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# Cherry Orchard Point

Quality Audit

Waterman Moylan

October 2023

# Cherry Orchard Point

## Quality Audit

**October 2023**

### Notice

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### Document History

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0	Draft Issue	MD	CJP	MD	MD	11 Aug 2023

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# 1. Introduction

## 1.1 Report Context

This report describes the findings of a Quality Audit associated with Cherry Orchard Point. The Audit has been completed by Traffico Ltd. on behalf of Waterman Moylan.

## 1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Wednesday 9 <sup>th</sup> August 2023	Daylight	Cloudy with dry road pavements.

Table 1.1 – Site Inspection Details

## 1.3 The Road Safety Audit Team

The members of the Road Safety Audit Team have been listed following:

Status	Name / Qualifications	TII Auditor Reference No:
Audit Team Leader (ATL)	<b>Martin Deegan</b> BEng(Hons) MSc CEng MIEI	MD101312
Audit Team Member (ATM)	<b>Colin Prendeville</b> BEng(Hons) CEng MIEI CIHT	CP3369500
Audit Trainee (AT)	-	-

Table 1.2 – Audit Team Details

## 1.4 Drawings & Documents Examined as Part of the Audit Process

The following drawings and documents were examined as part of the Audit process:

Drawing No.	Drawing / Document Title	Rev.
COP WMC PH1 00 DR C 010	Proposed Surfacing Layout	P01
COP WMC PH1 00 DR C 100	Roads Layout General Arrangement	P01
COP WMC PH1 00 DR C 101	Roads Layout Sheet 1 of 3	P01
COP WMC PH1 00 DR C 102	Roads Layout Sheet 2 of 3	P01
COP WMC PH1 00 DR C 103	Roads Layout Sheet 3 of 3	P01
COP WMC PH1 00 DR C 104	Junction Traffic Light Layout	P01
COP WMC PH1 00 DR C 105	Road Cross Sections	P01
COP WMC PH1 00 DR C 106	Parkway Avenue – Ceder Brook Way Cycling Routes	P01
COP WMC PH1 00 DR C 130	Proposed Sight Lines	P01
COP WMC PH1 00 DR C 140	Phase 1 Refuse Movements	P01
COP WMC PH1 00 DR C 141	HGV Turning Movements - Supermarket Turning Head	P01

Drawing No.	Drawing / Document Title	Rev.
COP WMC PH1 00 DR C 142	Ariel Tender Turning Movements	P01
COP WMC PH1 00 DR C 150	Parking Space Layout	P01

Table 1.3 – Designers Drawing & Document List

## 1.5 Quality Audit Content and Compliance

### Procedure and Scope for Quality Audit

This Quality Audit is undertaken in accordance with Section 5.4.2 of the Design Manual for Urban Roads and Streets. The UK Department for Transport Traffic Advisory Leaflet (TAL) 5/11 has also been referred to for guidance.

This Quality Audit consists of the following audit sections:

- Walking, Cycling and Access Audit – focusing on accessibility requirements of vulnerable road users (and in particular, those with visual or mobility impairments), and on the movement and place function requirements of pedestrians and cyclists
- Road Safety Audit – focusing on issues relating directly to road safety

### Procedure and Scope Specific to the Road Safety Audit

The Road Safety Audit has been carried out in accordance with the procedures and scope set out in TII publication number GE-STY-01024 - Road Safety Audit.

As part of the road safety audit process, the Audit Team have examined only those issues within the design which relate directly to road safety.

### Compliance with Design Standards

The road safety audit process is not a design check, therefore verification or compliance with design standards has not formed part of the audit process.

### Minimizing Risk of Collision Occurrence

All problems described in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and minimise the risk of collision occurrence.

## 2. Walking, Cycling and Access Audit

### 2.1 Best Practice Guidance

This Quality Audit has been carried out in accordance with general best practice guidance set out within the following documents:

- The Disability Act 2005
- Building Regulations 2000, Technical Guidance Document M – Access for People with Disabilities (Department of the Environment, Heritage and Local Government)
- Buildings for Everyone Access and use for all citizens (National Disability Authority)
- Access Auditing of the Built Environment Guidelines (National Disability Authority)
- Traffic Management Guidelines (Irish Government Publications 2003)
- Guidance on the use of Tactile Paving Surfaces: UK Department for Transport.

