covered cycle stands. May discourage the uptake in cycling for residents or creche staff.	Provide a portion of covered/secure cycle stands where possible throughout the site.	P1	C2

### PRIORITY DESIGNATION

P1: Immediate works required

P2: Medium Timeframe (within 1 to 2 years or completion of scheme)

P3: Longer Term Works

P4: Strategic works as part of wider area improvements

### COST EXPLANATION (indicative costs only)

C1: Low cost works (less than €5,000)

C2: Medium cost works (€5,000 to €20,000)

C3: High cost works (more than €20,000)

## 7 QUALITY AUDIT TEAM STATEMENT

I certify that I have examined the drawings and other information listed in this report. 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 development proposals. 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.

Mr Brian Loughrey, BE CEng MIEI

Signed: Brian Loughrey

Date: 21/01/2025

Mr Brian Murphy BE CEng, MIEI.

Signed: Brian Murphy

Date: 21/01/2025

## 8 REFERENCES

- Design Manual for Urban Road and Streets (Department of Transport, Tourism and Sport)
- DMURS Advice Note 4 Quality Audits
- The Disability Act 2005 and related Sectoral Plans
- British Standards Institute BS8300:2001 and BS5588
- Building Regulations 2000, Technical Guidance Document M
- Access for People with Disabilities (Department of the Environment, Heritage and Local Government)
- Buildings for Everyone Access and use for all citizens (National Disability Authority)
- Traffic Management Guidelines (Irish Government Publications 2003)
- Access Auditing of the Built Environment guidelines (National Disability Authority)
- Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (Department of Transport United Kingdom)
- Guidance on the use of Tactile Paving Surfaces: UK Department for Transport
- CSO data
- CCC Bus Connects
- CMATS
- The Department for Transport (UK) Traffic Advisory Leaflet 5/11 "Quality Audit
- DMRB (UK) Section 5 Part 2 HD45/02 Non-Motorised User Audits

## 9 APPENDIX A: SITE PHOTOGRAPHS



**Photo 1: Approximate Location of Development Entrance Junction**



**Photo 2: North of Development Entrance**





**Photo 3: South of Development Entrance**



**Photo 4: Controlled Pedestrian Crossings at Sarsfield Road Roundabout**





**Photo 5: Pedestrian Entrance to Wilton Shopping Centre**



**Photo 6: Controlled Pedestrian Crossing to Bus Stops**



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