

PEDESTRIAN CROSSING SAFETY SCHEMES CORK CITY

EIA Screening Report

Prepared for:
Cork City Council



Comhairle Cathrach Chorcaí
Cork City Council

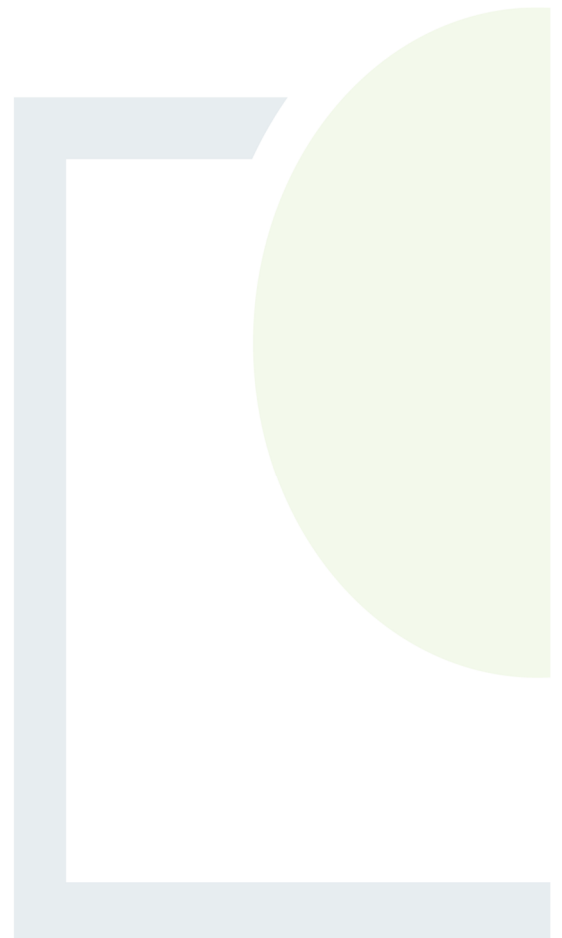
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Pedestrian Crossing Safety Schemes Cork City - EIA Screening Report

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Abstract: Fehily Timoney and Company is pleased to submit this EIA Screening Report to Cork City Council for Pedestrian Crossing Safety Schemes across Cork City.

TABLE OF CONTENTS

1.	INTRODUCTION	3
1.1	Introduction.....	3
2.	PROJECT DESCRIPTION	4
2.1	Description of Scheme.....	4
2.2	Existing Arrangements.....	6
2.3	Proposed Scheme	6
2.4	Compliance with Design Standards.....	7
2.5	Proposed Typical Cross Sections	7
3.	EIA LEGISLATION	8
3.1	EIA Legislative Background.....	8
3.2	Establishing if the proposal is 'Sub-threshold development'	9
3.3	Sub-threshold EIA Screening	9
3.4	EIA Screening Guidelines.....	11
3.5	Receiving Environment.....	11
3.5.1	Population and Human Health.....	11
3.5.2	Biodiversity and Land.....	12
3.5.3	Soil and Water.....	13
3.5.4	Air and Climate.....	13
3.5.5	Material Assets.....	13
3.5.6	Cultural Heritage	14
4.	ASSESSMENT AGAINST SCHEDULE 7 CRITERIA.....	15
5.	CONCLUSION	28

LIST OF TABLES

	<u>Page</u>
Table 4-1: Characteristics of the Proposed Scheme.....	15
Table 4-2: Location of the Proposed Scheme.....	17
Table 4-3: Types and Characteristics of Potential Impact.....	20
Table 4-4: EU Guidance EIA Screening Checklist Questions.....	23



1. INTRODUCTION

1.1 Introduction

Fehily Timoney and Company (FT) have been commissioned by Cork City Council (CCC) to provide multi-disciplinary consultancy services, including the preparation of this Environmental Impact Assessment (EIA) Screening Report, in relation to the design and delivery of a series of 8 no. specific Pedestrian Crossing Safety Schemes across suburban and peri-urban locations within Cork City Council's administrative area.

The 8 no. schemes included within the scope of this report are as follows:

1. R639 Riverstown Road at Glanmire Community Centre
2. R639 Riverstown Road at Glanmire GAA
3. R639 Riverstown Road at The Hermitage estate
4. R617 Tower to Blarney Road at Shournagh Drive
5. R617 Tower to Blarney Road at Primrose Hill estate
6. L1010 Pearse Road at Scoil Maria Assumpta
7. L5283 Eglantine Park at Scoil Bhride Eglantine
8. L2465 Church Street, Douglas

The schemes aim to enhance the safety, accessibility, and quality of pedestrian and cyclist infrastructure, with a particular emphasis on providing safe carriageway crossings for vulnerable road users. The overarching objective is to improve connectivity and encourage the uptake of active travel modes, especially for users commuting between residential neighbourhoods and nearby amenities such as schools, childcare facilities, local services, and recreational spaces.

The proposal involves minor-scale infrastructure improvements within the existing public road corridor, including the installation of raised zebra crossings, speed tables, and associated footpath and traffic calming works. This report considers the nature and scale of the works, the location and environmental sensitivity of each site, and the potential for cumulative impacts, in order to determine whether the proposed Pedestrian Crossing Safety schemes should be subject to Environmental Impact Assessment (EIA). The assessment will be based upon the EPA (2022) Guidelines on the information to be contained in Environmental Impact Assessment Reports (EIAR), in conjunction with other guidance documents as set out in Section 3.4 of this document.