### 2.2 Objectives of the Walking, Cycling and Access Audit

The objectives of this Walking, Cycling and Access Audit are as follows:

- To ensure a high level of accessibility to the proposed development site for all vulnerable road users and in particular, for visually and mobility impaired users
- To ensure that the current and future access needs within the scheme are recognised and developed
- To ensure that advantage is afforded to walkers and cyclists at every opportunity.

### 2.3 General Accessibility Recommendations

Following delivery of the Walking, Cycling and Access Audit, the design team should consider all issues raised herein for inclusion into the final design. It is less costly to make the changes now, pre-construction, than later after the scheme has been commissioned.

The client should consider setting up a dedicated access team for the project, responsible for the long-term management of universal access throughout the development.

This process should be facilitated by an Access Plan, which is a strategy for improving accessibility developed from the Audit and can ensure that access is an on-going concern and help identify opportunities for change.

The access plan should incorporate planned maintenance programmes, a schedule of works that has been devised to take into account the priority information in the Audit, processes to allow regular updating of the Audit information and links to maintenance and management procedures.

It should also set out procedures to ensure that when opportunities for access improvement arise, they are recognised.




## 2.4 Specific Walking, Cycling and Accessibility Recommendations

A summary of the design features, together with recommended actions to be taken during the relevant stage of the design or operation of the scheme have been detailed in the following table.

Table 2.1 - Walking, Cycling and Access Audit Summary Table

I.D.	Location	Feature	Action	When
 Recommendations to Encourage Walking				
W1	Footpaths within Cherry Orchard Point	Pedestrian provision & universal access	Ensure pedestrian environments are logical, continuous, easy to understand and consistent throughout the development.	Design Stage
W2	Footpaths within Cherry Orchard Point	Pedestrian Provision / Universal Access	Ensure continuity for pedestrians is provided at crossing points, and that crossing points are located with good forward stopping sight distance for approaching vehicles.	Design Stage
W3	Pedestrian linkage to Parkway Avenue serving Cherry Orchard Point	Pedestrian provision – connections to Public Transport	Provide seamless connections onto Parkway Avenue to encourage uptake for Public Transport including buses and heavy rail connections.	Design Stage
W4	Footpaths serving Cherry Orchard Point	Street furniture positioning	Ensure street furniture is carefully positioned to avoid obstruction in footways and to maximise their effective width.	Design & Operational Stages
W5	Footpaths serving Cherry Orchard Point	Footpaths and crossing points	Ensure footpaths and crossing points are located on all significant desire lines, where they are safe and convenient to use for all vulnerable road users.	Design Stage
W6	Footpaths serving Cherry Orchard Point	Pedestrian Provision / Universal Access	At access points through the site boundaries which connect with public thoroughfares, all internal footpaths should link seamlessly with external footpaths to accommodate universal access and pedestrian progression.	Design Stage
 Recommendations to Encourage Cycling				
C1	Internal Streets within Cherry Orchard Point	Streets where car and cycling use is integrated	Upon entering the development streets, drivers should immediately recognise that they are in a shared space where their behaviour should be adjusted to suit the environment. To achieve this, appropriate measures should be prescribed which might make it abundantly clear to drivers that the movement of cyclists takes precedence over vehicles. This might be achieved with gateway treatment signage, lane narrowing, surface materials or lane cycle logos.	Design Stage



