

For: PROGRESSIVE COMMERCIAL

Proposed Railyard Development,  
Albert Quay, Cork



STAGE 1 ROAD SAFETY AUDIT  
March 2024



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





### Document Control Sheet

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B	Client Draft	B. Murphy	B. Murphy	B. Loughrey	09 <sup>th</sup> -Mar-2024
C	Final Report	B. Murphy	B. Murphy	B. Loughrey	19 <sup>th</sup> -Mar-2024

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## Table of Contents

1	INTRODUCTION .....	3
2	AUDIT ISSUES .....	7
2.1	PROBLEM 1: FOOTPATH CONDITION PRESENTS A HAZARD TO PEDESTRIANS AND RESIDENTS .....	7
2.2	PROBLEM 2: SURFACE WATER COLLECTION PROPOSALS .....	7
2.3	PROBLEM 3: PUBLIC LIGHTING DESIGN .....	7
2.4	PROBLEM 3: SET-DOWN AREA INTEGRATION WITH ADJOINING INFRASTRUCTURE	
	7	
2.5	COMMENT: TACTILE PAVING NOT SHOWN IN DRAWINGS .....	8
3	AUDIT TEAM STATEMENT .....	9
4	APPENDIX A – PHOTOGRAPHS .....	10
5	APPENDIX B – DRAWINGS & DOCUMENTS SUBMITTED FOR INFORMATION .....	12
6	APPENDIX C – RSA FEEDBACK FORM .....	13

## Table of Figures

Figure 1.1: Site Location Map (Credit: OpenStreetmaps) .....	5
Figure 1.2: Proposed Development Site Layout (Credit: CSR Landscape Architects) .....	5
Figure 1.3: Historic RSA Collisions Map .....	6

## 1 INTRODUCTION

M.H.L. & Associates Ltd. Consulting Engineers have been engaged by Arup on behalf of Progressive Commercial to carry out a Stage 1 Road Safety Audit (RSA). This RSA is being prepared as part of an intended project agreement with Cork City Council, to deliver The Railyard Apartments scheme, pursuant to the requirements of Part 8 of the Planning & Development Regulations 2001.

The Railyard Apartments proposed development comprises of the construction of 217 no. apartments comprising 25 no. studio units; 92 no. 1-bed units; 88no. 2-bed units; and 12no. 3-bed units apartments in a building that ranges in height from 8 to 11 to 24 storeys over ground floor at the former Carey Tool Hire site, currently principally occupied by Park Facilities Management Ltd, Albert Quay, Cork City.

The development site, measuring approximately 0.2744 hectares, is bounded by Albert Quay East to the north, Albert Street to the west, the former Blackrock and Passage Railway Terminus – Ticket Office, a Protected Structure, Ref. No. PS 1138, and which is also a Recorded Monument, CO074-119002, the two-storey former Cork, Blackrock and Passage Railway Offices, Protected Structure, Ref. No. PS 1137, and the Albert Road Post Box, which is also a Protected Structure Ref. No. PS942 and Albert Road to the south, and Navigation Square to the east. The site is accessed by Albert Quay East and Albert Street.

The proposed works include:

- A. The construction of 217no. apartments [25no. studio units; 92no. 1-bed units; 88no. 2-bed units; and 12no. 3-bed units] in a building that ranges in height from 8 to 11 to 24 storeys over ground floor.
- B. The provision of external balconies on the east, west and south elevations to the 12th floor on the east and west elevation, and to the 9th floor on the southern elevation.
- C. The provision of an external public realm area at ground level, an eastern laneway for servicing of the proposed development, in addition to its use as a pedestrian link.
- D. The provision of internal communal space areas at ground floor, 1st floor, and 2nd floor, and 2no. external rooftop terraces on the 9th floor and the 12th floor.
- E. The provision of a ground floor community/arts use, with external seating area and a ground floor creche with external covered play area.
- F. The provision of ground level plant, ancillary uses, and bin store.
- G. Bicycle spaces at lower ground floor and ground floor level; and additional visitor bicycle spaces, and a set down delivery area at ground floor level on Albert Street.
- H. Set back of the eastern boundary wall to the north and south.
- I. All site development, public realm and landscaping works.
- J. The proposed development also involves the demolition of the existing two-storey Carey Tool Hire building, currently principally occupied by Park Facilities Management Ltd.

The site location and proposed site layout for the proposed development are shown in Figure 1.1 and Figure 1.2 below, respectively. This Stage 1 & 2 Road Safety Audit has been carried out in accordance with the requirements of TII Publication Number GE-STY-01024. In accordance with TII Publication GE-STY-01024, the Audit considers the potential safety hazards for road users of a new development scheme “which would result in new road construction or permanent change to the existing road or roadside layout”. This Audit is being undertaken at planning stage and it considers proposed new connections onto the existing public roads/footpath and cycle facilities. In this instance the audit considers road

connection onto the existing residential development – The Heritage, which forms the connection onto the local road network.

