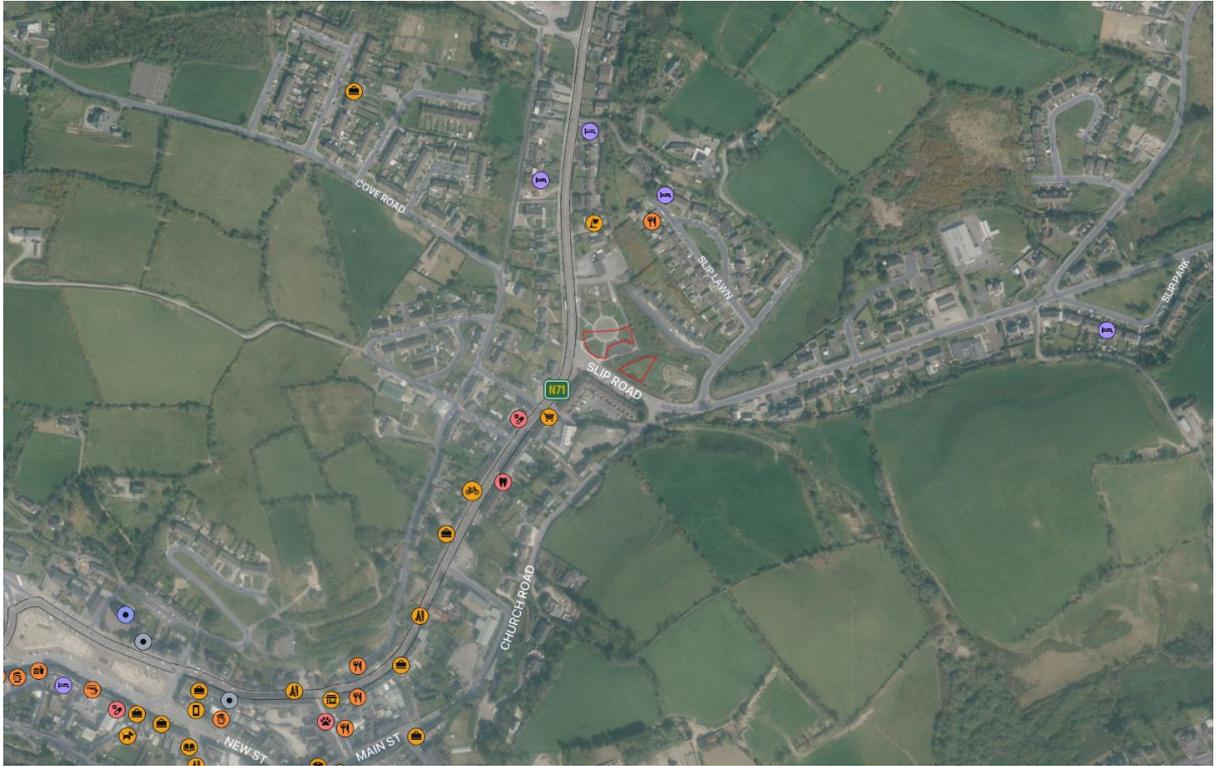


Proposed Bantry Peace Park Playground,  
Glengarriff Road, Bantry

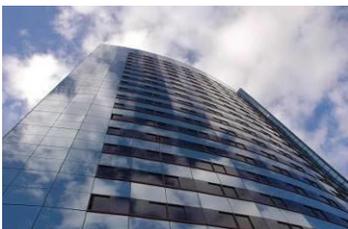


STAGE 1 & 2 ROAD SAFETY AUDIT

April 2023



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





**Document Control Sheet**

<b>Client</b>	Cork County Council
<b>Project Title</b>	Proposed Bantry Peace Park Playground
<b>Document Title</b>	Stage 1 & 2 Road Safety Audit
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	Internal Draft	B. Murphy	-	-	
A	External Draft	B. Loughrey	B. Murphy	B. Loughrey	28/04/2023

***M.H.L. & Associates Ltd.***

**Consulting Engineers**

Unit 1B,  
The Atrium,  
Blackpool,  
Cork.

Tel 021-4840214 Fax: 021-4840215

E-Mail: [info@mhl.ie](mailto:info@mhl.ie)

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## 1 NON TECHNICAL SUMMARY

MHL Consulting Engineers have been engaged by Cork County Council to prepare a Stage 1 & 2 Road Safety Audit (RSA) for the proposed Bantry Peace Park Playground at Glengarriff Road, Bantry, Co. Cork. This audit report was prepared as part of the design process for the provision of this proposed civic amenity scheme and will accompany and form part of the Part 8 planning documentation which is being published by Cork County Council.