I.D.	Location	Feature	Action	When
C2	Shared cycling and walking areas within Cherry Orchard Point	Pedestrian & cyclist facilities.	Conflicts can arise where different modes of transport share the same space. Ensure cycle environments are logical, continuous, and legible throughout the development. Where cyclists are encouraged to share with pedestrians, ensure that sufficient width and end user information are provided.	Design Stage
C3	Formal Road Crossings within Cherry Orchard Point	Continuity and crossing.	Ensure continuity for cyclists and pedestrians are provided at key crossing points, and that crossing points are located with good forward stopping sight distance for approaching vehicles (these should not be obscured with landscaping).	Design Stage
C4	All dedicated cycling provisions within Cherry Orchard Point	Street furniture positioning.	Ensure street furniture is carefully positioned to avoid obstruction in cycle paths and to maximise the effective width available to cyclists.	Design & Operational Stages
C5	Dedicated cycle tracks within Cherry Orchard Point	Commencements and terminations	Where cycle tracks commence, measures to allow ease of access for cyclists should be included. Where cycle tracks terminate, then termination points should be carefully designed to optimise cycle safety.	Design Stage
C6	Cycle Parking Areas within Cherry Orchard Point	Cycle Parking	Ensure appropriate cycle parking is provided within the development to encourage uptake for cycling. Ensure it is comfortable and safe for cyclists to access the parking.	Design Stage
C7	Cycle Parking Areas within Cherry Orchard Point	Cycle Parking & security	To encourage use and safeguard security, position cycle parking away from isolated areas and close to building entrances which are well lit and have natural passive surveillance. Consider providing cover over the cycle parking to protect cyclists from the elements where possible.	Design Stage
 <b>Recommendations to Provide for Universal Access &amp; Accessibility</b>				
A1	Footpaths serving Cherry Orchard Point	Dropped kerbs & tactile paving	Ensure appropriate dropped kerbs and tactile paving are provided at key crossing points.	Design Stage
A2	Footpaths serving Cherry Orchard Point	Universal Access – footpath types and finishes	Ensure consistency in the types of footpath surface utilised and ensure that the surface provides appropriate contrast with the adjacent road pavement.	Design Stage

I.D.	Location	Feature	Action	When
A3	Footpaths serving Cherry Orchard Point	Universal Access – material contrast	Ensure contrasting colours/materials are used to define areas which are meant for sole use by vulnerable road users.	Design Stage
A4	Footpaths serving Cherry Orchard Point	Universal Access – footpaths	Ensure that measures are taken to actively maintain and police errant car parking on footpaths which might impact negatively upon pedestrian progression.	Design Stage & Operational Stage
A5	Footpaths serving Cherry Orchard Point	Definition of footpath edges & terminations	Ensure footpath edges are clearly defined and ensure that appropriate termination details are provided when footpaths end.	Design Stage
A6	Footpaths serving Cherry Orchard Point	Steps - legibility	Ensure steps are legible and easy to define by providing step nosings with a conscious and contrasting colour finish.	Design Stage
A7	Building structures – Cherry Orchard Point	Building Entrances	Ensure that dwelling and building entrances are well defined by employing colours and material finishes which contrast with the rest of the building façade.	Design Stage
A8	Building structures – Cherry Orchard Point	Building Entrances	Ensure clear sight lines to dwelling and building entrances are provided from all approaches. Trees and street furniture should not block these.	Design Stage
A9	Footpaths serving Cherry Orchard Point	Street Lighting	Ensure public lighting is located where pedestrian movement decisions are required (i.e. at crossing points, entrances and in shared street areas).	Design Stage
A10	External Landscaped areas serving Cherry Orchard Point	Drainage gaps	Ensure any break in surface or gap (such as a drainage gully) is no greater than 10mm and is perpendicular to line of travel. Locate drainage features both away from (and up gradient from) crossing points.	Design Stage
A11	External Landscaped areas serving Cherry Orchard Point	Drainage / pavement gradients	Ensure access routes are constructed with even and gentle falls to allow proper drainage and prevent the formation of puddles. The cross-fall gradient to any access route should not exceed 1 in 50, except when associated with a dropped-kerb.	Design Stage
A12	External Landscaped areas serving Cherry Orchard Point	Obstructions from Street Furniture or landscaping	Ensure street furniture / landscaping do not encroach on the clear width of pathways.	Design Stage