The Audit Team consists of Brian Loughrey (Team Leader) and Brian Murphy (Team Member) of MHL Consulting Engineers. A site visit was undertaken by the audit team on Friday 01/12/2023. The weather at the time of the audit site visit was dry and overcast.

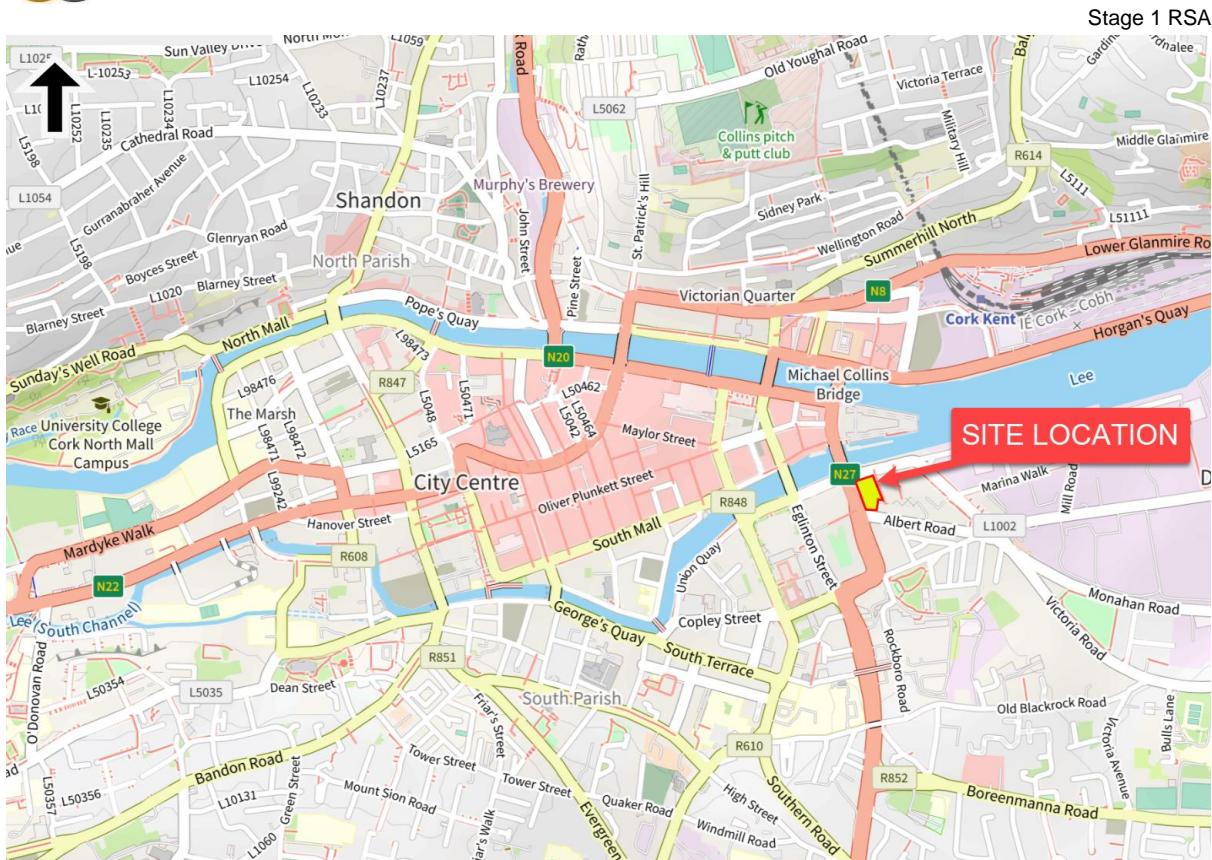
Information provided to assist the Audit consists of the drawings and documents listed in Appendix B. The information provided was considered adequate in terms of detail for the purpose of carrying out a Combined Stage 1 and 2 Road Safety Audit.

No previous Road Safety Audit reports were provided to the audit team for reference to the development. The Road Safety Authority collision database is currently unavailable due to GDPR considerations. A map showing historic collisions at the location (from the RSA Collision database, collected as part of a previous report is included in figure 1.3 below for reference purposes. Details of the collisions is not available. The map shows a significant cluster of collisions at the junction of Albert Quay and the N27. A more detailed Collision Investigation would be advisable to ascertain the statistical significance of any current collisions trends, and the likelihood of any increase in collision risk which might arise as a result of the development proposals.

The Audit has been carried out in accordance with the relevant sections of TII Publication GE-STY-01024 (formerly NRA HD 19), "Road Safety Audit". The scheme has not been examined or verified for compliance with any other standards or criteria. The team drove and walked the local road network in the vicinity of the scheme and compiled a list of road safety problems and associated recommendations for elimination or mitigation of the hazards which are presented in this report. Appendix A contains some photographs of the site.

