

**MWP**

**PROPOSED RESIDENTIAL  
DEVELOPMENT, GERALD GRIFFIN  
STREET, CORK**  
**Stage 1 Road Safety Audit**

**MMD Construction (Cork) Limited**

**August 2024**

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Project No.	Doc. No.	Rev.	Date	Prepared By	Checked By	Approved By	Status
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## 1. Introduction

This report details the findings of a Stage 1 Road Safety Audit carried out on a proposed residential development at Gerald Griffin Street, Cork. The audit was commissioned by MMD Construction (Cork) Limited.

### Audit Team

MWP's Road Safety Auditors carried out the Audit. The Audit Team members were as follows:

Sean Doyle, BE CEng MIEI	MWP
Seamus Quigley, BE CEng MIEI MCIHT	MWP

MWP inspected the site location on the 23<sup>rd</sup> August 2024, between 11.05 a.m. and 11.35 a.m., on foot and in a car, during dry and sunny weather conditions. Record photographs were taken.

### Location

The proposed residential development site is located on the west side of Gerald Griffin Street on the north side of Cork city, within its 50 km/hour urban speed limit zone. A site location map is provided in Figure 1.

The site is located along the north side of Gerald Griffin Avenue and along the south side of Burke's Avenue; and along the north east side of Saint Mary's Road and east side of North Monastery Road. Neptune Stadium is located along the north side of Burke's Avenue, which is a cul-de-sac street, with car parking provided at Neptune Stadium.

The existing site is a brownfield site, with a vehicle access on its east side on Gerald Griffin Street. The existing site has an inclining vertical gradient from east to west.

Adjacent to the site, Gerald Griffin Street is a two-way traffic street with permitted duration controlled disc parking on its west (site) side, with a total road carriageway width of circa 7.0 metres, a 2.7 metres wide west (site) side footway and a 3.7 metres wide east side footway.

Gerald Griffin Avenue is a one-way traffic street westbound, from Gerald Griffin Street to Saint Mary's Road, with a typical road carriageway width of 3.6 metres and a circa 1.2 metres wide south side footway at its eastern end; and a typical road carriageway width of 3.1 metres and a circa 0.9 metres wide south side footway at its western end.

The existing site has gated accesses on Burkes' Avenue. Burke's Avenue extends from Gerald Griffin Street with a shared surface width of 3.8 metres at its east end. During the site inspection, construction works were ongoing at Neptune Stadium with access restricted on Burke's Avenue.

Saint Mary's Road and North Monastery Road are two-way traffic streets and form a traffic signals controlled junction at the south west of the site, with controlled crossing facilities for pedestrians. A continuous footway is provided adjacent to the existing site along the east side of North Monastery Road and north east side of Saint Mary's Road.

Street lighting standards are provided along Gerald Griffin Street, Gerald Griffin Avenue and North Monastery Road. A street light is provided on the Neptune Stadium building on Burke's Avenue.

Gerald Griffin Street is part of the R846 Regional Road and links, locally on the north east of the site via Watercourse Road, with the N20 National Primary Road at the North City Link Road. Watercourse Road is approximately parallel with Gerald Griffin Street, locally to its east, and is served by Bus Éireann's Cork city bus service route numbers 203 and 215.

