

Longview Estates Limited

Penrose Quay

Cork

Unit 74 Penrose Wharf



www.longviewshd.ie / Tel: 021 6010286

Quality Audit

For

RESIDENTIAL NEW BUILD

AT

BALLYHOOLY ROAD, LAHERDANE, WHITES CROSS, CORK.

Date: 16th June 2026

Table of Contents

Executive Summary	4
1.0 INTRODUCTION	6
1.1 Background	6
1.2 Scope of the Quality Audit	6
1.3 Audit Procedure	6
2.0 DEVELOPMENT LOCATION & PLANNING CONTEXT	8
2.1 Site Location and Strategic Context	8
2.2 Development Composition	9
2.3 Public Realm and Open Space Strategy	10
2.4 Access Strategy	10
2.5 Public Transport and Strategic Connectivity	11
3.0 EXISTING TRANSPORT ENVIRONMENT	13
3.1 Monitoring Philosophy	15
3.2 Key Performance Indicators (KPIs)	15
3.3 Data Collection and Travel Surveys	15
3.4 Review Schedule and Adaptive Response	16
3.5 Motorised Users – Road Hierarchy and Traffic Behaviour	16
3.6 Pedestrians and Cyclists	17
3.7 Public Transport Provision	17
3.8 Street Lighting	18
3.9 Road Safety – Collision Records	18
4.0 WALKING AND CYCLING ASSESSMENT AND REVIEW (WCAR)	19
4.1 WCAR Methodology	19
4.2 Desire Route Identification	19
4.3 Assessment Parameters	20
4.4 Route Mapping and Observation Context	21
4.5 Summary of Findings (High-Level)	21
5.0 WALKING, CYCLING & ACCESS ASSESSMENT – PERIMETER ROUTES	22
5.1 Route 1: Application Site → Ballyhooley Road (Northwest Link)	22
5.2 Route 2: Application Site → Glen River Park (Recreational Spine)	23
5.3 Route 3: Application Site → North - South LRD Greenway Corridor	23
5.4 Route 4: Application Site → Glen Avenue → Scoil Oilibhéir (Primary School)	24
5.5 Route 5: Application Site → Ballyvolane Shopping Centre (via Old Youghal Road)	24

6.0	ROUTE ASSESSMENTS – QAR PROBLEM REFERENCES	25
6.1	Route 1 – Application Site to Ballyhooley Road (Northwest Access)	25
6.2	Route 2 – Application Site to Glen River Park (Southern Greenway Corridor	25
6.3	Route 3 – North South SHD Greenway Corridor	25
6.4	Route 4 – Application Site to Scoil Oilibhéir (Westbound)	26
6.5	Route 5 – Application Site to Ballyvolane SC (via Old Youghal Rd).....	26
7.0	SUMMARY AND RECOMMENDATIONS	27
7.1	Summary Assessment	27
8.0	QUALITY AUDIT TEAM STATEMENT	27

Executive Summary

This Quality Audit Report has been prepared to accompany a Large Scale Residential Development (LRD) application for a residential development, located to the northeast of Cork City Centre. This proposal will be accessed off the Distributor Road constructed as part of the adjacent Longview Scheme which is under construction. The audit has been undertaken in accordance with the requirements set out in the Design Manual for Urban Roads and Streets (DMURS) and is further informed by best practice guidance from the Department for Transport (UK), the National Disability Authority (NDA), and the Design Manual for Roads and Bridges (DMRB).

The proposed development comprises approximately **262 new homes** across a mix of typologies, including terraced housing, duplex blocks, and low-rise apartment buildings. The site is supported by an internal hierarchy of streets and open spaces designed in full compliance with DMURS principles, and is strategically located within a designated growth area supported by the Cork Metropolitan Area Transport Strategy 2040 (CMATS).

The primary objective of this Quality Audit is to assess the proposed development in terms of its accessibility, safety, and integration within the surrounding transport and movement networks. The audit considers both the internal layout and its interface with other lands and public realm, with particular focus on pedestrian and cyclist infrastructure, connections to public transport, permeability to local amenities, and universal access.

The audit incorporates a detailed Walking and Cycling Assessment and Review (WCAR) which identifies five key desire routes to and from the subject site:

- Route 1: Connection to Ballyhooly Road and public transport stops;
- Route 2: Link to Glen River Park via greenway corridor;
- Route 3: East–west permeability spine across SHD neighbourhoods;
- Route 4: Pedestrian route to Scoil Oilibhéir primary school;
- Route 5: Access to Ballyvolane Shopping Centre and district services.

Each route has been assessed against a defined set of criteria, including directness, safety, personal security, quality of environment, legibility, and rest/accessibility provisions. Site visits were undertaken by the audit team to evaluate real-world conditions, identify infrastructure gaps, and assess the design's ability to facilitate safe and inclusive movement for all users, including vulnerable groups.

The audit identifies that the internal layout of the proposal strongly supports the principles of sustainable movement and inclusive access. The scheme benefits from high-quality footpaths, street landscaping, shared surfaces, and a defined greenway spine. However, a number of external connectivity issues are highlighted — including the Council's future acquisition of park lands to the west of the site and how their final use will apply to same; it is noted that the site provides for connections to the park lands at key points that interface with existing field boundaries that are being retained.

Each identified issue is documented in the audit through structured **QAR Problem References**, with specific recommendations for mitigation. These are summarised on a route-by-route basis and categorised by priority. While some actions fall within the remit of the applicant, others concern broader public infrastructure and are noted for potential future resolution through coordination with Cork City Council works.

The findings of this report are intended to inform the planning authority's assessment of the proposal and to support continued enhancement of the movement network as the wider adjacent lands are delivered. The audit reinforces the scheme's alignment with DMURS and confirms that, subject to the implementation of the outlined recommendations, the development can deliver a **safe, legible, and well-integrated urban neighbourhood** that supports Cork's long-term mobility and liveability objectives.