I.D.	Location	Feature	Action	When
A13	External Landscaped areas Cherry Orchard Point	Street Furniture – visually impaired	Ensure street furniture contrasts in colour with the surrounding pavement surfaces.	Design Stage
A14	Car Parking Areas within Cherry Orchard Point	Universal access to parking	Ensure car parking is accessible, easy to use, and sufficient parking spaces are provided within a well-designed environment to meet the needs of all end users who might (reasonably) be expected to use them.	Design Stage
A15	Car Parking Areas within Cherry Orchard Point	Disabled parking	Ensure that parking spaces designated for people with disabilities are located as close as possible to the building access points. Dropped kerbs should be provided at appropriate locations within the parking spaces to assist wheelchair progression between the vehicle and the footpath.	Design Stage
A16	Car Parking Areas within Cherry Orchard Point	Car park & boundary treatment	Ensure that access to/from parked vehicles is not inhibited by boundary treatments, trees, hedges, street furniture or structural features.	Design Stage
A17	Bin storage within Cherry Orchard Point	Bin storage	Bin storage and collection can lead to obstruction of the footpaths and cycle facilities. The Designer should ensure that refuse truck access and turning, bin storage and bin collection are all considered and comprehensively catered for within the development proposals.	Design Stage

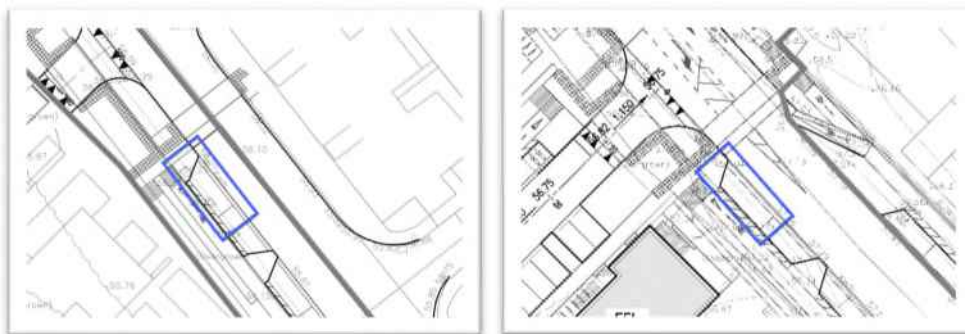
### 3. Stage 1 Road Safety Audit Problems

#### 3.1 Problem: Parking Obscuring Forward Visibility to Crossing

**Drg. | Location: P101, P102, P103 | Signal Controlled Pedestrian Crossings**

The proximity of parking spaces to the adjacent pedestrian crossing could result in a parked car (or high-sided van / SUV) obscuring intervisibility between a pedestrian and an approaching vehicle. This is likely to increase the risk of conflict between vulnerable road users and vehicles.

**Figure 3.1 – Examples of Where Parked Vehicles Could Impact Upon Crossing Safety**



**Recommendation**

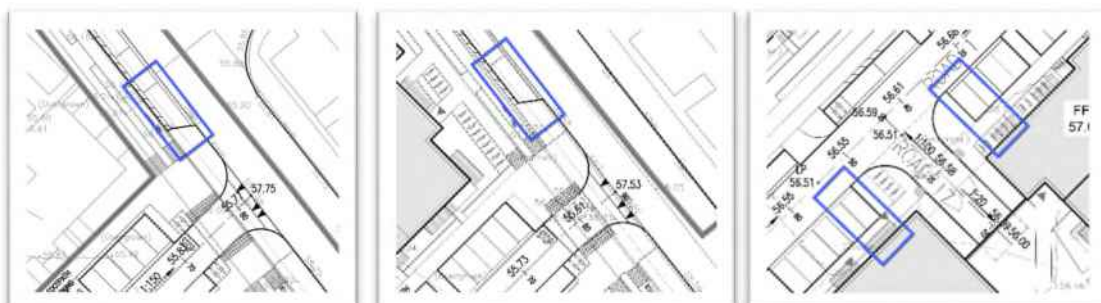
Parking spaces on approach to all pedestrian crossings should be checked and adjusted as appropriate to maximise intervisibility between a pedestrian and an approaching vehicle.

#### 3.2 Problem: Parking Obscuring Junction Visibility

**Drg. | Location: P101, P102, P103 | Priority Controlled Junctions**

The proximity of parking spaces to an adjacent priority controlled junction could result in a parked car (or high-sided van / SUV) obscuring the junction’s envelope of visibility. This is likely to increase the risk of conflict between all road users at the junction.