2. PROJECT DESCRIPTION

2.1 Description of Scheme

The proposed Pedestrian Crossing Safety Schemes seek to enhance pedestrian safety, support increased active travel uptake and provide safer connections between residential areas and key local destinations such as schools, community centres, public transport links, and sports facilities. Each project involves targeted interventions within the existing public road corridor, including new pedestrian crossings, traffic calming measures, and upgrades to associated footpath infrastructure. A site-specific description for each section of the scheme is provided below, and layouts are provided in the Drawing Numbers indicated.

1. R639 Riverstown Road at Glanmire Community Centre (Drawing P23120-FT-ZZ-01-DR-CE-0001)

The section of improvement works involve a comprehensive upgrade of the existing zebra crossing to improve pedestrian safety. The scheme includes:

- Enhanced zebra crossing infrastructure
- Upgraded road markings and signage in advance of new traffic signals
- Repairs to adjacent kerbs and footpaths

This intervention supports safer crossing movements in a busy community area.

2. R639 Riverstown Road at Glanmire GAA (Drawing P23120-FT-ZZ-01-DR-CE-0002)

The proposed section of road is located on the R639 (Riverstown Road) adjacent to the entrance to Glanmire GAA Club, situated on the eastern side of the R639. The proposal introduces pedestrian safety enhancements through:

- Construction of a new pedestrian gate to the GAA facilities, approximately 40m from the existing vehicular entrance
- A 2m wide footpath build-out on the eastern side of the R639
- Lane narrowing using dished kerbs on the western side
- Installation of a raised table zebra crossing at the narrowed section of road to allow safe crossing between the residential/commercial areas and key facilities such as bus stops and the GAA Club.

This scheme improves accessibility for pedestrians to cross the R639 improving accessibility to the sports facilities and local amenities.

3. R639 Riverstown Road at The Hermitage (Drawing P23120-FT-ZZ-01-DR-CE-0003)

The proposal at the junction to The Hermitage Estate from R639 involves the:

- Extension of the footpath on the eastern side of the R639 by approximately 20 metres
- Installation of an uncontrolled pedestrian crossing, with drop kerbs and blister tactile paving on both sides



This solution enables safe access from the Hermitage Estate to the footpath on the opposite side of the R639 road.

4. R617 Tower to Blarney Road at Shournagh Drive (Drawing P23120-FT-ZZ-01-DR-CE-0004)

The proposal focuses on a section of the R617 where it meets the junction to Shournagh Drive and includes:

- Footpath build-outs to reduce the junction turning radius
- An uncontrolled crossing at junction to Shournagh Drive
- A new signalised pedestrian crossing on the R617 (between existing bus stops to east of Shournagh Drive) to reduce vehicle speeds and support safe crossing

This scheme improves accessibility for residents of nearby housing estates, including Elm Court.

5. R617 Tower to Blarney Road at Primrose Hill estate (Drawing P23120-FT-ZZ-01-DR-CE-0005)

The proposed section of road is R617 on approach to junction to Primrose Hill on eastern side of road. The scheme introduces:

- a new signalised pedestrian crossing across the R617, connecting bus stops on both sides of the road
- A new dropped kerb within the existing footpath

The proposal enhances crossing opportunities for residents of adjacent estates along the R617 and Primrose Hill Road, improving access to public transport and local amenities.

6. L1010 Pearse Road at Scoil Maria Assumpta (Drawing P23120-FT-ZZ-01-DR-CE-0006)

The Preferred Option consists of a range of pedestrian safety enhancements near Scoil Maria, including:

- Tightened kerb radii at Nuns Walk and Pearse Road to reduce vehicle turning speed
- New dropped kerbs and tactile paving at key crossing points
- Replacement of the existing school warden crossing with a raised zebra crossing
- Installation of a speed table near the school entrance
- Placement of pencil-shaped bollards along the footpaths to create a protected zone for children

These measures improve safety and accessibility for schoolchildren, residents, and those accessing nearby community services.

7. L5283 Eglantine Park at Scoil Bhríde Eglantine (Drawing P23120-FT-ZZ-01-DR-CE-0007)

The Preferred Option includes traffic calming and pedestrian safety enhancements in a school environment:

- Installation of a raised table zebra crossing between new footpath build-outs near the school
- Installation of a separate speed table on approach to the crossing
- Use of coloured pencil bollards to prevent illegal parking and clearly identify the school zone

This scheme supports safer travel to and from school and enhances pedestrian facilities at the nearby junction.



8. L2465 Church Street, Douglas (Drawing P23120-FT-ZZ-01-DR-CE-0008)

The section of improvement works involve a comprehensive upgrade of the existing crossing to improve pedestrian safety. The scheme includes:

- Enhanced zebra crossing infrastructure
- Upgraded road markings and signage in advance of new traffic signals
- Repairs to adjacent kerbs and footpaths

This intervention supports safer crossing movements in a busy community area.

2.2 Existing Arrangements

Across the proposed scheme locations, existing infrastructure for pedestrians and cyclists is limited and, in many cases, inadequate to ensure safe, accessible, and comfortable movement. Each site presents specific challenges related to pedestrian safety, crossing provision, and overall connectivity, particularly in areas serving schools, residential estates, and community amenities.

Common issues identified across the sites include:

- Lack of formal pedestrian crossings, resulting in unsafe informal crossing behaviours.
- Wide junction layouts that facilitate high-speed vehicle turning movements.
- Inadequate or inconsistent footpath provision, with narrow widths and obstructions from parked vehicles.
- Absence of traffic calming measures, leading to higher vehicle speeds in areas with high pedestrian activity.
- Limited accessibility features such as dropped kerbs, tactile paving, and protected crossing zones.
- Poorly defined pedestrian priority areas, especially in school environments or near local services.