1.0 INTRODUCTION

1.1 Background

The application site is a further, stand-alone consent that accesses the existing constructed Distributor Road. The lands were identified for inclusion under RZLT proposals for 2026 on Council Draft Maps so this application in addition represents an activation measure response. The residential development located within the administrative area of **Cork City Council**, approximately 4.8km northeast of Cork City Centre, and is supported by strategic policy including the Cork Metropolitan Area Transport Strategy (CMATS). The area represents an infill opportunity created by the rezoning of the lands since the initial consent (from Educational to Residential) and therefore plays a role in creating new, previously unavailable, linkage opportunity.

This report provides a systematic, independent audit of the development in terms of accessibility, connectivity, safety, and quality of the pedestrian and cyclist environment. It identifies current and potential barriers to access and movement for all users, including vulnerable groups, and outlines recommendations for improvements where necessary.

The audit was conducted as part of the design development process and will form a supporting component of the planning application submitted to Cork City Council. The audit incorporates a Walking and Cycling Assessment and Review (WCAR) of desire lines from the development site to local services and amenities, and considers the public realm quality, infrastructure, and inclusivity in the context of DMURS principles.

1.2 Scope of the Quality Audit

The scope of this Quality Audit includes:

- The internal street layout and access hierarchy within the scheme;
- The development's primary connections to the existing distributor road and Ballyhooley Road;
- Key walking and cycling desire routes to local amenities, schools, public transport, and recreational areas;
- Identification of deficiencies in the public realm that may affect comfort, safety or legibility;
- Recommendations to ensure the development supports sustainable and inclusive mobility.

The audit also examines permeability and legibility within the proposed layout, including north-south and east-west active travel corridors, ensuring that movement patterns align with DMURS and CMATS objectives for a walkable, cycle-friendly neighbourhood.

1.3 Audit Procedure

The methodology adopted follows the principles outlined in:

- Department for Transport (UK) Traffic Advisory Leaflet 5/11 “*Quality Audit*”;

- CIHT's *"Manual for Streets 2"*;
- DMURS (DoTTS, 2013);
- DMRB HD45/02 Non-Motorised User Audits;
- NDA Access *Auditing of the Built Environment* guidelines.

The audit included both a desktop review of design proposals and site-based observations of existing infrastructure. The assessment examined:

- Directness, legibility, and quality of pedestrian and cycle routes;
- Facilities for vulnerable users including mobility impaired, elderly, children, and pushchair users;
- Street and junction design, including crossing facilities and footpath continuity;
- Surrounding transport context including modal share trends and access to public transport nodes.

2.0 DEVELOPMENT LOCATION & PLANNING CONTEXT

2.1 Site Location and Strategic Context

The site is positioned approximately:

- **2.0km east of Ballyvolane District Centre**, a key retail and service hub;
- **800m from Ballyhooley Road**, which acts as a key arterial road linking the northeast suburbs with Cork City Centre;
- **1.7km from Glen River Park**, an important linear recreational amenity;
- **2.2km from Scoil Oilibhéir**, the nearest primary school.

The development is to be accessed via an internal street connection to the SHD spine road, which in turn links to Ballyhooley Road. The site is surrounded by a mix of greenfield lands, permitted residential development (SHD Phases 1–6), and emerging urban infrastructure. It plays a role in creating additional linkage opportunities that were not envisaged when the adjoining lands obtained planning permission for the housing now under construction; this results from a wider change in zoning objectives in the 2022 City Development Plan.

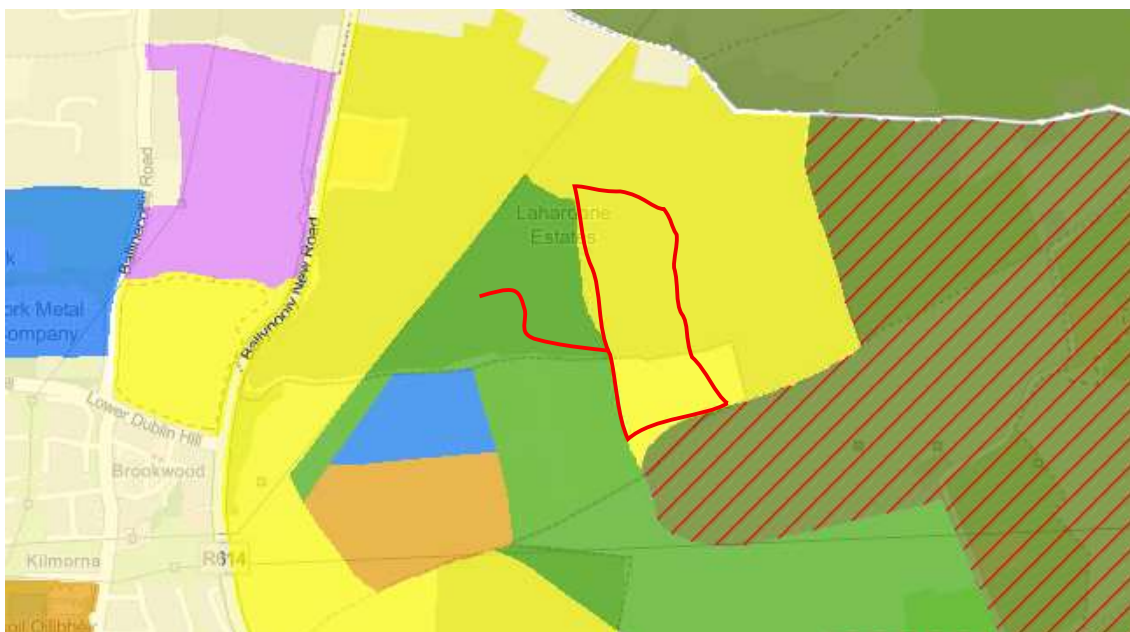
The site's location within a designated Sustainable Residential Neighbourhood Zone under the Cork City Development Plan 2022–2028 ensures alignment with the city's compact growth, modal shift, and 15-minute city objectives.