**Figure 3.2 – Examples of Where Parking Could Impact Upon Safety at Priority Controlled Junctions**



**Recommendation**

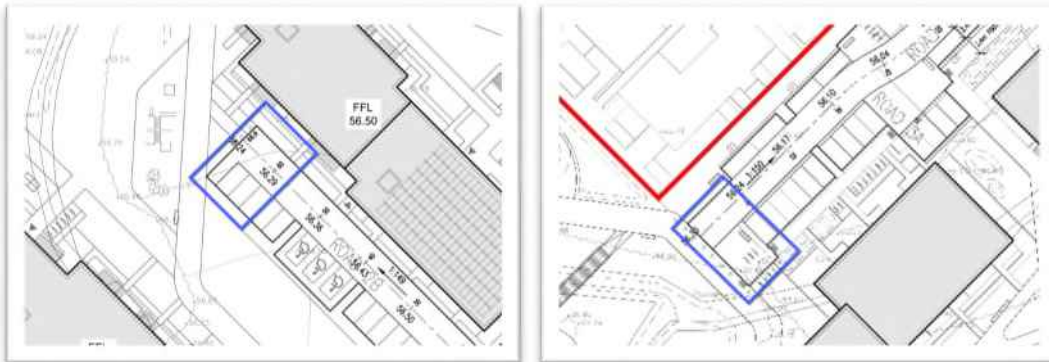
Parking spaces in proximity to all priority controlled junctions should be checked and adjusted as appropriate to maximise each junction’s envelope of visibility.

### 3.3 Problem: Provision for Vehicles to Turn Safely

**Drg. | Location: P101 & P102 | Cul de Sacs on Road 2b & Road 3**

The absence of a vehicle turning head at the end of the Cul de Sac's is likely to result in driver frustration, poor decision making and extended reversing manoeuvres which may lead to conflict with vulnerable road users.

**Figure 3.3 – Cul de Sacs without Provision for Vehicles to Turn**



#### Recommendation

Appropriate provisions should be made for vehicles to turn at the end of the Cul de Sacs.

### 3.4 Problem: Providing for Safe Pedestrian Progression

**Drg. | Location: 102 | Road 10, Road 11 & Road 12**

Failing to provide direct and continuous pedestrian facilities in the areas described below could lead to progression issues for the mobility impaired and increase the risk of conflict with vehicles.

**Figure 3.4 – Areas Where it is Unclear How Pedestrian Progression Will Be Being Achieved**



#### Recommendation

Appropriate pedestrian facilities should be provided in the areas described above.

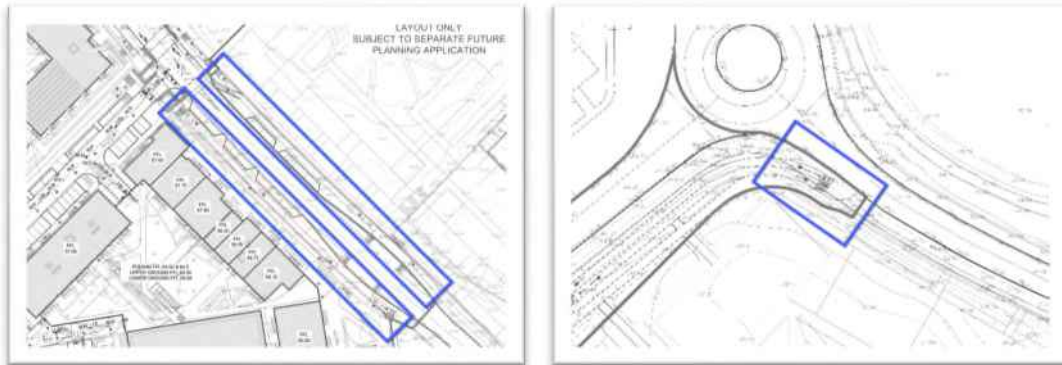


### 3.5 Problem: Space for Continuity of Existing Footpaths

**Drg. | Location: 103 | Park West Avenue & Cedar Brook Way**

The provision of cycle tracks at these location does not appear to retain any space for the existing footpath and therefore pedestrian progression. This could lead to a pedestrian walking in the cycle lane or the traffic lane, increasing their risk of conflict and injury.