2.3 Proposed Scheme

The project proposals consist of:

- **Raised zebra crossings** to provide safe, visible, and accessible pedestrian crossing points.
- **Speed tables** to reduce vehicle speeds in key areas such as near schools and residential entrances.
- **Footpath build-outs** to narrow the carriageway, improve visibility, and shorten pedestrian crossing distances.
- **Uncontrolled pedestrian crossings with drop kerbs and tactile paving** to support accessible crossing movements.
- **Tightened kerb radii** at junctions to slow turning vehicles and enhance pedestrian safety.
- **New signalised pedestrian crossings** to improve safety at bus stop locations and along busy roads.
- **Coloured pencil bollards** to visually reinforce school zones and prevent illegal footpath parking.
- **New pedestrian gates and footpath extensions** to improve connectivity to amenities such as schools, bus stops, and GAA facilities.



- **Upgraded road markings and signage** to enhance driver awareness and reinforce the presence of pedestrian facilities.
- **Improved junction layouts and narrowed lanes** to encourage lower vehicle speeds and create a more pedestrian-friendly environment.

These measures aim to improve safety, accessibility, and connectivity across the scheme locations, supporting a shift toward increased active travel and better integration of pedestrian infrastructure into the existing road network.

As previously noted, the entirety of these schemes falls within public lands, and therefore the acquisition of third-party lands is not required to construct any of these schemes.

2.4 Compliance with Design Standards

The width of the footpaths was determined by reference to DMURS Section 4.3.1. The raised table crossings and footpath build-outs will align with best practices for pedestrian infrastructure and traffic calming. The design ensures a minimum footpath width of 1.8m, with widened sections where possible to accommodate higher pedestrian volumes.

All pedestrian crossings will feature tactile paving and appropriate signage to enhance visibility and accessibility. The raised table zebra crossing and speed table have been designed to encourage drivers to approach cautiously, reducing vehicle speeds in the school zone.

Overall, the proposed improvements align with the project objectives of enhancing pedestrian safety and traffic management, particularly for school children and local residents.

2.5 Proposed Typical Cross Sections

The proposed Pedestrian Crossing Safety Schemes across all eight sites have been designed in accordance with relevant national guidelines and best practice standards to ensure safety, accessibility, and consistency in the delivery of high-quality pedestrian infrastructure.

- All works have been developed in line with the Design Manual for Urban Roads and Streets (DMURS), particularly Section 4.3.1, which informs the minimum and desired dimensions for footpaths and pedestrian facilities.
- The design of raised crossings, speed tables, and footpath build-outs adheres to the principles of traffic calming and pedestrian priority, ensuring improved visibility, reduced crossing distances, and enhanced safety for all users.
- All pedestrian crossings include tactile paving to aid visually impaired users, as well as appropriate road signage and markings to enhance driver awareness and pedestrian priority.
- Footpath build-outs and kerb radii reductions are incorporated to shorten crossing distances, reduce turning speeds, and increase pedestrian safety at junctions and crossing points.
- Coloured pencil bollards are included at school zones to define pedestrian areas, prevent illegal parking on footpaths, and provide a clear visual cue for drivers entering sensitive areas.
- The design approach prioritises the needs of vulnerable road users while enhancing the legibility and safety of the street environment. By applying a consistent standard across all sites, the schemes support the overarching objective of encouraging active travel and improving accessibility.



3. EIA LEGISLATION

3.1 EIA Legislative Background

The first test is to examine whether the project is a type that is prescribed in the EIA Directive, as transposed into Irish law via the Planning & Development Regulations 2001 (as amended) ('the Regulations'). If a project is not of a type that is included in the Regulations, then there is no statutory requirement for it to be the subject of an EIA.

The European Union Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment, requires member states to ensure that a competent authority carries out an assessment of the environmental impacts of certain types of projects, as listed in the Directive, prior to development consent being given for the project.

The EIA Directive requires that:

"in order to ensure a high level of protection of the environment and human health, screening procedures and EIA assessments should take account of the impact of the whole project in question, including where relevant, its subsurface and underground, during the construction, operational and, where relevant demolition phases."

The requirements for the EIA of various types of development are transposed into Irish legislation under the Planning and Development Act, 2000 (as amended), and the Planning and Development Regulations, 2001 (as amended).

Schedule 5, Part 1 of the Planning Regulations includes a list of projects which are subject to EIA based on their type. Part 2 of the same schedule includes a list of projects which by reason of scale also fall into the EIA category, for example under Part 10 - Infrastructure Projects Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere fall into Part 2.

Schedule 5: Part 2 of the P&D Regulations includes a section relating to 'sub-threshold' (discretionary) EIA:

"Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7."

Any project listed in Schedule 5 Part 2 which does not exceed a quantity, area or other limit (e.g. 10 hectares of a built-up area), should be subject to EIA where the project would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7 of the Regulations.



3.2 Establishing if the proposal is 'Sub-threshold development'

We review the proposed schemes against the infrastructure categories contained in Schedule 5 of the Planning & Development Regulations 2001. The only category listed under Part 10 'Infrastructure' of relevance to these schemes is set out below.