The scheme involves the installation of a children's playground at the existing "Peace Park" and also the construction of a car park immediately to the east of Peace Park with access onto Slip Road. The proposed new playground would replace the existing playground which is 500m further north and away from the town centre along the N71 Glengarriff Road. The proposed car park which would accommodate the playground would have 14 number car parking spaces and would access the L-4711 Slip Road some 35m from the junction between the L-4711 and the N71. Pedestrians would use the existing footpath along Slip Road and Glengarriff Road to access the playground.

The site location is shown in following Figures 1.1 and 1.2. Peace Park is to the north of Bantry town centre with a western boundary onto the N71 Glengarriff Road and a southern boundary onto the L-4711 Slip Road. There are 2 pedestrian entrances from the Glengarriff Road footpath and one from the Slip Road footpath. See Figure 1.3 which shows the existing site layout on aerial photography. The site boundary is outlined in red. Figure 1.4 shows the Proposed Site Layout Plan, also outlined in red, as extracted from the Part 8 Drawings accompanying the application. In accordance with TII Publication GE-STY-01024, the proposed new entrance junction onto the public road from the proposed car park, "results in a change to the road or roadside layout" thereby necessitating the completion of a Road Safety Audit.

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 28/04/2023. The weather at the time of the audit site visit was dry and sunny and the road surfaces were also dry on the day.

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 Stage 1 & 2 Road Safety Audit.

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

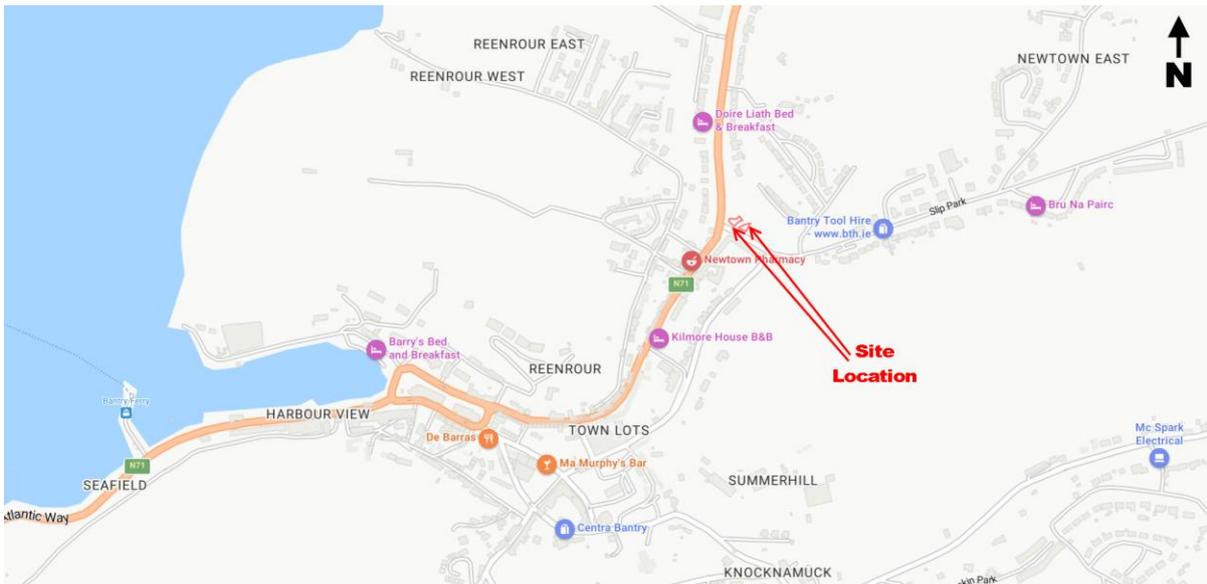
No specific Road Collision data was provided to the audit team. The RSA Road Collision database was not available at the time of preparation of the audit due to GDPR concerns.

