PHASE 1 – "THE FARM" LRD BESSBOROUGH, CORK

STAGE 1 ROAD SAFETY AUDIT

21 November 2025

ESTUARY VIEW ENT. 2020 LTD.



Formerly JB Barry & Partners who became part of Egis in 2023.

Data sensitivity - Public

Document Information

GENERAL INFORMATION

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Report Title:	Stage 1 Road Safety Audit
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HISTORY OF CHANGES

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BIM Codes Definitions

SHARED (NON-CONTRACTUAL)

Suitability /Status	Definition	Revision Code
S2	Suitable for Information	Pnn (P=Preliminary) starting at P01
S3	Suitable for Review and Comment	
S4	Suitable for Stage Approval	

PUBLISHED DOCUMENTATION (CONTRACTUAL)

Suitability /Status	Definition	Revision Code
Approved and accepted as stage complete.		Cnn (C=Contractual/Complete) starting at C01
A1	Phase 1	
A2	Phase 2	
A3	Phase 3	
A4	Phase 4	
A5	Phase 5	
A6	Phase 6	
A7	Phase 7	

PUBLISHED FOR ASSET INFORMATION MODEL (AIM) ACCEPTANCE

Suitability /Status	Definition	Revision Code
CR	As Constructed Record file	Cnn (C=Contractual/Complete) starting at C01

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1 INTRODUCTION

1.1 Background

This report results from a Stage 1 Road Safety Audit (RSA) of a proposed Large-Scale Residential Development (LRD) – Phase 1 "The Farm" in Bessborough, Blackrock, Cork as shown in Error! Reference source not found..



FIGURE 1-1: SITE LOCATION

A developed masterplan for the site, proposes three phases of entire development as shown in Error! Reference source not found.. The key development of each phase is described as follows:

- Phase 1 - "The Farm" development: comprises 140 no. apartment units, creche and café;
- Phase 2 - "The Meadows" development: comprises c. 280 no. apartment units and creche; and
- Potential Phase 3 - "The North Fields" development: comprises c. 200 no. residential units.

Egis (formally JB Barry and Partners) were commissioned to carry out this Stage 1 RSA by Estuary View Ent. 2020 Ltd. who intends to seek planning permission to construct the scheme. Shipsey Barry Architects prepared the preliminary design drawings provided for this audit.

A list of the drawings provided for this audit is contained in Appendix 1. A copy of the Feedback Form is contained in Appendix 2.

The audit has been prepared following the requirements of TII GE-STY-01024 (December 2017) - Road Safety Audit. The Audit Team has examined and reported on only the road safety implications of the design submitted by the Design Team and has not examined or verified the compliance of the design to any other criteria.



FIGURE 1-2: SITE MASTERPLAN AND PHASING

The members of the Road Safety Audit Team are independent of the Design Team. The Audit Team for the scheme is shown in Table 1-1.

TABLE 1-1: AUDIT TEAM

AUDIT TEAM LEADER	AUDIT TEAM MEMBER	AUDIT TEAM OBSERVER
Tim Delaney BEng (Hons), CEng, MIEI, RSA Cert	Fergal Breen NCEA Dip Eng CEng MIEI	
Auditor ID: TD85307	Auditor ID: FB491942	
Egis (formally JB Barry & Partners Ltd) 3 Eastgate Road Eastgate Little Island Co. Cork	Egis (formally JB Barry & Partners Ltd) 3 Eastgate Road Eastgate Little Island Co. Cork	

1.2 Site Visit

The Road Safety Audit site visit was carried out on Friday 31st of October 2025 during daylight hours. It did not rain during the site visit, and the ground surface was damp.

1.3 Road Traffic Collision Data Review

The Road Safety Authority (RSA) website was consulted in order to report on historical fatal, serious and minor injury collisions for the study area. However, the 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.

2 AUDIT ISSUES IDENTIFIED

2.1 Problem: Junction Form

The road markings are worn at the mini-roundabout on Bessborro Road, and road users may be unsure that they are approaching a mini-roundabout and who has priority at junction which could result in a collision between vehicles at the roundabout.



