

For: CETTI Ltd.

Proposed Residential Development,  
Glyntown, Glanmire

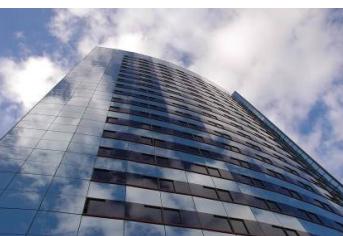


COMBINED STAGE 1 & 2 ROAD SAFETY AUDIT

**March 2025**



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





### Document Control Sheet

<b>Client</b>	Cetti Ltd.
<b>Project Title</b>	Proposed Residential Development
<b>Document Title</b>	Combined Stage 1 and 2 Road Safety Audit
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	Internal Draft	D. Murphy	-	-	-
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B	Client Issue	B. Murphy	B. Murphy	B. Loughrey	27 <sup>th</sup> -June-2022
C	Previous App	B. Murphy	B. Murphy	B. Loughrey	27 <sup>th</sup> -June-2024
D	Final Issue	B. Murphy	B. Murphy	B. Loughrey	16 <sup>th</sup> -Sept-2024
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## 1 NON TECHNICAL SUMMARY

M.H.L. & Associates Ltd. Consulting Engineers have been engaged by DOSA Engineers, on behalf of Cetti Ltd. to prepare a Combined Stage 1 & 2 Road Safety Audit (RSA). This Audit is being prepared as part of a Part 8 Planning Application, following pre-planning consultation with the Traffic Operations Department of Cork City Council.

The scheme is to comprise of 80 No. residential units. Access to the proposed development is provided to the south of the site, onto the East Cliff Road. Two separate pedestrian access ways also link the site to the East Cliff Road to the north, with a controlled zebra crossing also shown to the north of the proposed development entrance.

The site location and proposed site layout is shown in following Figures 1.1 and 1.2, provided by Deady Gahan Architects. See the Site Layout Plan drawing accompanying the application. In accordance with TII Publication GE-STY-01024, the Audit considers that the new entrance junctions, onto the public road, "results in a change to the road or roadside layout that is initiated and/or executed for commercial or private development", thereby necessitating the completion of a Road Safety Audit.

The Audit Team consists of Brian Loughrey (Team Leader), Brian Murphy (Team Member) and David Murphy (Team observer) of MHL Consulting Engineers. A site visit was undertaken by audit team on Tuesday 12/10/2021 and Monday the 27/06/2022. The weather at the time of both audit site visits was dry and sunny.

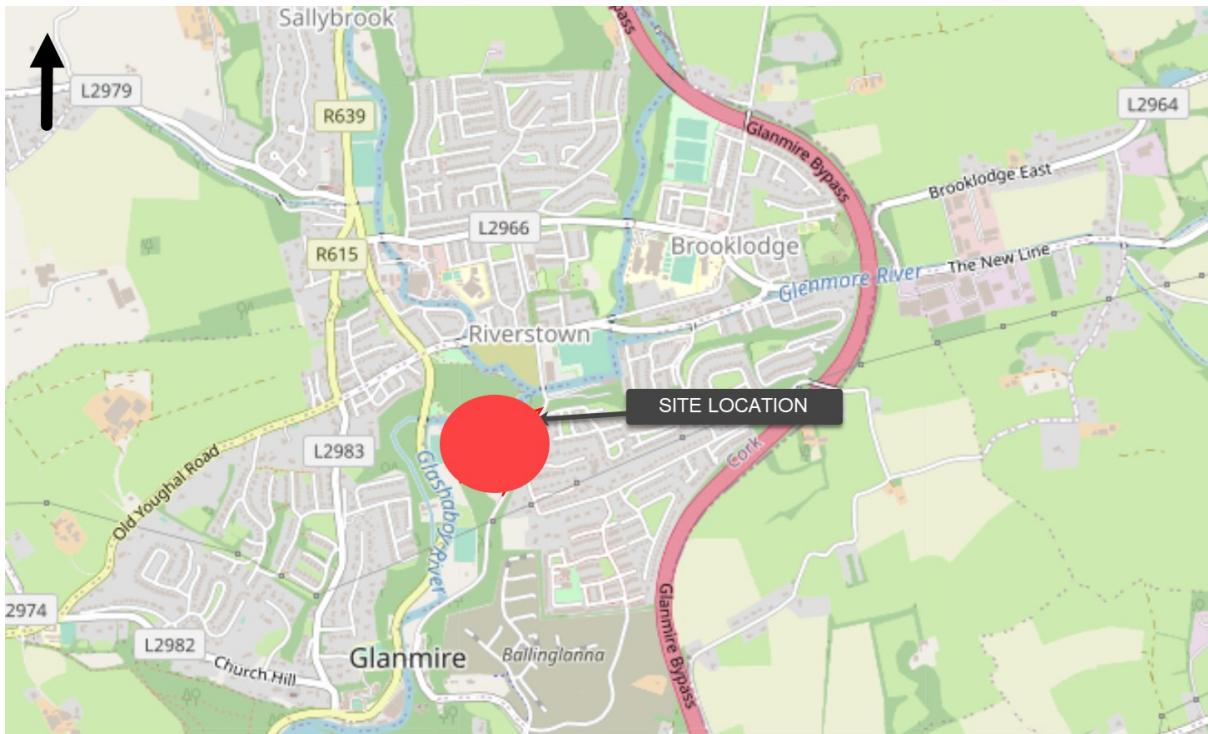
Information provided to assist the Audit consists of the drawings and documents listed in Appendix B. The information provided was considered adequate in terms of detail for the purpose of carrying out a Combined Stage 1 & 2 Road Safety Audit.