Category	Assessment
<p><i>iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.</i></p> <p><i>(In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)</i></p>	<p>The proposed Pedestrian Crossing Safety Schemes sites fall below the 10 hectares threshold relating to built-up areas. It is therefore concluded, that if one were to screen the proposals against the criteria set out in 'Planning and Development (Amendment) (No.2) Regulations 2023', the entire project is well below the threshold identified, and therefore does not require mandatory EIA.</p>

Taking the above information into account, it is evident that the proposed Pedestrian Crossing Safety Schemes are significantly below the threshold for mandatory EIA, however these projects fall into the EIAR category for sub-threshold assessment pursuant to Part 15 of the Regulations, and therefore we have carried out a Schedule 7 Assessment on these developments.

3.3 Sub-threshold EIA Screening

The following criteria are laid down in Schedule 7 of the Planning and Development Regulations 2001 (as amended) for the purposes of assessing if a proposed development would or would not be likely to have significant effects on the environment. These criteria have been updated in accordance with Annex III of the 2014 Directive 2014/52/EU:

1. Characteristics of the Proposed scheme

The characteristics of projects must be considered, with particular regard to:

- a) the size and design of the whole project;
- b) cumulation with other existing and/or approved projects;
- c) the use of natural resources, in particular land, soil, water and biodiversity;
- d) the production of waste;
- e) pollution and nuisances;
- f) the risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge;
- g) the risks to human health (for example due to water contamination or air pollution).



2. Location of the Proposed scheme

The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to:

- a) the existing and approved land use,
- b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,
- c) the absorption capacity of the natural environment, paying particular attention to the following areas:
 - i) wetlands, riparian areas, river mouths;
 - ii) coastal zones and the marine environment;
 - iii) mountain and forest areas;
 - iv) nature reserves and parks;
 - v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and;
 - vi) areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;
 - vii) densely populated areas;
 - viii) landscapes and sites of historical, cultural or archaeological significance.

3. Types and Characteristics of Potential Impacts

The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of 'environmental impact assessment report' in section 171A of the Act, taking into account:

- a) the magnitude and spatial extent of the impact (for example geographical area and size of the affected population likely to be affected);
- b) the nature of the impact;
- c) the transboundary nature of the impact;
- d) the intensity and complexity of the impact;
- e) the probability of the impact;
- f) the expected onset, duration, frequency and reversibility of the impact;
- g) the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment, and;
- h) the possibility of effectively reducing the impact.



3.4 EIA Screening Guidelines

In order to assist the Competent Authority in their assessment, this report has been structured so as to present the information required under Schedule 7A against the criteria set out in Schedule 7.

This assessment was undertaken having regard to the following guidance:

- Guidelines on the information to be contained in Environmental Impact Assessment Reports (EIAR) (EPA, 2022);
- Guidance on EIA Screening (Directive 2011/92/EU as amended by 2014/52/EU), European Commission, 2017;
- Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development DEHLG (updated December 2020);
- Environmental Impact Assessment of National Road Schemes – A Practical Guide (NRA, 2008);
- Office of the Planning Regulator Practice Note (PN02) 'Environmental Impact Assessment Screening' (OPR, 2021); and
- Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, 2009 (revised 2010).

3.5 Receiving Environment

Section 171A of the Planning and Development Act outlines the aspects of the environment likely to be significantly affected by a proposed scheme, which must be considered in EIA. These are:

- population and human health;
- biodiversity and land;
- soil and water;
- air and climate;
- material assets; and
- cultural heritage and landscape.

A summary of each of the above topics as they relate to the receiving environment is provided below.

3.5.1 Population and Human Health

Each of the eight sites seek to improve pedestrian safety and accessibility, especially near schools and residential areas. Key considerations include:

R639 Riverstown Road at Glanmire Community Centre

- Enhances an existing zebra crossing in a busy community setting.
- Reduces conflict between vehicular and pedestrian movements.



R639 Riverstown Road at Glanmire GAA

- Promotes safer access to GAA facilities and local bus stops.
- Reduces lane widths, slowing traffic and increasing pedestrian comfort.

R639 Riverstown Road at The Hermitage

- Enhances connectivity across a wide road where crossing was previously informal.
- Improves safety for residents entering/leaving the estate.

R617 Tower to Blarney Road at Shournagh Drive

- Improves safety near Shournagh Drive junction.
- Serves residents of Elm Court and adjacent housing estates.

R617 Tower to Blarney Road at Primrose Hill estate

- Supports safe pedestrian access across a busy road with new signalised crossing.
- Facilitates bus access and enhances community connectivity.

L1010 Pearse Road at Scoil Maria Assumpta

- Benefits students and parents by improving crossings and reducing turning speeds.
- Installation of pencil bollards enhances safety for schoolchildren.

L5283 Eglantine Park at Scoil Bhríde Eglantine

- Serves a school zone with high pedestrian footfall.
- Raised tables and bollards improve safety and visibility.

L2465 Church Street, Douglas

- Enhances an existing crossing in a busy setting.
- Reduces conflict between vehicular and pedestrian movements.

3.5.2 Biodiversity and Land

The schemes are located within existing road corridors in developed areas, with negligible ecological value:

- No tree or hedgerow removal is proposed.
- No schemes are within or directly adjacent to Natura 2000 or designated sites.



- Important to note that Site No. 6 (L5283 Eglantine Park) is located approx. 548m from Cork Harbour SPA, however no significant direct impacts are anticipated.

3.5.3 Soil and Water

All schemes involve minimal ground disturbance, taking place on paved or kerbed surfaces:

- No surface water features present at or near any of the eight sites.