**Figure 3.5 – Locations Where Cycle Tracks Appears to Displace Existing Footpath Facilities**



#### Recommendation

Appropriate footpath facilities should be provided at the locations described.

### 3.6 Problem: Pedestrian Crossing / Bus Stop Conflict

**Drg. | Location: 103 | Crossing / Bus Stop on Cedar Brook Way**

The proposed pedestrian courtesy crossing appears to terminate in the existing Northbound bus stop. This could result in conflict between crossing pedestrians and approaching buses.

**Figure 3.6 – Bus Stop on Cedar Brook Way**



#### Recommendation

An appropriate amount of separation should be provided between the proposed pedestrian crossing and the bus stop.

## 4. Audit Team Statement

### 4.1 Certification & Purpose

We certify that we have examined the drawing listed in Chapter 1 of this Report.

#### **Sole Purpose of the Road Safety Audit**

The Road Safety Audit has been carried out with the sole purpose of identifying any features of the design which could be removed or modified to improve the road safety aspects of the scheme.

### 4.2 Implementation of RSA Recommendations

The problems identified herein have been noted in the Report together with their associated recommendations for road safety improvements.

We (the Audit Team) propose that these recommendations should be studied with a view to implementation.

#### **Audit Team's Independence to the Design Process**

No member of the Audit Team has been otherwise involved with the design of the measures audited.

### 4.3 Road Safety Audit Team Sign-Off

**Martin Deegan**

Audit Team Leader  
Road Safety Engineering Team

traffico

Signed:



Date: 11<sup>th</sup> August 2023

**Colin Prendeville**

Audit Team Member  
Road Safety Engineering Team

traffico

Signed:



Date: 11<sup>th</sup> August 2023



## 5. Responding to the Road Safety Audit

### 5.1 How the Designer Should Respond to the Road Safety Audit

The Designer should prepare an Audit Response for each of the recommendations using the Road Safety Audit Feedback Form attached in Appendix A.

When completed, this form should be signed by the Designer and returned to the Audit Team for consideration. See flow-chart following for further description.



Figure 5.1 – Road Safety Audit Sign-Off and Completion Process

### 5.2 Returning the Completed Feedback Form

The Designer should return the completed Road Safety Audit Feedback Form attached in Appendix A of this report to the following email address:

- Email address: [martin@traffico.ie](mailto:martin@traffico.ie)

The Audit Team will consider the Designer's response and reply indicating acceptance or otherwise of the Designers response to each recommendation.

#### Triggering the Need for an Exception Report

Where the Designer and the Audit Team cannot agree on an appropriate means of addressing an underlying safety issue identified as part of the audit process, an Exception Report must be prepared by the Designer on each disputed item listed in the audit report.

## Appendix A



### A.1 Road Safety Audit Feedback Form

# Road Safety Audit Feedback Form

**Scheme:** Cherry Orchard Point

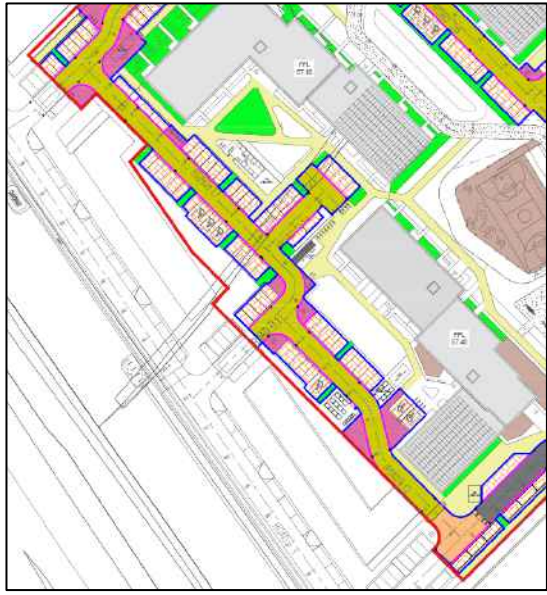
**Audit Stage:** Stage 1 Road Safety Audit