Planning Designation:

- Development Plan Zoning: **ZO 1 – Residential, Local Services and Institutional Uses**

Primary Objective: *“To protect and provide for residential uses and amenity, local services, institutional uses, and civic uses”*

Figure 1: Zoning



[illegible]

The proposed development will accommodate approximately 262 homes, with the final breakdown to include a variety of typologies:

Housing Type	Description
2- and 3-bed terraces	Mid-density family housing
Semi-detached units	Lower-density family dwellings
Duplex buildings	Own-door, medium-density arrangements
Low-rise apartments	4 storey max., suitable for downsizing and Part V

2.3 Public Realm and Open Space Strategy

The Scheme places emphasis on quality placemaking, with the following core elements:

- **Strong north – south permeability** extending north–south across the development, providing a planted corridor / parkland interface to the western boundary along with connection routes for pedestrians and cyclists;
- **Neighbourhood play nodes and incidental pocket parks** interspersed within the block structure;
- **Tree-lined primary streets** with sustainable drainage design (SuDS) integrated into verges where appropriate;

Key design principles include:

- **Social streetscapes** where streets are conceived as social, not just movement, corridors;
- **Filtered permeability**, ensuring low-traffic neighbourhood conditions;
- **Dual-aspect design**, maximising sunlight and natural surveillance;

2.4 Access Strategy

Primary Vehicular Access:

- Via the existing distributor road Ballyhooley Road, with left/right turn access's.
- Designed to accommodate emergency vehicles and refuse trucks with swept path compliance.

Street Typologies:

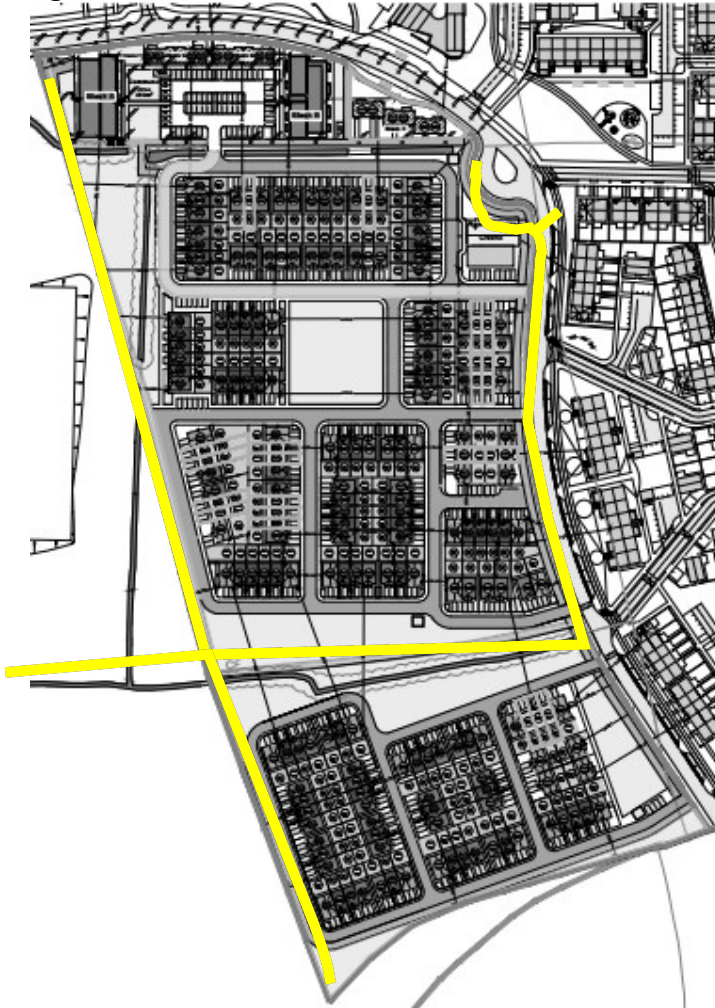
- **Looped primary spine road(s)**, facilitating intuitive wayfinding and access;
- **Secondary streets** with raised crossings, speed tables, and deflections;
- **Tertiary/shared surface streets**, accommodating mews units and access-only functions.

Pedestrian and Cyclist Permeability:

- **No cul-de-sacs** – all movement routes connect into the wider network;

- **Cycle permeability** through dedicated green corridors and road-calmed carriageways;
- **Raised crossings at all junctions**, with contrasting materials and tactile paving;
- **North-south and east-west corridors** mapped to future CMATS cycle and greenway infrastructure.

Figure 3 Active Travel Measures



2.5 Public Transport and Strategic Connectivity

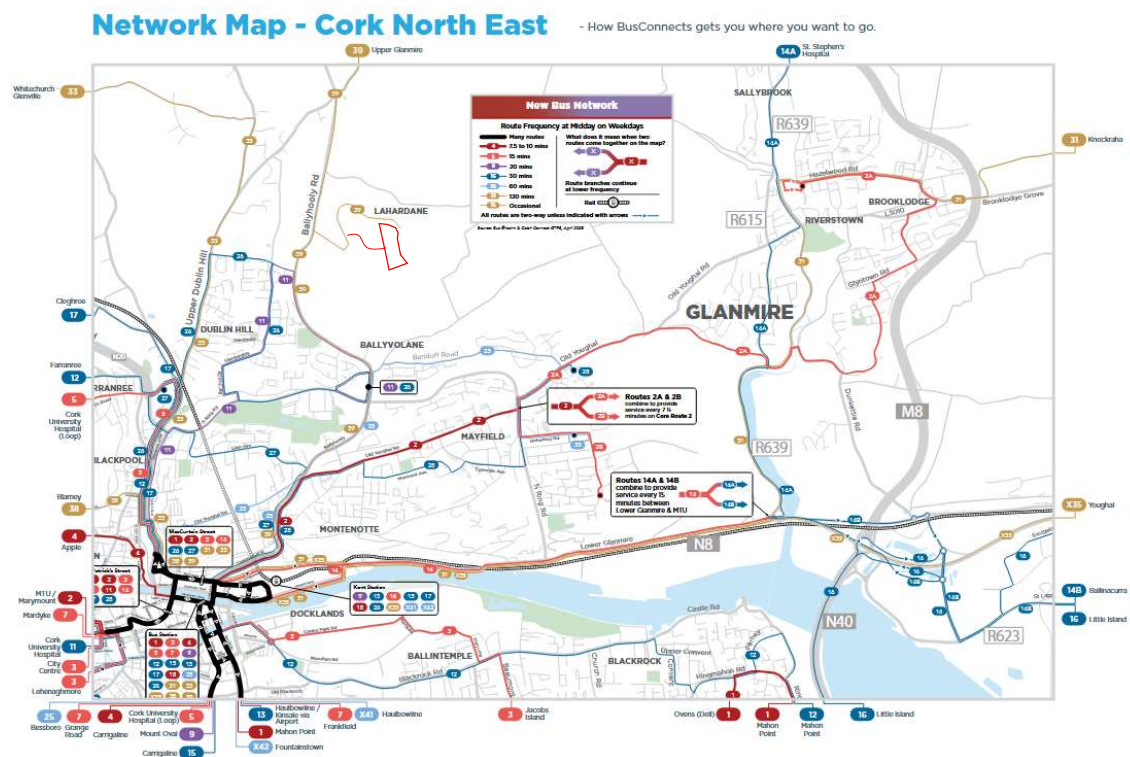
The scheme allows for the inclusion of public transport measures within the scheme with nearby routes on the Ballyhooley Rd:

- **Cork Northern Multi Modal Corridor** located approx. 300m to the south west of the scheme
- **Bus Éireann Route 207 and 208** accessible within **~800m** walking distance;
- **Bus stops** located along Ballyhooley Road, with shelters, RTPI, and pedestrian priority crossing;
- **Future BusConnects Upgrades** (proposed in CMATS and Cork BusConnects strategy):

- Bus priority lanes;
- Raised pedestrian crossings;
- Real-time passenger information;
- Shelters and enhanced pedestrian interfaces.

The anticipated BusConnects upgrades will significantly improve service reliability, frequency, and journey times for local residents. The design of the site ensures that future connectivity improvements can be absorbed with minimal disruption. The Bus Connects Proposal now shows a Bus Route No. 39 servicing the Longview site.

Figure 4 Bus Connects

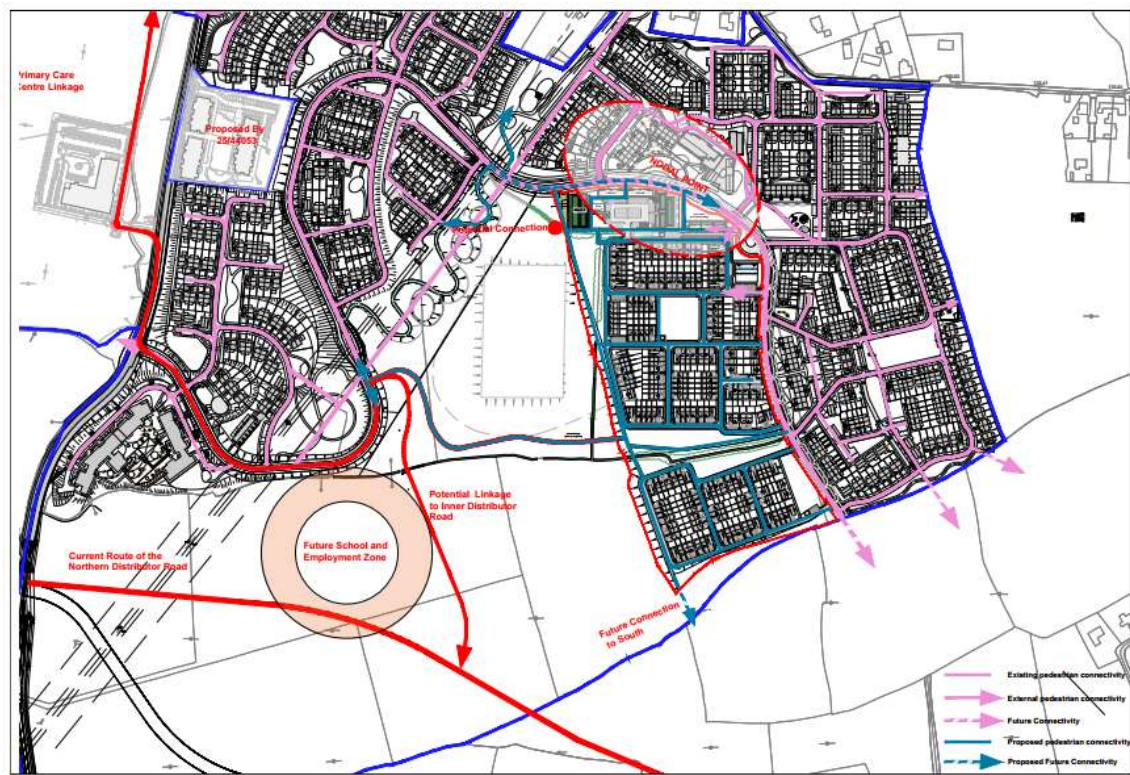


This enables direct connectivity to:

- Cork City Centre;
- University College Cork (UCC);
- Kent Station and suburban rail hubs.

The proposed scheme gives more immediate access opportunities for the existing areas to adjoining proposed park lands and will ultimately be delivered by Cork City Council once lands are acquired by the City Hall; part of the park to the west is to be delivered as part of the Longview scheme and the residual Park Lands are retained as available to the City Council for their use. In this manner the area will contribute to the long term range of amenity resources in the North East Ward.

Figure 5: General Inter Site Connectivity



3.0 EXISTING TRANSPORT ENVIRONMENT

The Cork Metropolitan Area Transport Study (CMATS) gives figures for Modal Share Baseline and Targets for the Cork Metropolitan Area, which can be seen below in Table 3.1.