Groundwater vulnerability is moderate to high, but risks are low due to:

- Absence of excavation beyond superficial levels.
- Use of best practice drainage and pollution control measures.

3.5.4 Air and Climate

Construction of the proposed schemes may result in minor, short-term air quality impacts, primarily through dust generation and emissions from construction machinery. However, these impacts will be temporary and localised, and will be effectively mitigated through standard environmental controls. In the long term, the schemes are expected to contribute positively to air quality and climate change by encouraging active travel and reducing dependency on private car use.

The Environmental Protection Agency (EPA) operates several air quality monitoring stations in Cork City. Relevant stations include:

- South Link Road – Station 056, which monitors PM₁₀, PM_{2.5}, NO₂, and ozone. The station has recorded consistently “Good” Air Quality Index for Health readings, with data available up to February 2024.
- University College Cork – Station 021, which also indicates a “Good” Air Quality Index for Health.
- Bishopstown MTU – Station 110, located southwest of the city, provides additional air quality data and supports the assessment of air conditions in the western suburbs of Cork City as recordings are shown to be “Good” in the Air Quality Index for Health readings.

All three stations confirm that air quality in the city remains within safe thresholds under the Air Quality Standards Regulations.

3.5.5 Material Assets

The schemes will improve and upgrade existing public infrastructure without requiring land acquisition or affecting utilities beyond standard coordination. Relevant considerations include:

- All works are located on existing roads and footpaths within public lands.
- Underground services such as gas, water, electricity, telecoms, and sewerage are present and will be identified through utility surveys prior to construction.
- Any necessary adjustments to underground infrastructure will be coordinated with relevant utility providers to avoid service disruption.



3.5.6 Cultural Heritage

There are no significant direct impacts on cultural heritage assets anticipated as a result of the proposed Pedestrian Crossing Safety Schemes. All works are confined to the existing public road corridor and involve minor, surface-level interventions such as new crossings, kerbing, signage, and footpath build-outs. No excavation near sensitive heritage features is proposed.

However it is important to acknowledge that 2 no. sites (Site No's. 5 & 6) are located within close proximity (within 100m) to structures listed on the National Inventory of Architectural Heritage (NIAH):

- Church of the Assumption (Reg. No. 20870011), a Roman Catholic church of historical and architectural significance, is located approximately 80 metres east of the **L1010 Pearse Road at Scoil Maria Assumpta** scheme. The proposed works in this area are focused on enhancing pedestrian safety near Scoil Maria and involve footpath improvements, a raised zebra crossing, and bollards. The works will not affect the setting or fabric of the church.
- Riverstown Community Centre (Reg. No. 20906335) listed as “Riverstown Community Centre R.A.C.A Ltd,” is located immediately adjacent to the **R639 Riverstown Road at Glanmire Community Centre**. The scheme involves upgrading an existing zebra crossing and associated signage and footpath repairs. All interventions are within the road corridor and do not impact the structure or its curtilage.



4. ASSESSMENT AGAINST SCHEDULE 7 CRITERIA

Having considered the above environmental factors, the aim of the next section is to address likely impacts on the environment by the implementation of the proposed scheme. A brief overview of the sensitivities and impacts are highlighted. Whether an EIA would be deemed relevant to the scale of the project and the environment is determined. The following sections present the EIA Screening based on the criteria contained in Schedule 7 of the P&D Regulations and are grouped under the following headings:

- Characteristics of the Proposed scheme - Table 4
- Location of the Proposed scheme - Table 4-2
- Types and Characteristics of Potential Impact - Table 4-3
- EU Guidance EIA Screening Checklist Questions – Table 4-4

Table 4-1: Characteristics of the Proposed Scheme

Criterion	If relevant, briefly describe the characteristics of the development (i.e. the nature and extent):
The size and design of the whole of the proposed development (including any demolition works).	Each of the eight schemes comprises localised pedestrian and traffic calming measures within the existing road corridor. Interventions include raised zebra crossings, speed tables, footpath build-outs, tightened kerb radii, tactile paving, signalised crossings, upgraded signage, and use of pencil bollards. No demolition works are required, and all schemes are confined to relatively short sections of suburban road.
Other existing or permitted projects (including under other legislation that is subject to EIA) that could give rise to cumulative effects:	While temporary disruption during construction may coincide with other minor urban works, no significant cumulative environmental impacts are anticipated. Each scheme is spatially discrete and small in scale, with little overlap in influence.
Use of natural resources, in particular land, soil, water and biodiversity: Will construction or the operation of the proposal use natural resources such as land, soil, water, materials or energy, especially any resources which are non-renewable or are in short supply?	The schemes will involve limited use of construction materials (e.g. asphalt, concrete, tactile paving), sourced in line with standard practice. No significant extraction or consumption of non-renewable resources is expected.
Production of waste: Will the proposal produce solid wastes during construction, operation, or decommissioning?	Minor construction-related waste (e.g. road surface materials, packaging) will arise but can be managed under existing waste protocols. A cut/fill balance will be targeted to reduce off-site disposal needs.