**Audit Date:** 11<sup>th</sup> August 2023

Problem Reference (Section 3)	Designer Response Section			Audit Team Response Section
	Problem Accepted (yes / no)	Recommended Measure Accepted (yes / no)	Alternative Measures or Comments	Alternative Measures Accepted (yes / no)
3.1	Yes	Yes	<p>There are 2 No. proposed junctions on Park West Avenue with pedestrian crossings. The layout of these junctions have been reviewed and revised. The parking bays adjacent the crossing on the northern junction have been relocated as has the crossing itself.</p>  <p>The parking bays adjacent the crossing of the southern junction have also been relocated.</p>  <p>These relocations provide an extended buffer zone between pedestrian crossings and parking bays, further enhancing intervisibility</p>	Comment noted.

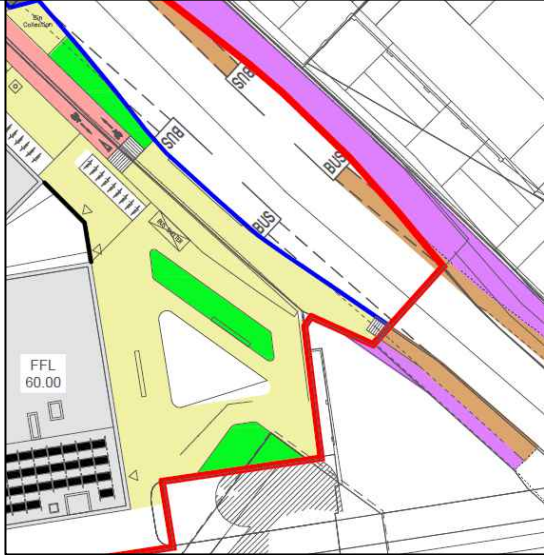
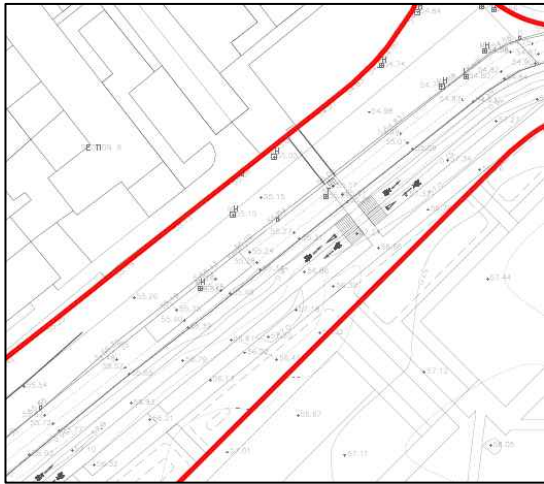
Problem Reference (Section 3)	Designer Response Section			Audit Team Response Section
	Problem Accepted ( yes / no )	Recommended Measure Accepted ( yes / no )	Alternative Measures or Comments	Alternative Measures Accepted ( yes / no )
			between pedestrians and approaching vehicles.	
3.2	Yes	Yes	<p>There are 3 No. priority junctions as part of the proposed development, 2 No. on Park West Avenue, and 1 No. entering/exiting the retail carpark.</p> <p>Sightline analysis has been undertaken on all these junctions.</p> <p>For the 2 No. priority controlled junctions on Park West Avenue, it is intended that the centreline roadmarkings will be formed by a solid white line, preventing overtaking. The sightline has been measured to the centreline of the road for traffic approaching the small arm of the junction from the left hand side. Visibility to vehicles approaching from the left is clearly facilitated.</p> <p>It is accepted that the sightlines do “clip” the parking bays on the right hand side to a certain extent however, the outline of a large family car (length 5.1m), indicates that the full sightline is provided. Visibility may be reduced in the event that high sided delivery vehicles occupy the space, and as such, temporary loading bays are facilitated elsewhere onsite to mitigate against this occurrence.</p> <p>For the junction entering/exiting the retail carpark, parking bays have been shifted to optimise visibility splays. It is noted that for a road design speed of 30KPH, full visibility of 23m is not provided, however, given the short length of straight road approaching this junction from the south (due to road curvature), and the north (from the junction) it is felt that a max achievable speed of 20KPH is more realistic and a required sightline of 14m for this design speed has been mostly achieved.</p> <p>Sightline analysis is shown in its full revision on Drawing Number: 22-010-P130.</p>	Comment noted.
3.3	Yes	Yes	Provisions have been made to incorporate turning heads to the layout on cul-de-sacs. Please refer to Drawing Numbers: 22-010-P101 & P102.	Comment noted.