CMATS Modal Share (Peak Morning) Baseline and Targets				
Mode	Walking	Cycling	Public Transport	Car
Existing	21%	1%	10%	66%
Target	21%	4%	25.7%	49.3%

Table 3.1 CMATS Modal Share Baseline and Targets

These targets are for a large area and so it would not be appropriate to apply these to the development. Instead, the assumed initial modal share figures for the development are based upon data obtained from the 2022 Census online Small Area Population Statistics tool which was used to assess current modal shift patterns in the area which encompasses the site. Discounting those respondents working from home (413) or who have not stated (268), 14.5% of people said they were commuting on foot, bike or using public transport. See Table 3.2.

Means of Travel	Usually resident by means of travel to work (Number)	Usually resident by means of travel to school, college or childcare (Number)	Usually resident by means of travel to work, school, college or childcare (total) (Number)
On Foot	109	222	331
Bicycle	28	2	30
Bus, minibus or coach	189	284	473
Train, DART or LUAS	7	2	9
Motorcycle or scooter	13	0	13
Car Driver	2,598	120	2,718
Car passenger	234	1,645	1,879
Van	239	4	243
Other (incl. lorry)	14	4	18
Work mainly at or from home	407	6	413
Not stated	150	118	268
Total	3,988	2,407	6,395

Table 3.2 Modal Shift By Means Of Travel To Work, School Or College (Source; CSO)

Table 3.3 below gives both the assumed starting modal splits based off the CSO data and the suggested initial MMP targets. These initial targets shall be reviewed by the Mobility Manager once the development has begun operation and reappraised at regular intervals thereafter as part of the periodic MMP review process.

Mode	Assumed Proportion of Trips	Starting Suggested Initial MMP Targets
On Foot	6%	9%
Bicycle	0.5%	3%
Bus	8%	6%
Other	5%	11%
Car Driver	47.5%	5%
Car Passenger	33%	42%
Total	100%	30%

Table 3.3 Modal Shift By Means Of Travel To Work, School Or College (Source; CSO)

The duration of the first phase of the MMP, during which the initial target modal splits shall be pursued, will be decided by the Mobility Manager once the development is operational. A phase duration of 2 years is suggested, after which time the first MMP review may be conducted and the initial targets revised, if appropriate.

As part of on-going monitoring and review, the percentage shares of individual modes such as walking, cycling and public transport will be monitored to understand how successful implementation of targeted programs have been.

The targets set will require ongoing work and commitment from the development as a whole, without which they will not be achieved. It is recognised that some people will be easier to convert to alternative modes of transport than others and that there are those who have no choice but to use the car (school runs prior to work etc.) however the more that is done to facilitate the use of alternative modes, the more they will be used. As it has already been noted, a mobility management plan is an ongoing process and targets that are achieved should be replaced by further targets.

3.1 Monitoring Philosophy

The central aim of monitoring is to determine whether the measures outlined in this Plan are **delivering real-world modal shift** and supporting the sustainability objectives of Cork City Council and national planning policy.

This requires the collection of **baseline data**, regular surveys, and stakeholder engagement — all led by the appointed **Mobility Manager**.

A clear, structured monitoring approach ensures:

- Data-driven decision-making
- Responsive adjustment of measures
- Stakeholder accountability
- Long-term integration into estate governance

3.2 Key Performance Indicators (KPIs)

The following KPIs will be used to assess the success of the MMP. These will be tracked annually for a minimum of 5 years from substantial occupancy:

Indicator	Target
% of residents walking to key destinations	≥ 30% of journeys within 2km by foot
% of cycling trips	≥ 15% of local trips by cycle
Public transport mode share	≥ 25% of commutes using bus services
Car ownership per dwelling	≤ 1.2 vehicles per unit
Resident awareness of travel options	≥ 80% by end of Year 1
MMP satisfaction (resident survey)	≥ 75% positive engagement rating
Mobility Pack uptake rate	≥ 90% of new households engaged

These indicators are grounded in local modal share data and informed by experience from similar suburban LRD's in Ireland.

3.3 Data Collection and Travel Surveys

Monitoring will be based on a combination of:

- **Baseline Travel Survey:** Conducted within 3 months of 50% occupancy.
- **Annual Follow-Up Surveys:** Using standardised, GDPR-compliant templates.

- **Voluntary Resident Panels:** To test new incentives or provide qualitative feedback.
- **Usage Metrics:** (where possible) for shared mobility, EV chargers, and cycle parking
- **Mobility Manager Logs:** Tracking interactions, complaints, and support requests

Surveys will be delivered digitally and/or physically (e.g. door-to-door packs or QR code posters in common areas). Where required, assistance will be offered to ensure inclusivity and a representative response.

3.4 Review Schedule and Adaptive Response

The MMP for Apartment areas will seek to promote a “**plan-do-check-act**” model of continuous improvement:

- **Year 0** (pre-occupation):
 - Appoint Mobility Manager
 - Finalise Welcome Packs, engagement materials
 - Conduct stakeholder briefings (Bus Éireann, Cork City Council, etc.)
- **Year 1:**
 - Complete baseline survey
 - Host first community feedback session
 - Adjust incentives or communication based on early data
- **Years 2–5:**
 - Annual performance review against KPIs
 - Publish monitoring summary (to residents, local authority)
 - Implement improvement actions if KPIs lag
 - Consider adding new measures if uptake is strong (e.g. school partnerships, expanded mobility hubs)

After Year 5, the review process will be integrated into the long-term **estate governance or resident management structure** where possible for Management Companies ensuring continuity without dependence on initial project stakeholders.

3.5 Motorised Users – Road Hierarchy and Traffic Behaviour

The site is accessed via the **internal distributor road**, which feeds into **Ballyhooley Road**, classified as a **regional distributor road** generally with a posted speed limit of **50 – 80 km/h**.

Key observations of the local road environment:

- Ballyhooley Road carries **moderate-to-high traffic volumes**, especially during AM/PM peaks;
- Traffic calming is limited in the area, though signalised pedestrian crossings exist near bus stops;
- No dedicated bus lanes exist currently but they are currently under construction;

- Visibility splays and pedestrian sightlines are variable, with some masking by boundary hedgerows but not in the environs of the site or its access proposals.