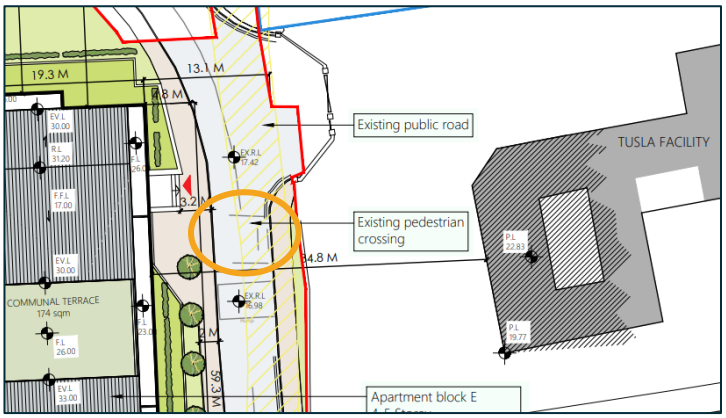
Recommendation

The junction needs to be improved in terms of correct junction form (mini-roundabout versus a T-junction), road makings and signage.

2.2 Problem: Existing Pedestrian Crossing

It is unclear if it is proposed to retain an existing pedestrian crossing on Bessboro access road. This crossing and the adjacent raised speed bump are not to standard with road markings faded and incorrect tactile paving installed.



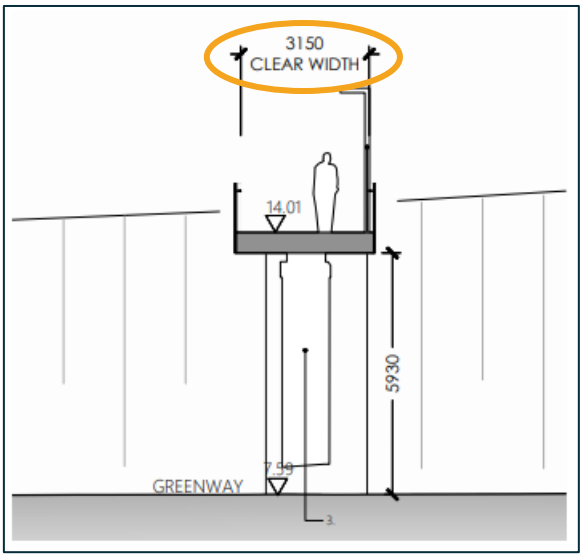


Recommendation

If it is proposed to retain the existing crossing, then it should be made safe. If is proposed to remove the existing crossing, then it should be removed completely ensuring that the surrounding environment and existing desire lines are accommodated.

2.3 Problem: Bridge Clear Width

The pedestrian bridge needs to accommodate cyclists also. A 3.15m 'clear width' is narrow to safely accommodate two-way shared path which increases the risk of a collision with a cyclist and another user of the shared path.

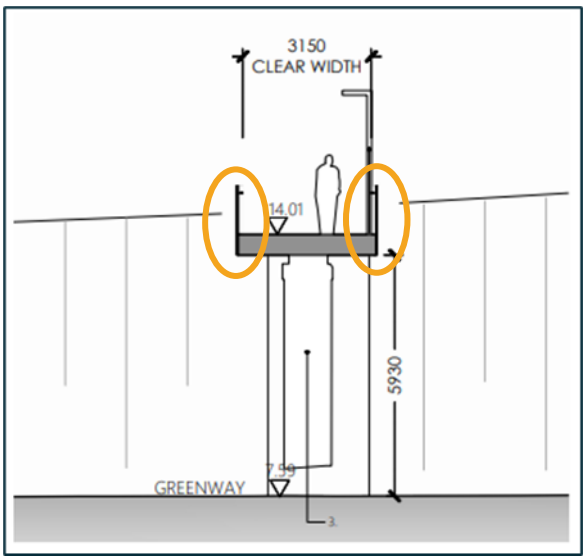


Recommendation

The footbridge should be designed as a greenway and accommodate cyclists with the appropriate clear width. The clear width should allow for the fact that is two-way shared path, the volume of users, the restraint at the sides by a railing and that the vertical gradient is circa 3.4%. Ideally the width of the shared path / footbridge should accommodate a 4.0m wide clear width.