Problem Reference (Section 3)	Designer Response Section			Audit Team Response Section
	Problem Accepted (yes / no)	Recommended Measure Accepted (yes / no)	Alternative Measures or Comments	Alternative Measures Accepted (yes / no)
3.4	Partially	Yes	<p>This area is to be a private gated carpark serving the parking bays for the adjacent apartment blocks only. It is not intended that this location provide unrestricted and continuous freedom of movement to the general public. This is provided through the central green corridor. It is however noted that pedestrian and cyclist connectivity to residents in this location is already facilitated via the homezone. This homezone is announced to motorists via a ramp up and change in colour to the proposed road surfacing with a buff-coloured macadam. Signage shall also be introduced to notify</p>	Comment noted.



Problem Reference (Section 3)	Designer Response Section			Audit Team Response Section
	Problem Accepted ( yes / no )	Recommended Measure Accepted ( yes / no )	Alternative Measures or Comments	Alternative Measures Accepted ( yes / no )
			<p>motorists of the change in priority. Refuge areas are provided to enhance pedestrian comfort and safety. Where a footpath connects to a refuge area for pedestrian access to the homezone road surface, tactiles are provided announcing the change in surface to the pedestrian as well as drop kerbing facilitating the movement of wheelchairs and prams etc. Please refer to Drawing Number: P22-010-P010 which clarifies the intended road surface type at this location.</p> 	
3.5	Yes	Yes	<p>The proposed pedestrian and cycling connection to the existing infrastructure has been revised.</p> <p>The proposed infrastructure now ties in more clearly to the existing. Where cycle lanes end, tactile paving and signage will be provided advising of this and drop kerbing will be installed facilitating cyclist connectivity to rejoin the road surface and cycle lanes.</p> <p>Please refer to Drawing Number: 22-010-P010.</p>	Comment noted.

Problem Reference (Section 3)	Designer Response Section			Audit Team Response Section
	Problem Accepted ( yes / no )	Recommended Measure Accepted ( yes / no )	Alternative Measures or Comments	Alternative Measures Accepted ( yes / no )
			 <p>The top diagram shows a curved road layout with several colored overlays: a red line along the outer edge, a green area in the center, a yellow area below the green, and a purple area at the bottom. The bottom diagram shows a more complex road layout with a red line, a purple area, a brown area, and a blue area, along with various road markings and structures.</p>	



Problem Reference (Section 3)	Designer Response Section			Audit Team Response Section
	Problem Accepted (yes / no)	Recommended Measure Accepted (yes / no)	Alternative Measures or Comments	Alternative Measures Accepted (yes / no)
				
3.6	Yes	Yes	<p>The proposed pedestrian crossing has been relocated to a suitable location and out of the bus stop zone. Please refer to Drawing Number: 22-010-P103.</p> 	Comment noted.

*\*The Designer should complete the Designer Response Section above, then fill out the designer details below and return the completed form to the Road Safety Audit Team for consideration and signing.*

Designer's Name:	Ciaran Savage (VDA)	Designer's Signature:		Date:	21/09/2023
Employer's Name:	Clare Fox (LDA)	Employer's Signature:		Date:	14/09/23
Audit Team's Name:	Martin Deegan	Audit Team's Signature:		Date:	19th October 2023



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e: [hello@traffico.ie](mailto:hello@traffico.ie)

w: [www.traffico.ie](http://www.traffico.ie)