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 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 Map, Bantry**



**Figure 1.2 Site Location Map (Glengarriff Road, Bantry)**



Figure 1.3 Aerial Map showing Existing Site Layout with site outlined in red

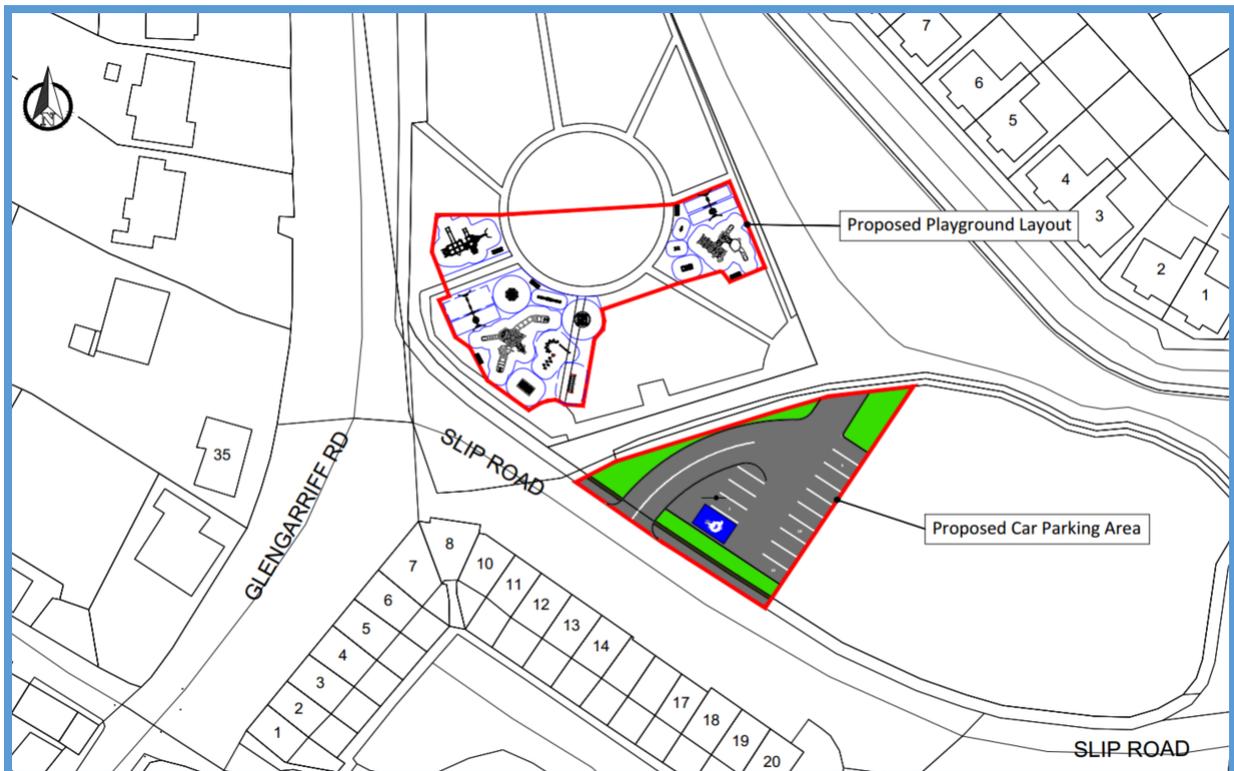


Figure 1.4 Proposed Site Layout Map

## 2 AUDIT ISSUES

### 2.1 PROBLEM 1: Light Pole at Entrance to the Proposed Car Park is a Potential Obstruction

There is an existing street light on the Slip Road behind the stone boundary wall at the approximate location of the proposed entrance to the car park. This light pole has not been indicated for relocation on the design layout drawings. If not addressed this lighting column could be an obstructing hazard for road users accessing the car park, resulting in evasion manoeuvres and possible resultant collisions with the entry pillars, opposing vehicles or the pole itself. See photos A2 and A5 which both show this public light pole.



#### Recommendation 1

Check whether or not this pole might be an obstruction at the car park entrance, requiring relocation to a safer place.

### 2.2 PROBLEM 2: Light Pole in Playground is a Potential Obstruction

There is an existing street light in the Peace Park behind the stone boundary wall that appears to clash with the playground proposals. This light pole has not been indicated for relocation on the design layout drawings. If not addressed this lighting column could be an obstructing hazard for children playing in the playground as they may run into the pole itself or trip over one of the cable stays, and there is a potential live electricity proximity danger also. See photos A1, A3, A4 and A6 which show this public light pole with numerous electric cables extending in all directions from it.



#### Recommendation 2

Consider relocating this pole a safe distance from the playground area.