Within the site, internal roads are designed as **30 km/h zones**, compliant with DMURS.

3.6 Pedestrians and Cyclists

The wider area surrounding the application site features a **continuous pedestrian network**.

Footpaths exist along Ballyhooley Road, but connectivity:

- **To bus stops:** fragmented and extended;
- **To Glen River Park and schools:** indirect, requiring multiple road crossings;
- **To Ballyvolane Shopping Centre:** limited to vehicular routes with footpaths.

Cycling facilities are poor but improving:

- Emerging dedicated cycle lanes on Ballyhooley Road or approach roads. The scheme can access cycleways now constructed on the east of the Ballyhooley Rd with new routes under construction now as part of the Ballyhooley Rd Strategic Corridor;

As part of this development, **segregated cycle routes** and **raised crossings** are proposed within Application Site, with potential **tie-in to CMATS cycling corridors**.

3.7 Public Transport Provision

Public transport in the immediate vicinity includes:

- **Bus Éireann Route 207 (Gurranabraher – Mayfield – Ballyvolane – Douglas)**
- **Bus Éireann Route 208 (Ashmount – City Centre – Bishopstown – CUH)** The area is also served by the 248 Glenville route and Bus Connects will introduce new route to the area including the 21 UCC / Dublin Hill Route, the 10 CUH to Blackpool SC and the 54 Upper Glanmire to Cork Bus Station
- Nearest stops are located on **Ballyhooley Road (~800m)** from the centre of the site. Both routes operate at 15–20 min frequency during peak times, with direct access to:
- **City Centre** (St. Patrick’s Street terminus),
- **University College Cork (UCC),**
- **Kent Train Station** via connecting services.

The **BusConnects Strategic Transport Corridors (STC)** propose:

- **Priority measures** for Routes 207/208 (widening, bus lanes, traffic signal priority);
- **New shelters, signage, and RTPI** installations;
- **Raised pedestrian platforms** to improve safety and accessibility.
- The anticipated BusConnects upgrades will significantly improve service reliability, frequency, and journey times for local residents. The design of the site ensures that

future connectivity improvements can be absorbed with minimal disruption. The Bus Connects Proposal now shows a Bus Route No. 39 servicing the Longview site.

3.8 Street Lighting

Public lighting exists along Ballyhooley Road, but is generally **older stock** with new additions on foot of the Longview housing schemes, with limited LED replacement. Within its layout, the proposed development will incorporate:

- LED lighting to public streets and open spaces;
- Column spacing and head heights designed to LUX compliance;
- Passive surveillance and Crime Prevention Through Environmental Design (CPTED) principles.

Lighting design will be confirmed via public lighting layout drawing and approved for construction by Cork City Council.

3.9 Road Safety – Collision Records

An audit of collision records (RSA, 2018–2022) for the area surrounding Ballyhooley Road indicates:

- **Three recorded minor incidents** within 500m of the proposed site entrance;
- **One pedestrian-involved collision** near a bus stop in 2020;
- No fatalities or serious injuries reported in the immediate vicinity in the last five-year period.

These findings reinforce the importance of:

- Providing continuous, protected pedestrian paths;
- Introducing raised crossings with clear sightlines;
- Implementing speed-reducing infrastructure.

A **Stage 1/2 Road Safety Audit** has been conducted under separate cover.

4.0 WALKING AND CYCLING ASSESSMENT AND REVIEW (WCAR)

4.1 WCAR Methodology

The **Walking and Cycling Assessment and Review (WCAR)** forms a core component of this Quality Audit and is carried out in accordance with the following guidance documents:

- **DMURS (Design Manual for Urban Roads and Streets)** – Department of Transport, 2013;
- **HD45/02 – Non-Motorised User Audits** – DMRB, UK;
- **Traffic Advisory Leaflet 5/11 “Quality Audit”** – Department for Transport, UK;
- **National Disability Authority Guidelines** – Access Auditing of the Built Environment;
- **Buildings for Everyone – NDA**, Ireland;
- **Inclusive Mobility** – Department for Transport, UK.

The WCAR is an evidence-based audit methodology aimed at identifying the quality, legibility, and safety of **pedestrian and cycle infrastructure** connecting the proposed development to nearby services, amenities, and public transport. It considers both the **internal network** within the scheme and **external desire routes** in the surrounding context.

The WCAR is structured as follows:

Assessment Stages:

1. Definition of Study Area and Desire Routes
2. On-Street Evaluation of Existing Conditions
3. Analysis of Proposed Layouts and Crossings
4. Identification of Barriers and Mitigation Opportunities
5. Presentation of Observations with Recommendations

Each route is reviewed in detail for design compliance, user experience, and physical safety for vulnerable users including wheelchair users, children, elderly pedestrians, and cyclists.

4.2 Desire Route Identification

Based on the location, land use context, and movement potential of the site, the following **five desire routes** have been identified for WCAR assessment:

Route	Description	Purpose
Route 1	Application Site → Ballyhooley Road (Northwest Link)	Key access to public transport and northbound SHD lands
Route 2	Application Site → Green Spine → Glen River Park	Active travel to major recreational amenity

Route	Description	Purpose
Route 3	Application Site → North – South Greenway Link (Internal Spine)	Core east–west active travel route through SHD
Route 4	Application Site → Scoil Oilibhéir via Glen Avenue	Access to local school zone
Route 5	Application Site → Ballyvolane Shopping Centre (via Murmont Ave/Old Youghal Rd)	Access to primary retail/services destination

Each route was walked and visually assessed from the **pedestrian and cyclist perspective**, including:

- Surface quality,
- Width and continuity,
- Junction treatment,
- Lighting and surveillance,
- Gradient and accessibility,
- Wayfinding clarity.

4.3 Assessment Parameters

In line with both DMURS and Inclusive Design guidance, the following **criteria were applied** to each route during assessment:

Directness

Routes should be as short and legible as possible, with minimal detour or deviation from desire lines.