An Audit Team Statement is included at the end of the Report.

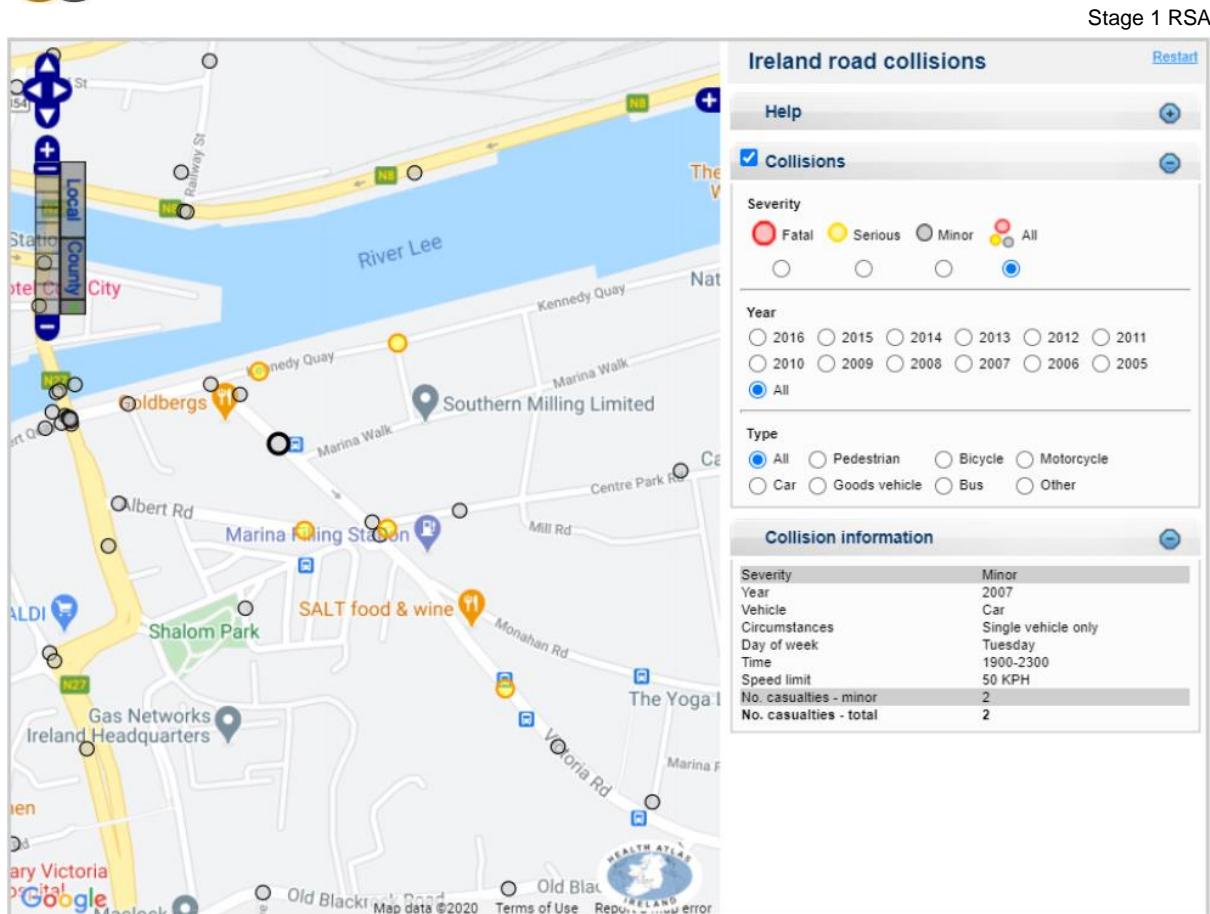
Appendix C contains the Safety Audit Feedback Form.



**Figure 1.1: Site Location Map (Credit: OpenStreetmaps)**



**Figure 1.2: Proposed Development Site Layout (Credit: CSR Landscape Architects)**



**Figure 1.3: Historic RSA Collisions Map**

## 2 AUDIT ISSUES

### 2.1 PROBLEM 1: FOOTPATH CONDITION PRESENTS A HAZARD TO PEDESTRIANS AND RESIDENTS

The existing footpath along the N27 is in poor condition. The footpath surface is broken in a number of locations, owing to the effect of tree roots, service channels and a lack of maintenance. A number of disused dropped kerbs were also noted.

Failure to provide a safe pavement surface may cause pedestrians to trip due to protruding joints and upstands. This presents a particular hazards for visually impaired users. See photos A1 to A3 in appendix A.

#### **Recommendation 1**

Carry out footpath replacement or repair works to improve the existing. Ensure that any existing dropped kerbs, not intended to serve as a vehicle access route or pedestrian crossing, should be removed and replaced with full height kerbs.