### 2.3 PROBLEM 3: ESB Electricity Network Pole is an Obstruction

There is an existing ESB network pole with a transformer on it behind the stone boundary wall in the middle of the proposed car park. See photo and sketch below. This ESB pole has not been indicated for relocation on the design layout drawings. If left in



position the pole and cable stays would obstruct at least 2 spaces and constitute an obstructing hazard for road users manoeuvring their vehicles in the car park, potentially resulting in evasion collisions with opposing vehicles or with the pole itself. See photos A2 and A5. And there is a potential live electricity proximity danger also for pedestrians.



**Recommendation 3**

Consider relocating this pole a safe distance from the car park vehicle and pedestrian circulation area.

**2.4 PROBLEM 4: Lack of Street Lighting Design Proposal**

There was no lighting design submitted for the proposed development for review as part of this Audit. While street lighting may not be required for the children’s playground or associated car park, the entrance to the car park may require lighting as it is in close proximity to a national secondary road junction. Also as highlighted in problems 2.1 and 2.2 above, the existing street lighting poles may need to be relocated and consequently a new lighting design would be required.

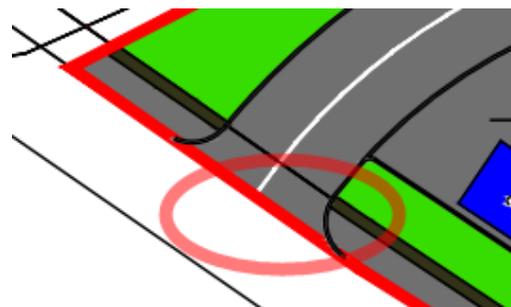
Inadequate lighting may lead to collisions between pedestrians and vehicles using the proposed car park at night-time or during poor weather in winter time.

**Recommendation 4**

Consider the need for street lighting for this scheme. At a minimum carry out a design check of the exterior lighting requirements.

**2.5 PROBLEM 5: No Road Markings or Traffic Signs**

No road marking details or “Stop” traffic sign have been provided at the vehicular access from the car park onto the L-4711 Slip Road. Lack of regulatory road markings or signage could lead to collisions involving vehicles exiting the car park failing to stop at the public road resulting in collisions with vehicles passing by.

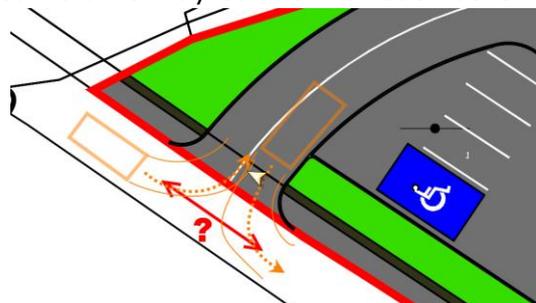


**Recommendation 5**

Provide adequate “STOP” road markings and sign at the proposed exit.

**2.6 PROBLEM 6: Narrow Entry/Exit Lanes at Car Park Junction**

The entrance width to the car park access appears very narrow at the bell mouth. There is a risk that vehicles entering and exiting at the same time may collide with each other.

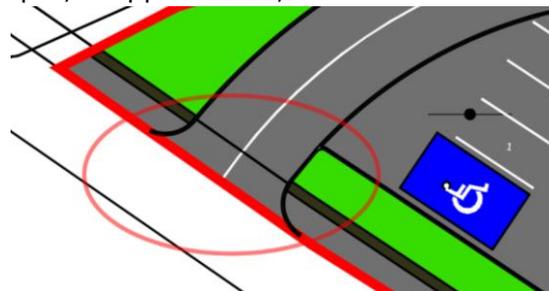


**Recommendation 6**

Consider using a swept path analysis tool for the Design Vehicle such that the optimal entry/exit width can be provided.

**2.7 PROBLEM 7: Lack of Tactile Paving at Proposed Development Entrance**

No tactile paving has been shown to be installed at the proposed entrance into the car park. Neither is there any reference made to “ramps”, dropped kerbs, dished footpaths or raised entry treatment at the junction. Failure to provide an appropriate pedestrian/vehicle interface with tactile paving may lead to collisions between visually impaired pedestrians and vehicles entering and exiting the proposed car park.



**Recommendation 7**

Provide the appropriate tactile paving at both sides of the development entry/exit point in accordance with the relevant guidelines. Further details should also be provided regarding proposals for ramps, drop kerbs etc. It may be more appropriate to provide a raised entry treatment across the entry/exit lanes as would be more comfortable for wheelchair users and the mobility impaired passing by on the footpath.