Road Safety

Includes both real and perceived safety, considering proximity to vehicle flows, visibility at crossings, and protection from traffic.

Personal Security

Assesses passive surveillance, lighting, and visual continuity. Routes should feel safe for lone users at all times of day.

Quality of Environment

Considers planting, buffer strips, noise, surface condition, and cleanliness. Pleasant environments increase likelihood of uptake.

Legibility & Wayfinding

Routes should include clear directional flow, consistent materials, signage, and visual cues (e.g., contrasting paving, tree alignment).

Rest Points & Universal Access

Longer walking routes should include seating areas and allow for level resting zones. Ramps, dropped kerbs, and tactile surfaces are critical for inclusivity.

Each parameter is scored qualitatively during the route audits and fed into the subsequent route-specific evaluations in Section 5.

4.4 Route Mapping and Observation Context

Each of the five WCAR routes is mapped in **Figure 4.1** (placeholder), showing:

- The start and end point of each route;
- Intersections with green infrastructure, road crossings, and bus stops;
- Connection to existing or proposed scheme phases;
- Desire paths to schools, retail, recreation, and bus corridors.

4.5 Summary of Findings (High-Level)

Route Initial Observations

- | | |
|----------------|---|
| Route 1 | Continuous footpath exists but area is to be altered by the under construction Ballyhooley Rd Strategic Corridor in both the provision of enhanced pedestrian crossings and tactile paving. The route has been inspected by Cork City Council for taking in charge and approved for same by Inspection teams subject to minor works and sweeping. |
| Route 2 | Internal path proposed as green spine; external path to Glen River Park via Route 1 above. |
| Route 3 | Well defined within LRD, but lacks continuity and signage at future southern route to the Parklands that Cork City Council will be developing. |
| Route 4 | Limited dedicated school zone signage or crossings. |
| Route 5 | Footpaths narrow or absent in sections; crossing points at Old Youghal Road require upgrade. Route is to be altered by the under construction Ballyhooley Rd Strategic Corridor in both the provision of enhanced pedestrian crossings and tactile paving. The route has been inspected by Cork City Council for taking in charge and approved for same by Inspection teams subject to minor works and sweeping |

These findings will be developed in detail in **Section 5 and 6**, with photographic references and design commentary.

5.0 WALKING, CYCLING & ACCESS ASSESSMENT – PERIMETER ROUTES

This section provides an assessment of the existing and proposed **access, pedestrian, and cycling arrangements** along five key desire routes, identified as those most likely to be used by future residents for everyday trips. These routes link the site to public transport, local amenities, recreational facilities, and adjacent neighbourhoods.

The assessments consider the following features for each route:

- Path width and continuity
- Crossing provision and legibility
- Street lighting and passive surveillance
- Cycle infrastructure presence
- Interaction with vehicular traffic
- Surface condition and accessibility for vulnerable users

Where deficiencies are identified, **preliminary mitigation recommendations** are provided and later formalised as part of Section 6's route-by-route QAR summary tables.

5.1 Route 1: Application Site → Ballyhooley Road (Northwest Link)

Description:

Route 1 provides the **primary access** from the Application Site to **Ballyhooley Road**, where two key bus stops serve Bus Éireann Routes 207 and 208. This route will also function as a main vehicular entrance and shared active travel spine. As such, its quality and safety are critical for overall site connectivity.

The route comprises:

- Shared street space within Application Site (designed to DMURS);
- Proposed raised junction with the SHD spine road;
- Access to Ballyhooley Road with connection to existing footpath and bus stops.

Observations:

- The internal path network is well-designed, with clear hierarchy and visual priority for pedestrians.
- Dedicated cycling infrastructure connects to Ballyhooley Road but cyclists are required to merge with general traffic near the access until the delivery of the Ballyhooley Rd Strategic Corridor which will be complete by the time this consent is implemented.
- **Sightlines are constrained** by adjacent boundary walls and hedgerows.

Issues Identified:

- Absence of controlled pedestrian crossing to bus stop.

5.2 Route 2: Application Site → Glen River Park (Recreational Spine)

Description:

This route traverses from Application Site, following to a permitted access route through the SHD consent before linking to the constructed shared cycle and pedestrian routes internally and on the Ballyhooley Rd.

Observations:

- Internal greenway spine is proposed to feature cycle and footpath, with passive surveillance from adjacent dwellings.
- At the southern SHD boundary, the route is currently undefined, pending City Council works on park delivery. Park will in any case not be open on a 24 hours basis as the City Council locks same after dark.

Issues Identified:

- Path discontinuity and surface ambiguity pending overall parks delivery.

5.3 Route 3: Application Site → North - South LRD Greenway Corridor

Description:

This is a **strategic internal link** that extends from Application Site along the western boundary. The route plays a critical role in supporting active travel across the masterplan area and aligns with planned **CMATS greenway corridors** as it supports connectivity of pedestrians to an off road link that takes home owners to existing shared surface routes along the Distributor Rd.

Observations:

- Within Application Site, the path is designed to be continuous.
- Wayfinding signage is not indicated on current layouts.
- Connections to adjoining phases require path width consistency and surfacing harmonisation.
- Transition to adjacent neighbourhoods includes at-grade junctions, but crossing treatments are pending final coordination with neighbouring schemes.

Issues Identified:

- Lack of transitional detail at SHD boundaries;
- Missing signage and tactile surfacing;
- Visual continuity breaks at certain intersections.

5.4 Route 4: Application Site → Glen Avenue → Scoil Oilibhéir (Primary School)

Description:

Route 4 connects the development to Scoil Oilibhéir, a large local primary school approximately 1.7km to the west. This route is essential for school-age children, pushchair users, and families on foot or cycle.

Observations:

- Internal route to LRD boundary is suitable for pedestrian movement, with dedicated footpaths.
- There are limited school zone markings or calming measures approaching Scoil Oilibhéir.