Criterion	If relevant, briefly describe the characteristics of the development (i.e. the nature and extent):
	<p>Any waste from the construction process will either be reused within each scheme or recycled/disposed of at an authorised waste facility.</p>
<p>Pollution and nuisances:</p> <p>Will the proposal release pollutants to ground or surface water, or air (including noise and vibrations) or water, or lead to exceeding environmental standards set out in other Directives?</p>	<p>Temporary, localised nuisance is likely during the construction of the proposed schemes, which can be minimised and effectively managed through the implementation of standard environmental and construction best practice measures. These include dust suppression (e.g. dampening and road sweeping), the use of silt fences, noise reduction measures such as mufflers or acoustic barriers, and restrictions on working hours to limit disturbance to nearby residents and road users.</p> <p>Given that all works are confined to existing road corridors and do not involve greenfield development, interaction with natural soils and groundwater is unlikely. In most locations, groundwater vulnerability is moderate or high, and the risk of contamination can be mitigated through adherence to best practice guidance, including the CIRIA series on the 'Control of Water Pollution'. Drainage in all locations will tie into existing piped municipal drainage networks.</p> <p>Due to the small scale and urban context of each scheme, and the absence of nearby surface water features, there is no potential for direct interaction with surface waters. Any run-off during construction will be managed via existing infrastructure, with pollution risks minimised through effective site management and mitigation practices.</p> <p>No significant pollution or nuisance is expected during the operational phase of the schemes. While construction activities may result in short-term impacts such as dust and noise, these are temporary and manageable. In the long term, the proposed schemes will have a positive effect on the environment by enhancing pedestrian safety, promoting active travel, and contributing to reduced vehicle emissions.</p>
<p>Major accidents and disasters:</p> <p>In accordance with scientific knowledge, is there a risk of major accidents and/or disasters which are relevant to the project, including those caused by climate change?</p>	<p>There is significant industry experience in Ireland in the construction of roads schemes such that it is not considered likely that the construction or operational phases of the proposed scheme could be considered as presenting a significant accident risk.</p> <p>All of the proposed schemes are not located within lands identified as being at flood risk. Risks associated with climate change are not envisaged.</p>



Criterion	If relevant, briefly describe the characteristics of the development (i.e. the nature and extent):
Risks to human health, for example due to water contamination or air pollution:	No significant risks to human health are anticipated. The construction phase will be managed to avoid exposure to contaminants. In operation, the schemes are expected to reduce road traffic danger and support healthier travel choices.

Table 4-2: Location of the Proposed Scheme

The environmental sensitivity of geographical areas likely to be affected by the proposed development:	If relevant, briefly describe the characteristics of the location (with particular regard to the (a) existing and approved land use, (b) the relative abundance, availability, quality and regenerative capacity of natural resources, and (c) the absorption capacity of the environment):
The existing and approved land use	All proposed schemes are located within the suburban fabric of Cork City. The surrounding land use at each site is predominantly residential, interspersed with educational facilities, community centres, recreational spaces, and local commercial units. The works will occur within existing public roads and footpaths. No change in land use is proposed. The schemes will enhance connectivity between homes and key local destinations.
The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground.	The works are confined to existing built-up areas. Natural resources such as soil and groundwater will not be significantly impacted as construction will primarily affect hard surfaces. Surface water features are not present in close proximity to any of the sites. Groundwater vulnerability ranges from moderate to high across the project area. Potential impacts will be managed using best-practice construction methods (e.g. CIRIA guidelines).



<p>The environmental sensitivity of geographical areas likely to be affected by the proposed development:</p>	<p>If relevant, briefly describe the characteristics of the location (with particular regard to the (a) existing and approved land use, (b) the relative abundance, availability, quality and regenerative capacity of natural resources, and (c) the absorption capacity of the environment):</p>
<p>The absorption capacity of the natural environment, paying particular attention to the following areas: (i) wetlands, riparian areas, river mouths; (ii) coastal zones and the marine environment; (iii) mountain and forest areas; (iv) nature reserves and parks; (v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and; (vi) areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;</p> <p>(vii) densely populated areas; (viii) landscapes and sites of historical, cultural or archaeological significance.</p>	<p>The schemes are all located in developed suburban areas with no overlap with environmentally sensitive areas such as wetlands, riparian zones, coastal or marine environments, or mountain and forest areas. No Natura 2000 or nationally designated nature conservation sites are located within or adjacent to the proposed works. The nearest European site (Cork Harbour SPA) is more than 500m from any scheme location and will not be affected. While some sites are near schools or parks, works are confined to the existing road corridor and will not impact ecological resources. The surrounding areas are not considered landscape-sensitive, and no scenic routes or protected views are affected. There are two NIAH-registered structures within a proximity of 100m to Sites 5 and 6, with the impact of works having been considered through this assessment.</p>

For criteria 3 'Types and Characteristics of Potential Impact' the Regulations require that the likely significant effects on the environment of the proposed scheme (in relation to criteria set out under 'Characteristics of the Proposed Development' and 'Location of the Proposed Development') are assessed for the environmental topics set out in section 171A of the Planning and Development Act (i.e. population and human health, biodiversity, land, soil, water, air and climate, material assets, cultural heritage and the landscape) taking into account—

(a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),

(b) the nature of the impact,

(c) the transboundary nature of the impact,



(d) the intensity and complexity of the impact,

(e) the probability of the impact,

(f) the expected onset, duration, frequency and reversibility of the impact,

(g) the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment, and

(h) the possibility of effectively reducing the impact.