**2.8 PROBLEM 8: Lack of Pedestrian Facilities within the Car Park**

No pedestrian space has been shown in the proposed car park layout. The lack of any designated pedestrian space within the car park and access road will result in pedestrians mixing randomly with vehicular traffic and the potential for vehicle/pedestrian type collisions are elevated. There is no safe pedestrian link to the footpath on Slip Road.

**Recommendation 8**

Provide at least a dedicated pedestrian access from the proposed car park to the Slip Road footpath. This should be close to the universal access parking space.

**2.9 PROBLEM 9: Lack of Clarity on Road Edge Proposals**

It is not clear from the design layout of the car park if the road edge will be defined by a kerb line or drainage feature as no construction details or cross section have been provided. In the absence of a hard kerb line defining the road edge there is the potential for vehicles to cross from the access road directly into the car park spaces near the entrance. This could result in incoming vehicles colliding with those carrying out parking manoeuvres or with pedestrians who are walking in the car park on the shared surface.



**Recommendation 9**

Provide a segregating road edge such as a precast concrete kerb or an alternative surface between the access road and the car park. Consider providing some landscape areas and pedestrian refuge between the access road and the car park in the area highlighted green in the adjacent sketch.

### **2.10 PROBLEM 10: Potential Level Difference Issue - Lack of Vertical Alignment Information**

The ground level of the site for the proposed car park is much lower than the level of Slip Road. See Photo A5. As no vertical alignment information has been provided it is not clear if it is intended to fill the car park site or have a gradient on the access road to the car park to connect the level difference. A steep access gradient could cause issues for vehicles egressing the car park with potential for rear end shunt type collisions caused by roll back (handbrake release) of queuing vehicles waiting to exit the car park.

#### **Recommendation 10**

Ensure there is a level plateau at the junction where the access road meets the public road footpath in accordance with the appropriate road design standards. This is important for junction sight lines too.

### 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: *Brian Loughrey*.....  
02/05/2023

Mr Brian Murphy, BE CEng MIEI

Signed: *Brian Murphy*.....  
02/05/2023

## 4 APPENDIX A – PHOTOGRAPHS



**Photo A1 – View west along Slip Road towards N71 (Peace Park site on the right hand side of road)**



**Photo A2 – View East along Slip Road from N71 & View of Peace Park from West**



**Photo A3 – View of Peace Park and Slip Road from N71 North West**



**Photo A4 – View of Peace Park from South on N71**



**Photo A5 –View of Site of Proposed Playground Car Park with Proposed Entrance Location Highlighted with Red Arrow**



**Photo A6 – View of Peace Park from the N71 South West Entrance through Boundary Wall**

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

DRAWINGS BY: Cork County Council			
Ref.	Rev.	Drawing Title	Scale
Layout Drawings			
WC-23-016-01	A	Site Location Map	1:1000 @ A3
WC-23-016-02	A	Site Location Map	1: 500 @ A3
DRAWINGS BY: Browne Brothers			
001		Bantry Peace Park Playground Proposal	1 : 200 on A3

## **6 APPENDIX C – RSA COLLISION STATISTICS**

Not currently available from Road Safety Authority due to GDPR considerations.

## **7 APPENDIX D – RSA FEEDBACK FORM**

(Intentionally Blank)

# Road Safety Audit Feedback Form

**Scheme:** Proposed Residential Development, Cherry Orchard

**Audit Stage:** 1 & 2

**Date Audit Completed:** 02/05/2023

Paragraph No. in Safety Audit Report	To be completed by the Designer			To be Completed by Audit Team Leader
	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				
2.2				
2.3				
2.4				
2.5				
2.6				
2.7				
2.8				
2.9				
2.10				

## DESIGNER

Signed:

Date:

## AUDIT TEAM LEADER

Signed:

Date:

## EMPLOYER

Signed:

Date:

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# MHL & ASSOCIATES LTD.



## OFFICES:

**CORK**  
Unit 1B,  
The Atrium,  
Blackpool,  
Cork.

**KERRY**  
HQ Tralee,  
Abbey Street,  
Tralee,  
Kerry

Tel: +353 (0) 214840214  
E: [info@mhl.ie](mailto:info@mhl.ie)

MHL & Associates Consulting Engineers  
Registration Number  
311279

Visit us at:  
[www.mhl.ie](http://www.mhl.ie)

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