2.4 Problem: Bridge Side Barrier

The pedestrian bridge needs to accommodate cyclists also. It would appear the side barrier on the bridge is not appropriate for cyclists in terms of height and design. The is a risk of a cyclist falling over the railing if it is not at an appropriate height or clipping one of the vertical rails with a pedal and falling if it is not of an appropriate design.



Recommendation

The bridge should be designed as greenway and accommodate cyclists with the appropriate cycle friendly side barrier and a safe height.

2.5 Problem: Cycle Facilities

It is not proposed to provide any cycle facility to the west of the pedestrian bridge. There is a risk of a collision involving a cyclist within Bessborro if they are not safety catered for.



Recommendation

Facilities should be provided for cyclists within Bessboro.

3 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in the appendices to this report.

The examination and subsequent report were made with the sole purpose of identifying any features of the scheme that could be removed or modified in order to improve the safety of the proposals.

The problems identified have been noted in this report together with associated safety improvement suggestions, which we recommend should be studied for implementation.

No one on the Audit Team has been involved in the initial scheme design.

ASSESSMENT TEAM LEADER		
Name:	Mr. Tim Delaney BEng CEng MIEI RSACert	Signed:
Position:	Service Provider	Date: 21.11.2025
Organisation:	Egis (formally JB Barry & Partners)	
Address:	3 Eastgate Road Eastgate Little Island Co. Cork	

ASSESSMENT TEAM MEMBER		
Name:	Fergal Breen NCEA Dip Eng CEng MIEI	Signed:
Position:	Associate	Date: 21.11.2025
Organisation:	Egis (formally JB Barry & Partners)	
Address:	3 Eastgate Road Eastgate Little Island Co. Cork	

APPENDIX 1

Drawings Provided For The Audit

TABLE A1: LIST OF DRAWINGS PROVIDED FOR AUDIT

DRAWING TITLE	DRAWING NO.	REVISION
SITE LAYOUT PLAN	SB-2020-107-200	F
FOOTBRIDGE	SB-2020-107-900	E
FOOTBRIDGE LOCATION	N/A	N/A

APPENDIX 2

Feedback Form

Scheme: PHASE 1 – "THE FARM" LRD BESSBOROUGH, CORK

Audit Stage: Stage 1

Date Audit Completed: 21 November 2025

Paragr2.15aph No. in Report	To Be Completed by the Design Team			To Be Completed by the Audit Team
	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Designer's Response / Alternative measures (describe)	Designer's Response / Alternative Measures accepted by Auditors (yes/no)
2.1	Yes	Yes	This roundabout is on a public road in the charge of Cork City Council. The Applicant does not have the necessary legal rights to carry out improvements to this junction. However, Cork City Council have advised that they have planned works to upgrade this junction by removing the mini-roundabout and providing full cycle/pedestrian crossing facilities as part of the Bessborough to Mahon Pedestrian and Cycle Safety Scheme.	
2.2	Yes	Yes	This existing crossing is on a public road in the charge of Cork City Council. The Applicant does not have the necessary legal rights to carry out improvements to this crossing but the problem with this crossing will be made known to Cork City Council for their attention.	
2.3	Yes	Yes	This proposed bridge will be widened to provide a clear width of 4.0m.	
2.4	Yes	Yes	The parapet on the proposed bridge will be amended to provide sufficient and proper restraint for pedestrians and cyclists.	
2.5	Yes	Yes	Bessboro Access Road and the development does not have seperate cycle lanes and cyclists are expected to share the roads with vehicles in this area and within the relatively small proposed development. Suitable crossings, signage and road markings will be provided to advise cyclists and vehicles that a mixed street/shared arrangement is in place. Dedicated cycle parking is provided within the proposed development.	

Signed: ..... Designer Date: .....

Signed: ..... Audit Team Leader Date: .....

Signed: ..... Client Date: .....

Ireland

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