Table 4-3: Types and Characteristics of Potential Impact

Criterion	If relevant, briefly describe the characteristics of the potential impacts under the headings below. (including where relevant the magnitude and spatial extent of the impact (e.g. geographical areas and size of population likely to be affected), nature of impact, intensity and complexity of impact, probability of impact, and duration, frequency and reversibility of the impact):	If relevant, briefly describe any mitigation measures proposed to avoid or prevent a significant effect.	Is this likely to result in significant effects on the environment?
Population & Human Health	Minor, temporary disruption during construction may affect residents, school users, and local businesses due to noise, dust, and limited road/footpath access. In the long term, the schemes will significantly improve pedestrian and cyclist safety, promote active travel, and reduce vehicle reliance.	Construction activities will be limited to appropriate hours and managed using best practices for dust, noise, and traffic control. Post-construction, the infrastructure will be maintained in line with road safety standards.	Temporary slight negative, Long-term positive
Biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive: *	All schemes are located within existing built-up areas and road corridors with low ecological value. No designated sites or sensitive habitats are located within or near the project boundaries.	Standard site management during works to avoid any accidental disturbance. No vegetation or habitat clearance is required.	No significant effect
Land, soil, water, air and climate	Minimal soil disturbance expected as works are confined to existing hard surfaces. No nearby watercourses. Slight potential for localised surface runoff or dust emissions during works. Groundwater vulnerability varies but is generally low-moderate.	Implementation of best practice construction methods (e.g. CIRIA Control of Water Pollution guidance). Dust suppression and sediment control measures to be used. No major cut/fill expected.	Slight short-term effect, No long-term significant effect



Criterion	<p>If relevant, briefly describe the characteristics of the potential impacts under the headings below.</p> <p>(including where relevant the magnitude and spatial extent of the impact (e.g. geographical areas and size of population likely to be affected), nature of impact, intensity and complexity of impact, probability of impact, and duration, frequency and reversibility of the impact):</p>	<p>If relevant, briefly describe any mitigation measures proposed to avoid or prevent a significant effect.</p>	<p>Is this likely to result in significant effects on the environment?</p>
Air and climate	Slight, temporary increase in emissions and dust from machinery during construction. Positive long-term impact from modal shift away from private car use.	Best practice dust control and emissions management to be employed. Promotion of sustainable travel will contribute to improved air quality.	Temporary minor negative, Long-term positive
Material assets, Cultural heritage and the landscape	<p>Potential minor, short-term risk of disruption to buried services. No significant interaction with surface utilities or assets anticipated.</p> <p>Two schemes are located relatively near an NIAH structures; however, no works will directly impact these structures or their setting. No works in scenic or sensitive landscape areas.</p>	<p>Pre-construction utility surveys to locate services. Hand-digging in sensitive areas. Notification procedures in place for service providers.</p> <p>All works confined to existing road footprints. No excavation or intervention near heritage features.</p>	No significant effect



Criterion	If relevant, briefly describe the characteristics of the potential impacts under the headings below. (including where relevant the magnitude and spatial extent of the impact (e.g. geographical areas and size of population likely to be affected), nature of impact, intensity and complexity of impact, probability of impact, and duration, frequency and reversibility of the impact):	If relevant, briefly describe any mitigation measures proposed to avoid or prevent a significant effect.	Is this likely to result in significant effects on the environment?
Cumulative Effects	Minimal potential for cumulative construction nuisance if multiple schemes are built simultaneously. However, each site is spatially separate and of minor scale.	Construction scheduling and coordination with Cork City Council to manage overlapping timelines.	No significant effect
Transboundary Effects	None of the sites are near national boundaries.	Not applicable.	No



Table 4-4: EU Guidance EIA Screening Checklist Questions

EU Guidance EIA Screening Checklist Questions		Yes/No/Briefly describe	Is this likely to result in a significant impact? Yes/No/Why?
1	Will construction, operation, decommissioning, or demolition works of the Project involve actions that will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	All works are confined to existing roads and footpaths. No changes to land use or topography. No impacts on waterbodies.	No. Minor and temporary physical works within the road corridor will not alter land use or local hydrology.
2	Will construction or the operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or are in short supply?	Use of asphalt, concrete, tactile paving and energy for construction.	No. Resource use is minimal and standard for minor urban infrastructure works.
3	Will the Project involve the use, storage, transport, handling or production of substances or materials which could be harmful to human health, to the environment or raise concerns about actual or perceived risks to human health?	Standard road construction materials only.	No. No hazardous substances will be used.
4	Will the Project produce solid wastes during construction or operation or decommissioning?	Minor construction waste (e.g. surfacing materials, packaging).	No. Waste volumes will be low and managed through licensed waste facilities.
5	Will the Project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC?	Localised dust and exhaust emissions during works only.	No. Impacts will be short-term, localised, and managed via best practice.



EU Guidance EIA Screening Checklist Questions		Yes/No/Briefly describe	Is this likely to result in a significant impact? Yes/No/Why?
6	Will the Project cause noise and vibration or the releasing of light, heat energy or electromagnetic radiation?	Temporary noise and vibration during construction.	No. Effects are localised and short-term. Mitigation will reduce impacts.
7	Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	Works are on hard surfaces; no nearby watercourses.	No. Good construction practice will prevent runoff or contamination.
8	Will there be any risk of accidents during construction or operation of the Project that could affect human health or the environment?	Standard safety procedures in place for road works.	No. Works are routine in nature and well managed.
9	Will the Project result in environmentally related social changes, for example, in demography, traditional lifestyles, employment?	It will promote safer and more sustainable travel behaviours.	Yes – positive. Encourages modal shift to walking and cycling.
10	Are there any other factors that should be considered such as consequential development which could lead to environmental impacts or the potential for cumulative impacts with other existing or planned activities in the locality?	Schemes are small and spatially dispersed.	No. Cumulative effects are negligible due to scale and separation.
11	Is the Project located within or close to any areas which are protected under international, EU or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the Project?	All schemes are distant from Natura 2000 or sensitive sites.	No. No interaction with protected features.
12	Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g., wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, that could be affected by the Project?	All works are in urban settings on modified land.	No. No sensitive features nearby.