No previous Road Safety Audit reports were provided in relation to the development.

No specific Road Collision data was provided to the audit team. The auditors reviewed the RSA Road Collision Statistics, in the vicinity of the applicant site. No collision data was recorded in the vicinity of the proposed site entrance junctions the period 2005 – 2016.

The Audit has been carried out in accordance with the relevant sections of TII Publication GE-STY-01024 (formerly NRA HD 19/15), "Road Safety Audit". The scheme has not been examined or verified for compliance with any other standards or criteria. The team drove the local road network and walked the road along the site road boundaries and compiled a list of road safety problems and associated recommendations 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 D contains the Safety Audit Feedback Form.



## Figure 1.1 Site Location



**Figure 1.2 Proposed Development site (Deady Gahan Architects)**

## 2 AUDIT ISSUES

### 2.1 Problem 1: Proposed Junction Entrance Sightlines

Visibility splays at the development entrance locations have been provided to the audit team in a drawing prepared by the Engineers. A number of trees appear to be proposed within this splay, which would affect visibility. They would also affect intervisibility to/from the nearby zebra crossing. Failure to provide appropriate visibility at the entrance junction and crossing may lead to collisions between passing vehicles and vehicles exiting the development and also involving pedestrians at the zebra crossing.

#### Recommendation 1

Provide appropriate visibility splay sightlines at the development entrance and at the nearby crossing, appropriate to the road design speed limit, clear of any obstructions.

### 2.2 Problem 2: Lack Of Road Markings (Junction Entrance)

Appropriate stop road marking are not shown at the proposed entrance junction, though the associated signage is indicated. Failure to provide appropriate road markings may cause confusion with regard to priority at the entrance junction, leading to collisions between passing vehicles and vehicles exiting the development.

#### Recommendation 2

Provide appropriate road marking at the development entrance, in accordance with relevant design standards.

### 2.3 Problem 3: Public Lighting Assessment

Public lighting design details were not provided to the audit team. Given that the proposed development ties into an existing road, and public lighting scheme particular care should be taken to ensure that the development public lighting is designed appropriately and sympathetic to the existing street lighting. It is unclear if the public lighting is to be upgraded for the nearby zebra crossing. Public lighting at such pedestrian crossings requires a particular design specification. Failure to adequately illuminate the proposed junction and pedestrian or greenway accesses, and any road crossings may lead to collisions involving vehicles travelling along the public road and colliding with existing cars or vulnerable road users.

#### Recommendation 3

Review the public lighting design in the vicinity of the proposed entrance and crossing to ensure compliance with relevant design standards. Provide appropriate public lighting for the scheme, referencing the adjoining road scheme lighting. Provide adequate lighting at pedestrian crossings.

#### **2.4 Problem 4: Tactile Paving & Road Markings At Zebra Crossing**

The proposed development entrance junction includes a zebra crossing of the adjoining public road. The zebra crossing does not appear to incorporate the appropriate road markings and tactile paving. Failure to provide appropriate tactile paving and road markings may lead to visually impaired users over-stepping the footpath edge and unknowingly entering the trafficked road space leading to collisions with passing vehicles.

##### **Recommendation 4**

Provide appropriate tactile paving and road markings at the crossing locations in accordance with relevant design standards.

#### **2.5 Problem 5: Micro Pillar And Poles In Footpath**

A micro pillar and a number of utility poles were observed at the existing road edge, where it is intended to construct a new roadside footpath. No reference to this pillar or poles is made in the drawings provided to the audit team. The pillar and poles, if not relocated, would represent a hazard to vulnerable road users, particularly visually impaired users and may lead to falls.

##### **Recommendation 5**

Relocate all poles and pillars off the proposed footpath to ensure that the footpath space is not restricted.

#### **2.6 Problem 6: Entrance Road Gradient**

The existing agricultural/unfinished access route, which is to form the entrance to the development was observed to slope from the public road into the site. No longitudinal sections were provided of this access road or connection to the public road. Failure to provide appropriate gradients, and approach gradients may present hazardous road conditions to vehicles exiting the development, causing drivers to errantly collide with vehicles behind them while waiting to exit.

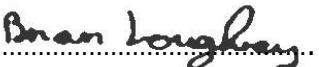
##### **Recommendation 6**

Provide appropriate gradients for the entrance road, in accordance with relevant design standards.