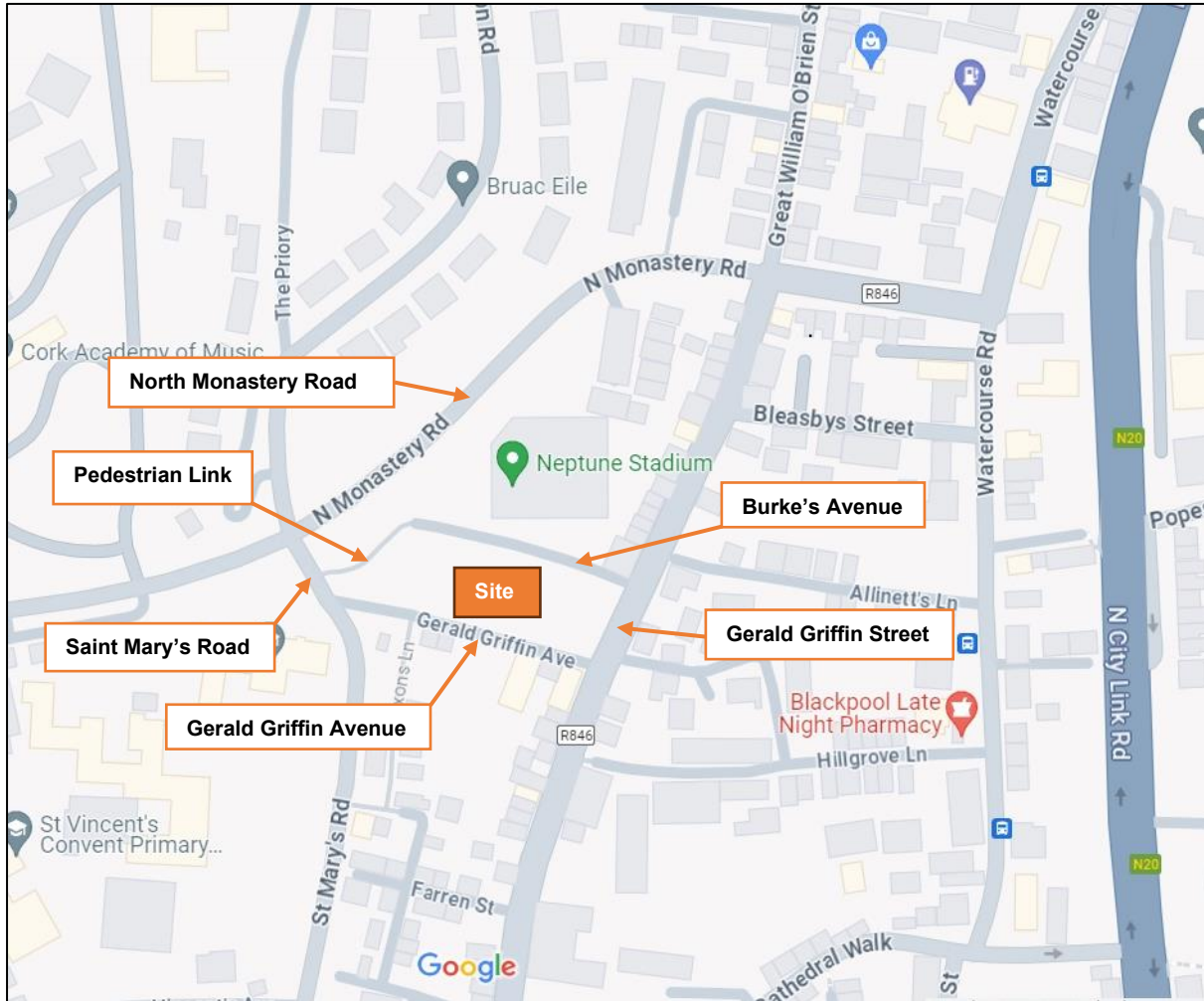


Figure 1: Site Location Map

### Proposed Scheme

The proposed residential development comprises 67 mixed-size units, including apartments and duplexes, in an integrated building of five blocks. A copy of the proposed development layout plan is provided in Figure 2.

The proposed scheme includes bicycle stores within the building blocks and external bicycle stands on the south side of the building. No car parking is proposed. A vehicle set down facility is proposed on Gerald Griffin Street, at the existing site vehicle access location.

The proposed scheme includes the upgrade of Gerald Griffin Avenue and Burke's Avenue. The proposed upgraded Gerald Griffin Avenue includes the retention of the existing south side footway, a 3.8 metres wide shared surface and a 2.0 metres wide north (site) side footway ('sidepath'). Widened pedestrian and cyclist areas, including for access, are proposed on the north side of the upgraded Gerald Griffin Avenue, together with landscape areas, seating, a play area and kickabout area.

The proposed upgraded Burke's Avenue includes a variable width north side footway, a typical 3.5 metres wide road carriageway and a variable width south (site) side footway with widened footway pedestrian areas. The proposed south (site) side footway extends from Gerald Griffin Street to North Monastery Road. A vehicle turning head facility is proposed at the cul-de-sac west end of the upgraded Burke's Avenue.



Figure 2: Proposed Development Layout Plan

### Audit Information

The Road Safety Authority (RSA) are in the process of reviewing their road traffic collision (RTC) data sharing policies and procedures. Record-level RTC data cannot be shared until this review is complete. Accordingly, RSA collisions data for the existing local road network, immediately in the vicinity of the proposed scheme, was unavailable for the preparation of this Audit.

The documents provided to carry out the Audit are listed in Appendix A.

This Audit has been carried out in the context of the relevant sections of the TII Road Safety Audit GE-STY-01024 December 2017 and TII Road Safety Audit Guidelines GE-STY-01027 December 2017, and in accordance with the Government’s Design Manual for Urban Roads and Streets (DMURS). The Auditors have examined and reported only on those features of the design considered to have road safety implications and have not examined or verified the compliance of the scheme to any other criteria.