Issues Identified:

- Lack of school-specific safety infrastructure;

5.5 Route 5: Application Site → Ballyvolane Shopping Centre (via Old Youghal Road)

Description:

Route 5 links the application site south eastward to **Ballyvolane Shopping Centre**, a key retail and service destination.

Observations:

- The internal path network is well-designed, with clear hierarchy and visual priority for pedestrians.
- Dedicated cycling infrastructure connects to Ballyhooley Road but cyclists are required to merge with general traffic near the access until the delivery of the Ballyhooley Rd Strategic Corridor which will be complete by the time this consent is implemented.
- Sightlines are constrained by adjacent boundary walls and hedgerows.

Issues Identified:

- Discontinuous, narrow, or absent footpaths;
- Lack of crossings and tactile paving;
- Unprotected pedestrian interfaces with traffic;
- Ballyhooley Rd Strategic Corridor which will be complete by the time this consent is implemented will address all the above.

6.0 ROUTE ASSESSMENTS – QAR PROBLEM REFERENCES

6.1 Route 1 – Application Site to Ballyhooley Road (Northwest Access)

Route 1 constitutes the principal external interface between Application Site and the regional road network. It serves both vehicular and pedestrian/cyclist users and connects directly to Ballyhooley Road, where frequent public transport services operate.

Observed Audit Issues:

- No Audit issues identified although wayfinding signage could be provided.

Route 1 – QAR Problem References:

Ref	Issue	Recommendation	Priority
1.1	Absence of formal cyclist transition point at SHD boundary	Provide clear cyclist signage and carriageway markings	High

6.2 Route 2 – Application Site to Glen River Park (Southern Greenway Corridor)

Route 2 represents a strategic recreational link providing active travel access to Glen River Park. This corridor will also support informal play, dog walking, and weekend leisure activity.

Observed Audit Issues:

While the proposed internal green spine is to be finished to a high standard, the external connection beyond the SHD boundary is currently undefined, exposing users to unformalised and potentially unsafe conditions:

- **No formal signage or mapping** is proposed to direct residents toward the Glen River amenity.

Route 2 – QAR Problem References:

Ref	Issue	Recommendation	Priority
2.1	Undefined connection to existing park network	Formalise tie-in to park path, include wayfinding signs and boundary landscaping	Medium

6.3 Route 3 – North South SHD Greenway Corridor

Route 3 traverses Application Site and connects to adjacent planned neighbourhoods, acting as a linear east-west pedestrian/cycle route. It is a central component of internal permeability and will also support safe school access routes in the future.

Observed Audit Issues:

- The route is clearly defined within Application Site, but connections at park areas will only be resolved with Council delivery of park lands.
- Wayfinding signage is missing.

Route 3 – QAR Problem References:

Ref	Issue	Recommendation	Priority
3.1	Discontinuity at SHD boundary with Phase 5 lands	Coordinate design with adjacent landowners and apply consistent surface and gradient	High
3.2	No wayfinding signage along corridor	Provide branded directional signage at every major intersection (min. 1.6m height)	Medium

6.4 Route 4 – Application Site to Scoil Oilibhéir (Westbound)

This route may be used primarily during morning and afternoon peaks by school-going children and parents. It involves travel through the SHD, onto Glen Avenue, and westward to Scoil Oilibhéir.

Observed Audit Issues:

- No school warning signage or flashing beacons present within approach distance to Scoil Oilibhéir.
- No protected cycle lanes exist, and road margins are compromised by illegal parking.
- Surface drainage issues identified near Scoil entrance.

Route 4 – QAR Problem References:

Ref	Issue	Recommendation	Priority
4.1	Absence of school safety infrastructure	Install flashing school zone signage, raised zebra crossing, tactile paving	High
4.2	No cycle protection or signage	Mark cycle advisory lane or shared footpath on low-traffic segments	Medium
4.3	Ponding at school entrance	Provide additional gullies or linear drain at low point	Medium

6.5 Route 5 – Application Site to Ballyvolane SC (via Old Youghal Rd)

This route serves as a **high-traffic commercial and service corridor** linking residents to Ballyvolane SC, banks, pharmacies, and daily retail needs.

Observed Audit Issues:

- **Lack of visual cues** such as raised platforms or textured surfacing;
- **Lighting gaps** and poor surface maintenance reduce user confidence.

Route 5 – QAR Problem References:

Ref	Issue	Recommendation	Priority
5.1	Missing or broken tactile paving	Audit all junctions for tactile upgrades and drop kerbs	Medium
5.2	Lighting gap near bus stop approach	Install column lighting compliant with public lighting design guide	Medium

7.0 SUMMARY AND RECOMMENDATIONS

7.1 Summary Assessment

The proposed development is well positioned to support the transition to sustainable transport modes. The site demonstrates a strong internal street and greenway framework, with permeability, passive surveillance, and cycle-prioritised design embedded in its layout.

However, the audit has identified gaps in external infrastructure — particularly along Ballyhooley Road. These include missing pedestrian crossings, poor footpath continuity, lack of tactile paving, inadequate lighting, and unresolved cycle transitions.

Ballyhooley Rd Strategic Corridor which will be complete by the time this consent is implemented will address all the above.

8.0 QUALITY AUDIT TEAM STATEMENT

We hereby certify that this Quality Audit has been undertaken in accordance with:

- The Design Manual for Urban Roads and Streets (DMURS)
- The Department for Transport (UK) Traffic Advisory Leaflet 5/11 “Quality Audit”
- DMRB Section 5 Part 2 HD45/02: Non-Motorised User Audits
- The National Disability Authority’s Access Audit guidance
- CIHT’s Manual for Streets 2

The audit comprised:

- A full desktop review of available drawings and development layouts;
- A site walkover assessment undertaken with MHL Consulting Engineers.
- A critical review of pedestrian and cyclist access under the parameters of safety, accessibility, comfort, and connectivity.

This audit has been conducted independently of the project design team and provides an objective analysis of infrastructure conditions and proposals. Observations and recommendations are made in good faith to enhance the safety, functionality, and inclusive access of the development and its immediate surrounds.