### 2.2 PROBLEM 2: SURFACE WATER COLLECTION PROPOSALS

No surface water services are shown on the proposed development site layout drawing provided to the audit team. Failure to install suitable surface water services may lead to excessive water along footpaths and on the road edge and potentially result in icy surfaces, leading to collisions between vehicles travelling in opposing directions.

#### **Recommendation 2**

Install surface water collection infrastructure in accordance with appropriate design standards.

### 2.3 PROBLEM 3: PUBLIC LIGHTING DESIGN

Public lighting design details were not provided to the Audit team. Given that the proposed development ties into the N27 National Road lighting scheme, particular care should be taken to ensure that the development public lighting is designed appropriately and sympathetic to the existing road scheme. Failure to adequately illuminate the proposed internal pedestrian routes, roadside footpaths and crossings may lead to collisions involving vehicles travelling along the road and colliding with existing cars or vulnerable road users.

#### **Recommendation 3**

Ensure that adequate public lighting is provided in the public open spaces and along pedestrian routes and that it is designed in consideration of the adjoining public road lighting and in compliance with relevant design standards.

### 2.4 PROBLEM 3: SET-DOWN AREA INTEGRATION WITH ADJOINING INFRASTRUCTURE

The scheme incorporates a proposed sit-down area along Albert Quay, on the northern road edge. This sit-down area will serve private car drop off's, taxi set-down and delivery movements. No road markings outlining its restricted function or integration with the existing cycle lane or future bus lane are presented. Failure to clearly assign a use of this space may result in it being used for permanent parking requiring taxi's and delivery vehicles to set-down at an unsafe and undesignated location, potentially leading to collisions involving passing vehicles and/or cyclists.

#### **Recommendation 3**

Provide appropriate signage and road markings to present the intended use of the set down area, in accordance with relevant design standards. Ensure that appropriate road

markings are also employed to ensure that the bus lane and/or cycle lane are adequately highlighted in the vicinity of the facility.

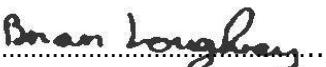
## **2.5 COMMENT: TACTILE PAVING NOT SHOWN IN DRAWINGS**

Existing tactile paving serving the pedestrian crossings at the adjoining junction are not shown on the drawings provided to the audit team. Whilst this is likely to be a drafting error it should be made clear that this tactile paving forms part of the pedestrian crossing infrastructure and should not be removed. See photo A3 in appendix A.

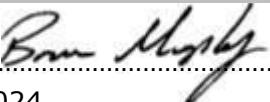
### 3 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in the Appendix to this Report. The examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme. The problems identified have been noted in this report, together with associated safety improvement suggestions, which we recommend should be studied for implementation. The Auditors have not been involved with the scheme design.

Mr Brian Loughrey, BE CEng MIEI

Signed:   
09/03/2024

Mr Brian Murphy, BE CEng MIEI

Signed:   
09/03/2024

## 4 APPENDIX A – PHOTOGRAPHS



**Photo A1 – Existing Footpath Damaged adjacent to the development site**



**Photo A2 – Existing Footpath Damaged adjacent to the development site**



**Photo A3 – Existing tactile paving at pedestrian crossing adjacent to the site.**

## 5 APPENDIX B – DRAWINGS & DOCUMENTS SUBMITTED FOR INFORMATION

DRAWINGS BY:			
Henry J Lyons Architects			
Ref.	Rev.	Drawing Title	Scale
<b>Layout Drawings</b>			
AQ2-HJL-ZZ-00-DR-A-P1010	P1	Level 0 – Ground Floor Plan	1:200 @ A0

DRAWINGS BY:			
Cunnane Stratton Reynolds Landscape Architects			
Ref.	Rev.	Drawing Title	Scale
<b>Layout Drawings</b>			
23450-2-101	AQ2	Ground Level Landscape Masterplan	1:250 @ A1

## 6 APPENDIX C – RSA FEEDBACK FORM

## Road Safety Audit Feedback Form

**Scheme:** Proposed Residential Development, Albert Quay, Cork

**Audit Stage:** Stage 1 & 2

**Date Audit Completed:** 09/03/2024

	To be completed by the Designer			To be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Describe alternative measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted	Alternative measures or reasons accepted by auditors (yes/no)
2.1	Yes	Yes	N/A	
2.2	Yes	Yes	N/A	
2.3	Yes	Yes	N/A	
2.4	Yes	Yes	N/A	
2.5	Yes	Yes	N/A	

DESIGNER			
Signed:	<i>Shane McCarthy</i>	Date:	15/03/2024
AUDITOR			
Signed:	<i>Brian Loughrey</i>	Date:	19/03/2024
EMPLOYER			
Signed:		Date:	

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