Section 2 of this report presents the findings of the Stage 1 Road Safety Audit on the proposed residential development at Gerald Griffin Street, Cork, on behalf of MMD Construction (Cork) Limited. The Designer’s Feedback is provided in Appendix B.

## 2. Findings of the Stage 1 Road Safety Audit

### Vulnerable Users

#### 2.1 Problem – Potential Vehicle Parking on Footways

The proposed scheme includes the upgrade of Gerald Griffin Avenue and Burke’s Avenue. The proposed upgraded Gerald Griffin Avenue includes a shared surface and north (site) side footway (sidepath); with widened pedestrian and cyclist areas, including for access, proposed on the north side of the upgraded Gerald Griffin Avenue. The proposed upgraded Burke’s Avenue includes a variable width south (site) side footway with widened footway pedestrian areas. The proposed upgraded Gerald Griffin Avenue and Burke’s Avenue footways and pedestrian areas could generate inappropriate vehicle parking, which would be potential impact hazards for pedestrians, particularly visually and mobility impaired. Pedestrians may step out into the vehicle traffic lane, putting them at risk of vehicle impacts and injuries.

The existing and proposed Neptune Stadium area along the north side of Burke’s Avenue includes defined car parking. Overspill car parking demand generated by the Stadium could also generate inappropriate vehicle parking.

#### Recommendation:

**It is recommended that appropriate measures should be provided to prevent inappropriate vehicle parking.**

#### 2.2 Problem – No Details of Footway Treatments at Crossing Locations

There are no details of footway treatments, including for mobility and visually impaired, or any enhanced priority measures (raised at-grade crossing surface) for pedestrians at the footway crossing locations on Gerald Griffin Avenue, at its Gerald Griffin Street and Saint Mary’s Road junctions, and on Burke’s Avenue, at its Gerald Griffin Street junction. Although these crossing locations are partly located outside the extent of the proposed scheme for audit, the proposed scheme includes the upgrade of Gerald Griffin Avenue and Burke’s Avenue and it is envisaged that the proposed residential development would generate increased pedestrian crossing demand. Lack of appropriate facilities for pedestrians could put them at increased risk of trips, falls, collisions and injuries.

#### Recommendation:

**It is recommended that appropriate facilities should be provided for pedestrians, with reference to DMURS and the DoT Traffic Management Guidelines, in consultation with Cork City Council, as required.**

#### 2.3 Problem – Possible Restricted Footway Width

The proposed upgraded Burke’s Avenue includes a variable width north side footway. The width of the footway shown at its east (Gerald Griffin Street) end is unclear and may be restrictive, and less than the 1.8 metres width identified by DMURS, resulting in possible conflicts for pedestrians, including pedestrians stepping out into the traffic lane, putting them at risk of vehicle collisions and injuries.

#### Recommendation:

**It is recommended that appropriate facilities should be provided for pedestrians, with reference to DMURS and the DoT Traffic Management Guidelines.**

## **2.4 Problem – No Footway Tie In**

The proposed upgraded Burke’s Avenue includes a variable width north side footway. The proposed footway shown doesn’t extend to tie-in with the existing footway on Gerald Griffin Street, on the north side of the Burke’s Avenue junction. This would require pedestrians to use the traffic lane, locally, putting them at risk of vehicle impacts and injuries.

### **Recommendation:**

**It is recommended that appropriate facilities should be provided for pedestrians, with reference to DMURS and the DoT Traffic Management Guidelines.**

## **Layout and Visibility**

## **2.5 Problem – Potential Contra Flow Cyclists**

The proposed scheme includes bicycle stores within the building blocks and external bicycle stands on the south side of the building. Widened pedestrian and cyclist areas, including for access, are proposed on the north side of the upgraded Gerald Griffin Avenue. Gerald Griffin Avenue is a one-way traffic street westbound, from Gerald Griffin Street to Saint Mary’s Road. The proposed scheme’s bicycle stores and stands could generate potential eastbound, contra flow, cyclists on the upgraded Gerald Griffin Avenue shared surface, to Gerald Griffin Street. This could result in conflicts, potential collisions and injuries.

### **Recommendation:**

**Although a Stage 2 audit item, it is recommended that appropriate signage should be provided for vehicle drivers accessing the upgraded shared surface and/or cyclists, as required, with reference to the DoT Traffic Signs Manual, in developing the design prior to construction.**

## **2.6 Problem – Potential Excessive Vehicle Speeds**

The proposed scheme is located within the 50 km/hour urban speed limit zone. There are no details of proposed reduced speed limits on the proposed upgraded Gerald Griffin Avenue and Burke’s Avenue, consistent with DMURS ‘Homezones’ and ‘Shared Surfaces.’ Excessive vehicle speeds, including up to 50 km/hour, could increase the risk and severity of potential collisions and injuries.