EU Guidance EIA Screening Checklist Questions		Yes/No/Briefly describe	Is this likely to result in a significant impact? Yes/No/Why?
13	Are there any areas on or around the location that are used by protected, important or sensitive species of fauna or flora e.g., for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the Project?	Urban locations with low ecological value.	No. No relevant habitat present.
14	Are there any inland, coastal, marine or underground waters (or features of the marine environment) on or around the location that could be affected by the Project?	No interaction with water bodies.	No.
15	Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the Project?	Schemes are not within designated scenic areas.	No.
16	Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the Project?	Traffic associated with the construction of the proposal will utilise local roads, and temporary disruption to access is possible.	No. Long-term effect is positive – improved access and safety.
17	Are there any transport routes on or around the location that are susceptible to congestion, or which cause environmental problems, which could be affected by the Project?	Schemes aim to reduce congestion and improve pedestrian priority.	No. Positive contribution expected to transport and environment.
18	Is the Project in a location in which it is likely to be highly visible to many people?	Schemes will be visible in public space but limited to existing infrastructure.	No. Works involve minor visual changes to existing streetscapes.
19	Are there any areas or features of closed or cultural importance on or around the location that could be affected by the Project?	Two schemes are near NIAH structures, with one being adjacent to the scheme.	No. No impacts on the structure or its setting.
20	Is the Project located in a previously undeveloped area where there will be a loss of greenfield land?	All works are on existing road/footpath infrastructure.	No.



EU Guidance EIA Screening Checklist Questions		Yes/No/Briefly describe	Is this likely to result in a significant impact? Yes/No/Why?
21	Are there existing land uses within or around the location e.g., homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying that could be affected by the Project?	Temporary access or noise issues may affect adjacent uses.	No. Short-term, well-managed disruptions only. Long-term benefit anticipated.
22	Are there any plans for future land uses within or around the location that could be affected by the Project?	No known future developments affected.	No.
23	Are there areas within or around the location which are densely populated or built-up, that could be affected by the Project?	All schemes are in suburban Cork City.	No. Construction nuisance managed; long-term positive effects.
24	Are there any areas within or around the location which are occupied by sensitive land uses e.g., hospitals, schools, places of worship, community facilities, that could be affected by the Project?	Several schemes are adjacent to schools.	No. Construction carefully managed; schemes enhance safety in these locations.
25	Are there any areas within or around the location which contain important, high quality or scarce resources e.g., groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be Affected by the Project?	No high-quality or scarce resources in project areas.	No.
26	Are there any areas within or around the location which are already subject to pollution or environmental damage e.g., where existing legal environmental standards are exceeded, that could be affected by the Project?	EPA data shows good air quality. No sensitive receptors.	No.



EU Guidance EIA Screening Checklist Questions		Yes/No/Briefly describe	Is this likely to result in a significant impact? Yes/No/Why?
27	Is the Project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g., temperature inversions, fogs, severe winds, which could cause the Project to present environmental problems?	None of the schemes are in identified flood zones or areas at risk.	No.



5. CONCLUSION

This Environmental Impact Assessment (EIA) Screening Report has considered the likely significant effects on the environment arising from the implementation of 8 no. Pedestrian Crossing Safety Schemes across suburban and peri-urban locations within Cork City. The assessment was carried out in accordance with the requirements of the Planning and Development Regulations 2001 (as amended), having regard to Schedule 7 criteria and relevant guidance issued by the EPA and European Commission.

Based on all available information, and taking account of the scale, nature and location of the proposed project, it is our opinion that the preparation of an EIAR is not a mandatory requirement (under Part 1 or Part 2 of Schedule 5). The project is deemed a sub-threshold development; hence the potential for significant environmental effects arising as a result of the proposed project has been evaluated, in accordance with the requirements of Schedule 7A and Schedule 7.

The proposed scheme involves targeted pedestrian and traffic calming enhancements including raised and signalised crossings, speed tables, footpath build-outs, kerb tightening, tactile paving, signage improvements, and safety features such as pencil bollards. These works are all located within the existing road corridor and do not involve greenfield development, land take, or significant alteration of the built environment. Each scheme is small in scale and confined to short sections of existing roadway. The nature and extent of the works are consistent with urban infrastructure upgrades that are routine in scale and impact. The schemes do not intersect with sensitive environmental receptors such as Natura 2000 sites, protected landscapes, or high-value habitats, and no significant use of natural resources, generation of waste, or risk of pollution is anticipated. Temporary impacts during construction—such as noise, dust, and traffic disruption—will be localised and short-lived, and can be effectively managed through standard environmental and construction best practices. Cumulatively, the schemes are spatially discrete and unlikely to result in significant combined environmental effects. No transboundary, long-term, or irreversible impacts are predicted. In contrast, the operational phase of the schemes is expected to deliver lasting positive benefits, including improved pedestrian safety, enhanced accessibility, and support for a modal shift toward sustainable and active travel modes.

In summary, no significant adverse impacts to the receiving environment are likely to arise from the proposed Pedestrian Crossing Safety Schemes. It is therefore submitted that sub-threshold EIA is not required for the project due to the project's limited impact on the receiving environment with respect to Schedule 7 of the Planning and Development Regulations 2001 (as amended), Annex II of the EIA Directive and the screening checklist provided in the EC guidance document for EIA Screening, as set out in this document.



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