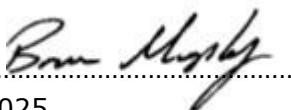
### 3 AUDIT TEAM STATEMENT

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.

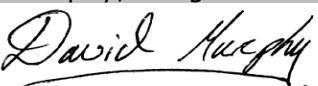
Mr Brian Loughrey, BE CEng MIEI

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04/03/2025

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04/03/2025

## 4 APPENDIX A – PHOTOGRAPHS



**Photo A1** Site boundary along the nearside road edge, looking north.

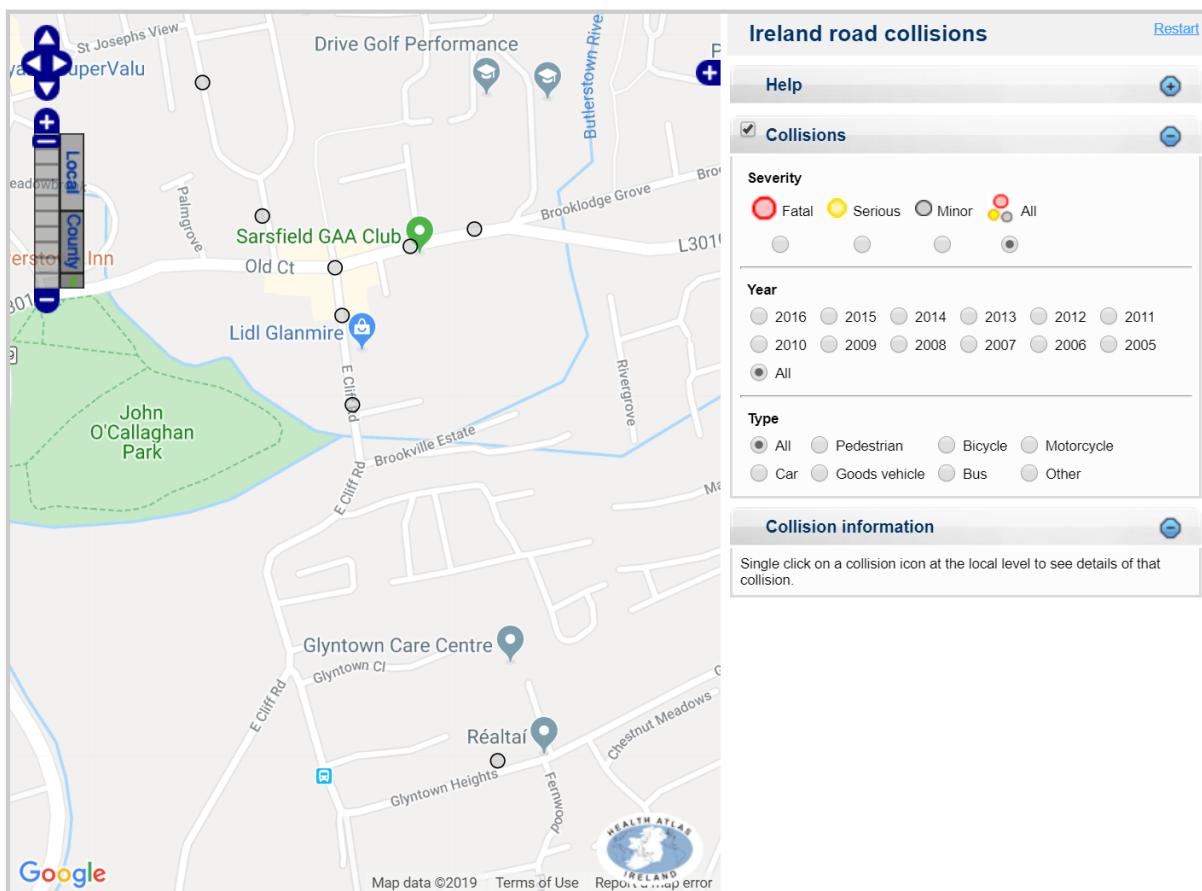


**Photo A2** Site boundary along the nearside road edge, looking south.

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

DRAWINGS BY: Deady Gahan Architects			
Ref.	Rev.	Drawing Title	Scale
Layout Drawings			
21061_P_003A	P1	Proposed Site Layout Plan	1:500

## 6 APPENDIX C – RSA COLLISION STATISTICS



**Figure C1. Road collision between 2005-2016 (RSA)**

## 7 APPENDIX D – RSA FEEDBACK FORM

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## Road Safety Audit Feedback Form

Scheme: Proposed Residential Development, Glyntown, Glanmire

Audit Stage: Combined Stage 1 and 2

Date Audit Completed: 04 /03/2025

	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		
2.2	Yes	Yes		
2.3	Yes	Yes		
2.4	Yes	Yes		
2.5	Yes	Yes		
2.6	Yes	Yes		

### DESIGNER

Signed:

Date:

05/03/25

### EMPLOYER

Signed:

Date:

4-3-25

### AUDIT TEAM LEADER:

Signed:

Date:

05/03/25

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