### **Recommendation:**

**It is recommended that appropriate speed limits should be provided, with reference to DMURS and the DoT Traffic Signs Manual.**

## Drainage

### 2.7 Problem – Incomplete Details of Drainage

The proposed scheme includes groundwater planting to a rain garden and infiltration channels. The existing Gerald Griffin Avenue road carriageways includes drainage gulleys at both ends. Full details of proposed drainage have not been provided. Inadequate drainage could result in ponding, ice during cold weather, potential skidding hazards, collisions, material damage and consequent injuries.

#### Recommendation:

It is recommended that appropriate drainage should be provided, with associated appropriate levels, in developing the design prior to construction.

## Landscaping

### 2.8 Comment – Potential Restricted Visibilities

The proposed scheme includes a detailed Landscape Master Plan. It is recommended that landscaping should be monitored, cut back and maintained, as required, to maintain appropriate visibilities for all users, including at access locations/junctions and crossing locations.

## Lighting

### 2.9 Comment – No Details of Lighting Standard Locations

The Overall GGS & NMR Sections drawing provided for audit shows lighting standards along Gerald Griffin Avenue and Burke's Avenue. The locations of the lighting standards are not shown in the plan drawings provided. It is recommended that lighting standards should be appropriately located clear of accesses, with adequate clear footway widths maintained.

### 3. Audit Team Statement

We certify that we have inspected the site and examined the information listed in Appendix A of this report. The inspection and examination have been carried out for 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 comments we have identified are noted in the report, together with suggestions for improvement, which we recommend should be studied for implementation.

**Signed:**

Sean Doyle BE CEng MIEI  
Audit Team Member  
For and on behalf of MWP  
Engineering and Environmental Consultants  
Reen Point  
Blennerville  
Tralee  
County Kerry

**Date:** 26/09/2025

**Signed:**

Seamus Quigley, BE CEng MIEI MCIHT  
Audit Team Member  
For and on behalf of MWP  
Engineering and Environmental Consultants  
Park House  
Mahon Technology Park  
Blackrock  
Cork

**Date:** 26/09/2025

## **Appendix A**

### **List of Documents Provided for Audit**

## **Drawings:**

*Wilson Architecture*

*Proposed Site Plan*

*File Name: GGS-WIL-ZZ-ST-DR-A-0150*

*Job No.: 2236*

*Revision: P01 Rev.2*

*Date: 05.03.24*

*Wilson Architecture*

*Overall Sections*

*File Name: GGS-WIL-ZZ-ST-DR-A-0150*

*Job No.: 2236*

*Revision: P01 Rev.3*

*Date: 17.05.24*

*Wilson Architecture*

*Overall GGS & NMR Sections*

*File Name: GGS-WIL-ZZ-ST-DR-A-0301*

*Job No.: 2236*

*Revision: P01 Rev.1*

*Date: 17.05.24*

*Cunnane Stratton Reynolds*

*Landscape Master Plan & Section*

*Drawing No.: 23437-2-101*

*Revision: C*

*Date: 20.05.24*

## **Other Documents:**

*Cunnane Stratton Reynolds*

*Landscape Design Rationale*

*Project No.: 23437*

*Date: May 2024*

# **Appendix B**

## **Designer's Feedback**

# ROAD SAFETY AUDIT FEEDBACK FORM



**SCHEME:** PROPOSED RESIDENTIAL DEVELOPMENT, GERALD GRIFFIN STREET, CORK  
**ROUTE(S):** R846 GERALD GRIFFIN STREET, GERALD GRIFFIN AVENUE, BURKE'S AVENUE, SAINT MARY'S ROAD AND NORTH  
 MONASTERY ROAD

**AUDIT STAGE:** STAGE 1 **DATE AUDIT COMPLETED:** AUGUST 2024

Paragraph No. in Safety Audit	To Be Completed By 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	Alternative Measures Accepted by Auditors (Yes/ No)
2.1	Y	Y		
2.2	Y	Y		
2.3	Y	Y		
2.4	Y	Y		
2.5	Y	Y		
2.6	Y	Y		
2.7	Y	Y		
2.8	Y	Y		
2.9	Y	Y		

SIGNED: Donal Spillane for MWP DESIGNER DATE: Thu 29/8/2024

SIGNED: Seamus O'Keefe AUDIT TEAM LEADER DATE: 26/09/2025

SIGNED: Maura Forde EMPLOYER DATE: 26/09/2025